



# *The Driving Member*

THE OFFICIAL JOURNAL OF THE DAIMLER & LANCHESTER OWNERS' CLUB



**LANCHESTER**



£4.50 + P&P

FREE TO MEMBERS

INCORPORATING THE LANCHESTER REGISTER & IN ASSOCIATION WITH THE SP250 OWNERS' CLUB

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## DAIMLER 2½ LITRE SALOON (DB18/2 )



Subbaiah Kuppanda owns the DB18 in the photographs. The Autocar of September 1945 announced this model as 'The latest Daimler Fifteen'. Its 2,522 ohv engine had an RAC tax rating of 18.2hp and by the time cars reached the market the car was known as the Daimler 2½ litre. The factory designation DB18 has subsequently become the name familiar to most enthusiasts. The DB18 has independent suspension and a Wilson 'self changing' gearbox with fluid flywheel. With a traditional appearance, but sprightly post war performance and huge interior space, these cars make excellent family touring cars.





## EDITORIAL

The theme for this year's Photographic competition is 'Town and Country' and as usual is open to individual interpretation.

Please send your entries to me at [editor@dloc.co.uk](mailto:editor@dloc.co.uk).

The pictures chosen by the judges will feature in the DLOC Calendar for 2022 and the winner will receive a £50 voucher to spend on DLOC merchandise.

If you are unable to get out and about to take a photograph, why not search your existing pictures for a suitable entry. The photographs are also used throughout the year in the Driving Member and other DLOC publications. See p9 for more details.

The news that the lockdown has been tightened and will in all probability be extended is a blow to any one hoping to attend early spring motoring events, which will probably fall victim to cancellation. Our rally is set for early June and I hope we are able to go ahead with it.

Work on the Lanchester has been continuing at a snail's pace due to the important updating of the editorial kitchen. Carrying out this time consuming task, during the coldest, darkest days, at least means that during the brighter, longer days I will have more spare time to spend on motoring matters.

In between this onerous task, I have been making and fitting my own wiring loom for the Lanchester. I enjoy this part of the project and as I am not constrained by the costs that would have been a factor when the car was first built, usually modify the wiring to run in a more logical and tidy way. I have used armoured conduit where the wiring is exposed and have introduced a couple of concealed, but easily accessible, fuse and junction boxes.

This method, when compared to the makers system of fitting a pre-made loom, is very time consuming, but I find it very satisfying and cost effective. There was a new unused LA10 loom advertised in last month's Driving Member, I have to admit that had I not already purchased the wiring for my car, I might well have considered the ready made option!

Whilst I have had the car jacked off the ground I have also fitted new brake shoes, the (previously reconditioned) wheel cylinders and suspension bushes. When I am able to get back to serious restoration work the days will be a little longer and a little warmer, and I hope a bit less wet and windy, this is the worst enemy for a chap working under a car port! Please let me know how your restoration has progressed during the lock-down.



Editor: Kevin Bennett,  
12 Grove Bank,  
Frenchay, Bristol BS16 1NY.  
Tel: 0117 9562555 (answer phone).  
Email: [editor@dloc.co.uk](mailto:editor@dloc.co.uk)  
[www.daimlerandlanchester.com](http://www.daimlerandlanchester.com)



## DLOC PAYMENT INFORMATION

Our membership year is from 1st June to 31st May each year. The subscription is £48 for UK members and £53 for Europe and the rest of world (we call this 'Overseas'). Each May you will receive by e-mail or Post an invitation to renew your membership. Please help us keep administration costs down by keeping your e-mail address up to date through our website at [www.dloc.org.uk/](http://www.dloc.org.uk/) change. If you pay by Direct Debit this will be taken automatically on 1st June. Otherwise please pay on our website at [www.dloc.org.uk/renew](http://www.dloc.org.uk/renew) by debit or credit card. You may pay by telephone on 01787 249 282 using a debit or credit card. Bank transfers and cheques are acceptable and details will be in your renewal invitation. Any issues please e-mail [membership@dloc.co.uk](mailto:membership@dloc.co.uk) or telephone 01787 249 282

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## COVER PICTURE

Daimler DB18/2  
Owned &  
photographed by  
Subbiah Kuppana



## PUBLICATION DATES

Material for publication should reach the Editor at least four weeks prior to the date of publication, 1st March for the April edition. The date is a little flexible as there exists a 'corrections' period, if you have missed the date and have an urgent item for publication, please contact the editor who will always include copy if possible.

**SUBSCRIPTION RENEWAL,  
CHANGE OF ADDRESS OR MAGAZINE  
FAILED TO ARRIVE?**

Contact: [membership@dloc.co.uk](mailto:membership@dloc.co.uk)  
Tel 01787 249 282 Ask for DLOC membership



## **DLOC BRANCH MEETINGS**

**DUE TO THE CURRENT COVID - 19 OUTBREAK IT IS LIKEY THAT MEETINGS AND EVENTS WILL BE CANCELLED AT SHORT NOTICE.**

**THE DIARY FOR THE FOLLOWING 2 MONTHS HAS BEEN SUSPENDED**

**PLEASE CONTACT LOCAL SECRETARY/ ORGANISER FOR LATEST INFORMATION**

**THE LIST OF ALL AREA MEETINGS WILL BE FEATURED WHEN THE CURRENT RESTRICTIONS ARE LIFTED.**

## **DLOC & FBHVC**

The DLOC is a member of the Federation of British Historic Vehicle Clubs. The Federation exists to uphold the freedom to use historic vehicles on the road. <https://fbhvc.co.uk>

## **DLOC - THE FINE PRINT**

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Registered Address: 47 Water Street Arbons House, Lavenham, Suffolk. CO10 9RN. Registered number 1354709 England & Wales.

Articles of Association The DLOC Articles of Association are available to members. Contact Lavenham Press (at the registered address above).

DLOC Archives are held by JDHT at the Heritage Motor Centre Gaydon, Warwickshire. Access by prior appointment only. In the first instance contact the Chairman.

## **WANTED - A REQUEST**

**WANTED !!**

**Daimler V8 Saloon High Mileage Vehicle**

**Do you clock up a significant number of miles in your V8 saloon each year ??**

**If so, please contact me to discuss further – thank you.**

**Richard Long – V8 Saloon Registrar**

**v8saloon@dloc.co.uk**

## **WHERE ARE THE DOCKERS**



As a Daimler enthusiast, and owner for many years, it has been quite a surprise that the "Docker Daimler" show cars are all now on foreign soil.

I feel it is a disgrace that the government have allowed these fine cars to be exported. Where was the Coventry Motor Museum when these were sold? I was at the Motor Show in 1951 as a 14 year old schoolboy. I was amazed at the gold plated limousine.

I owned and exhibited a Lanchester 10hp saloon for 50 years. My present Daimler, which I have owned for 40 years is a 1952 3 litre "Regency" Empress, by Hooper (DF302)

Edward Smith

## **LANCHESTER AWARD**

Lanchester Trust Restoration Award 2020

My wife Heather and I were thrilled and delighted to receive news of the Award.

As you will know, we owned the car originally in the late 1960s and early '70s, losing touch with it for some fifty years since we had to part with it. With the kind co-operation of the DLOC we managed to re-discover the car in 2019 sleeping

in a New Forest barn, and were able to re-purchase it. This presented an irresistible challenge which turned out to be even greater than I had thought.

We received invaluable help, encouragement and advice from many fellow members of the Club which we have appreciated very much throughout the re-commissioning exercise. Thus, our thanks to the Lanchester Trust for bestowing this accolade on to our re-energised example of a marque which we have loved and respected for so many years.

I would add that the previous owner, from whom I bought the car in the late '60s remains a friend and, though living in Canada, is hoping to write to the Driving Member with his own reminiscences of his and his father's experiences with Daimlers and Lanchesters from the early post-War years.

With best wishes and our appreciation again of the Award which we shall cherish.

Peter Chester



## FROM THE DRIVING SEAT

Dear all,

Well what a state we are in with this pandemic and with the age profile of our club, I hope those that are eligible are about to have the vaccine jab asap and staying safe as a result. Lord help us all.

It makes me smile to think that some of our members have now become silver surfers in the club and have been forced to take up the cudgel of the computer mouse and Team / Zoom meet with many loved ones, even if it is only for a weekly family quiz, it's all about communication you know these days! Good on Ya I say.

The Board have been carrying on with the house keeping of the club through Teams meetings and are about to implement a well known club operating system call Crossmember, which will allow members to access their details, renew, update them, and add new car details as and when required. All to the good, and a great benefit to the likes of our Registrars and Branch Secretaries. We

are looking at ways of making our Archives more accessible.

We have been adding more manuals, owners' handbooks, sales brochures etc in PDF format to the club web site so click along and have a look.

2021 calendar has been a great success and have now all sold out. Thanks to everyone who purchased, I think Mr March is a very handsome car!

See you at some point in 2021 Head Honcho Fardoe.



## DAIMLER V8 SALOON - REGISTRAR JOTTINGS

The following jotting may be of equal interest to the owners of SP250's.

How often do we hear classic car owners lamenting and in the extreme, cursing the quality of replacement parts ?? Agreed, far too often now !! On face value the item looks spot-on and fit for purpose, only to discover a number of miles or months later that the newly fitted component has failed. No truer word spoken than when it comes to standard ignition components; in the main this is often either the condenser / points / rotor arm or a combination. The market is flooded with cheap imitations via the usual online auction sites and increasingly from companies that various marque classic car owners normally deal with. With regret it is a situation that is forever on the increase. Owners of V8 saloons, along with our sporting chums possessing SP250's, are certainly within the mix – even more so as these Edward Turner engines run with double points. After-market items are becoming more expensive which is not reflected by an assurance of quality. Is there an answer ?? Yes I believe there is and to that end I have been corresponding with Martin Jay – better known as the Distributor Doctor. I think it is quite correct to say that Martin's ignition products are of the highest quality as his workmanship. If you have had your distributor overhauled or other work undertaken, the end result speaks for itself – as a previous satisfied customer, I can say this with first hand experience.

