

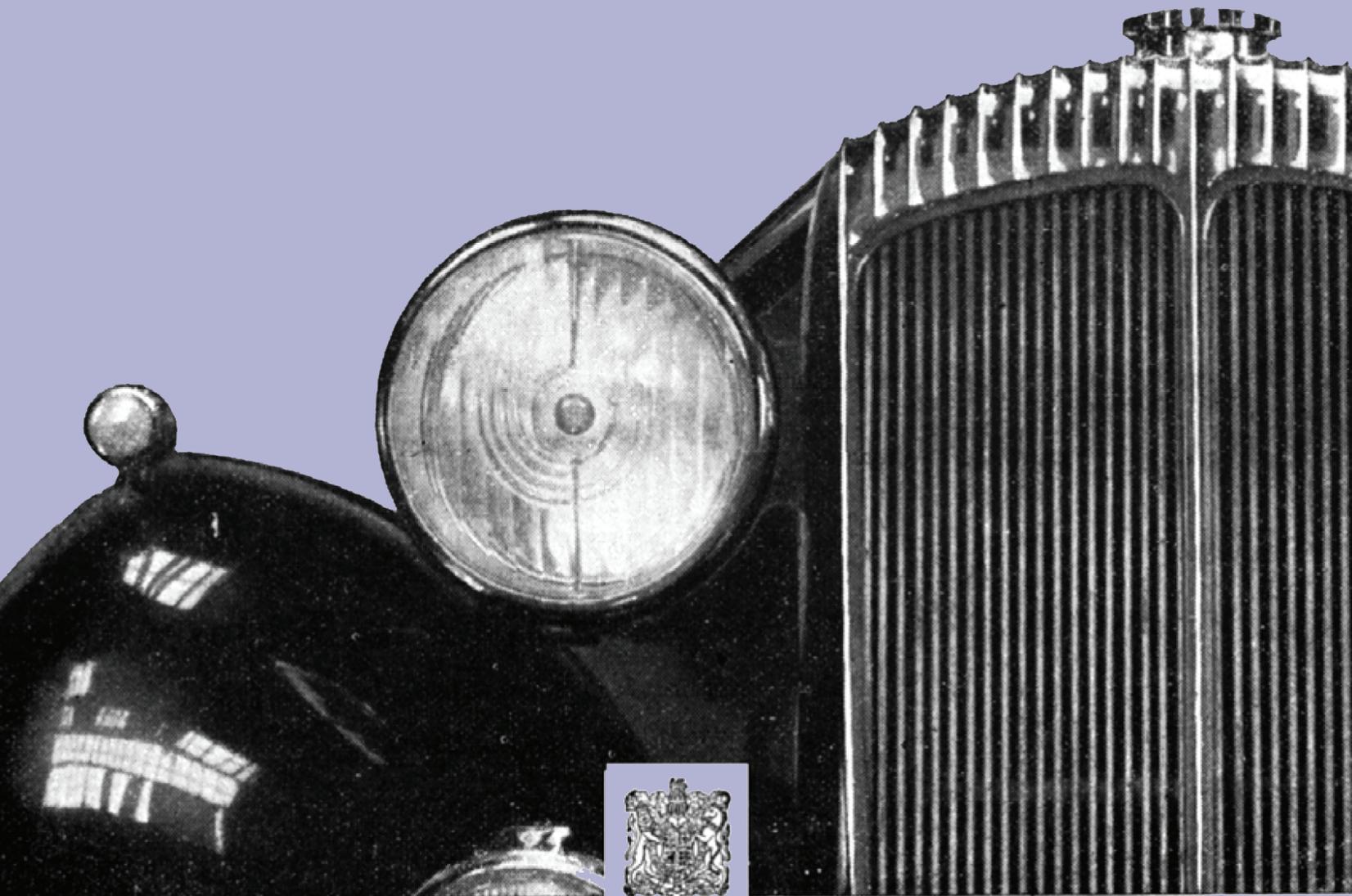
Daimler

&

Lanchester

OCTOBER 2022

FLUID DRIVING



BY APPOINTMENT

THE OFFICIAL JOURNAL OF THE DAIMLER & LANCHESTER
OWNERS' CAR CLUB OF AUSTRALIA, INC.

OFFICE BEARERS

President	Peter Grant	0414 702 239	peter@schwartz.com.au
Vice President	Victor Nash	0416241147	to victornash@gmail.com
Secretary	Russell Turner	0419 980030	rturner.architecture@gmail.com
Treasurer	Alan Hunt	02 96512961 0438290639	hunts@optushome.com.au
Events Co-ordinator	Ray Palmer	0409 465 446	rpalmer.teacher@bigpond.com
Editor	Jim Gellett	02 9543 2079 0419 796 371	jimgellett@gmail.com
Historian	Chrstine Cole	02 9655-1111	chriscole49@gmail.com
Committee Members	Peter Lalchere Linden Braye Ray Palmer Victor Nash	0417 214 697 9550 5496 0409 465 446 0416241147	peterlalchere@gmail.com findlinden@hotmail.com rpalmer.teacher@bigpond.com to victornash@gmail.com
Conditional Plates Registrar	Russell Turner	0419 980030	rturner.architecture@gmail.com
Librarian	Jim Gellett	02 9543 2079 0419 796 371	jimgellett@gmail.com
Membership	John Hiscox	02 9984 1169	de27@bigpond.com
Regalia	Ray Palmer	0409 465 446	rpalmer.teacher@bigpond.com
Publicity Officer	Dulcie Keesing	02 9759 2812 (H)	wkeesing123@optusnet.com.au
SP250 Convener	Tony Luongo	0438 438172	TonyL63@outlook.com

OUR NEXT MEETING

7:30PM MONDAY, 7TH NOVEMBER, 2022 AT RYDE EASTWOOD LEAGUES CLUB

D.L.O.C.C.A. ANNUAL SUBSCRIPTION

JOINING FEE	\$30.00
STANDARD MEMBERSHIP	\$50.00
ASSOCIATES:	\$5 EACH

The articles appearing in this Journal are taken from various sources and are for your general information and enjoyment only. Readers are advised to use caution in following any technical advice that may be given in these articles as the Club and the Committee can give no assurance as to their accuracy or reliability.

Please address all correspondence to:

Daimler & Lanchester Owners Car Club of Australia, Inc. PO Box 414 Springwood NSW 2777

MARQUE REGISTRARS

BSA & Other Pre-War	Robert Brandes	0427 274 004 (mob)
Lanchester (to 1931)	Tony Falstein	0402533131 (mob)
Sleeve Valve	Michael Barnes	0417405766 (mob)
DB range, incl. Consort, Special Sports & LD	Steve Moore	02 9603 4498
DE range, incl. DH & DC	John Hiscox	02 9984 1169
DF, DR, DQ, DK incl Regency, 104, Majestic & Major	Colin Cox	02 4739 3301 (H)
DJ range, incl. Century & Leda	Campbell Middleton Jim Gellett	02 – 4758 7125 0419 796 371
2.5 litre V8	John Steel	02 9983-9734 (H)
SP 250	Merv McDonald	0417429 573
Sovereign, and all Jaguar based models incl. DS 420	Colin Cox	(02) 4739 3301 (H)

SUPPORT OUR VENUE

RYDE EASTWOOD LEAGUES CLUB - RYDALE ROAD WEST RYDE MEETINGS HELD ON THE FIRST MONDAY OF EACH MONTH

Ryde Eastwood Leagues Club provide a meeting room to our club each month for the purposes of our monthly meeting. This is done at no cost to our club and we are very grateful for this kindness. We ask our members to consider visiting the Leagues Club and providing patronage to the club as a reciprocal thank you for their generosity.



PRESIDENT/EDITOR'S REPORT

PRESIDENT'S REPORT

No President's Report this month as the President was travelling.



