

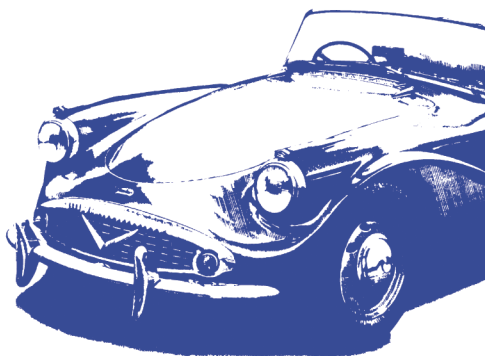
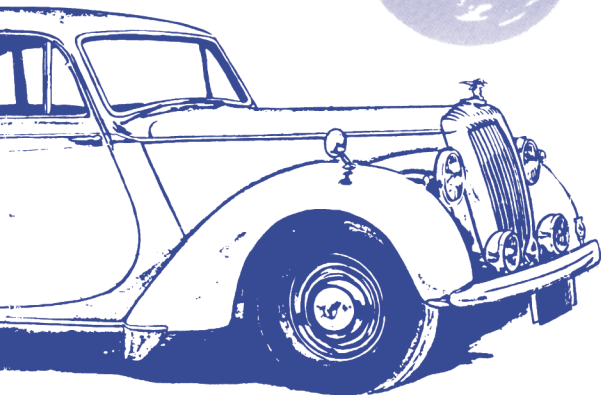
*October~November  
2017*

# Daimler & Lanchester

**OWNERS CLUB**

*Incorporating* **BSA**

**BI-MONTHLY MAGAZINE**



October~November 2017

THE DAIMLER AND LANCHESTER OWNERS CLUB IN NEW ZEALAND INC.  
REGISTERED AT P.O. HEADQUARTERS, WELLINGTON, AS A MAGAZINE.

# THE *Daimler* & Lanchester OWNERS' CLUB

IN NEW ZEALAND, INCORPORATED

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All membership enquiries to the Secretary.

## CONTRIBUTIONS TO THE MAGAZINE

Please send all contributions for inclusion in the magazine directly to the Secretary via fax email or mail by the **TENTH** day of the month prior to publication.

## DISCLAIMER

The views and opinions expressed in this magazine are purely those of the authors and are not necessarily those of the Daimler and Lanchester Owners' Club.



# THE *Daimler* & *Lanchester* OWNERS' CLUB

IN NEW ZEALAND, INCORPORATED

## October~November 2017

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### ***Attention All Club Members*** ***A thoughtful Treat for your Daimler Enthusiast!***

We have supplies of "D" Key Rings and our *Daimler & Lanchester Owners Club in N.Z.* Custom Grille or Bumper Badge.

As you will see from the photo the Badge has been reproduced using our original Die but cast in a lighter Alloy (originally Brass), with a Chrome and Blue Enamelled Centre section as opposed to the earlier Resin insert.

The unit cost, including postage is

- **\$6.60** for the Key Ring
- **\$55.00** for the Grille/Bumper Badge.

Please forward your requirements and cheque to:-

DLOC in NZ  
Peter Mackie  
PO Box 8446  
Havelock North 4157



# *From the Driver's Seat ...*

*A Message from your National President*



Hello Members

Where has the year gone? It only seems like yesterday we were in Tauranga enjoying each other's company at the Rally. Your committee is now in the planning phase for our next Mini Rally and AGM. This will be held in Thames and promises to be a fantastic event.

At the AGM in Tauranga, there was discussion regarding the development of a closer relationship with the Spares Club. To that end, a small contingent comprising of myself, Mike King and Manawatu branch members Robert and Sue Notley attended the Spares AGM held in Christchurch on the 19 August.

Mike and I decided to fly due to our time restraints. Mike flew from Palmerston North and I flew from Wellington, both arriving in Christchurch at near enough the same time. Robert and Sue had been staying in Christchurch for a few days and very kindly offered to be our transport for the weekend.

The AGM programme started with a visit to the Spares Clubrooms, providing an opportunity to meet and greet other members and a chance to have a look around the very comprehensive stock of parts. This was followed by a short drive to the Elm Church where the AGM was held and a chance to catch up with other members over a cup of tea and a sandwich. We were staying at the Quality Hotel Elms and this was the venue for the evening dinner and guest speaker John Miller.



Cutaway V8 motor.



Grills from older models.

John is the

author of "From Cotton to Cars" a history of the NZ Motor Corporation owned assembly plant in Nelson. My 1974 Daimler Series 2 was assembled in Nelson so John's very interesting and entertaining presentation had a real relevance for me. The other link that I had with this plant is that for 10 years I worked for Standard Telephone & Cables in the Masterton plant. Here we manufactured wiring harness for a range of vehicles assembled in Nelson albeit the majority were Honda cars and not so

much for Jaguars or Daimlers.

On the Sunday we set off on an enjoyable scenic drive with the final destination to view an amazing collection of mostly sports cars, including, several XK, D & S Jaguars, two Ferraris, a 1938 Chrysler "woody" Station wagon and few other rare cars in beautiful



condition. This is a very impressive collection and I had taken a number of photographs but unfortunately have lost them through a technical glitch. On the way back to Christchurch we stopped off for lunch at Jagz Café followed by goodbyes as everyone set off for home.



Lots of S.H. engines and gearboxes.



New parts are neatly shelved and catalogued.



Panels for Consort, Conquest V8 and others!



Some of the Ray Larson car collection.

Monday we were invited around to the clubrooms where Mike and I had a particularly good time rummaging through boxes of older model Daimler spares. We both ended up with extra bags of important parts to carry back to the airport. It was great to meet up with Peter, Brent, Karen, Howard, Greg, Tony and Philip (Management Board & Committee) we were made to feel really welcome and we had a great weekend.

Take care and happy motoring.



This Majestic Major sounded magnificent!

*Dave Patten*

# *Getting up to Speed ...*

*A Word from your National Secretary*



Welcome to our new members:

- Barry Bulloch lives near Kaitaia, he has a very original Series 2 Sovereign.
- Aiden Murphy of Cambridge has a Series 1 Sovereign and an XJ40.
- Shane Clements is from Meeanee in Napier with a V8250.

I have received an invitation from Michael Pringle for our members to attend the combined Daimler Clubs of Australia 15<sup>th</sup> National Rally. This is to be held in Healesville in April next year, there are already entries from Norway and UK, if you would like to attend, info and application forms are attached.

I have had a plea from one of our longest serving members, Wallace Parkinson for a key for his Conquest, number FA588. It was stolen from his property while away on holiday, details in marketplace section if you can help.

Did you know you can obtain the original factory information for your Daimler? This is available from Jaguar Heritage Trust and will confirm original numbers and colour scheme, dates of build and dispatch, as well as the original destination of the car. Daimler cars are from circa 1959 on and limited information from circa 1953. Jaguar cars from 1945 and SS from 1931. Cost is GBP45, application is on line or I can forward a copy.

