



# *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 DE 36 LIMOUSINE (LANDAULETTE)



The Australian Government purchased six Hooper bodied DE36 Daimlers for the planned 1949 Royal Tour which, due to unfortunate events, never took place. However this DE36 was retained and eventually used during the Royal Australia tour of 1953/1954. The car was later purchased at auction in Sydney by Rockhampton funeral house Tucker and Nankivell. It was driven to Brisbane where an aluminium 'turret' was made to cover the Landaulette section. The original Landaulette mechanics are apparently still in place but as can be seen the car now looks like a limousine. (For more details see DM volume 53 number 6 of November 2016, page 10)

The current owner of this imposing and historically important motor car has decided to sell it. The engine has been recently started using a remote petrol can and the rear seat still has a plastic sofa cover! With the current exchange rates it could prove to be a worthwhile and viable project for a UK or USA based enthusiast.

If you would like to own this fabulous straight eight motor car please contact Peter Grant who will forward enquiries. [peter.grant@schwartz.com.au](mailto:peter.grant@schwartz.com.au)





## EDITORIAL

Despite the pandemic, the Royal Mail have remained pretty consistent, and throughout 2020 the magazine arrived on the doorstep every month in a reliable and timely fashion. Unfortunately Covid-19 caught up with Christmas and as more people turned to internet shopping some postal areas became overwhelmed. The December issue of the Driving Member arrived on time in some areas, in fact some readers in Australia had theirs on 8<sup>th</sup> December! Unfortunately readers in parts of



Cheshire, Hertfordshire and other areas affected by staff shortages were not so fortunate. I have no way of knowing whether this issue will be effected by the Christmas backlog, but hope that you enjoy it - even if it does appear a little later than usual.

2020 will go down as the first year in the DLOC's history that no national rally took place, and was the most unsociable of years as far as club activity was concerned.

2021 brings with it a ray of hope for the coming season - the DLOC International Rally is planned to go ahead on the 20<sup>th</sup> June 2021 in York. As usual there will be supporting events over the preceding days, please see page 11 for more details.

Usually at this time of the year I would be looking forward to the Bristol Restoration Show at Shepton Mallett, but this event, like many others, will not be going ahead. For the moment I am concentrating upon the restoration of my Lanchester 10 Coupe. The mild weather has allowed me to get under the car to paint the chassis. It is surprising how a burst of enthusiasm progresses the project, many components have also received attention whilst off the car, not least the leather upholstery, which has been repaired and lightly coloured, the difference is remarkable. There is still a lot of work to do, but I have turned the corner and am now returning reconditioned parts to the car, rather than taking them off!

Have you carried out any restoration or improvements to your car during the lock-down?

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## 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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Lanchester  
10 Sports Saloon  
Owned & driven  
by Stella Bond



## PUBLICATION DATES

Material for publication should reach the Editor at least four weeks prior to the date of publication, 1st February for the March 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.

## LANCHESTER 15/18 & 18

Does anyone know the whereabouts or have any information on a Lanchester with registration No. PN8652. According to the DVLA vehicle check facility, it was registered in December 1933 and is currently SORN. The last V5C date is 6th Oct 2011 and the colour is blue. Cylinder capacity is given as 2349cc which seems unlikely but it wouldn't be the first prewar car to have the wrong capacity recorded by DVLA. I suspect it is a Lanchester 18 and as such, I would love to know more about it for the club's records. Thank you, Ranald McCallum, Lanchester 15/18 and 18 Registrar. Ph 07814 186036  
[Ranald McCallum ranaldmcc@gmail.com](mailto:RanaldMcCallum@gmail.com)

## DLOC CALENDAR 2021



DAIMLER & LANCHESTER  
OWNERS' CLUB  
CALENDAR 2021

The DLOC Calendar is available now for just £10 plus P&P Please visit [www.dloc.org](http://www.dloc.org) to purchase your copy

## SAFETY FIRST!

I've been reading the copy of Driving Member that has arrived with my membership pack. I see you have been having difficulty with overtightened wheel-nuts. Being older now, I also have the same problem. However, the picture you show is of a very hazardous method (as you found out). The difficulty and problem with having to use an extension on the socket, so as to clear the wheel recess, is that it means any force applied to the lever/tommy-bar, if applied at one end only, also applies a significant bending moment to the extension which will try to bend the wheel-stud. If the nut does not loosen the stud will break or the socket burst (sound familiar?) The outer end of the extension must be supported when applying the torque. These days I use a length of tube on the bar but always grasp the end of the extension bar to counter the bending force. As I'm less of a he-man latterly, I've invested in an electric impact driver. Noisy, but never fails, even with the wheel off the ground. NEVER use standard sockets, only impact sockets, and never start a nut on the threads, or a bolt in a hole - the chances of a crossed thread and the ensuing nightmare..... And, I don't need to tell you this, never tighten the nuts up with them. When using a torque wrench the same principle applies about supporting the outer end of the extension, or the torque value will be incorrectly applied to the thread.

Who am I to be giving out sage advice? I checked the dip stick on my new acquisition, the BSA, yesterday (you would think after a week or more I might have done it before, but then, as it wouldn't run until I'd fixed the fault with the fuel pump it wasn't an issue to worry me too much) and I found the level way up and the colour of the oil was grey. I'm optimistically hoping it's no more than a failed head gasket. Where else would that much water get in? Anyway, I've put the question in the forum looking for a head gasket. Ah, the joys of owning an old car.

Best regards and keep safe,  
George Fawcett

## FROM THE DRIVING SEAT

Dear all,

A Happy and healthy new year to you all and I hope Christmas went as well as could be expected, and you all did as Boris told you to?

What with last year being a bit of a write off in terms of things related Daimler, Lanchester (and just about everything else!) I am sure we are all looking forward to all meeting up at the International Rally in York in June. As I write this it is still on so please put it in your diary and book in. The knock-on effect of the Lockdown periods, are that the likes of the David Manners Group and other car parts suppliers have recorded their best ever months for online sales, so dear readers I am hoping to see a few more restoration projects finished and on the road soon, keekeep... Polishing! And keep up the good work in the garages. See you soon Tony & Lisa.

## MOUSE ATTACK



I was interested to see that mine is not the only Special Sports to suffer from vermin infestation, (November issue p16).

Mice nested in the headlining soft fabrics but thankfully did not touch the mohair. I guess the moral is to keep the lid on when not in regular use and fill the car interior and garage with obnoxious deterrents.

Mike Sheppard 074-07

## DAIMLER V8 SALOON JOTTINGS

If you are reading my first memo as the newly ensconced V8 saloon registrar, a very warm welcome to you. It has certainly been a busy few months since taking over the role in October last year, being purely admin focused. When I took over the position, I inherited a substantial amount of historic paper documents dating from the late 70's through to more recent years. These archive records are hand written / typed membership applications coupled with supporting notes where relevant and in some cases photos of cars that belonged to the then owners seeking to join the DLOC. As you can imagine, many of these records hold a wealth of information and may well provide historic details previously unseen. Originally and before the advent of computers or digital storing capacities, these



records were maintained in ring binders with the only tangible search reference being in surname order; which was fine if you knew the details of previous owners. Faced with such a treasure and of huge benefit to owners of this Daimler model, I decided to manually input all the paper records (approx. 2000) on to a modern searchable computer database. The benefit of this conversion is that I am now able to search diligently, for the existence of a Daimler V8 saloon be it UK or Overseas (if held on record) via submitted information.

How does this help you, I hear you say !! If you are curious as to whether any historic details are held concerning your saloon, then please send me an email to my registrar address. In the main, the preferred search data is: vehicle chassis number / registration number / engine number. The database also includes additional notes that have been gleaned from the original records; all these paper documents have been kept to assist with further x-referencing owner / vehicle details, where required. I must add, that some of the information held on record is subject to GDPR and any release of information to you must take into account this legal requirement – I am sure you will agree with that caveat. Echoing that famous quote “exchange is no robbery” the database & I may be able to benefit from any information you have as well. On that note, I will be very pleased to hear from you should you see any Daimler V8 saloons as a consignment on proper auction house websites – such information assists improving the database, thank you in advance.

And now for something completely different !! You may recall that in my registrar introduction article, November DM, I mentioned that space would be set aside each month for you the owner to feature your V8 saloon; illuminatingly titled “Saloon Spotlight”. Hence, without further ado and to get the spotlight shining, it is my pleasure to introduce Gethyn Hill and his pride & joy – over to you Gethyn. Saloon Spotlight - I first encountered the Daimler 2.5 V8 in junior school - through the Ladybird Book of Cars. A car with the stand-out looks of the Jaguar Mk2 and powered by a V8 engine (as I learnt later, a remarkable one); and as every 9-year old knows, a V8 trumps a straight six. Fast forward nearly forty years and what car would fit the bill when, after a lengthy period of TR6 ownership, I started looking for a saloon. Clearly, there was really only one candidate and, after 12 months of searching, I found a 1967 2½ V8 MOD (photo attached) and became both a Daimler owner and DLOC member in quick succession.

In the intervening 10 years the Daimler has been used for cross country runs, occasional car events, Summer trips to the pub and has even been pressed into service in mid-winter for commuting when my modern failed its MOT. Throughout, I have never failed to get a buzz out of its design, both inside and out, and the driving experience. Over time, a few modifications have improved the car's usability, including an alternator, electric PAS, intermittent wipers, hazard lights, rear seat belts, a heated rear window and, (courtesy of Richard, our new registrar), adapting the reversing light so that it doubles as a third brake light; of which I know is a future DM article. What's next? I must bite the bullet and do something about the dreaded valve stem seals soon. A long-standing ambition (pipe dream?) remains to find time for some touring, both in Britain and on the Continent. Roll on the next 10 years. Richard Long v8saloon@dloc.co.uk



## EVERY PHOTOGRAPH...



Every photograph tells a story and I was very surprised to see the registration number of my Lanchester 10 on the 'Photographic Finds' page of the DM and it reminded me of some of the information that I have on the car.