COMING EVENTS

<p>November 2022 Monday 7</p>	<p>DLOC Meeting - To be held at Ryde Eastwood Leagues Club, commencing at 7:30pm. PLEASE NOTE THE CHANGE IN VENUE AND THE CHANGE IN DATE. We look forward to seeing everyone attend.</p>
<p>November 2022 Saturday 5</p>	<p>Armstrong Siddeley Event! - Mt Victoria Museum on 05 NOVEMBER 2022 (Saturday) will go ahead. Location: Mount Victoria Museum (located at the Mt Vic train station). Time 10:00 am. Tour the museum \$5:00 per person. Tea Coffee and Scones (including gluten free) @ personal donation. After a tour of the museum a drive to the Mount York lookout for viewing across the Lithgow valley. Drive to Katoomba for lunch at the Katoomba RSL: Time to be confirmed but about 13:30 (01:30pm). email rpalmer.teacher@bigpond.com</p>
<p>November 2022 Sunday 13</p>	<p>SP250 Run - A day on the harbour aboard the beautiful Martindale, Sunday 13th November. 12 noon to 3pm. The pick-up location has changed. It is now at the Royal Sydney Yacht Squadron 33 Peel St Kirribilli. This location has made it easier to get on board Martindale – no climbing up rope ladders! There are two positions left if you would like to join us. We currently have 12 people confirmed. BYO drinks and something light for lunch. Hats, sunscreen recommended (a sunny day forecasted) and a donation of \$20 to \$50 per head would be appreciated by the trustees.</p>

COMING EVENTS

November 2022 Saturday 19 Sunday 20	President's Weekend Away - Accommodation has been arranged at Mercure Canberra at a special "Daimler Club" rate of \$166.00 including breakfast and parking. With a visit to the Royal Daimler & National Museum in the ACT over the weekend. More info in this issue
December 2022 Saturday 3	SP250 Christmas Event - 52 Matthew Parade Blaxland 2774. Details in this issue
April/May 2023 Thursday 13 to Monday 1st	Circumnavigate Tasmania - I have block booked accommodation and the ferry for this event and there are still a couple of spaces to be filled. You do not need to bring your Daimler, just a vehicle. If you would like to see the itinerary showing places and events, please contact me. Or you can fly and rent a car as one couple is doing. John Hiscox 0438 225 884 de27@bigpond.com

SPECIAL OFFER FOR DLOCCA MEMBERS

Save 15% on accommodation bookings at Albury when you mention that you are a member of the Daimler & Lanchester Owners Club of Australia. This offer has been made by our member Ray Jones.



Located in picturesque Albury, a regional city that prides itself on a relaxed way of life, our AAA rated 4.5 star resort offers 88 suites and apartments, five landscaped acres, deluxe lagoon pool, heated indoor pool, spa, sauna, tennis, mini-golf, poolside casual dining at the Cactus Cantina, signature restaurant The Bullring

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SP250 EXHAUST NOTES NSW

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

EXHAUST NOTES

No SP250 Report this month.

DAIMLER SP250 CHRISTMAS EVENT

You are Invited to this years SP Christmas Party which will be on Saturday December 3rd this year.

The party will be informal and held at the home of Mark & Tracey Brooks in Blaxland.

To make it easier for everyone, this years party will be catered for with a cost of \$25.00 per head.

You will need to bring your own drinks and chairs. We will also need to know if you intend on attending by 18th November.

When Saturday 3rd December

Time From Midday until.....

Address 52 Matthew Parade Blaxland 2774

Cost \$25.00 per head

RSVP 18th November 2022 (Via email to sp250group@gmail.com or Mark 0430070085)

Regards

Tony Luongo & Mark Brooks

PRESIDENT'S WEEKEND AWAY

This year the President's Week End will be to the Nation's Capital Canberra.

A highlight of the week end will be an access tour of the National Museum's repository to view the Royal Tour Daimler in all its plastic wrapped glory, fresh from a Memorial Display for the Late Queen at the Museum. This is to be confirmed but is planned for 10.00 a.m. on Sunday. Thanks to Richard Thwaites for the attached photo.

Accommodation has been arranged at Mercure Canberra at a special "Daimler Club" rate of \$166.00 including breakfast and parking. Dinner, at own cost is suggested at the hotel's bistro, for a friendly casual meal without the need to leave the hotel and to be able to relax and not worry about driving or cabs to and from a restaurant venue.

Mercure Canberra is the closest hotel to the National War Memorial, and a visit there on Saturday afternoon would be ideal, or feel free to relax in the lovely courtyard of the hotel with a drink and the newspaper or while away a few hours with an easy level walk to Civic and the shops there.

Website: <https://www.mercurecanberra.com.au>

Mercure Canberra - Corner of Ainslie & Limestone Ave, Braddon, ACT 2612 Australia

Bookings: (+61) 2 6243 0000 | Fax: (+61) 2 6243 0001

E-mail: stay@mercurecanberra.com.au

PPCMC MEETING 27 SEPT 2022

I attended the Council of Motor Clubs (CMC) meeting on 22 Sept representing both Royal Automobile Club of Australia (RACA) and Daimler & Lanchester Owners Car Club of Australia (DLOCCA).
Accompanied by Peter Reed, RACA Director.

Important dates:

31 Dec CMC Affiliation fee to be paid for CVS registration to remain valid

24 Jan Reserve and pay spaces at Shannons Sydney Classic

5 Mar CMC 60th anniversary lunch at Wentworth Leagues Club

21 May Motoring Heritage Day

20 Aug Shannons Sydney Classic at SMP

Conditional Registration

1. CVS plates to be redesigned (smaller) and old plates exchanged
2. HVS rules for allowed modifications to be redefined
3. CVS – will be an additional form for club sign off
4. Club stamp must be full club name (not DLOCCA or RACA)
5. Official confirmation that parking in front of home does not require log book entry

Shannon Sydney Classic

1. Less space available in 2022 so may limit cars on display
2. In area A limit of 25 cars per club
3. Fee per car is \$25 with \$5 to prostate cancer charity
4. Each car s pay \$25
5. In 2021 RACA Marketing (Cathy Symons) hired pit garage and set up RACA display. Cost \$300.

Renewal Fee

1. Members up to 50 \$35
2. Members 51-100 \$60
3. Members 101-150 \$90

Next Meeting

Tuesday 29 Nov 22, general meeting and CMC AGM

Alan Hunt

Club Representative at CMC

CALAMITY & RESURRECTION BY RAY PALMER

This story may be worth reading especially if you tinker with cars and fuel and is a timely reminder about safety preparation.

Last month I was in the third month of emptying and decluttering my mother's house which was sold and which included more Humber cars, nine pianos, two player pianos and all manner of piano rolls, books, videos, tools and a very large collection of Humber car parts and a large trailer load of fifties Mercedes parts not to mention household furniture and alike.

Two disasters occurred with two weeks. The first was an unsuccessful garage sale. I sold one item. The sale cost me \$150 in advertising so times have changed. Mostly neighbours came and went.

Now fortunately I had by about the 20th of September cleared much of what was in the six car garage. Two cars remained.

There also remained tools, bits and pieces and most importantly two very fine Humber cars. One was my rare 1947 Humber Pullman an ex Commonwealth car and a very low mileage original Series VA SuperSnipe. Now what happened could happen with anyone's cars so I thought members might like to read this even though it wasn't Daimlers.

Now because I was a tad busy these last few years I didn't start them for over two years and when I tried I couldn't get them to 'fire up'. So I asked my friend Roger from the Humber club to help and he came along. I had brought along fresh fuel, new batteries and a few tools for the next attempt.

Well what happened is a wake up call about safety and being prepared. I recommend everyone reading this should go out and buy multiple fire extinguishers both powder and water for the garage, house and cars.

The Super Snipe, fitted with CD Stromberg carburettors, refused to start. It was turning over beautifully and on a few occasions fired up but instantly stopped. So mindful of losing battery power Roger removed the air cleaner and proceeded to pour fuel directly into the carbies. This still didn't work. So as I'm sitting in the car he then used 'starting fluid' 'Start ya Bastard'.

