

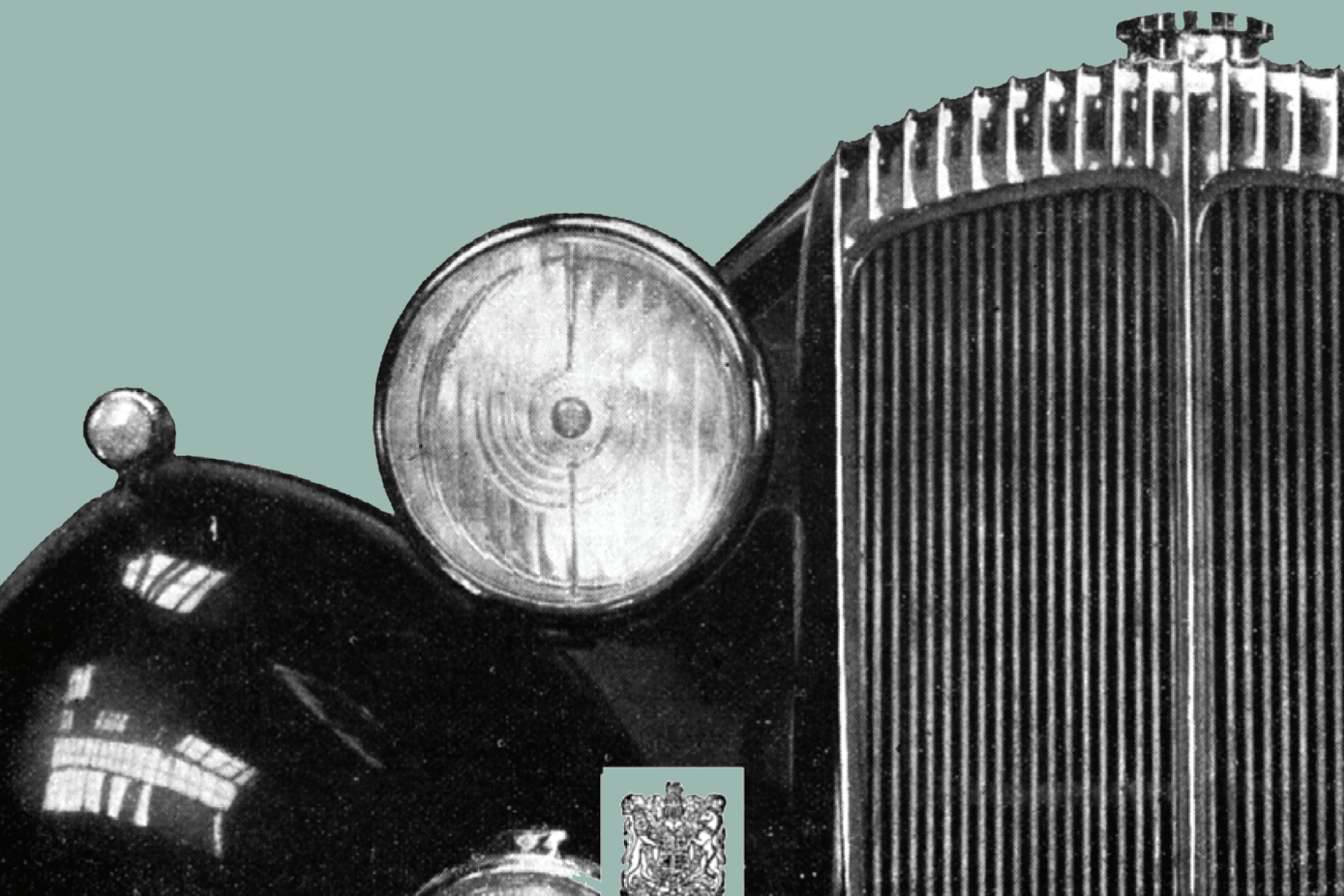
Daimler

&

Lanchester

JANUARY 2023

# 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, 6TH FEBRUARY, 2023 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'S REPORT

## PRESIDENT'S REPORT

Welcome to 2023!

Here's hoping that we will see a strong representation of members and friends attend our club runs and events this year.

Russell Turner has been able to secure our club meetings to be held at Ryde Eastwood Leagues Club at no cost to us so I urge everyone to consider coming along if they can, enjoying a much improved dinner offering at the Leagues Club and then attending the DLOC meeting after.

First Monday of the month starting at 7.30 p.m. for the meeting.

Ray Palmer has been working on ideas for club runs for us to enjoy, the first, in February, a breakfast meet at an interesting property on the outskirts of Sydney. Please let us know of any ideas you may have as we want to arrange runs that will be well attended and popular.

Wishing everyone a wonderful 2023 and hope to see you at as many events as possible.

Peter Grant

## COMING EVENTS

February 2023 Monday 6	<b>DLOC Meeting</b> - To be held at Ryde Eastwood Leagues Club, commencing at 7:30pm. <b>PLEASE NOTE THE CHANGE IN VENUE AND THE CHANGE IN DATE.</b> We look forward to seeing everyone attend.
February 2023 Sunday 12	<b>Leppington Farm</b> - Now this event is a breakfast run arrive around 9AM. However they normally only have scones but provided I get a response of say close to a dozen they will provide eggs bacon and alike, so I would like to know if you will attend. Please advise at the February meeting or ring me. Details in this issue
February 2023 Saturday 25	<b>SP250 Event MORNING TEA RUN TO WANGI WANGI</b> - Organisers Cameron and Anne.. Details in this issue on page 6
March 2023 TBA	<b>SP250 Event</b> - Tractor 828 at Ebenezer. Date and destination to be confirmed
March 2023 Saturday 11	<b>Motofest 2023</b> - 10AM – 2.00PM Myall Park Sports Oval, Yamba St., Hawks Nest On Show: A huge display of Veteran, Vintage and Classic Cars and Motorcycles. More details in this issue.