Followers of "TradeMe" will have spotted a couple of interesting cars recently. An accident-damaged Lanchester Leda which looks to have been in very nice condition is at Turners in Mt Manganui. It belonged to John Payne who also has some of the parts to repair it. His number is 07-576-9497.

Also the Century which was at our April Rally when owned by Rod Mason, is for sale again at an exorbitant price!!! (I believe about 5x what he paid for it!) I owned and sold this car some years ago for \$500!

For those still considering the Chris Clark Lanchester books, let me know asap if you would like to get your copy. The Spares Club will be ordering to have them delivered with one of their consignments to save on freight costs. See the website at [www.lanchesters.com](http://www.lanchesters.com)

Do you know who fellow members are in your branch? I can supply membership lists to any member with details of your branch, or a complete national membership list on request. There are many members some distance from the more active centres who may wish to get together in some way. I would be pleased to hear your views!

Summer's coming, enjoy your Daimler/s.

**Mike**

# *Round the Bazaars ...*

*Daimlers on the Run*



## ***Auckland-Waikato BoP Amblings***

### **Car Collections**

Our first stop was Garry and Murray's place not far from Waitoki, a pleasant drive through Dairy Flats and rural scenery.

At the property there was a long double height garage with several bays, fully occupied with the following: Porsche Carrera 2 and 4, Jeep 1942, Land Rover 1953, 132S Volvo 1970, Jaguar XJR 1996, VW 1955, Alice Chalmers Tractor 1938 and a Saxon 1914. The VW Van was away at the time having some work done otherwise it might have been a bit of a squeeze. Murray showed us his pride and joy a carbon fibre off road bike, which he built up from parts and from his accounts is the ultimate thrill machine.

Lunch time called, the trip to DD's was not without a small drama, turning around after seeing where Martin had got to, I backed into a ditch. Fortunately Garry and Murray came along and pushed the Alvis out and no damage was done.

The Lunch at DD's was excellent, but we had a long wait due to their printer braking down, which was the key recording mechanism for the orders.

Our next stop was Thomas Grace's collection, we were warned it could be a bit boggy so the schools parking area was a good choice. A long stony, fairly steep drive heightened our interest and after fifteen minutes an enormous shed came into view. Tom was there to greet us and regaled us with the history associated with his vehicles. The list was as follows: Morris 1800 Ute, Bren gun carrier 1942, Chevrolet 1960, Daimler Majestic, Vauxhall Victor 1960, Skoda, BMW, Consul 315 (under restoration) 6 trucks, Paul Radisich Ford V8 Telstar, Simca 1000 (a girlfriend had one of those), Jeep, Cortina GT (x2) and not to mention a Daimler Conquest and Leda LD10.

A quick blast back through the Tunnel to home and hopefully avoiding the man with the laser speed gun, ended a very interesting day.

***Bryan***

### **Te Aroha in September**

John Rayner had invited us to visit his and Diane's collection of cars while at the Tauranga National AGM. I don't think I had ever been to Te Aroha before.

The Auckland members started from our favourite Southern starting point, the BP Service Centre at Papakura, that had closed as a car had driven into a pump, the car looked a mess, and the pump was still standing. The Alvis club were also starting their run at the same time and were leaving just after I arrived. 1 Rover, an XJ40, multiple V8s (new and mostly old) we set off (with a couple of people warning me, that they were driving straight there). As we had 3 options to take we decided on the rural road from Ohinewai to Tahuna and on to Te Aroha, there 'may have' been a few bursts of acceleration. We arrived at the collection at a few seconds to 11, with the garage door

opening on our arrival, soon after the Waikato/BOP members arriving, including one of our newest members Aidan (member for a week), also good to see Michelle bring Ian Hill along.

John and Diane gave us a very warm welcome, then we roamed through the collection of a Packard, Cadillac, Lincoln Zephyr V12, Thunderbird, a couple of Citroens, Honda NSX, DS420, Mustang, Fiat (not sure about the Honda City at the end), Alfa, Nissan 350Z and a Mini. Don't think I missed any. An amazing collection of interesting cars, thank you both for hosting us.

We drove around the corner to Ironique Café for lunch, where the table and glass shelves were made from iron, and in one of the toilets the hand basin, was an old shovel head, with the other copper hand beaten bowl. While waiting for lunch we watched American muscle and Hot Rods cruise past. Also on the street where a few sculptures, one looked like a long dog, a very small car with engine and a motorcycle. Lunch was served reasonably fast for a group of 24 and compliments being made. Still don't know how Martian booked the tables when Martin did!!

The drive home encountered light to heavy showers and the natural aerodynamics pushing the rain up the windscreen and the wipers moving the rest.

*Martin*

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## ***Hawkes Bay Highlights***

We had a great turn out for our mid-winter dinner on Saturday evening 28 July at Jark's In The City Restaurant. Although it was a cold winter's night we all enjoyed the warmth from the glowing fire and the company of fellow club members.

A few Daimler Club members joined with the HB British & European Car Club in August for a Saturday evening at the Oruawharu Homestead Function Venue for a dinner and movie. This was a very enjoyable, well run evening and included in the ticket price was dinner, jaffas, popcorn and of course an ice cream in a cone at half time. The main Movie was "American Graffiti" and was preceded by a very funny "short". As it was hosted by the British Club we even had to stand for "God Save The Queen"! Just like the "good old days".

September was a "Poker Run" which was well attended and once again hosted by the HBB & Euro Club.

October it is the Daimler Club's turn to organize the monthly run and this will be on Sunday 15 October 2017 commencing 2.30pm, with a country run, a trip to Artmoisphere Gallery, a picnic afternoon tea, a visit to Waipawa Museum and finishing at the Patangata Tavern for dinner.

*Robyn Boyce, Club Captain*

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## ***Manawatu Meanderings***

### **Wanganui Wanderings**

On August 13<sup>th</sup>, Manawatu Daimler and Rover petrol heads headed out on a fine sunny day to Wanganui. After meeting at Sanson, we headed to Peter and Charmayne's so we could be escorted to the "Kiwi Cafe" for lunch. All was well until we reached the



roundabout at the end of Wanganui's "Motorway" where-upon "Blue Bubble", my trusty and ever reliable Conquest, stumbled and stalled, refusing to re-start creating a traffic jam Auckland would be proud to call their own!! Many willing hands got us clear for the traffic to flow and after giving it a severe beating and reprimand, normal motion was restored. Meanwhile lead car Peter was long gone not realizing the tail had gone. However thanks to modern cellphone technology, order was soon restored and we all arrived at said restaurant.

Next stop was Ed Boyd's car collection, Ed was away but had arranged his friend and neighbour, Ian Chamberlain to be our escort for the day. Ed's collection is extensive and varied, it included Daimler, Series 2 Double Six, Rover 90 and 1904 12 HP Half Ton delivery van. Others included Vauxhall VX490, Austin A90 Atlantic, Rolls Royce, Triumph, the list could go on.....