The car backfired and at that moment as Roger fell back an enormous flame shot up through the engine bay and proceeded to burn the insulation panels, air trunking and what not in the engine bay including the brake reservoir. I was so lucky to have a powder extinguisher handy that we nipped it in the bud before the timely arrival of the fire brigade who arrived in eight minutes. They proceeded to douse the car in water and CO2 gas as smouldering in behind the engine insulation was still occurring.

Now had I not had the fire extinguisher I would have lost both cars and the shed as the garden hose was hopeless.

What had happened was that petrol pooled under the car from the overflow and when it backfired fuelled the fire. I was devastated at the time. The fire officers and the Police, who will turn up to house fires were greatly interested in the cars and one fellow said he would come to the next All British Day. The Pullman apart from being covered in dust from the extinguisher was undamaged. Had I attempted this some weeks earlier the whole shed had all sorts of combustibles in it and it is likely I would have lost the lot.

The Resurrection

So I arranged for both cars to be towed to Trent Crowhurst, a very experienced auto electrician at Auburn. I am very grateful he agreed to take both cars. I drove another Snipe to him to show him the layout and

CALAMITY & RESURRECTION BY RAY PALMER

damaged area in an identical car so he would have an idea what to expect.

.I then had to jack them up and turn the cars around on dollies.This took the best part of over half a day with help.as when you lower the cars on to the dolly the dolly will often move so the its wheels turn to the wrong direction.I couldn't really move either car on my own especially the Pullman which is nearly two and a half ton in weight.

Eventually it was done as the cars had to be towed out nose first which allowed for more space under the front so as the chains would not damage the underside of both vehicles.. This was another mission as the towee had to use a long winch cable and then chains to reach the cars.Many towees would not want such a job but this fellow was superb and didn't flinch at the challenge.

So Trent will have the Pullman running first and then it will go to a brake specialist to service the brakes.He will go through any wiring issues step by step in the Super Snipe and I have supplied another fuel pump and set of carbies due to heat damage.

The car is too good to scrap so I hope to have both running shortly.

The moral of my story is get and keep some fire extinguishers in the house, car and garage as the fire I experienced was so quick that without the one powder extinguisher there would be no resurrection of both these two fine English cars.



THE JOURNEY OF A ROYAL CAR



Daimler Conquest out the front of the Royal Tour 1954 in Adelaide.



The Queen and HRH Prince Phillip in a Daimler Conquest 1954 in Australia



THR Queen Elizabeth II being lead to a Daimler Conquest
Kalgoorlie 1954

It was a cold night in late May 2020, the world was in a crazy phase of Covid lockdowns although we at the time were free to move around in NSW at the time but had a sense of the world to come.

I became very excited by a lovely looking Daimler that I saw on line for just \$300 and despite having our double garage full of vintage cars I just knew I had to have this, for what reason I was unsure. Having a drink that evening with my good friend Deleene we hatched the scheme to drive over the mountains to Mudgee as I knew a bloke on the way who could lend us a car trailer and Dee was happy for it to be parked out the side of her place. Neither of us had any practical car restoration experience so what our plan was, was very vague.

We arrived at a large country property with Dee and my wife Wendy at Mudgee and we had the classic 'barn find'. Couple of the lads offered to haul it onto the trailer, the car had not been kicked over for

THE JOURNEY OF A ROYAL CAR

45 years, half the motor was on the front seat and there was a fair bit of rust and at this point Dee and I looked at each other as this was all getting a bit real. Against our better judgement we just said 'ok, chuck it on'.

Just then the lads mum runs out the farm house and said, 'grandfather always said that car was in the Royal Tour 1954'. What a journey that sent us on. I now felt somehow an obligation to find out if this claim was in fact true.



Wendy and Dee picking up the car from Mudgee.

We quickly started the researching in early June by reaching out to the Daimler Community with great help from Peter Grant, Jim Gellett, Mark Bearman and others who have helped me all the way. I was able find a supposed Royal Tour Car with engine number 74886 owned by a Mr Galbraith-Robertson which was kind of close to my engine of 74891 and supposedly the 7th Royal Tour car making it chassis 83496. We also got a NZ letter showing a Royal Tour Car chassis of 83505 which was close to my 83499 but really I had very little. The feeling in the Daimler community was that all the Royal Tour Daimlers had a number screwed for identification on the kick plate of the front passenger door, they had a flagstaff attached and the chassis numbers were sequential. Despite wishful investigation there was no evidence of a number on the kick plate or a flagstaff on our car. I had also been through the State Archives at Penrith and found nothing and in July 2020 I had to be 'fair dinkum' and admit this was not a Royal Tour Car 1954 and my search was over.

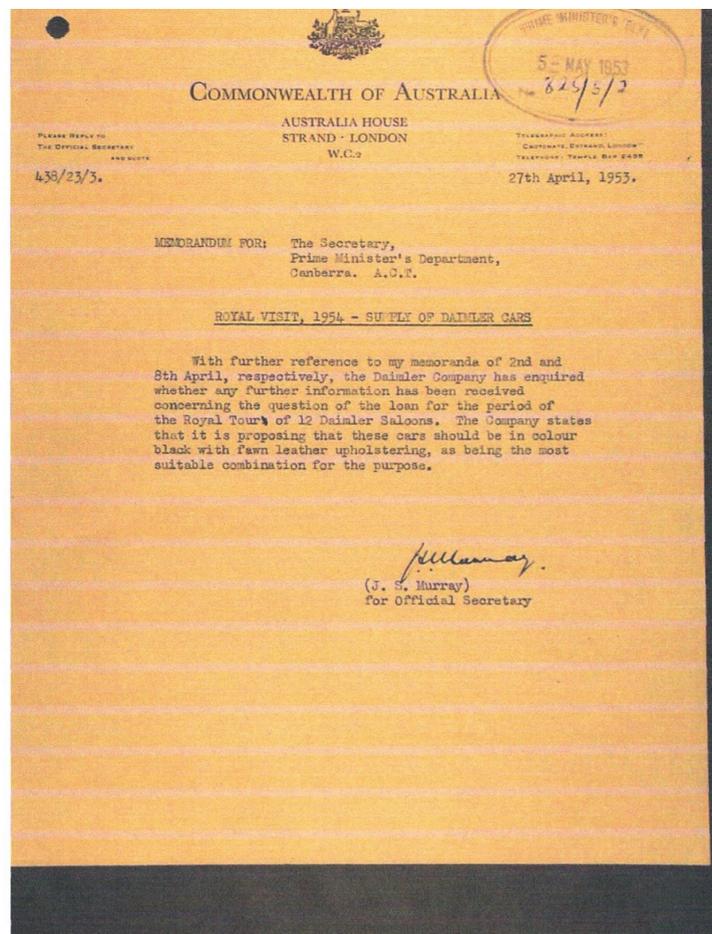
I still had a few enquiries out there, one being Nathan Pharaoh from the National Museum of Australia who had done an amazing job being involved in completely restoring a DE-36 Daimler which was used by Queen Elizabeth II and HRH Prince Phillip during the Royal Tour 1954. He was very helpful and ultimately advised me to look through the National Archives. At the same time the Museum of Australian Democracy effectively advised me to look at The Jaguar Daimler Heritage Trust in the UK. It is these two organisations which provided the clarity and direction on continuing my search.

THE JOURNEY OF A ROYAL CAR



The DE-36 Daimler which has been restored by the Museum of Australia which was used by Queen Elizabeth II on the Royal Tour 1954.

The National Archives were amazing. Despite not being able to visit Canberra because of then lockdowns I was able to find 400 pages of information about the Royal Tour Cars 1954. The core information these documents were able to provide me over and over again was that there were 12 Daimler Conquests used by the Royal Tour Car Company which were black with fawn (beige) interiors, brown carpets and were sent to the Sydney distributor (Hercules Motors). This allowed me to focus a search based on these facts.