## COMING EVENTS

<p>April/May 2023 Thursday 13 to Monday 1st</p>	<p><b>Circumnavigate Tasmania</b> - I have block booked accommodation and the ferry for this event and there are still a couple of spaces to be filled.</p> <p>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.</p> <p>John Hiscox      0438 225 884      de27@bigpond.com</p>
<p>September 2023 Friday 1 to Sunday 3</p>	<p><b>SP250 Event - Cootamundra Sprints.</b> Accommodation filling fast. If you wish to attend, I suggest you organise your accommodation.</p>
<p>October 2023 Friday 27 to Monday 30</p>	<p><b>SP250 Event - National SP Rally Orange.</b> Details to be provided in future issues of Fluid Driving.</p>

## 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

QUALITY  
RESORT **SIESTA**<sup>TM</sup>

416 - 422 Wagga Road, Albury, NSW 2641  
P. + 612 6025 4555 | F. + 612 6040 1664 |  
www.siesta.com.au

# SP250 EXHAUST NOTES NSW

## EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

### EXHAUST NOTES

Happy New Year to all.

The SP'ers met for the first time this year on Sunday 22nd January for a planned picnic on the shores of the Hawkesbury River at Wisemans Ferry. However, the weather turned nasty and plans quickly changed to have morning tea and lunch at the Heritage Valley Café. Emily at the café was most hospitable, providing a large table to house us all and a very generous sized lunch for all without any pre warning. A big thankyou to all the staff at the Heritage.

With six people cancelling at the last minute due to the weather, we still had an impressive total of 14 people. A pleasant day was had by all with lots of time for a decent catch up.

During the day, we managed to pre plan some future possible runs (listed below) and a consensus was reached that our National Rally (previously cancelled due to COVID) should take place late October this year in Orange NSW. More on this in the near future. However, please keep Friday 3rd November through to Monday 6th available if you would like to attend.

Thank you to all that braved the weather and ventured out. Let's hope we manage to find better weather on our future runs.

### NEXT SP Run

Saturday 25 February. Organisers Cameron and Anne. Please refer below.

MORNING TEA RUN TO WANGI WANGI - Saturday 25 February 2023

Meet at Ourimbah roundabout at 9:30 am. We will turn off at Sparks Road and drive past the rural properties of Jilliby and through Wyee and Morisset, arriving in Wangi at about 10:30 am. Coffee can be purchased at the Vita Cafe. They have a grassed area behind them, overlooking Lake Macquarie, with a handful of tables and chairs. It may be a good idea to bring a chair, or a picnic rug. The cafe bakes pastries which tend to sell out quickly, so we will be pre-ordering these. Anne & Cameron will send out an email on Wednesday 22 February, listing the pastries that will be baked, and requesting pre orders. Orders will need to be back in by first thing Friday 24 February. There is a level pathway around the foreshore, should you feel the need to walk off your pastries before the drive home. If you plan to come, please let Anne & Cameron know ([camann.n@gmail.com](mailto:camann.n@gmail.com); 0419 468 197)

### Future possible runs;

March - Tractor 828 at Ebenezer. Date and destination to be confirmed

April - possible southern trip TBA

September 1st -3rd – Cootamundra Sprints. Accommodation filling fast. If you wish to attend, I suggest you organise your accommodation.

October 27th – 30th - National SP Rally Orange NSW.

Regards

Tony Luongo & Mark Brooks

## TIMELINE 1972 - EXTRACTED FROM NZ ARTICLE

REPRINTED FROM THE NZ DLOC MAGAZINE - DEC22/JAN23

DAIMLERS ARE FOR KINGS AND SUCH

... but the famous old Coventry company will be just as pleased to sell you one of their fabulous automobiles as they are to deliver a new model to Buckingham Palace. After all, Daimlers, like diamonds, come in all shapes, colours, and sizes. Unlike diamonds, however, they have no flaws.

Thirty years ago, Kunwar Sahib Jasjit Sing, the Maharajah of Kapurthala, often took his friend, British Lt. Colonel R.H. Stevens, off into the Indian bush on hunting trips. The maharajah's car, according to the colonel, was an old Daimler. It was a vast machine with red leather bucket seats and glistening brass headlights that burned acetylene and could be revolved from side to side or dipped up and down by controls placed next to the driver's seat. Even thirty years ago in India, the car seemed to the colonel to be a very old one.

Colonel Stevens remembers a particular day when the normally affable maharajah was so preoccupied with the car's complex instrument panel that he was much too busy for conversation. Suddenly when they were well out in the middle of the Indian nowhere, the maharajah stopped the car, flipped off the ignition switch, got out, and fell to his knees in front of the huge brass-finned radiator. Then he began bowing in the Hindu gesture of adoration. Colonel Stevens tugged at his moustache and watched perplexed. The Indian kept bowing and murmuring all sorts of compliments to the car's very warm radiator.

Finally, Maharajah Jasjit leaped back on his feet and excitedly explained, "You see Steve, she's completed exactly a quarter-million miles at this spot – and never a day's trouble, bless her." Several years ago when Colonel Stevens got around to telling this story to the makers of the car – the Daimler Company – they weren't at all surprised. One technician said that the car would have operated more smoothly if the head had been, taken off at, say a hundred thousand miles for decarbonising, but other than that, they could see no reason why the car shouldn't have behaved that well. After all, it was a DAIMLER.

Ever since the first Daimler car was delivered to Buckingham Palace in 1886, Daimlers have been Royal Cars. Hardly a king or maharajah exists who doesn't have at least one Daimler. Daimler cars have been first with more modern gadgets than almost every other marque on the road. Their first fluid transmissions have been stock since 1931, and every fluid coupling in American cars owes its inspiration to the Coventry builders. Daimlers were first with seats that fold into beds, first with automatic starters, first with radios, first with station wagon bodies. Britain's oldest manufacturer of automobiles, Daimler today builds cars that are just about perfect – except for the fact that hardly anybody can afford them.