Ian's property is just up the hill next door to Ed's and he has his own collection. A1917 Buick was parked outside to meet us, in the shed was a 1906 Reo plus



Ian Chaimberlan's 1906 REO.

a miniature copy, Mk1 Zephyr convertible. A real treat was the Model T Ford, "Sound of Music". Mounted in the rear is a complete barrel organ, (computer controlled!!) producing the most amazing sound! Ian then offered to escort us over the road to another neighbour by the name of "Ditch" Harding. This was to be another treat in store!



Jan takes a ride with Ian to Ditch Harding's Aircraft.

A long winding driveway, freshly manicured grass, 2 very big sheds reveal a yellow Tiger Moth and believe it or not, a Spitfire! Ditch was an agricultural pilot back in the day, and has collected much history and memorabilia from the industry. The Spitfire is a smaller scale replica, powered by a 400hp Chevy engine, both planes are regularly seen buzzing the skies over Wanganui.

Everyone really enjoyed our day out, the contents of people's sheds never ceases to amaze!

Our September 10<sup>th</sup> outing was to the Kapiti Coast Electric Tramway. We had members attend from Wanganui, Dannevirke, Wairarapa as well as Manawatu and Horowhenua. After meeting up at Ohau, proceeded on the new Kapiti expressway to Paraparaumu for lunch at Breakers restaurant. It was a just a short distance then to McKay's Crossing, the location of the Tram Museum. We were greeted by several of the Tramway Societies volunteers, made welcome with

coffee, tea and biscuits and given a brief on their history, present and future plans. The museum has two different types of ex Wellington tramcars, the Double Saloon dating back to before World War 1 and the more modern Fiducia, the final batch of which was built after World War II. The Wellington tramway was closed down in 1964. These trams were all built in New Zealand, oh how times have changed! Now it was “all aboard”, for the ride to Whareroa Beach terminus. The ride took us past the memorial site for the American Marines, during WWII this area was used by the USA forces for training and “Rest & Recreation” camp. Returning to the museum, we toured the display area and for the technically inclined, the restoration workshops. Several ongoing projects are under way in addition to the service and repairs to the fleet.



Tram traction motor and reduction box.



Tram underside, ballast resistor for speed control on left, air tank on right.



View from the driver's seat.

All in all, another interesting day out with some 30 Daimler and Rover members in attendance.

*Mike King*

## ***Otago Outings***

### **Otago Spring Rally**

We do seem to always have rallies that include food and our last one to the Maheno Tavern was no exception. Sunday the 3<sup>rd</sup> September saw a cheerful group enjoy the start of Spring driving up State Highway 1 to Maheno. The Tavern there puts on a “Great Breakfast” on the 1<sup>st</sup> Sunday of every month.

Well the word had obviously got around as the car park was very full, with not just Daimlers, but nearly every make you could imagine and a lot of Hot Rodders too. The tavern served 115 breakfasts that morning. We all enjoyed a lovely breakfast and a really good catch-up with members. We even had previous members from Christchurch Club, who now live in Oamaru and who now belong to the Canterbury Enthusiast Club.

We have a few members who have been unable to attend due to their health and our thoughts are with them.

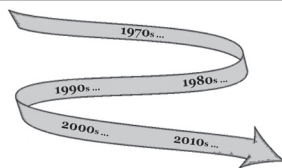
Future rallies to be advised at a later date.

*Dianne Henderson*



# Timelines ...

Our club history from 5 decades of magazines ...



**Timelines Copies of full articles can be scanned, emailed or posted on request.**

## October 1977

*In October 1977, a certain Mr & Mrs W Wingfield joined our club. 40 years, quite some achievement, still at the same address too! Congratulations....*

## October 1987

*The October 1987 Daimler & Lanchester models in the club make interesting reading: Where are these older models now?*

### **1987 Daimler & Lanchester Models in Our Club**

Lanchester, Pre-war .....	2
Lanchester LD10, Briggs Model .....	9
Lanchester LD10, Barker Model .....	3
Lanchester Leda .....	20
B.S.A. Scout .....	1
B.S.A. Three-Wheel .....	1
Daimler 20/85 Landalet .....	1
Daimler EL 24 (1937) .....	1
Daimler EL 20 (1937) .....	1
Daimler Light 15 (1938) .....	1
Daimler V26 Straight Eight .....	1
Daimler DB-18 .....	8
Daimler Special Sports .....	17
Daimler Consort .....	36
Daimler Conquest .....	79
Daimler Conquest coupe .....	2
Daimler Conquest Roadster .....	1
Daimler Century Mark I .....	11
Daimler Century Mark II .....	31
Daimler Majestic 3.8 .....	11
Daimler Majestic Major .....	10
Daimler Regency .....	6
Daimler 104 .....	9
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Sovereign Mark I .....	10
Sovereign Ser.I 2.8(20); 4.2(67) .....	87
Sovereign Ser.II 3.4(2); 4.2(32) .....	34
Sovereign Series II Coupe .....	2
Sovereign Series III 4.2 .....	5

Double Six, S.I(5); S.2(11); S.3(1) .....	17
Van Den Plas Ser.II(3); Ser.III(1) .....	4

## ***October 1997***

*A little history on the Daimler Fluid Flywheel and pre-select gearbox.*

### **Fluid Flywheels and the Pre-Selector Daimlers**

Perhaps the most telling comment on motor car design was M. Panhard's reply to critics of the gearbox he invented: "It is brutal but it works," he said. And it did work for more than 30 years, while demand grew for a more refined form of transmission which required less skill on the part of the driver. This requirement led engineers and designers to divert their attentions to meet these needs. For a period transmission development even took precedence over engine design.

First came the silent third gear and overdrive top, which with constant-mesh gears, provided a quicker and easier gear change between these two ratios. But the overdrive top failed to please, calling for more rather than fewer gear changes, plus the fact that the lower and more frequently used gears still needed skill and care.

Another contender in the quest for an easier gear change was the freewheel. It did the job, but at the expense of a constant reminder of how noisy engines were at the time. Commencing on this device in a paper presented to the Institution of Automobile Engineers in 1931, L.H. Pomeroy said, rather naughtily, that the freewheel was introduced "in most cases because of the inability of the chief engineer or the directors to make a clean gear change." But the cult became tactfully boosted on the grounds of saving petrol, coupled with the delicate insinuation that, it also facilitated gear changing for ladies only, so to speak. This to avert the consequences of suggesting to the normal male driver that his gear changing was otherwise than impeccable.

A rich variety of designs came and went, but the main contender to replace the crash box was the new look epicyclic gearbox designed by W.G. Wilson and fitted to Armstrong Siddeley cars. Its virtues were quickly apparent, and also its weaknesses, in that eliminating the clutch and picking up the drive on the epicycle gear brake bands led to harsh scarring from rest, despite the advantages of pre-selection.

Nearly as tiresome as the crash gearbox was the clutch of the day, which had difficulty in fulfilling the onerous functions it was called upon to perform.

