

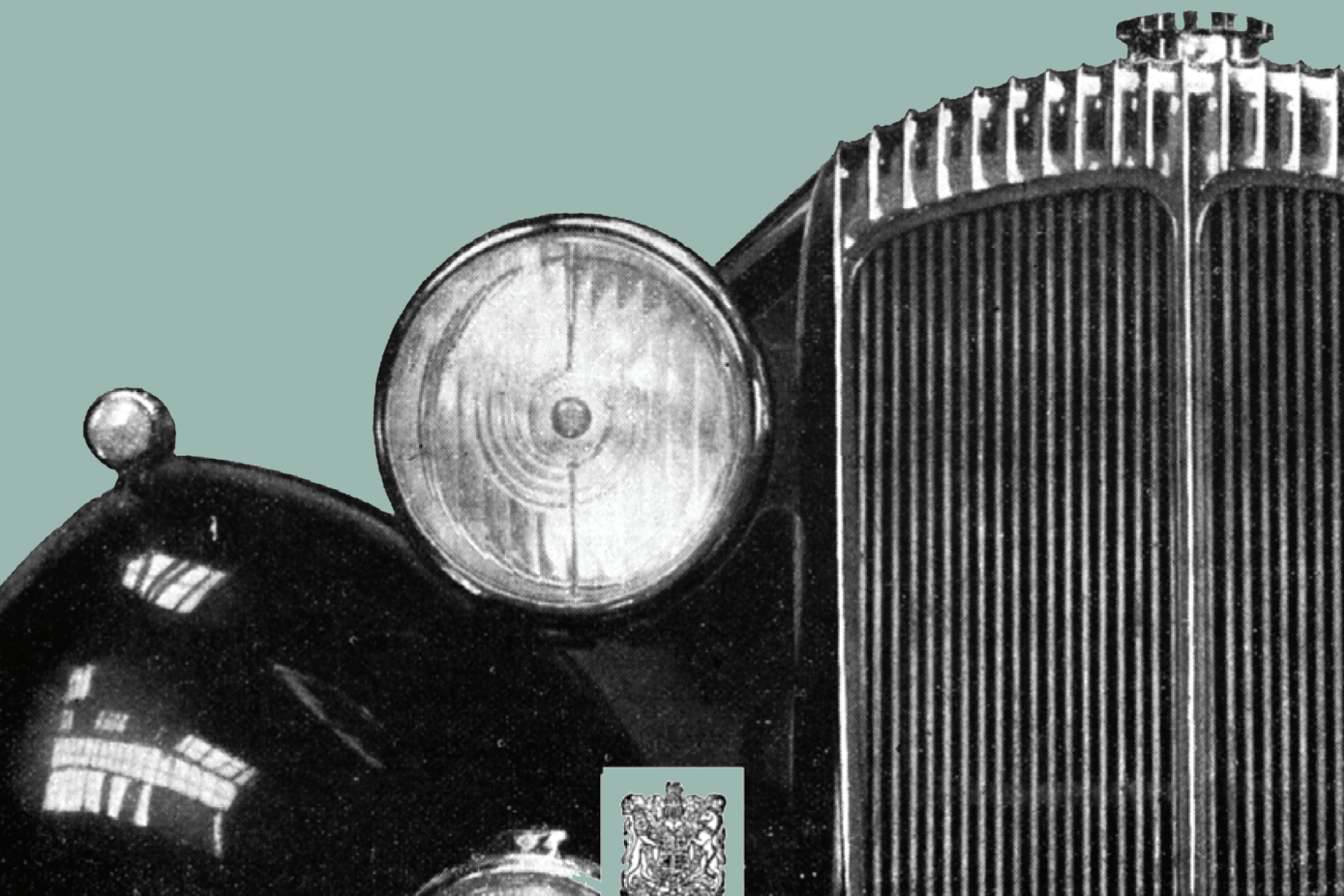
Daimler

&

Lanchester

SEPTEMBER 2023

# FLUID DRIVING



BY APPOINTMENT

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

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## OUR NEXT MEETING

**7:30PM MONDAY, 2ND OCTOBER, 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

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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	0438 225 884
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

Dear members,

Following on from last month's report, I am sending this to you from my holiday in Europe, so far so good, it has been a wonderful time away , no momentous sightings of classic vehicles I'm afraid to say, but good weather, good company and beautiful places to see!

I have sent Jim some material from our friends at the English Club, celebrating 75 years of the DB18 Special Sports, and I hope that there will be some space left in this month's magazine for Jim to publish the items.

I hope that the display Day went well, and you enjoyed the day, with good weather and great friendship amidst many fabulous cars.

The President's week end will be in Tumut, and details will appear in this magazine for you.

I apologise for my absence from the October Club meeting, and hope that Victor will be able to conduct the meeting on my behalf.

Looking forward to catching up on my return.

Peter Grant

## COMING EVENTS

October 2023 Monday 2	<b>DLOC Meeting</b> - This will be held at the Leagues Club. Feel free to attend in person at the Ryde Eastwood Leagues Club. Meeting starts at 7:30pm
October 2023 Saturday 21	<b>SP250 Event</b> - SP run to Brooklyn with lunch. Lunch bookings will be required. Jeff has kindly offered to organise. Please let him know if you would like to join on 0418433901. Refer to Jeff's notes in the SP Exhaust Notes.
November 2023 Friday 3 to Monday 6	<b>SP250 Event - National SP Rally Orange</b> . Please let Tony know on 0438438172 if you would like to attend. A Registration fee of \$150 per person will be required. Detailed itinerary to be supplied shortly.
November 2023 Saturday 18	<b>All British Car Display</b> - The Central Coast British Car Club has organized an "All British Car Display" at the Wyong Christian School. All proceeds go to local charities. Last year over 100 cars were on display. If you would like to display your car, please contact Jeff Glanville on 0418433901.
November 2023 Sunday 12	<b>Linwood House British Car Clubs Open Day</b> . Co-ordinated by the Rover Owners' Club. Details available soon

## COMING EVENTS

November 2023 Friday 24, Saturday 25 & Sunday 26	<b>President's Weekend Away - Tumut NSW.</b> 20 rooms have been reserved at the Tumut Valley Motel and members are encouraged to book these rooms quickly in order to not miss out. More details in the magazine
December 2023 Saturday 2	<b>SP250 Event - SP250 Christmas Party.</b> Mark and Tracey Brooks have kindly offered to host our Christmas party at their home. Please keep this day clear. More details to follow.
December 2023 Sunday 10	<b>DLOCCA Christmas Party.</b> Please keep this day clear. More details to follow.
January 2024 Saturday 20	<b>SP250 Event</b> - Start the year with a bang with a lovely breakfast by the sea at Stephen and Helen's holiday home North Avoca. Numbers will be required closer to the date.

