

Daimler EL24 Register Report – APR 2016:

My fellow registrar Dave Philpot recently sent me a couple of interesting photographs, reproduced here. They show an EL24 parked in a street in Moston, Manchester, some time in 1965. The car is registered FKD 5, and is not known to have survived. The coachwork is by Windovers, a late Thirties design used with success on several Daimlers, and also a number of Rolls Royces including at least one Phantom III. The rear end, providing adequate passenger space, an enclosed boot, and all within the challenging 'airline' body profile, is particularly well executed, but then Windovers were top class coachbuilders. It is intriguing to wonder what the history of this car might have been, and what brought it to a suburban Manchester street in the mid Sixties. The colour, cleanliness and overall good condition would lead me to suspect it was in service as a funeral car. Ten years previously it might have been in service as a taxi, but surely it is in too good a condition for that, plus there are no signs of licence plates. But what really caught my eye about these photos is the background; it looks like a classic 1930s road, hardly changed from the period, with dignified semis, neatly clipped hedges and a certain sense of uniformity. Except the house behind the car, which appears to have been modernised in an Art Deco fashion with Crittall type metal windows. Quite racy for the time and no doubt the talk of the street before the war. And yet, in the middle of it, there is a ladder! Perhaps a brazen thief making a daylight getaway, or a suburban Don Juan planning an escape from an upstairs window? Maybe the EL24 is simply a dignified getaway car! But the biggest shock in these photos is the state of the road – where are the potholes, yellow lines, and poor repairs we know so well? Oh for such smooth, uncluttered, virgin tarmac on the roads of today!