I have asked Martin if he can supply an “ignition package” comprising of a condenser, 2x sets of points and a red rotor arm for DLOC members owning these Daimler V8 engines with the Lucas 20D8 distributor in situ. Long story short, he says he can and is willing to do so. Martin is prepared to offer the above components at half-price if purchased in bundles of 25. It means that instead of you paying £78.54 including VAT “over-the-counter” you will only pay £38.70 including VAT – that is an extremely decent & kind offer IMHO !! To make this opportunity work and if the above is of interest to you, I would require 25x applications with payment in advance, of which I am happy to co-ordinate. The only additional cost will be RM Recorded Delivery postage to your address. This is an opportunity not being funded / underwritten by DLOC, but purely as a result of my own initiative and position as the club's V8 Saloon Registrar. In addition, I am not making anything out of this other than gaining the pleasure of helping club members with the above offer and forwarding quality ignition parts. Attached is the “Distributor Doctor” website homepage link, which will certainly be of interest regarding the above mentioned components {each with its own tab} and in particular his very informative page covering condensers: [www.distributordoctor.com](http://www.distributordoctor.com)

Please email me at the address below, to liaise further re breakdown of costs and to progress if interested.

That's enough financial chit-chat for this month, which leads me nicely on to the regular “Saloon Spotlight” feature. This month,



the spotlight is covering Scotland and a V8-250 saloon owned by Stuart Glassbrook.

YPH74G started life in 1968 as AGU545G, belonging to Cecil William Eliot; a Covent Garden jeweller and supplied by HR Owen "Prestige Car Sales and Luxury Cars". In 1980 it was owned by Sir Anthony Stuart Jolliffe MBE, a former Lord Mayor of London and was registered with his initials 846 TJ. The next owner in 1996 was Keith Fowler, who went to negotiate for some land and a cottage from Sir Anthony and he was invited to see his car collection; as a result the Daimler was purchased (I don't know about the land and cottage!). The registration was retained by the seller and a new registration, YPH74G, was issued. Keith responded to my article in The Driving Member of July 2019 page 10 and he responded via the September 2019 DM - page 12. The next owner in 2013 was Alan Pegler, well known in the Club (former DLOC Secretary) who spent much time plus expense restoring and upgrading the Daimler. Sadly, Alan passed away and the V8-250 was up for sale; although relatively far away it "ticked all the boxes" and I became custodian in April 2019. It was already a good example, which with my enthusiasm became even better and it was a fitting tribute to Alan that at the 2019 International Rally, it won best V8-250. Aside from the condition of the car, a recorded history should influence your choice and YPH has a substantial file of which I trolled through and found many interesting receipts plus sundry info. Alan's widow, Wendy, kindly sent me photos of the car "naked" after repainting. I have reason to believe that the Daimler will remain in my possession, until one of us is only good for scrapping - my money's on the Daimler!!

Richard Long [v8saloon@dloc.co.uk](mailto:v8saloon@dloc.co.uk)



# A WARM WELCOME TO OUR NEW MEMBERS

NAME	LOCATION	MAKE	MODEL	CHASSIS NO.
Phillip Collier	Northampton	Daimler	DB18 saloon	52108
Anthony Sellick	Bradford on Avon	Daimler	V8 250	1A8265B.W
Alain Lemmens	Belgium	Daimler	DB17-1	44995
Steven Leu	Canada	Daimler	SP 250	100458
Damien Charles Weber	Switzerland	Daimler	DD6 (XJ)	SADDDRLK4CC47 2474
Colin Faulkner	Lincoln	Daimler	V8 250	PIK3026B
Albert Ingram	Oxfordshire	Daimler	V8 250	PIK1982BW

## OBITUARY - ANN SMITH

Ann Smith, wife of our Historian and author, Brian Smith sadly died on New Years day. For more than fifty years Ann has steadfastly supported Brian in his Daimler related activities. For Club gatherings, especially the International Rallies, Ann and Brian would be seen in their white Daimler SP250 during the last fifteen years but before that Ann would be found sitting on the back seat of a large coachbuilt Daimler.

With such a supportive family and strong religious convictions Ann's death will leave an immense gap and our thoughts are with Brian and his extended family at this very sad time.

Duncan Saunders



## DAIMLER E20 AND LANCHESTER E18 REGISTER



In my last report, I noted that Daimler Light Twenty BBY744 (41,098) was for sale, priced @ £15,750. Just prior to Christmas, the adverts disappeared and so it is reasonable to assume that the car has found a new owner. I have yet to find out who that new owner is, but hope to in time.

The single enquiry I have received over the last couple of months concerned the availability of rubbers which fit where the headlamps mounting bars pass through the front wings, together with some of the other small front end rubber grommets. I was unable to aid the enquirer past suggesting a couple of parts suppliers who could possibly help. I am aware that some members have moulded their own replacements in the past, and so may be able to offer advice if no suitable rubbers can be sourced?

A 2,565c.c. engine has appeared on Ebay, requesting a starting bid of £2k, when last I saw it. I consider the price rather 'hefty' for a unit that comes with no guarantees as to its condition, as the vendor has never heard it running. I do wonder if it will find a buyer at that sort of money?

The accompanying scan this month shows the cover of a recently acquired fold-out brochure dating from c.1937 - a brochure that is rarely found for sale.

Safe motoring, Dave - E18/E20 registrar.

## **DAIMLER DAYS VOL 1&2**

Daimler Days by Brian Smith. The entire 2 volume set on Compact Disc. Amongst other features the CD has a search facility and is very easy to use. If you do not have, what has become known as the 'Daimler Bible', here is your opportunity to see what you have been missing out on, if you already have the book why not invest in the CD to ensure your paper volumes are kept in pristine condition?

The 2 CD set is available for just £35 plus p+p £3.95 for UK £9.00 for overseas from the DLOC website or Tony Fardoe - [tonyfardoe@gmail.com](mailto:tonyfardoe@gmail.com)

Cheques payable to DLOC please

By kind permission of Brian Smith all profits go to DLOC funds.



## **DLOC SHOP**

**FOR A FULL RANGE OF CLUB MERCHANDISE PLEASE VISIT THE DLOC SHOP ONLINE**

[www.dloc.org.uk/shop](http://www.dloc.org.uk/shop)



DLOC Membership Car Badge Grill or Bar fitting £36

## DECEMBER CAPTIONS



" I knew I shouldn't have got rid of that reindeer"

John Lee

I had been looking forward to this for several months, and now I am all dressed up to deliver the editors present for his new dashboard for Christmas, I cannot get it out! Well, never mind, at least the end of the plank sticking out can be sawn off and pushed down his chimney and I can get on his roof as my normal self. At least it will be a nice gesture.

Regards, David Drinkwater.

"Got the headlights, got the fog's, now for the interior.....They call me Saint Nick!"

Frank Annable

You naughty elves I ask you to disinfect the car not dismantle it !!!

Trevor Marris

It wasn't that Santa was slow, just the parts strippers were quicker!

Where were Rudolph, Blitzen and the rest of the crew when you needed them.

Santa had put a complete restoration job on next year's list.

.....as well as a bigger scraper and a larger bottle of de-iccr.

Santa had found that this year the most popular items that people seemed to want were lighting.

Santa's downtime occupation - SC Auto Breakers.

"Oh dear another one for the naughty list"

Santa decided to check out Peter's massive 'Santa List' before the elves started their work.

"This is definitely going to need some magic"

Ooops Santa hadn't realised he had left his reserve vehicle for so long, but he still intended to restore it!!!

Global Warming continued to effect Lapland, Santa wondered how many more Daimlers would emerge from the snow.

Antony Bowic

## DAIMLER DB18

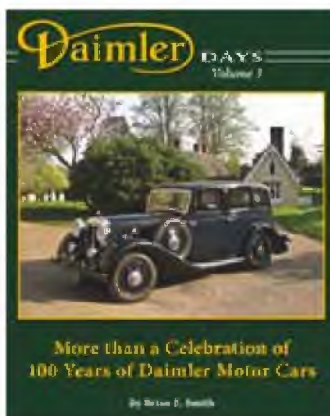


I have recently acquired a 1948 Daimler DB18, although she is in reasonable condition for her age she is not without issues, bless her! The car is not too bad for her age, the interior is all original and in good condition but the leather does need a couple of small repairs, cleaning and feeding and that will be happening in the new year. Although the photo shows the car with French number plates I did not buy the car from France but found the photos on the internet after I acquired her, for several years she was owned by a hotel in France and used as a wedding car. I first saw her for sale in November 2019 at a classic car dealer in Northamptonshire and fell in love and decided i would like her. I had at the time a Rolls Royce Silver Spur and entered negotiations to exchange the Rolls for her but then Covid hit and it all came to a halt, I had to self isolate for three months and she got sold, then when the lockdown ended i started looking round for a classic car on the internet and what did i find? The Daimler back up for sale at a Kings Lynn motorcycle dealer, so I contacted them and apparently she had been bought by someone in Basingstoke to do weddings with, but because of covid the business did not get off the ground, but while in his ownership he spent a lot of money overhauling the brakes and had 4 new tyres, he part exchanged the DB18 for a motorbike. The motorbike dealer was interested in a deal with the Rolls so we agreed to a swap. I did not need to see the car as I knew it already and the dealer didn't need to see the Rolls so in October she turned up on a trailer and the Rolls went away on it, thats the story of how I got the Daimler and it was obviously meant to be.

I am looking to acquire a handbook and workshop manual, if any member has a spare copy I would be pleased to hear from them.