### 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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## EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

### SP RUNS

#### COOTAMUNDRA SPRINTS

The run out to Cootamundra for the Coota Sprints organised by the Vintage Car club was a huge success.

Mark & Tracey Brooks, Mark & Pat Ferrier, Chris Moss-Robinson & Lara, Stephen Figgis and Tony, Daniel and Logan Luongo met at Pheasants Nest rest centre and travelled south in convoy, being met by Ross Edwards travelling north.



We managed 4 SP's Ross, Steve, Chris and Tony along with a very tidy '67 Mustang convertible, a Maserati Cambiocorsa and a late model X3. After checking-in we ventured to the pub for dinner.

Saturday morning, we all met at the Airstrip for our pre-race instructions before the fun began in earnest. In contrast to last year, the weather could not have been better, 25 deg with a sunny, cloudless sky. Perfect day for shenanigans by boys with their toys.

Unfortunately, very late on Saturday, I broke my car (again)! My 1959 differential could not match my adrenalin.

A huge thankyou to Dallas and her Facebook post, a replacement differential was located, purchased and installed which will enable my cay to attend the National Rally

#### 17TH SEPTEMBER - ALL BRITISH CAR DISPLAY.

Sunday 17th saw 9 SP's attend the All British Car Display at King's School Nth Parramatta. A fun, relaxing day was had by all members. A chance to catch up with friends from the Daimler club and to drool over a very impressive collection of English classics.

The weather was unseasonably hot with a peak of 35 deg's. Thank you to Alan & Caroline, for providing some shade relief in the form of two large cabanas.

Ladies choice awarded to David Stoodley's green SP, best SP awarded to Tim Mallyon with his beautiful gun metal grey SP, on its second outing after a complete restoration which took 7 years to the day. Congratulations to Tim, a well-deserved prize. Your car looks fantastic.

## SP250 EXHAUST NOTES



### **FUTURE SP RUNS.**

**21st October** SP run to Brooklyn with lunch has been cancelled due to a clash in dates. It has been replaced with a display day at the Wyong Christian Community School "All British Car Show". Organised by Jeff Glanville 0418433901. Please advise him ASAP if you intend on attending as numbers are required.

We have a designated area to display our cars, \$10 entry fee for display cars, gold coin entry fee for spectators. All proceeds donated to local charities.

**3rd to 6th November** SP250 National Rally Orange.

**2nd December** SP 250 Christmas Party. Mark and Tracey Brooks have kindly offered to host our Christmas party at their home. Please keep this day clear. More details to follow.

**20th January 2024** Start the year with a bang with a lovely breakfast by the sea at Stephen and Helen's holiday home North Avoca. Numbers will be required closer to the date.

### **OTHER ITEMS.**

SP250 for sale. Richard Ellemor in Victoria, he has decided to sell his SP after 35 years of ownership. (purchased in 1987).

It is a 1961 "B" Spec in red with black interior. Was made ready for delivery 30 December 1961 and was a UK delivery.

It has Rack & Pinion, Overdrive (needs attention) 14" wire wheels with white wall tyres.

Paint, Interior and engine all in very good condition, comes with Hard Top and Tonneau, but no soft top. \$60,000. Contact Richard on 03 9598 6171

# Royal Tour Memorabilia

MARK BEARMAN



Since I own one of the Royal Tour DE36's I thought I should start collecting Royal Tour memorabilia which has been quite rewarding. After reading Graham Irving's article on the Royal Tour Conquest in the Driving Member, I thought I'd send in some more of my Royal Tour finds.

After looking through the RT memorabilia on Gumtree I stumbled across a trunk that was being sold by the daughter of one of the drivers, Lieutenant Corporal Noel Woods, who had passed away and they were downsizing. He appears in the photograph above, which features all of the drivers. Noel Woods is 3rd row from top, 4th in from the right, (he also features in the photograph below of the line up of the 6 cars).

When his daughter delivered the truck she had a nice collage of photos the family had prepared for one of Noel's birthdays which I was able to photograph, these included photos on the Royal Tour and included his license showing which cars he was able to drive including the Conquest. Sadly he never drove the the Royal couple.

She also had a spare Royal Visit Car Company badge which she gave me for my collection.

Mark Bearman - Western Australia



The Queen has commanded me to present to you the enclosed medallion as a commemorative souvenir in recognition of your good services on behalf of Her Majesty and His Royal Highness the Duke of Edinburgh during the Royal Visit to Australia.

I extend to you my personal appreciation and congratulations.

*Eric J. Harrison*



Eric J. Harrison,  
Minister in Charge.

N/A 18143 Australian Military Forces  
ARMY DRIVING LICENCE

Army No. 5/1639 Rank L/CPL Name (in full) WOODS, NOEL

Having passed the prescribed tests is hereby authorized to drive and operate the following types of mechanical vehicles within the Commonwealth of Australia and its Territories.

Code letter of vehicle authorized to drive	Date	Signature of VM Officer/NCO	Unit
ROYAL CARS			
DAIMLER CONQUEST	7 Jan 59	<i>A. Harding</i>	OC Royal VT
HUMBER PULLMAN			Regal Visit Car Coy (RA 400)
FORD CUSTOMLINE			
HELDEN SALOON			



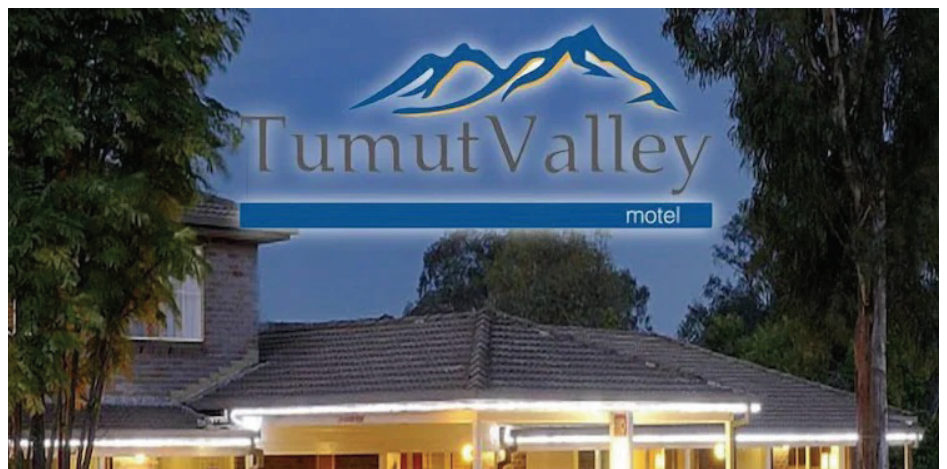
## PRESIDENT'S WEEKEND AWAY - 24 - 26 NOV

This year, I have chosen Tumut as our meeting place for the now traditional President's Weekend. It is ideally situated mid way between Sydney and Melbourne and I hope that this will encourage more people to attend from both States and areas close to Tumut and the Snowy Mountains.