Correspondence from the National Archives indicating there were 12 Daimler Conquests with fawn leather interiors and black exteriors.

THE JOURNEY OF A ROYAL CAR

The National Archives were also pivotal to debunking myths such as all cars had numbers on the kick plates and flag staffs. There is no reference to kick plates and the cars were identified by markings on the rear blanking plate although it appears they were used on the large DE-36 Daimlers and probably the two Conquests with flag staffs. Information however from the New Zealand archives showed that the kick plate numbers were required on their vehicles during the Royal Tour 53-54. We also learn that the flag staffs were only fitted to two of the Conquests and this fact can be seen in the photo of the Daimler Conquests leaving the Coventry Factory in August 1953.



The 12 Daimler Conquests leaving the factory in Coventry on way to the Royal Tour in Australia 1954. Note the two cars fitting with flag staffs and the other modification being the two blue side lamps.

I have then worked out that for \$10 you can order from The Jaguar Daimler Heritage Trust a search on your chassis number and they will tell you your exterior and interior colours and the distributor it is sent to in the world. Obviously mine comes back with Black exterior, beige interior and shipped to Hercules Motors. I have also by this point from the Daimler Facebook pages come across a New Zealand Daimler Conquest with red interior owned by Robert D..... of Chassis 83503. Knowing that the other New Zealand car is 83505 in order to find an exact order of 12 consecutive chassis for the Australian Tour I think we are in the range of 83488 to 83502. So I take a punt and order chassis 83490 from the Jaguar Daimler Heritage Trust and boom, Black with beige interior heading off to Hercules Motors. Gee, this is too easy. I am just going to order every number in the range and get clear clarification that my car was in the order of 12 used for the Royal Tour 1954. Off I go again ordering another chassis number in the range. Jaguar Daimler Heritage Trust have then, and fair enough said unless I own the car I cannot do a search for privacy reasons.

I have sort of got an inkling that we are a Royal Tour Car but I really don't have enough here to make a substantial claim. Everything in the rest of my search is about increasing the mathematically probability of our car being in the Royal Tour. I can't find an order of 10 here, or 13, or one with pink interior of another in the middle going to Johannesburg. It all needs to be rigid to create certainty.

All that is left for us is to find the cars somewhere out there. You would really think it was an impossible task, but quite amazingly mainly through chatter on Facebook the cars in the range and fitting the description just kept emerging. First, Nicko from Bundaberg was using Chassis 83498 as a donor car to do up another Conquest, we found chassis 83495 was registered with the Victorian Daimler Club and is now owned by Gordon R..... in Roma, Queensland and is a complete car needing restoration, we have chassis 83501 which was formerly of the Southern Highlands and used as a parts car in Mosman in

THE JOURNEY OF A ROYAL CAR

1978 according to the Daimler Lancaster Owners Club of Australia, Mr Galbraith-Robertson's car of likely chassis 83496 and then Mark A..... car which is fully restored with a flag staff and chassis 83492 emerges in Warwick in Queensland. All cars are confirmed as being physically black with beige interiors. We are now able to call the chassis number range as being 83490 to 83501. We still have one very important question to ask the Jaguar Daimler Heritage Trust. Did chassis 83489 have beige interior, black exterior and sent to Hercules Motors? Because if it is we have an order of 13 and all theories fall away. Thankfully the answer came back as NO.

So what happened to the blue sidelights on the Conquests as they left the factory in the photograph and other references to them as being the only modification to standard as none of them seem to have them now? The previous owner of the Warwick Conquest chassis 83492 tells us that when his father got the car there was a whole heap of them in the glovebox. You would imagine they would need to be replaced for the cars at the end of the Tour for road worthy purposes. He tells me that he did give most of them away but he did put two of them in his old Morris as per the photo. This little fact absolutely puts chassis 83492 on the Royal Tour 1954 and along with its flag staff. This means that this being part of the order of 12 used for the Royal Tour and there wasn't another order of 12 arriving at the same time with beige interiors, brown carpet and black exteriors heading to Hercules

With a lengthy 73 Provenance Document being produced people started becoming very interested in the story and the journey of the car. With all the excitement of The Queen's Platinum Jubilee in the first half of 2022 it was thought that it would be a great goal to finally restore the car and visit as many as possible of the towns visited by the Daimler Conquest on the Royal Tour 1954. Remembering the tour was extensive taking in 57 towns in 58 days, not all the Conquests went to due to logistic constraints. The plan was to do it to raise money for charity, most likely The Royal Flying Doctors who the Queen participated with on the 1954 Tour. With help from the president of the Daimler Lancaster Owners Car Club of Australia we looked like we would have the DE-36 Daimler from the National Museum involved and the restored Warwick Royal Tour Conquest was keen to take part.

We envisaged getting in touch with the local paper or Chamber of Commerce in the town exactly 70 years to the day since the Royal Tour and doing a few photos, drive a few people around in the car and hopefully raise a bit for charity. Would just revitalise this piece of very important history to Australia with three quarters of the Australian population came out to see the Tour of the first reigning monarch to these shores.

Early September 2022 with the idea of the part tour re-enactment and the lengthy provenance document we started getting lots of interest especially from the Jaguar Daimler Heritage Trust and the Daimler Lancaster Owners Car Club of the UK. Discussions were even had that if the part tour re-enactment was to evolve significantly further that the royal household maybe approached for a letter of support.

Tragically the events of 8 September 2022 with the passing of the Queen have given cause for reflection. I have since been approached by the editor of the Daimler Lancaster Owners Club magazine in the UK to write the story of our Royal Tour Daimler Conquest journey so far. There is still many twists and turns in this Daimler Conquest's story as we start the process of restoring the vehicle with a hopefully completion date of 3 February 2024 so we can start the Royal Tour part re-enactment. If anyone would like to contribute to the restoration process you can do so at [gofundme](#) which you will find a link to on our Facebook page or follow our journey and adventures on Facebook on 'QEII Royal Tour 1954-2024 Platinum Jubilee part re-enactment'

Written by:

Graham Irving

THE JOURNEY OF A ROYAL CAR



Chassis 83495 being hauled onto a trailer in Roma, Queensland.



Restored Royal Tour 1954 Daimler Conquest with flag staff in Warwick, Queensland.



Blue sidelights which were pulled out of the Daimler Conquest at the end of the Royal Tour and two of them ended up in this Morris.

E-VALANCE DAY - 6TH NOVEMBER 2022

Charlie Frew will give us a demonstration and answer any detailing questions members may have.

EValence was one of our sponsors for the National Rally.

RSVP to me Victor Nash at tovictornash@gmail.com. Numbers limited.

8.30 for 9am start. breakfast supplied mid day close.

13/12 Cecil Rd Hornsby

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Car is in

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For Sale!

Reluctantly offered for sale due to lack of storage space and too many cars!

Features:

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Davies Craig electric fan with manual and auto switching;
Metal 'T' hoses; Spin-on oil filter conversion; Lap seat belts;
Halogen headlights; LED brake and indicator lights;
Stainless steel petrol tank; Recent gearbox rebuild and new clutch;
Recent new radiator core; Recovery system for coolant.
There is a full tonneau and front bumper with over-riders and some spares.

Condition:

I have owned this car for nearly 8 years it is mechanically very good. I have done very little to the body except clean the paintwork and polish and wax; it is in very good condition (commensurate with age). All chrome parts are in very good condition. The hood has been repaired, cleaned and resealed. The hood frame has a couple of minor issues requiring attention. The window winders are difficult (as are many on these cars) but as I rarely use them this has not been a problem.

1949 DAIMLER DB 18 CONSORT RESURRECTION

1949 DAIMLER DB 18 CONSORT RESURRECTION PART 77

Interior Trim Part 3

I have finally started on recreating the door cards based on the remnants of the existing ones. These cards use plywood as a base covered in a thin wadding material and overlaid with vinyl. On the bottom of each card there is a piece of aluminium covered in carpet. In the middle of each card there is also a large pocket. I am using the remnants from the existing cards to determine how they were made.