While Armstrong Siddeley was busy introducing and developing the Wilson preselective gearbox, almost over the road as it were, the Daimler Company was developing an hydraulic coupling in an attempt to eliminate the clutch. This device was brought to Daimler by Harold Sinclair and the company acquired it from him. The invention incorporated the Fottinger or Vulcan hydraulic coupling which had been used for power transmission on heavy machinery operating at virtually constant speed.

In his 1931 paper to the IAE, Mr. Pomeroy recalled that this Sinclair coupling was fitted to several cars with orthodox gearboxes and worked splendidly, save for the problem of drag in neutral, when used without the inclusion of a mechanical clutch.

"Endless thought and time was given to eliminating the need for a clutch and obtaining the desired 'neutral' or 'free engine' effect in the coupling itself. The history of these efforts would make an interesting paper on the futility of attempting to defeat the laws of hydraulics," said Mr Pomeroy.

Gearbox experiments were earlier in progress at Daimler too and the company was designing its own epicyclic gearbox after tests of the Wilson unit showed that, while it was excellent as a gear changing mechanism, it did not fulfil the slowspeed conditions of starting and running which had been established by the Sinclair coupling. It therefore, lacked the refinement for which Daimler was renowned.

At this juncture, Percy Martin, Daimler's chairman, had the happy inspiration of combining the fluid flywheel with an epicyclic gearbox, so multiplying the virtues of each. Thus, the Daimler Fluid Flywheel Transmission was born.

The effect was roughly this. Before starting, what appears to be the clutch pedal (but isn't) is fully depressed. It then returns to about the halfway position. After starting, the gear selector – usually situated to the right of the steering column – is moved from position N to Position 1.

Apart from the click as this is achieved, precisely nothing occurs at this point – it is at the next stage that everything happens!

The clutch (known hereafter as the 'gear change pedal') is depressed once again, and this time it springs back violently as first gear is engaged and the turbine on the flywheel stalls.

As the car smoothly moves off the selector is lifted from Position 1 to Position 2 and, when the pedal is again depressed, second speed is engaged without a graunch, grind or tremor.

This weird and wonderful series of events is known as "pre-selecting". Anyone foolish enough to attempt to use the gear change pedal as a clutch – just once – would be the recipient of such an unpleasant sensation that he or she would never try it again!

As well as the Wilson gearbox and fluid drive the pre-selective Daimlers are riddled with personality from bumper to bumper. What is more, if ever a motor car howled to be maintained by the do-it-yourself mechanic then these did. They were built as if service stations did not even exist with everything either directly accessible or made so by lifting a trap door.

On how many other cars can the engine oil and filter be changed without ever getting underneath? The same goes for the greasing of the propeller shaft.

It was 1930 when Daimlers introduced the first model to be fitted with the fluid flywheel or turbine drive. Known as the 20/30 it was a full six seater and could accommodate a rear passenger in top hat. This was followed by the "family" Daimler 15.

During the 1930s various interesting models were produced, including those with the revolutionary monobloc engine with non-detachable cylinder head. Lanchester – which had been taken over by Daimler in 1930 on the understanding that the name would continue for at least 25 years – also had their share of the models being produced at the time.

In 1938 the first Daimler with independent front suspension, in the form of coil springs, came off the production lines. It was known as the DB17. The DB18 followed rapidly, and the engine of this vehicle continued in production throughout the war, and was mounted in the Daimler Scout Car.

In 1946 the first post-war DB18s were produced, with slight engine modifications to suit their civil duties. Very luxurious for their time, these cars had automatic chassis lubrication, opening windscreens, and sliding rooves – but for some reason the hydraulic brakes fitted to the earlier cars had been abandoned and they were back to cables.

In 1950 the DB18 took on a name – Consort. It was not without cost. The sliding roof disappeared, together with opening windscreen. However, it gained a heater, and hydraulic brakes for the front wheels. In addition, the headlights became part of the front wings, instead of being chrome things mounted on the radiator, and for some reason the radiator got slightly bent outwards in the reshuffle.

During 1953, this series ended and the start of a potential winner began. The Conquest – later to be upgraded to the Century, with twin carburettors – has been described as rather like a hovercraft with wheels. But it was capable of speeds of 100 mph and (unlike a hovercraft) was directionally stable.

## ***October 2007***

*10 years ago, a new Manawatu member was Gray Crawford.*

*There is an excellent technical article on Daimler V8 engines from "Gold Portfolio", viewable on our website or I can send copies if you wish.*



*of Victoria Inc.*

15<sup>th</sup> National Rally of the combined Daimler clubs of Australia  
***Monday 16<sup>th</sup> April 2018 to Friday 20<sup>th</sup> April 2018***

**YARRA VALLEY 2018**  
**Healesville, Victoria**

Rally headquarters will be at the magnificent  
***RACV Country Club at Healesville***  
where we have provisionally reserved 35 rooms

The location has been selected, a provisional accommodation reservation has been made and an exciting program is being developed to make this a “**not to be missed**” event!

Rally costs are not yet known but the aim is to keep the total cost (rally activities plus accommodation) in line with previous national rallies and will be advised in the next bulletin later this year.

It will greatly assist the organising committee if you would lodge an expression of interest **NOW** so that we can put you on the mailing list for future bulletins and the rally entry form.

**Email – [eureka2012@bigpond.com](mailto:eureka2012@bigpond.com)**

Your organising committee:

Michael & Pat Pringle  
Jack & Phyllis Edmonds  
Ian & Joyce Rowlandson



of Victoria Inc.

## **15<sup>th</sup> National Rally**

**Monday 16<sup>th</sup> – Friday 20<sup>th</sup>  
April, 2018**

**Healesville, Victoria**

### **Registration/Entry Form**

#### **Rally cost and deposit**

The rally cost is \$285 per person which includes all meals, entrance fees to activities and an attractive rally badge.

To secure your entry, please complete the form attached and pay a deposit of \$100 per person by **30<sup>th</sup> October, 2017.**

The balance of the rally costs (\$185 per person) will be payable by **28<sup>th</sup> February, 2018.**

**Accommodation & Rally Headquarters** is at RACV Country Club, Healesville where we will have full use of the 5 star facilities – swimming pool, tennis, golf, bowls, billiards, gym plus undercover parking for our special vehicles! See more at [racv.com.au](http://racv.com.au).

The room cost of \$250 per night includes a full buffet breakfast each morning.

A room deposit of \$250 will be payable by **30<sup>th</sup> November, 2017.** The balance of the room cost will be payable by **2<sup>nd</sup> April, 2018.**

#### **All Payments**

By bank transfer to: Daimler Lanchester Club Victoria,  
BSB 633 000 158494823 (please include your name as reference)

By cheque to: Daimler Lanchester Club Victoria, C/- M. Pringle, 113 Sandy Point Road, Somers, Vic. 3927.

An email reminder will be sent out prior to each payment except the first one.