I have reserved ten rooms at the Tumut Valley Motel and encourage interested members to book the room quickly in order not to miss out.

The tariff will be in the region of \$125.00 per room per night, depending on the number of guests in each room and whether you want breakfast supplied or not.

Friday night 24 November will be a casual barbecue dinner at the motel, around the pool if the weather is kind, and Saturday night I will organise a dinner in town, perhaps at a recommended club or restaurant, depending on numbers and availability. Sunday will be check out and drive home.



## CAR WANTED

I'm a member of the Daimler Club in New Zealand and did an apprenticeship with the new Daimler franchise in Dunedin in the 70's

Have fond memories of my prior employer driving a new signal red double six coup'e

I've owned a couple of V8 Mk2's ('66 & 69)...series one 4.2 soverign(72), series one V12 (73) (back in the 80's-90's)

I'd like you to keep my details ongoing & If you hear of a V12 coup'e that's maybe a stalled/storage project then please flick me an email?

regards

Graham Newall

[motorcity.com@hotmail.com](mailto:motorcity.com@hotmail.com)

Christchurch

New Zealand

# DEALERSHIP SALES - THE DRIVING MEMBER

## Daimler Dealership Sales

U.K.	Dealer	1959	1960	1961	1962	1963	1964	Total
	Stratstone Ltd., London.	3	97	81	85	89	36	391
	Reeve & Stedeford Ltd., Birmingham.	2	22	16	9	17	6	72
	Drabble & Allen, Altrincham, Cheshire.	2	26	16	7	2	1	54
	Daimler (Yorks) Ltd. Yorkshire.	1	10	4	16	8	8	47
	Rossleighs of Edinburgh.	1	18	4	14	7		44
	Stevensons Motors Ltd., TonbridgeWells, Kent.		2	20	7	6	5	40
	Dorking Motor Co. (1958) Ltd.	1	17	8	5	5		36
	Wylie & Lochhead Ltd., Glasgow.	1	12	12	2	3	4	34
	Spink (Bournemouth) Ltd. Hampshire.	1	11	8	5	2	3	30
	Central Motors (Sheffield) Ltd.	1	7	6	6	3	6	29
	Weybridge Autos, Surrey.	1	14	5	4			24
	Coventry Motor Mart., Coventry.	1	7	7	2	3	2	22
	Torquay Motors Ltd., Devon.	1	5	9	3	3		21
	Walker & Ward Ltd., Cheltenham, Gloucestershire.		6	6	2	4	2	20
	Brady's Motors, Romford, Essex.		3	8	4	3		18
	Coventry & Jeffs Ltd., Bristol.	1	10	3	1		1	16
	Mantle & Boarland, Leicester.	1	6	8				15
	W.T. Aked & Co. Ltd., St Annes on Sea, Lancashire.		6	3	2	2	1	14
	Cyril Williams Ltd., Wolverhampton.		1	10	2		1	14
	Peppers Garages Ltd., Newcastle-under-Lyme, Staffordshire.		8	3	2	1		14
	Cheshire Bros., Cheshire.	1	8	4				13
	Alec Norman (Garages) Ltd., Bedfordshire.	1	5	5		1		12
	W. L. Cotton, Worcestershire.	1	7	3	1			12
	E. H. Organ & Sons Ltd., Oxford.	1	7	3	1			12
	Adams & Gibbon Ltd., Newcastle-upon-Tyne.	1	4	3	2	1		11
	W.H. Connolly, Belfast.	1	4	6				11
	Martin Walker Ltd., Kent.		3	6	1		1	11
	St. Helier Garages Ltd., Jersey.		6	2	3			11
	C. H. Truman & Co. Ltd., Nottingham.		3	3	3	1	1	11
Australia.								
	Hercules Motors Pty. Ltd., Sydney.		10		9	19	5	43
	Joubert's British Motors Pty. Ltd., Melbourne.		12		1		1	14
Canada.								
	O'Donnell & Mackie Ltd., Toronto.		40		13			53
France.								
	Charles Delecroix, Paris.		2	7	15	5	6	35
Italy.								
	Bepi Koelliker Automobili, Milan.		1	16	25	3		45
New Zealand.								
	P. Coutts & Co. Ltd. Auckland.		21	15	6			42
	Croydon Motors, Christchurch.		16	4	5			25
	Williams & Adams, Wellington.		14	4			1	19
Singapore.								
	Lyons Motors Ltd.		3	6	3	2	3	17
Switzerland.								
	Garage Place Claparede S.A., Geneva.			9	19	2		30
U.S.A.								
	Daimler Cars.	20	144	231	164		1	560
	Earle C. Anthony Inc., California.	33	104					137
	Skyview Motors Inc., Boston.	11	33					44
	Fergus Imported Cars/Fergus Motors, New York.	24	8	9				41
	Rosevelt Auto., Washington.			15	1			16
	Royston Motors, Philadelphia.			4	8			12

# SECRETARY REPORT FOR SEPT 2023 MEETING

Hello everyone and I trust you are all well and enjoying life .

It can get difficult sometimes but always hang in there because it's the only way things have a chance of improving.

The ABD is coming up and I have to say I am really looking forward to it after 2years of it not happening.

The recent zoom/team meeting was I believe a success and members that are not able to get along to a meeting were active on their computers so well done. This option to attend a meeting will become a regular opportunity in future months.

Lots to look forward to with SP250 rally, President Nov. weekend and National Rally next year.

Membership is holding strong with an influx of concessional plates arriving for processing in time for onset of Spring .

