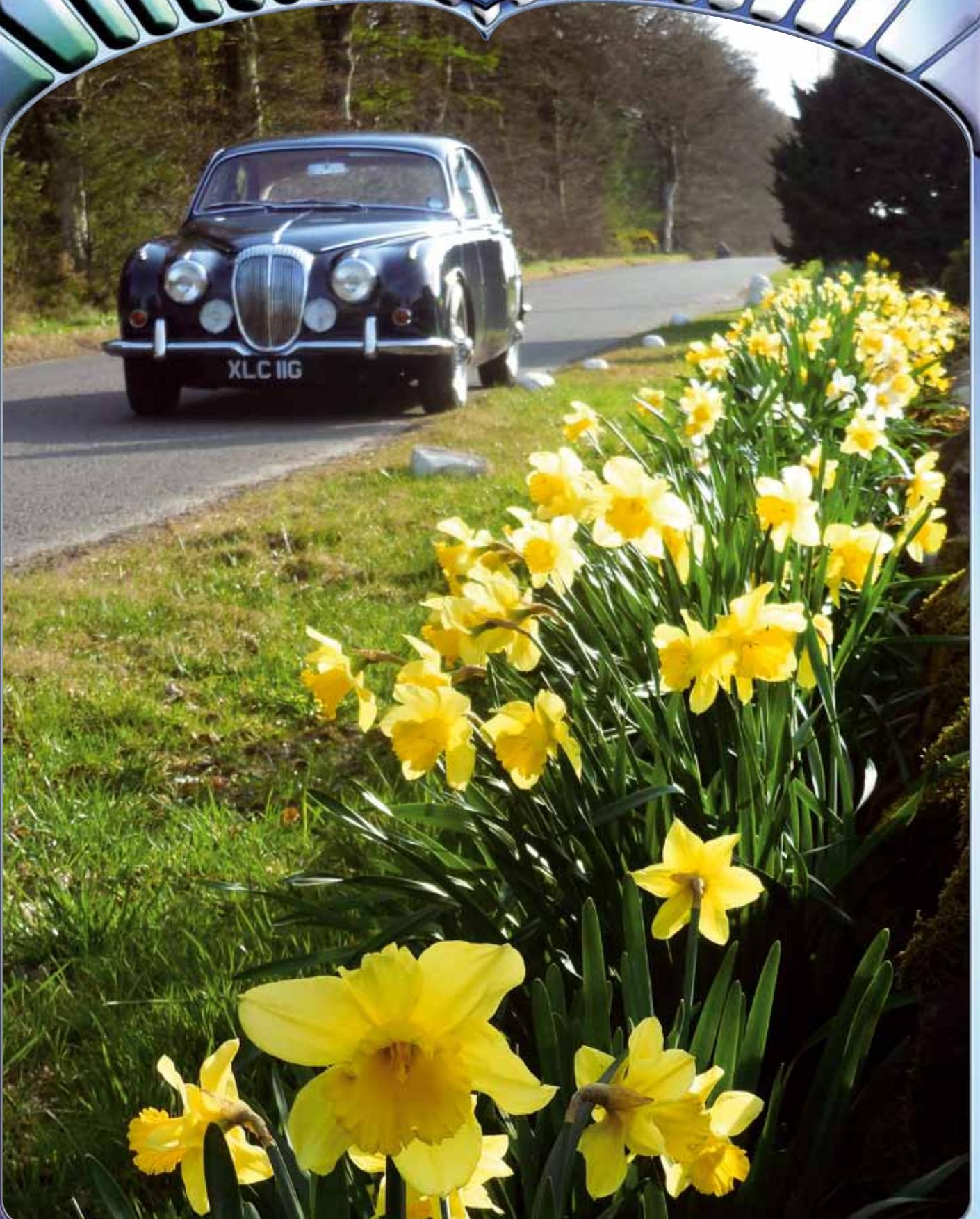


The
DRIVING MEMBER

THE OFFICIAL JOURNAL OF THE DAIMLER & LANCHESTER OWNERS' CLUB



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

VOLUME 51 NUMBER 11 MAY 2015 PRICE £4.50 (+P&P) FREE TO MEMBERS

DAIMLER 20HP OWNER/DRIVER LIMOUSINE



Bonhams sold this beautifully patinated Daimler at their February 'Les Grandes Marques du Monde au Grand Palais' auction. The Daimler is believed to be a 20hp model dating from circa 1921/22. Intended for owner-drivers rather than the carriage trade, it was apparently fitted with a 3.3 litre sleeve valve engine and was produced from 1921 to 1922. It is believed that this car's body was made in Portugal and that the interior is original. The vehicle came with Portuguese registration papers and was sold for just 12,650 Euros (£9,464) inc. premium. Chassis no. H6982. Engine no. 8937.



CONTENTS

MAY 2015
VOLUME 51 ISSUE 11

COVER PHOTOGRAPH

Mark Hooghiemstra's newly acquired Daimler V8 250 amidst the flowers. See page 17 for story.



Printed by The Lavenham Press

- 2 Daimler 20hp Limousine
- 3 Editorial
- 4-17 News, Letters and Events
- 18-21 Daimler Coupe 4.2 litre
- 22 Some Say The Lady Was a Tramp
- 23 Stainless Steel Exhaust System LA10
- 24 Daimlers With Distinguished Plates
- 25 Miles Per Gallon
- 26-28 Daimler Twenty-Four ES
- 29 DLOC Down-under
- 30-31 Photographic Finds
- 32-33 2015 DLOC International Rally DLOC
- 34 Merchandise
- 35 Cars For Sale
- 36-43 Trade Advertising
- 42 DLOC Directory
- 44 David Manners

THE DRIVING MEMBER is the official journal of the Daimler and Lanchester Owners' Club Ltd being a company registered in London 1354709 and limited by guarantee. Articles and other material appearing in The Driving Member are copyright and must not be re-used without the written permission of the copyright holders. Views expressed in The Driving Member are those of the authors and not necessarily those of the Editor nor those of the DLOC Ltd, its Directors or Officers. Whilst every effort is made to ensure the accuracy of technical advice and information, neither the author, the editor nor the DLOC Ltd accepts any responsibility for any injury, loss, damage or other consequences arising either directly or indirectly from such advice or information. Members of the club or any other person relying upon such advice or information do so entirely at their own risk. The Editor reserves the right to alter or refuse any material (including advertising) submitted for publication. The Editor's decision on all matters regarding content of The Driving Member is final. Correspondence will not be entered into. Whilst every effort will be made to return photographs, PC disks and other submitted material, no liability is accepted for loss or damage to such items which are submitted entirely at the author's risk. All photographs and PC disks should be clearly marked with the originator's name and address. PC disks should be clearly marked with the format in which the disk has been prepared and if possible accompanied by hard copy. SAEs for return of submitted material would be appreciated. Material for publication may be used in other DLOC publications & should reach the Editor at least six weeks prior to the date of publication. The DLOC offers no guarantee of the bona fides of any advertiser. Members transacting business with any member or non member, do so at their own risk and are recommended to take all normal precautions when doing so. Data protection; information supplied to event organiser's may be held on a data base for the purposes of organising the event and administration purposes.

Registered in England 1354709. Registered Address: 36 Bridge Street, Belper, Derbyshire, DE56 1AX.

Articles of association The DLOC Articles of Association are available to members. Send a S.A.E. to Alan Pegler (address in club directory).

DLOC Archives Access by prior appointment only.

The Archivist, Jaguar Heritage Archive, Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire, CV35 0BJ

EDITORIAL



Paintwork seems to be progressing rather slowly

With just a couple of weeks left before I have to make the most important journey my Daimler has so far undertaken; the drive to my son's wedding, the bodywork repairs and preparation to the coachwork are progressing, at what seems to me, a rather slow and steady rate. Neighbours who visit for regular updates however, seem to be quite impressed. I am being frustrated, believe it or not, by the out of season hot weather. Don't get me wrong, I love it, the longer days are a real pleasure and work continues long after tea time, but trying to paint a car outdoors in hot sunlight is not the best option. In an attempt to get the car into shade and under cover, I borrowed the family gazebo and erected it on the driveway, it proved more of a hindrance than a help, the shade was a good thing, but the reduced visibility caused by the fabric's shadow was a real hindrance, besides which the ambient temperature was really too high to allow the paint to flow nicely off the roller! A large, well ventilated workshop would be most welcome.

I have another few days to finish the car, time is tight, but I am feeling fairly confident that I shall get the job done, even if I have to burn the midnight oil. Once the preparation has been taken care of, the actual job of applying the paint is a very quick affair, fitting the bonnet, lamps and other parts back on to the limousine will take much longer than the painting.

If you would like to see how my paintwork has turned out (bear in mind it has so far cost me just £50 for the coach paint), why not join me at the Bath Festival of Transport on Sunday 21st June. Applications for the Festival are coming in nicely and we already have a rather impressive and varied selection of cars booked to attend. Our displays are always a cut above the rest, simply because we are the only one make club able to display such a wide range of different cars. I would be delighted to see more members at the event, regardless of the model type, or condition of your car. If you can make it there please book in directly with the organisers (see page 5), and if you have time, drop me a line to let me know that you are coming. Entry is free for pre-booked classic cars, (late bookings are charged at a reasonable £5, so if you can't make a commitment until the last minute, please don't let this stop you from coming).

Editor

Kevin Bennett,

12 Grove Bank,

Frenchay, Bristol BS16 1NY.

Tel: 0117 9562555 (answer phone).

Email: editordloc@dsl.pipex.com

www.daimlerandlanchester.com



The Driving Member is published on the first day of each month for the Daimler & Lanchester Owners' Club Ltd. All submissions should be sent to the editorial address to arrive not later than six weeks prior to date of publication.

DLOC SUBSCRIPTION RATES

Effective from 1st June 2008 for renewals. U.K. full member £36.00 by Direct Debit. (£37.00 by any other means). Europe £37.00 Rest of World £37.00. Family membership available at 50% of individual rate with full benefits applying (only one magazine per family is supplied). For a membership brochure tel 0121 748 6014 eaboddington@btinternet.com

DIARY

FOR MORE INFORMATION AND IF TRAVELLING ANY DISTANCE PLEASE CONTACT THE RELEVANT BRANCH SECRETARY - DETAILS IN THE CLUB DIRECTORY

MAY

4	HERTFORDSHIRE	MONTHLY MEETING
5	EASTERN COUNTIES	MONTHLY MEETING
5	NORTH WEST/FYLDE	MONTHLY MEETING
6	WEST OF SCOTLAND	MONTHLY MEETING
7	SP250	MONTHLY MEETING
9	N/EAST MIDLANDS	MONTHLY MEETING
11	HAMPSHIRE	MONTHLY MEETING
12	WEST MIDLANDS	MONTHLY MEETING
13	YORKSHIRE	MONTHLY MEETING
20	NORTH EAST	MONTHLY MEETING
21	ESSEX	MONTHLY MEETING
25	DLOC AGM & SPRING CONFERENCE SEE P5	
26	BRISTOL	MONTHLY MEETING
27	EAST MIDLANDS	MONTHLY MEETING
27	SURREY	MONTHLY MEETING
29	KENT	MONTHLY MEETING

JUNE

1	HERTFORDSHIRE	MONTHLY MEETING
2	EASTERN COUNTIES	MONTHLY MEETING
2	NORTH WEST/FYLDE	MONTHLY MEETING
3	WEST OF SCOTLAND	MONTHLY MEETING
4	SP250	MONTHLY MEETING
8	HAMPSHIRE	MONTHLY MEETING
9	WEST MIDLANDS	MONTHLY MEETING
10	YORKSHIRE	MONTHLY MEETING
11-14	DLOC INTERNATIONAL RALLY SEE MAGAZINE	
13	N/EAST MIDLANDS	MONTHLY MEETING
17	NORTH EAST	MONTHLY MEETING
18	ESSEX	MONTHLY MEETING
23	BRISTOL	MONTHLY MEETING
24	EAST MIDLANDS	MONTHLY MEETING
24	SURREY	MONTHLY MEETING
BATH FESTIVAL OF TRANSPORT (EDITOR SEE PAGE 5)		
26	KENT	MONTHLY MEETING

Organising an event? Contact the editor to publicise your show here.
Address details on page 3.

DRIVING MEMBER COPY DATE

Material for publication should reach the Editor at least four weeks prior to the date of publication, 1st July for the August 2015 issue. 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 items if possible. The editor may be contacted by post: 12 Grove Bank, Frenchay, Bristol BS16 1NY, or email (editordloc@dsl.pipex.com). The editorial telephone is connected to an answer phone, please leave a clear message.



REGULAR DLOC MEETINGS

BRISTOL 9.00pm 4TH TUESDAY: The White Horse. Buckover (A38 North of Thornbury).

E COUNTIES 8.00pm 1ST TUESDAY: The Old Ferry Boat Inn, Back Lane, Hollywell, St Ives, Cambs. PE27 4TG

E MIDLANDS 8.00pm LAST WEDNESDAY: The Plough. Main St, Normanton On Soar, Leics.

ESSEX 8.00pm 3RD THURSDAY: Red Lion, Margaretting (old A12) Nr Chelmsford.

HAMPSHIRE 8.00pm 2ND MONDAY: NEW VENUE: Brigadier Gerard, Botley Road, Horton Heath, Eastleigh, Hampshire, SO50 7DQ

HERTFORDSHIRE 1ST MONDAY: THE UNICORN, 35 Gallows Hill, Abbots Langley, WD4 8LU www.unicornpub.co.uk

KENT last Friday of the month at the Three Horseshoes, Knockholt TN14 7LD.

NORTH EAST 3RD WEDNESDAY: 8.00pm Beamish Park Hotel.

N/EAST MIDLANDS 1.30 p.m. 2nd SATURDAY : Alfreton area - Please contact Branch Secretary for location of meetings for next few months.

N/WEST & FYLDE 8.00pm 1ST TUESDAY: The Rigbye Arms, 2 Whittle Lane, High Moor, Wrightington, Near Wigan, WN6 9QB.

OXFORD Held monthly on different dates, for information please see WWW.DLOCOxford.org.uk

SURREY 8.00pm LAST WEDNESDAY: Venues vary, for info please see WWW.SVVS.org.

SP250 REGISTER 9.00pm 1ST THURSDAY: The Inn on the Green, Ockley, Surrey (A29).

W MIDLANDS 2ND TUESDAY: Wylde Green PH, Birmingham Road (A5127).

WEST OF SCOTLAND 1ST WEDNESDAY: of every month at the Balloch House Hotel in Balloch, Dunbartonshire, G83 8LQ

YORKSHIRE 8.00pm 2ND WEDNESDAY: of every month at the Old Corn Mill, Wakefield Road, Brighouse. HD6 4HA.

CLASSICS AT PRESCOTT



mike@ffpostores.eclipse.co.uk

Dear Editor,

I include the advanced information for the 9th/10th May Prescott event which I have sent to you in previous years. We have enjoyed a good turnout at previous events - if any members would like to join us please contact the organisers - detail below.

SUNDAY 10th MAY 2015, 10am – 4pm
CLASSICS 'DRIVE THE HILL'
CLASSIC CAR DISPLAY

with

'THE PRESCOTT HILL CAVALCADE'

Saturday 9th May from 11.00am
CLASSIC COTSWOLD TOUR

Entry Forms: www.cleevevale.org.uk

CLASSICS AT PRESCOTT

CHELTENHAM CLEEVE VALE ROTARY CLUB

The original event in its 12th year

Mike Sheppard

DUNKIRK LITTLE SHIPS



p.crisp048@btinternet.com

Dear Editor,

On Sunday 6th September the Association of Dunkirk Little Ships will hold its annual cruise for Dunkirk and D-Day veterans and their carers from Hampton Court to Weybridge. This is a major event, marking the 75th anniversary of Dunkirk. It is supported by the Royal Navy and usually by, Prince Michael of Kent, the association's Honorary Admiral. After lunch, the veterans are then driven back to Hampton Court in a variety of cars volunteered by members of the BDC, JEC & RREC. If any of your Register's local members would care to offer their services, the Association and more especially the veterans would be very pleased. For further details, I can be contacted on the above e-mail address or on 01483 487229.

Paul Crisp

P.S. As a former Lanchester owner, I would very much like to see the DLOC represented!

EAST MIDLANDS

Drive it Day will have taken place by the time you read this, so I shall report on our drive to Stonehurst Farm next month.

Just as a reminder, on Sat 2nd, Sun 3rd, and Mon 4th May, the Donington Historical Festival, Donington Park, Derbyshire, will be taking place. There will be a DLOC Club Stand, and under the watchful eye of Tony and Lisa, a variety of our cars will be on display.

Sun 31st May is the date for The Nottingham Autokarna, at Wollaton Park, Wollaton, Nottingham. Our DLOC East Midlands Club Stand will be in place once again, and I believe we will have a tremendous variety of cars on display. The event, hosted by the Pre-War Austin 7 Club, is a multi make Classic Car Show plus Commercials and Autojumble. Also the beautiful parkland, and Wollaton Hall, provides other attractions to see and enjoy.

Moving forward to June, please note the closing date for applications for the Royal Oak Scenic Run event is Thurs 18th June. The event itself takes place on Sunday 28th June. Details can be found in last month's report. If you would like to attend, please contact me as soon as possible. At the time of writing there are 18 cars booked in, which is a promising start. The variety of cars that attend this event is quite remarkable, so do come and join us.

Safe motoring, Andrew Wainwright

SP250 DAY 2015



SP250 DAY 9TH AUGUST 2015

This year's SP250 day will be held at Lullingstone Castle, Eynsford, Kent, less than 10 minutes from the M25 junction 3.

The estate dates back to the time of Domesday and the current Manor House and gatehouse were built in 1497. Henry VIII and Queen Anne were regular visitors.

The grounds cover some 120 acres and are home to the "World Garden of Plants". More details are available on their website www.lullingstonecastle.co.uk

You are welcome to bring a picnic although light refreshments will be available. (The menu also appears on the website).

Standard entry is £7 per adult, senior citizens £6.50, (cash only, payable at the gate) although I hope to be able to organise a group rate discount.

Further details will appear next month but let me know now if you are interested in coming (contact details on page 42) and I will make sure that you are kept up to date.

Glyn Overy.

EDITOR'S INVITATION EVENT



JOIN US FOR THE WEEKEND!

20 & 21 JUNE 2015

at

WALCOT RUGBY CLUB, LANSDOWN, BATH BA1 9BJ

Classic Cars, Classic Motorcycles, Autojumble, Trade Stands, Exhibits, Children's Entertainment, Food Court & Bar, Live Music Awards on both days

FUN FOR ALL THE FAMILY!

For those of you can't get to the DLOC International Rally, or still have the energy for another classic car weekend after the big event - why not join the editor at the Bath Festival of Motoring, entry is free of charge if you are attending as part of a club stand. The club display will take place on Sunday 21st July, (although the event itself takes place on both Saturday and Sunday). Why not book into a local B&B and make a weekend of it. The Roman City of Bath is easily accessible from the nearby Lansdown park and ride. The Roman Baths and Bath Abbey are located centrally, within very short walking distance of the park and ride bus stop. I have booked a display area, all you have to do is log on to www.bathfestivalofmotoring.com and apply via the 'Individual Entry Form' (ignore the heading 'club booking' - I have already taken care of this). If you would like more specific information please email me at:- editordloc@dsl.pipex.com Editor.

CONSORT IN SRI LANKA



Janaka Bodaragama from Maharagama in Sri Lanka sent me these photographs of his Daimler Consort, the photograph of the stripped engine tells its own story.