When I purchased all the bits for my car from a barn in Yorkshire I felt that I was not getting the whole story. The chassis was more or less complete with the main body resting loosely on it; all the other components were scattered about but the chassis displayed the number KV 3538.

Finding past history for old cars is always difficult but through contacting both Keith Kennils and Keith Wickham I can add a little more to the story as I understand it.

The car shown in the DM was on a trailer being transported and it rolled off and was hit at the rear by a following vehicle and was badly damaged both at the front and rear and ended up in the barn in Yorkshire.

Another collection of Lanchester 10 cars and bits and pieces was located near to Gatwick airport and included the Mulliner 2 door fixed head coupe that I now have. When I purchased the car there was no problem with the DVLA registration.

Restoring the car has been most interesting and challenging but I have yet to find out any details of when and how the original top, with sunshine roof, was changed to the excellent aluminium top but with no sunshine roof.

Duncan Saunders

*Editor's note*

*Several years before Duncan purchased the coupe I responded to an advert for a load of Lanchester spares. The advertiser had inherited a run down bungalow near Gatwick and the parts came with it. Upon arrival, I was told that the remains of 3 Lanchester Tens were stored in the garage and garden. We had to beat down some undergrowth to access the garage and once inside I saw the body of a Mulliner sports coupe suspended from the garage roof, it looked to be in good condition, a chassis and numerous parts were scattered about. The remains were clearly from more than one car as I remember seeing some duplicated components. I was seeking parts for a Daimler special bodied project and paid £50 for a set of headlamps and a pair of seat frames.*

*As I was loading the parts into my car, the vendor told me that the bungalow was being demolished and the cars would be scrapped. If I wanted, I could take the rest away for the price I had paid! I only had room in the car for a set of front wings, so put these in the car.*

*I had arranged to meet up with Alec Mackenzie and told him about the spares. Alec was then DLOC Chairman and suggested I contact a DLOC member who might be in a position to save the cars. As a result of this conversation the remains of the Lanchesters went off to the North East of England. I realised the front wings and lamps were from the coupe and also gifted them to the member who had collected the parts. Duncan's coupe was certainly the prize amongst the remains of these Lanchesters. I would have taken it on myself had I sufficient space at home! KB.*

## MALCOLM PRINCE



Malcolm Prince 1932 - 2020

It is with regret that I advise of the death of Malcolm Prince. Malcolm was a passionate cyclist together with his wife Pat. He was a member of the Gloucester City Cycling club and competed in numerous road races. He later changed to the Severn Valley Cycling club and held an elite licence for ten years and rode in the Tour of Britain. He held the offices of secretary and chairman of the club and many youngsters were encouraged and trained by him and Pat. He was the driving force behind the Tour of the Cotswolds road race event and used his SP250 as a lead-car to ensure that the route was clear and publicising the race's approach. An article written by Malcolm appeared in the July 2017 edition of the Driving Member in which he described his cycling & motoring exploits, including a 500 mile ride on a Penny-Farthing cycle. Malcolm was diagnosed with Myeloma (cancer of the bone marrow) and fought it for over 4yrs. The funeral service took place at Gloucester Crematorium on Friday 23rd October under Covid restrictions. Our condolences go to his wife Pat, son Ian and grandchildren. Dave Cornish

## LANCHESTER ROADRIDER



I own the Roadrider sports with the six cylinder 1.856 litre engine. It currently resides in the Cotswold Classic car restoration garage awaiting the engine which is in 3 boxes nearby.

This is the first classic car that I have owned and was bought after a discussion with my son in law when having a meal in Gloucester. a picture of my car which is now being restored by Cotswold classic cars and is the oldest car they are working on. It has been used in WW2 reenactments hence the RAF roundals on the front. I just intend to drive it round on sunny days and attend the odd meeting of the club. John Fenton



# DLOC BRANCH LIAISON



Since taking on this role in October 2020 I have made contact with all current Branch Secretaries and Registrars introducing myself and asking some basic questions to enable me to grasp how the various elements run. As well as to thank them for all the work they have putting in for the benefit of club members. These are my initial findings:

## Branches:

On the Branch front, things are obviously heavily curtailed by the current situation; some Branches, in normal times, are active and thriving, while others, even before Covid, seem to be relatively dormant. Most in normal times have monthly meetings in the summer. Attendance is variable from groups of only 4 to 10 or 15. Most join in with other local car rallies which usually are well patronised.

I notice, however, that there are various parts of the country where the club has a good level of membership but don't have a Branch: Oxfordshire, South Lancs /Cheshire as well as Surrey are the three areas I have identified so far. So, any DLOC member in those areas who would like to help out do let me know. I am planning to set up a "welcome pack" for Branch Secretaries so any new Branch Sec doesn't have to "reinvent the wheel" but can pick up best practice from the experiences of others.

My predecessor started to relate branches to postcodes and I think this is a good way forward so members can easily identify their local branch. Likewise, I feel some Branch names are too locality specific being town or city names rather than areas.

I have also identified that the club should encourage more local branch inter communication – if one is setting up an event then let the surrounding branches know, as the event may not be far from other branch members. Branch liaison in action!

All in all, with current lockdown restrictions, the Board recommends no events in the near future, but when we can start to meet up again, any ideas of how to arrange such things greatly appreciated for me to share with all.

## FAO Registrars and your Registers:

From my enquiries I am concerned that potentially two registers are rudderless at the moment and concerningly the information may be lost.

The risk of losing the information on any register, with all the underlying effort that has been used assembling it, seems something the club should tackle.

I have been investigating with registrars how they collate information. Most have bundles of ad-hoc papers that have been handed over (or not!) and some have created a digital Excel master spreadsheet.

I propose to encourage ALL Registrars to generate an up to date and live Excel spreadsheet. To that end, through feedback with other registrars, I am collating the headings for a template that could be part of a "welcome pack" to Registrars (similar to the Branch one) including best practice tips of holding a register in the digital age.

Graham Emmett and I have created a secure password protected folder on the DLOC One Drive Cloud. This would allow every year, say each January, for the current Excel spreadsheet of any Register to be copied and emailed to a central point and put on to the Club's One Drive. The access to this would be restricted to the Club Board and only be there to act as a back-up and could provide the basis for any future registrar. This secure site could also be a safety net archive in the future for copies of any digital documents and photos held on registers.

I would like to help improve inter branch and register communication. To this end, having seen how the virtual AGM went I would like to try and arrange a virtual conference of Branch Secretaries in the Spring when they might start to become active again. However, before that I would like to try and arrange for the Model Registrars to hold a virtual conference quite soon to help share ideas and also so nobody feels they are doing the very valuable work compiling and updating the Registers in a vacuum.

If you feel you could help run a branch or are interested in the Registers, then please do get in touch with me. I am also open to any suggestions or ideas of how I can help Branches and Registrars in the future so please do email me at [branchadmin@dloc.co.uk](mailto:branchadmin@dloc.co.uk)

Mark Kershaw DLOC Branch Liaison Officer.



## 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

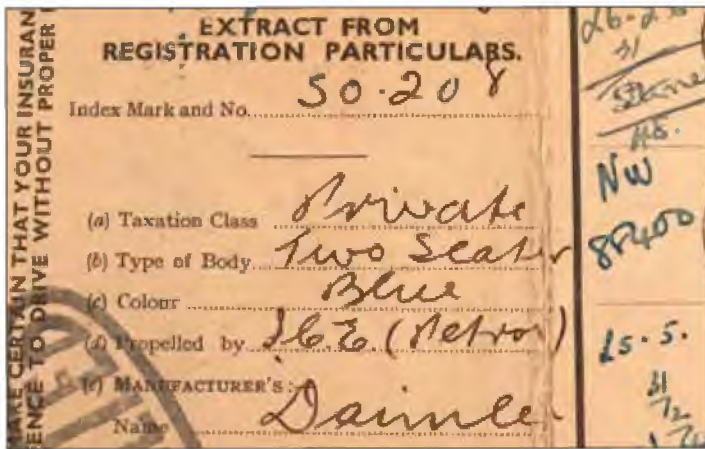
The Club still has copies of the book. If you are a new member or if your copy is now well thumbed and needs replacing; or you simply want to generate interest in our Club by giving a copy to someone; You can obtain one or more copies from the Club at the special Members' price of just £10.

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





## LOG BOOK & PHOTO'



I don't own the car but have the old buff log book for a Daimler registration number SO 208 (first registered 1921) and an photo of the lovely old car.

I was wondering if the owner is a club member. If he is I'd be happy to let him have these documents, a web search showed the car has been used in a TV episode of Agatha Christie's "Poirot" so I guess it's still about.

Paul Anderton panderton6@hotmail.com



## A RECOMMENDATION



Following the piece in the September issue from the Daimler Rubber Co Daimler Rubber Co (mark@daimlerrubberco.com). I got in touch with them regarding a part for a Regency MkII.

I needed replacement rear brake rod dust covers. I dealt with Mark Bearman and he managed to find a replacement which is a perfect fit. See picture.

I don't which other models these might fit but thought it would be good to insert the details into the magazine for reference.

David Taylor

## THANKS LAURENCE!



Thank you to Laurence Jones for his "Coil Trouble" note in the September 2020 issue.