Phillip Collier

philcoll2@aol.com



### **DAIMLER DAYS VOLUME III (Hardback)**

Covid Lockdown Special Offer  
Brian Smith's remarkable book - Daimler Days Volume 3. Standard edition at £45 (reduced from £95) and the Special Edition for £60 (reduced from £145). Grab a bargain using these Promotion Codes at the Checkout: DLOC04 for the standard version and DLOCspecial for the Special Edition (no space between words) at [www.daimlerdayspublishing.co.uk](http://www.daimlerdayspublishing.co.uk)

### **DLOC ANNIVERSARY BOOK**

The Club still has copies of the book. If you are a new member or if your copy is now well thumbed and needs replacing; or you simply want to generate interest in our Club by giving a copy to someone; You can obtain one or more copies from the Club at the special Members' price of just £10.

Copies are available from <https://www.dloc.org.uk/merchandise>





# **FBHVC DRIVE IT DAY 25<sup>TH</sup> APRIL 2021**

## **IN AID OF NSPCC'S CHILDLINE – 25<sup>TH</sup> APRIL 2021**



**Photo John Worth's 1900 Daimler Type A Tonneau**

As many will know, the Federation of British Historic Vehicle Clubs (FBHVC) was set up in 1988 and exists to uphold the freedom to use historic vehicles on the road. It does this by representing us and over 500 historic vehicle clubs across the UK with government, agencies and non-governmental organisations both in the UK and (through the Federation Internationale des Vehicules Anciens) globally.

The FBHVC facilitates Drive It Day, a national event that was first introduced by the FBHVC in 2005. The date is set each year as close as possible to the anniversary of the 1,000 mile trial of 1900, an important and historic national event which raised the profile of the then new motor vehicle. This year, the event is scheduled for Sunday 25th April 2021 and is in aid of the FBHVC's Charity Partner, NSPCC's Childline. The NSPCC was founded in 1884 and is the UK's leading children's charity in the UK, campaigning and working to protect children, prevent abuse and make child abuse a thing of the past.

Members from the many clubs that comprise the FBHVC's membership will already be planning regional and local events; whether it be a drive to a picnic at a local place of interest, the local (or not so local ...) pub or one of our well known motoring destinations, such as The National Motor Museum at Beaulieu, Brooklands, The Lakeland Motor Museum, The British Motor Museum at Gaydon, Bicester Heritage and so on.

With this in mind, the FBHVC has commissioned a special Rally Plate for drivers to affix to the front of your vehicle on 25th April. Standard plates are £10 and Platinum plates being £30, with all amounts raised being for the benefit of Childline,

So, please do contact fellow members, order your Plates from <https://www.driveitday.co.uk/shop>, support a very worthwhile cause and prepare yourself for the FBHVC's Drive It Day in aid of the NSPCC's Childline on Sunday 25th April 2021.

John Worth



## **MASTER CYLINDER WOES**

We are having ongoing problems with the Girling brake master cylinder and wonder if any readers might be able to help.

The brake master cylinder that was fitted to the Daimler 252, 254/ 256 Century and Conquest was a Girling part no. 3122442 or 312243. All these were 7/8inch internal diameter and required a kit no SP1208.

Has anyone had problems bleeding the system following a service kit replacement recently. The problem we have is the piston will not return thus allowing the cylinder to re cover. Is the problem the seal is too tight or hard, or is the return spring in the cylinder or the return spring attached to the brake shoe not strong enough?

If anyone could help could they contact  
Jeanette Harrison Madaimler@gmail.com

## **DB18 STEERING WHEEL**

I have just emailed Graham Emmett, who I gather looks after spares for the DB 18 range, seeking a second hand steering wheel. I very recently discovered that several of the metal sprung spokes in my steering wheel had pulled away from the black Bakelite centre ring. The car is no longer safe to drive. I have taken the liberty of contacting you as I have read of your interest in the Special Sports Model. Please see below a recent photograph of my car. I think I have already sent you all the details that you record of this model. Do you happen to know the whereabouts of a sound second hand steering wheel?

Keith Barclay. keithjo.barclay@gmail.com





# **PHOTOGRAPHIC COMPETITION 2021**

**Subject for 2021 – “Town and Country”**



My 1947 Daimler DB18, which was part of the Mysore Maharaja fleet, was featured in DM July 2018. The restoration of my car started in 2017 and we decided to do a complete job with a goal to do long drives. We wanted this to be stock and complete in every aspect. Having checked the internet for various colour combinations, the family with my artist wife in the lead, decided on the black and white combination. We went with the one of the best restorers, Rodricks Restoration for all the work except for the painting, which was handled by Jalopy Shop. The DB18 Registrar, Graham Emmett was a source of inspiration. Post restoration, I have made two drives of 100 and 400 miles each and the car performed flawlessly. I would like to take this opportunity to thank my wife and father for all the support. Please also see page 2 and cover for more pictures Subbaiah Kupanda [subbaiahkp@icloud.com](mailto:subbaiahkp@icloud.com) Bangalore

## **DLOC Photographic Competition Rules 2021 – “Town and Country”**

The subject for the Photographic Competition 2021 is 'Town and Country'. The theme is open to individual interpretation, though there must be a “car of our marque” in the photograph.

Entries can be taken anywhere in the world.

The competition is open to all DLOC members and their families and must have been taken by them.

Entrants should submit one photo per subject as an electronic image. A maximum of 4 subjects per entrant is allowed.

Images may be digitally enhanced to remove spots or scratches or to make it brighter & clearer but must not be manipulated.

Each entry should be accompanied with name, address, membership number, contact telephone number (both daytime and evening) and where and when the photo was taken.

Each photograph must be titled with the name of sender, model name of the car and location of picture.

A fuller description of the vehicle, including year of manufacture and model, must also accompany the entry.

Entries should be sent to: the magazine Editor and marked DLOC Photographic Competition 2021. The address and email address is in the magazine. It is the Club's preference to receive the images in electronic form to the [Editor@dloc.co.uk](mailto:Editor@dloc.co.uk) or can be uploaded directly to the Club website [www.dloc.org.uk/photo-competition](http://www.dloc.org.uk/photo-competition)

The competition closes at midnight on Sunday 19 September 2021.

All entries will, initially, be judged by a panel of judges (made up from Board members who have NOT entered the competition).

The judges will select a shortlist of photographs (the 'Finalists') which, in their opinion, best illustrate the theme of the competition. They will consider a range of factors including composition, technical ability, originality, interpretation of the brief and the visual appeal of the photographs.

The winner will be selected from the 'Finalists', by the President and the Editor (neither of whom can enter the competition).

The winner will receive a prize of £50 worth of merchandise vouchers. There is no cash alternative.

All entrants must:

be the sole owner of the copyright in all photographs entered, not infringe the rights of any other party and have obtained permission of any/all people featured in the entries.

Entrants will retain copyright in the photographs that they submit. By entering the competition all entrants grant to the DLOC the right to publish and exhibit their photographs without charge.

By entering, entrants will be deemed to have agreed to be bound by these rules.

The judges' decisions will be final and no correspondence can be entered into.



# MAJESTIC MAJOR CORRESPONDENCE



Greetings to all our readers, at the last count there were some six of you... Happy New Year!!

Of course, if you are gleaming these pages in the Driving Member, and you are not one of the six, the Happy New Year wishes etc., apply to you, too.. Let us hope that 2021 will be a healthy year for us all and a year in which we can continue our classic car club hobbies, unsurpassed and without any boundaries getting in the way.

My last resume' touched upon a number of restoration activities on our Majestic Majors throughout Europe and so this month I have photographic proof of one of these restorations. Having 'Brexit'ed last December, this is UK's submission for the "Golden Spanners" award...!! Our illustrious DQ-DR450 registrar, Marcus Jones, has busied himself 'unmercilessly' and has achieved a tremendous amount of progress on one of the saloons in his custodianship. Marcus calls it The Hulk, presumably because of it's baulk...?

Marcus Jones takes up the story:

Car is reg SPH 872F

Greville Taverner (he of the many Majestic Major's fame) dug it out of a barn in Lincolnshire and moved it to Norfolk. He got it running etc... and used it. He then sold it to Duncan Ellison, a dealer in Yorkshire, who started to restore it, but lost interest. I

purchased it from him and took it to Northamptonshire, where the bodywork was done by a retired Rolls-Royce coach builder.

The Majestic Major was then moved with me when we relocated to Lincolnshire, for refitting which I was part-way through, when the engine blew a head gasket.

Progress then stopped, as I then moved to Hong Kong for 8 years. It's only this year, and during the 2020 pandemic, that I got stuck back into it. The car is responding to work and moving along in the right direction.

Paintwork is being remedied as required, hence partial respray. Of course, the mechanical power train, inclusive of the famous Edward Turner V8 master-piece, the Engine and running gear, suspension, brakes, are being fully rebuilt. Brake enhancements are being considered and a report will follow at a later stage.

Thank you Marcus. There will be a follow-up to this story in the next instalment, with memories which Greville Taverner will share, however in the meantime, please send details of any Majestic Major restorations to the address below. This also applies to our European and all overseas members.... Don't cut us off just because we've Brexit'ed...!!

Best wishes to you all, as ever. George Zdanko  
sales@allianceseals.co.uk tel. no.01527 584000 Address: Alliance  
Mews 27 Enfield Industrial Estate, REDDITCH, B97 5AN.

## THE VIEW FROM THE COCKPIT



Lanchester Roadrider Deluxe (LA14/2) Photograph by Dave Cuttler

Please send a photograph of your car's dashboard layout to: [editor@dloc.co.uk](mailto:editor@dloc.co.uk)



# PHOTOGRAPHIC FINDS DECEMBER



The picture at the top of p 27 of vol no7 (December) looks to be a DHC by Hooper judging by the windows; Hoopers did half a dozen on the DB18 Special Sports chassis and His Majesty was believed to have owned one. Repeat tv programmes recently have included the All Creatures.... episode which featured one. Bob Riding

Concerning Photographic Finds in the December DM, top photograph: Front profile shouts DB18. Left wing swage line indicates a Hooper body, as do air intakes, BUT, look at the windscreen and it is again Hooper, look through the windscreen at the side window visible, - a 2 door body with a curved top quarter light. That seems to me to make it a DB18 Hooper Convertible, one of the six built.