Restoration of a Daimler in its own homeland is hard enough, one can only imagine the difficulties that Janaka will encounter in Asia!

jbdecorators@sltnet.lk

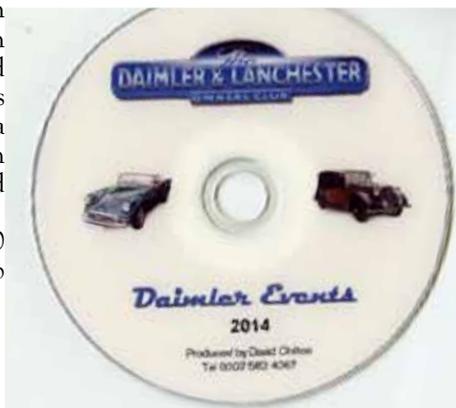


DVD OF EVENTS AVAILABLE

David Chilton has produced a one and a half hour DVD nostalgia & fun

featuring Daimlers and Lanchesters at Shrewsbury, Gaydon, SP Tiger Moth day, Regent St car Show 2013 (Emancipation Run) Castle Donnington 1962 the Great Eastern and New Zealand SP250s. It is 2 hours long, has an extra article about the 40th anniversary book and is available for just £10 which includes p+p from:

Dave Chilton
3 Oakden St
London SE11 4 UQ
Tel 0207 5824067



LQ20 PARTS BOOK



I came across this parts book on ebay, it relates to the Daimler LQ20, a sleeve valve car. This is one of many models that I have never seen, I assume the LQ2-20 and 3-20 models were developed from this car. If any reader has one, or even a photograph or advertisement, I would be very pleased to receive a copy for my records. Editor (editordloc@dsl.pipex.com)

DJ252 IN OCTOBER DM



keith.ashworth@optusnet.com.au

Dear Editor,

I read with interest the article on the DJ252 in the October journal by Wilf Stephens

This particular car was restored by Danny Carroll, one of our Victorian club members, back in the 1990's.

The history shows that in 2000 it was sold by Danny to a Greg Diffryn and his wife who, when they failed to sell it in 2001 took it back to the UK. They paid \$18500 in 2000, about £9000.

Our club historian says there is no history prior to 1963, so it could have been a private import.

Danny repaired all the rust, which was a lot, and got the hood mechanism working. He says it's the same as a Mk1 Zephyr convertible. Prior to Danny it was owned by a L Watson from 1963 and then Roy Trewin and Bruce Delaney. Bruce sold it in 1989 to Danny who did a major restoration.

I also have a DJ252 that was sold new here in Melbourne that needs full restoration.

Keith Ashworth Member 31786 Melbourne Australia

**CHANGE OF ADDRESS
OR MAGAZINE FAILED TO ARRIVE?**

CONTACT BOB CANTWELL

Email: membership@dloc.org.uk

Tel: 023 8076 6372 Fax: 023 8023 4655

IS DAIMLER DHC IN PRESERVATION?



freiherrjwm@talktalk.net

Dear Editor

The photo depicts Nigel Carr and his twin brother disporting themselves in their father's Daimler Convertible in 1957; Nigel is anxious to know whether it may be a survivor although the odds are rather against that as his elder brother messed up both the pre-selector and the rear axle before the car was sold on. He states that the registration number was SYD 933 although it was considered 'non-U' (see your Nancy Mitford if you do not know this term) in his household for the Daimler to be referred to as 'Syd'! A lovely colour photo for 1957. Any light to herzogjwm@talktalk.net and copied to the Editor, please. John Miller DLOC Member 20408

ORIGINAL BRAKE - OR A LATER CONVERSION?



timcochrane1@hotmail.com

Dear Editor,

Did Daimler ever make a shooting brake version of the Consort? I came across this car and wonder if it started life as a shooting brake, or was it converted at a later date? Tim Cochrane

THE SP250 OWNERS CLUB AT THE PRACTICAL CLASSICS RESTORATION SHOW



The Daimler SP 250 Owners Club were invited by Clarion Events, the organisers of the second Practical Classics Restoration show at the NEC in Birmingham, to exhibit over the weekend of March 28th-29th. The stand was set up by Alan Mason, David Nancekievill, Claude and Christine Kearley. Christine laid the carpet, with Claude supervising and giving encouragement whenever she appeared to be flagging! It was manned throughout the weekend by the aforementioned, plus on the Sunday Laurence Jones.

On the stand were Claude's Police car, as an example of what can be achieved from a barn find and my own car which is extensively modified following restoration.

The stand was exceptionally busy throughout the weekend and many of the visitors were knowledgeable and interesting. I was greatly impressed by one visitor who recognised the number plate on my car and stated that he had been the owner about 35 years

previously. However, he did not recognise the vehicle, because it had been blue during his ownership. This was indeed correct and I was amazed to learn that he had fitted the rack and pinion steering, which was off a Triumph 2000. This was a revelation to me as I had always supposed that the unit was either off a TR4 or Spitfire and had been fitted by the previous owner in about 2000. I had always wondered why my car steered so much better than many other SP's and now I know the answer.

The stand was visited by a number of luminaries from the DLOC including Duncan Saunders and Andrew Wainwright, though I think Duncan only came because we had a spare chair! We will be at the Beaulieu Auto Jumble in May and it is hoped that we will have a stand for approximately six cars at the Classic Car Show in November.

David Nancekievill

COVENTRY FESTIVAL CANCELLED



COVENTRY FESTIVAL OF MOTORING 2015 EVENT CANCELLED

Please be advised that the Coventry Festival of Motoring (due to be held on 29th-30th Aug) has been cancelled due to the economic situation.

Chris Seabrook

page 8

MAJESTIC CONVERSION

gerry@mertonmotorsport.co.uk

Dear Editor,

I have been asked by a friend to investigate the possibility of fitting a 4.5 litre Majestic Major V8 into his 2.5 litre Sovereign rally car. He has the engine and I am asking around to see if I can find anyone who has already either done the conversion or looked at the possibility and rejected it. If not into a Sovereign then perhaps into a Dart.

Any assistance in finding someone would be gratefully received.

Best regards
Gerry Brown
Merton Motorsport
01473 737256 or 07747 008184

www.dloc.org.uk

ANGLIA

A bit late now perhaps; but just a reminder that on May 3 we stage our Norfolk Rally up at John Johnson's Farm at Cranmer near Fakenham. All those already expressing an interest will have received a flyer or further briefing note from me and John; but if you are still awaiting your's, just give me a call on 01638 711274 to get the details.

This meeting will be preceded by a rendez-vous for coffee in the middle of our region and a rally road trip from there to Cranmer. We are hoping to attract 8 cylinder Daimler cars both old and not so old and welcome all pre-war and 1950s cars as well. John and Kerry will have their Straight 8s on show as well as other Club models.

The winter has seen a lot of work by many of you on your cherished vehicles, some of it featured in the DM and the editor would like more stories and histories such as those featured.

Your Organiser is now in his 75th year and is beginning to need more help to get things done that require wriggling under the cars, as I do not have a pit! The Daimler saloon, Rufus, did get his rear bumper and over-riders re-chromed, but the more serious task was to remedy the judder on take-off.

Registrar for the model Chris Seabrook provided guidelines for what was required to check and rectify alignment of the propshaft and was really helpful in giving insights into the details. The Workshop Manual was found to be very useful with suitable diagrams too.

Essentially I had to hope that the problem lay in the alignment of the propshaft rather than slipping bands in the autobox; and complete rebuilding of the two parts of the shaft with new UJs was felt to be the basis for a solution. This was effected with next-day delivery by DMG (David Manners), replacement of the journals and adjustment to the centre bearing support plate and then careful realignment using a jig made up for the purpose as described in the manual. All very well, I hear you cry, if you have access to a pit or lift! Too right. But I have scored a hit with a local mechanic Phil who is hoping to go full-time as Classic and Vintage Vehicle Engineering (details later) who agreed to do the grovelling under the car using axle stands. Phil also made up a suitable jig for alignment and completed the job for me. Trials so far have not induced any further juddering on take-off either in D1 or D2 so I am hopeful that this procedure has cured my annoying fault and in the process provided a propshaft good for another 50,000 miles.

The SP needed attention to the paintwork on one door and the two non-marque cars also required varying amounts of serious attention. All appear now to be ready for the season.

I have envied Bob and Tina Johnson their lovely red V8 250, immaculate trim and special red seat belts for some time and I was horrified to hear from Bob that his recently totally rebuilt engine has sprung a leak from the rear engine seal! Bob is a competent mechanic, but this is a big job and he is looking for help with it. Unfortunately they may miss some events on this year's calendar and we shall miss them.

Similarly Keith Sangster has been interrupted in the middle of the restoration of his Barker SS by a serious health setback. The car sits in his garage awaiting a new loom and much besides and he and his wife are set the task of completing the restoration in time for Rare Breeds at Lavenham at the end of August. We wish them luck.

Our next event will be a presence at Euston Park Rural Pastimes on Sunday June 7th. The 24th year of this celebration of all things rural includes the usual show of classic and vintage cars, motor-cycle and flying displays, dog trials, tractor and Shire-horse ploughing and loads of food and local crafts stalls. Sponsored by Duke Harry Grafton, all proceeds go to the local Hospice Charity. Diana and I will be going to this and would really like to meet some of you there. Euston is well placed in the centre of our region near Thetford and the website gives more detail and directions.

It costs £8 or £10 pounds for the day but does provide a lot of fun and the opportunity to meet like-minded folk at a lovely point in the summer. Just let me know that you will be there and sign up on-line or by mail.

A month later on July 7th Neil Sharpe is organising his famous North Norfolk Railway Rally with over 300 cars always on show. He rightly expects a show of Daimlers and Lanchesters and I do hope many of you will support him and the Club at what is possibly the most friendly rally in the whole region. Call him for an entry form (details on the programme).

Roving mechanic Phil Bickers can be contacted at c.v@talktalk.net or on 07549641943.

Call me if you have mislaid your programme or have things of interest to report or suggest.

Rodney Knight

DLOC GRAND CAVALCADE



hdsauanders@onetel.com

Dear Editor,

I wondered whether you had seen the poster shown in the photograph? It commemorates the 10th anniversary of the Club and I was able to get something like 50 representatives of the Marques - all different - in the parade around the City. I do not suppose that the City of Coventry would close off its centre for us now.

Duncan Saunders

DAIMLER DJ254 BOOK

The first book to be written on two specific Daimler models is a must for your book shelves. Written by Dennis Mynard and Harold Wilson, the Clubs Registrars for these DJ254s this book gives full information about the production of these cars dispelling many of the theories previously put forward over the years. Several new finds have been made including two prototypes of the New Drophead Coupé.

This hardback book is extremely well produced and contains almost 100 pages and 73 illustrations mostly in colour. Very good value at £25 & £5 p&p (UK). A limited edition of only 300 copies has been published. Available from:

Dennis Mynard email: mynard.revarg@tiscali.co.uk

Harold Wilson email: haroldwilson1940@hotmail.co.uk.



IMPORTANT NOTICE

MEMBERS & DIRECT DEBIT PROBLEMS

As some members will be aware the club has experienced problems in collecting membership renewal monies from Direct Debit mandates that members have signed.

This problem has been ongoing for the last couple of years and follows the installation of new software by our Bank onto our computer that is used by Bob & Kath Cantwell to record membership, Direct Debit drawdown & payment records. The problem has also been compounded by the change in Treasurer last year in that the information relating to the failure of a payment was not relayed to the membership secretary in a timely manner. Following much head scratching and many communications to and from the bank / BACS authorities, it would now appear that the problem is mainly with Barclays & HSBC customers and attributable to the fact that membership numbers are only five digits long and not six which apparently these banks require. This actually affects about 160 members of the 800 or so that have signed a direct debit mandate.

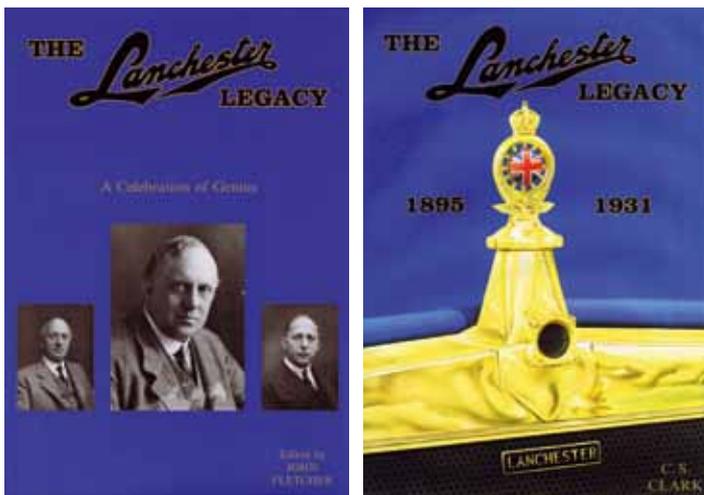
The only solution is to request those members affected to sign a new mandate, this new mandate having a suffix of an 'N' after the number to make it up to 6 digits. The affected members will receive a communication from the membership secretary and if they can be returned as quickly as possible it would be extremely helpful. It is possible that eventually all members will have their membership number extended in a like manner.

All members can be assured that despite the problems with the Direct Debits not being collected their membership advantages ie., monthly Driving Member magazine have continued, these are only stopped in the event of Direct Debit failure due to lack of funds, death or the payee's instructions.

The Board apologises to any members affected as this has been an unfortunate experience for all concerned and incurred a significant amount of extra work by Bob & Kath Cantwell and the new treasurer.

Alan I Pegler Company Secretary

LANCHESTER LEGACY



It seems most odd that the Lanchester Legacy Volumes 1 and 3 are being sold at vintage and classic car shows, trade stands, auction sites and so on for anything up to £85 per copy. Why odd? Because brand new copies can still be bought direct from the author, Chris Clark, the Lanchester Historian and Founder of the Lanchester Trust, at just £46 per copy ... and these can come with a personal dedication! The volumes are the results of many years of diligent research and they still receive great praise from every reader throughout the world. Contact Chris direct via his interesting website: www.Lanchesters.com

WEDDING DAY DART

PJHQ-J1J4-DACOS-Med@mod.uk

Dear Editor,

No doubt you get a great many daft requests and I'm afraid this is probably just another one of those – do forgive me.

I am trying to find someone with a Daimler Dart who would be prepared to bring the car to our wedding and possible transport the bride to church.

It's a somewhat long story but in brief, my fiancé has lost both her parents. Her Dad used to have a Dart and she has many happy memories of making the long trip from Yorkshire to Devon crammed onto the parcel shelf along with her brother, unrestrained by seat belts!

I'd love to surprise her by having a Dart available on the day (1st August) and I wondered if you had any members in Shropshire / Ludlow who might be prepared to lend us their vehicle – even as I wrote this I sense it is a fairly unlikely request to be met. Does anyone hire our Daimler Darts?

I would be very grateful for any contact details you may have or just for any general advice.

Rob Ross

LANCHESTER 15/18 REGISTER

We all like to think that our old cars were well received by the motoring press when they were new. The launch of the Lanchester 15-18 was keenly anticipated, it was the first Lanchester to be built after the merger with Daimler, and was a smaller car than Lanchester customers were used to. The Autocar reported on the new model in April 1932:

"When the 15-18 h.p. Lanchester was introduced last autumn its design occasioned a great deal of interest. Much was expected of the car, and now expectations are being realised, for its running on the road is exceptionally good and exceptionally pleasant~ A speed range on top gear from half a mile an hour up to 71 ½ miles an hour, controls that a child could handle, a capacity to make high average speeds from place to place without apparent effort, and quietness at all times, these features present an unusual combination, especially when found in a car costing less than £600.

Possibly the outstanding feature of the car is, paradoxically, that it has no single outstanding feature, since the design is so well balanced as to make it universally good throughout.

As a commencement the six cylinder: overhead-valve engine, although of a modest two and a half litres capacity, pulls with "Pomeric" energy if the coining of a word may be permitted.

The top gear ratio is not particularly low, as the maximum speed figure shows, yet the engine will pull the car up hills on top gear in virile fashion, to the point of accelerating up gradients of 1 in 10 instead of slowing down. .

This engine is delightfully smooth, is dead quiet at slow speeds, so that the noise of the tyres on the road is the only sound to obtrude on the consciousness, whilst the rise of the speedometer needle to 40, 50, 60, or more miles an hour produces very little change in the "engine-room" quietness. Thus the prescience of the designer in using a special cam contour which allows a 50 thousandth inch valve clearance is fully justified in practice.

To the driver the Lanchester presents many attractions. In the first place the driving position is comfortable, the seat cushions are unusually deep from back to front, and the steering column is sufficiently long to give tall people leg room without a cramped posture. The steering is light, and has just the right degree of caster action to give an automatic return to the straight and yet be free of undue heaviness on a steeply cambered surface. As to the suspension; it is sufficiently flexible to give great riding comfort in the rear as well as the front seats, and this point is backed up by the fact that the occupants sit well down in the car, and thus experience a feeling of safety...."

Kevin Bennett Lanchester 15-18 registrar.

STRAIGHT EIGHTS GALORE!



mike.mephistopheles@gmail.com

Dear Editor,

I recently came across this photo of a V26 4½ Straight Eight special, it featured in a removed advertisement in the online Carandclassic.co.uk sales website. Is this car known to the club? I must say it looks jolly good and is so much like my Maj Maj spl that I can't help but think that the constructor must have seen my car at aVSCC meetings in the 90's .

Almost makes me wish that I hadn't gone down the SSK evoc route with my V26, but that's almost 20 yrs ago now so a bit late in the day!!.

As I said to you a couple of years ago my coachbuilders (the Old Arley team) said the V26 chassis didn't lend itself to sporty Bentley type rear end treatment, and I see that the truncated cockpit of the black car is hiding either a fuel tank or luggage trunk. I would love to see a rear view.

Mike Day



SP250 CLUB EVENTS

Tony Cartwright is organising an SP250 stand at this years Essex and Suffolk Jaguar Enthusiasts' Club rally at Ickworth House nr Bury St. Edmunds on 17th May. http://en.wikipedia.org/wiki/Ickworth_House, we have been allocated a 10/12 car stand, if you would like to attend please give Tony Cartwright a ring on 01277 213185 or email: - a803cartwright@btinternet.com he will be the anchor man for this event. The cost is £7 a head or £10 a car – so if you can get 5 in an SP it's very reasonable! Please support Tony in this endeavour.

Andrew Ducat is arranging a run from Great Dunmow (coffee and a bun) through quiet lanes and by-ways to the DeHaviland Museum <http://www.dehavillandmuseum.co.uk/> at Salisbury Hall just near South Mimms. Andrew is organising a private tour of this facility on Sunday 5th July and no doubt there are refreshments on site. The run back can either be by lanes of a quick dash around the M25 – that's if there are no hold ups!

ESSEX

We are booked at the Red Lion, Margaretting on the 3rd Thursday of each month and welcome new members, regular members and guests who have an interest in our activities.

This month saw a very large and imposing Daimler (DE36) in the car park, a sign that our cars are beginning to emerge after winter layup. This is the same DE.36 in need of petrol gauge parts which the owner informs me are as rare as hens teeth. Anyone with any alternative suggestions, please get in touch. Our adopted Ferrari member is off to Portugal next month but will be back in time for the May branch meeting. (Taking cover from the General Election, what a good move.)

Rally season being upon us, Easter at Chatham Dock Yard and Spring Bank Holiday London to Brighton run of commercial vehicles, there is news that the annual spring event on 10th May at Battlesbridge is still on (correct as we go to press) but see their web site for updates at BattlesbridgeAntiquesCentre.com

Just had an update of mobile phone with internet and camera. Have taken pictures but not worked out how to download them. So until the weather improves will sit and study owners manual until I can work on the V8 again.