Daimlers have won no races in recent years, hold no speed records. You can move much faster in a Jaguar, or for that matter in most Detroit cars. But what you get in a Straight-Eight Daimler just isn't matched anywhere else. The cars cruise at eighty-five on any kind of road, do tight corners at sixty without swaying. If you sit in the back seat, close the windows and wear a blindfold, you can't tell whether the car is doing ten or eighty. And since the famous Hooper Body Company is like Daimler, a subsidiary of the BSA Company, Daimlers always sport bodywork that is some of the finest in the world.

Because they have always been the biggest British cars on the market, and because you can sit in the back seat of the limousines wearing a high plumed head-dress and still not be bounced against the head lining, Daimlers have always been England's royal cars. No matter how good the Rolls Royce has been, Daimler has always held the royal warrant.

## TIMELINE 1972 - EXTRACTED FROM NZ ARTICLE

The first Daimler was delivered to the royal stables as soon as internal combustion engines were made legal for British highway use and since then so many Daimlers have been used by the royal family that nobody has kept accurate count of them. All of the royal Daimlers have had gadgets fitted to suit their owners. The Duke of Windsor, before he abdicated, ordered a Daimler to be built following the style lines of the then current Buick. The Duke had abdicated before the car was finished, and it was sold to an Australian businessman who may or may not have had use for the three-gallon-capacity Liquor cabinet. When last heard from, the car was being used to haul sheep.

In London Daimlers can be rented from the Daimler Hire Car Company which used to be a subsidiary of the manufacturer and has a whole fleet of Straight-Eights. Some of these are ambulances with the outward appearance of limousines. These are used to haul away the corpses of people who die in the more lush hotels where the presence of a dead-wagon would be bad publicity.

Every London bus now has a Daimler fluid flywheel on a Daimler-built chassis, and most have huge Daimler diesel engines. The engine is so big that it wouldn't even fit under the hood of the Straight-Eights – which kicks the possibility of a good experiment right in the pants. In 1922, in conjunction with the Marconiphone Company, Daimler fitted one of their limousines with a radio. The set went under the front seat and a big, ugly collapsible aerial went on the car's roof. This was the first car to have its electrical system shielded to permit good radio reception, but the earphones which were carried by the passengers still gave out mostly squawks and squeaks. Since the aerial looked like hell, and the shielding for some reason, had a bad effect on the car's operation, and the chauffeurs were damned if they were going to be radio engineers too, the idea was pretty much of a flop.

Although Cadillac claims to have invented the self-starter in 1912, Daimler began using them in 1911. Bendix springs hadn't been invented and a man had to be pretty agile to make the starter turn over. The starter was started and then clutched into the engine. When the engine, a six-cylinder, 45 standing-horsepower job began spinning, the starter was then hastily declutched.

Daimlers with seats that could be converted into beds were first built as staff cars in 1916. They looked like wild west Pullmans. Hooper still gets an occasional call for such designs, but owners of big Daimlers can usually afford to buy the hotels that refuse them rooms, so few sleep in their cars.

Oldest gadget on the early Daimlers was a "sprog", a carry-over from carriage days. It was a long spike that was hinged at the rear axle and which was let down to the ground when the car was parked facing up a hill. The "sprog" stuck in the road surface and kept the car from rolling backwards. If it was dropped accidentally when the car was moving backward the "sprog" would simply flip the automobile over, king and all.

In 1910 Daimler amalgamated with the BSA Company. This amalgamation kept the company going during the bad years and since BSA is one of the world's largest munitions makers there is a good chance that, should subsidy ever be necessary again, Daimler can count on getting it. Besides, Sir Bernard Docker, boss of BSA likes to ride in Daimler cars.

The Daimler people have never been caught up in the power and number of cylinders race as strongly as Detroit. Rolls Royce makes the only cars that compete with Daimler, and the Rolls is famous for its sluggishness. A huge 7-ltr, 12 cylinder engine was built between 1927 and 1935, however, and it is worth mentioning as possibly the least conventional V-type engine ever made. These days all the big Daimlers have the Straight Eight engine, and the Daimler people say they have no plans at present for anything else.

Daimler service has always been good. The cars are designed to need very little servicing that cannot be done by chauffeurs. Spare parts have always been easy to get from the factory, and the Daimler people will



## TIMELINE 1972 - EXTRACTED FROM NZ ARTICLE

guarantee replacements for any model they have built since 1911. Although many competitors talk it down, Daimler flywheels hardly ever need anything except new clutch linings, and even these last a long time. There are buses in South Africa that have clocked up over a million miles using the fluid flywheels and have never needed transmission servicing.

Daimler makes smaller cars as well as the Straight-Eights. All have fluid-flywheels and all carry the one-year unconditional guarantee. All Daimler engines are tested and completely broken in before being mounted on chassis. First day the engine is turned for 8 hours by another engine. On the second day, hooked up to a new engine and burning illuminating gas instead of gasoline, the engine clocks up another 8 hours. The exhaust manifolds are often nearly white hot. Instead of filling crankcases with oil while the engines are on the test beds, oil is gravity-fed to them from a tank on the factory roof. Oil empties constantly from the engines and passes through a battery of centrifugal filtering machines, then back to the roof tank. No matter what their size, all Daimler engines go through this breaking-in process. Many of the mechanics have been with the factory for thirty years or more.

Vintage car fans find few big Daimlers for sale in the U.S., and even in England for that matter relatively few turn up – simply because their owners tend to keep them forever. Recently one owner sent a 1938 Daimler to the factory and ordered a \$2,000 overhaul. The Daimler people suggested that it might be wiser to trade the car in because re-sale on late pre-war Daimlers is high in England. “Why bother?” asked the owner. “This is the first time I’ve ever spent any money on the car, and when you do it up, I expect it to last me the rest of my life.

Daimlers have a habit of doing just that.