While I spent my time under chemo- and radiotherapy, Black Hole, my replica DN 250 prototype, spent the Summer of 2019 under investigation for a persistent loss of power (typically at the uphill entrance to the nearest Tesco car park), stopping and not starting, but restarting after a half hour or so and then a loss of power a few miles later. A couple of years previously vaguely similar symptoms were traced to a petrol tank sealant being slowly dissolved by modern petrol and then spreading itself along the fuel pipe as a kind of automobile atherosclerosis until it was fully choked. The main suspect of 2019's problem was the coil overheating (just to the left of the distributor in the photo, with the e-ignition box behind). In the garage the engine would peter out as on the road, but a blast of high pressure cold air would restore the coil and the engine would start. One coil even split. BH ended the summer barely managing to return home, only to be squeezed into my garage and abandoned, packed in by domestic rubbish. I hope that 3.4 ohms will be the answer.

My oncologist failed to warn me that the most serious side effect of my treatment would be a disinclination to attend Daimler car ignition problems. Perhaps Laurence's research and findings will shake me out of my stupor.

Roderick W Ramage

## DE 36 ALLWEATHER

I very much enjoyed the story by Tom Inglis in the latest DM regarding the DE36 allweather chassis 51717 now in the care of Peter Grant. At the time of the story (1969) it was owned by the Queensland Government.

Tom wonders if any other allweathers are still around and below you will find a summary of what is known in the register regarding allweathers based on the DE36 chassis (there were also 2 allweathers based on the DE27 chassis).

- 51161 Royal tour South Africa, scrapped
- 51702 Royal tour Australia, used for spare parts to restore
- 51706
- 51703 Royal tour Australia, Pranlal Bhogilal collection, India, in full running order
- 51706 Royal tour New Zealand, first converted into a hearse, then in a museum in New Zealand which burned down and most of the car as well, which is now under restoration in Australia
- 51709 Royal tour New Zealand, burned down
- 51717 Peter Grant's car
- 51723 Governor General of Nigeria, fate unknown
- 51717 and 51723 were originally a pair of allweathers made in 1949 for King George VI.
- Peter Ruifrok



# V8 60<sup>TH</sup> ANNIVERSARY

## **Daimler V8 Saloon - 60th Anniversary Friday 3rd to Sunday 5th June 2022**

I am very pleased to report, that a weekend event will be occurring to salute the Diamond Anniversary of the Daimler V8 Saloon, which first rolled off the production line in Autumn 1962. The opportunity for V8 saloon owners to meet up and spend a weekend together, in order to celebrate this wonderful car's history seems only fitting. Planning for the event is well under way and I can now reveal the weekend itinerary, in brief, which I hope will be interesting and fun. The aim of the event is not only to applaud and appreciate these lovely cars, but for folk attending to have a relaxing and enjoyable weekend !!

The weekend base will be at the Horwood House Hotel near Milton Keynes, Buckinghamshire. Of note, this spa hotel is having a major refurbishment throughout 2021, having recently changed ownership, which proves ideal for our visit the following year. A visit to the outstanding and hugely interesting Bletchley Park is scheduled for the Saturday, with a concluding rally plus awards occurring on Sunday at the hotel.

Friday 3rd June

Arrive at hotel.

Evening - informal buffet reception – private room.

Saturday 4th June

Photo shoot of cars assembled at front of Horwood House.

Convoy drive to Bletchley Park, with cars on display within the grounds.

Evening - formal dinner at hotel with 60's live band along with quizzes & raffles – private room.

Sunday 5th June

Cars on parade at hotel throughout the morning.

Awards ceremony and presentation.

Event concludes.

Rooms at the hotel including breakfast have already been secured at a preferential rate for the weekend, rather than the projected

2022 tariff; the preferential rate is due to the advanced booking and planned event. In addition, negotiations with Bletchley Park has confirmed that all attending Daimler V8 saloons with driver and one passenger, will be allowed complementary entry to the attraction throughout the day. Even at this early stage, I would like to record my appreciation and grateful thanks to Bletchley Park for their generosity.

Further details in the months ahead, but if you would like to contact me flagging your "expression of interest" with a view to possibly attending the event, please do so. As mentioned at the start, the event is pitched to celebrate the car; but equally important is that folk attending have a relaxed, informal and thoroughly enjoyable weekend – after all, that's what classic car motoring and ownership is all about !!

Richard Long Daimler V8 Saloon Registrar.

## **WORK IN PROGRESS!**

Little is known about the history of my recent purchase and it is definitely a work in progress, though it runs and drives safely. It is currently in storage with the dealer I



bought it from just 2 weeks ago until I have prepared space for it here in the New Year, it's having basic mechanical work done whilst there. Although looking a little scruffy, it appears to be a sound base to work on, to make a good, reliable and usable car for the summer/autumn months with some sensible upgrades, some interior cleaning and a repaint. Graham Wooldridge



A Rare day out for Doris: VSCC Driving Tests 2020. Bicester Heritage. Peter Baker



# A WARM WELCOME TO OUR NEW MEMBERS

NAME	LOCATION	MAKE	MODEL	CHASSIS NO.
Graham Pretty	Hampshire	Daimler	Sovereign	Not recorded
Tom Gray	Inverneshire	Lanchester	LA10 fhc	67430
Graham Wooldridge	Stoke-on-Trent	Daimler	V8	Not recorded

## A SPECIAL TOOL FOR THE INHIBITOR SWITCH



I have had my car for 35 years and currently going through its second restoration. I had it up and running in the mid-eighties, but left it neglected due to working away from home. My plan was then to leave it until I retired and get it back in running order. Retirement came but not the enthusiasm to start the restoration. Eventually, after some pressure from my wife and granddaughters, (“Papa it would make a great wedding car for us”), and greatly aided by the Corona virus lockdown I set too and got stuck into the work.

One of the first jobs I tackled was to check out the electrics and it was going well until I discovered that the BW automatic gearbox inhibitor switch was in need of replacement. Access to this item without the removal of the gearbox must be one of the most difficult operations on this car – and there are many - without the proper service tool as quoted in the maintenance manual VLC-BW.547A-50-3. This tool was manufactured by V. L. Churchill & Co Ltd and obviously not an off the shelf item.

I called around a few classic car restorers but none of them had such a tool in their armoury. I even spoke with a Borg Warner specialist and still no joy. So, I took the bull by the horns and searched the internet to see if Churchills were still in existence. Lo and behold, I found contact details and sent them an email and explained my need for this tool.

I got a reply from Martin Altria in their sales department. As

expected, it was well out of stock, but, Martin had recently started on a project to remanufacturing their old tool range, my hopes were raised, only to be dashed when advised that he did not have the drawing for this particular tool. He advised that if I could supply a sketch of the tool, he could have it made for me. This was not what I wanted to hear. However, all was lost as next day Martin advised me that he had unearthed the necessary drawing, confirmed an approximate price and would put it in to manufacture as soon as possible but he could not give me a delivery date, which was not a problem to me as I had plenty to do to keep me occupied.

Due again to Covid restrictions, the manufacturing took longer than anticipated but I have now taken delivery of this tool which means that I can now remove the U/S inhibitor switch, fit the new switch and remove the temporary by-pass I had rigged up to allow me to start the engine. This is just one of the many outstanding jobs to be done before we get the car out of the garage.

The main reason for writing this tale is to make members aware of the service provided by Martin at V. L. Churchill & Co. Ltd in supplying any special tools you may require that cannot be borrowed from other members of the club.

Contact Martin on sales@churchillco.uk telephone 07828 196611

Jim Fitzpatrick jim.fitzpatrick@btinternet.com

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



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# DLOC International Rally 2021

DAIMLER & LANCHESTER OWNERS' CLUB INTERNATIONAL RALLY 16 - 20 JUNE 2021

PLEASE NOTE THIS IS A WEEK LATER THAN USUAL

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## DLOC 2021 International Rally YORK, UK 16 -20 June 2021

In June 2021 we are basing the International Rally in the historic Roman town of York, in the north of England. Note that this is one weekend later than normal as we can't have the same weekend as the York Races.

Rally Hotel: Marriot at York Racecourse.

Bed and breakfast discounted booking codes will be published on the DLOC website

A trip to Castle Howard and a private Tour of York Minster is being arranged.

**Saturday:** Evening Gala Dinner: York Racecourse

**Sunday:** Rally Display Day at Yorkshire Air Museum, Elvington

More details shortly on [www.dloc.org.uk/events](http://www.dloc.org.uk/events)

There's so much to do and see in York but for starters, how about the Railway Museum, Jorvik Centre, Treasurer's House, the Shambles, the City Walls, Clifford Tower, river trips, Castle Museum, York dungeon, etc.

Close by, there is Beningbrough Hall, Nunnington Hall and the North Yorkshire Railway



More details shortly on [www.dloc.org.uk/events](http://www.dloc.org.uk/events)

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## MORE ON RED ENGINE PAINT



I refer to the articles „Beware – “Red for Danger” published June 2020 and “Red for Danger or Not” published December 2020. We – my son Dino and I – have coated the inside of the camshaft chamber, crankshaft chamber, the whole inside of the steering chain chamber (block and cover) and the oil sump when overhauling the complete engine of our 1933 Daimler 15 Sports Coupé, because all these parts of the engine have been coated before.

The material we took is named GLYPTAL 1201 RED ENAMEL. After coating the insides of the named parts we've given the coated parts to a company which is specialised in powder coating for baking the engine-coating for several hours at 125°C in their industrial electro-oven.

In an overhaul recommendation for tram electric motors from General Electric we found the recommendation to bake the GLYPTAL 1201 RED ENAMEL for 8 to 24 hours, depending to material of the parts. This baking should cure the coating and make it resistant against dissolving by oil and oil-additives and will improve the adhesion of the coating on the surface of the engine parts. Before the baking process you could easily scratch the paint by finger nail. Afterwards the surface is hard as glass.