Paul D Trivett. Branch Secretary.

NORTH EAST MIDLANDS



SPRING RALLY - will be held on Monday 25th May on Brackenfield Green, Brackenfield near Wessington, Derbyshire, just off A615 Matlock to Alfreton Road - this is the same venue as in previous years - from 11:00 onwards.

This is part of the Brackenfield Well Dressing Event. All club members and friends welcome, as are all classic bicycle owners irrespective of make or model.

Please feel free to just turn up on the day but, if you are able to let me know of your intention to attend, it will help in planning space. Bring a picnic, visit one of the local pubs, use the adjacent tea rooms, meet other members. Toilets available.

Entry free. Classic cars will also be present on Sunday 24th if you are unable to attend on the Monday or would like to attend both days.

Please contact me for more information.

A list of events for 2015 has been sent to all members for whom I have email addresses, if you have not received one and would like a copy please contact me.

Alan Doig.
01332831468 (07812 669350 on the day of events)
e.mail address:- email@adoig.plus.com

**CHANGE OF ADDRESS
OR MAGAZINE FAILED TO ARRIVE?
CONTACT BOB CANTWELL
Email: membership@dloc.org.uk
Tel: 023 8076 6372 Fax: 023 8023 4655**

DAIMLER FIFTEEN OR DB18?



peterlalchere@gmail.com

Dear Editor,
I discovered your website (www.daimlerandlanchester.com) recently and was interested to see the photographs of your Daimler DB18 DHC.

I have a car which looks like the one in your driveway ahead of the dhc. Can you please tell me about it as I struggle to find out what year mine is, I have seen it referred to as a DB18 and a Daimler Fifteen maybe you can assist?

My car is a saloon with chassis number is 46223 engine number 89822 chassis plate 18-1. I would really like to know exactly what year it is I think it's 1938

Peter Lalchere

The car referred to, in the background of the photograph on my website is a Lanchester 14/2 Roadrider Deluxe, fitted with Daimler's six light coachwork, it has the same body style as the DB18, it was an absolutely delightful car to drive.

'Fifteen' became a somewhat generic term for cars of that approximate size. The Daimler Fifteen started life in 1932 as a



genuine 15 hp (RAC rating), but grew in stages to 18hp. The DB18 was advertised by Daimler, and referred to in the press reviews as a 'Fifteen', even though the car was clearly no longer in that taxation class.

I passed the chassis number on to Chris Wright the joint registrar for this model, who was able to confirm that the next chassis number allocated was recorded as December 1938. KB

WILSON APPEAL



Neil.Winkley@parkegate.co.uk

Dear Editor,
I am a member of the Daimler & Lanchester Owners Club, I own a 1936 Daimler E20 reg BBY 744. The vehicle has recently been fitted out with a full new interior: carpets / headlining and seats etc and I have attached a photograph for your information.

I am considering having the Wilson pre selector gearbox on the vehicle overhauled and refurbished and wondered whether you could recommend any UK companies that can undertake this work. Any Information or advice would be appreciated.

Neil Winkley

page 12

MORE ON THE ES24

mynard.revarg@tiscali.co.uk

Dear Editor,
With reference to the photos of the ES24 in the March DM. Brian Smith in Daimler Days stated that chassis 48227-48238 were allocated for this model but that he only found evidence of two being built.

These were 48272 Reg No HLT 475 and 48239 Reg EDU 58. The latter Car belonged to the late Bill Kinns and is still in storage in Bedfordshire. This car clearly has ES24 on the chassis plate. 48272 may be the car on the Daimler Stand stand at the 1938 Motor Show.

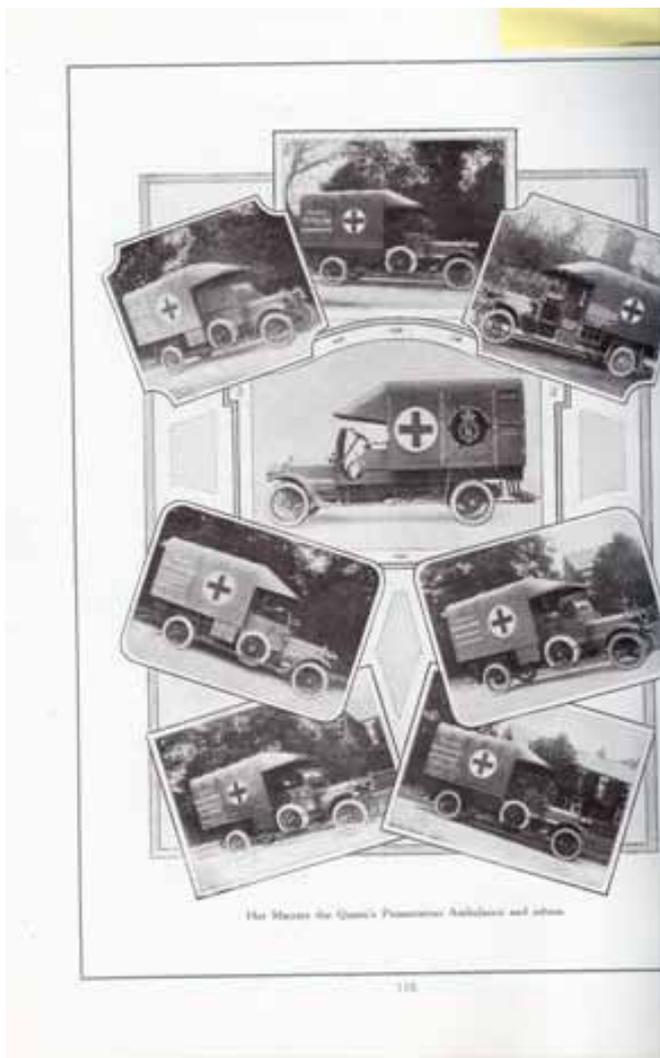
There were two 24hp Daimlers at the Show that year. Rolls-Royce historian Tom Clarke sent me the following. *"The Motor 12 Oct 1938 p.447 has Windovers' stand described. Apart from the RRs it continued "... The fourth exhibit on this stand is a 24 h.p. Daimler limousine with sunshine roof to the rear compartment and an interesting location of the spare wheel under the front seat"*.

The same issue p.424 describes the Daimler stand and briefly talks about the 24 h.p. saloon "The first named has a power unit in which special attention is given to cylinder-head cooling and is also notable for the option of a 4.3 and 4.86 top gear, so as to meet the needs of different classes of owner. The 24 h.p. saloon is a moderate size car having exceptional body accommodation"

Dennis Mynard

www.dloc.org.uk

MUNITIONS OF WAR



Duncan Saunders sent in these pictures from 'Munitions of War', the book records the activities of the Daimler Company in the Great War. The caption to the above picture reads 'The Daimler in Arras, immediately after the German occupation'. The picture below is captioned 'A delivery of Daimler ambulances'.



LANCHESTER AT EASTER WEDDING



Lanchester LA10 1936 BRW 813 "Press ganged" for a wedding during the Easter weekend. Dave French.

DLOC PHOTO COMPETITION RULES 2015

1. The subject for the Photographic Competition 2015 is 'Expect the Unexpected'. The theme is open to individual interpretation.
2. Entries can be taken anywhere in the world.
3. The competition is open to all DLOC members and their families and must have been taken by them.
4. Entrants should submit one photo per subject as an electronic image. A maximum of 4 subjects per entrant is allowed.
5. Images may be digitally enhanced to remove spots or scratches or to make it brighter & clearer but must not be manipulated.
6. 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.
7. A full description of the vehicle, including year of manufacture and model, must also accompany the entry.
8. Entries should be sent to: the magazine Editor and marked DLOC Photographic Competition 2015. The address is in the magazine
9. The competition closes at midnight on 31st December 2015
10. All entries will, initially, be judged by a panel of judges. 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 and originality, interpretation of the brief and the visual appeal of the photographs.
11. The winner will be selected from the 'Finalists', by those attending the AGM in 2016.
12. The winner will receive a prize of £50 worth of merchandise vouchers. There is no cash alternative.
13. All entrants must:
 - a) be the sole owner of copyright in all photographs entered,
 - b) not infringe the rights of any other party and
 - c) have obtained permission of any/all people featured in the entries.
14. 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.
15. By entering, entrants will be deemed to have agreed to be bound by these rules.
16. The judges' decisions will be final and no correspondence can be entered into.

WHAT'S THE WORLD COMING TO?



glyn@jonesaspenden.co.uk

Dear Editor,

With your Lanchester 15/18 hat on, while taking 3 months off bummung around Australia I fleetingly saw a large old car in the Noosa Yacht and Rowing Club car park (Noosaville QLD). I was aboard a river ferry at the time and when returning jumped off at the Club only to find the car gone. Imagine my surprise on return this weekend to see in the DLOC calender what looked like the car featured as the July model.

The colour scheme is distinctive. A couple of the young rowers claimed the car belonged to an 'old' member who used it each morning for getting his morning coffee. What style. Incidentally these young philistines thought it was a Rolls Royce! What's the world coming to, I ask you.

Anyway are they one of the same. I name you Lobby Lud. If your too young look it up on internet!

All the best and keep up the good work with the 'Driving Member'

Glyn Jones

page 14

V8 IGNITION



hdsaunders@onetel.com

Dear Editor,

I was very interested to read the article about V8 distributor/HT connections.

I have never liked the split brass washer used to make the connection in the distributor cap and when I rebuilt my SP 13 years ago I consulted 'Magnacor' located in my village. They specialize in making high performance HT systems and they sourced very positive cable ends which slide inside the thimbles and which have three small feet to make contact with the brass peg within the cap. If my memory serves me correctly they are used by RR and Bentley.

I also wanted to retain the original spark plug extension but as happened in so many cases, the small locating arms on many of the extensions had broken off.

I had a stock of V8 saloon extensions so cut off and machined the top locating section and glued it onto the bottom end of the original extension. Again, Magnacor fitted very efficient clips to attach to the top of the spark plug.

In the 40,000 miles covered since putting the car back on the road, these leads have given no trouble at all.

I have also fitted these thimble ends to my Lanchester 10.

Duncan Saunders



DLOCNA RALLY

glbennett.ytown2@cox.net

Dear Editor,

Our annual DLOCNA rally will be held in Schwenksville, PA 30 July thru 1 August 2015 in conjunction with the Pennypacker Mills British Car Show. This location NW of Philadelphia is in a very pleasant and historic section of Pennsylvania near the Valley Forge Revolutionary War encampment of General George Washington and one of the largest shopping malls in the USA. If anyone of your members might happen to be in the area and like to attend they could contact me at glbennett.ytown2@cox.net or call US 757-898-4843 and I will send the required information. Perhaps you could find an appropriate place in the DM for that snippet.

George Bennett

PHOTOGRAPHER KLEMANTASKI'S DAIMLER?



amacc.jones@yahoo.com Dear Editor,
My Daimler 250 (reg 30 LOO) was originally purchased in Frinton on Sea (Bakers car dealer) by LPJ Klemantaski in 1963, I am wondering if this person was perhaps related to the great racing photographer Louis Klemantaski. Gary Jones

EAST OF SCOTLAND EVENTS

johnballany@btinternet.com
Dear Editor,

Please find our list of events organised for the coming year:

SUNDAY 26 APRIL DRIVE IT DAY DETAILS FROM HAMISH DICKIE
SUNDAY 31 MAY BBQ CARLSEN VILLA KY10 2RH 2 PM
SUNDAY 14 JUNE INTERNATIONAL RALLY ANSTRUTHER HARBOUR 11-30 AM
SUNDAY 26 JULY LUNCH THE ELGIN CHARLESTOWN 1 PM
SUNDAY 16 AUGUST CHARITY BBQ CVARLSEN VILLA KY 10 2RH 2 PM
SUNDAY 20 SEPTEMBER ROAD RUN TO LINLITHGOW PALACE 10-30AM
SUNDAY 11 OCTOBER LUNCH RIVERSIDE STIRLING 1 PM

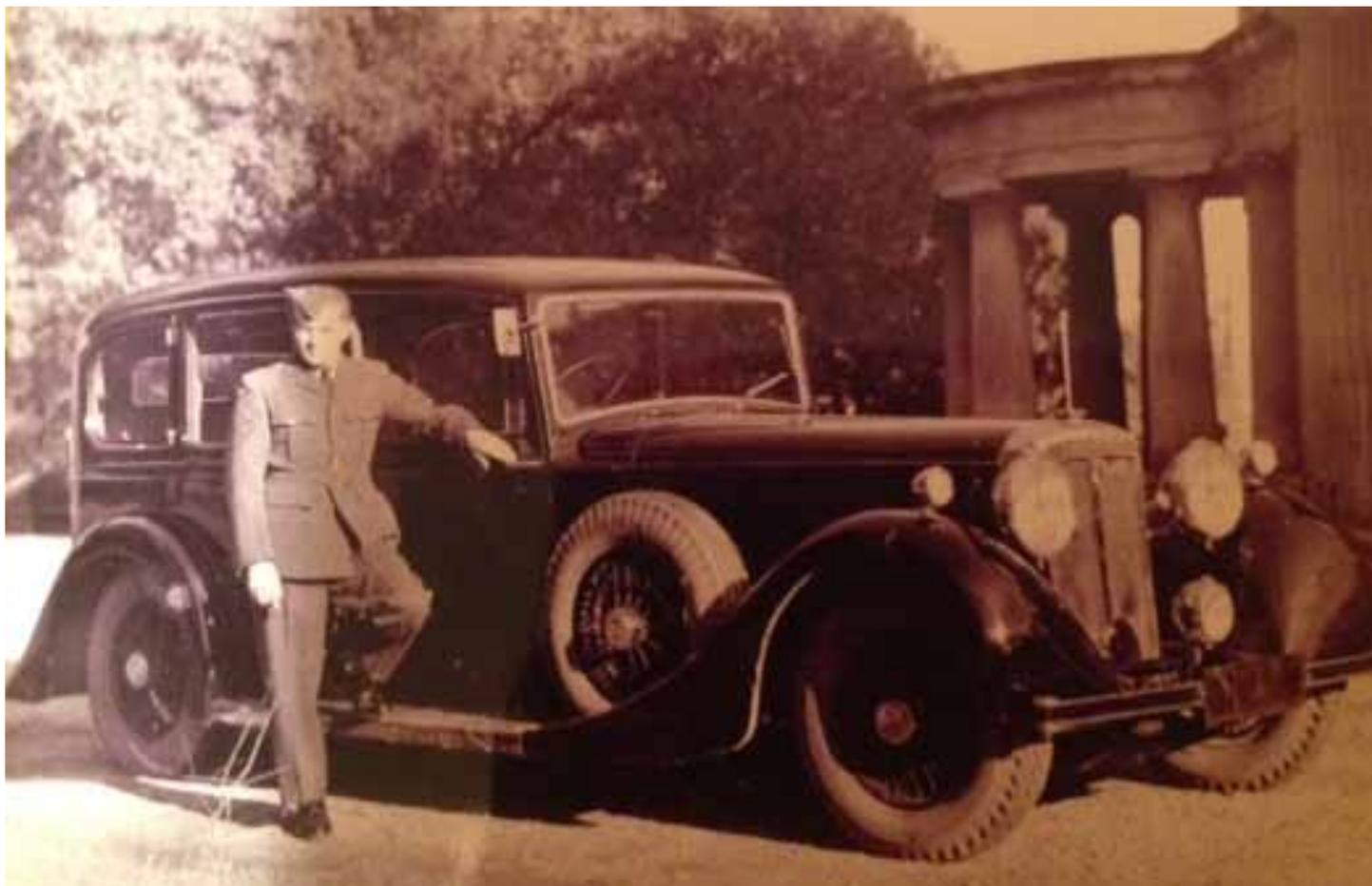
Happy Motoring John & Wilma Ballany

DEFENCE PERMIT



I came across this 'defence permit' on ebay, I have not seen one previously, can our knowledgeable readers provide any information about the disc? KB

GRANDAD'S WARTIME DAILY DRIVER



ohoddy@hotmail.com

Dear Editor,

I wonder if you could help me. I am looking to find the make and model of the car in the photo attached. I believe it is a Daimler. I am the grandson of George Hoddy a 96 year old second world war veteran, who was a driver in Rome during the War. He would drive high ranking officials to and from the Vatican. I can't tell you how many times he has shown me this picture. It was taken towards the end of the war if that narrows down the model for you. I can't recall the name of the Officer who owned the car. It would be the most senior officer in Italy at the time.

My Granddad recalls one particular journey where he had to pick up a some diplomats from an air field in secret towards the end of the War. They said nothing to him and he was told not to speak to them. He believes they were Germans who had come to discuss surrendering.

I believe my Granddad had had a tough war up until he became the driver of the Daimler and has not really spoken much about it, recently he revealed that he was involved with the invasion of Sicily and was a part of the initial combined forces. The car on the other hand he will talk about until the cows come home.

I am immensely proud of my grandfather and would love to give him something special to remember. I would ultimately like to find someone who owns the car (or a similar one), and hire it and a chauffeur for a couple of hours to drive him around Norwich. He speaks very fondly of the car and I would like to give him a surprise. any help would be greatly appreciated.

My Granddad is a sprightly 96 year old, so the car would have to be able to pick him up from Framingham Earl just outside Norwich. He is a little deaf but other wise with it!

Owen Hoddy Tel 07724133003

Please copy replies to the editor; editor@dsl.pipex.com

SOURCE FOR LANCHESTER GREASE POINTS

ranald@ashborn.force9.co.uk

My car has a number of grease nipples arranged together and accessible under the floor behind the driver's seat. These nipples are the old type where you press the grease gun into them (i.e. not the type which lock onto the grease gun). I've looked into replacing them with the new type but nobody I have spoken to seemed able to supply the new type to match the diameter of my existing ones (0.476"). Finally I have experienced success! Paul Beck Vintage Supplies had suitable nipples. They are Part No. 429-12, described as follows "brass hexagonal flat top TAT type, grease nipple with 12mm x 34tpi with 0.75 pitch thread as used on the tecalect central lubrication system used on the quality vintage cars". These nipples require a grease gun adaptor which I also bought from Vintage Supplies (their part nos 108A, 108B and 108c). Part no. 108A (push on) was the best one for my car. For the record, the central lubrication nipples are located under the floor, just behind the drivers seat and adjacent to the battery box. Numbering them from the N/S, No. 1: Rear Spring Shackle (N/S), No 2: Empty, No 3: Gear Change Pedal, No:4 Hand Brake, No 5: Foot Brake, No 6: Rear Spring Shackle (O/S).

Ranald McCallum

Dianna Relocates in Angus

MARK HOOGHIEMSTRA



A couple of months ago I placed a little advert in two consecutive 'Driving Members' as I was looking for my first Daimler V8 saloon.

As you can see from the photos, I have been successful! A well known member Tony Saxton contacted me that his 1969 V8 250 Daimler was for sale. After a series of emails and phone calls, we boarded a plane from Aberdeen to Birmingham and took delivery of 'Dianna' on 19th April 2015, after which we drove her all the way back to sunny Scotland. Being a well cared for car, she never missed a beat! We arrived home when our daffodils were in full bloom.

We hope to meet more club members at future meetings, the first being our 'home game' at Anstruther in Fife.

Finally may I thank all members who kindly responded to my ad and contacted me.

Mark Hooghiemstra
mark@hooghiemstra.fsnet.co.uk



Daimler Coupe 4.2 litre

DAVE LOBLEY



4.2 litre Daimler Coupe

The re-building project.

