



Daimler



TB22 UNIQUE 2+2 1909

This is a unique 1909 Daimler open two-seat car has an additional dickie seat, which carries two more passengers. The upholstery, fittings and equipment are original. The body was built by Hewers Motor Bodies of Aldbourne Road (next to the Daimler Factory) in Coventry. This is the only known complete model TB22 and the only known vehicle still carrying a Hewers body. 1909 saw the first use of the famous Knight sleeve-valve engine. This could therefore be the oldest sleeve-valve engined Daimler in existence. The 3.1/2 litre engine has 4 cylinders with a stroke of 96mm and a bore of 130mm. The car has an HT magneto ignition system, a innovative,for the time pumped water-cooling system and ball bearings. During the contemporary debate on the Knight engine, Lord Montagu had undertaken a continental tour. Afterwards, he compared the Knight engine to a Rolls-Royce engine and commented that *"the difference in silence and flexibility at high speeds was negligible. He could honestly say that the Knight engine was the more silent of the two and the absence of engine vibration at high speed was a very remarkable feature."*

The brakes are on the rear wheels only and included a double action compensating system. The Rudge-Whitworth spline and central-nut wheel attachment system was an innovation and the pneumatic tyres are a metric size (875mm X 105mm). It has an irreversible steering system. Brackets for the sidelights and one pair of headlamps were supplied to the coachbuilder along with the chassis. The transmission is by leather cone clutch, four-speed crash gearbox, propeller shaft and live rear axle. The wheelbase is 9'-6" and the wheel track is 4'-7".

The cost of this chassis was £475, the body would have cost an extra of somewhere between £100 and £150, depending on the specification. The fuel consumption is about 20mpg and the car, which is regularly driven to local events, cruises at 35 mph. The car has a central accelerator pedal, manually controlled engine lubrication, a hand advance/retard mechanism for the spark timing, a crash gearbox and no starter motor. It takes a degree of skill to drive it.

The HISTORY of the CAR

The car was first registered in Middlesex in 1909; the probable first owner was Mr John Sokell a printer and stationer from Drifffield in East Yorkshire. The early history is a bit sketchy but he definitely owned the car from 1920 until his death in 1929. The car passed to his son, Mr Alan Sokell, also of Drifffield, who stored it until 1952. In 1952 it was offered for sale for £90 to a Mr Reg. Long. From 1952 to 1954 it was owned by Mr John Clayton and in 1954 was registered to W. Clayton & Sons of Brough, East Yorkshire although still owned by John Clayton until 1958. From 1958 to 1964 Gordon Fussey of Cottingham, East Yorkshire owned it. It was sold to Peter Black of Keithley West Yorkshire who owned from 1964 until 1973. It then passed into The Peter Black Car Museum in Keithley until 1994, when it passed to Peter Garner of Cambridgeshire until May 1995. From May to September 1995 Brian Moore of Cambridgeshire owned it. In September 1995 the current owner Adrian Hanwell of Essex purchased it. In the 1920's it was fitted with up to date mudguards, which were removed in the mid 1950's and replaced with 1909 style ones. Between 1994 and 1995 the original self-generating headlamps, the Knight engine radiator Mascot and various other items were removed from the car. The Mascot has since been retrieved and reunited with the car.



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