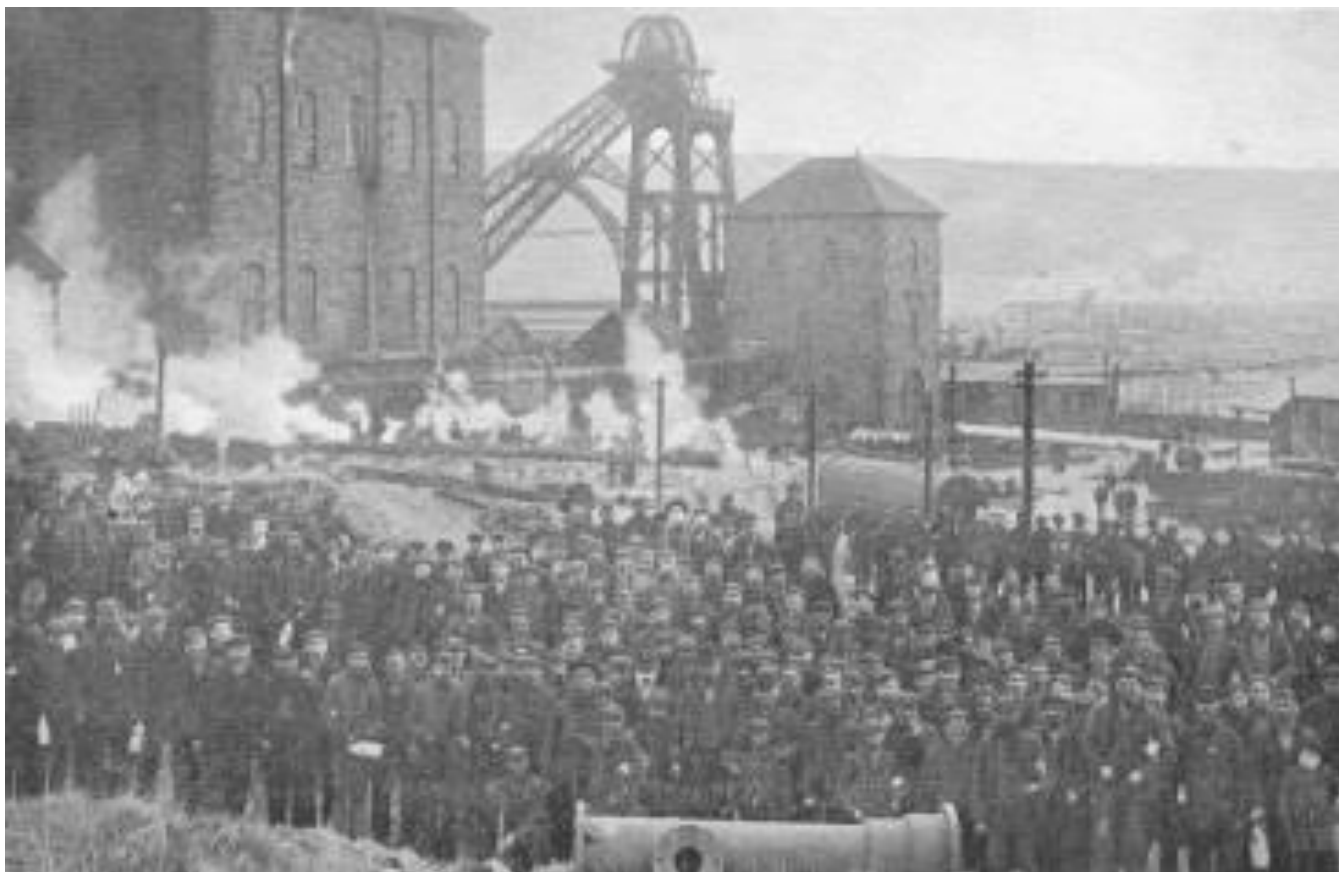




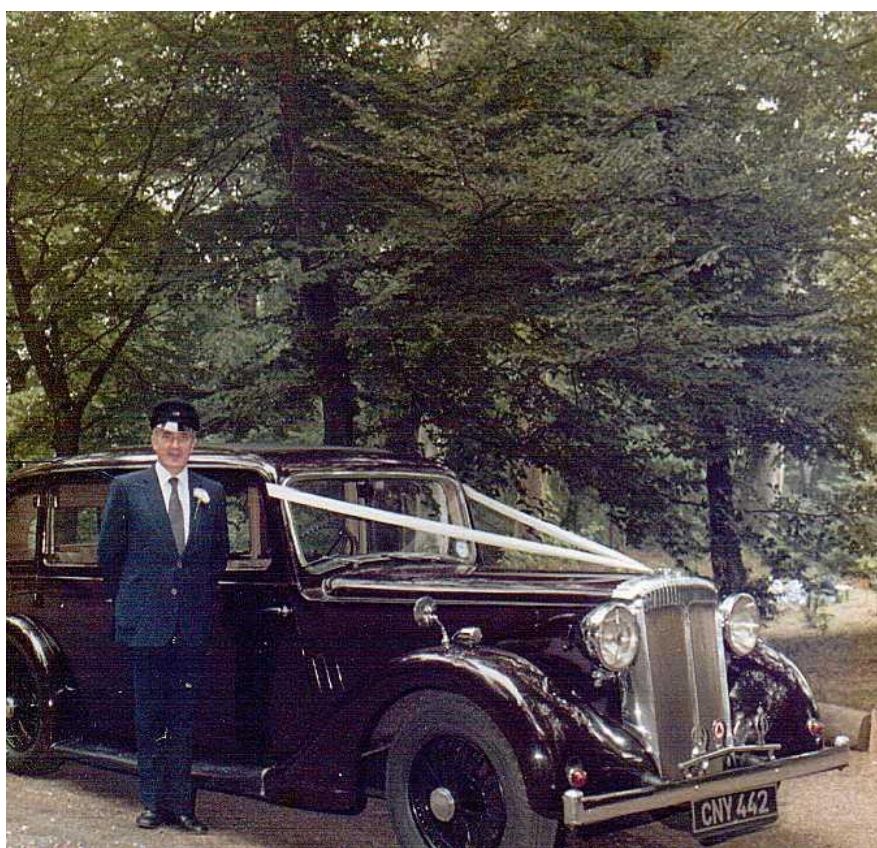
Car of the Month

This month's car is Chassis 43818, a Daimler bodied limousine with partition registered CNY442 on 7 May 1937. The first owner was Thomas Evans of Craig Y Parc, Pentyrch Glamorgan, born in 1861 and by the time the car was ordered a successful director of several South Wales coal companies. As a director of the Ocean Coal Company, Thomas Evans opened the rebuilt miners' baths at the Ocean Colliery, Treharris, on 1 November 1933. When originally opened in 1916 these were the first such facilities in South Wales. Having risen from a clerk, to colliery manager, and finally becoming a director, this would have been a perfect car for Mr Evans; such a man would never have considered a Rolls-Royce appropriate in the tight knit, strongly Socialist South Wales mining community from which he came. No doubt the Daimler was sufficiently dignified to declare his status without appearing flash. His house, Craig Y Parc, dates from 1915, and since 1955 has been a school and home for children with cerebral palsy and other complex needs. It is today rated 'Outstanding' by Estyn (the schools inspectorate in Wales) and is run by the charity Scope.

When last heard of in the 1990s the car was owned by Peter Cottle in Cardiff, so may have been in South Wales all its life. The Register contains notes from Peter suggesting that the car was originally blue with beige interior, but by 1992 was burgundy. Peter used the car for weddings, believing that this was the best way of ensuring the car was regularly used, cleaned and maintained. A quick check on the DVLA website shows the car is still running, and has just been taxed for the coming year, so if you can tell me any more about it, do please get in touch.



End of shift, Ocean Colliery 1906. The pit was the deepest mine in the coalfield at 2,280 feet, with 10 miles of underground railways





I would be really grateful for any EL24 information; technical tips, stories of ownership, parts for sale, anything and everything! If you buy, sell, photograph, travel in or simply admire an EL24, please let me know! Contact details at the back of the magazine.