I started on the driver's rear door by making a rough template of the plywood base using scrap plywood and attaching it to the inside of the door. I used pieces of paper to highlight any adjustments to the shape, before cutting the final base timber. This process will have to be repeated for the other rear door as the shape is slightly different.

I am covering the timber with cotton wadding and using "Jaguar Red" vinyl for the cover material. The original vinyl was attached with both glue and blue tacks, and I will be using the same process. Although it is simple enough to put the main covering on the card, the creation of the pocket and the extensive use of piping around the edges of the timber and the pocket itself makes the entire process messy.

To complete all the doors, I estimate that I will need eleven metres of piping and more "Jaguar Red" vinyl than I presently have. As a stopgap measure, I purchased what I thought was a close colour match on the internet to use for the pockets and piping. Unfortunately for me it turned out to be too bright and I am currently trying to locate a better match.

Denis Leys

Related Youtube video –

[1949 Daimler DB 18 Consort Resurrection Part 77](#)



OCTOBER NOVEMBER SOCIAL REPORT

Well the weather got the best of us for the planned visit to Rouse Hill estate which I was looking forward to. They were having a free open day but it transpired that most members decided not to take the risk as the wet weather was about. As it turned out the day went ahead at Rouse Hill however I will re book next year sometime as this is a most interesting place and relatively unknown to most Sydneyiders.

Now on Sunday the 5th of November the Armstrong Siddeley club has invited us to Mt Victoria to a museum then lunch at the Katoomba RSL. The day includes a short drive to the lookout and a possible visit to the old Catalina Raceway after lunch if members choose to go see.

Arrive around 10. AM at the Museum however if you want to break the journey or need a lift and don't want to drive the distance meet me around 8am at MacDonald's M4 Eastern Creek going west. Plenty of parking and good opportunity to rest with a coffee and or breakfast before motoring on.

I will leave Maccas 9AM so as to arrive at the museum around 10.AM. If you require a lift please let me know. It is 83 kilometres to Mt.Victoria from Eastern Creek

This should be a very good outing and the Armstrong Siddeley member organiser is the local Museum guide. I have put further details in the magazine. Please feel free to ring me preferably evenings for further details.

Now I am preparing a calendar for next year so if you have suggestions, discoveries and or preferences please let me know this year.

Also at the next meeting, if I get there I will promote the Mt.Victoria run.

Else where in the magazine you may read about a potential calamity that was a diasaster I experienced but could have been a lot worst.

Peter and John Hiscox are working on weekends away this year and tours / interstate for next year and more is published in the magazine.



THE ROYAL AUTOMOBILE
CLUB OF AUSTRALIA
89 MACQUARIE ST, SYDNEY
PHONE: 02 8273 2300



Throughout the Club's history Members have enjoyed a range of social activities themed around the automobile and whilst the interests have widened; travel, touring and collecting automobiles and their memorabilia have remained key areas.



FOR SALE

Daimler V8 250 saloon, 1969 MK II

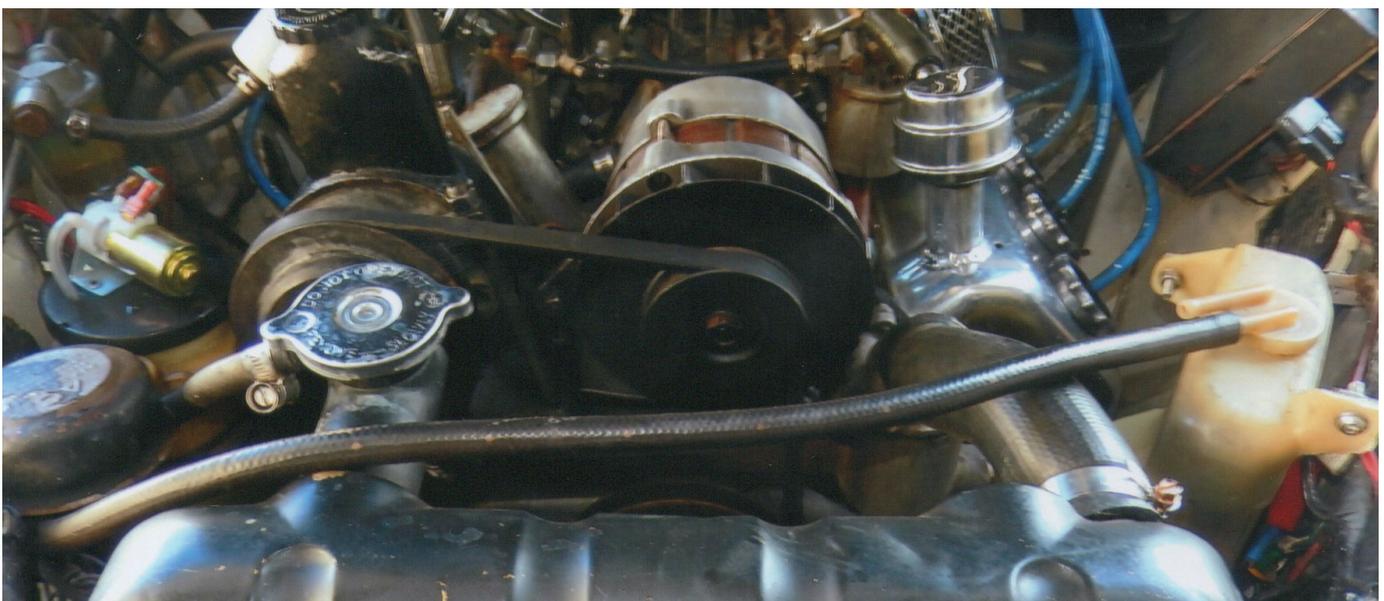
Dual trophy winner Wagga Wagga National rally, Car no PIK 40073W Body No, 4K4121 Engine No 7K4006. Vehicle owned for 28years, History known from mid 80's. Engine & auto transmission overhauled 18,000 miles ago. Full Connolly leather trim, carpet & woodwork replaced 2002. Body fully restored to concourse standard 2020/2021. To be sold unregistered to a NSW buyer as it is a Victorian registered car.

Extras include 1 Motolita wood rim alloy steering wheel, 72 spoke chrome wire wheels with Daimler knock offs, Rack & Pinion power steering, electric ignition & radiator fan, all rubber replaced, 4 inertia reel seat belts.

Old English white with red interior.

NSW buyer price as is \$48900 ONO.

Contact Graeme on 0428 678 878.



FOR SALE (CONTINUED)



WANT TO BUY AN UNOBTRUSIVE LITTLE DAIMLER?

After 22 years, the time has come, I feel, to find another custodian for my 2.5 L Empress, aka “Her Imperial Greenness”. It became clear driving to and from the Wagga Wagga rally in April that the steering and braking had become much heavier. Actually they hadn’t, but it was four years since it had been on anything but short local runs, and I was four years older and now in my ninth decade.

Bought in September 2000 from an enthusiast in Sydney, this car is a Hooper-bodied saloon on the same chassis as the Barker Special Sports – DB18, but with twin SU carburettors, overdrive Wilson gearbox and worm-drive diff. 96 of them were made, from 1949 to 1952. This one left Hoopers in April 1951, and has been in light, private use ever since. Except for brief rest periods (being painted, rewired and the like) it has never been off the road. It was imported to Australia in 1997 by the previous owner. Its complete history is known, courtesy of UK DLOC historian Brian Smith. Since about 1980, in the hands of its last three owners, it has been a prime example of the infamous “rolling restoration”. Records are available of work done over this time.

Apart from a bare-metal respray in the original two greens in 2005, plus a recent paint touch-up, virtually all the other work has been mechanical or electrical. Apart from regular servicing, brakes, steering, suspension, carburettors, gear linkages, cylinder head, distributor, wiring etc etc etc have all been repaired/overhauled as required.