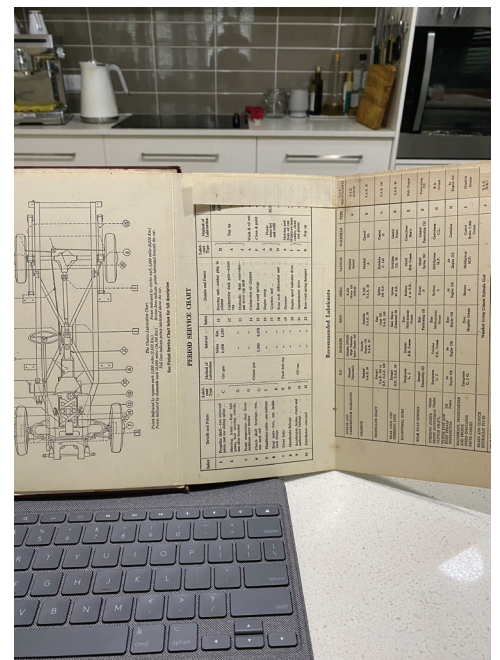
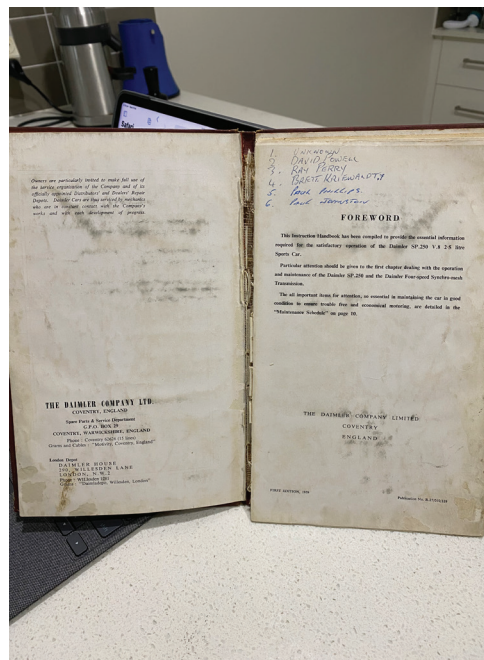
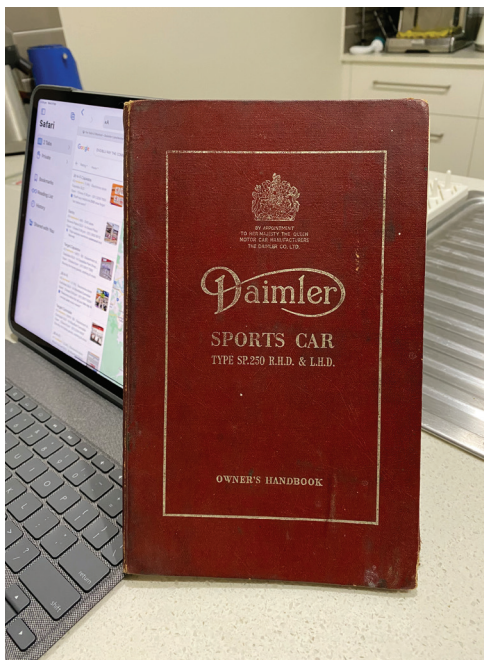
Keep the Wheels Moving

Russell

# SP250 OWNER'S MANUAL FOR SALE

I have the below book for sale. Here are some photos of the book. Not sure how much but i guess around \$70 would be good. With free postage in Aust. It turned up in my steel trunk as a result of down sizing.

Brett Kriewaldt. - 0416199332



## BAY to BIRDWOOD

### REGISTRATIONS NOW OPEN!

If you are the owner of a much-loved historic vehicle, you are invited to participate in one of the world's great historic motoring events, the Bay to Birdwood, on Sunday 22 October. This year's event is in the new format of a curated parade of historic vehicles from the very earliest through to 1993 (priority will always be given to vehicles of earlier vintages, such as veteran, pre-war and classic vehicles). Get in early, there are only 1500 places.

This year's event will follow the traditional route from West Beach to Birdwood, including along Anzac Hwy and North East Road and into the Adelaide Hills. An alternative start is also available from Civic Park, Modbury.

The History Trust of South Australia and the National Motor Museum announce that places for the prestigious Concours d'Elegance, Preservation Award and EV Conversion Award are also open. Awards judging will take place on Saturday 21 October in the North Terrace Cultural Precinct of the Migration Museum, State Library, and SA Museum and will be open to the public for viewing.

If you have any questions about participating please contact the Bay to Birdwood team on (08) 8151 3280 or email us at [baytobirdwood@history.sa.gov.au](mailto:baytobirdwood@history.sa.gov.au)



## FOR SALE - 1949 DAIMLER SPECIAL SPORTS



The family of Graham Coleman, sadly now deceased, from Queensland, has asked that Graham's car be advertised for sale in our magazines.

They are asking \$39,000.00 for the car.

This unique vehicle is one of only just over 600 vehicles produced globally between 1939 and 1953. The Daimler D818 was first introduced in 1939 as a luxury saloon or convertible that was primarily aimed at the wealthy, elite and global monarchs. Production ceased during World War II but started again in 1946.

This 2-door convertible body with rear-wheel drive, 2.5L inline 6-cylinder engine, 4-speed manual is a beautiful car and reaches a top speed of 85 mp/h. Body number 317-129 of this luxury drop-head coupe Daimler Special Sports.

Meticulously restored and in immaculate condition, it has won several club awards in South-East Queensland. This vehicle is being sold with all manuals, restoration templates and vehicle specific tools.

The car was stripped, repainted and new flooring was installed by November 2002. The suspension and motor were stripped down and painstakingly rebuilt.

The wooden dash was completely replaced with a very fine, red cedar. The upholstery and panels were restored with leather. The Daimler was missing the hood mechanism and catches. These were expertly reconstructed to the original specification and then the hood was lined by a specialist upholsterer.

The Daimler was nearly ready for its first trip. The final stages of the restoration included re-chroming of the hub caps, grille, lights, handles and mirrors. Since 2006, the Daimler has been driven to numerous car rallies and has won numerous awards. (continued next page)

# FOR SALE - 1949 DAIMLER SPECIAL SPORTS

The best contact is:

Carol Bridger

carolbridger@hotmail.com

M: 0400 804 002

Or if unavailable:

Kym Head

Kymhead24@gmail.com

M: 0431 908 029



During Restoration



During Restoration



During Restoration



# 2023 ALL BRITISH DAY

Hi Everyone .

What a great day !

It was good to get back on the paddock for the All British Day display.

I know Daimlers are clearly the most desirable but I love the variety of British cars on display. Some of them are truly stunning both the big names and the not so big marques, which are in themselves quite fascinating, as one is able to appreciate how enthusiasts, at all levels, enjoy their cars.

Yes it was a little warm ? But we had our Club tent ..... which everyone. I mean everyone was under vying for a shady spot .

( It reminded me of a large tree in a country paddock with a herd of cattle sheltering in the shade ?) Noted in the most nicely of ways.

Not as many cars throughout the grounds this year but I think it will take a little while for things to get back to somewhere close to the way it used to be.

It did however mean lots of room to move around which was pleasant .

The King school fete not being on meant that there was not as many people from the general public wandering around perhaps/maybe, but the food and drink stalls where there which was good to see.

Please find a list of the awards and prizes handed out on the day to our members from the amongst the beautiful array of Daimlers on display .

Well done to you all and bring on ABD 2024.

Special thankyou to Chris Cole for selling the tickets and all those who contributed to the Raffle

The Club made \$126 on the raffle and John Hurst won the hamper .