On the subject of Special Sports, I spied a Barker bodied example parked up by the roadside during the film 'The spy who came in from the cold' shown recently on TV. The registration mark was LDW 600. Can't tell you the colour as it was a monochrome film. David J. Tomkiss 48368

## REGISTRARS NOTE

At first glance I thought this car was a DB18 Empress saloon and took the author's claim that it had once belonged to King George with the usual pinch of salt. However these responses from two knowledgeable and observant readers had me studying the photograph in greater detail. A second picture has emerged which showed the index number NUL 462. A DVLA enquiry revealed the following:

Vehicle make	DAIMLER
Date of first registration	September 1950
Year of manufacture	1950
Cylinder capacity	2522 cc
Vehicle colour	CREAM
Wheelplan	2 AXLE RIGID BODY
Date of last V5C (logbook) issued	23 August 1995



These details confirm the DB18 theory but provide little other useful information

The car in the photograph has a chrome flash which is just visible on the drivers door, surviving photographs of the King's Hooper Special Sports show this detail (The car seen on TV referred to in Bob's letter does not have this feature).

King George did have one of these cars, (chassis 53806 body 9617) it was delivered to him in 1950. This Daimler was painted dark green and in period photographs appears as a black car. (as does NUL 462)

The Royal car was later owned by Max Bygraves, by which time it had been painted cream with black wings. It is now part of the Arnold Clark collection, is on display in a Glasgow museum and is currently registered LGY 8. Frustratingly little detail appears within the DB 18 Special Sports register relating to this car.

The registration number NUL 482 does not tie in with any car on the Special Sports register, however this is not particularly surprising, even in the 1950s wealthy drivers had personal registration numbers.

Unfortunately since the photograph was published the chauffeur has passed away so the photographs alone survive as a tantalising mystery.

*Any further information on this Daimler (or any other DB18 Special Sports) would be welcome: [editor@dloc.co.uk](mailto:editor@dloc.co.uk)*



# LOOK LEFT - LOOK RIGHT - LOOK LEFT AGAIN



On December 13, 1931 Winston Churchill, who was on a tour of the USA, attempted to cross Fifth Avenue in New York City and was struck by a car driven by 26 year old Edward F. Cantasano (incorrectly reported at the time as Mario Contasino). The accident occurred because Churchill apparently forgot that, in the United States, traffic keeps to the right. Churchill had been the passenger in a taxi and had asked the driver to stop in Fifth Avenue, between 76th Street and 77th Street. Churchill got out of the cab and looked to his left. Seeing the headlights of an oncoming car in the distance, he thought that it was safe to go, and headed across the street, forgetting to look for traffic coming from his right. He was hit by the car driven by Cantasano. The great man suffered a head wound and several broken ribs.

Churchill was admitted to Lenox Hill Hospital, where he later told police that the accident was entirely his fault. Cantasano, however felt himself responsible and made frequent telephone calls to the hospital. Concerned that Cantasano would be blamed, Churchill later met him at the Waldorf-Astoria Hotel where he presented him with an autographed copy of his book "The Unknown War."

Upon his return to England Winston was presented with a 35hp Daimler limousine landaulette with coachwork by Barker. The car had been paid for contributions from over a hundred of his friends including the Prince of Wales, Charlie Chaplin, Harold Macmillan and the Duke of Westminster.

The 5.8 litre six cylinder sleeve valve powered car proved to be such a good car that Churchill kept it as his regular transport until the Second World War.

Mark Cuthbert-Brown has recently acquired the buff log book to this most interesting and historically important Daimler.

A Carlton bodied DB 18 loaned by Daimler to Winston has changed hands several times for huge sums of money due to the great man's loose connection to it, what price this car that was registered to him and was a part of his daily life?

Edward F. Cantasano enlisted in the Army in 1942. He died on January 17, 1989, and was buried in Long Island, New York

## MRS THATCHER

Many famous people owned Daimlers and Lanchesters. But how many have been Members of the Daimler & Lanchester Owners' Club?

MP and former Prime Minister Margaret Thatcher was a member of the DLOC, can any club member recall the type of car she owned, and did she ever attend a DLOC event?

editor@dloc.co.uk

## DRIVING IN THE EU

Brexit - and driving in EU countries:

The deal between the UK and the EU did not include the UK remaining in the European free circulation zone. Therefore, UK motorists will need to carry a valid Green Card when driving their vehicles in EU countries. Clients may also need an International Driving Permit, should have a GB sticker on their vehicle and also carry a copy of their V5 document when driving in the EU. See <https://www.gov.uk/driving-abroad> for full details.

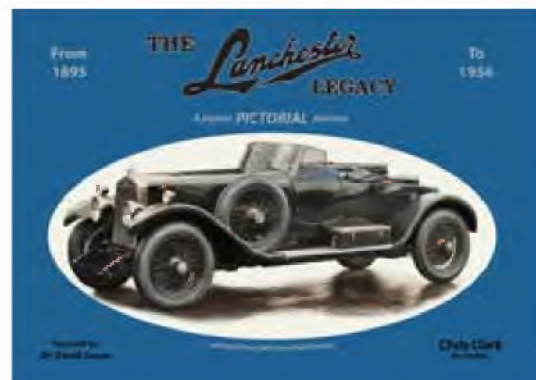
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## DS420 PLEA



This advertisement mentions changes to the DS420 for the model year 1987. Does anybody know where it was published? Publication may have been in car magazines, but also in more glossy publications, e.g. airline in-flight magazines or magazines for golf sport or yachting or the like.

Hendrik-Jan Thomassen hjt@xs4all.nl

## SPECIAL SPORTS REGISTER



Robert Edmonds resides in Southwest Virginia and has recently found and purchased the Daimler Special Sports seen in the photographs. The car has been in a barn in the mountains of East Tennessee for decades. Unfortunately the roof of the barn leaked and caused quite a bit of rust damage. Fortunately, many parts, including all three seats, bumpers, the radiator, and carb's were all put up in the attic of the house and survived (although the leather and hood material will require replacement). The car apparently has a very nice grill and headlights.

The Special Sports is chassis number 59190, body number 317-443, which dates it to 1952. It is already recorded on the Special Sports register with an entry from 1989; at that time it was owned by Mr Letts from Berkshire.

Robert would like to sell the Daimler, if you are seeking a full restoration project he can be contacted at: (USA) 276-685-0451 [antiques.winterhurst@gmail.com](mailto:antiques.winterhurst@gmail.com)

Do you have a Special Sports requiring restoration? To keep the register updated please contact me with details [editor@dloc.co.uk](mailto:editor@dloc.co.uk)



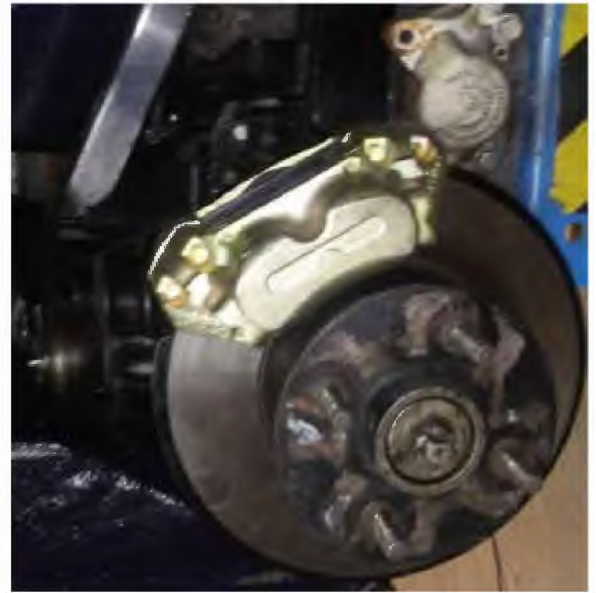
## A SOCIABLE STOP OFF FOR A CUP OF COFFEE



Can you remember when we used to be able to take the old car out and enjoy one another's company over a cup of coffee?  
Daimler DB17 - Photograph by [alain.lemmens2240@gmail.com](mailto:alain.lemmens2240@gmail.com)



## EAST SUSSEX BRANCH



My cunning plan of getting the Sussex brigade to wear festive jumpers at our December monthly meeting, failed to take off. This was due to Sussex moving into Tier 2 after the second national Covid lockdown having previously basked in the luxury of Tier 1 - oh well, perhaps December 2021 may be luckier. Catching up with Hilary and Chris Richards recently, they were able to inform me of the brake upgrade on their SP250 along with additional work on the DE36 project – which they duly report here:

The 2nd lockdown has had some benefits, in that I have finally got around to upgrading the front brakes on the SP. I purchased a pair of Jaguar XJ6/XJS 3 pot callipers from a friend who races a XJS plus a Mk 1 and who happened to have a spare set whilst I was doing the rebuild; with the intention of fitting them once the car had been completed and had done some miles. However what with one thing and another I never quite got round to doing it, until now !! In fact, the standard brakes are very good particularly as my car has the factory fitted servo option; but I decided to go with a more modern calliper which would be easier to get parts. With a set of pads, locating pins and anti-rattle springs as well as a set of anti-squeal shims plus a pair of SP250 front discs and I was set to go. Fortunately the Girling callipers are a bolt on upgrade, so apart from a little adjustment to the brake pipes it is completely straight forward. They work extremely well and most importantly I no longer have that annoying front brake squeal that SP's are so renowned for !! Now that the brakes are done on the SP, the next step is to fit the hardtop and make any necessary adjustments prior to repainting it and fitting all new trim. The reason for this is that I fitted the hardtop to the windscreen and door pillar/windows position during the rebuild anticipating that the hood maker would then fit to this position. Unfortunately this was not the case, as the hood was made to fit so tight that after being down for a couple of weeks, upon putting it up again, it had shrunk so much that when it was clamped to the windscreen it moved back and pushed hard against the door glass pillar making the doors difficult to open and impossible to close !! This necessitated re-aligning the door glass pillars and channels, in order that the doors would open and close along with the windows running up and down properly. Because of this, it is unlikely that the hardtop will now fit properly without some adjustment. A lot of fettling is on the way me thinks !!