In my younger days I was a great admirer of Jaguars and a number of members of my local motor club were fortunate to own various models, however they were way beyond my reach, financially. But I did get to ride in XK 120, 140 and 150 models and later to drive an XK 150, the Mk2 and an XJ6 4.2. I only felt comfortable in the latter as I could hardly see over the steering wheel of the others. A few years later I saw a picture of the XJ6 2 door Coupe on the front cover of a small car book I bought, I think it was the Observer's Book of Automobiles and I was hooked – then I saw one parked regularly on my route to work. It looked so much better than the 4 door saloon. I had to have one.

The search ended when one was advertised in the 'private sales' section of a local newspaper by a Mr. Dennis Firman in Middlesbrough, a 1977 Daimler 4.2 litre version in Old English White with a black Vinyl roof and red velour upholstery, much more comfortable than leather. It was 7 years old apparently in very good condition, quite a new car for me, with 62,195 miles on the clock. It transpired that Mr. Firman was a trader but after some haggling I bought NFU 17R for £2,625 on 31 October 1983. Then, after 2¼ years and 7,000 miles of utterly reliable, if somewhat expensive (petrol and increasingly oil) commuting and pleasure motoring, disaster struck.

On my journey home one day I noticed a trail of smoke in the rear view mirror and stopped to look for the source. It was coming from my exhaust pipe! However there were no nasty noises coming from the engine. Not wanting to abandon the car on the A67 and be stranded by the roadside I proceeded carefully leaving a big smoke screen behind me, stopping occasionally to check the oil level and got home safely, some 15 miles, without any police problems. One of my friends Geoff Andrew had a garage business and he used to rebuild engines for various main dealers including Jaguars. I contacted him and he agreed to come to my rescue.

The car was taken to his workshop and the engine removed and stripped. A piston ring on one cylinder had broken and gouged a groove down the wall on one cylinder. Strange that it made no obvious noise and continued to run smoothly. After some head scratching, a number of phone calls to get prices for various bits and services, e.g. re-boring and re-grinding and a lot of scribbling on the back of an envelope, he offered to do the whole job for £1,000. I accepted this price knowing that he would be working on other cars as well. This was at the end of February 1986 and the car was back on the road at the beginning of April and after running the engine in, everything seemed great, but.... there is always a "but". While in the garage body rust was found underneath and further prodding found it was quite extensive in the floor and one sill. Estimates for the cost of repairs increased with every prod. After spending money on the engine I had to do something as it would spread, become structural and would fail the MOT.

On returning to the garage a few days later, I was greeted with one of the lads waving a Motoring News. Have a look at this advert "for sale: one unused Jaguar 2 door coupé body. Abandoned project. Price £600, Buyer collects".

"We could do a body swap for not much more than the cost of the repair work, and you would not have any rust problems for many years." I phoned the vendor there and then and got the story.

This was an un-finished project started by a Mr Green with the intention of creating a copy of the car driven by John Steed in the TV series The Avengers. Both rear wheel arches had been cut out and one had been fitted with an oversize replacement. Mr Green was a partner in a body repair and customising business specialising in Jaguars. The business had grown and he was now too busy to finish the project so the body was now in storage.

At this point I needed to think hard about a job of this size and to discuss it with my wife Lynne, as we were already involved in the costly restoration of another older car. However it was not quite



New body had 'New Avengers' inspired oversized wheelarch

Work started on stripping NFU 17R. She looks a bit sad now.

such a mad idea as it may seem. Allow me to digress a bit here. Lynne was already used to my mad projects. I had been involved in Club rallying for many years and had taken part in many local, area and national level rallies. We had re-built our Mini after it was badly damaged while we were on our honeymoon in Scotland. That "repair" was accomplished by buying a new factory body-shell and completely re-building the car with many new parts to rally spec with full roll cage, rally seats, full harness belts and fitting a 1275cc engine. It was, in fact essentially a new car and qualified the rules of the day for being registered as such with the number PUP 999K. It was finished in deep red with a white roof. Lynne liked it so much that she persuaded me not to rally it so it became our every-day car, but was used as course opening car by me and course closing car, driven by Lynne, on various local rallies. Another Mini was acquired for rally purposes, but soon my navigator and I wanted a better car as we were competing in championship events by then. A damaged Vauxhall Viva GT was purchased, a brand new body-shell was obtained from a local main dealer. I re-enforced this in all the essential places with seam brazing (I could not weld) and then we built it to the Dealer Team Vauxhall standards that were being developed for competition and campaigned by DTV using the Firenza. So, how difficult could it be to do the Daimler? It was just a bit bigger with heavier engine etc. that I could not manage on my own, but the lads in the garage could do that. They were also all rally competitors and eager to "have a go". (At my expense). Now back to the main plot!

Lynne agreed that it seemed like a good idea, so in April 1986, we arranged to go and have a look at the body at Green Speed Motor Service, near Clacton-on-Sea, a round trip of 580 miles with the Daimler returning 19.5 mpg with the new engine, still being run in.

We were shown the body shell in factory primer. It had been stored for some time in an outside shed and had a coat of light rust and looked a bit sad. Close examination revealed that it easily rubbed off and all it needed was a light sand blast all over. On the plus side, it was fitted with doors, bonnet and boot lid from a fire damaged car. These appeared to be in good order and not fire damaged.

We decided to buy it and agreed to pay the asking price of £600, on 9th June we collected the body. Back at the garage my acquisition was examined and the doors, bonnet and boot lid removed. The wide rear wheel arch was removed and both wheel arches repaired with factory wheel arch panels, four being required to bring the rear back to the correct contours. The bare shell was taken to a local specialist for sandblasting followed immediately by etch priming, inside and out, because freshly sandblasted steel is very reactive and oxidises rapidly. On returning to the body shop the shell was prepared, primed and sprayed Old English White with twin-pack paint, inside and out. It looked great!

We examined the doors, bonnet and boot lid that came with the shell and compare them with my (still mobile) car and chose the best of each. My LH front wing would be used. All



The unused shell with rear arches repaired, all sand blasted and painted.

other panels and a RH front wing would be bought new. I had already contacted another friend, Norman Shearer the owner of Shearbourne Engineering, Jaguar Specialists to ascertain the availability of panels and other parts that may be required and found that everything was likely to be available. Work progressed slowly through June 1986 to February 1987 as all the various new panels required were obtained, prepared and painted. Towards the end of February NFU 17R was taken into the workshop and work started on stripping her.

With the old shell completely stripped it was easy to see why rust had developed. The rear windows were built with a rainwater drain system with a flexible tube leading down to a hole in the floor/sill area. This was displaced and not passing through the hole which in turn had become blocked with road dirt. Water was able to accumulate within the body and not drain away. Both sides were the same.

As work was progressing slowly I elected to assist by doing all the trim and electrics. The electrics were quite easy for me but some of the trim was not. The roof lining on these cars is glued to an expanded foam former, nicknamed a biscuit, which is glued to the roof panel. This needed 4 people to get it out in one piece. The carpets and underfelts were a major task as everything was found to be glued. British Leyland workers must have been quite high on glue sniffing during this operation! As I was wasting so much time I made enquiries about getting new carpets and found a full set, in the original Russet colour was available for £156.40. I could have saved hours if I had checked earlier. A new Falcon stainless steel exhaust system was ordered. By now it was April 1987.

Once all the interior was out the rate of progress increased. I was able to start fitting the new shell with the electric harness which I had labelled carefully. This was the last item to be taken out of the old shell and the first into the new shell.

With my job of stripping the interior of the old shell complete, the heavy external work could start. The engine, gearbox, front suspension and front sub-frame can be removed as one unit, still on the wheels...if you have a nice big trolley jack! The rear sub-frame and back axle were also removed as one unit.

At around this time, a new major problem hit us. The garage and workshop were located in a development area in Stockton and were going to be demolished and I think that the lease was about to end. Ideally I would have stripped the units down, sand blasted and re-painted the sub-frame and fitted all new parts where appropriate. With time running out we could just replace all the springs, shock absorbers and bushes etc. all round and fit new trailing arms at the rear and give everything a bit of a tidy up. Other customers' jobs in the workshop had to be completed and some spraying work was being carried out. My car was now in danger of getting overspray on it, so the decision was made to complete the work necessary to have a rolling shell, then transport it to my garage at home, which was big enough to house the car diagonally leaving plenty of storage space around it and easy access all round. I had decided that with all this effort it was worth spending more money on new items rather than re-install

old, including all new underfelts and extra insulation as well as the new carpets. As my existing RH wing was not perfect and every other panel was new I bought a new wing.

The front and rear seats and door trims had been sent to a small "one man" steam cleaning business in Stockton, which had been used by Eddy, who had been very pleased with the results. However, when the time came for my seats to be returned nothing happened. Attempts to make contact failed and then we were informed that he had "gone bust"! Oh dear! Not quite the words used but the more explicit "garage language" expression was heard. With the car now at my house new work arrangements had to be agreed. Geoff would come to my house and work on fitting new brake pipes, the new stainless steel exhaust and other tasks and when I came home from work we could do the "two man" jobs like fitting doors, bonnet and boot lid. Eddy would continue to prepare and paint all the new panels that had been bought and would help if more hands were needed, e.g. fitting the roof lining.

Every item of chrome had been sent away to be re-chromed and the stainless steel to be polished. The walnut wood dash board had been sent away to be stripped and re-varnished to the original appearance and standard.

My job was to complete all the remaining wiring jobs and to re-fit the interior. I also decided to treat every box section and everything else possible with Waxoil, a rather messy job.

Windscreen specialists, North East Windscreens of Darlington had successfully completed a very difficult job re-fitting the front and rear screens on another car that I had restored (by specialists, not me that time) and when contacted said that they could make and fit a new Vinyl roof. That is a skill that I do not have!

One day I came home from work and saw spread out on the drive large plastic bags containing my seats and all the other trim items. There was no paperwork at all, no notes through the door and no contact details. Everything was beautifully cleaned but still damp, as if it had been very recently cleaned. To this day I have not had a bill or invoice, nor was I able to contact the owner of the steam cleaning business, but I thank him very much for not only returning everything but also for completing the work. Wherever you are, I owe you some money!

Work on the trim and fitting all the re-chromed items can now progress quite rapidly.

Work progressed steadily until in November it was time to take the car for a full professional inspection (and hopefully MOT) to Norman Shearer who had helped to source so many parts and had been extremely helpful with advice throughout the project. Finally he could see the end product of our labours.

Bad news. He found problems with the steering, which must have been there before the rebuild. The steering rack was removed, bushes and track rod ends replaced, wheel alignment set up correctly and the steering wheel was aligned correctly in the straight ahead position. Everything else was OK and she got her MOT on 17th November with 72,628 miles on the clock. The car was then taken to an under-seal specialist and given the deluxe treatment.



All parts removed were put into plastic bags as sets and labelled (e.g. O/S door screws) then packed in boxes..



The upholstery is actually much darker than it appears in the sunshine in these photos.

The history project.

Looking at the log books in my possession showed some peculiarities regarding Registration Numbers. In January 1988 I sent off an enquiry to the DVLA and received a letter stating: 'The registration mark for this vehicle has been changed because it has previously been involved in cherished transfers'.

A number of poor quality (and now very faded) photocopies were supplied. Here is the history. The Log Book notes 'Cherished Transfer previously registered as RFW 846M'. The Daimler was registered as 1 EFU on 5/4/1977 in 1979 it was registered as NFU 17R.

Since the rebuild more work has been required, mainly steering, brakes and rear wheel bearings, the latter probably due to long periods when she was not used, and a new radiator. From 2000 there were no labour charges as I had time to carry out these jobs.

The wheel bearing saga.

The familiar sound of a rear bearing dying had been with us for some time, but I could not tell which one was noisy. I bought a bearing kit in 2009 but never got around to fitting it until 2011 when with a bit of help from my local garage it became apparent that both sides needed attention and I bought the second kit. My friend Norman Shearer had retired by now and sold the business, but had kept a number of smaller items of equipment, including the press needed to overhaul rear bearings. He offered to carry out the tricky job of replacing the bearings and calculating the number of spacer shims needed on re-assembly. The N/S went as planned, but the O/S hub had too much wear and needed replacement. He used his old contacts to locate a second hand one for £25 as he could not find a new hub.

I found it to be a very fiddly job to re-build the hubs with the correct clearance using shims and had to repeat the job a number of times, which included tightening the hub to a high torque setting. Eventually both sides were done in time for the DLOC International Rally held locally in 2012. While waiting for Norman to do the hubs (his holiday delayed things) I took the opportunity to clean up and paint the back axle and hubs.

I had volunteered to marshal at a number of points on the DLOC International Rally and had persuaded some members of another motor club to assist. This outing was the first proper test of the work I had done.

As I was driving from one marshalling point to another I saw no other DLOC member or my marshals on the road, and none ever followed me. If they had, they would have seen what a bus driver saw as we were driving south from Durham. The driver was flashing his lights at me and at first I thought I had done something to upset him, but as his headlamp flashing continued I pulled into the first layby we came to, when he jumped out of his bus and told me that my wheel was loose and wobbling as I drove along.

I checked the wheel by shaking the car – it was not obviously loose. Lynne drove the car slowly back and forth on the layby and I could see a very obvious wobble. I checked it with the wheel brace. All the nuts were tight. Perhaps one of my new tyres was not seating correctly or perhaps the newly refurbished wheel was buckled? The strange thing about this was that I could not feel anything amiss through the steering wheel and we could not feel any shaking through the body below 70 mph, a speed rarely reached on that weekend due to using side roads and to the heavy rain. Members on the rally will remember the rain!

A slow drive to my tyre supplier in Darlington confirmed that nothing was wrong with the wheel (not buckled) or the tyre by spinning it on the balancing machine. Back home in the garage I jacked up the rear O/S wheel, chocked all the other wheels, started the engine, put it into 1st gear and watched the rear wheel. It wobbled! I removed the wheel and ran the engine again. It still wobbled! The hub was obviously buckled. I had bought a duff, but it was not obvious without spinning the hub! I never got a chance to thank the bus driver and let him know what the problem really was.

This time I was not going to buy a used drive flange, but finding a new one took hours on the internet. None in the UK but one in Australia and one in the US at silly prices plus carriage. I then got out my old lists of Jaguar/Daimler suppliers that I had made over the years. No luck with the big well known suppliers, but eventually I had success with Norman Motors in London. They had one somewhere in their store. It had been there for many years. I was offered it for the original price when it was bought in, £169 plus carriage and VAT making £216.60. I could not believe my luck. Norman Shearer fitted it with a new bearing and this time I got the shims right first time!



On holiday at Carlisle Air Museum enjoying the company and sun. One happy car, one happy owner.

Some Say the Lady Was a Tramp

(1954 DAIMLER DK400)

From time to time I receive enquiries and requests from motoring journalists and authors, this story is the result of one. American author Wallace Wyss is researching for his 'Incredible Barn Finds' series and was struck by the story of the Daimler. As a result he has written a potential chapter but needs to know how the Docker Daimler was found and the approximate price when it was derelict... I am sure some one in the club may be able to put Wallace right on some of the facts! Here is his story so far:

Hey, a woman has needs... Sometimes the story of a car is more about the person that is responsible for its creation than the car itself. You would have to say that about Lady Norah Docker, who ordered a Daimler built to her specific wants in the early '50s.

Norah was one helluva socialite and since her third husband was Sir Bernard Docker, Chairman and managing director of Daimler, a motorcar company, she could pretty much get whatever sort of Daimler she wanted.

Norah Docker had started out as the daughter of a Derby car dealer - and maybe it was getting dad to get her the car she wanted that put it in her mind to have the ultimate car built for her later on. The car was referred to as the Daimler Stardust. A model DK400 Stardust it cost £12,500 to create back in 1954 -- more than the cost of a semi-detached house at the time. A limo chassis was sent over to some metal benders, a coachbuilder named Hooper, who sprayed it Royal Blue and silver, and commissioned a radiator ornament of a naked dancer modelled on Lady Docker herself. (Oh, the bloody cheek of it!). The lady's needs were reflected in the interior which had hand-woven silver-grey silk brocatelle upholstery for the rear compartment and blue crocodile skin trim for the aluminium cabinets. The central division and double-glazed side windows were electrically operated, as was the sliding shutter beneath the fixed glass sunroof above the rear seats. There were four crocodile skin suitcases in the boot. This sounds over the top but in fact the result was quite tasteful, so much so that the Queen Mother (mother of Elizabeth) ordered a similar car the next year.

The "Stardust" name came because it was encrusted with 5,000 six-pointed stars etched on the coachwork in silver. Lady Docker liked attention and while a string of diamonds around her neck would get attention at a party, she wanted attention from the moment her car drove up to an event.

You can't blame the lady. The Daimler brand had a bit of a stodgy image, no doubt due to being the official car of the Royal family. When her husband offered her the opportunity to influence a show car, she went all out in her demands.

In fact no less than five Docker Specials were produced to her specification and darned if they didn't revive Daimler's image a bit though they almost bankrupted the company.

Though they were intended for the London Motor Show and other show venues she made sure she showed up in one at major events, such as the wedding of Grace Kelly and Prince Rainier of Monaco.

Lady Docker later had a tiff with the Prince and Princess and was subsequently banned not only from Monaco but from the entire Riviera. Her crime? Upstaging the Royals.

Her background was rather blue collar, as they say in America. Born in 1905, the second of four children of a Derby butcher, she first went to dance school but then found work as a hostess at London's fashionable Cafe de Paris nightclub. Her first husband



was a wine merchant, who died at the end of the war. Her second husband was wealthier, Sir William Collins, chairman of the Cerebos salt company, who died only two years later. Sir Bernard married her in 1949 and bankrolled her whims but that might have been what got him fired from Daimler. There was, for instance, the matter of a £5,000 invoice for a gold and mink ensemble for his wife to wear at the Paris Motor Show. The company accountants caught that one. And then

there was the castle they attempted to refurbish with company money. Daimler was owned by the BSA Group and the you-know-what hit the fan on 30th May 1956 when a special meeting was called that resulted in Sir Bernard being what they say in Britain "cashiered."

The board had decided the five "Docker" limos were not, in fact, built to generate publicity but as toys for the Dockers. They gave Sir Bernard a pink slip (he was fired) plus a bill for £50,000 for their construction, and, to add insult to injury Inland Revenue added a further £20,000 tax bill.

Well, that was a fine how-do-ya-do. I have to, in retrospect more than half a century later, come down on the side of the Dockers. After all, her flamboyance put the company back in the limelight. And over in America, weren't executives like Harley Earl, styling chief, of GM, building special cars for his wife and son to drive? He didn't get sacked, he got rewarded!

Lady Docker resented these petty harassments and went out and bought a Bentley Continental from Rolls-Royce, Daimler's rival. In the 1960s the once golden couple's money began to run out. The estate was sold, the yacht went off to a new owner, and they moved to the Channel islands, a tax haven, but she was bored stiff. Sir Bernard went to a rest home and predeceased her. Lady Docker died in a London hotel in 1983, almost penniless. To the end, she had a taste for pink champagne.

Ah, but the car - that was reportedly found after being abandoned on a Welsh farm with a damaged cylinder block. It was restored to show condition in 1980. Geoffrey Francis, the same heraldic artist who had applied the stars to the coachwork in 1954 was located and agreed to redo the stars. There was a bit of stink about restoring the crocodile skin, crocodiles having become an endangered species, so blue-dyed lizard skin was used instead.

The car spent some time in the collection of the Blackhawk museum but was bought by a an owner in the 1980s who imported it into Japan in the 1990s. The car was started occasionally but has not been driven on public roads. It went to auction with the cautionary note that the brakes required attention.

It was sold for at auction in 2014 for £110,140.

Wallace Wyss may be contacted via email: photojournalistpro@gmail.com or by post: 551 E. Riverside Drive, apt. 18, Ontario, CA 91761 Please copy all replies to the editor (editordloc@dsl.pipex.com).