Just painting the surface of the engine parts without baking the coating might result in flaking and dissolving

We'll see if the baking is the reason for not flaking or dissolving the red coating.

Rolf Bohrmann



## STRIPPED FOR ACTION



As a young man in my 20s, which was well over 30 years ago, I began my search for a classic car for life. I produced a tick-box wish list to help me select a car that met my criteria.

My wish went something like this

1st it had to be something unusual and uncommon. (I like to be a bit different)

2nd it had to be British. ( I have no interest in foreign cars)

3rd it had to be a convertible ( Anticipating using it mainly in Summer)

4th it had to be a 4 seater or 2+2 ( I hoped that I would have children one day)

5th it needed to have a nice engine (A V8 was the holy grail)

6th I needed a vehicle that was not prone to rotten bodywork.

The SP 250 was according to my research, the only car that came close to ticking all my boxes. I bought my Car in 1989 for £7000 and I was very pleased with my purchase.

But following a change in personal circumstances a couple of years later and the subsequent loss of my equity my Little "Dart" went into storage for about a decade.

During this time I had children, was very busy and I almost forgot that I was the owner of such a great little car. Eventually she came out of storage and was used by all my family for those special days out in the sun.

I have just started a major strip down of the car due to it becoming almost unusable of late on account of corroded wiring, smoking engine, worn suspension etc.etc.

I was inspired to begin 'Operation SP Rebuild' by an article that I found on the DLOC website by one Kevin Monk. Kevin's detailed and technical account of the work that he carried out was truly inspiring. To be honest it was this article, and the club forums that I went on to discover, that made me decide that I needed to be a member of this club.

I have attached some photo's of my Dart taken when I took the body off and began Operation Rebuild. I reckon that I am going to be very busy in my garage this Winter and I will no doubt be using the DLOC forum for advice from the knowledgeable specialists that are clearly evident there.

Kevin Darley

## SOME SMALL MODIFICATIONS



Further to the article in April's Driving Member, please find attached a couple of photos of some relatively small mod's I made to my SP when renovating her a few years ago.

I decided that the original two fuse set-up was not really man enough for the job of looking after the electrics, especially as I, like many other owners, have added extras such as a Kenlowe fan, halogen lights, overdrive and air horns.

The modification is relatively simple. I purchased two small mini-blade fuse boxes and mounted them, and the flasher unit, onto a sheet of 2mm thick aluminium. This was fixed to the body

utilising the same holes that the original fuse box used, hence it can be put back by a future owner if desired.

At the same time, and for the sake of safety, I added 4 relays on the bulkhead under the dashboard, dipped beam, main beam, overdrive and Kenlowe fan. I considered adding another one for the air horns, but decided against it as you don't use the horn that often, or for very long either, so the wiring shouldn't heat up too much.

I also incorporated an earth block close to the relays to save on additional wiring.

Dave Pooley



## WEDDING BELLES



The wedding of Miss Cathy Davies to Brad Allsopp on Saturday 5 September at St Mary's Church in Kinnerley, Shropshire. The bride and her father Glyn Davies travelled to the church in Mark Cuthbert-Brown's 1931 Daimler 20/30 with landaulette bodywork by Maythorn of Biggleswade. Maythorne had an impressive clientele, including the Prince of Wales and Daimler's managing director Laurence Pomeroy, for whom they built a streamlined Double-Six, one of the last vehicles constructed by them before bankruptcy forced them into a merger with Hooper.

# LANCHESTER

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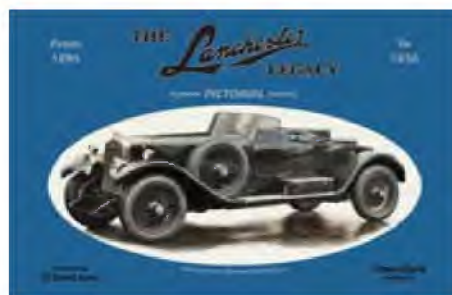
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# Major Love

MARK DARBY SLATER



Mistresses, wives, lovers and partners may become very jealous of steel, rubber, leather and wood; plus, the pungent perfume of fluids like oil and petrol. My article "Major Lust" (Driving Member, page 23, January 2020) made all the lusty reasons well known. Lust is an emotional condition and a form of psychological pain, fascinatingly mixed with a heightened desire for forbidden pleasures! No wonder it creates jealousies. The Majestic Major provides excitement and danger; so, if that is "lust," what is "love?" The Major is relaxing, cozy and comfortable. Is that a definition of "love?" The Major will envelope the occupants in emotional security, but not necessarily financial security! Sadly, this is not the era of "free love." One must remember what was the fast "banger," the "passion wagon" of the past, has now become the mostly stationary and near to "permanent preoccupation" in the garage. (Or in my case, the cow shed). Where nostalgia lives within the memories of liaisons of long ago. (Mine was in an automatic 1957 One-O-Four.) The jealous may look upon the Major with competitive envy. Where the owner may make frantic love. But no more. The owner takes his Major love more gently now. Polish no longer a hurried chore, slowly rub her body, caress her round curves with love. Press upon her chrome bumpers and bottoms eagerly and she smiles that shine, feels so divine.

A Major loving re-discovery of the Majestic Major is something I re-connect with every spring. But every year my car tries my patience, which is perhaps a more reliable proof of my love. However, irritations, whatever they might be, often minor, are relegated to oblivion, as one little fix leads to another. Virtue is patience.

Some irritations come with costs. Some I could strangle. And there are those who I will embrace, like the club members and the great mechanics who care for my love. Thankfully those helpful members, good friends and mechanics are definitely still in the majority.

Last year, Duncan. My expert mechanic, changed rear leaf springs, after reconditioning, but it was a failure. One side is lower than the other. The fault of the spring supplier. His reluctance to make clear a course for correction puts his position in a stranglehold. Lower on the rear starboard side until the spring supplier offers a solution. Lust could lead to murder, love demands patience!

This year, the Major needs a new crankshaft damper. To eliminate the engine vibration which has successively and slowly grown worse every year of operation. My 'trusty' supplier has already delivered the necessary part and we now await government restrictions to be lifted before my master mechanic can go back to work. I will refrain from making you read my petty list of minor servicing corrections. (Okay just one.) The need to adjust the steering ram after the new anchor bush was replaced last year. The way she steers, akin to a dance.

Like a slow waltz. Like embracing, like caressing, coaxing her gently through the bends. She will also feel better with that extra tightness to hold a straight course. With a lack of engine vibration, I will enjoy her smoothness, the more accurate steering, the major refinements she offers. The anticipation: Love in motion when cares drift away and the green hedges pass on both sides, going steadily in the opposite direction.

"Faint heart never won fair maiden" but a stout wallet helps! And "prevention is better than cure." My instinct, keep her happy and cool in reference to any possible overheating. The engine and radiator were reconditioned by the honourable previous owner, John Scott, seven years ago. In my six years of ownership, the car only overheated twice in traffic, after a motorway cruise. My concern to keep the rebuilt engine in tip-top shape means keeping the water jackets and radiator clean. My assumption would be that in seven years there may be build-ups of some kinds?

To clean through the cooling system and improve it, "just in case!"

(1) A good flush and more; this might be that time. With higher summer temperatures, higher fuel-burning temps and perhaps more traffic jams, it may be the loving thing to do, keep her cool. In discussions via emails with members, experienced Major owners, they have given me a variety of options worth putting into practice. (2) As the radiator comes out to access the crankshaft damper, I could change it for a higher-flow-through-capacity rad. (3) Remove the fan. I am also told this will take some of the wear off the water pump bearing and adds 2 horse power. (4) Then install an electric cooling fan. (I am told Volvo make a good one). (5) Change the conventional coolant for Evans Waterless fluid and never experience a corrosion problem or boil-over ever again. (This I am also told is best inaugurated at the time of an engine overhaul.) All these measures come with costs. Keeping her





happy, means she may love me back some more, do you think? A gentler, less lusty, more respectful love. Caring for her fluids to encompass a change of transmission juice too. Older cars need frequent lubrication. Lots of fresh oil and grease. Rub her, oil her, beguile her, ride her.

One tries to mature and put behind us the need for instant, impatient speed and self-gratification. While the Major will put out, at the same time we will pay the price for that loving care she needs. Perhaps as older men now, we have to take these precautions. I have assumed the Major is NOT a young man's car. Those of you who are desperate to hold onto your youth, drive SP250s! Sincerely, I do hope your sporty car will prove to be a realisation of longevity for you. Personally, I couldn't take it. I grew out of sports cars, I appreciated, when I was offered an Austin

Healey 3000 a few years ago. I thought I was driving a shoe box, with an engine! Secretly, I did enjoy the speedy run in Martin Williams's SP250 as a passenger. He's a retired racing car driver, who hasn't quite retired!

Less recklessness, less lust, but more love. We become better managed, more mature, more well-mannered. For this reason, my commitment to the Majestic Major remains. I have had four in series. But one member I know has ten Majors, concurrently! That is surely major polygamous true love! Unlikely to have a wife, a mistress, lover or a partner, his harem languishes in a big barn. They await his loving attentions. He services some of them. They respond lovingly. One car is currently getting a new engine. But he has so many, he will have to live three hundred years to love them, to love them all very well.