Russell

## PRIZE WINNERS

( With photos on following page )

1. Ladies Choice - Graham McDonald - DB18 Special Sports
2. Directors Choice - David Stoodley - SP250
3. Best Sovereign or Jaguar Derivative - Alan Hunt - XJ40
4. Best DB18 or Variant – Peter Lachere - 1938 New15 DB18
5. Jeff White Trophy Best Conquest or Variant - Liz & Kevin Wilkinson - Conquest Century Saloon
6. Boyd Carpenter Award Best Coachbuilt Daimler - John Hurst 35/120

John Hiscox Award Best Pre-war Daimler including Sleeve Valve Vehicles -

John Hurst 35/120

7. Terry Hanley Trophy Best Lanchester/BSA - Members DLOCCA - Lanchester Leda
8. First appearance After Restoration - Tim Mallyon - SP250
9. Edward Turner Prize for Best SP250 – Tim Mallyon - SP250

## 2023 ALL BRITISH DAY

( Without photo )

10. J & M Steel Perpetual Trophy Best 2 ½ Ltr V8 Saloon - Jeff Harris - 2 ½ V8 Saloon.

AWARDS NOT PRESENTED THIS YEAR .

1. Cox Plate Trophy for Large Post War Cars ( excluding coachbuilt )
2. Colback Trophy for Best Thoroughbred
3. John Hiscox Award Best Daimler 1896- 1939

A BIG THANKYOU TO OUR JUDGES LINDEN BRAYE AND PETER LACHERE .



Ladies Choice Award - Graham McDonald - DB18 Special Sports



Directors Choice - David Stoodley - SP250



## 2023 ALL BRITISH DAY



Best Sovereign or Jaguar Derivative - Alan Hunt - XJ40



Best DB18 or Variant – Peter Lachere - 1938 New15 DB18



Jeff White Trophy Best Conquest or Variant - Liz & Kevin Wilkinson - Conquest Century Saloon

# 2023 ALL BRITISH DAY



Boyd Carpenter Award Best Coachbuilt Daimler - John Hurst 35/120



Terry Hanley Trophy Best Lanchester/BSA - Members DLOCCA - Lanchester Leda



First appearance After Restoration - Tim Mallyon - SP250

## 2023 ALL BRITISH DAY



Edward Turner Prize for Best SP250 – Tim Mallyon - SP250

## SPARE PARTS SUPPLIER

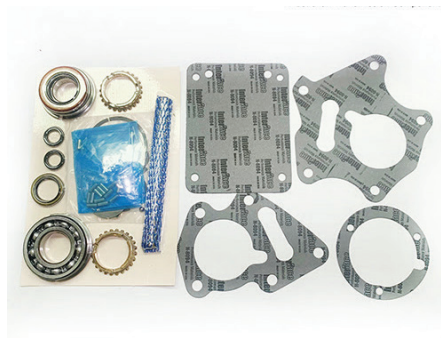
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## SEPTEMBER SOCIAL REPORT

At last we returned to the King's School for All British Day. It was a great day with plenty of cars and a bright sunny day. The club turnout was excellent with great work done by Russell and others in the preparation and issuing of trophies and awards.

You can see the cars and members in the various photos in this issue. I'm sure the club Lanchester motor car won't be too far off being a going concern. I'm looking forward to seeing it running as opposed to rolling!

Congratulations to all members that helped put up and remove the club tent which at 1pm shielded us from quite a strong sun.

With a number of matters to deal with I just ran out of time to clean my Daimler however the panel beater that has agreed to repair the cracks under the corners of the windscreen looks like he will start this year. I will need to investigate another choke control knob or repair as the knob detached itself from the cable but I am hoping to find a way to reconnect it.

You can read elsewhere, recipients for awards and results from the display of club cars.

I spoke with someone on the Fathers' committee and passed on my request that the school re-introduce the Art Show and other activities that were held before. Interestingly the kiosk /canteen didn't accept cash which I thought odd for a fundraising school event. [the egg and bacon roll was very good!]

Now I decided for various reasons that there will not be a club event this month. However please feel free to ring me or contact me regarding suggestions for next year. I need some fresh ideas for the coming year. I will pursue joint runs with our similar minded clubs as I think this adds to the range of interest and makes for good conversation with like-minded enthusiasts. As you know the visit to Central Station was well attended so I would like feedback as to going in to the city again, some time for a visit to the War Memorial in Hyde Park followed by lunch and or a visit to other places of interest. You can actually get quite reasonable parking rates in the car park under the steps of St. Mary's Cathedral which I think is Wilsons and then a short walk to either Hyde Park or Macquarie Street. So let me know if you would come to the city. The NSW State library is worth a tour along with The Conservatorium.

A long term plan I have is to 'swing' a visit to the Opera House whereby we could display our cars on the forecourt if approved, it could be a joint run so as to display maybe twelve or more cars.

I will be working pre-poll and post-referendum for the AEC shortly and involved on the day and post-poll with counting so it will be interesting to see results.

The other suggestion I have is on occasions I would like to screen some interesting motoring/Daimler films which can be found on YouTube, at meetings.

There are fascinating rare film shots and documentaries about British cars and motoring history worth viewing some time.

Ray Palmer

Social and Events Director

# 2024 NATIONAL RALLY - REGISTRATION



You are invited to Register for the 2024 National Rally based in Swan Hill and surrounding areas, on and around the banks of the mighty Murray River.

**The Dates are 15th to the 19th of March 2024.**

**Accommodation:** To be booked by attendees directly with the Motor Inns, once advised to do so.

As there is limited accommodation within the area, that can host the required numbers at one location. We have made arrangements with three Motor Inns along the main street of Swan Hill, all within walking distance of one another. The Motor Inns are, Lady Augusta, Burke & Wills & Jane Eliza, each Motor Inn is of a similar standard, with recently renovated rooms. The Rally Headquarters is planned to be located at the Jane Eliza Motor Inn. A group booking rate across all Motor Inns has been negotiated. The cost of a twin share queen bedroom is \$155 per room per night with an additional \$18.50 for Continental breakfast, if required at Lady Augusta. A full breakfast menu is available at Burke & Wills, Jane Eliza is yet to provide detail of what they can offer for Breakfast.

Booking details will be passed on after Rally deposits have been received, to avoid confusion please **DON'T** contact Motor Inns to make bookings until advised.

## **Comfort Inn Lady Augusta**

Address: 375 Campbell Street, Swan Hill, VIC, 3585

Ph: (03) 5032 9677. Website: <https://www.choicehotels.com/en-au/victoria/swan-hill/comfort-inn-hotels/au455?>

## **Burke and Wills Motor Inn**

Address: 370 Campbell St, Swan Hill, VIC, 3585

Ph: (03) 5032 9788. Website: <https://www.burkeandwillsswanhill.com.au>

## **Eliza Jane Motor Inn**

Address: 263 Campbell St, Swan Hill VIC, 3585

Ph: (03) 5032 4411. Website: <https://www.janeeliza.com.au>

# 2024 NATIONAL RALLY - REGISTRATION

***Please fill in the following details:***

Last Name: ..... First Name: .....

Partner's Last Name: ..... Partner's First Name: .....

Street Address: .....

City: ..... State: ..... Post Code: .....

Mobile Number: .....

Email Address: .....

(Essential because all correspondence will be via email)

Vehicle Details: Make / Model.....Year.....Registration.....