Work progresses on the DE36 and I have had the opportunity to do a bit of road testing with the brakes, now that they are set up with the servo operating correctly again. They work well, but are however never going to be like modern brakes so anticipation is all, but at least when called upon they will bring the car up fairly smartly. One thought that has been worrying is what happens if

the old style handbrake, operated by an umbrella style lever, should fail ?? Obviously it is impossible to leave a fluid flywheel transmission in gear as a safety measure, so we have decided to fit a modern brake disc and calliper to act as a parking brake on the transmission by fitting it to the differential flange. This at least will give us the confidence that should the car ever be parked on a slope we will not come back and find 3 tons of metal parked in somebody's sitting room !!

Incidentally, speaking to friend the other day he told me that he once had a 1932 Morris Minor which had cable brakes and whilst on a run one day had occasion to brake hard but still ended up in the back of a Standard Vanguard; feeling stupid if not a little anxious !! However the Vanguard driver apologised profusely to him saying that he knew that MM's were not able to stop quickly, if at all, as the pulley that holds the cable at the rear had a habit of twisting under heavy braking, and that it was his fault for stopping too quickly! Those were the days.....

The DE36 also needed a new speedo cable as it needed to fit the new Smiths style speedo that we had; the speedo and old cable were dispatched to Speedy Cables who returned a beautiful new cable to original spec but with a suitable end fitting for the speedo. Very quick turn round in only 2 weeks and all for £80 including p&p. Good value we thought. Thanks for those updates, Hilary & Chris.

During December, I was in correspondence with John Tatar who resides in East Sussex; you may recall an introduction article by John in the August 2020 DM. Part of his ongoing Daimler V8 saloon restoration is the desire to replace the OE agricultural BW 3-speed box for a modern automatic transmission. One idea was to use the well known ZF 4HP22 4-speed box with lockdown, however during our discussion I flagged another alternative (that I had also considered before going manual with Eric) and that is the Volvo 4-speed auto unit – namely the AW71L, of which these were fitted to the 740 / 940 and 940 turbo models; the latter is the preferred box being extremely robust for obvious reasons. These units are cheaper, less problematic than the ZF's and are still easily available. As it stands, John has decided to go the Volvo route and it will be interesting to hear how the conversion pans out. John is also hoping to attend the East Sussex monthly meetings once the pandemic situation has subsided somewhat.

Mike Wells informs me that he and his son-in-law (Tom) have made big strides in stripping their V8 saloon down {photos attached} for preparation prior to repainting. The decision to repaint the car has been a back & forth decision, but now appears to be full steam ahead. It's a lovely car and certainly deserves a new shiny coat !! That's it for this month, folks.

Safe Driving, Richard Long



## WEDDING BELLES



Helena and Richard Payne (nee Dowding) on their wedding day at Breamore Church in Hampshire. The weather obliged with August sunshine and warmth, a limited outside reception from a Marquee overlooking the New Forest from the Wiltshire village of Redlynch.

The car is a Lanchester 15/18 with special coachwork. Owned by Stan Broomfield

## MALVERN SHOW



During this year of cancellations Malvern was one of the few events still proceeding. Due to repairs ongoing i was unable to attend Gaydon (Mark Kershaw organised) and the only other event i attended in my Empress was Banbury classic Monte Carlo stage in January (Mark organised as well). Thought i'd send in a couple of photo's from Malvern. The weather varied throughout the day but there was a very good attendance, despite the indoor traders not present, there were quite a few outdoor stalls John (Powell) did not arrange a club attendance this time but he did attend the show, so i entered over the website individually. Merry Xmas to all and hopeful of a full programme 2021.  
Geoff Grayson

## LANCHESTER 12/6



The Lanchester has been in the family since the 70's! My dad and grandad got it as a barn find I believe and we have a near enough complete second car in spare parts. My dad was in the club a few years back and I had it running about 10 years ago. I'm currently looking to getting it running when I have a spare day to look it over new battery oils, etc... The car is actually in okay condition although it will need a new roof, and headlining. I have pulled it out of the damp garage it was in and now have it in dry storage.  
Adam Harris.





## TRADING CARDS



Following your request for cigarette cards of cars, I am enclosing three for you. I have a complete set of 1930s Players cigarette cards of cars in a book. Included in the book are the BSA and the Daimler (above). There is also a Light 6 Lanchester Streamline coupe in grey. The Lanchester seen here comes from Lambert and Butlers and it may be a bit earlier than the other two..

Many cigarette cards that you can buy on for example ebay are merely copies of the original, but I suppose they satisfy some people Geoff Boston

**Do you have a trading card featuring a Daimler, Lanchester or BSA car? Please send a high resolution scan to editor@dloc.co.uk or post to 12 Grove Bank, Frenchay, BS16 1NY**

## THANKS FOR THE AD'

I have to let you know about my car insurance, this is for my every day car a Ford Cougar. I had already changed my classic cars to Abbeyfields insurance following your advert in the DM and was very impressed with there service. Well yesterday I received my renewal for this year's ins from a very well known company of £559.95, so as I promised I got in touch with Stuart from Abbeyfields and they came back to me with a quote of £198.22 after picking myself up off of the floor I did ask him to repeat that and no I was not hearing things. So who do you think that I have gone with. It only leaves me to say a big thank you for placing the ad' in the DM! Trevor Marris

## MYSTERY GEARBOX



Mark Cuthbert-Brown's 1931 Daimler 20/30 was originally fitted with a sleeve valve engine, at a later date it received a transplant and for some years ran a Star engine, this in turn was replaced with a Daimler ohv unit which has been identified as that belonging to a Daimler LQ3/24 however the gearbox has so far defied identification.

The photographs shows the List (part) number 22148 and various other numbers stamped into the casing.. If you can identify the original source of the gearbox Mark would be pleased to hear from you. copying@dloc.co.uk

## A PROPER PROJECT!



I have a long held love of Jaguars and Daimlers and as a child I used to play in an abandoned Mark10 at one of my Fathers workplaces. As a trained old school cabinet maker and polisher I have restored a fair few walnut dashboards. One in particular for a Bentley Coupe that was sold through Silverstone auctions a few years back at 1.1 million! To think I could have purchased it at 45K at the time I renovated the dashboard!. Having worked on hand made cars and having some craftsman's skills myself I just wanted to enjoy something comfortable, striking to look at and a timeless classic. That's why when this Daimler came up as a one owner 23,000 miles from new I couldn't abstain from bidding. I didn't think that I would get her but she's mine and sitting in the workshop presently. I'm going to get her running and cleaned up so that I can assess the restoration program. I can do all of the work myself from bodywork, welding and interior so I'm not too concerned about the costs. I reckon on a 3 year restoration program. I will endeavour to keep patina and originality although she'll need a respray. Paintwork is too far gone. When assessed and running she'll go back into storage for a year or so before I can start the work. I have the Wife's Morris 1000 traveller to give some TLC and a 2 door Range Rover classic to restore. All of these restoration projects are going to be videoed and available online. I'm going to be busy !

Look forward to attending a meet up at some point after these strange times have passed us by.

Johnathan Callwood,



# DAIMLER 40/50



In October I moved the Daimler 40/50 out of the garage for the first time since March and took this photograph. Dan Gardner

## A COLLECTORS DOUBLE SIX GOLD INGOT



The photographs show both sides of a gold plated sterling silver ingot portraying the Daimler Double Six coupe. This was one of a set made available to collectors entitled 'World's Greatest Performance Cars'. I spotted the ingot and its description card (reproduced below) on ebay for just a few pounds and placed the minimum bid. I was delighted that such an obviously expensive item could be bought so cheaply. It was with some excitement that I awaited the package. Anticipating its arrival in a special bullion box, I was slightly disappointed when my postman delivered it in an ordinary envelope. Upon opening the envelope I realised that I had got just about what I had paid for, the ingot measures less than an inch across and the Daimler can only be appreciated under a microscope or by photographing and enlarging it as I have done here. Needless to say no dimensions were provided within the description. As I have often heard said 'You get what you pay for'. Have you had a similar 'bargain'? editor@dloc.co.uk

### 1931 DAIMLER DOUBLE SIX 50

The British Daimler company, originally called the Daimler Motor Syndicate, was formed in 1893 to exploit the German Daimler patents in Britain. Daimler became a leading British make after King Edward VII drove one in 1900 while he was still Prince of Wales. In 1909 the company adopted the sleeve-valve engine designed by the American Charles Yale Knight, and every Daimler from then until 1933 used the Knight system.

In the early 1920s the biggest Daimler

had a 45-horsepower six-cylinder engine of 8,458-cubic-centimeter capacity. Then in 1926 the company's chief engineer, Laurence Pomeroy, brought out a 12-cylinder engine, consisting of two cylinder blocks of Daimler's small six-cylinder engine mounted on a common crankcase at an angle of 60 degrees. The new engine had a capacity of 7,136 cubic centimeters and developed 150 horsepower, considerably more than the larger six. Power was transmitted through a single dry-plate clutch,

four-speed gearbox and an underslung worm-drive rear axle. The car was named the Double Six because each bank of cylinders had its own carburetor, water pump and ignition system. Wheelbases of 12 feet 11½ inches or 13 feet 7 inches were offered, and the overall weight ranged from 6,200 pounds upward, depending on the coachwork. The Double Six was available with high or low radiators to suit the coachbuilders' requirements. In 1927 King George V had Double Six engines installed in the older Daimler cars in the royal fleet.