\*\*\*\*\*

The above article is from a 1953 edition of the American, “True’s Automobile Yearbook”, kindly forwarded to the NZ club by John McClymont of Wellington.



# 2023 COCKTAIL CRUISE REPORT - 10 JAN 2023

## **Traditional John Steel “Cocktail Cruise”**

### **Chowder Bay Reserve, Clifton Gardens.**

It has been somewhat of a tradition in the Club to start the year with a gathering during the week, usually the first or second Tuesday of the year at a harbourside venue, to cruise down with our cars and watch the marine activity cruising past us as we sit and have a pleasant picnic, enjoying the summer weather and watch the sun go down and chat away into the gathering dusk.

John Steel had inaugurated the event over two decades ago and while John stepped back from planning it, we couldn't let the event stop and have decided to continue on with it as a great way to start they year with an enjoyable picnic in a beautiful spot somewhere on Sydney's waterways.

This year Ray Palmer as run coordinator chose Chowder Bay Reserve at Clifton Gardens.

I was able to leave the office early (it being only my second week back at work) and arrived at Clifton Gardens at about 5.30p.m. to be greeted by Jim and Denise Gullett, John Hiscox and Linden Braye sitting around a picnic table smack in the middle of a large grassy reserve overlooking the water towards Vaucluse and Rose Bay, and the weather, apart from a fairly stiff breeze was very kind. There was much activity around us, but there is plenty of space, shelters if required and a large group was there celebrating an 11th birthday, the teenagers playing soccer while the little ones and the adults milled about as you do.

Robert Brandes arrived later, with Ray Palmer, Robert having relied on the car's GPS rather than my own directions delivered by Whats App earlier that day and had to back track to park at Clifton Gardens car park, rather than at the other end of the beach at the end of Chowder Bay Road, as parking there was much more distant and Robert has some leg pain as he is getting younger.

We had apologies from Alan Hunt and Victor Nash, both recovering from the vicissitudes of life and unable to attend.

It was a lovely evening and we enjoyed chatting and sharing goodies until almost 8.00 p.m. when the sun had gone down and the breeze began to be felt more keenly.

A very good choice of venue and a very good evening spent with good friends.

Peter Grant

# 2023 COCKTAIL CRUISE REPORT - 10 JAN 2023



This is written with a very heavy heart.

I was privileged to have known Eve from the very first occasion that I attended a Daimler & Lanchester Club event, the Annual Display Day at Lane Cove National Park in 1989.

Not having ever had much to do with the Club, I brought my Conquest Century out tentatively and was absolutely bowled over by the three big cars there: the two Freestone & Webb DE27's and the DH 27. Of course two of those cars had been brought by John and Eve and the other DE was owned by Ian Hand.

My first meeting with Eve was so typical. She was walking through the cars with a container full of carrot cake offering a piece to anyone who walked by, with a sales pitch of "I don't want to take it home, please have a piece of cake".

That self-effacing generosity of spirit was a hall mark of Eve's character. Eve was always more concerned about the welfare of others but would offer help or advice in a way that would be quiet, grounded and sensible, never putting herself forward by doing so.

There are two images I have of Eve, one, in the kitchen at Rangers Avenue, perched on a kitchen ladder, reading a book, glass of wine to one side and cigarette in hand, waiting for the water to boil or the dinner to cook and the other, back to back with her dear friend Marie Adcock, both of them reading a book or doing a crossword, in companionable silence, again with cigarettes in hand, while John and David talked cars, looked at cars or tried to get cars going again after a failure to proceed.

Never in over thirty years of talking with Eve did I ever hear her say anything bad about someone, maybe a hesitancy before starting to speak gave me an inkling of what was left unsaid, but that was it.

Friends with everyone, long suffering Daimler, Rolls Royce, baseball, cricket and Kiribati companion, adoring mother, grandmother great grandmother and loving wife: Eve's was a beautiful soul.

Even as advancing age and deteriorating health made activities more difficult, Eve was out there, on her scooter winning the gymkhana at Wagga, telling everyone : "don't worry about me, I'll get there... eventually" as she made her way from the car or bus to an olive grove or a café or attraction and not complaining, just pausing to lean on her walking stick to catch her breath before carrying on.

My last conversation with Eve was when I visited her in Northern Beaches Hospital, prior to her being admitted to palliative care at Mona Vale Hospital: three adult grandchildren and her son Graham were there and I was taken with the way Eve was chatting with them.

There was such a huge amount of interest from all sides, the conversation was more like a dialogue between friends, not between three generations of the family and that really impressed me: Eve was really friends with the grandchildren and her son, not just mother and grandmother.

There was no squirming from the grand kids (the way I remember my childhood), wanting to go and do other stuff, it was a genuine interest in what was being discussed, it was so inclusive and that is another wonderful attribute Eve displayed: a willingness to include you, she made you feel like you were special, the only one in the room, such a gift.

Humour was also a big part of Eve's character, that little smile, the twinkle in the eyes and a little click of the tongue with something witty about to be said and usually ending a meeting with: "nice to see you, kiddo".

## VALE EVE HISCOX - 04.07.1931 - 14.11.2022

One last thing, no matter Eve's problems, she never acted "old". Sure there was the occasional: "who'd believe I'd make it to 89, or 90, or 91" but it was never a complaint it was an affirmation that life was for the living, to be enjoyed to its fullest and cherished. Eve has left us with a wonderful example of how to live life.

From a Daimler point of view, Eve had a fine Conquest Century as an everyday car for many years, and who could forget Eve taking the reins of the DE or even DH as she did, looking through the steering wheel not over it to drive those vast cars about. Whether in a vice regal Daimler or in the little Mazda Jellybean that replaced the Century as everyday car it was always great to see Eve arrive.

It will be very strange to be at a Daimler Run or Rally without Eve being there physically, but she will be there in spirit and in our hearts always.