Love, also a relationship of anticipation, the passion to be driven, and the relief upon arrival. The Major is a great car. Without my friends and my mechanic Duncan, I could not enjoy the pleasures of the road. To drive a Major, to hear her throaty response, she gains involvement and in a mature husky voice, like Joan Greenwood, the exhaust rumble sounds, side-to-side, "Lower, slower, lower, slower." Mistresses, wives, lovers and partners will have to agree, that is Major Love. It takes more time, more patience, more money!

Mark Darby Slater's book PONTIUS is available now on Amazon Books.





# The Nawab of Hoti's Daimler

AMER AHMAD



Here are some photos of the elusive Daimler of the Nawab of Hoti. I am enclosing a brief history of the original owner Captain Akbar Khan Hoti, the patriarch of the most influential families of the NWFP province (Now named KP Province).

Note: The title of Nawab was carried by the Muslim ruling prince of a state with ranking determined by the number of gun salutes. For other religions the equivalent title was Maharaja or to a lesser level a Raja. (With the exception of the premier ruler, The Nizam of Hyderabad, a Muslim ruler of highest rank among rulers). However the British Raj would also confer a title of Nawab on a person, usually knighted for his services to the British. He did not have a state but was honoured for loyalty and support especially in the war time provision of men and supplies.

The ancestors of Akbar Hoti decided to side with the British in the

ongoing Sikh wars and then the Afghanistan campaigns. They were rich landowners of perhaps the finest agricultural lands and added to these constantly, especially due to the patronage of the British. Young Akbar was also given admission to the Aitchison College at Lahore, meant only for the sons of the ruling princes (Also known as the Princes College or Chiefs College).

The following is gleaned from the net:

Nawab Akbar Khan Hoti was son of Khwaja Muhammad Khan Hoti. Born in 1885, Akbar Khan Hoti was a smart army officer who studied at Chief's College (now Aitchison), Lahore, and at the Imperial Cadet Corps, Dehradun.

In 1904-5, he joined the Indian land forces and accompanied Sir Louis Dane's mission to Afghanistan where he was on special duty with the Amir of Afghanistan in 1907. He was Orderly Officer to







Inspecting Officer, Frontier Corps, Peshawar in 1907-8. He served with the Imperial troops in Egypt in 1914, and in Gallipoli in 1905. And with the 3rd Ambala Cavalier Brigade in France in 1916. Finally he retired as Major in 1922 while he was a member of the Council of State of India. Sir Akbar was awarded a KBE in 1931. Nawab Akbar Khan Hoti had not only attended the historical session of the Muslim League at Lahore on March 23, 1940 but had also attended the "Simla Conference" of 1945.

Nawab Akbar Khan Hoti's son and Governor Abdul Ghafoor Hoti's elder brother Colonel (Ret'd) Mohammad Amir Khan, a graduate of United Kingdom's prestigious Sandhurst Military Academy, had participated in World War II on the battlefields of Libya and Iraq.

Despite his military background, foreign travels and many commitments, he dreamt of building a library, which would hold almost every book on every subject published. He had taken pains during his lifetime to collect a large and a most impressive collection of books, ordering books from far and wide at personal expense. His library in Hoti, Mardan, built of some of the finest woodwork in the region, would grow to become larger than life. The famed U.S. Foreign Service officer who once served in Pakistan, James W. Spain, had remarked that this was one of the largest libraries in South Asia at the time (Spain, James W., *The Way of the Pathans*: 1973). It is undoubtedly a national treasure of Pakistan, the value of which must be reaffirmed in our modern, fast-paced world.

This is then the man who is for sure the original owner of this Daimler. The Car is in Islamabad now and there is a family feud over its ownership. It sat in a covered garage in Mardan for the better part of a half century and was probably only taken out when the property was being re-modelled. In spite of my very good 30 year old relationship with one of the feuding party, I have not set eyes on the car, having seen photographs only.

Can any reader identify the model and coach builder etc. (I do not have access to Chassis numbers).

Karachi Daimler:

You may have seen the only original picture with the Parsi owner family scattered all over the car. The Parsis are followers of

Zorastrian religion who thrived in Iran, Pakistan and India and now are a diaspora all over the world albeit in small numbers. They were very astute business people with extremely high ethics and practices and were well to do as a community and with the top families counted among the richest in India & Pakistan, rivalling some princes. They are a dwindling community as they do not accept converts and only marry in the community.

This car reportedly was donated to a Convent when the Parsi family emigrated from Pakistan, probably in the 1950s. It was of no use to the nuns who at the time had Morris woody vans and precious little money for fuel. The car sat at one place or the other for another 25 years and was then picked up by a hobbyist nicknamed Manny Mian and moved to his house at Soldiers bazar, Karachi. It was surprisingly complete and in good condition, it sat awaiting attention among two Mercedes 170 SV as company. A friend of mine, in high school in 1978 wanted to buy it and was quoted \$500 for the Mercedes and \$2500 for the Daimler. He had money only for the Mercedes and bought that as his dad did not approve of him buying the Daimler. For comparison, a new 1979-80 Toyota Corolla cost \$10,000 then. He recalls that there was only one wooden front seat for the driver, with a leather cushion placed on it and there was a step onto the drivers compartment.

About this time the Indian actor and filmmaker Sheikh Mukhtar emigrated to Pakistan from India and settled in Karachi. He had already bought and exported a Mercedes 540K, a Cadillac V-16 boat tail by Pininfarina and a Duesenberg by Gurney Nutting from India. He picked up a 1934 Lincoln Model KB V-12, a 1928 Rolls Royce Twenty and this Daimler.

Surprisingly he found a local mechanic who had experience of sleeve valve engines and they started the car. However the car was not put to any use and the Lincoln was exported to the USA where it eventually found its way to the Blackhawk museum and possibly dispersed from there, and the Daimler was exported to the UK and as his son Moin recalls, it was sold while still at the docks. It should be in the UK by this time.

The 1928 RR, has been hurriedly restored to drivable condition and is in Karachi.

Amer Ahmad Lahore, Pakistan shym1@gmail.com

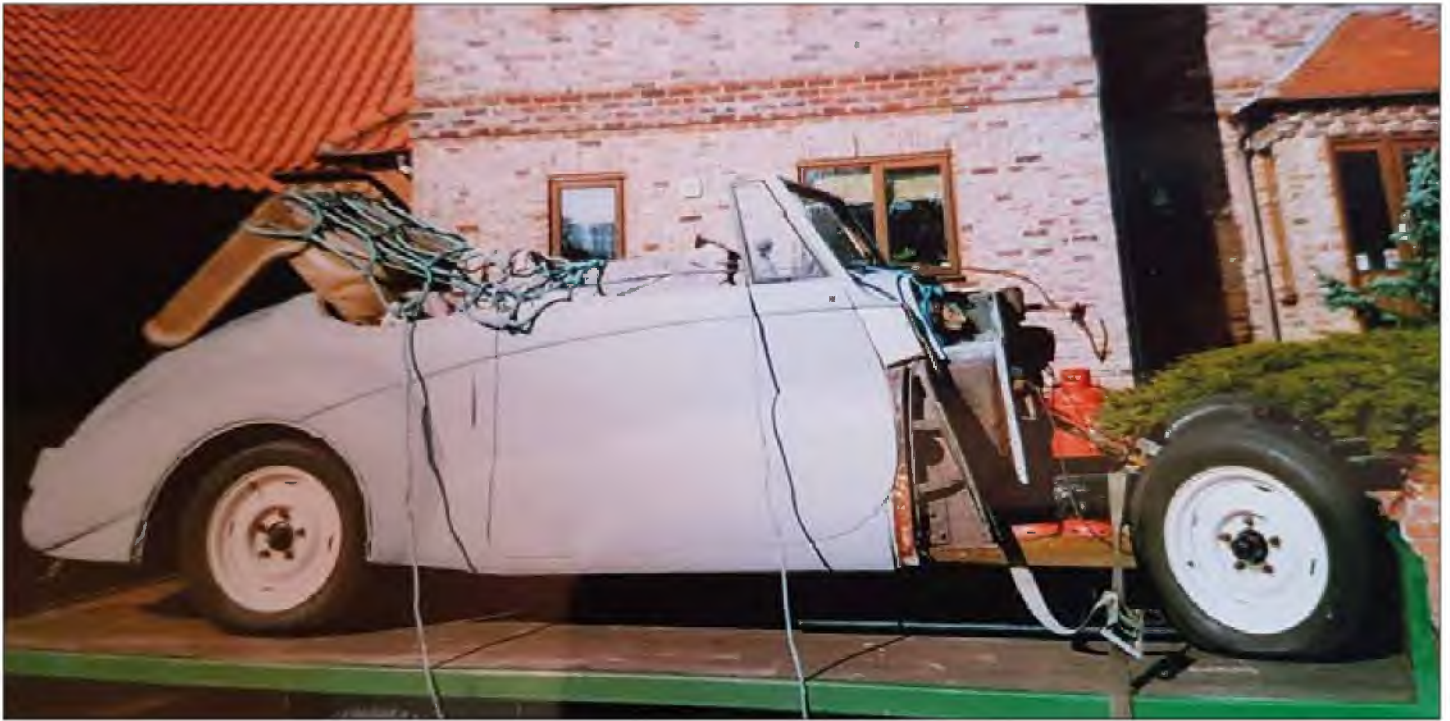


Nawab Akbar Khan of Hoti



# Why I Chose a Daimler

TREVOR MARRIS



Why did I choose a Daimler? Well I didn't really - it chose me. It was back in 1996 that I first saw the SS not knowing what it was, as it was in a bit of a state in a friends salvage yard. He told me that he had really bought it for the Reg No (TYF 1). It had been bought new in 1952 by a Mr Jebb in the Grimsby area, this is who he had bought it from. This was not the original Reg No. I think it was something like MNF 637, this is as near as I can see on a copy of the original brown log book, (copy got from DVLA).