**Meals:** Meals will be the responsibility of participants ie: at own cost. However, to avoid any problems, we'd like to know the following:

Any Dietary Requirements? Yes / No .....

Any Allergies? Yes / No .....

**Pioneer Settlement:** For Group booking purposes, please also indicate your interest in attending the Pioneer Settlement, which will include, exploring the Settlement, a 1hr Murray River Cruise on the PYAP Paddle Steamer, followed by a new Laser Light show starting by 2024.

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

Indicative pricing for : 3 in1 multi pass \$58 Yes / No.....Qty.....

: 2 in 1 by day and by night \$41 Yes / No.....Qty.....

: 2 in 1 by day and by river \$38 Yes / No.....Qty.....

**Rally Deposit** of \$50 required to secure place at the National Rally, required by 31/08/2023 payable to:

**Bank:** Bendigo Bank; Account name: Daimler Lanchester Club of Victoria; BSB 633-000; Account No. 158494823 (Please make sure your Name is included with your deposit) or by Cheque to The Daimler Lanchester Club of Victoria. PO Box 23 Nunawading. Victoria. 3131

Signature: ..... Date: .....

Please fill in the Registration Form and email or post it to. [president@daimlerclubvictoria.org.au](mailto:president@daimlerclubvictoria.org.au)

or PO Box 23 Nunawading Victoria 3131

Stay tuned for further updates regarding the Rally during this next year. David Todeschini DLCV President.

# MINUTES OF SEPTEMBER 2023 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 4 SEPTEMBER 2023

The meeting commenced at 7:30pm with Peter Grant in the chair.

### **Apologies :**

Linden Braye, Tacey Brookes, Jenny Turner, Ray Palmer.

**Previous minutes:** The previous minutes were taken as read MSA Alan/Mark.

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

### **Correspondence :**

Russell received a reminder from the Australian Motor Heritage Foundation in regards filling out the survey for our historic/classic cars.

### **Business arising from Correspondence :**

Members were once again encouraged to fill out the AMHF survey noting our contribution as to the economic value study for our historic/classic vehicles. Refer previous magazine for link .

**Secretary's Report :** See report this magazine

### **Treasurers Report :**

Current cash book at \$17844.34 inclusive deposits for SP250 Rally

Term Deposit at \$16052.22

It was agreed that the Clubs term deposit be increased to \$20000.

It was agreed that the Insurance premium for the Clubs library be continued at fee \$464 .

Alan presented his report with agreement that all invoices be paid as they became due . MSA Alan/Peter.

**New Members :** Nil.

### **Social Report :**

Peter noted that the Presidents run will be to Tumut this year in Nov. with detail to be advised .

A visit to the Western Sydney Airport tour centre was suggested. Victor and John to investigate.

### **All British Day :**

17 th September 23 . Relevant arrangements as available discussed . Further info. from organizers expected with a flyer out to members once finalized.

**CMC:** Nil

### **National Rally:**

See previous magazine for details and please advise John H as to participation to extended country run to the rally destination.

### **Regalia:**

The need to replenish the Clubs regalia stocks was discussed . In addition to the standard fare there was a well-received suggestion that personalized Daimler Scroll D pieced or clip on earrings be introduced. Victor and Chris to investigate.

## MINUTES OF SEPTEMBER 2023 MEETING

**Website/Editor:** Nil

**Library:** Nil

**SP Notes:**

As per the magazine.

**Registrars:** Nil

**Technical and spares :** Nil

**Conditional Plates :** Nil.

**For Sale or Wants:**

One of our members is looking for a V8 motor. Anyone with info please contact a committee member.

**Lanchester:**

It was agreed that the Club would pay for the delivery/pick up of the Leda to/from ABD display.

**General Business:**

It was discussed and generally agreed that our Club should once again support the Shannon's all club display at Eastern Creek next year by way of promoting our Daimler profile.

Peter Grant advised the meeting that he would not be able to attend ABD this year or chair the Oct meeting as he will be overseas. Bon-voyages extended.

Victor Nash our Vice President is ready to step in on the night.

There being no further business the meeting concluded at 9.26pm.

**THE NEXT DLOCCA MEETING WILL BE HELD AT THE SAME VENUE ON 2 OCTOBER 2023 STARTING AT 7.30PM**

## 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



# Daimler's Barker Special Sports and Jaguar's XK120 DHC

ROGER LEARMOUTH

New to Daimler ownership, Roger Learmonth, long term XK owner, shares his impressions of two very different cars.



Two very different attempts at a sporting open tourer; the Daimler Barker Special Sports and the Jaguar XK120.

I suppose at first sight there is little comparison between the early fifties Daimler Barker Special Sports and the Jaguar XK120 Drop Head Coupe. The Daimler was produced during the flamboyant Docker era when the word Daimler gradually lost its shine and became synonymous with ostentatious consumption and, some might say, bad taste. However, the foundations of the 2½ litre drop head coupe were established much earlier.

During the second world war Daimler had used their 2½ litre engine and pre-selector transmission in a very well thought of and successful fighting vehicle, the Dingo scout car. Post war they offered an unusual sports model in the form of the Dual cowl Dolphin. The chief Daimler designer at the time was EJ Skelcher but I've not been able to discover his level of involvement. In between the Dolphin and the Barker came the DB18 Carlton.

Unfortunately, the war intervened and only three examples left the factory before Herr Hitler's bombers destroyed the Daimler works. It is said that Frank Feeley's Lagonda Rapide had a strong influence on the design. After hostilities Daimler retained a Carlton which they loaned to Winston Churchill for his 1945 and '50 election campaigns (much good it did him).

Quite how much the Carlton design was an influence on the 1949 to '52 Barker Special Sports is not recorded but the strong familial resemblance is clear. The Barker can in no way be considered a sports car in the true sense of the term. Based on the DB18 chassis, saloons were the major players of the family.

Daimler had been part of the BSA group since 1910 and in 1938 the Barker coachbuilding company had been acquired by rivals Hooper which in turn was amalgamated into BSA in 1940. From



The great man himself electioneering in his Daimler loaned DB18 Carlton.



The Lagonda Rapide inspired Carlton, definite signs of the Barker to come.

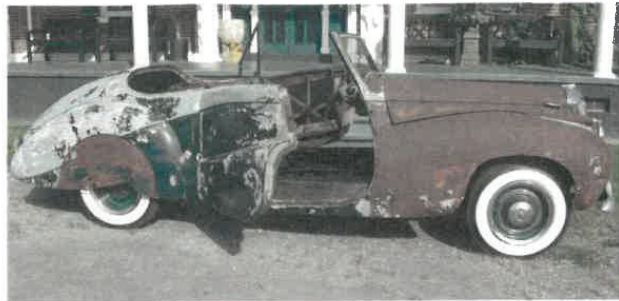
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www.dloc.org.uk

# DAIMLER BARKER SPECIAL SPORTS



**An imposing and elegant design, one almost expects to see a royal standard flying from the mudguards.**



**Restoration candidate clearly showing the steel front and aluminium rear.**

then on Hoopers mainly bodied the big cars like the Empress and Barker the smaller DB18 based variants and of course the iconic LCC (London County Council) ambulances.