#### **A note about the costs –**

The cost to attend national rallies – accommodation at the rally plus rally activities (excluding personal expenditures) – has increased for each event and increased significantly when we went to a four night format.

We have been very conscious of the rising costs and the total cost of this rally is only \$30 per couple more than the last rally (and only 12% more than the 2014 rally).

The accommodation chosen from a limited selection while appearing expensive is absolutely top notch and will be an experience in itself. The activities planned and just being at the Daimler event of the year will more than justify the expenditure!



Auckland & Waikato BOP members visit to John Rayner's collection.



Auckland & Waikato BOP members visit to John Rayner's collection.



Auckland Daimlers at John Rayner's collection.



Manawatu members take a Tram ride.



End of the line, trams at the beach.



All aboard for the return trip.





Daimler Double Six at Ed Boyd's in Wanganui.



A barrel organ on a model T.



Scale Spitfire at Ditch Harding's.



Scale Spitfire at Ditch Harding's.



And a Tiger Moth.



Mike King's ex USA SP250.

# Articles of Interest ...



## SP250 REBUILD

Mike King

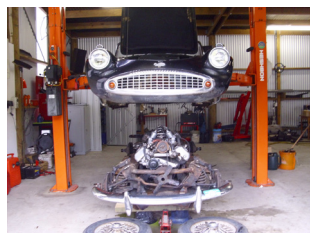
After seeing an SP250 advertised in several consecutive DLOCNA magazines, I decided to take a closer look. Emails and phone calls followed, the result of which I found that it was owned by a Doctor in Gallup, New Mexico. It was his late wife's car and had been on blocks for the last 10 years. It had been fully re-upholstered prior to being laid up. The gearbox was known to be faulty, but the purchase price included a reconditioned gearbox. After establishing the correct paper trail, I purchased the car and had the importation handled by Chucks Restoration in Auckland.



30.5.15. Don's Dart in NZ.

They took care of all aspects and ensured papers were all present and correct.

The car duly arrived in Auckland, the Ministry of Primary Industries required it to be thoroughly cleaned (twice) otherwise no hassle. My son Philip (qualified mechanic) and I drove to Auckland to collect it and found all was as described and trailered it home.



10.6.15. Body off.

We set about checking it out, everything about the car suggested that this 52-year-old car had only travelled 46000 miles! We replaced the carb diaphragms, bypassed the blocked fuel filter, coupled a boat tank to the fuel lines and started it up! A couple of sticky valves soon freed up and we drove it around the block. Steering was awful, gearbox was noisy, otherwise all was ok. The body was crazed but undamaged, all original accessories still in place except the grill "V". We intended to strip the car completely restoring it back to as original condition as possible. We removed



20.3.15. Don's Dart in New Mexico USA.



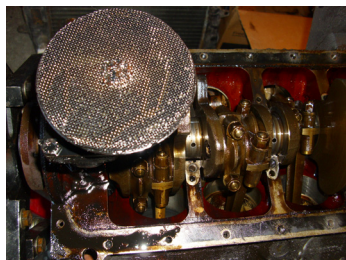
30.5.15. Don's Dart in NZ.

travelled 46000 miles! We replaced the carb diaphragms, bypassed the blocked fuel



16.5.15. Chassis stripping.





23.6.15. Engine stripped. Note crud in pickup.



Broken clutch fork locating screw.

the body and totally stripped the chassis. There was very little wear in the suspension just needed cleaning and new rubber, which was of course perished. The diff had been previously repaired, 3 teeth from a previous spider gear repair had obviously escaped detection and were tucked up in the cavity ahead if the pinion!

Otherwise it was in good condition and just required

new bearings and seals. We stripped the engine, after cleaning, the heads

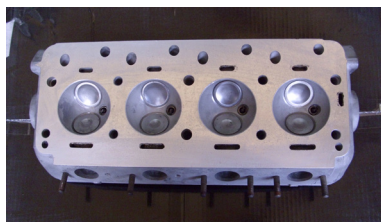
and valves were found to be perfect. The pistons were standard and got new rings, bores had no wear. The crank was standard and had no wear, BUT, at some stage someone must have tipped out the plate and spring from the bottom of the oil filter housing making the filter totally ineffective. The result, some scoring on the crank and cam, so both have now been ground with -10 thou crankshaft bearings.

The chassis was sand blasted and a little discrete additional reinforcing added to the back cross members. It has been repainted ready for re-assembly.

The painted wire wheels were in sound condition. They came up well with sandblasting and are now repainted and new tyres fitted.

Out of interest, I have dismantled the original gearbox, the hardening on both 1<sup>st</sup> gear gears is breaking up and the primary countershaft gear is minus ½ a tooth! It must have had a hard life! Without dismantling it, the replacement gearbox looks to be in good condition and to have been reconditioned.

The engine, gearbox and diff are now back on the chassis. The steering box ball races are in good condition but the inner cups are part of the worm. The lower one particularly was very pitted. This has been machined down with additional shims take up the free play. The rocker shaft runs in a bush at the top and the cast housing at the bottom. This is now machined out and is supported by a full length bush to reduce the steering free play. In the past, it appears to have been filled with grease which is probably responsible for the wear. It now has steering box oil, which looks for all the world like



24.6.15. Cylinder heads perfect after cleaning!



Gearbox damage.



Motor and gearbox to chassis 16.8.

grease, it is actually pourable (just) and will gravitate into all the bearings and bushes. New drop arm bushes make the steering as good as new!



Steering wheel.



Steering shaft wear.

The material on the steering wheel rim had broken down, it was a rough, cracked and split with sharp fibres. The search for another wheel proved difficult, so the decision was made to repair it. The wheel is the same diameter as that of the Mk.11,

of which I had a spare with a leather cover. A mould was made out of 1/2" plywood and heavy cardboard to enclose 1/3 of the wheel at a time. Fibreglass cloth and resin was poured over the cleaned and painted steel rim, building it up progressively. It was then pared down to shape and size until the leather cover fitted.

The brakes underwent an overhaul. After cleaning all callipers were rebuilt with new pistons, seal kits and pads. After cleaning, the brake lines were found to be in good condition, they were painted and refitted, the original aluminium 5-way hydraulic coupling replaced with a brass one.



Brakes before.



Brakes after.

The rear suspension has been fitted with new rubber bushes. The original lever dampers cleaned, emptied and replaced with new fluid.

The front suspension was stripped completely and cleaned. Trunion seals and bushes replaced and reamed to size. All wishbone rubber bushes replaced, spring buffers and stops replaced and wheel bearings and seals replaced. Front dampers replaced.



10.9.15. Front suspension assembly.



Body strip.



Wiring Loom.



Body stripped. 11.11.

The wiring was in good condition apart from the external cotton covering, in places it was frayed and tatty. Nylon webbing provided a good solution to tidy it up retaining the original loom.

The complete exhaust system has been rebuilt from scratch.

The chassis is now complete, we have reused as much of the original car as far as practicable, only replacing parts as required with as close to original as possible. I was pleasantly surprised to find the Spares Club had almost everything I required in stock, just a few bits required to come from UK. Next challenge, the bodywork.