I told him that I would like to restore it, but he said that he was going to restore it himself, I was not too bothered as up until then I had only built cars myself.

I started back in about 1983 with an RMB Gentry (MGTF Replica) based on a Triumph Herald, thinking that I could improve on it, as it had a lot of fibre glass on it. I then built a Jaguar SS 100 replica, well my interpretation of it based on a Mk 2 Granada. It took 4 years to build it was a big improvement and a lot better to drive. I took it to many Kit Car shows in Newark and Stoneleigh, it was there that someone asked what was under the bonnet 'a 2.3 Granada' was my reply - oh not a Jaguar then. That got me thinking and I started to look into building another this

time based on a Jaguar.

A 1976 3.4 XJ6 was bought and this time I thought that I would build a Jaguar SS One replica. This I did and after 4 years it was on the road. This was an even bigger improvement and a totally different car to drive. that was 20 years ago, I still have it and enjoy driving it. The car turns heads whenever I go out in it, as it looks old but it drives like a modern car. It has power steering and servo brakes, I don't think that I will ever sell it as I would not be able to build another as the SVA regulations are stricter now and having suicide doors and other things on, it would not get through, even though it is MOT'd every year with no problem.

Sorry I digress, back to the Daimler.

The next time I saw the Daimler was back in 2003 it was sat on a trailer in a sorry state, seats and bits piled in the car. It was only by chance that I was passing my friends garage on my way to a customer's house to measure for carpets, (my trade is a carpet fitter for 53 years and I have owned a carpet shop in Louth for 40 years this year). For some reason I called on my friend that night on my way home to ask him if the car on the trailer was the one that I saw in his yard back in '96. He said 'Yes it is, I didn't restore it, I sold it







to someone that owned a garage - he restored all of the chassis and running gear, he then ran out of money and inclination so I did a swap with an old car and caravan and got it back.'

What do you want for it I asked, I don't know why I asked him that it was maybe opening my mouth before putting brain in gear,( I have a habit of doing that but that's another story). He asked what I would offer him for the Daimler, I thought about it, made an offer and he accepted it. Oops, I had bought a Special Sports.

When I got home I told my wife that I had bought a really nice car that will be better to drive and go out in. A few days later on the Sunday the Daimler was delivered still on the trailer as I saw it, my wife saw it and said 'What have you bought? a pile of scrap? For I thought you had bought a car that we could go out in.'

'Trust me' I said, 'it will be OK when I have restored it', I don't think that she was very impressed.

Once in the garage I started to take it apart, it needed a bit more work than I first thought, but how many times have you heard that. It needed another engine block as the original one was badly split so another one found, the front wings were rotten so I had two new ones made, all of the upholstery needed renewing and as the third back seat was missing I decided to have a bench seat made to make it more useable. I was pleased I did this as I used the car for our daughters wedding two years ago.

A customer and friend painted it for me, I knew the quality of his work as he was the one that painted my Jaguar. The car was originally Black over Cream, but I had seen a Derby Bentley in Red over Cream and it looked so good that I decided to do the Daimler the same. I am pleased I did, as I do get a lot of comments on the colour. I also get a lot of comments on the dash and wood work as well, this was also done by a professional restorer, it cost a bit but it is good to look at a nice dash. All of the upholstery in red leather and the hood in red mohair was also done by a professional car upholsterer.

I fitted a new stainless steel exhaust and all of the chroming was renewed, and so it went on, as the survival rate is so high for these cars some bits I could not find so I had to have things made, it is good that so many have survived but it doesn't help when looking for parts.

I finally finished it in 2010, 7 years from start to finish. By coincidence I was Mayor of Louth in 2003 when I bought the car and I was Mayor again in 2010 when I got it finished and on the road.

In June 2011 we decided to drive the Daimler through France to see some friends we left in the early hours of Monday morning after we had cleared everything away after Louth's Classic Car Show on the day before, (this is because my wife and I organised the Louth Show for some 14 years and having some 350 cars from all over the country coming to the Show it took a bit of clearing away).

I hadn't driven the SS very far before going to France, so getting used to the Pre Select took some time, as did driving on the wrong side of the road. Surprisingly I got used to it straight away ,but it did seem strange going round roundabouts the wrong way. We did over fourteen hundred miles going to France and back. The car did really well on what you could say was it's maiden voyage. The only problem we had was with over heating, we put that down to the petrol, we got that wrong, but that is also another story that I don't want to go into now. On our return from France the over heating problem was sorted. Since then the car has performed well and is always a pleasure to go out in, (I do have arms like Popeye now).

We have won a few cups at shows that we have attended over the past 10 years, we always have a board in front of the car to show people what the car was like when we got it and what we have done to it. And again we don't intend in selling the SS.

The only thing left to say is a very big thank you to everybody that has helped me in any way with parts and information to get this wonderful car on the road.

We really enjoyed our 2 week trip in France and when we came back our son said that he had managed to look after the shop and enjoyed it. So we both retired.

PS.

You won't believe it but just over 2 years ago I saw another Daimler on E Bay,( fatal isn't it) and yes I did buy it, This one is a 1936 E 20 and yes, this one was also started to be restored some 20 or 30 years ago by at least 2 different people, and that could be another story.



# Daimler Super 8 - X358

JOHN TATAR



Launched in 2003 and remaining in production until 2009, the X350 was by far the most advanced saloon that Jaguar had ever built and featured a new chassis and body construction that was made from aluminium.

Towards the later end of the 350's production Jaguar need to refresh the vehicle and according to comments from the public it needed a more aggressive stance hence the 358 was born.

I have been unable to establish the exact numbers built of the Daimler Super 8 from Jaguar UK direct but based on my investigations and that of other more knowledgeable folk, I believe that 500 X350's and 350 X358's were built world-wide before Jaguar stopped production of the Daimler brand, this included the Jaguar Vanden Plas as it is known in America.

JD Power customer satisfaction survey voted the Daimler as the best luxury brand beating the likes of Lexus, Mercedes and BMW of its time.

It was the rarest and most expensive model in the Jaguar range, distinguished by a different front fluted grille, and additional chrome work. The cars distinguished lines and effortless elegance make it a wonderful car to drive and a mile muncher ensuring you arrive at your destination almost as fresh as when you started the journey.

It has a 4.2litre 400bhp V8 engine and is able, when pushed, to reach 0-60mph in 5 seconds with a limited top end of 155mph, not bad for a vehicle weighing in at 3,671lb.

On average we manage to attain around 28mpg when driven sensibly. This 358 is the only Daimler Super 8 painted as a special order Winter Gold, with Ivory leather and Mocha piping, Peruvian Boxwood and Burr Walnut wood and lambs wool carpets and Vela wheels.

Some say that the Daimler brand name was sold to Mercedes others that it has been shelved and may again rise in the future. Having been born in 1897 it is a name to be reckoned with and it's a shame that it has gone.....For now!





# A Direction From the Past

RAY CATTLE



Courtney Act stepped out of the doorway and drew his dark overcoat around him with a shiver, instinctively turning the collar up to hug the circle of his neck. Ahead of him lay a bewildering maze of streets, the rattle of a wind bourn tin-can the only sound. Courtney had an athletic build, his careful gestures and the precise way he walked hinted at a deliberate, controlled strength. His eyes were a compelling feature of his square jawed face, an intense green that spoke

of an unflinching resolve. This would work he told himself as he hitched up the cuff of his Harvie and Hudson tailor made shirt to expose a neat watch like device set with two knobs about a square display.

Entering the co-ordinates he had been given into the device provided a map and indicated route; nodding satisfaction he set off, his quick footsteps only interrupted by small sidestepping motions to avoid dirtying his Crocket and Jones brown brogues. The car they had provided would be easy to find he had been

assured and indeed with the aid of the location device this was quickly proved true.

He hadn't been told about the woman that was gracefully draped across the front of the Daimler. She sat there one arm carelessly caressing the fluted grill, her Chanel number 26 mingling provocatively with the car's perfume of warm straight 30 oil and 4 star petrol. Dark oval eyes glinting impetuously above an almost indecently suggestive mouth, a red slash of lipstick encircling a cigarette.

'You want directing' she sounded sceptical, her voice husky and slightly Germanic.

'Yes please' he said softly trying to keep his eyes on her face rather than tracing a line from her slender ankles to her skirt's hem - it wasn't deliberate but she radiated sex. Sex seasoned with a hint of unpredictability with a health dash of temper thrown in.

'Have you got the scrolls' she asked?

'No' he said with a grin 'I always walk like this' (thereby inventing a well honoured joke).

'Don't play games, okay' she said taking the cigarette from her mouth and elegantly flicking it at a passing cat. With a fluid movement she unfolded herself from the car's bumper

and sat herself on the car's back seat, a manoeuvre that entailed hitching up her skirt to a disturbing level. This was accompanied by a squeal of brakes as a passing car swerved to avoid a smouldering cat, failed then left the road lurching skyward with a shrieking noise it's hapless driver wondering if the word "gusset" might be mitigating circumstances on his insurance claim.

Courtney took the driver's seat, started the Daimler and sat attentively awaiting instruction.

'Twiddle the knob' she said with a touch of impatience in her voice.... 'Look in front of you; you have to insert the scroll into the Iter Avto'.

Looking down Courtney saw a strange metal box set alongside the steering column, unclipping its face Courtney did as he was bid the rolled material slotting neatly into place much as a roll film fits a camera. With a guttural 'calculating' the girl indicated that he should proceed. Courtney's strong fingers gripped the wheel while the girl sat in the back navigating in a toneless voice, echoing the written instruction that

effortlessly scrolled across the Iter Avto in time with the car's progress.