Stainless Steel Exhaust System

FOR THE LANCHESTER LA10

BRYAN RILEY



I have recently fabricated a stainless steel exhaust system for my Lanchester LA10 Sports Coupe and thought my experience may be of interest to members.

When I purchased my car it was fitted with a mild steel exhaust system which looked as though it had been made from parts obtained from Kwick-Fit's obsolete stock. Although it was in sound condition, the primary pipe was made for another vehicle and adapted to fit between the dynamo and chassis using several 'lobster back bends'. It rattled against the spring hanger before entering a small expansion box below the master cylinder, followed by a straight length of pipe to a square silencer with offset inlet and outlet. Finally the tail pipe exited the rear of car at a 'jaunty' angle, only four inches above the road surface.

I quickly realised that standard exhaust systems are not available for the LA10 off the shelf and it would be necessary to fabricate a replacement system from scratch. I decided to make a new system in stainless steel and only do it once.

I looked at the Lanchester parts book to see how the original system was made. The drawings are quite detailed but unfortunately they are not to scale, making it difficult to judge component size. However the original lubrication chart shows the exhaust system very clearly and knowing that the car wheel base is 102.625 inches, I was able to scale the exhaust system components to calculate the following sizes: - Silencer diameter - 4.27 inches (107.7mm), Silencer length - 16.8 inches (427mm), distance between silencers 11.5 inches (292mm)

I then did an internet search and found a company called Powerflow Exhausts <http://www.powerflowexhausts.co.uk/products/> who make a range of stainless steel exhaust parts, which are marketed by local agents who use them to make bespoke exhaust systems. My nearest supplier was a company called Power & Performance

at Honningham near Norwich.

Standard round silencers available can be viewed at : - <http://www.powerflowexhausts.co.uk/products/silencers/> I picked part number 110x410x13/4, the code represents the silencer outside diameter & length in millimetres, and the exhaust pipe diameter in inches. However the LA10 exhaust manifold exit bore diameter is only 1.5 inches (38mm).

I then visited Power & Performance in the car with my exhaust system specification and drawings. They advised that silencers with smaller diameter exhaust pipes can be made by special order. I viewed their facilities which included a pipe bender, costing £10k, this enables stainless steel pipe to be bent with minimum distortion. I was impressed and confirmed my order with a £100 deposit. When the silencers arrived I made an appointment for the system to be made and fitted, collecting the car the following day.

I am delighted with the finished system, the primary pipe exits the exhaust manifold with a smooth bend which clears both the dynamo and chassis with ease and terminates with a bracket attaching it to the bell housing, which takes the exhaust system weight off the manifold. The silencers are the correct distance apart, welded together in one straight run, supported from the chassis above and terminating just behind the rear axle. The tailpipe is a separate part, bent to replicate the original shape. The whole system is made from polished stainless steel with very high quality welds. The exhaust note is very quiet and the system looks very good as shown in the photos attached.

The total cost was £460, which I think is reasonable for a bespoke system which will last a very long time. The same approach could of course be applied to other club cars.

Bryan Riley - EV8837.

Daimlers with Distinguished Plates

DUNCAN SAUNDERS



hdsaunders@onetel.com

Dear Editor,

I have been loaned a book from 1977 of registration numbers (interesting ones) and their cars and owners. These Daimlers were shown.

1&2. Sir Gerald Nabarro was very well known for his enthusiasm for special number plates, just two of his set are shown here on a brace of Daimlers.

3. Successive marks belonging to Len G. Davies, builder and developer, Essex.

4. M.R.M. Morgan, Moseley, Birmingham. This number has appeared previously on three successive Jaguars, and was then put on the Daimler Sovereign. This had earned it the nickname of the "Devaluation Daimler" - a sovereign for 5 BOB.

5&6. The 1DOL of Patrick Motors Ltd. When the Club began, Patrick Motors of Broad Street, Birmingham, were the main Daimler agents. Young Mr Patrick owned the SP whereas the number on the saloon moved about a little over the years.

The best number that I had was LUK 99, on a saved Conquest, I wonder if members have unexpectedly acquired an interesting number?



Duncan Saunders

Miles Per Gallon

MARK DARBY SLATER

1965 Daimler Majestic Major "The Holiday Car" May 13 to June 11 2014 MILES PER GALLON

Date	Odometer Reading	Location for fill-up	Miles Travelled	Litres	Imperial Gallons	Cost £GB	MPG
May 2014							
13	76542	T. Wells		30.85	6.75*	43.16	
14	76702	S. Mallet	160	33.75	7.42	43.84	21.56
19	76807	Wells	105	31.37	6.9	42.63	15.22
21	76964	Cardiff	157	39.84	8.76	53.74	17.92
29	77185	Wells	221	52.7	11.59	71.09	19.07
30	77357	Pershore	172	40.18	8.84	55.41	19.45
JUNE							
2	77521	Evesham	164	33.5	7.37	46.53	22.25
9	77694	Wells	173	48.25	10.61	65.09	16.31

6.75* Not included in total fuel used because calculations are from full-tank to full-tank.

Where I live, knowing one's miles-per-gallon is akin to a hobby one has never heard of before! I travel to the United Kingdom every year purposely organizing my time around the DLOC International. This is my fourth Majestic Major and as my age is caching up with me, it might be my last. My mother feared I would end up living in my car: But I'm wondering if I can arrange to be buried in it!?

You might wonder why I haven't bought another model Daimler, just for a change. Well, it's this simple; when you find

something you like, you stay with it don't you. I like the SP250 too, but it is so terribly small. The Barker Special Sports is more than I wish to pay, and I missed the chance to buy Lady's Docker's Gold limousine when it was a mere \$200,000! So one must become accustomed to the Major's fuel consumption. As you will see from my chart, I decided to be obsessive about it on my last trip. Keep reading, and to the very end, then you will see, it is economical. If you check my figures, and if you agree, we will say it does 19 miles-per-gallon, on average. Now I'm going to tell you that's good economy! Well, suppose one was running a late 1950s Bentley S1 or Rolls Royce Silver Cloud 1, the 4.5 litre, 6-cylinder, then fuel consumption, I am told, will be 13 to 15 mpg. If that is correct, the 4.5 litre, 8-cylinder Daimler engine is more efficient by 20 to 30%. To those of you who own a Bentley or a Rolls of this type, I'm not saying I would not like to own one myself, I'm just trying to be sensible, keeping something economical, like my Daimler. Well, I really cannot afford a Daimler, but I just must pretend that I can: In the hope I become what I pretend to be! And then you can bury me in it!!! Then, and only then, miles-per-gallon will not matter any more!

High Octane fuel used in the majority of cases.



EXAMPLES OF JOURNEYS

HIGHWAY: May 13th. Crowborough, East Sussex, to Shepton Mallet, Somerset, 160 miles via M25, M3, A303, A36, A361, at 55 to 65 mph with respect for the newly overhauled engine, the rev. counter showing less than 3,000 rpm most of the time. 21.56 mpg.

TOWN & COUNTRY: May 14th to 19th Somerset County. Short runs: total 105 miles 15 to 18 mpg.

MOTORWAYS, CARDIFF CITY & SOUTH WALES VALLEYS (I joined

the DLOC Welsh Branch in the Rhondda): May 19th to 21st approximately 387 varied miles at 18 to 19 mpg.

MOTORWAYS, WARWICKSHIRE, incorporating the DLOC INTERNATIONAL: May 29th to June 2nd 164 miles travelled at 22.25 mpg mainly on Warwickshire "A" and "B" roads.

SUMMARY

Overall 18.73 MPG (variation based on average ratings of two decimal points = 19.83** mpg)

Cost-Per-Mile (fuel only) 36.6 pence per mile

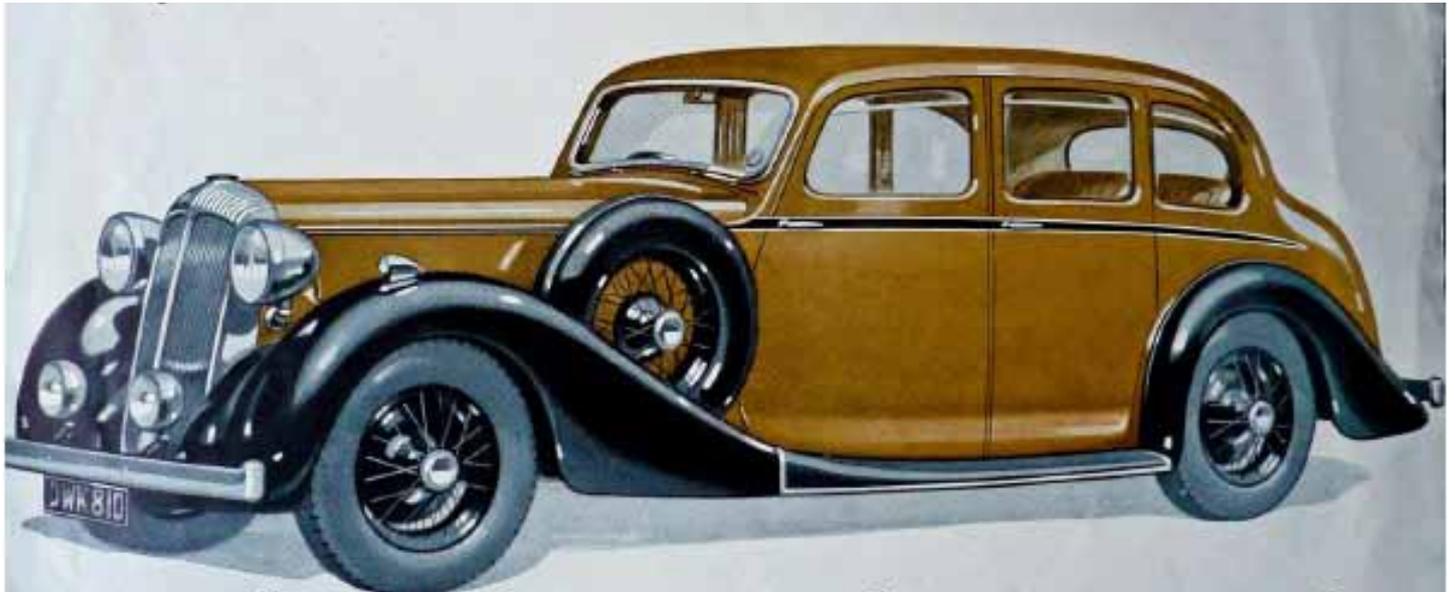
Therefore, the fuel cost from Shepton Mallet to Cardiff for instance, (80 miles via Wedmore/M5/M4) £29.28. Curiously the one-way rail journey from Castle Cary in Somerset, to Cardiff, for one person, is £29.20 (according to the Internet price) but it can take up to 3 bloody hours! The Daimler will do the journey, relaxed, at 55 to 65 mph in 1 hour and 40 minutes, and space for 3 or 4 additional passengers with room for cats and dogs too !!! I took 2 train journeys during my recent trip to Britain, from and to Gatwick Airport, and on both occasions, my trains ran up to 2 hours late! There is no contest, even in today's world, for comfort and economy, a Daimler or Lanchester is still the best choice!



The 1939

Twenty-Four ES

BRIAN SMITH



“Daimler twenty four – a car of Exceptional Beauty and Performance”

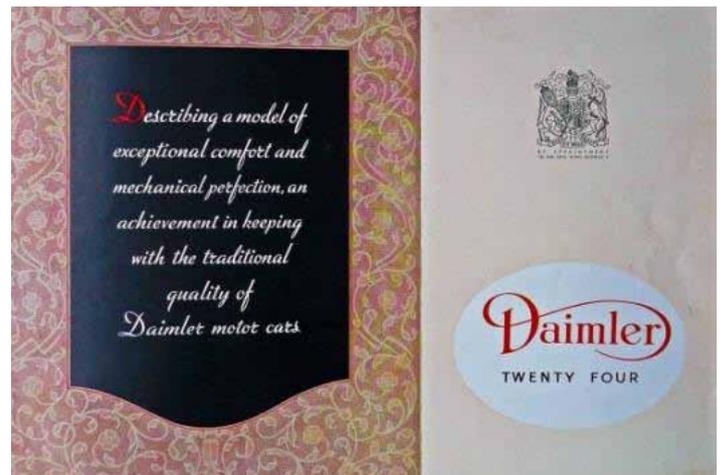
But for the invasion of Poland triggering the onset of World War II, we might have seen more examples in this ‘new-look’ range of Daimlers. Just thirty-three were sanctioned (chassis nos. 48239-48272) but the number actually to turn a wheel on the highway was possibly far less. It is probable that far fewer than 30 cars were delivered to dealers or customers before private car production ceased for the duration. Some still at the Radford Works might have been damaged during the blitz. Indeed therefore, the ES was an enigmatic and rare car.

Quite recently a copy of an original ES brochure came my way (courtesy Dave Philpot). It runs only to just a few pages and lacks mechanical data, being content to say “For full details of chassis specification please ask for illustrated catalogue”. So it can be assumed that the well-proven standard EL 24 chassis was utilised, with, perhaps a few minor modifications.

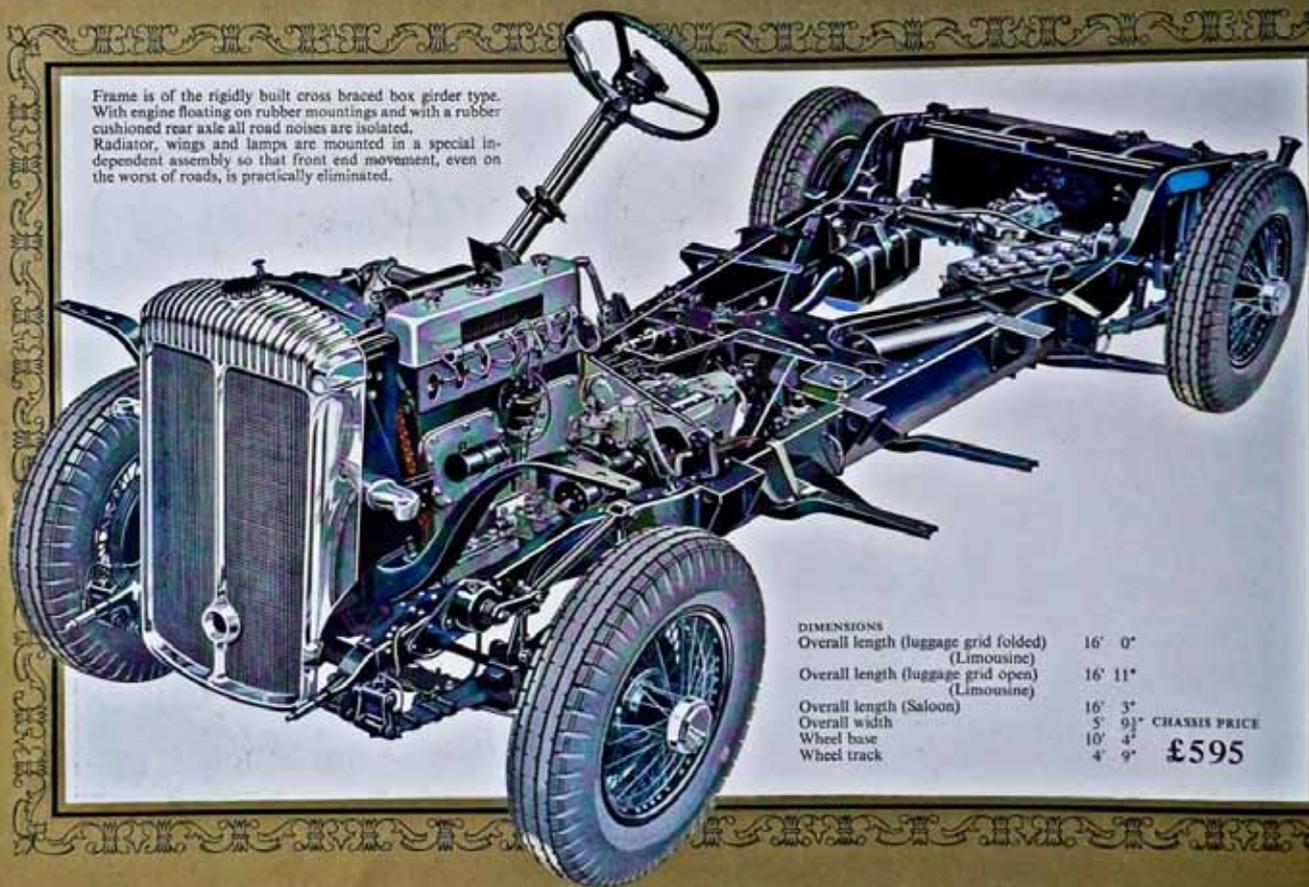
The above two illustrations taken from the EL 24 catalogue; the following from the ES brochure.

Quoting from the ES brochure: “The new Daimler Twenty Four Saloon marks a definite advance in motor car design, for not only is it the most beautiful and smartly styled of the new generation of Daimlers, but its sleek, masterful performance on the road renders it a real joy to handle. Study carefully the design of this car – observe the details which are so typically modern. Yet withal this new creation is thoroughly in harmony with Daimler dignity and tradition. The attractive streamlining of the car, including the famous radiator, has been achieved without any sacrifice of interior roominess and comfort and by clever design the features which have characterised the frontal appearance of Daimler cars for over thirty years are pleasingly retained”.

The publication confirms that the ES was intended as an owner-driver saloon costing, ex-works, £795 which compared favourably with the contemporary EL range with saloons from £870, more for limousines and a top price of £1020 for a standard landaulette. And then there were always variants from the specialist coachbuilders. However, the ES brochure is silent as to bodybuilder and one assumes it was Daimler themselves. The fascia design is nothing short of beautiful; certainly streets ahead of the standard instrument board found in other ‘Twenty-Fours’. Yet the illustration opposite (if taken to be accurate), may suggest less than generous use of veneer on the door fillets and window trims; however there were picnic tables, foot-rests and the folding centre arm-rest concealed a cedarwood cigar and cigarette box and walnut companion set. Perhaps surprisingly, there was no



Frame is of the rigidly built cross braced box girder type. With engine floating on rubber mountings and with a rubber cushioned rear axle all road noises are isolated. Radiator, wings and lamps are mounted in a special independent assembly so that front end movement, even on the worst of roads, is practically eliminated.



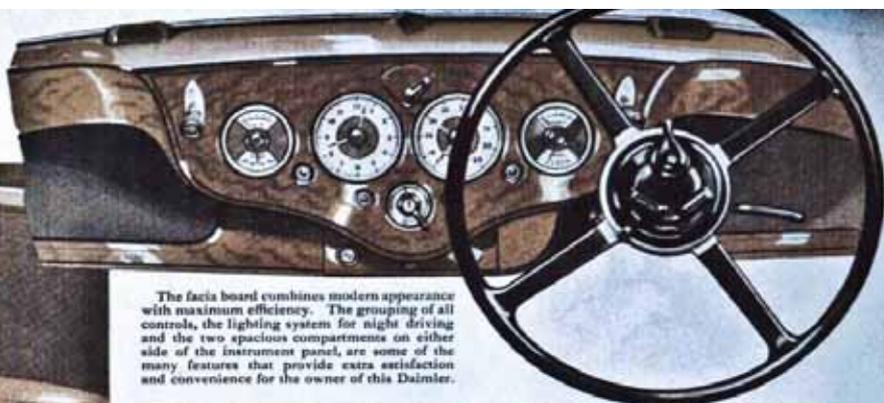
DIMENSIONS		
Overall length (luggage grid folded)	16' 0"	
(Limousine)		
Overall length (luggage grid open)	16' 11"	
(Limousine)		
Overall length (Saloon)	16' 3"	
Overall width	5' 9 1/2"	CHASSIS PRICE
Wheel base	10' 4"	£595
Wheel track	4' 9"	

CHASSIS OF THE DAIMLER TWENTY FOUR

opening sunshine roof although an electrically operated version was installed in EDU 58. As a variant of the well-known EL24 why did Daimler settle for type 'ES'? Was it a random choice or one with significance? Logically they might have considered as

a letter-suffix: M, N, O etc., but they chose S. I don't have the answer but it occurs to me that since there was an emphasis on 'streamling' (much in vogue at the time), perhaps S = streamline or 'special'. Then what of the ELS? Any ideas?