It must be admitted that the Barker was strongly influenced by pre-war designs with its 'sit-up-and beg, frontal style which is, nonetheless, very imposing. The engine is the tried and tested 2,522 cc, six-cylinder overhead valve unit with pre-war origins. In the Barker, fed by twin 1½" SU carburettors and with a modest 7:1 compression ratio, it has a reputation for reliability and longevity, developing an unspectacular but adequate 85bhp. On this model, as on most Daimlers of the period, the company used a fluid flywheel and pre-selector gearbox, an early approach to automatic gear changing.

The Daimler is a coach-built car using steel and aluminium around an ash frame. Reflecting the post-war shortage of steel,

the front half of the bodywork is steel and the rear almost exclusively aluminium. The image of a restoration project well illustrates the construction.

With a longish zero to sixty time of around 21 seconds and a top speed of about 85mph, it's not a car for roaring around but, rather a grand tourer aided by a four-speed box equipped with a long top gear. As one might expect, the steering is heavy at low speeds but the car glides along happily on A/B roads and on motorways. Like their competitor Rolls-Royce, Daimler paid particular attention to providing a quiet and exceedingly smooth and comfortable ride for the passengers. A curious feature is the fact that car is a three and not four-seater with a single, sideways facing rear seat (also a feature of the Lagonda Rapide). Because there is no central tunnel or gear lever, it is possible to seat three up front but it's not the most comfortable way to travel.



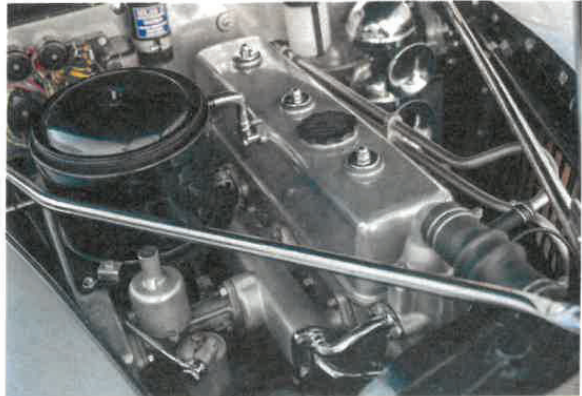
**Sumptuous interior of the '120 easily rivalling that of the Barker.**



**The restrained wood and leather Barker interior, even the door cards are leather.**



**120 Engine: The legendary 3.4 litre XK engine, this variant on twin 1½" SUs.**



**Daimler Engine: 2½ litre six with a modest 85bhp has proved itself a robust and reliable work horse.**

## DAIMLER BARKER SPECIAL SPORTS



**The XK120, like the Barker, has a beautifully lined, easily erected hood that sits relatively neatly on the rear tonneau panel when folded.**

The car is fundamentally a luxurious grand tourer, a sort of sporting limousine with quite luxurious appointments. High quality leather and wood are in evidence as are woollen pile carpets. An easily erected, lined hood provides an almost saloon like ambiance when on the move. Depending on your point of view, pre-war features such as a jacking system for lifting the axles and an auto lubrication system are either part of the car's charm and useful facilities or unnecessary fitments that add increased weight to this 32cwt roadster.

Jaguar never thought the '120 would be a strong seller. Its predecessor the SS100 had sold less than 400 units so the original coach built '120 was intended as no more than a catalogue filler; it didn't turn out that way. The original 1948 aluminium XK120 and later steel open two seaters (OTS) can't really be compared with the Barker. The OTS '120 is an out and out wind in your hair, flies in your teeth sports car with few creature comforts and very limited space for luggage, essentially a driver's car to be hurried along spiritedly. Jaguar, surprised and delighted by the US success of their roadster, thought to widen the appeal with a '120 fixed head coupe, often marketed as a businessman's fast tourer, capable of covering significant mileage in a single day without draining the driver and passenger. Again, in an attempt to cover all the bases and with an eye to attracting yet another segment of

the market, Jaguar's final '120 offering was the drop head coupe (DHC). The DHC was an OTS with all the creature comforts of the Barker. Wind up windows, a lined, easy to erect hood and all the wood and leather one could wish for.

A heavier car than its more spartan sibling, the 3.4 litre, 160/180 bhp XK twin cam engine resulted in negligible performance degradation. The 120 DHC was and is still, a quick car with a zero to sixty time near 11 seconds. The sleek body lines are arguably as attractive as the Daimler and perhaps, at the time, a little more modern.

All XK120s are strictly two seaters, with no room behind the two front seats for anything other than battery boxes holding two six-volters under a small parcel box. It's quite amazing that 120's were such a hit in the US as the cabin proportions make it hard for anyone over six feet to drive comfortably (not a criticism to be levelled at the Barker). It's not uncommon for modifiers to add an extension of the front footwell and move the pedals forward, thus making the cars more comfortable for tall drivers. Reacting to their US dealers' criticisms of only two seats and a cramped driving space, Jaguar, on later variants, moved the front bulkhead and engine forward and added vestigial rear squabs to their subsequent XK140 and '150 models.

Why then would some people choose the more expensive Barker



**Left: Non-standard extended XK pedals. Right: I couldn't find a picture of the Princess driving her DB18 Coupe but I did find one of the Queen at the wheel of a somewhat larger Daimler.**

## DAIMLER BARKER SPECIAL SPORTS



Top down the Daimler looks ready for a royal, sunny day

over a Jaguar XK120 drop head?

When the cars were new to the market it was a markedly different time when social values and behaviours were much at variance with what we see today. Daimler was the premier marque. At least a dozen royal families around the world used Daimlers as their state or personal cars. Starting with Edward VII, Daimlers were always the British royal family's first choice. For her twenty-first birthday, Princess Elizabeth, who had learned to drive during wartime duty and had probably experienced a Dingo scout car (with a pre-selector gearbox), was given a DB18 Daimler coupe by the king. For her wedding, the RAF and WRAF clubbed together and bought the royal couple a Daimler limousine but it was the coupe the couple used for their honeymoon. For many years afterwards, Elizabeth had a succession of DB18 Daimlers.

Daimlers, rather than the Crew made cars (Rolls-Royce and Bentley), were the choice of the upper classes and were appropriately expensive. The Barker, like its larger siblings is a luxurious car with top quality leather and refined fittings, a car fit for a king (or princess); to drive personally and look regal in the process. Despite their staid and traditional image, Daimler were among the first British manufactures to offer curved glass, thin stainless window frames and automatic courtesy lights. After the war, in a changing world, opulence and ostentation was increasing

frowned on and at the start of the sixties, the company was swallowed up and the name used on badge engineered Jaguars.