Phil and I made up a dolly from an old boat trailer axle to simplify access and movement. An old trampoline frame became the donor for a rotisserie assisting us to strip all the external paint. At this stage, we entrusted bodywork to a professional, an acquaintance in Dannevirke who had a great deal of experience with fibreglass. He removed the external crazed glass and reapplied a thin layer of glass over the entire car. This was then sealed above and below with "Epitec", a product he has used successfully in the past. (It is actually a swimming pool sealant!) The engine bay was painted and at this stage we bought the car home and refitted it to the chassis, it was now drivable. Then back to Dannevirke where it was filled and painted in the original black colour.



Windscreen frame.



Body on rottiserie 18.2.



14.2.16. Chassis on display at Wellington British Car day.

The next stage, putting everything back in! Door locks, windows and mechanisms, upholstery, boot and bonnet latches and release mechanisms, lights etc. I had completely stripped the windscreen to replace the rubber but found most of the screws that hold the frame together were frozen or rusted away. The threads in the plates linking the side sections to top and bottom required to be tapped oversize which required bigger stainless countersunk screws, these all required their heads to be machined down to fit correctly! Reassembling and fitting the screen is every bit as difficult as the forums imply! The steering alignment was the last action, now for the final test, the winning process!



Body stripped Sept 16.



Body prep. Chippy.



Body sealed-Chippy 22.11.16.





Engine bay assembly 29.11.16.



Body to chassis 1.1.17.



Paint prep- Chippy 17.1.17.



Reassembly.



Reassembly.



Reassembly.

A pre-inspection from the VINZ inspector grudgingly accepted the original American lap only belts would be okay. At the inspection, he failed "excess movement in the drop arm bushes" and "steering too tight". Also "no high stop light!" I had to explain to him that rubber bushes do flex under the strain of the steering when the car is stationary and that the suspension trunions will tighten up when the front suspension is hung with





Ready for VIN.



Hi stop for VIN!



On the road!



On the road!

the car up on the hoist. I wasn't going to argue further about the high stop light, just jury rigged one with a wire traped into the boot! All passed, registered and road legal. The high stop light rejoined the junk in the back shed!

On the road, it feels and performs pretty much like it would have when new. Steering is heavy at low speed but positive when on the move. Engine is quiet, smooth and responsive. Gearbox is quite noisy in 1<sup>st</sup>, but syncro's and gear shift excellent.

Was it all worth it, yes, definitely!



Young apprentices!

PS: The red SP is now undergoing a long awaited birthday, engine out for balancing, gearbox swap (Triumph 2500 OD) and repaint. Hopefully in time for summer!

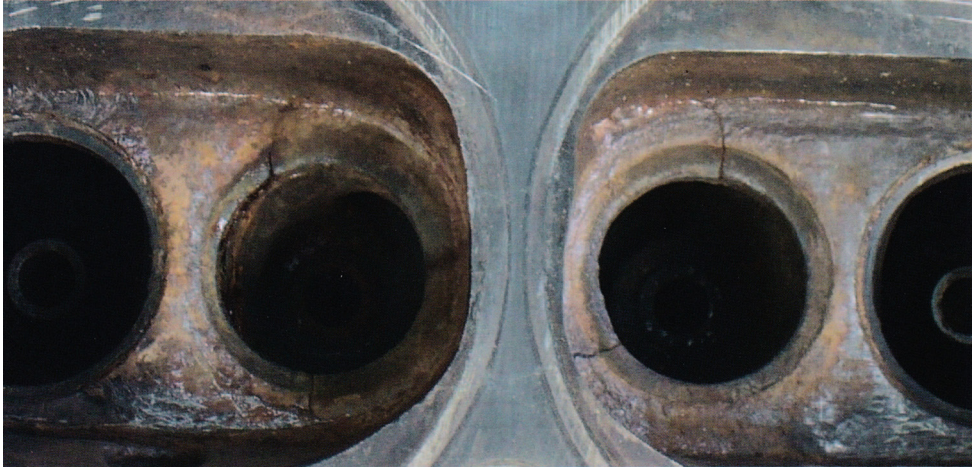
# DAIMLER EL24 REGISTER

Mark Williams

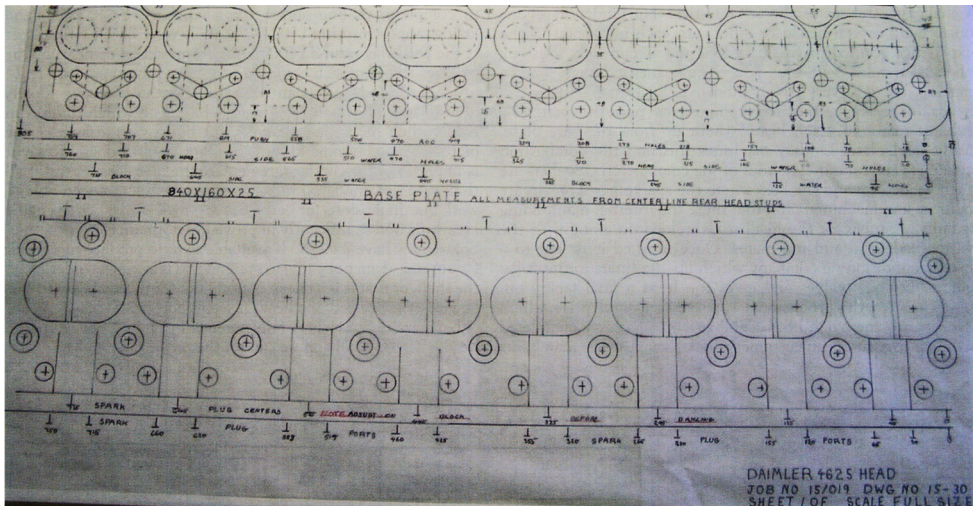
(*The Driving Member*, Volume 52, No 9, March 2016, pp20–22)

## **TWO HEADS BETTER THAN ONE!**

The subject of EL24 cylinder heads, together with the possibility of having new heads made to order, is my theme for this month. The picture below, courtesy of John Naish, shows the kind of damage that can occur.



Lindsay's drawings for head No 15, for a Daimler Straight 8.

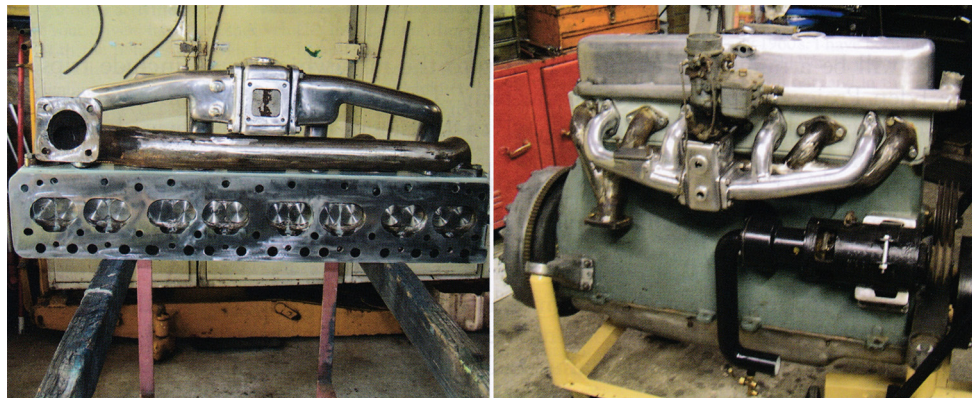


Lindsay's drawings for head No 15, for a Daimler Straight 8.