Here is the home comfort of an armchair in the rear seat of this car as well as the provision of conveniently placed ashtrays, and side and centre arm-rests. Beautifully finished tables are fitted which, when not in use, fold neatly into the front seats. If you want to relax there is plenty of room in the Daimler Twenty Four to stretch your legs. You will find the folding foot-rests a very pleasing feature.



The fascia board combines modern appearance with maximum efficiency. The grouping of all controls, the lighting system for night driving and the two spacious compartments on either side of the instrument panel, are some of the many features that provide extra satisfaction and convenience for the owner of this Daimler.



The gracefully streamlined rear panel conceals an exceptionally large amount of luggage space. The lid can be used as an additional carrying platform if desired, and recessed into the sides of the boot are two compartments suitable for carrying accessories or other loose articles.

Daimler cars are offered subject to the conditions of sale as set out in the Purchase Agreement Forms. The right is reserved to alter any details of price, specification or equipment without notice. All prices are for delivery ex works.

FOR FULL DETAILS OF CHASSIS SPECIFICATION
PLEASE ASK FOR ILLUSTRATED CATALOGUE

THE DAIMLER COMPANY LIMITED
COVENTRY

Phone 4161



The car shown in the ES brochure has the real or imaginary registration number DWK 810 and we know that DWK 371 was an experimental ES 24. Thanks to Dennis Mynard we also know that the most familiar ES 24 (EDU 58) was (surprisingly!) on the last chassis sanctioned, no. 48272. Whether all the other 32 cars were built, we may never know.

EDU 58 was specially prepared and equipped for rallies in 1939. It was driven by Daimler Chief Engineer, C. M. Simpson and picked up a number of awards. This example had special equipment and refinements which you will find described in 'Daimler Days' from page 636. Note the radiator mascot!

Co-incidentally, on the very day I was thinking about this article

and making a start, the March Driving Member arrived showing (p.31) a different style of ES and I am inclined to think the black limousine coachwork could have been fabricated by Windovers. It was first registered HLT 475 on 4.6.1946 even though factory records show the chassis 48252 was despatched, mid-1939. There is a similarly designed ELS 24 (with part frameless rear side windows), shown on page 645 of 'Daimler Days'. It would be very interesting to have knowledge of other ES 24's and one wonders if there are other examples still extant? For many years EDU 58 languished in the open but is now protected and the hope is that one day both will be back on the road.

Brian Smith



DLOC DOWN UNDER



Daimler SP250 arriving for the BBQ

On our return to Britain after being in Western Australia for 6 weeks, we were 'tickled pink' to see an article by Tom Sagers in the October 'Driving Member'. We had only left Tom about 36 hours previously when he had dropped us off at Perth Airport (at 04.30!).

We arrived in Fremantle, Western Australia after our 31 day sail from Cape Town in early November. Laurence Jones insisted that we contact Tom, the President of the Western Australia Daimler and Lanchester Club when we arrived.... how right he was... Tom gave us a fabulous welcome, inviting us up to his house for a barbeque and to look at his superb collection of Daimler and other vintage, veteran and classic cars (all as detailed in the DM article).

He also showed us his extensive personal collection of pictures and artefacts from bygone years, which included this item below. Does anybody know what its use may have been? Tom would love to know.

The following Sunday Tom invited us to join him at a maritime book launch and a private viewing of his friend Barry's vast personal collection of mainly maritime artefacts. This was to be followed by the WA DLOC Christmas barbeque lunch at the Veteran Car Club of WA premises near Perth.

What a fabulous facility, not only a club meeting hall and barbeque venue available for use by all the car and motorbike clubs in the Perth and surrounding area, but also an extensive and secure undercover storage facility for historic car and motorbike parts and an open air storage area for vehicles awaiting restoration.

Yachts are like Daimlers, always needing love and attention. We had a worn and floppy rudder bearing problem on our arrival

in Fremantle which we needed to change. The rudder weighs 100+kgs, overall about 3.20 metres high and is extremely awkward to manhandle as the bottom is not flat. I had concluded that I needed a trolley jack to provide variable support to release the rudder securing ring and lower the rudder blade under control. (It was also used to raise the rudder again after changing the bearing). The DLOC in the shape of Ben Smith, a Fremantle WA DLOC member rode to the rescue lending us a trolley jack for the week. We are looking forward to seeing Ben's Daimler when we return there in January.

Tom's family came to Australia over 100 years ago and he gave us a fascinating insight into the land based and maritime history of Western Australia with knowledge gained from his experiences, the family history and his printing and publishing business.

Many thanks to the WA DLOC for giving us such a warm welcome, extra thanks to Ben for his help but Extra Special thanks to Tom for the wonderful Aussie welcome, making time for us in his busy schedule and generally looking after these two Brits washed up on the Fremantle shore!

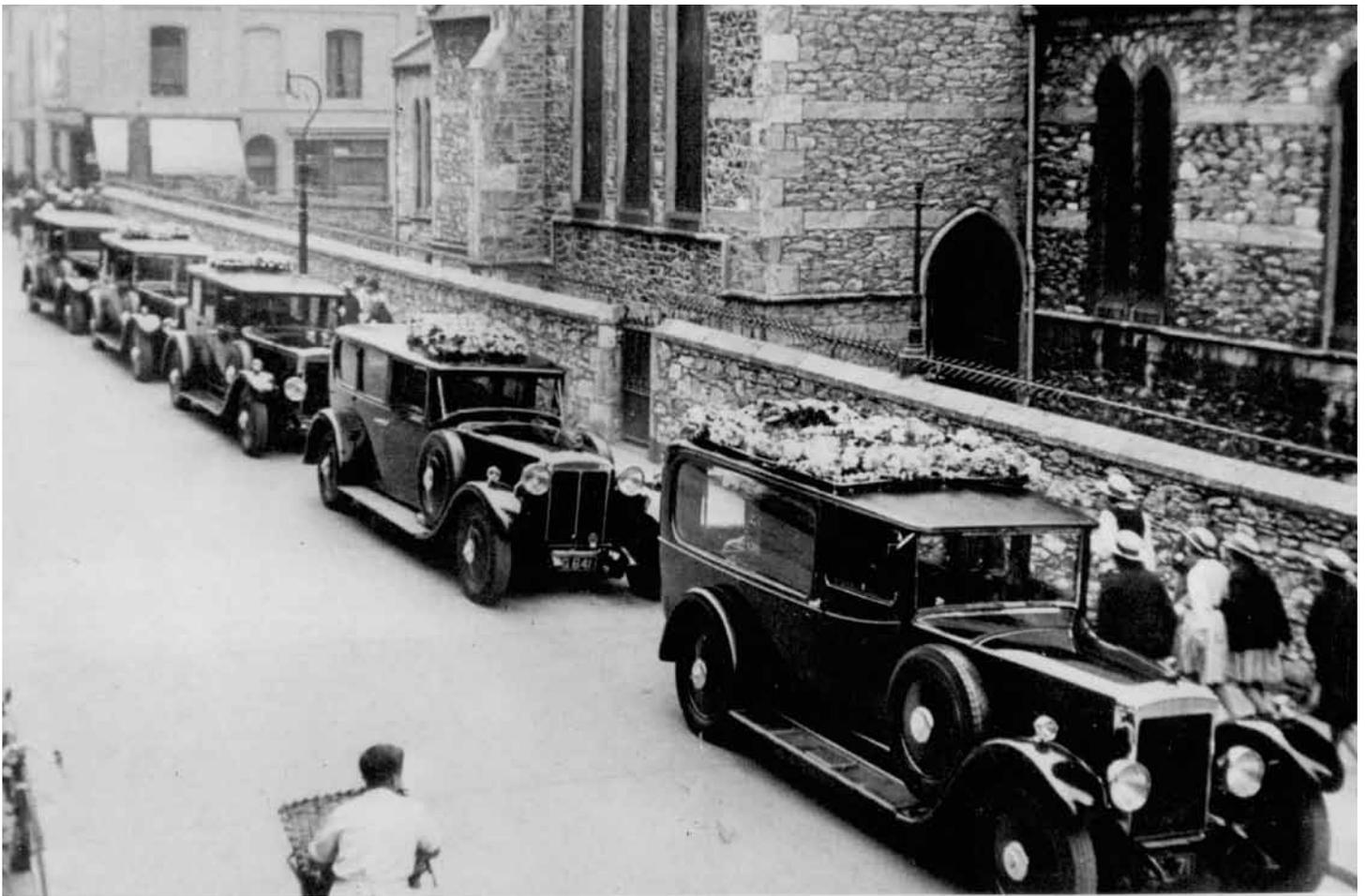
Brian and Sandy Duker.



Photographic Finds

Please send your period photographs to: The Editor, 12 Grove Bank, Frenchay, Bristol, BS16 1NY. Or Email editor@dloc.org.uk





Mark Cuthbert-Brown recently acquired the three preceding photographs, their captions aren't reliable - modern handwriting of uncertain provenance - but the suggestion is that they were owned by an operator called Dulling and that the blitz damage was in Plymouth. Can any reader add information? Replies to the editor please.



By pure coincidence, Dave Philpot sent in this photograph taken c1964, it depicts Mark's recently purchased landaulette.

DLOC International 2015

AT THE PEEBLES HYDRO HOTEL

STEPHEN LECKIE



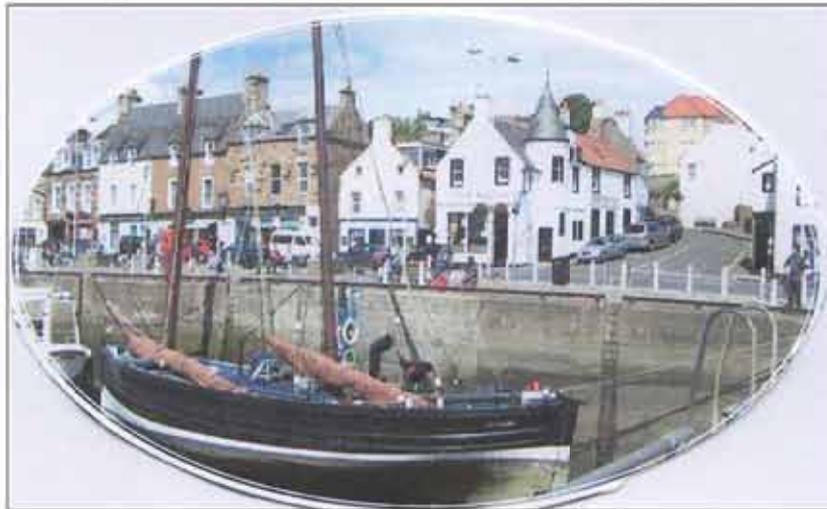
We are looking forward hugely to welcoming members to Peebles Hydro for the Daimler & Lanchester Owners' Club International Rally from 10th – 14th June 2015 and to what I'm sure will be a fun, lively and interesting event with no shortage of car chat and general tales.

One thing I wanted to mention is that the menu which has been printed is one that comes from The Crows' Nest – the venue originally booked for the Rally but has now been re-arranged at Peebles Hydro. The food we will be serving will be more creative and I'm delighted to say that we are currently in the process of recruiting a Chef with amazing provenance.

We'll do everything we can to ensure you have an enjoyable and memorable stay and keep our fingers crossed for fine and sunny weather.

Stephen Leckie
Chief Executive – Crieff Hydro Family of Hotels
Daimler & Lanchester Club Member and Daimler 1960 SP250 Owner

INTERNATIONAL RALLY



ANSTRUTHER HARBOUR 2015

THURSDAY JUNE 11th - SUNDAY JUNE 14th 2015

IMPORTANT INFORMATION DLOC INTERNATIONAL RALLY 2015

The Crows Nest Hotel in Anstruther ceased trading on 6th January 2015. No other hotels in the immediate area are available to host the rally.

We have secured accommodation in the Peebles Hydro which is a 4 star hotel with spa, fitness, leisure facilities etc at the same price as the Crows Nest which is an amazing deal. The rally dinner will also be provided with the same menu choices at the same price. Car parking is secure and monitored by CCTV. Peebles Hydro is 70 miles south of Anstruther which can be looked on as an advantage to those travelling from the south.

For those already booked into the Crows Nest, we will transfer you to the Peebles Hydro and a confirmation letter / email will be sent. The runs to the Falkirk Wheel and Loch Katerine remain but the starting point will now be the Peebles Hydro. This adds 6 miles to the Loch Katerine run and shortens the Falkirk run by 7 miles. For those booked in to B&B in Anstruther there are two choices :-

- 1 Cancel B&B bookings and transfer to the Peebles Hydro
- 2 Remain in Anstruther, meet up at the run venues and make your own arrangements to attend the rally dinner. A mini bus may be provided depending on numbers.

The routes to Falkirk and Loch Katerine will be provided from Anstruther for those who wish to stay in the area.

The walking tour of St Andrews has had to be cancelled. Refunds if required will be made at the rally.

The rally at Anstruther Harbour will commence at 11-30 am on Sunday 14 June 2015.

We will leave the Peebles Hydro at 9 am sharp and follow the provided route to Anstruther. This is an additional road run through scenic Borders countryside to Edinburgh crossing the Forth Road Bridge and thence to Anstruther .

At such short notice this is the only alternative to cancelling the rally. We hope that these arrangements will be satisfactory.

**Hotel bookings Contact Dawn Hunter central reservations
Crieff Hydro 01764 651 680 option 4**

THURSDAY 11th JUNE

FALKIRK WHEEL



FRIDAY 12th JUNE

SIR WALTER SCOTT CRUISE



DLOC MERCHANDISE

BRIAN BAKER

We have started off with a small selection of articles that we feel most people are interested in at the moment. The range can be increased if there is sufficient interest. We are only going to keep in stock two examples of each item in the popular sizes of medium, large and extra large. Other sizes can be ordered. The club has chosen dark blue with gold logo as the preferred item to keep in stock, and examples of these will be displayed at the International and other major Rallies during the year. We can also provide other colours with different coloured logos to your choice. There are three logos available at the moment; they are the DLOC logo, the word Daimler, and the word Lanchester in the appropriate script. All these items are available on an order only basis; we do not want to keep stocks of clothing.



Sweatshirt
Colour Dark Blue
80% Cotton, 20% Polyester
Sizes S, M, L, XL, XXL, XXXL
Price £18 inc vat plus £3.60 p&p



Cap
Colour Dark Blue
100% Cotton
Price £10 inc vat plus £2.00 p&p



Fleece
Colour Dark Blue
100% Polyester
Sizes S, M, L, XL, XXL
Price £25 inc vat plus £5.00 p&p



Left:
Polo Shirt
Colour Dark Blue
100% Cotton
Sizes S, M, L, XL, XXL,
Price £15 inc vat plus £3.00 p&p

Bottom left Example of
Alternate Colour
and Logo



D.M. Binders
£8 each with £1.60 p&p



FOR ALL OVERSEAS ORDERS
PLEASE ENQUIRE REGARDING
P&P PRIOR TO ORDERING
E-Mail: baker.bn@gmail.com



All the items can be ordered in the following alternative colours:- Royal Blue, Black, Orange, Red, Green
There are four different logos available:- The normal DLOC logo, just the word Daimler or Lanchester or Daimler V8 (above right).
Order via baker.bn@gmail.com please, payment with order.

Please order by email or through the post; DLOC, Hillside, Alderwasley, Derbyshire. DE56 2RB or E-Mail: baker.bn@gmail.com

Each order should give the following information:-

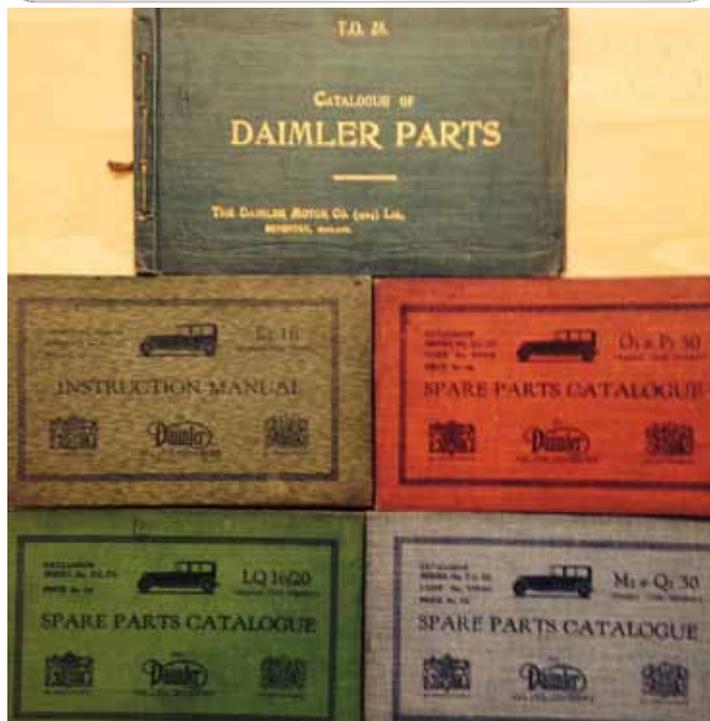
Type of clothing	Size	Colour	Colour of logo
Which logo	Name and address		
	E-Mail Address <input style="background-color: yellow;" type="text"/>		

Total value of order (include P&P £

Please make cheques payable to DLOC Ltd (or complete following credit card authorisation)

PLEASE CHARGE MY CREDIT CARD AS FOLLOWS:										
Mastercard	<input type="checkbox"/>	Visa	<input type="checkbox"/>	Switch	<input type="checkbox"/>	American Express	<input type="checkbox"/>	NB - ESSENTIAL FIELDS		
Card number	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Start date	<input type="text"/>	Expiry date	<input type="text"/>
Switch issue number	<input type="text"/>	Security number (last 3 digits on signature strip, or last 4 if American Express)				<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

CARS FOR SALE



COLLECTION OF CATALOGUES REASONABLE OFFERS
Please see photograph marian.bruce@gmail.com



1956 NEW DROPHEAD COUPE, CHASSIS 90552, the car is in excellent condition and remains very original apart from Stainless Steel Exhaust in 2010 and change of colour, twice in her life.

There is a very good service record, Reg DM in December 1956 by first owner Denys Martin using number from his father's 1934 Austin. I just had to buy her as DM was also my initials. I have enjoyed restoring her, becoming Joint Registrar and writing the book about the model. The reason for sale is due to age, mine not the cars, I rarely use her except for a few local trips and shows. My wife does most of the driving in our modern car and does not want to try the pre-selector. I will replace her with another Daimler entirely to enjoy the fun of restoration. Offers towards £30,000 tel. 01263 824045, or email mynard.revarg@tiscali.co.uk



ALAN KERRY, IS IN URGENT NEED OF THE RADIATOR Top cowl for a DB18/1. His contact telephone number is 01246 472957. He doesn't have internet access but if people prefer to email they can email me on marcel_renshaw@talktalk.net



1938 DB18 RITZ SALOON RESTORED 2010. Restoration includes engine (original), steering, brakes, electrics, paintwork, chrome, interior and tyres. First registered in Orkney I believe that there are only about 7 of this model known to the DLOC.