Farewell to a wonderful lady, who will be sorely missed.

Peter Grant



# MOTORFEST 2023 - SATURDAY MARCH 11TH 2023

## TEA GARDENS HAWKS NEST MOTOR CLUB INC. - MOTORFEST 2023

Saturday March 11th 2023

10AM – 2.00PM

Myall Park Sports Oval, Yamba St., Hawks Nest

On Show: A huge display of Veteran, Vintage and Classic Cars and Motorcycles

- Great location, easy access
- Many makes and models
- Community displays
- Food and Drinks available
- All proceeds to local community
- Huge raffle
- Plenty to enjoy



# JANUARY/FEBRUARY SOCIAL REPORT

Well the Harbour cruise twilight run, in January was a success. John Steel would be proud. Chowder Bay on the Harbour is worth a visit, nestled in next to Navy installations and concrete gun emplacements which used to house naval guns to protect the city in WW11.

I came along with Robert Brandes who said this was a good time for him to go late in the day. We went in his Japanese Daimler which runs ever so quiet. Now despite having GPS and my knowledge of Sydney roads and expressways we ended up on the Harbour Bridge going south from the Lane Cove Tunnel. One minute we were heading for the Manly Mosman turnoff but all too late we were in the wrong lane and couldn't move over so we ended up on the Cahill Expressway. So back we went.

However that wasn't the end of it. We found ourselves at the opposite end of the Bay and park nowhere near the carpark. So we went back up through the narrow road into Mosman past I'm told where John Hiscox used to live and finally met up with Peter, Jim and his wife, Victor and Linden. There was plenty of food along with very tame bush turkeys and locals walking their fine dogs.

## **February event Leppington Farm Sunday 12th February**

Now this event is a breakfast run arrive around 9AM. However they normally only have scones but provided I get a response of say close to a dozen they will provide eggs bacon and alike, so I would like to know if you will attend. Please advise at the February meeting or ring me. I am suggesting then maybe driving on to Camden for lunch say around 12.30. { I will phone the farm to confirm numbers}

Plan B for after Breakfast is attend All German Day at Gough Whitlam Park Tempe where the five German clubs will be out in force. This is always a great day out.

There should be good weather hopefully

## **Future events**

You will see dates and locations for a number of upcoming events between now and May. The Alvis club are going to invite us to a number of their events this year and one event I encourage all to come along to is a visit to the new Sydney Airport site. Details shortly

## **Stop Press /TOP SECRET**

Over the past few years I have slowly researched and investigated some unusual places to visit including walking next to the trains and Morton Bay fig tree roots under Hyde Park along the underground path in the St. Jame's Railway tunnels. [I used to bring school students there and few people knew it existed let alone knew who had a wartime office and command centre there during WW11.]

Now I have nearly secured a highly rare opportunity to visit an iconic sandstone edifice in Sydney and probably no one in this club has seen the hidden from the public; rooms/tower [inside] /works room and even a clock room!

I'm negotiating this one for the middle of the year and if I get a green light from the man in charge I will reveal all. Once secured I will need names and numbers to book. You will need to be able to walk ably but age is no barrier!

Ray Palmer Social and Events Director

## CLUBMAN OF THE YEAR 2022

It has been the custom for quite a number of years now for the Club President to choose a worthy recipient of Clubman of the Year. While the title of the award is probably a bit out of step with woke sentiments, I'm not changing it, just take it as a legal definition that the use of the word clubman includes the use of all genders, non genders, singular and plural.

In past years the Award has gone to individual Club Members and also to multiple Club Members, for example a National Rally Committee.

This year, it falls to me, as the newbie Club President to make this award.

My decision is to award Clubman of the Year to a member who has had a very long and involved history with the Club. Someone who has been, over the years our President, Vice President, National Rally Committee President and team member, Registrar, genial host of many Club Events, Gymkhana organiser and judge, owner of many and varied classic vehicles and a helpful and knowledgeable man.

Sadly no longer with us, and sorely missed, Warren Cole is my 100% pick for Clubman of the Year.

Despite losing Warren earlier this year, we had the benefit of his organisational skills in helping make the Wagga Rally a thoroughly successful and enjoyable one and as I predicted, his departure has proven to be a huge loss for us all, both as club members and as friends but also, as I hoped we have used his example to push ourselves to work towards making the Club more inclusive and successful, to attend club runs and meetings and keep up contacts with club members current and past to foster the continued growth of the Club to the benefit of all of our members.

In fond memory of a great Clubman and with thanks to Warren for all of his work for the Club over the years.

Peter Grant





## DAIMLER SPARE PARTS ONLINE

David Beales Engineering is a leading supplier of Daimler Classic Car Parts. Run by David (and his son Matthew), who has a wealth of knowledge and expertise that's incomparable.

We manufacture many of our products in-house in our fully equipped engineering workshops to provide high quality and innovative products our customers can rely on.