Many readers will know that in Germany, Club member Claudio Tescari has been working on this for some years. Claudio has a wonderful special built on chassis 45663, of which more in the future. The car suffers with water loss from the head and Claudio



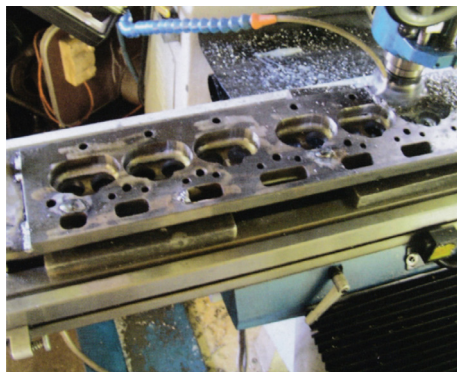
has spent significant time and money searching for a solution. The traditional route for reproducing parts such as a cylinder head is to have a pattern maker produce accurate drawings from which new castings can be made. This is not a quick process nor is it cheap. Claudio has been following this route, with the help of Helmut, a retired pattern builder, but unfortunately a serious accident means that Helmut is no longer able to complete the work, and what he has done is lost. Claudio has therefore been exploring a more modern approach by looking at 3D printing, and pattern making using laserscan techniques. Some 'reverse engineering' is then required to make good damaged items within the head being used as a pattern. Following this, metal blanks have to be machined using CNC processes to produce the final head. Costs per head are likely to be in the £5–6K region, which is a lot of money but compares favourably with the cost of buying an off the shelf head for a Rolls-Royce 20/25 for example. The key problem is that upfront costs, that is largely the cost of producing the patterns, could be anywhere in the region of £4–8K. This is a significant cost of course, and it is clear that the more people involved, the cheaper it is. It is therefore important for us to get a clear indication of those people who require a head for their car. Should around 5 to 6 heads be required,



Left: Head No 17, together with matched inlet and exhaust manifolds, also made by Lindsay. This one also has a different oil filter and coolant circulation pump, and much larger valves. Right: Head No 17, fitted to an engine for test running.

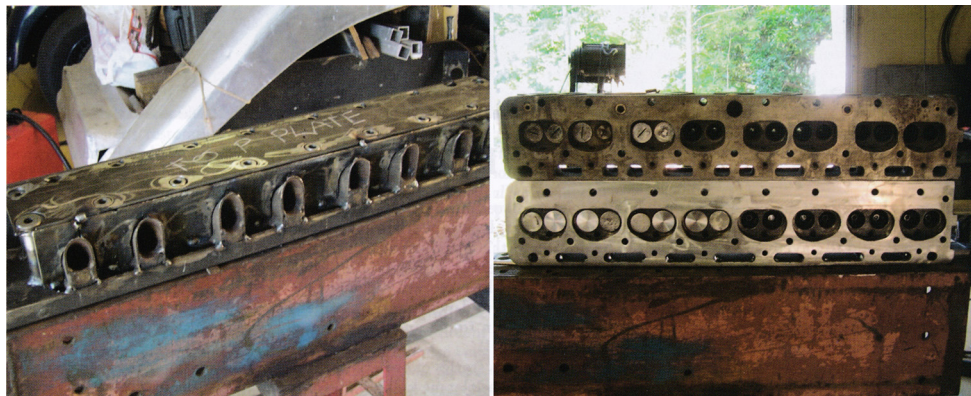
I believe it will be reasonably economic to press ahead. The key advantage of this approach is that patterns are produced which can be used to make further heads in the future, so it really is a long-term investment for our cars, and should ensure that heads so produced further down the line are quicker and cheaper to make. This will make EL24 ownership a much more feasible prospect for future owners.

I have also been speaking to Club member Lindsay Price, in Australia. Lindsay is a very talented engineer who owns 2



One of Lindsay's other jobs, a six cylinder head, in production.

Straight Eights, a V26 and an E4. His own solution to the problem of a damaged head on the V26 was simple – he built a new one himself. Now, for those like me who find assembling flatpack furniture something of a challenge, this seems almost fantastical, but Lindsay has gone on to build several heads for other cars, each incorporating the experience learned on the last job, and is currently finishing off head number 19. This is a cheaper method than pattern making, but it is very labour intensive. Each of the straight 8 heads for example has 164 components plus the matching exhaust manifold.



Left: Lindsay's current project, head No 19, in production. Right: Head No 19, with an original. The difference in valve size is clear.





Each head is built up from the base plate, using steel plate. Lindsay machines this and the combustion chambers are cut out. The tops of the combustion chambers are then welded on and the boss where the sparkplugs screw in are built up and machined off. From there the internal manifolding is built up, tubes for the head studs welded on along with the various side end and top plates. Once finished it is sent to a head reconditioning company which fits the liners to the valve guides, fits new valves and gives the head a final facing off. Unfortunately this professional work is costed at full price, which does add to the overall bill. The last head Lindsay completed was sent to a European customer and took almost 400 man hours to complete, tooling and welding cost over £800, steel and fittings almost another £500 and outside work £2000. Total cost of the head was around £6000. As a former EL24 owner, Lindsay believes this approach could be adopted easily to produce EL24 heads, provided he has an old cylinder head to copy. Ideally he would also have an EL24 engine handy on which to test run the finished head, but this may not be easy to arrange. The pictures give you some idea of the work Lindsay does. To say it is impressive is an understatement at the very least. And if all that were not enough, Lindsay has on some heads been able to work out dimensions for better valves, which give better engine breathing and significantly improved performance.

So, we now have 2 methods available to us to produce new heads for our cars. I am not going to pretend this is as easy as ordering off the shelf, or that it is a cheap option. But for those of us with cars languishing for need of a head, it seems both viable and sensible. What is needed now is a firm statement of intent; if you need a head, give me a call and we can set the process in motion.



# *Hitting the Road ...*

*Daimler Events Diary*



## *Auckland*

### **October/November**

Will advise by email

### **December 3rd**

Xmas lunch at Raglan

### **January 2018**

No Run

### **February TBA**

Western Springs

### **February 11th**

Ellerslie

### **March**

Howick

### **March 23–25th**

National AGM Thames

### **April**

Auckland AGM

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## *Manawatu*

### **October 15th**

We visit "The Tractor Shed" in Woodville. We will meet up at the Ashhurst wind farm lookout at 1pm, or Woodville main road in the vicinity of the swimming pool. Glen Lett has a collection of vintage tractors, trucks and machinery. After the visit, we will partake of afternoon tea at Reinhardt's "Nibbly Pig".