For more information and photos phone 01948 840638 or email evelyn.onions@btinternet.com.

DAIMLER NEW 15 FIRST REGISTERED 1939.

In road legal condition and little used by today's owner for 50 years. Correct colours Grey and Blue exterior with Blue leather and carpets. Carpets are poor and so is the carpet on the bottoms of the door cards. The car is in original condition and as it should be except that the sunshine roof has been sealed over. Just had a re-conditioned water pump fitted. Picture of a New 15 can be seen on page 627 Vol 2 of Daimler Days by Brian E Smith. Contact about the above vehicle Derek Sleigh on 01980169682 Or Ann West on 07989414528

FOR SALE 1955 DAIMLER CONQUEST CENTURY.

Registration VVT 935. 28,800 miles approx. Believed correct. Very nice original car. Minor work needed to bring to exceptional condition. Black with original tan leather interior. Present owner 10 years. Large history file. 4th owner from new.. £5,750.00 Please call Wakefield on 01773 520235 Derby area.

FOR SALE DAIMLER SP250 AND V8 SALOON

Gold portfolio book in immaculate condition. Open to offers. Please call Steve. 02476 540288 or 07957 470248. Coventry area.

DAIMLER SP 250 HARD TOP FOR REFURBISHMENT.

Open to offers. Please call Robert Stevens 01904 624512

SP250 DART, 3 GOOD ORIGINAL STEEL WHEELS

(need paint) £10 each, Wheels are in Chichester, could be delivered to near J6 on M25 or Cholsey south of Oxford if no rush. Otherwise buyer will have to collect. Contact Steve on 07976 218289 or email carpenter@maplehurstroad.freeserve.co.uk

WANTED FOR A DAIMLER SP 250 .

Crankshaft pulley and damper, exhaust manifold, Propshaft, speedometer (preferably kmh.), tachometer, Window and the door handle (inside).

Contact: Martin Skarin +46 73 8086878, skarin57@gmail.com



1972 SERIES 1 DAIMLER; 4.2L, 90K MILES

Ascott Fawn with Burgundy trim. Last owner 23 years. Regular maintenance and continuous refurbishment = an original car in fine condition. Agreed value £11K Located in Suffolk Contact 01440 786222 or david.newton42@btinternet.com



CELEBRATING
30
YEARS

Policies from
£74**

Classic insurance redefined.

Tailor your classic car insurance policy to suit your needs.

To discover the Footman James difference, call our friendly UK team for a quote today.

0333 207 6062

or visit footmanjames.co.uk



follow us @Footman_James

Classic Car | Classic Bike | Modern Car | Modern Bike | Kit Car | Collectors | Classic Motor Trade | Household

*All cover is subject to insurers terms and conditions, which is available upon request. **Premium example based on: 1957 Morris Minor 1000. Value: £3000. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded. FP ADCC203.11.14

FJ+	Classic benefits included*:
+	Salvage retention
+	Shows and events
+	Spare parts cover (up to a limit of £250)
+	European motoring (up to 35 days per trip)
FJ+	Cover options*:
+	Breakdown with options to include European cover and Homestart
+	Agreed value
+	Driving other classics
+	Drive to work
+	Track day cover
+	Wedding hire cover
+	and many more
Specialist rates for club members	



The 'BEST' Deal In CLASSIC CAR INSURANCE

Looking for a **NEW** policy or just a great deal on your **RENEWAL**, our classic car policies deliver exceptional cover at very affordable premiums



Single Car Policies

from
£86

Special Rates for Collections

Multi-Car Discounts

up to
50%

FREE Agreed Value

Modern & Classic Cars on One Policy

FREE Breakdown & Recovery

DLOC Member Discounts

Various Mileage Options

Terms & Conditions apply

PBIS only uses High Quality Insurers.

Classic Car - Modern Car - Classic 4x4
Classic Military - Classic Bike - Classic Commercial



30 YEARS OF QUALITY CLASSIC CAR INSURANCE

01376 574000

www.peterbestinsurance.co.uk

Authorised and Regulated by the Financial Conduct Authority

Darts in Dixie



For all your US Daimler SP250/dart needs.
Full Renovation & Repairs undertaken.
Contact Michael Bamford :
850 293 0571

Email : dartsindixie@gmail.com

trevorfarrington ltd

Capital Place, London Road, Allstock,
Nr. Knutsford, Cheshire. WA16 9LJ
Telephone 01565 722151

Website: www.trevorfarrington.co.uk

Restoration, repair and servicing of Vintage, Historic and Classic Cars. Road, Rally or Track Full vehicle restorations, Chassis and body repairs, alterations etc., Pre MOT checks and service. Engine, rebuild or modification, Re-Trimming, Call in and see for yourself our current projects and restorations. info@trevorfarrington.co.uk

WE BUY GREAT CARS

WE HAVE BUYERS FOR QUALITY COLLECTOR CARS OF ALL TYPES ONE CAR OR COMPLETE COLLECTIONS.

PLEASE CALL ME FOR A CURRENT MARKET VALUATION.

MARK HYMAN 314-524-6000

HYMAN LTD.
Classic Cars

WWW.HYMANLTD.COM

DEREK SLEIGH

1930 - 1960 DAIMLER & LANCHESTER SPARES IN SHROPSHIRE

Phone or Fax 01939 232134 (O/S 00441939232134)

All contacts please before 10 am on any day.

derek@ds-ds.co.uk

BARRY THORNE

FOR ALL YOUR

DAIMLER SP250 SPARES

PO BOX 246. DORKING, RH5 5FU

baroth@o2.co.uk

Tel: 01306 711789

Mobile: 07885 882416

David Beales Engineering

DB18 Specialist

Qualified precision engineer

Gaskets, Bearings, Oil Seal, Mountings, King Pin Sets, Track Rod Ends, Fan Belts, Suspension Parts, Electrical Parts
Oil Filters for most pre 1960 models.

Exchange Units –

Water Pumps- Gearboxes -Steering Boxes

www.daimlerspares.org

d.beales@ntlworld.com

Daimler & Lanchester Insurance

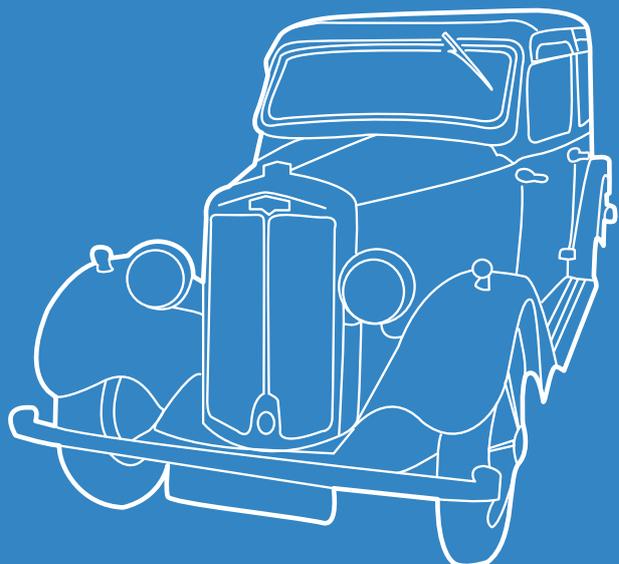
Adrian Flux know how much you love your classic car, which is why we are dedicated to finding you an insurance policy tailored to your own personal requirements and driving history. Call us today for a free, no obligation quote.



0800 089 0035
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

Classic Car Insurance



Benefits available include:

- Breakdown Cover
- Laid-up Cover
- Agreed Value
- FREE Legal Cover
- Club Member Discounts
- Limited Mileage Discounts

Robert Grinter Restorations

Specialist Restorer of
SP250's &
V8 Saloons



Restorations, Repair, Modifications & Servicing

8 Workshop Bays
Bead, sand & soda blasting
Engine rebuilds
TIG & gas welding
GRP Repairs
Body & paint Shop
Daimler Spares

Colne House Farm
Station Road
Earls Colne
Essex CO6 2LT
01787 222 188 07939 222 327
www.robertgrinter.co.uk

GATE7 GROUP



Gate 7 is a dynamic and innovative company specialising in the supply of decals and printed components to the Construction Equipment, Agricultural and Industrial Market.



www.gate7.co.uk



Russ Carpenter CD Services Automotive Engineers



All V8 21/2 litre engine work undertaken. Engine rebuilds. Cylinder head welding and machining. Valve guides fitted. Valve guides modified (for oil seals). Heads ported and polished. Main bearing caps strengthened, main bearing caps manufactured, timing cover modified (for oil seal). All machine work to the highest standards
23-25 Old Farm Road, Guildford, Surrey GU1 1QN.
Tel: +(44) 0(1483) 570632 Fax: +(44) 0(1483) 563266.
Mobile: 07799 748985. Email: russcarpenter@btinternet.com

Lancaster

Vintage & Classic Spares

Tel. 01524 423 453. Fax. 01524 831 953 (24hrs)

Vintage & Classic Spares for your Daimler
ENGINE BEARINGS from 1930's - 1970's PISTON SETS -
WIPER ARMS & BLADES BRAKE LININGS, ELECTRICAL
ITEMS GASKET SETS, KING PINS and MUCH MUCH
MORE. EVERY DAY IS AN AUTOJUMBLE DAY!

The Warehouse, Baxtergate (off Lord Street)
Morecambe, Lancs. LA4 5HX



Daimler & Jaguar Spares

01254 398 476

www.john-gordon.co.uk

johnjaggordon@aol.com

Experienced SP250 Mechanic Does your Dart need

- Chassis repair work
- Engine or gearbox work
- Windscreen rechroming
- Steering rack conversion
- Rear Suspension & Handling kits
- Overdrive conversions carried out
- Rear Telescopic Shock Absorber Conversion kit
- Steering rack kits also available or general work including a check over for MoT



Please phone to discuss a visit to our equipped secure workshop welcomed.
Telephone: Philip (0118) 9340927 Workshop • (01344) 884071 Evenings

www.autotecsp250.co.uk

Daimler V8 2.5/250Parts

10821	Front/Rear Brake Pads	£15.00
8021	Handbrake Pads	£15.00
C22678/1	Tie Rod Assembly	£30.00
CAC9937C	Lower Ball Joint (sealed)	£17.50
CAC9938C	Top Ball Joint (sealed)	£17.50
C23314	Front Sandwich Mountings	£12.00
C9004	Front Vee Mountings	£20.00
C23484	Front Brake Disc	£30.00
C13065	Rear Brake Disc	£30.00
C20989	Front Shock Absorber	£35.00
C21480	Rear Shock Absorber	£35.00
C14140Com	Panhard Rod Assembly	£30.00
C11091Com	Torque Arm Assembly	£45.00
C21983C	15" Rim Bellisher	£25.00

All parts plus P & P and Vat @ 20%

Higher Childers Green Farm, Mill Hill Lane, Hapton, Burnley, BB11 5QX.

Visitors by appointment only

01254 398 476

SPECIALIST VEHICLE INSURANCE

Cherished by you
Insured by us



- ✓ Over 35 years' experience
- ✓ No broker administration fees
- ✓ Choose a vehicle repairer you trust
- ✓ UK & European accident & breakdown recovery including home service
- ✓ Free and automatic salvage retention*
- ✓ Cover for drivers from 18 years of age and no upper age limit*
- ✓ Agreed value*

Call our friendly UK team for a quotation
01277 206 911
www.rhclassicinsurance.co.uk



* Subject to our standing underwriting criteria. Please refer to the policy documentation on our website, or call, for further information.

RH Specialist Insurance is a trading name of Willis Limited, a Lloyd's Broker. Registered office: 51 Lime Street, London, EC3M 7DQ. Registered number 181116 England and Wales. Willis Limited is authorised and regulated by the Financial Conduct Authority. The RH Specialist Insurance schemes are arranged and administered on behalf of Willis Limited by ERS Syndicate Services Limited, an appointed representative of ERS Syndicate Management Limited which is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and the Prudential Regulation Authority: Number 204851.

FP0030

Classic Car



Modern Car



Classic Bike



Multi-vehicle



Military



BRYAN PURVES Ltd

DAIMLER SP250

Trim and Upholstery Specialist

Tel; 01342 315009

www.bryanpurves.co.uk

bryan@bryanpurves.co.uk

TO ADVERTISE HERE

Please Contact

Dave Page

0161 904 9954

pagiedavid@yahoo.co.uk

CHRIS MORRIS

DAIMLER V8 SPECIALIST

GOOD USED PARTS FOR DAIMLER V8 SALOONS,
PROJECT CARS ALWAYS AVAILABLE. WHY NOT CALL
FOR A CHAT?

PHONE: 01525 381063

24 CHESTNUT HILL, LINSLADE,

LEIGHTON BUZZARD, BEDS, LU7 7TR

CALLERS BY APPOINTMENT ONLY PLEASE

**DAIMLER AUTOMATIC TRANSMISSIONS
& PRE-SELECT GEARBOXES**

RECONDITIONED UNITS & SPARE PARTS SUPPLIED

G. WHITEHOUSE AUTOS LTD.

Tel: 0121 559 9800 Fax: 0121 559 9885

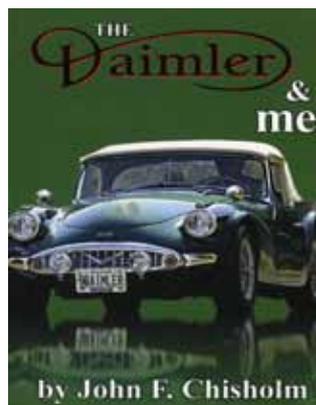
www.gwautos.com info@gwautos.com

DAIMLER AUTOMATIC CONVERSIONS

Convert your classic Daimler to Jaguar XJ40

4 speed automatic

THE DAIMLER & ME



John F. Chisholm has produced this interesting book relating to his experiences with his Daimler SP250, the amusing incidents are all the more entertaining as John is located in the USA, where the Dart is a very rare sight. Copies are available through Glyn Overy, Assistant SP250 Registrar: Tel: 01268 747646 E-Mail: glynoverly@talktalk.net or at janine@gardenmaine.com



What you should expect from your classic car insurer

A business you can trust
Independent and family owned since 1965

Speak to the same person everytime
Your own personal client manager

All the features & benefits
You would expect from a classic car policy

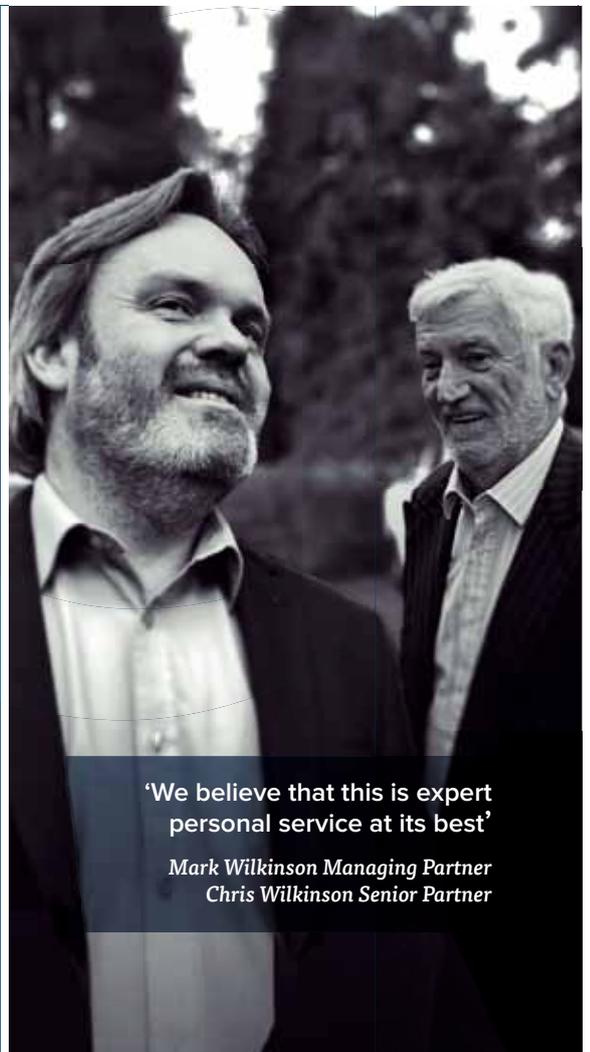


To speak to your personal client manager call now on

0121 248 9291

www.heritagecarinsurance.co.uk

Heritage Classic Car Insurance, part of Norton Insurance is authorised & regulated by the Financial Conduct Authority.



'We believe that this is expert personal service at its best'

*Mark Wilkinson Managing Partner
Chris Wilkinson Senior Partner*

"25% DISCOUNT FOR MEMBERS OF THE DAIMLER & LANCHESTER OWNERS CLUB"



To enjoy your car club membership discount and find out about our other benefits call **01480 400 907**. Our dedicated classics team will ensure you have the right insurance cover to keep your classic protected.

LS.K.DLOC.A5L.2015

INSURANCE BENEFITS

- Agreed valuation • Up to 25% discount for car club members • Limited mileage discount • European cover • Cover for track days, charity events and wedding use
- Use of your no claims discount • UK and European breakdown cover • Up to £100k legal expenses • Multi-Car Policies • Salvage Retention

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria. Lancaster Insurance Services is a trading name of BDML Connect Limited. BDML Connect Limited is authorised and regulated by the Financial Conduct Authority (No. 309140). For mutual security, calls are recorded and may be monitored for training purposes.

Proud sponsors of



Call us today:

01480 400 907

www.lancasterinsurance.co.uk/dloc





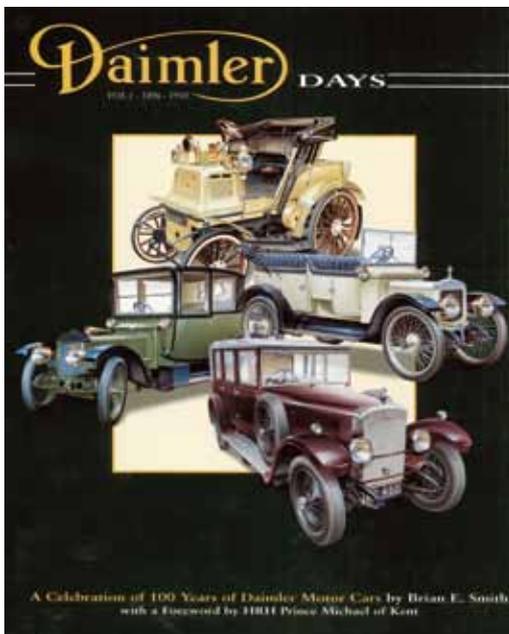
www.longstone.com
Tel:00441302711123



180HR15 Michelin XAS is perfect for a V8 salon; 185R15 tyres make the steering too heavy...
Just ask my wife

DAIMLER DAYS

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 £45 plus p+p £3.50 for UK £8.00 for overseas from: Bob Cantwell, Winton Views, Chilworth Road, Chilworth, Southampton, SO16 7JS. Cheques payable to DLOC please, Email: robertcantwell@aol.com Tel: 023 8076 6372 Fax: 023 8023 4655

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



TO ADVERTISE HERE

Please Contact
Dave Page
0161 904 9954
pagiedavid@yahoo.co.uk

Patrons: Duncan Saunders,
David Manners

DIRECTORY

President: Matthew Waterhouse
Vice-Presidents: Tony Bagley & John Ridley

BOARD OF DIRECTORS

Chairman
Brian Baker
Hillside, Alderwasley
Derbyshire
DE56 2RB
01629 823031
0780 2275910
brian.baker@w3z.co.uk

Vice-Chairman
Bob Cantwell,
Winton Views, Chilworth
Road, Chilworth,
Southampton, SO16 7JS.
Tel: 023 8076 6372
Fax: 023 8023 4655
membership@dloc.org.uk

Company Secretary
Alan Pegler
'Wayside'
Foord Lane,
Hankham, Pevensey,
East Sussex
BN24 5AL
01323 743866
alan_pegler@hotmail.com

Editor
Kevin Bennett
12 Grove Bank
Frenchay
Bristol BS16 1NY
Tel: 0117 9562555
editordloc@dsl.pipex.com.
http://daimlerandlanchester.wordpress.com

Treasurer
colinheslop@gmail.com,
Colin B Heslop, Stump
Cottage, Bucklebury
Slade, Nr. Reading, Berks,
RG7 6TE,
Home tel: 01635 863796,
Mobile: 07836 385135.