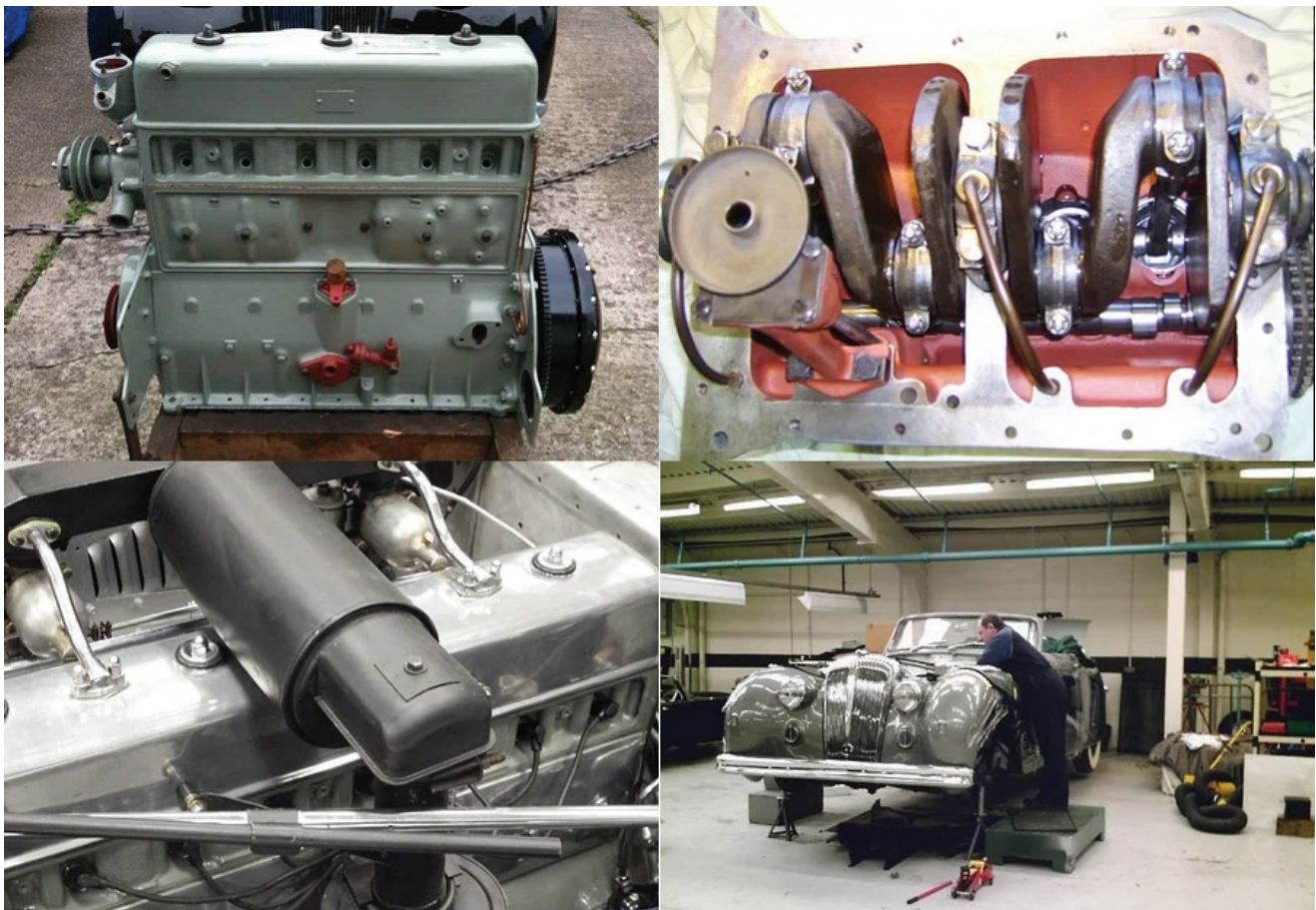
Not only do we provide parts, the greater part of our work is in restoring and reconditioning engines, gearboxes, steering boxes, rear axles and more. We alone have commissioned the recreation of the famous Lanchester designed rear differential found in the Daimler Special Sports and we have them available on our shelves.

In addition, we ensure that we stay ahead of the industry curve by using the latest technologies. For example, our gasket sets are made from new materials that are head and shoulders above the old style pressed copper gaskets to provide better sealing of older blocks and heads and ensure your classic Daimler remains reliable.

No matter what you need, you can rely on us to provide the absolute best. Keep browsing through our site to learn more.

UK based but ship parts worldwide

<https://daimlerspares.com>



# 1949 DAIMLER DB 18 CONSORT RESURRECTION

## 1949 DAIMLER DB 18 CONSORT RESURRECTION PART 78

### Interior Trim Part 4

I managed to solve my vinyl supply problem although the colour and texture are slightly different. I will be using this vinyl for the door pockets which provides a nice contrast.

It is always helpful to have the old upholstery to use as a template to create the replacement. However, sometimes it is difficult to work out how all the individual pieces are put together to create the finished product. In this case it took some time to figure out how the original upholsterer created the elastic seam at the top of the pocket. As a bonus I was actually able to reuse the original elastic in the new pocket.

The pocket area is the most complicated part of the door card. It is surrounded by a piece of piping; the outer part of the pocket is a double thickness of vinyl with thin wadding in between; and the rear of the pocket is a separate piece of vinyl. On the original door card, upholstery tacks and glue were used to attach the various pieces to the wooden door card. I only used the tacks to hold the vinyl in position until the glue set and finished the job using staples.

The card also has a piece of carpet across the bottom which is glued to a piece of aluminium attached to the wood. I am using the same carpet for the floor. I assume that carpet is on the door card to eliminate scuff marks from shoes when getting in and out of the vehicle.

The card is fixed to the door using a combination of two metal clips on the inside of the card towards the top, and screws through the card into the door. As my card is slightly thicker than the original, I have had to enlarge the hole in the timber for the door handle to be able to insert the door handle pin.

I have fitted the new card to the door along with the finished walnut door capping. However, I have not permanently screwed everything into position at this stage because I need to be able to access the window frame mounting screws to make adjustments, when I fit the door seals.

I am moving on to the passenger rear door next which should be easier now I know how it was made. It is however a slightly different size, so it is not an exact copy of the driver's side.

### Denis Leys

Related Youtube video –

[1949 Daimler DB 18 Consort Resurrection Part 78](#)

# 1949 DAIMLER DB 18 CONSORT RESURRECTION



## 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](mailto:ptowns@iinet.net.au)

# WANT TO BUY AN UNOBTRUSIVE LITTLE DAIMLER?



# MINUTES OF DECEMBER 2022 MEETING

## MINUTES OF A MEETING OF THE MEMBERS OF THE DAIMLER AND LANCHESTER OWNERS CAR CLUB OF AUSTRALIA INC. HELD AT RYDE EASTWOOD LEAGUES CLUB 117 RYEDALE RD WEST RYDE ON MONDAY 5 DECEMBER 2022

The meeting commenced at 7.30pm with Victor Nash in the chair The meeting took place in the bistro. Those in attendance were Victor Nash, Alan Hunt, Carolyn Burch, Jim Gellett, Ray Palmer

### **Apologies :**

Peter Grant, Mark and Tracey Brooks, John Hiscox, Russell and Jenny Turner, John Steele, Linden Braye

### **Previous minutes:**

Taken as read Proposed Alan Hunt, Seconded Jim Gellett, Motion carried.