### **November 19th**

We are booked in to the very popular Apiti Tavern for our end of year dinner. Numbers required please. We will meet at the Feilding Railway Station at 11.00am.

### **December 10th**

President's BBQ, once again we are invited to Peter & Charmayne's home in Wanganui. We supply the meat and drinks, bring a pot luck salad or dessert.

### **January 14th 2018**

Summer picnic at Ashhurst Domain, a relaxed day in the sun, BYO everything, BBQs are on site.



## **February 11th 2018**

The Wellington British Car Day at Trentham has been saved from oblivion and will be run to the same format as previously. Details later.

## **March 23–25th 2018**

National Mini Rally & AGM in Thames. Details elsewhere.

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# MARCH 23-25 2018 NATIONAL AGM AND MINI RALLY THAMES

Look out for Registration form in the next magazine, cost is \$125 per person

We recommend booking your accommodation

**NOW**

Peak tourist season and some motels are about to set summer rates



### **Accommodation ideas**

**Rolleston Motel** Ph 07 868 8091  
Reservations Freephone 0800 776 644  
Email: [info@rollestonmotel.co.nz](mailto:info@rollestonmotel.co.nz)  
Website: [www.rollestonmotel.co.nz](http://www.rollestonmotel.co.nz)

**Shortland Motel** Telephone 07 868 6506 E-Mail [stay@shortlandcourtmotel.co.nz](mailto:stay@shortlandcourtmotel.co.nz) Web Site [www.shortlandcourtmotel.co.nz](http://www.shortlandcourtmotel.co.nz) offers 10% disc to Senior Citizens

**Tuscany on Thames** Ph. 07 868 5099  
[www.tuscanyonthames.co.nz](http://www.tuscanyonthames.co.nz)

**Grahamstown Pub** (Limited secure parking across the road at the Liquor king warehouse \$10 per night) [info@thejunction.net.nz](mailto:info@thejunction.net.nz) or call on [07 868 6008](tel:078686008).



# Members' Market ...



**Members are welcome to use this space free of charge.  
Forward details to Mike King before 10<sup>th</sup> of the month of publication.**

## **Name Badges**

These are available from Waikato BOP Branch. Cost is \$21 each, contact Paul Edginton, [pledginton@gmail.com](mailto:pledginton@gmail.com).

## ***For Sale***

**Daimler V8 parts** including grills, lights & badges for sale. Price by negotiation contact Belinda Whitfield [fcandjwhitfield@extra.co.nz](mailto:fcandjwhitfield@extra.co.nz) 09-483-9355 or 027-689-5296.



**Daimler Conquest.** This car has been housed in a shed for some 40 years. The family would love the car to go to someone who would love it and restore it (rather than broken for parts). The cylinder head has been removed, rust is minimal, they are flexible in price.



The first contact is Neil Gamble, [neilgamble8@gmail.com](mailto:neilgamble8@gmail.com) 651 Centre Road, R.D.1 Outram 9073, 027-473-3035.

**Daimler Series 2 1975.** This car started life as the Hamilton Mayoral Car prior to being in the care of ex DLOCNZ member Bruce Henderson. It is still in exceptional condition with Susan Worthington in Waikanae. It has a new WOF but needs a new home as Susan is unable to use the car as much as she would like. The asking price is \$8000 or near offer. Contact [susanworthington@clear.net.nz](mailto:susanworthington@clear.net.nz). phone 04-904-9016.

**Personalized Plate "LD10".** This plate belongs to Len Nicholson (now in Perth), contact Peter Mackie for further details. Just the thing for your Lanchester.

## ***Wanted***

**Daimler Conquest** key number FA588. Long serving member, Wallace Parkinson had his stolen, if you have one and can have a new one cut, he will be most grateful. If the number is not on the key, it will be on the ignition barrel. Contact Wallace on 07-315-8052 or [coral@xnet.co.nz](mailto:coral@xnet.co.nz).

# THE **Paimler** & **Lanchester** OWNERS' CLUB BRANCH DIRECTORY

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Committee	<b>Valerie Penman, Clive Butler, Stephen Boyle, Ken Walker</b>	
National Delegate	<b>Martin Walker</b> , martinwalker@xtra.co.nz	

## WAIKATO/BAY OF PLENTY BRANCH ..... in Recess

## HAWKE'S BAY BRANCH

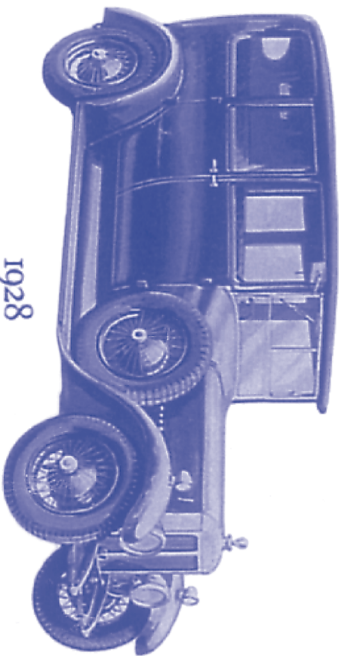
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Secretary/Treasurer	No Nomination	
Club Captain	<b>Robyn Boyce</b> , 3 Northwood Ave, Hastings 4120 randmboyce@xtra.co.nz	06 878 9071
Committee	<b>Anne Bowes, Graeme Bowes, Mike Boyce, Peter Mackie</b>	
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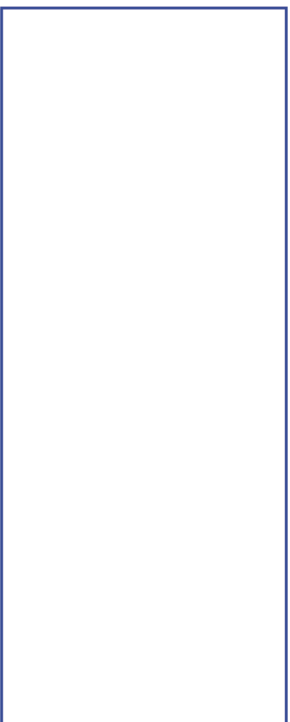
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Past President	<b>Geoffrey Anderson</b>	
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1928

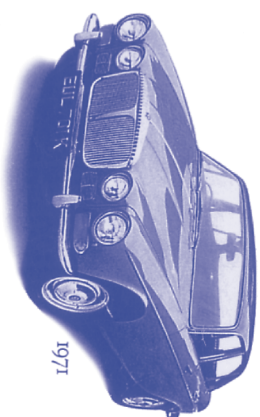


## DAIMLER AND LANCHESTER

Owners' Club  
in New Zealand Inc



1999



1971

RETURN ADDRESS  
21 Millar Street, Palmerston North