Branch Liaison
Andrew Wainwright,
15 Queensbury Ave,
West Bridgford,
Nottingham, NG2 7GE
Tel: 0115 9233857
Mobile: 07979 650158
Email: AndrewHelen@wainwright757.freemove.co.uk

Director New Advertising
David Page
20 Chapel Lane,
Hale Barns
Altrincham, Cheshire
WA15 0HJ
0161 904 9954
pagiedavid@yahoo.co.uk

Membership Secretary
Bob Cantwell,
Winton Views, Chilworth
Road, Chilworth,
Southampton, SO16 7JS.
Tel: 023 8076 6372
Fax: 023 8023 4655
membership@dloc.org.uk

Press and Publicity
Mark Cuthbert-Brown.
The Stone House
Kinnerley Road, Pentre
Shrewsbury SY4 1BS
markcuthbertbrown@mac.com

CLUB OFFICIALS

President
Matthew Waterhouse
North View, Calveley
Tarpoley,
Cheshire, CW6 9JN
Tel: 01829 260393
Matthew Waterhouse
matthewjwaterhouse@gmail.com

Events Co-ordinator
Graham Emmett
10 Freshwater View
Northwich
Cheshire
CW8 1GL
01606 212578

07967 109160
grahamemmett@yahoo.co.uk

Membership enquiries
Edwin Boddington
254 Stechford Road,
Birmingham B34 6BL
Tel: 0121 748 6014
eaboddington@btinternet.com

Vice President & Jaguar Liaison
Tony Bagley,
9 Sandy Road,
Norton, Stourbridge,
West Midlands. DY8 3AJ
Tel: 01384 394594 E Mail
a.bagley2011@btinternet.com

Advertising
Paul Jarrett
Roselyn, 6 Ridgeway
Coalpit Heath.
BS36 2PP
01454 777252.
paul.jarrett66@blueyonder.co.uk

Daimler Historian
Brian Smith,
45 Parkway, Gidea Park,
Romford, Essex. RM2
5PL.
briansmith@sky.com

DVLA Re-Registrations SP250 only
Laurence Jones.
Birkenshaw, The Ridge,
Little Baddow, Essex CM3
4SA. tel: 01245 226337
fax 01245 223639. email
laurence@jones33.fsnet.co.uk

Vice President & DVLA Re-Registrations (others)
John Ridley
The Manor House,
Trewyn, Abergavenny
Monmouthshire
NP7 7PG.
Tel/Fax: 01873 890704
johnridley@hotmail.com

OVERSEAS BRANCH SECRETARIES

Austria
Dr. Christian Vanik
Phorugasse 10/13
A-1040 Wien
Österreich
Tel.:0043-6648179051
dloc.austria@gmx.net

Australia

Daimler & Lanchester Owners Club of Western Australia.
Pennie Bazen
Club Secretary
31 The Boulevard,
Gooseberry Hill. WA
6076

Daimler Lanchester Club Victoria Inc.
The Secretary
Unit 8, 41-49 Norcal
Road, Nunawading,
Victoria 3131, Australia.
http://www.daimlerclubvictoria.org.au

Daimler & Lanchester Owners Car Club of Australia Inc
John Hiscox,
74 Rose Avenue,
Wheeler Heights,
Dursley, Gloucestershire.
GL11 6AQ.
Tel: 612 9984 1169
Email: de27@bigpond.com

European representative for SP250 & V8
Christian Demler
Fraunhoferstrasse 39,
47057 Duisburg, Germany
Tel 0049 203 356852
email cd.dart@web.de

France
Bob Turner,
Sunnyways

Rosea Bridge Lane
Combe Martin
North Devon EX34 0DP
Germany
Christian Demler
Fraunhoferstr.39
47057 Duisburg
Germany
Tel: 0049 203 376866
cd.dart@t-online.de

Netherlands
Wout Voerman,
Lindenlaan 52,
7951 BW Staphorst,
Netherlands
Tel 0031 522 462636.
E: daimlanch.holl@planet.nl

New Zealand The D&LOC in N.Z. Spare Parts Club Inc.
P.O. Box 76143,
Northwood,
Christchurch 8548,
New Zealand.
ph 0064 3 323 9048
fax 0064 3 323 9620 email
daimjagspares@xtra.co.nz

SP250 Club NZ
PO Box 9756 Newmarket
Auckland NZ.
www.daimjag.org.nz.

Sweden
Inge Haby,
Steglarpsvägen 7,
S-235 99 Vellinge,
Sweden.
Tel: +46 40 487071
Mob: +46 708 754385
E: habyhemma@gmail.com

Switzerland
Guido E Blum,
17 Rathausstrasse, CH-
4410 Liestal, Switzerland.
Tel: 0041 61 92166290r
9214485

SP250 Register of Switzerland
Pascal Berset,
Laubacherweg 2, CH-6033
Buchrain, phone +41 41
781 11 20, mobile +41
79 422 65 35, email pb@beret-ag.ch.

USA
Sanford Marcus
2 Elwood Avenue,
Flemington, NJ08822,
USA
Tel: (001) 908 7887 343
Fax: (001) 908 7886 892
SMarcus2A@aol.com

Canada/USA
DLOC North America
Mrs Linda Simmonds,
135 Kenner Crescent,
Stratford, Ontario, Canada,
N5A 7H2
Tel: 519 2713251

BRANCH SECRETARIES
Branches where regular
monthly meetings take
place throughout the year
supplemented by other
events from time to time

Brighton VACANCY

Bristol
Chris Wiltshire,
36 Elliotts Drive, Yeovil,
Somerset. BA21 3NN
Tel: 01935 420168
alan.wheatley63@gmail.com

Eastern Counties
(Peterborough & Huntingdon)
Steve Hopper,
357 Dogsthorpe Road,
Peterborough, PE1 3PJ.
Tel: 01733 752645
stephen.hopper357@ntlworld.com

East Midlands
Andrew Wainwright,
15 Queensbury Ave,
West Bridgford,
Nottingham, NG2 7GE
Tel: 0115 9233857
Mobile: 07979 650158
Email: AndrewHelen@wainwright757.freemove.co.uk

Essex
Paul Trivett.
172, Prince Avenue,
Westcliffe-On-Sea, Essex,
SS0 0NW.
Tel: 01702 341752 (Home)
paultrivett72@hotmail.com

Hampshire
Bob and Kath Cantwell,
Winton Views, Chilworth
Road, Chilworth,
Southampton SO16 7JS.
Tel: 023 8076 6372. E: Mail:
Robertcantwell@aol.com

North East Midlands
Alan Doig
3 Crab Tree Hill Little
Eaton Derby DE21 5DL
Tel: 01332 831468email:
email@adoig.plus.com

North East
Graham Christer,
3 Beweshill Crescent,
Hanover Estate,
Winlaton, Tyne & Wear,
NE21 6BW
Tel: 0191 4143837

Oxford
Robert de Newtown
Boundary House,
400 Woodstock Rd,
Oxford, OX2 8JW.
info@DLOCOxford.org.uk
Tel: 01865 558235
(mobile 07780 992728).

Shropshire & Mid Wales
John Minchell,
"Toowoomba"
Pentre
Nesscliffe
Shropshire
SY4 1BPj.minchell@btinternet.com

Surrey
Chris Seabrook
3 Little Woodcote Lane
Purley, Surrey CR8 3PZ
Tel: 020 8660 2607
Email: chris.seabrook@tiscali.co.uk

West of Scotland
Hamish Dickie
Flat 3/1 No1 Ashwood
Gardens, Jordanhill,
Glasgow G13 1NX. Tel
0141 954 1399, Mob is
0755 442 1952 e-mail
historicar@btinternet.com.

West Yorkshire
David Beales,
71 Main Street, Shadwell
Leeds, LS17 8HL 0113
2171643 Email: d.beales@ntlworld.com

LOCAL REPRESENTATIVES
Branches where due to
various circumstances,
meetings and events are
less regular.

Anglia
Rodney Knight
The Manor, Barton Mills,
Suffolk, IP28 6BL
Tel: 01638 711274
Fax: 01638711226
rodneyknight@btconnect.com

Bournemouth
Michael Riley,
19 Ablemarle Road,
Bournemouth, Dorset,
BH3 7LZ.
Tel: 01202 516131

Cornwall
Peter Waters,
Chy-am-Dowr,
1 Kilhaddon Woodlands,
Par, Cornwall. PL24 2RJ
Tel: 01726 813424

Coventry
Alan Davis,
21 Portwinkle Avenue,
Stokeheath,
Coventry, CV6 7NU.
Tel: 02477 988737

Devon
Danny Barker,
Hartland Hotel,
Bude, EX23 8JY.
Tel: 01288 356661

East of Scotland
John Ballany,
Carlsen Villa, Arncoach
Suffolk, NR34 7RN
Tel: 01333 720383
Fax 01333 720384

Hertfordshire
Mike Gallagher,
Penmans Piece,
Little Windmill Hill,
Chipperfield,
Kings Langley,
Hertfordshire WD4 9DG.
Tel: 01923 269048

Kent
Dave Parnell
74a Pine Avenue
Gravesend DA12 1QZ
Tel: 01474 743334
pdpdesign@blueyonder.co.uk

South Wales
Dr. Lyn Anthony. 28
Penyfan Lane, Llanelli,
Carns. SA15 4EN.
Tel. 01554-757799.
Mobile 07836 514414.
dreanlathony@gmail.com

MODEL REGISTRARS

BSA Range
Mark Cuthbert-Brown.
The Stone House
Kinnerley Road, Pentre
Shrewsbury SY4 1BS
markcuthbertbrown@mac.com

Lanchester Historian
Chris Clark,
The Lanches,
Dymock, GL18 2AG.
Tel: 01531 890204
Web & E-mail link;
www.Lanchesters.com

Lanchester 15/18
Kevin Bennett
0117 9562555 answerphone
editordloc@dsl.pipex.com
see "Editor" for full address

Lanchester LA10, 11, 12/6, 14
Alan Wheatley
36 Elliotts Drive, Yeovil,
Somerset. BA21 3NN
Tel: 01935 420168
alan.wheatley63@gmail.com

Lanchester LD10
Adrian Hanwell,
30, Princess Street,
Scarborough, YO11 1QR.
Tel: 01723 341498.
E: a.hanwell@virgin.net

Lanchester LJ Range
Ron Streptowe,
19 Vale Road,
Southborough,
Tunbridge Wells,

TN40QH.
Tel: 01892 541144

LQ Range & Sleeve Valves
John Pochin,
Barkby Hall, Leicestershire,
LE7 3QB.
Tel: 0116 2640863
Fax: 0116 269 5646
E: johnpochin@gmail.com

Daimler 15
Clive Hawkins,
The Red House, Broxwood,
Leominster, Herefordshire,
HR6 9JH.
Tel: 01544 340396
CliveHawk@aol.com

E18/20 (joint)
Dave Philpot,
12, Golwg-y-Preseli,
Cilgerran, Pembrokeshire,
SA43 2TQ
raaff1939@hotmail.co.uk

Neil Sharpe,
3, Fairmile Close,
Worlingham, Beccles,
Suffolk, NR34 7RN
Mob 07775 600374.
Tel 01502 710011
nnmeil@btinternet.com

EL24
Mark Williams
Turner's Farm
Llancloudy
HEREFORD HR2 8QP
Tel 01981 580031
theoldgirl@btinternet.com

E3.5/E4 Light Straight Eight
George Stapley,
17 Wilfred Gardens,
Ashby de la Zouch,
Leicestershire, LE65 2GX.
Tel: 01530 413333.

V & F Straight Eight
Jim Holyoake, 3 Calligarry,
Ardvasar, Isle of Skye IV45
8RU 01471 844293
jim_holyoake@yahoo.co.uk

DE Range
Peter Ruifrok
Boxbergerweg 119,
7431PM Diepenveen, The
Netherlands.
Tel: 0031 570 591 150
Mobile: 0031 611 923 166
email pruirok@online.nl.

DF DK Range
Chris Wiltshire,
The Brambles,
Stinchcombe Hill, Dursley,
Gloucs,
GL11 6AQ.
Tel: 01453 545509

DJ Conquest Range
Roland Fisher
21 Warren Ave, Cheam
Sutton, Surrey, SM2 7QN
Tel 020 8642 7102
rolandfisher21@hotmail.co.uk

DJ Roadster & New Drophead Coupe
Harold Wilson,
Kinfauns, 97 Pen-y-Cae,
Port Talbot, West
Glamorgan, SA13 2EG.
haroldwilson1940@hotmail.co.uk

Daimler LD10
Dennis Mynard,
24, Woodland Rise West,
Sheringham,
Norfolk, NR26 8PF
Tel:01263 824045
mynard.revarg@tiscali.co.uk

DJ 252 Conquest DHC
David Tomkiss

25 Hornbeam Crescent
Melksham Wilts
SN12 6JF
Tel 01225 705035

DB Range (joint)
Chris Wright
47, Lilburn Close,
East Boldon,
Tyne & Wear
NE36 0TZ
Telephone 0191 5191000
Mobile 07836 578713
chris@follyfoot.net

DB Range (joint)
David Beales,
71 Main Street Shadwell
Leeds LS17 8HL
0113 2171643
d.beales@ntlworld.com.

DS420
Geoff Watkins,
Daimler House, 1a Durham
Road, Newport, South
Wales , NP19 7DU
Phone No. 01633 253721

2.5 V8 Saloons
Chris Seabrook
3 Little Woodcote Lane
Purley, Surrey CR8 3PZ
Tel: 020 8660 2607
Email:
chris.seabrook@tiscali.co.uk

SP250
Barry Thorne
PO Box 246,
Dorking, Surrey, RH5 5FU
Tel: 01306 711789
Mobile: 07885 882416
baroth@o2.co.uk

SP250 Ass't Registrar
Glyn Overy
8 Queens Rd, Rayleigh.
Essex SS6 8JX
Tel: 01268 747646
glynovery@talktalk.net

DQ, DR Range
Marcus Jones
The Old Rectory,
London Road, Slikk
Willoughby,
Sleaford Lincolnshire.
NG34 8NY
Tel 01529 300117
daimlerboy45@hotmail.com.

420 Sovereign Registrar
Klaas Redder
Walmolenier 93,
2807 DE Gouda,
The Netherlands
Tel 0031-182581922
Email: pieta.redder@d4w.nl

XJ Range
Alec Mackenzie
1 Overford Drive,
Cranleigh, Surrey.
GU6 8BJ
Tel: 01483-276629.
Mobile: 07867 787077

Commercials
John Marshall,
Holme Farm,
Main Street,
Sutton on Trent, Newark,
Notts, NG23 6PF.
Tel: 01636 821138

Military
Mark Cuthbert-Brown.
See BSA for address

Show Equipment Co-ordinator
Keith Lanchester, 89
Sutton Rd,
Birmingham B23 5XA.
Tel: 0121 350 3710.



**PROUD
SUPPORTERS
OF THE
DAIMLER &
LANCHESTER
OWNERS CLUB**



**FOR
CATALOGUES,
PARTS OR ADVICE
CONTACT OUR
SALES TEAM**



**FOLLOW US FOR
LATEST NEWS,
SPECIAL OFFERS
& MORE!**



ULTIMATE JAGUAR PARTS SPECIALIST
www.sngbarratt.com



+44 (0) 1746 765432 | +1 800 452 4787 (toll free) | +31 (0) 13 521 1552 | +33 (0) 385 20 14 20

Daimler V8 Cars



www.davidmanners.co.uk

991 Wolverhampton Rd Oldbury,
West Midlands B69 4RJ

Open Mon - Fri 9am-5:30pm
Sat 9am-1pm

Order online - our web prices are
checked daily. We also do our best
to ensure prices published here are
correct.

All prices include VAT.

Call now!

T: 0121 544 4040

F: 0121 544 5558



**Proud sponsor of DLOC
50th anniversary
book**

GAC1002 £35.00

**Wire Wheels,
Hubs & Spinners**



Ask us
for
prices

**Falcon Stainless Steel
Exhaust System**

FEX001 - V8 Saloon



Includes Basic Fitting Kit

From
£499.00
guaranteed
by Falcon

**Aluminised Steel
Exhaust System**

MEX001 - V8 Saloon



Includes Basic Fitting Kit

From
£285.00
inc. 3 year
warranty

Pad Keep Plate  7718* £3.90	Handbrake Fork  8846* REDUCED! £13.20	Brake Pads Front or Rear  10821# £22.50	Piston & Cyl Front  8777# £82.80	Piston & Cyl Rear  8816* £82.80
Front Caliper Seals  12319# 12319* £34.00 £16.80	Servo Vacuum Repair Kit  8055# £30.00	5 Way Brake Union Kit  431436* £24.00	Rear Brake Disc  C13065* £27.00	Front Brake Hose  C13686# £9.54
Rear Road Spring  C10791/2* UK made £138.00	Spring End Pad  C10843* £3.47	Rear Spring Plate  C10845* £33.60	Bottom Bump Stop  C13918* £11.97	Rear Outer Oil Seal  7953* £21.00
Ignition Warning Lamp Control  BMK1092J* £42.00	Rev Counter Gen  C14996E* £91.30	Quartz Time Clock  10488/1E* REDUCED! £120.00	Rear Lamp Base  LH 8085* RH 8087* £165.99	Rear Lamp Rubber  9721* £9.00
Steering Column Coupling  150696* £14.40	Steering Column universal joint  5426* £10.80	Steering Nylon Roller  9614* £4.32	Steering Column Gaiter  9616* £9.60	Wiper Blade 11"  8183* £8.28
Distributor Cap  136104/1# £44.00	Rotor Arm  136104/2# £18.00	Condenser  136104/3# £15.60	Contact Points  136104/4# £11.90	Ignition Switch  C15454# £22.80
Water Pump  C28329N £150.00	Water Temp Sender  C15472* £5.16	Oil Pump Spiral Gear  430363* £106.80	Inlet Valve Guide  431000/1* £4.74	Oil Filter Element  9673* £5.64
Wiper Motor Mounting  17H5431 £3.00	Front Crossmember  5137* £56.88	Silencer Assy  RH 6603989 LH 6603990 £78.00	Rear Jack Point  RH 6736* LH 6737* £50.00	Bonnet Buffer  BD10224* £1.80
Headlamp Teardrop  BD9875* £11.00	Number Plate Plinth  10008* REDUCED! £150.00	Front Flasher Rubber  8059* £6.00	Rear Flasher Lens  8080# £6.99	Interior Lamp  BH-A5138* £16.80
Headlamp Dust Excluder  3446* £2.40	Bonnet Release Cable  BD10221* £18.00	Qtr Light Rubber  BD17072* £4.74	Rear Rubber Bumper  BD9949/1* £11.05	Scuttle Vent Rubber  BD9876* £9.00