**Business arising from Previous Minutes :** Nil.

### **Correspondence :**

Email from Russell entered in the minutes in secretary's report.

**Business arising from Correspondence :** Nil

### **Secretary's Report :**

Hi All

Please note Jenny's and my apologies for not attending tonight's meeting in the minutes. I am not unwell at the moment, but I am needing to catch up on work time that has been lost over the past many months to attempt to get as much work completed prior to Christmas for my clients. It would be appreciated if the chair would minute my sincere apologies for my lack of attendance at meetings generally this year. Whilst' it has been difficult with some ongoing after effects, more monitoring scans, bloods etc. I am grateful for my positive outcomes. This is a heartfelt position particularly in light of other Daimler friends enduring worse circumstances than myself throughout the year. Please also note that my commitment/enthusiasm has/will not be diminished. We are a great Club with a great band of members/friends.

Club matters

I continue to receive a steady influx of new member applications, nothing mind blowing but nevertheless regular, which goes to the continued interest growth in our Club.

Despite circumstances/ events and personal losses endured by some members and of course the Club more broadly, I firmly believe that a legacy has been created/exists that will continue to benefit the Club. I have a strong positive and encouraging view on the Clubs longevity and member involvement in 2023 and onwards.

The DLOCCA is a Special Club that has a lifeforce/purpose of its own.

I have approached the RMS by way of determining if a second "Authorised concessional plates" person is able to be added to the responsible person nomination. At first glance it appears possible with no real impediment, but RMS has not advised in writing and my concern is that they may simply do a "swap out". I suggest this matter be reviewed next year.

I have processed 28 concessional plates applications so far and am developing a photographic record of members and their cars.

I am still awaiting written confirmation from Ryde Eastwood Club re free meeting room for the next year but it appears all good at this stage.

# MINUTES OF DECEMBER 2022 MEETING

It would be appreciated if a payment for flowers and cards for John and Amanda /Family's recent great loss of EVE, be reimbursed. (Receipt attached).

Unfortunately, Jenny and myself will be unable to attend this years Christmas party due to other family commitments.

We both take tis opportunity to wish all at the meeting and all members a wonderful Christmas and a prosperous 2023.

Best wishes and good health and well being to all.

Regards Russell.

## **Treasurers Report :**

Current balance \$6568.22. term deposit \$ 16052.22

Treasurer reported he had paid \$90 annual subscription to CMC for the year 2023

Moved by Jim Gellett: That the Treasurer's Report be accepted, seconded by Victor Nash, Motion carried.

## **New Members :**

Deferred to next meeting.

## **Social Report :**

- Christmas Party
- Cocktail Cruise
- Tasmanian Tour
- As per the magazine
- Ray will organise a breakfast run 12th February
- And a run to Berkelouw's Books Berrima 12th March

## **Website/Editor:**

Jim reported that the website will be upgraded over the holidays

## **Registrars:**

Jim reported that he had been contacted by Richard Thwaites re fan belt issues. The matter was successfully resolved.

**Regalia:** Nil.

## **SP Notes:**

As per magazine.

Thanks to Mark and Tracey Brooks for hosting the SP Christmas party. Approx. 20 members in attendance.

**Library:** Nil.

**Conditional Plates :** Nil

**Technical and spares :** Nil

# MINUTES OF DECEMBER 2022 MEETING

## For Sale or Wants:

Daimler Majestic Major Limousine sold at Shannon's for \$11500

Daimler Majestic ex late John Alcock was passed in, but Jim believes it has been sold.

## CMC:

Alan attended and put on notice perhaps attending Shannon's Eastern Creek next year.

## All British Day:

TBA.

## Lanchester

Graham and Jim intend to go up on Friday 9th December to do some work on the interior of the car.

## General Business:

John Hiscox to send out renewal notices. Victor will ring him and offer assistance if required.

There being no further business the meeting concluded at 8.08pm



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.





## 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

## 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](mailto:beekon.pb@gmail.com)

## 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.



# DAIMLER - A NEW 8 SEATER LIMOUSINE

SOLE DISTRIBUTORS  
VICTORIA & RIVERINA

  
CARS  
MOTOR BUSES AND  
DIESEL ENGINES

  
CARS

UNIMOBIL  
STATIONARY  
DIESEL ENGINES

# Daimler

## Jouberts' British Motors

PTY. LTD.

65-79 MORAY STREET, SOUTH MELBOURNE, S.C.5

ALL CORRESPONDENCE P.O. BOX 273, SOUTH MELBOURNE

TELEPHONES:  
SHOWROOMS & OFFICES, 49 3704-5  
SERVICE DIVISION, MX 6195-7

TELEGRAMS & CABLES:  
"JOUBMOTOR" MELBOURNE

October, 1961

### DAIMLER TO INTRODUCE A NEW 8 SEATER LIMOUSINE

On Wednesday September 27th the Daimler Co. introduced a new car, to be known as the Daimler Limousine, which will supplement the existing range of SP.250 sports car, Majestic and Majestic Major saloons, all of which continue for 1962. This new limousine marks the re-entry of Daimler into this highly specialised field, in which they have always been pre-eminent.