Why do owners have Barkers today? First, it has to be said not many do. Although the survival rate is impressive, about 300 examples extend from a total build of around 500 (12,000 XK120s in all forms). The first thing I noticed about being out and about in the Barker was the effect on other road users and pedestrians; it certainly gets one noticed. It isn't possible to go anywhere without heads turning and admiring glances. Without doubt the Barker Special Sports is an impressive sight as she wafts serenely along.

When new, Daimlers were expensive, the Barker costing twice the price of an XK. Today, the tables are turned, a good '120 drop head will cost two or three times more than an equivalent Barker. To some extent a feature of 'Performance Drag' that strongly affects classic car values; the better the performance the higher the value. You pay your money and you take your choice, if you want a blood and guts sportster then a '120 is for you but if your preference is for a beautiful and classy sporting limousine than conjures up the experience of a by-gone era then a Daimler Barker Special Sports fits the bill? There is no doubt that driving one imparts a feeling of well-being; the sort of car you leave at the front of the Ritz and get them to park for you.



My grateful thanks to Alex Dorrian who kindly lent us his beautiful XK120 drop head for this photo shoot.

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# DAIMLER BARKER SPECIAL SPORTS



## *A New Look—and a New Liveliness*

To the traditional elegance, comfort and craftsmanship of Daimler, this Sports Special on a 2½-litre chassis with specially tuned engine and overdrive gear box, brings a new look and a new liveliness. Up-to-the-minute styling combined with brilliant performance—strikingly beautiful, exciting, modern, yet still in keeping with ‘Daimler’ tradition.



*The remainder of the Daimler range continues—the famous ‘2½-litre’ and the majestic ‘Straight-Eight’ and ‘Twenty-Seven’ with a wide range of body styles by Britain’s leading coachbuilders.*

ON  
DAIMLER  
STAND  
No. 153

THE DAIMLER COMPANY LIMITED, COVENTRY AND LONDON

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## DAIMLER SPECIAL SPORTS (BARKER)



The Special Sports was based upon the post war DB18/2 chassis, which in turn was a direct descendant of the Daimler Fifteen. Introduced at the Earls Court Motor Show in 1948, only a handful sold before 1950. Around 500 of these handsome cars were produced, and well over half of this number are known to survive. The 2½ litre ohv six cylinder engine produces 85bhp and drives through a fluid flywheel and 'self changing' gearbox to an underslung worm and wheel differential. The Special Sports was the last Daimler to feature this type of axle, which Daimler had fitted to all of its cars from around 1910. Photographs by Ray Cattle. Please see June Driving Member for a comparison with the Hooper bodied Special Sports. This car is currently for sale - please see page 31



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## A LITTLE DAIMLER HUMOUR

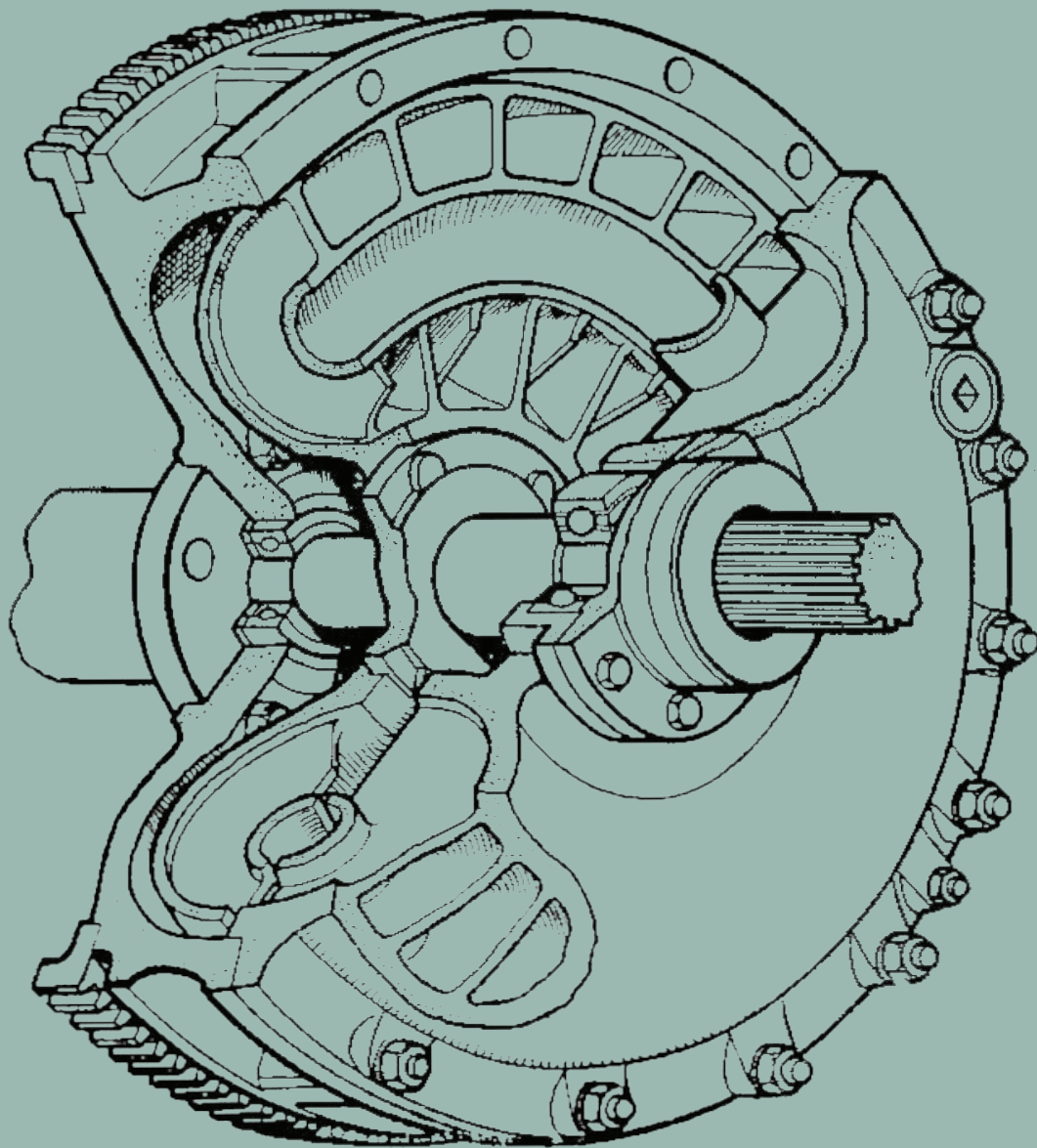


THE ROYAL AUTOMOBILE  
CLUB OF AUSTRALIA  
89 MACQUARIE ST, SYDNEY  
PHONE: 02 8273 2300



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.





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)