With the exception of installation of an electric fuel pump, as far as possible the only departures from originality have been to make the car safer or easier to drive in modern traffic (headlight upgrades, flashing turning indicators, wiper upgrades, wing mirrors, LED stop/tail globes etc)

In 1996 the car was fitted with a fully-reconditioned, ex-UK-military DB18 motor, which (while not strictly original) is a huge asset; the over/under sizes used are on a brass plate on the block. While a tad cumbersome in urban traffic, it is a fine highway car, and returned 24 mpg on the run to/from Wagga Wagga. The interior is virtually original (including the rear-seat sheepskin mats), and its verifiable mileage is 77737. There will be a party in 40 miles. Original-specification cross-ply tyres are fitted. The car has been to every Australian National Rally since 2000, as well as the UK Centenary Rally in 1996, all without a hiccup. There is lots more to tell.

I have no idea what a fair price might be, but I am certainly not looking to make a killing – far from it. I am at least as interested in seeing it go to a home where it will continue to be used, appreciated and cared for. I would appreciate contact from interested folk who might discuss severance terms (ptowns@iinet.net.au).

The car has been on full road-registration (Victoria EMP999) for the last 20 years. While it would fail a RWC at present (see if you can guess why!) it should be straightforward to get to a roadworthy or club-reg-worthy state.

A couple of photos might whet your appetite.

Peter Towns

ptowns@iinet.net.au

WANT TO BUY AN UNOBTRUSIVE LITTLE DAIMLER?



HISTORY OF NUMBER PLATES

Number plates were first issued in 1910 and consisted of a white number on a black background.

Number one (1) was issued to George Oswald Hyde who also owned the first drivers licence issued. When he sold his car during the depression he kept the number plates, but lent them to a Mr Armitage who never returned them. However by the early 1930s Sir Frederick Stewart had acquired them and they adorned his Double Six Daimler, pictured here at his home, now part of the Lottie Stewart Hospital at Dundas.

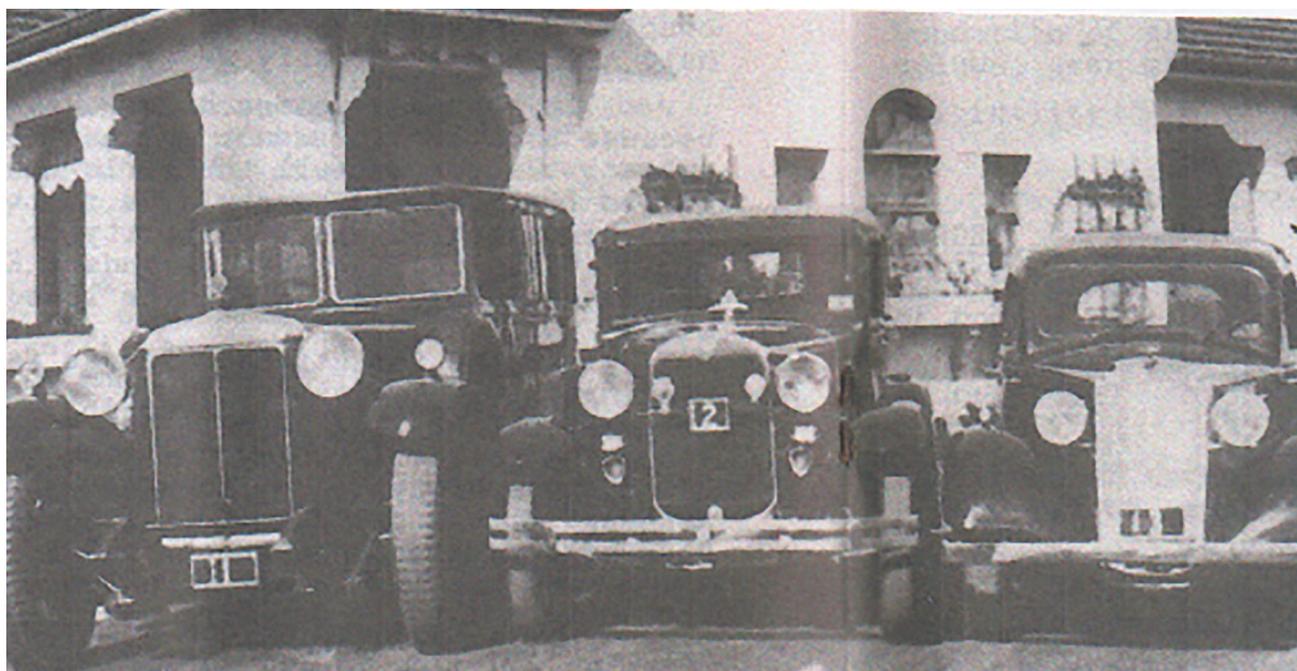
His widow, Lady Marjorie, stated that she would not part with them for under £200,000.1 wonder where they are now and what they would be worth. In 2017, Shannons auctioned number 4, which sold for \$2,450,000

The series of numbers only went until 1937 when 2 letters and 3 numbers were used. However the original plates were a black number on a white background until 1924 and then reversed until 1937. Interestingly the Daimler, no. 1, is white on black which suggests it was re-issued by the time this photo was taken. Then again, only the rear plate was issued by the government and the front one was at your own expense, but perhaps not mandatory. The identification of NSW was introduced in 1912.

When the new series was issued, the letters I and Q were omitted so not to confuse with the numbers, but by 1970 they were put back into the alphabet. Then in 1953 a new series of 3 letters and 3 numbers was introduced with black lettering on a yellow plate.

Since then, from 1980 to 1988 the plate included the slogan "NSW - The Premier State", followed for the next 5 years by "NSW - The First State" and then 2 years of "NSW - Towards 2000". But then, no more advertising, just "New South Wales" at the bottom. But all was not over, as in 2004 a new series was started with 2 letters, 2 numbers, 2 letters, and since then there have been too many new ideas to list, including the Bi centennial plate of 1987, the Centenary of Federation in 2001, the Euro plate, RSL plate, Sydney Olympic Games and the Harbour Bridge to name a few.

John Hiscox



WAGGA 1978 - JOHN HISCOX

I joined the Club in the latter part of 1978 just after there had been a combined meeting with the Victorian club to attend a rally in Wagga. Some old photos indicate that there were 26 Daimlers and a Lanchester at the rally, made up of the following models

- | | |
|---------------------------|--|
| 1920s 35/120 | 1933 "15" owned by Malcolm Nixon – see photo |
| 1939 Lanchester Roadrider | 1949 DE 27 – see photo |
| 2 x DB 18s | 2 x DB 18 Drophead Coupes |
| 1 x Special Sports | 4 x Conquests/Centuries |
| 1 x Regency | 1 x DK 400 |
| 1 x Majestic | 4 x Majestic Majors – see photos |
| 2 x SP 250s | 4 x 2.5 I V8s |
| 1 x 1960s Sovereign | |



FORMERLY PETER CAPP'S DE27 FREESTONE & WEBB LIMOUSINE NOW OWNED BY JOHN HISCOX.



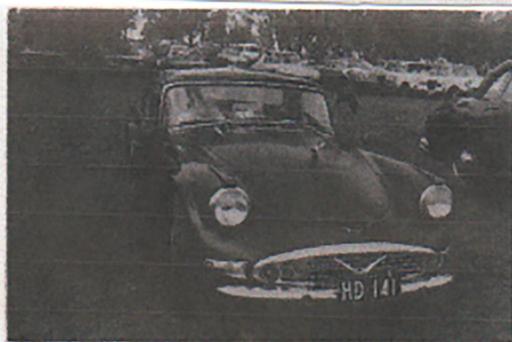
DK 400 LIMOUSINE. EX NEW ZEALAND. JUDGED BEST OVERALL CAR OF DAIMLER SECTION OF WAGGA RALLY 1978.