This Daimler has been designed to carry eight persons in complete comfort and, as a result, both the body and chassis specifications are to the highest standards. The body is of all steel construction and incorporates a large luggage boot. The wide rear doors open through 90° and this factor together with a step and strategically placed grab handles greatly facilitate entry and egress. The steps are concealed by the doors when closed. The wide rear seat will easily accommodate three persons, or two in armchair comfort if the folding centre arm rest is used. Accommodation for two further persons is provided on folding occasional seats which, together with the rear seat, are trimmed in high quality cloth. A feature of the design is the generous amount of leg room provided even when all seats are occupied.

A fixed division with sliding glasses is fitted between the front and rear compartments. Each compartment has its own individually controlled heating system.

Powered by the famous 4½ Litre V8 engine developing 220 B.H.P. the limousine has an outstanding performance coupled with extreme flexibility, smoothness and silence. Automatic transmission and power assisted steering are standard

- 2 -

equipment. These features coupled with the superb engine characteristics, make the Daimler limousine an ideal choice not only for V.I.P. duties in towns and cities but also for long distance interstate touring. On a car having a high maximum speed (110 m.p.h.) and acceleration to match (0-30 4.3 secs., 0-60 11.2 secs.) an efficient braking system is of paramount importance. As a result Dunlop disc brakes with servo assistance are fitted to all four wheels thus providing powerful braking with only light pedal pressure.

The Daimler Limousine offers a unique combination of carrying capacity and superlative luxury, with high performance and extreme ease of driving. These factors, coupled to a basic price of approximately £5,200 in Australia, place the new Daimler Limousine in the forefront of cars of this type.

## SPARE PARTS SUPPLIER

# AUTO SURPLUS

VETERAN • VINTAGE • CLASSIC • MODERN

Suppliers of brakes, ignition systems, engines, steering and suspension and gaskets for vintage and classic vehicles.

Call - 03 9873 3566 or visit their website at <https://autosurplus.com.au>

Monday - Friday Hours: 9:00am - 5:00pm | Saturday Hours: by appointment only

35 Rooks Road Mitcham, Victoria 3132 Australia



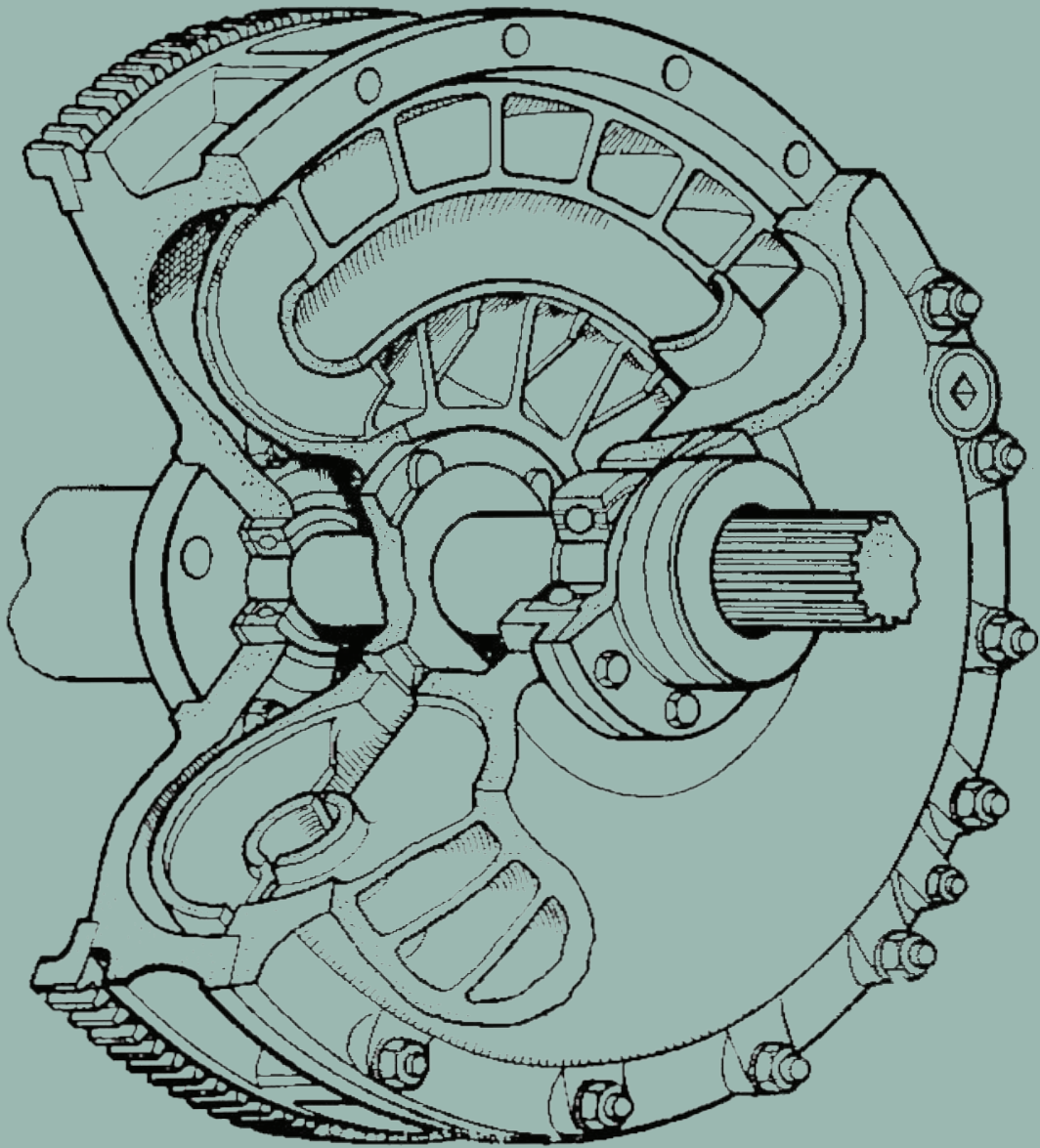
## DB18/CONSORT PARTS FOR SALE

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](mailto: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](http://www.dlocaustralia.org)