For 1928 a smaller Double Six with a capacity of 3,744 cubic centimeters was

introduced. This was called the Double Six 30, and the larger engine was now designated the Double Six 50. The smaller car often carried sports saloon bodywork, but surprisingly the most sporting of all the Double Sixes were built on the larger chassis toward the end of 1930 by Thompson & Taylor (Brooklands) Ltd. The body was lowered by mounting the axle below the springs and of course using the lower of the two radiators offered by Daimler. Two of these lowered Double Sixes were made, one of which crashed in 1933 and was rebuilt with a drop-head coupe body by Corsica. This is the model depicted,



# An Incendiary Affair

MARTYN ROSS



When I purchased my SP250 I was given a couple of folders of paperwork to go with it. The man who took my money called this 'provenance', which I imagine was part of his excuse for taking quite so much of my hard earned savings.

During lockdown 'Provenance' turned out to be quite interesting and with the aid of some internet research has let me establish a little of the history of 'Dickie' as 9 WVO came to be known.

The date of manufacture was 30th April 1964, Chassis No 104398, so 39th from last car built and therefore a 'C' variant.

It was supplied from the factory to C.H. Truman, Nottingham on 4th May 1964

First registration as 9 WVO on 7th May 1964 when it was sold to a gentleman believed to be the Managing Director of 'Lady Bay Cleaners' of Nottingham. I learned this from a handwritten

letter and my internet enquiries for 'Ladyboy cleaners' produced some interesting results. The next owner was a business acquaintance of the subsequent (third) owner, who was Mr Ron Brown of Nottingham, who bought it as a birthday gift for his wife, Margaret in 1968. She was a teacher at Manvers Pierrepont school in Carlton, near Nottingham and used the car as an everyday vehicle. In a letter in the file she records that she and her husband loved the car – as did their children – and eventually grandchildren, so much so that the car remained in their ownership for 35 years. One day in 1988, returning from a school PTA meeting 9 WVO developed a fuel leak in the engine compartment and burst into flames. It seems from the newspaper cutting to have been quite an event, reported to have 'blocked Carlton Road for half an hour'.







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Although the car was an insurance write off with only 79,000 miles on the clock the Browns were able to purchase the remains and restore the car – from the photographs that was quite an undertaking.

The 'provenance' contains lots of 1991 invoices from David Manners and Barry Thorne along with the 'front suspension' pages from the spare parts catalogue showing many items ticked with a red biro. A substantial invoice from David Barker Classic Services of Grantham dated June 1993 details an engine rebuild, noting 44 hours of labour, a variety of parts including piston rings, main bearings and a crankshaft regrind. I guess this was engine rebuild - it would be interesting to learn who repaired the body: Mr Brown's red biro notes in the parts catalogue included in the margin 'body front lower panel, front wings, bonnet and wiring loom complete', but who did the work? Ron Brown also added 'five wire wheels' so the original steels were also replaced at this time. Resprayed in the original colour of Jaguar Moss Green 9 WVO was back on the road and enjoyed by Margaret Brown until it was sold by Sherwood Restorations of Southwood in October 2003 to Mr Tony Badenoch of London who in February 2004 entrusted Phil Glennester to fit a brake servo, rack and pinion steering and overdrive. He also had a radio fitted with CD autochanger in the boot.

It seems 9 WVO didn't suit him since within six months of purchase and having driven only 120 miles he sold the car back to Sherwood Restorations, who in April 2004 found a new owner in Ted Meredith from Gloucestershire. Invoices from David Manners show that over his ten years and 3,350 miles of ownership he sorted out some carburettor float problems and replaced the water pump.

And then in May 2014 it was my turn to enjoy caring for this delightful car. I dare not list the invoices in my file in case my wife should read this, but in my 9,000 miles 'Dickie' has never let me down – apart from the differential turning into a very expensive sort of pepper grinder. I'm grateful to the previous owners for looking after 9 WVO so well.

It's funny how history is just skin deep: 12 months ago a respray revealed the join where the new front end was fitted 13 years ago.

Does your Dart have an interesting story? [editor@dloc.co.uk](mailto:editor@dloc.co.uk)

# Rare car severely damaged by fire

THE owners of a rare Daimler car were today counting the cost after it burst into flames.

Margaret and Ron Brown of Kingswood Road, West Bridgford, are the proud owners of a 1964 Daimler SP250 coupe.

But as Mrs Brown, a teacher at the Manvers Pierrepont School, Carlton, was driving home from a PTA meeting it caught fire after petrol leaked from a fuel pipe onto the engine. She escaped unhurt.

But now the couple, who have owned the car for 19 years, are waiting to hear whether it's a write-off or not.

"It's quite a rare model and as far as we know there's only one other in Nottinghamshire," said Mrs Brown.

"We've taken great care of it over the years so obviously we're very upset by what's happened. We still don't know whether it can be repaired."

Mrs Brown said the value of the car was not known.



# V8 - Goodwood Style!

**JÖRG MAIER-ERBACHER**

After more than a year, early last summer, our Daimler 2½ V8 was on the road again with a completely overhauled engine. The specialist Jaguar/Daimler workshop near Karlsruhe in Germany did a really good job as the engine is now running perfectly. We tested it during several trips with friends from our regional Jaguar Club. During summer time because there were low Corona numbers in most of the European countries, tours abroad just like "normal" years were allowed. So we enjoyed a marvellous trip with our friends Rolf and Joachim through Switzerland, France, Italy and Austria. The excellent weather allowed the XJSs and XKs to run with open roofs for most the time.

Then, in the middle of November, we attended a nice event with our Daimler even though the second German shut down had stopped "normal life" abruptly. Young friends of ours married and asked if I would drive them to the City Hall in the Daimler, which I did with great pleasure. One question which arose was about the preferred outfit for the chauffeur. One of my proposals was "Goodwood like" which they liked. So I chauffeured the young couple "Goodwood style" through the nearly empty main street of our hometown Speyer. Unusual was the fact that there have been virtually no spectators, which we are used to having, when driving our old cars through the main streets. We took a picture of the small - Daimler in front of the impressive cathedral which is the biggest, surviving Roman cathedral. Now, during these dark shut down times we very much hope that the DLOC Rally in June will take place and are looking forward to meeting friends and having some fun. The Daimler is ready to head for York!

It would be interesting to know if anybody has experienced the same problem that we had following our engine overhaul. During an oil change we found aluminium particles in the old oil. This prompted us to strip and examine the engine; we noticed that one of the pistons had lost material and the cylinder wall was affected (even though the piston was still in the correct position). We have no explanation as to how this happened but having such a problem you shy away from using the same type of pistons again. As there is only one type of piston on the market we made new ones!





# Special Sports FHC

DAVID BARLOW (davidbarlow399@hotmail.com)

## DB18 Barker Special Sports FHC – Myths and Legends (Story of Appleyard conversions)

This is the sum of the knowledge we have about the Fixed-Head Coupe version of the Barker Special Sports. There are still many unanswered questions, but at least this piece attempts to sort the wheat from the chaff.

How Many? There were probably 3 or possibly 4 Cars

OUA 3 / 952 YWC – Appleyard's Demonstrator, currently under restoration with David Barlow (believed to have been first registered as OUA 3) at Appleyards 28/Nov/50 and was originally Green over Cream. The car was registered as 952 YWC in Jan 1963, using the same original reg date of 28/Nov/50

A copy of an MOT Cert for OUA 3 was in the docs that came with the car.

FF 8236 – The "Blackpool" car, David Cooks fathers car – converted to DHC then exported to Germany. (still owned by a DLOC Member)

HAJ 955 – ex Tommy Laughton, David Beales long-term owned, under restoration

??? - Car 4. Beales saw at a Garage in Yorkshire in the 1970's, Derelict. No sign of this car today.

David Beales met a former employee of Appleyards who remembered 5 or 6 cars passing through the workshop over a period, although no trace has been found of any more than the 3 or 4 stated.

Daimler Approved / Licenced? Suggestion that Daimler saw and approved the design

Daimler Tradition P137 states the The Daimler Factory approved the design – Brian Smith confirms the book was reviewed by Daimler before publication, and that the detail came either from Press or Daimler themselves (50 years ago) David Beales reported talking to an Appleyard employee who said that Daimler were interested in the car, and did ask to see one. No formal agreement or licence found.

In reality, all 3 known cars were converted by Appleyard's from DHC's. There was a small window, as production was wrapped up by 1953. OUA 3 was only registered at the end of 1950, and advertised from the middle of 1952. There is no evidence that Daimler supplied bodies to be converted, or marketed the FHC version, and it seems unlikely that owners would have sent them back from the far flung corners to have a roof put on anyway, so a low-key UK based special.

A Motor Show Appearance No sign of this either

Checking the Motor Show editions of Motor Car etc did not reveal any trace. Certainly not on Daimler's Stand in 1950/1/2.



No sign that Appleyard's had their own stand either. The myth may have come from Daniel Young's book "Daimler Digest DB18 etc" P29, which shows a full-page with the FHC in the top half, and an Empress in the bottom (inset photo) – the adverts are not delineated, so at first glance it appears that the Empress banner saying "as exhibited at the New York Show" applied to both Empress and FHC. The Motor Show reference is only for the Empress. No sign these adverts ever appeared in this way.

So, in summary, we have a great looking coupe, which has both rarity and aesthetic value, and a small place in the British motoring story – Appleyards of Leeds had a long history of car repairs, and coachwork. In the late 1940's and early 1950's it was run by Ian Appleyard. He was married to Patricia Lyons (daughter of William Lyons, the driving force behind SS and later Jaguar Cars). The couple

were keen rally-drivers, and they ran NUB 120, a Jaguar XK120 to great success in European Rallies.