COLIN COX'S NAVY BLUE MAJESTIC MAJOR.



KEVIN BARNES IRRIDESCENT GREEN MAJESTIC MAJOR



HECTOR DOUGLAS 'S MAROON SP250 "AUTO".



MALCOLM NIXON'S CREAM & BLACK 1933 LIGHT 15.

MINUTES OF SEPTEMBER 2022 MEETING

MINUTES OF A MEETING OF THE MEMBERS OF THE DAIMLER & LANCHESTER OWNERS CLUB OF AUSTRALIA INC. HELD AT STRATHFIELD GOLF CLUB, 52 WEEROONA ROAD STRATHFIELD ON MONDAY 3 OCTOBER 2022

The meeting commenced at 7:30pm with Alan Hunt in the chair.

Apologies :

Russell & Jenny Turner, John Steel, Chris Cole, Peter Grant, Victor Nash, Ray Palmer

Previous minutes:

The minutes of the previous meeting were taken as read and approved. Moved: Jim Gellett, Seconded Mark Brooks

Business arising from Previous Minutes :

Nil.

Correspondence :

John Hiscox reported on an email received from Nicholas Scarff enquiring about possible acquisition of a DE36. John has replied with information about DE36 models in Australia..

Business arising from Correspondence :

Nil.

Secretary's Report :

Nil

Treasurers Report :

Current Account Balance at 30 September 2022	7,913.04
Term Deposit balance at 30 September 2022	16,052.22

The Treasurer reported that in accordance with decisions made at the September Meeting a sum of \$5,000 had been transferred from the Club's current account to the club's term deposit and the new total amount of \$16,052.22 was invested in a 12 month term deposit attracting and interest rate of 3.25%.

Treasurer reported that the Clubs insurance policies covering Public Liability, Management Liability and Worker Accident were due for renewal at a total cost of \$1,009.82. General discussion concluded that the amount be approved for payment noting that the annual increase of \$53.93 or 5.6% was less than generally experience with insurance premiums at this time.

Also approved was the annual payment of the CMC fee totalling \$90

Alan Hunt moved the Treasurer's report be approved, seconded Mark Brooks and carried.

New Members :

Nil

Social Report :

- 9 October Tour and BYO picnic at Rouse House. John Hiscox to canvas members who may attend.
- 30 October: SP250 Register (all DLOCCA Members welcome) run around Yarramalong, Contact Jeff Glanville 0418 433901

MINUTES OF SEPTEMBER 2022 MEETING

- 5 November: Armstrong Siddeley Invitation run to be advertised in our Club magazine. There will not be an email burst promoting this event as Club policy only allows such expense for the promotion of DLOCCA events..
- 6 November: Visit to Charlie Frew's business at 13/12 Cecil Rd, Hornsby for advice on car maintenance with emphasis on Evalence products. Charlie was a sponsor of our Daimler National Rally so we look forward to a good turnout. 8:30am for a 9:00am start with breakfast supplied. RSVP Victor Nash (tovictornash@gmail.com)
- 13 November: SP250 Register harbour cruise on historic Martindale. Only 2 places available. Contact Tony Luongo 0438 438172
- 19/20 November: President's Rally with accommodation in Braidwood and day trips to Canberra. Hold the date
- 3 December: SP250 Register Christmas Party at home of Mark and Tracey Brooks.

Website/Editor:

Mark Brooks passed to Jim Gellett an extensive volume of updates for the SP250 archive section of the DLOCCA Website. These updates cover ownership changes over the past several years.

The meeting acknowledged the time and effort committed by Mark in documenting these changes.

Mark Brooks will discuss with the SP250 archivist, Bruce Thomson a process for noting future changes at the time he updates the more detailed archive maintained by the SP250 Register

Registrars:

Conquest: Jim Gellett will be visiting Graham Irving with a view to assisting with a seized engine in his Conquest Century.

Regalia:

Sales at Display Day amounted to \$61.00.

SP Notes:

Mark Brooks reported that Lawrence Jones of UK had introduced Chris Ogle who lives in northern NSW. Chris is the son of David Ogle who designed the Ogle SX250. Only 2 Ogle SX250s were made. Chris has acquired one that is now under full restoration in the UK.

Mark also reported that the SP250 owned by Keith Kelleher, of the Nabic Motor Museum, had been damaged by flood waters. The interior has been replaced and the car is running.

Library:

Nil.

Conditional Plates :

Nil.

Technical and spares :

Nil.

For Sale or Wants:

John Hiscozx reported that of the 3 wedding cars recently advertised in the Club magazine 2 had been

MINUTES OF SEPTEMBER 2022 MEETING

sold and it is probable that the 3rd has also been sold.

CMC:

In this month's edition!

All British Day:

Nil

Lanchester

Nil

General Business:

Nil.

Meeting concluded at 8:35 pm

PLEASE NOTE THE CHANGE TO THE NEXT MEETING VENUE AND DATE:

The next meeting of the DLOCCA will be 7:30PM MONDAY 7 NOVEMBER 2022 at RYDE EASTWOOD LEAGUES CLUB 117 RYEDALE RD WEST RYDE.

FOR SALE - 2 X MAJESTICS

I'm located in Geelong Victoria.

I have 2 Daimler Majestics 1961 (I think) which need complete restoration. Both are complete but one is partly disassembled. Both had running engines (but had no brakes) when I last started them about 5 years ago. One was owned by a politician in Canberra. The other I'm not sure of ownership, but has a Hooper bodybuilder placard on the rear door sill.

I was going to restore them but have run out of time and inclination.

It would be a pity to see them go to waste – would your members be interested ?

I'd probably charge about \$1,000 each for them.

How many Majestics are left in Australia ? – It can't be many.

Cheers

Paul Brewster

beekon.pb@gmail.com

TASMANIAN TRIP BEING PLANNED

The club is planning a two week trip around Tasmania commencing Thursday 13th April next year. We will visit The Nut, Cradle Mountain, Strahan, the rack railway to Queenstown, the Gordon River, Hobart and the Salamanca Markets, Bruny Island, Port Arthur and up the east coast to Launceston and the Tamar River region, before returning to Devonport and the trip home, arriving back to Sydney on Monday 1st May.

I have block booked accommodation and the ferry for this event and there are still a couple of spaces to be filled.

You do not need to bring your Daimler, just a vehicle. If you would like to see the itinerary showing places and events, please contact me. Or you can fly and rent a car as one couple is doing.

John Hiscox 0438 225 884

CONDITIONAL PLATES REGISTRAR

Hi everyone, Just to let you know, as of now, I am able to carry out the duties of conditional plates registrar. The RMS have been notified and have confirmed the notification. I have the club stamp and all is ready to go. Any inquiries are now able to be directed to me.

Should members find a problem with the RMS they simply request the counter staff to contact the Conditional plates section of the RMS referencing the Vehicle Program where my details are now nominated in the RMS computer. Their direct phone number is 1300791186.

For any clarification please contact me. Stay safe and regards

Russell

FOR SALE - V8 MANUAL OVERDRIVE SALOON

1968 250V8 manual, with power steering. \$46,000. ONO.

Ron Jones Phone no. is 0408 649 435

Car is in Berrima.



LANCHESTER REPORT

Friday 28 October - Present Jim Gellett and Graham McDonald

It has been quite a while since we have been able to get back to the restoration of the club's Lanchester. Post Co-vid restrictions, we have been either rained out or personal or family commitments taking priority. This has left the car in a sorry state unfortunately. Today however Jim and I have made a good start by cleaning the interior and modifying a tool trolley to accept John Steel's tool box.

If you recall the battery has failed on the Lanchester due to lack of use. We are holding off buying another one until we get the car fully cleaned and assembled, Hopefully we will be able to get a few working days in November and you are more than welcome to attend either for a chat or to help.