When the traffic at last thinned and an opportunity presented itself Courtney asked his fair navigator for her name.

'My parents called their children for the day they were born, I have a brother called Tuesday a little sister named Wednesday, I'm Saturday but you may call me Sat'.

Historic note:

The Iter Avto was the first ever build-in car Sat-Nav and dates from 1930 - it used a paper map on a scroll. The device was marketed with a set of these scroll maps which were wound from one roller to the other across a display face the action was controlled by the speed of the car as the Iter Avto made use of a connecting cable to the car's speedometer.

The big problem was that if you strayed from the route you would need to fit an alternate map providing of course that you could establish just precisely where you were.....! The wrist watch styled map reader was even earlier and of British manufacture; marketed in 1927 it came with a box of assorted scrolls maps and could also be used, with different information scrolls by golfers. It cost £5 back then.





# Daimler - The Brand

ROBIN WEBB



**Sir Bernard and Lady Norah Docker**

The name Daimler is universally known in the UK and throughout the motoring world since the late 1800s and the same is true in Germany (and the rest of the world) via the Mercedes Benz brand and its parent company Daimler AG. But how, exactly, did it happen?

We need to go back to the birth of Gottlieb Daimler in Schorndorf, Württemberg not far from Stuttgart in Germany on the 17th March 1834. The son of a Baker who held ambitions to become an engineer rather than follow into the family business.

We can skip several years to 1882 when the first use of the Daimler name in the motor world first appeared as a result of a joint venture between Gottlieb Daimler and Wilhelm Maybach operating out of a summer house in the gardens of a house purchased by Gottlieb. Here they worked on developing engines powered by gas. They decided to name the business Daimler Motoren.

Eight years later in 1890 the business was incorporated for the purpose of raising funds and the company Daimler Motoren Gesellschaft was born. From this point on the patents and the brand name became permanently linked (and can be viewed as one and the same) right up to today.

It was at this same time that Frederick R Simms (Founder of the Royal Automobile Club a few years later) agreed a deal with Gottlieb to use all the patents for the Daimler engines and the Daimler name in Gt Britain and its colonies (excluding Canada). Simms was an expert in patent law and became great friends with Daimler. He also became a director on the board of the German company.

Three years later in 1893, Simms set up The Daimler Motor Syndicate Limited in Britain to act as an agent for the sale of Daimler engines. At this point Simms still personally owned the rights to the name and the use of the various patents. Simms suggested to the board that a new company should be set up - The Daimler Motor Company Ltd - to hold all the Daimler rights that he had acquired. It was agreed in principle but never took place as

The British Motor Syndicate run by Harry John Lawson concurrently made an offer to both Simms and the Daimler Motor Syndicate Ltd to buy the patents. The board changed the deal and suggested that Lawson would have to buy the whole company (Daimler Motor Syndicate Ltd) and Lawson therefore created The Daimler Motor Company Ltd with a share issue. The rights to the Daimler name and patents duly passed this new company. Simms remained on the board for two years but Lawson was now in full control. Just two years later Lawson left his position and Henry Sturmev took over.

Sufficient funding was always a problem and various mergers were proposed but never completed until 1904 when the new Daimler Company (1904) Ltd was created with the chairman Sir Edward Jenkinson. The new company raised funds through a share issue and acquired all the assets of the previous company (which it duly wound up). In 1906 American born Percy Martin took over as chairman.

Cashflow was still hand to mouth and with BSA (The Birmingham Small Arms Group) having become a strong industrial business conglomerate, now under the control of Dudley Docker, an offer was made in 1910 (and agreed) for BSA to take over the business to include it in the group but to keep it operationally independent through a newly formed subsidiary company The Daimler Company Ltd. All assets and rights now vested with that company under the BSA umbrella. Percy Martin stayed on and in 1929 Lawrence Pomeroy was appointed Managing Director with Percy Martin staying as Chairman. In 1939 James Leek CBE took over as MD. In 1941 Sir Bernard Docker (son of Dudley) took over as Chairman of BSA and he was replaced in 1956 by Jack Sangster.

In 1960 Sir William Lyons made a secret deal with BSA to take over The Daimler Company Ltd (along with Lanchester, Barker & Co and Hooper & Co) which he had not sought approval from his board. Nevertheless, the board approved the deal and all rights now passed to Jaguar Cars Ltd. The main motive was to acquire the Daimler manufacturing site





Sir Michael Edwardes



Dudley Docker



Harry John Lawson

that would allow Jaguar to increase production. Just 6 years later in 1966 Sir William agreed to a takeover by BMC (British Motor Corporation) which immediately rebranded as British Motor Holdings. Just two years later in 1968 there was another name change/rebranding to British Leyland Motor Corporation due to more mergers and all the rights to the Daimler brand now rested with BLMC with Donald Stokes now in charge. In 1975 the labour government sought to keep the car industry out of bankruptcy and duly nationalised the business under a new company British Leyland Ltd and then two years later it was renamed as BL Ltd (BL PLC) who now became the new owners of the Daimler brand through their ownership of Jaguar Cars Ltd.

Jaguar had, however, somehow managed to keep its operational and financial independence and with John Egan joining in the 80's he managed to persuade the government and British Leyland Board (who had troubles of their own) to demerge Jaguar and privatise (with the government holding one controlling golden share). A new private company Jaguar Car Holdings was born and again the Daimler rights passed to the new company. Jaguar still owned the Daimler Company Ltd but sought a name change to The Daimler Motor Company Ltd in 1988. Jaguar Holdings remained the parent company.

In 1989 Jaguar was sold to The Ford Motor Company and once again the Daimler rights passed on to the new owner. In 2007 the last Daimler branded (badge engineered) car came off the production line and in 2008 Ford sold the company to Tata Motors.

Interestingly, in Germany, Daimler Motoren Gesellschaft eventually merged with the Benz company to form Daimler-Benz in 1929 and it remained untouched until a merger with the Chrysler Corporation in 1998 to become Daimler Chrysler. Chrysler was then sold off in 2007 and the name was changed to Daimler AG and remains so to this day with Mercedes Models becoming one of the most powerful brand names in the world.



Sir John Egan and Sir William Lyons

## SIGNIFICANT CUSTODIANS OF THE DAIMLER BRAND IN THE UK

1890 Frederick R Simms	The Daimler Motor Syndicate Ltd
1895 Harry John Lawson	The Daimler Motor Company Ltd
1897 Henry Sturmeay	The Daimler Motor Company Ltd
1904 Sir Edward Jenkinson	The Daimler Company (1904) Ltd
1906 Percy Martin	The Daimler Company (1904) Ltd
1910 Frank Dudley Docker	The Daimler Company Ltd (BSA owned)
1929 Lawrence Pomeroy	The Daimler Company Ltd (BSA owned)
1939 James Leek CBE	The Daimler Company Ltd (BSA owned)
1941 Sir Bernard Docker	The Daimler Company Ltd (BSA owned)
1956 Jack Sangster	The Daimler Company Ltd (BSA owned)
1960 Sir William Lyons	Jaguar Cars Ltd
1966 Sir Donald Stokes	British Motor Corporation Ltd
1973 Geoffrey Robinson	BLMC (British Leyland Motor Corporation Ltd)
1977 Sir Michael Edwards	British Leyland Ltd
1980 John Egan	Jaguar Car Holdings



Gottlieb Daimler



# A V8 Restoration

GORDON DICKENS



OLD WATER PUMP

I bought MHJ 55F in March as a mostly-restored car where the owner was suffering deteriorating health and wanted to sell. He had stripped the car completely and professionally repaired the bodywork on a jig and had the engine, gearbox and drive train completely rebuilt, upgraded and balanced. He had also completed a comprehensive list of other works. From the photographs it looked to be a quality restoration. I guess that at this point he decided to sell, as the car was reassembled, resprayed and advertised with the original interior. My girlfriend Lindsay and I test drove the car in Lincoln and the deal was done.

On return to the Isle of Man, I set about addressing any unresolved issues, which turned out to be more than I had expected! Over the last few miles of the delivery trip, the red charging light had come on. Investigation revealed that the dynamo, with an under-sized pulley had been overcharging (15.8v) and the regulator had failed. On testing in the garage, the dynamo was smoking quietly away. I sourced a replacement new dynamo and the correct pulley and refitted it with a shorter drive belt to bring the adjuster back into the middle of the range. With a new regulator we were charging at 14.2V and the charging light was out.

During that process, it was noted that there was excessive play in the water pump double pulley bearing so the decision was taken to investigate. Out came the dynamo, electric fan, hoses, thermostat and water pump/impeller which, sure enough, was found to be heavily corroded. On draining the radiator it was evident that the coolant was only rusty tap water with no antifreeze at all; not the best way to treat an engine with an iron block and alloy heads. With the cooling system stripped as far as possible, it was irrigated



NEW PUMP IN SITU

throughout continuously for 15 mins until fresh clean rust-free water emerged. Once again the search was on for parts and I was fortunate to source a replacement water pump and impeller online. The double pulley had been damaged and welded after a previous failed attempt to remove it from the shaft. The resulting weld provided a slight "catch" for the drive belt and had to be replaced. Trawling the web again (as we do a lot living on a small island) identified a company which makes this double pulley which was duly ordered. With much help from friend Carl who shares my interest in classic vehicles, pulley measurements were taken and a distance piece made so that the new pulley, when heated and dropped onto the water pump shaft, would sit in the correct position to line up with the crank pulley. Via the DLOC forum Marcel Renshaw was also able to supply a newly-manufactured shiny thermostat housing elbow to replace the corroded old one. Thank you, Marcel. Once reassembled with all new parts, thermostat, gaskets, hoses and correct 50/50 deionised coolant the engine ran smoothly and quietly.