Who knows how the idea for a FHC came about, but a Demonstrator (OUA 3) was created and marketed. OUA 3 was registered at the end of 1950, when serial production at Daimler was well underway. (Daimlers press car JVC 192 was registered 1/1/50 & featured in The Motor magazine in June 1950)

We know that Tom Laughton purchased his DHC and subsequently sent it to Appleyards for conversion. Tom was the brother of Actor Charles, and owned a hotel in Scarborough. It is believed that the conversion was prompted by the poor rear visibility of the DHC. This car is now with David Beales, who purchased it as a "runner" in 1976. Interestingly Tom was married to the actress Elsa Lanchester (Fredrick's daughter)

We know from David Cook that the Blackpool Car, FF 8236 which was owned by his father, was sent to Appleyards as a DHC. David's story was printed in the DM, and told of how as a youngster he visited Leeds, met Ian Appleyard and viewed the Demonstrator. This car was purchased from a garage in Carnforth in Lancashire, restored nearby, as a drop-head, and later exported to Germany where it remains the pride and joy of the same long-term owner.

If you have anything further to add to the story, we would be pleased to hear from you – this is always going to be "work in progress" so anything welcome. davidbarlow399@hotmail.com Please copy replies to: editor@dloc.co.uk



HAJ 955



Daimler Days by kind permission Brian Smith



# Lanchester 15/18 Steering

**RANALD McCALUM (15/18 & 18 REGISTRAR)**

## LANCHESTER 15/18 – REMOVAL OF STEERING COLUMN AND BOX.

I thought i'd put 'pen to paper' and describe how I removed the steering column and box from my Lanchester. It wasn't a job i'd ever done before and with the apparent complexity of the various tubes and rods feeding through the column or pre selector controls and electric cables, I doubted my chances of getting it all out, let alone reinstalling it!

The car has a Bishops Gear cam and lever style steering box. From my research, it was also used by Morris and MG and probably others. I did discover that there is more than one variation of the box.

Why was I doing it? I enjoy every aspect of owning the car and past experience has nearly always revealed components of superb quality and worthy of reconditioning or simply cleaning. Sometimes, just sometimes, the car rewards me with an unexpected improvement in performance or ride comfort. A teasing suggestion of the quality car as it was first driven by Major Percy M Payne in January of 1933.

Anyway, back to the reality of 2020! Tools required: set of Whitworth spanners and sockets, including the very smallest size spanner (1/16th) for the control quadrant rack and a 7/8th Whitworth socket for the steering wheel nut. A puller suitable for removing the drop arm and puller for removing the steering wheel.

Some useful notes:-

The side valance has to be removed to enable the drop arm to be removed.

The proximity of the engine block to the steering box precludes removing the rocker shaft until the whole assemble is removed.

The gear selector bracket connecting to a rod running across the bulkhead is fixed to the steering column (in the engine bay) with a locating peg and thus cannot be refitted in the wrong position.

The control bracket (holding the gear change hand lever and horn switch stalk) has a locating peg and thus cannot be refitted in the wrong position.

I took several photographs at the different stages

And now to the job in the order I did it:-

1. Remove side valance,
2. Remove drop arm (Note there is no leading spline. I painted a red mark to indicate it's position),
3. Remove air cleaner and tube,
4. At the bottom of the assembly, disconnect mixture, ignition and hand throttle rods,
5. Disconnect and remove the foot throttle and control rods. I also removed the front floor section,

6. Loosen steering box shimmed side cover and drain oil,

7. In the engine bay, disconnect gear change linkage rod from bracket. Remove bracket from column,

8. Separate the horn and gear change stalks. Without removing them completely from the car, I carefully laid them on the car's floor,

9. Remove top cover for control quadrant (grub screw) and the ignition advance knob from steering wheel (grub screw). The whole rod can now be withdrawn through the engine bay and out under the car. Mine slowly and eerily slid out under it's own steam. I was working over my inspection pit, so I was able to get into the pit to receive the rod as it slid out.

10. Using the 1/16th Whitworth spanner, loosen the rack for the control quadrant from the inner stationery tube. Now you can remove the quadrant complete with the throttle and mixture tubes up and into the car. My car allowed me to do this with millimetres to spare as I pulled it up and into the headlining!

11. Remove nut for steering wheel. With my newly purchased 7/8th Whitworth socket, I found this very easy. However, my novice status was more challenged withdrawing the steering wheel from it's keyed, splined and tapered home of nearly 90 years. I used a 2 arm puller, pulling against a very large spanner hooked under the steering wheel and a socket on top.. It gave way with a startling mix of crack and bang!

12. NO GOING BACK!

13. With an assistant to hand, remove bare column from dashboard bracket and chassis mounted bracket and feed the whole thing through the bulkhead and out of the front of the car.

I posted a note on our club forum to ask if anyone could recommend an engineer to recondition this type of box. Unfortunately, on this occasion nobody replied. I therefore did some internet research and came up with Holman Engineering in Surrey. Emails were exchanged and I agreed to send Jeff Holman the unit. Six days later, I was unpacking the box and reinstalling everything! I had at an earlier date (when the engine was out) rebushed the unit and fitted a lip seal to replace the leaking felt seal. Jeff renewed the peg and machined the side cover as he found it wasn't completely flat. Finally, he shimmed the unit accordingly. I've now reinstated everything but other than running the engine to check controls and moving the car inside the garage to check gear selection, I haven't road tested the car. I thought i'd write this report whilst it's fresh in my mind and hopefully encourage others who, like me, are reluctant to embark on jobs like this. Go on...do it!





# Getting The Hang of It!

ARTHUR THORNING



## 60 YEARS DRIVING YMG 56 BY ARTHUR THORNING

People often admire the Daimler and ask how long I have had it, to which my stock answer is 'About 60 years – I am just getting the hang of it'.

First registered in 1953 to a Mrs Cooper in London.

Purchased by my father, Arthur George Thorning (known as George to avoid confusion with his father and me), from Stratstones in Berkeley Street, Mayfair, London in 1959. Driven to Plymouth with me as passenger (16 years old, but eager to be 17 and old enough to drive).

Used as family transport and to tow a trailer delivering timber, ladders etc as part of father's business.

I passed my driving test using YMG 56 in February 1961 (age 17 and 3 months!) and continued to drive it when in Plymouth. From 1962 to 1965, I was an undergraduate at Oxford and the Daimler occasionally graced the glorious front quad at Trinity College when my father collected me at the end of term. I helped with the business in Plymouth during vacations and got quite used to reversing in the narrow back lanes of the city with the trailer attached!. The black and white snap shows YMG 56 outside our family home in Plymouth, 1966

Work then took me away from Plymouth but I often returned and drove car whenever possible. We had many pleasant day trips with the family to Cornwall (places such as Fowey and Gorran Haven). One such trip stays in the memory – brake fluid leaked away so I had to drive back to Plymouth using handbrake and gears for control – lots of hills in Cornwall but the new River Tamar Suspension bridge had recently

been built which made the journey rather easier.

Father's health declined in the 1970s (he died in 1980) and the car had little use – my brother-in-law (Charles May) used the car for a couple of years but he also became unwell and could no longer drive.

It was then a good time to rescue the Daimler from Plymouth so I took a bus to Plymouth and on a cold but dry winter Sunday set out for Hitchin. An early start from my sister's house in Plymouth and via the A38, M5, M4 and round the Oxford ring road (The M25 was not quite complete) to Hitchin where the car has been ever since.

We took the car to some DLOC rallies (Sussex and the Borders of Scotland come to mind). The oil consumption had become rather high and the bodywork was in need of attention so I looked for a garage that was both reasonably local and experienced with older cars. I found the Cornerway Garage at Greenfield, Bedfordshire, run by Richard Shrive, about 15 miles away. Richard arranged for the engine and bodywork to be brought up to

a good standard and has looked after annual servicing and MoTs ever since. The car now runs very well and looks good (see also cover picture Driving Member November 2020 issue) though it is mostly driven locally (my wife Valerie finds it rather heavy and strange by modern standards but would be a reserve driver if necessary).

I would be curious to know if any other members are still driving the car on which they passed the driving test, especially if it was a Daimler or Lanchester!



The car: Daimler Consort (DB 18)



# Hunting for a Daimler V8 250

JIM PERIAM



I had been keen to own one of these cars ever since I worked at a large garage in Taunton, called Somerset Motors in the early 1970s. Their franchises included Daimler, Bentley, Jaguar, Rolls Royce, Rover and Triumph, and their stock included a lot of interesting used cars .

While working there, aged 20, I was able to drive all sorts of wonderful cars, my favourites were the MK 10 Jaguar, Rover P6B and Daimler V8, these were almost new then.

I went to the Dorset Vintage car auctions in 2015 to bid on a maroon V8. This car had good history and the bodywork was pretty good, unfortunately the bidding went a bit higher than I wanted to go, so I came home without it.

In 2016 we then travelled all the way to Shawbury, near Shrewsbury, about 200 miles, and bought a Golden Sand 1968 Daimler V8.

This car developed a nasty habit of smoking quite badly. I removed the heads and fitted new guides with seals, but it didn't improve matters much. On one occasion I was travelling to a car rally with a friend when we were stopped by another motorist who told me that he thought that I must have a serious problem with the engine, as it was smoking like a mobile bonfire!

I kept it for a year, then sold it at an auction. After it was sold I started looking for another one.

I had been checking ads on the Daimler and Lanchester owners club magazine, car and classic and Bay for about 9 months.

Next we drove 250 miles to Kent to look at an S type Jaguar, which, although looking very smart, had the most terrible shake and vibration at speed, so I politely declined this one .

I had also test driven a Mk 2 Jaguar 3.4 automatic in pale blue metallic near Taunton, but we couldn't quite agree on the price. This was partly because the panels were slightly different shades, although I nearly bought it.