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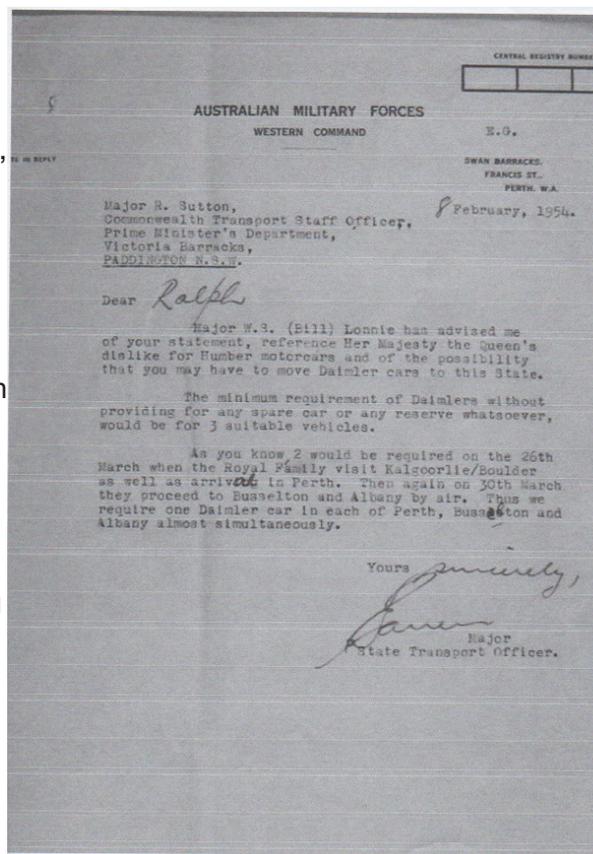
Graham McDonald Home: (02) 9533 3128 Mobile: 0422 972 094

ROYAL CARS ARRIVE - KALGOORLIE MINER

£50,000 FLEET FROM ADELAIDE

Thirteen of the fleet of cars used throughout Australia during the Royal tour arrived in Kalgoorlie by rail from Adelaide last evening. Their total value is over £50,000. The vehicles include three Daimler "specials"—a limousine, landaulette and tourer - six Daimler Conquests (sedans) two Super Snipe Cabriolet's, a special Land Rover and a special Holden van. The Daimler specials are valued in the vicinity of £7500 each, the Conquests about £2300 and the Super Snipes at £2500. Five of the cars, including the Land Rover, will remain in Kalgoorlie and will be used when the Queen and the Duke of Edinburgh visit Kalgoorlie and Boulder on Friday

They will be augmented by further vehicles which will arrive from Perth to-morrow. The other vehicles will be consigned to Perth by rail today Drivers are accompanying the fleet. W.O. A. Jones, officer in charge of the vehicles, said last night, that he had been very impressed with the conduct of the drivers of the Royal fleet. He said that all the vehicles were in first-class condition.



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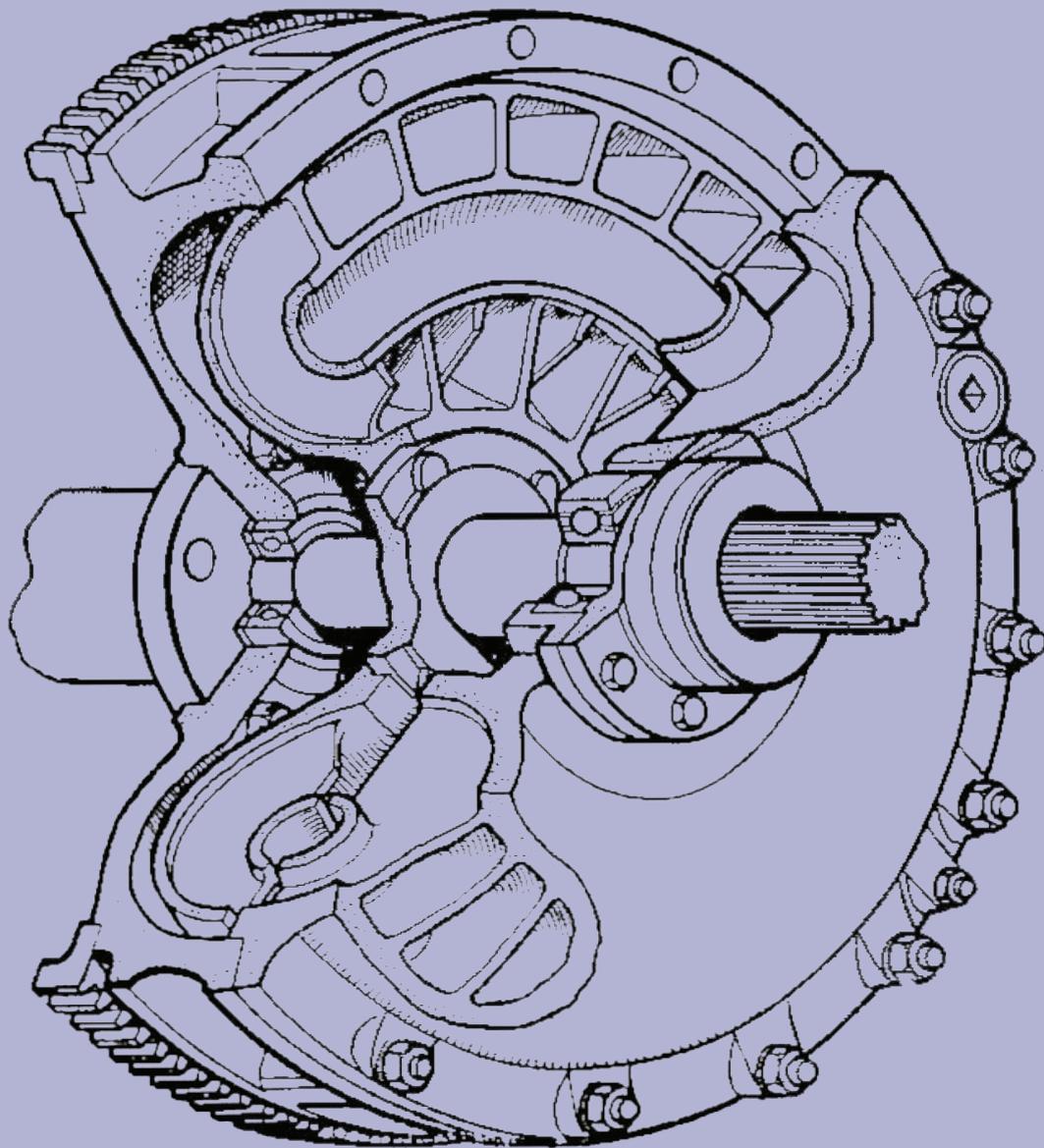
DB18/CONSORT PARTS FOR SALE

Dear club members, it is my melancholy duty to tell you that Paul and I are no longer Daimler owners. That's the cloud bit. The silver lining bit: over the past 20-odd years we've accumulated a stock (=heaps) of mechanical and electrical parts for the classic DB18, although many parts are also compatible with the Consort. We have a drum-to-drum rear axle, a steering box, the entire steering linkage from steering box to road wheels including original track rod ends and just about a complete front end suspension. But wait! There's more! There's a couple of complete gearboxes plus plenty of gearbox parts, several engine parts including a flywheel with the starter ring gear still in good condition, a complete cylinder head with valves, pushrods and rocker arms, several starter motors, dynamos in Lucas' special equipment finish, a water pump, oil filter and housing, regulator/cutout boxes, trafficator switches, trafficators, a radiator grille and God knows what else. All prices to be negotiated in a gentlemanly manner...how else? If anyone needs any parts you can get me on stevemoore47@iprimus.com.au or mobile 0435624638.

Thanks in advance.

Cheers

Steve



Please address all correspondence to:

Daimler & Lanchester Owners Car Club of Australia, Inc. PO Box 414 Springwood NSW 2777

www.dlocaustralia.org