At this point, with the very comprehensive IOM vehicle import test looming. The brakes began to squeak. This should be a simple fix. I thought. Having removed the pads, applied copper grease to the back plates and chamfered the edges slightly, the result was.... nothing. Worse still I noted that the brakes would not bleed up to pressure and depressing the brake pedal turned the brake reservoir into a bubbling spa bath! The brake fluid was also cloudy and dark, obviously contaminated. Clearly air was getting in somewhere (the brakes had never been dynamic) but there was no trace of fluid loss and all was not well. Cue time for a complete investigation and overhaul. On removing the calipers (which were



NEW OLD PANEL



NEW PUMP IN SITU





### SUSPECT SERVO & CORRODED PISTONS

new) it was evident the older pistons and cylinders were largely seized and when stripped on the bench contained an unhealthy mixture of rusty water and brake fluid. This was repeated at every corner so 8 new pistons and cylinders were ordered. The servo unit was also suspect and could not be demonstrated to be pressurising the system. So, out came all the newly-installed cooling system, fans, hoses, dynamo to access the servo unit. Why do things always happen that way round? Accessed via the offside wheel arch and removed eventually through the engine bay, the servo unit was found to be a 6" unit and partially effective whereas the Daimler servo is a 7" unit. In for a penny in for a pound, a new 7" unit was sourced and fitted, the whole process with a lot of jiggling taking most of a day. The final job was to check the master cylinder. This was also a new unit but on stripping the source of the air leak was identified as a blown seal. I expect an "Easy Bleed" system had been used at installation which could have done the damage. The hydraulic pipework was checked and one small section replaced.

Once all the new brake parts had been installed the system bled up to pressure nicely, the brakes and servo are now highly effective, the car stops like a new one and there are no squeaks! Once again all the front end of the engine is back together. There was a torn



### GETTING THERE

leather segment in the driver's seat which has been replaced with aged leather. The tool kit has been replenished. The wheel brace and King Dick jack assembly are now securely clipped in the boot (thanks for the photos Richard Long via DLOC).

The BW35 box did lose ATF on the delivery trip via the breather, but I have never found out why. The adjustment of the inhibitor switch was wrong in that I had a reversing light showing all the time, and D1 and L were simply neutrals. A new inhibitor switch was fitted and adjusted up and with cable adjustment these problems have for the moment been resolved. Expert advice again from Richard at DLOC and other classic websites pointed me in the direction of the correct ATF for this box and modern Dexron-2 based fluid has been replaced with ATF-G. The effect was dramatic, a quieter smoother change was immediately evident.

There are a number of smaller jobs to do and one more big job, the respray. The poor paint finish now lets the car down. Currently the car is described as "dark opalescent green" so now we are into paint codes. Throughout this process, the DLOC forum has provided excellent support and technical advice.

The IOM import vehicle test was passed with no advisories so the car is now sporting her new Manx registration DMN 551F and drives like a civilised gentleman's club!



A TEST RUN OVER THE HILLS



# Making light of heavy weather!



*Forget the cold outside! Under the bonnet of your Lanchester is a built-in heater which circulates fresh, warm air throughout the interior. The wide curved Lanchester wind-screen gives you a clear, unobstructed view of the road; you drive without worry or strain in a comfortable, easy position—just right for you, thanks to the roomy bench-type front seat with each half separately adjustable for both driver and passenger.*

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# Photographic Finds

Please send your period photographs to: The Editor, 12 Grove Bank, Frenchay, Bristol, BS16 1NY.  
Or Email: [editor@dloc.co.uk](mailto:editor@dloc.co.uk)



I thought the readers might be interested in something I came across in one of the books I've had the luxury of reading during lockdown. The book, *A Profound Secret* by Josceline Dimbleby, is a biography of May Melville who married into the Gaskell family of Kiddington Hall in Oxfordshire. May was the close friend and muse of the Pre-Raphaelite painter Edward Burne-Jones.

The photo is reproduced in the book and is of her son, Hal Gaskell, in his much cherished Daimler Silent Knight. Hal bought the car in 1911 for £110. It had a soft top and side screens and was painted a khaki bronze colour. Two years before Hal had lost the sight in one eye due to a shooting accident but nonetheless he continued to drive the Daimler into old age and never had a collision in spite of not being able to judge distances. Hal never drove above 25mph much to the irritation of other motorists on the Oxfordshire lanes. He told his chauffeur that if cars were driven any faster it would wear out the machinery.

He finally sold the Daimler in 1953 at a low point in the post war market for the exact price he bought it. Apparently it was perfectly preserved and in running order with an incredibly low mileage. It was last heard of in 2004 in Switzerland.

Do any of the members know if it still exists and what it is worth today I wonder? Pam Beeden



Christian Demler sent in the photograph, I wonder what the posters with the names Keighley and Watson are advertising?



## CARS FOR SALE

### FOR SALE CONQUEST CENTURY Mk 2 1956

Owned since 2012 and currently in regular use as a run around, 48k miles thought to be genuine and it is great to drive. Factory sunroof and pre-selector box. Engine rebuilt 1,000 miles ago and nicely run in. Door cappings renewed and original front seats recovered, spare hide to match, newish carpets. Front wings repaired, A and B posts repaired, door bottoms and rear wings require attention as does the headlining. A very useable car and excellent on-going project. Only selling because I require the space and my LQ3.20 wants more attention. Located North Essex. £4,400. Contact martin.bevanhome@gmail.com or 07799 881930.



### A PROJECT FOR THE NEW YEAR

April 1951 Lanchester LD10 - Barker Aluminium Body Complete vehicle except for hub caps and starting handle. One owner for last 50 years but vehicle has not turned a wheel in that time. Can be viewed by appointment in Somerset. Offers over £975. (01291) 690089+Answerphone after 7 p.m. please.

**SP250 SPARES BRAND NEW DOUBLE DUCK HOOD** biscuit colour, never fitted £225, hood frame (needs refurb) £80. Centre dash control for gauges & switches in good condition and 1 for refurb £55. Or £300 for the lot and a few extras! Leicestershire vicki.terry9@gmail.com



**DAIMLER SP250 FOR SALE. REGISTRATION 554 RNK** (C Spec) First Registered 25th April 1963. Owned by me and my father since 1979 In overall good condition and drives well Colour Ice Blue (As Austin Healy) with Black Interior Manual gearbox Car can be used with either a hard top, or soft top, which comes complete with tonneau and hood bag Many spares including an engine. Price £35,000 Please call Stephen Butler.home 01684 593731. Mobile.07968 952428 email stephen@sbutler.plus.com

**LARGE QUANTITY OF DM BACK ISSUES AVAILABLE.** Volumes 47-51 and 54-56. Mostly complete. My late father's collection.

Would anyone like these? All free. Shame to bin them. Please contact Linda Prebble at tailby64@gmail.com for further details.



### 4 HUB CAPS FOR A DAIMLER.

From pressed steel wheeled model (we did have one in the family many years back). The chrome is not bad, suitable for a daily driver or re-chrome for show quality. Offers please alan@agr.me.uk (Pulham St Mary Norfolk, can post or buyer collect).

### LA 10/11 NEW AUTOSPARKS WIRING HARNESS

LN7c. Bought 2012 for £216.70, never fitted. £100 ono. LA14/2 Roadrider frt. susp. arms, links, hubs, brakes all need refurbishing. Offers. Also rear axle and diff LN 850, incl. hubs, bearings, brakes but half shafts u/s! Offers. Daimler V8 saloon. Original parts manual, repro w/shop manual, 1 steel wheel with chrome rim trim, good starter ring on plate (auto), fan belt tensioner, pulley and spring. Box of SU carb spares. £50 the lot. Collection, or carriage at cost. Mike Andrews. Norwich. 07802709352 or mhhmar@btinternet.com

### DAIMLER SP250 PARTS FOR SALE HARD TOP

with glass rear screen in plumb red in refurbished condition. 4 steel wheels refurbished in plumb red with new tires and tubes. Steering box for refurbishment. Original manual and also a modern copy of the manual. Distributor. Plus some other oddments offers. Brian. 07973 801714. Bridgnorth area.

### 1964 DAIMLER V8-250 BLUE PAINT / BLUE LEATHER.

N/S/F drop light smashed. Rust in usual places but restorable. For spares or repair £1000 ono. Located in Fife. Further details from Ian Forgan 01333 330646 or mob 07534 707189.

### REJOINING MEMBER RETURNED FROM OVERSEAS

wishes to purchase SP 250 in the "lower price range". Something needing work welcome, including stripped/abandoned rebuild/"basket case". Any distance. 07887 490090.



### SUPERB 1949 LANCHESTER LD10.

Chassis L62963 Engine 18086. Extensively renovated including bare metal respray in 2007. Excellent condition. 5 new tyres. Mileage 66k Offers Invited in the region of £6k. Chris 07973 630981

**WANTED FOR 1935 FIFTEEN WORM SHAFT FOR DIFF** assembly: part number 263610. Needs to be in good condition without cracks. Please email philips0943@gmail.com telephone. Philip. 01420 563806.

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**Lanchester E18** See Daimler E20

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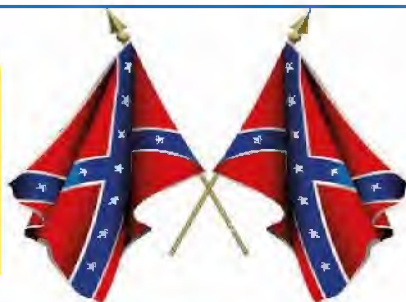
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