I viewed another Mk2 Jaguar, this time a manual 3.8, in Buckinghamshire, but it didn't drive well having an exhaust leak, juddering clutch, it was leaking petrol and a bit scruffy, so thumbs down to this one .

Then I saw a maroon V8 250 on ebay, which seemed to tick all of the right boxes, apart from being 260 miles away near Rochdale. I checked it on the HPI register and was surprised to learn that I had all ready done this on a previous date.

I then realised that this car was the very same one that I had been outbid at the Dorset auction.

I phoned the owner, Bob Woodward, a Daimler Lanchester owners club member, who told me that the e Bay bidding was very

close to the reserve price and he thought that it would be sold soon. I decided to take the plunge and as soon as I bid, was informed that mine was the winning hand.

The auction was scheduled to end at 8.53 the following morning. So we got up to watch the results with great excitement, it was quite nerve wracking watching as the minutes ticked by, to see if anyone would increase the stakes.

Although 9 people had been in the running, amazingly there were no further bids and the car was knocked down to me!

We decided to travel up to Littleborough, near Rochdale, the same morning, planning to stay overnight. However due to problems with the sat nav and heavy traffic the journey took us about 7 hours and it was beginning to get dark when we arrived.

Bob showed us over the car which looked lovely, then we had a look at the huge history file and the rest of the paperwork. We decided to return in the morning to have a better look.

We had booked a room at a Victorian Hotel in Rochdale, as it turned out in a very quiet spot next to a park looking over the town. As we were booking in, the receptionist asked us if we had come far to which we replied Exeter, surprisingly she said that she had gone to university there, what a small world it is .

Bob had suggested Wetherspoons in Rochdale for a meal, which is in an elaborate 1930s ex cinema. It was very original and interesting, with lots of art deco features and the food was good.

In the morning we went back to Littleborough to see the car in daylight and Bob kindly let us have a drive in it on our own. After having a careful check over, everything seemed really good, so I paid up and we started the long journey home .

All seemed well until we got near Manchester where there were signs saying that two junctions on the M6 were closed. The sat nav took us through two pretty Cheshire villages to avoid the jams, but lots of other people had been directed the same way so progress was at a snails pace.

We decided to stop at the next pub for lunch and were extremely lucky to find the brilliant Fox and Hounds at Sproston, near Middlewich . The staff were very welcoming, it was spotlessly clean and the food was excellent.

We eventually got back on the M6 and arrived home in Exeter in the dark after a 9 hour journey.

I have been very pleased with my purchase, which is a big improvement in so many ways on the previous car.

All in all we enjoyed our trip, had a good look around Rochdale with it's amazing Victorian Gothic town hall, but most importantly now had a great Daimler V8 250.



# Maybe a Few Words?

DAVE CUTTLER



**Lanchester Roadrider Deluxe with six light saloon coachwork**

I am sure this is a request the editor sends to all new members – ‘and maybe a few words for the magazine’. My name is Dave Cuttler and I recently purchased my first classic vehicle, a Lanchester 14/2 Road Rider Deluxe. I have long been involved with vehicles, having grown up in a scrap yard in the 60s and 70s, leaving at 18 to go to Lanchester Polytechnic where I gained a degree in Mechanical Engineering and a PhD in Engine Combustion. There followed 32 years with Jaguar, working in the Powertrain group. Having taken early retirement last year, I decided it was time to acquire ‘something to play with’. I spent some time looking at different eras and found I was drawn to several models around the second world war. I also wanted to

have a vehicle that had a Coventry connection, as I have lived in this city since 1976. I wanted something that could be used for



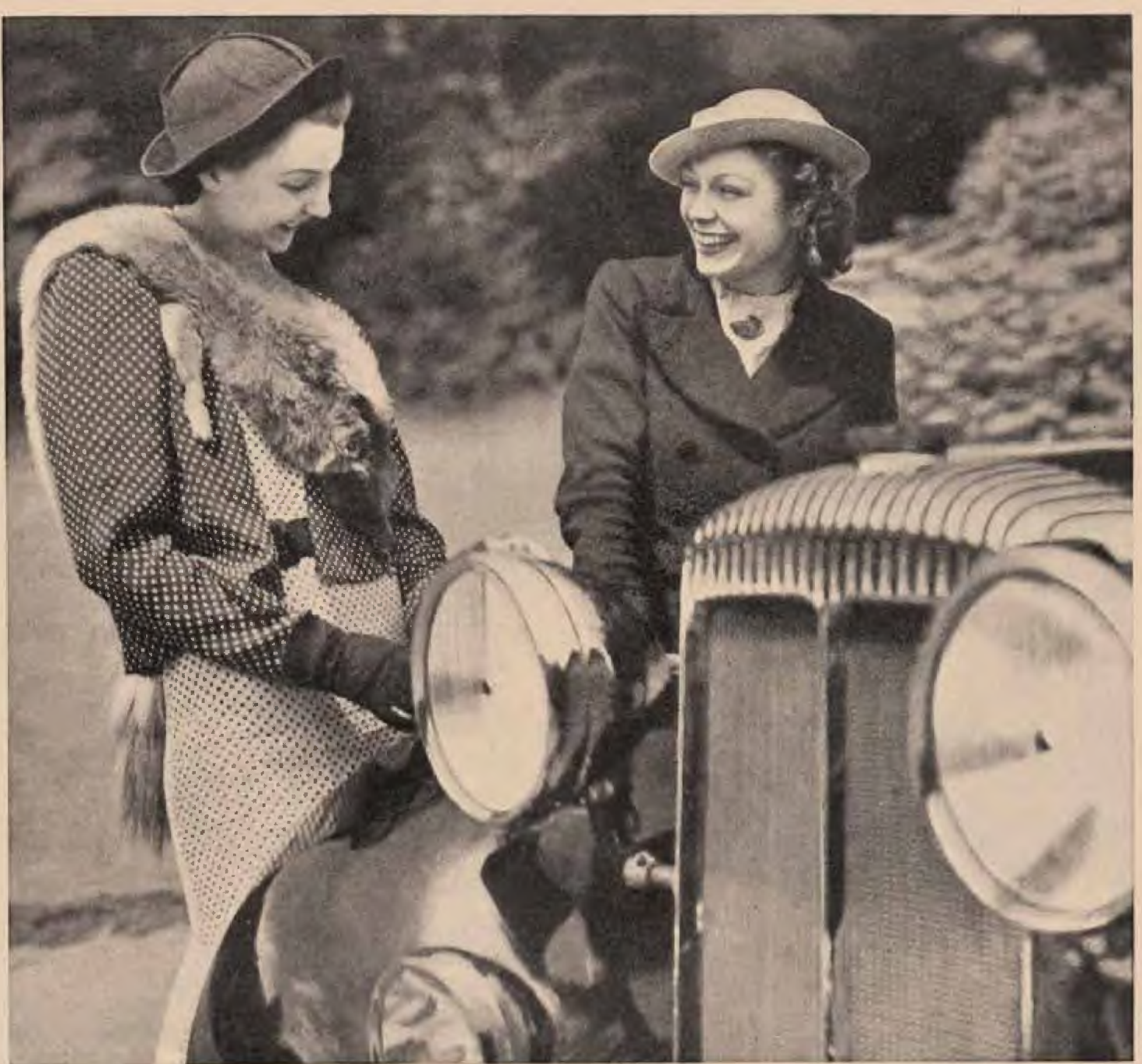
local trips and that had ‘presence’. I was fortunate to find this vehicle, as the last owner wanted some garage space for a new project.

The vehicle has been used on a regular basis for the past few years and is mostly original. Like all ‘old ladies’, she needs some TLC and I have had to make a few running repairs, each being a journey of discovery! As I write this, she is sat in the garage minus her water pump which finally cried enough and needs refurbishing.

I have been in touch with several members via the DLOC forum and would like to take the opportunity to thank them for their help and support.







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# Photographic Finds

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Or Email: [editor@dloc.co.uk](mailto:editor@dloc.co.uk)



A reader has come across a family photograph album containing this picture. The driver is Arthur Herbert Edward Wood 1870-1934, a director of Daimler Cars in 1904, was also a famous fly fisherman, the younger man is Mr Hayes. Other photos in the album are dated around 1914-1917. The early Daimler appears to have a mixture of solid and pneumatic tyres. Wood lived at Windermere, at Sudborne Hall near Orford in Suffolk, (where this photo was probably taken) and after 1913 in Aberdeenshire. Any information relating to the car or the occupants welcome. [editor@dloc.co.uk](mailto:editor@dloc.co.uk)



A Charabanc with problems. Possibly taken on Honister pass in the Lake District Keith Kennils (Beamish Museum collection)



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**Chairman** Tony Fardoc  
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07836 385135 finance@dloc.co.uk

**Reprints** Mark Cuthbert-Brown  
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**Obsolete parts** Marcel Renshaw  
01246854386  
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**Editor** Kevin Bennett  
0117 9562555 editordloc@dsl.pipex.com

**President** Matthew Waterhouse  
01829 260393 President@dloc.co.uk

**Patron** David Manners 0121 544 4040

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07436009312  
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**Events Co-ordinator** Graham Emmett  
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**East of Scotland** John M Ballany  
01333 720257 johnballany@btinternet.com

**East Sussex** Richard Long.  
07976.259.290 dloc.eastsussex@gmail.com

**Hampshire** Bob Cantwell  
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**Herts/Bucks/NW London** Mike  
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p3hatie@gmail.com

**Kent** Dave Parnell  
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**Netherlands** Wout Voerman  
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daimlanch.holl@ziggo.nl

**North East** Graham Christer,  
0191 4143837 iso44.47gra@blueyonder.co.uk

**North East Midlands** Mike Gray  
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**Shropshire** John Minchell  
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