

Members Story - Michael Nicholls Daimler 250

Hi Members,

I've had my Daimler approx. 2 months and already completed a few small jobs on it. It's in reasonably good condition but like all old cars, would benefit from some item renewals, etc.

This is not my first classic. That was my first car purchased at age 20 ... A 1963 3.4 Mark 2 auto in Sherwood green with same colour interior.

With the Mark 2, I completely rebuilt the engine in a council lock up garage without any power.

The only light was from a car battery powered lead light. I would charge the battery at home whilst at work. Then after dinner every night I carried the charged battery 100 metres to the garage. I worked until 10pm or so every night and then returned home carrying the battery to be charged again for the next night shift.

At weekends it was better as I had natural daylight.

To give me room to completely disassemble the engine, etc., I pushed the car back to my parent's house until I'd finished the rebuild. This took about 6 weeks while waiting for a rebore and new parts, etc.

When finished, I hired an engine crane and with the help of a few mates refitted the engine with transmission attached.

Everything went well and the following day I started the engine. All was good and later that day I went for a short drive.

All of this work was carried out by the light of a battery powered lamp with no power tools and by myself... at age 20. To say I was pleased would be a huge understatement.

Next came a Datsun 240z LHD manual in metallic blue. This was a great fun car.

Soon after that was sold, I bought an E-Type V12 2+2 manual. At the time of owning this I was still quite young and saving for a house, so it didn't get used as much as I'd have liked... bloody thing was thirsty!

My last classic was a Holden HQ Kingswood 1974 Chev 381ci auto with many engine modifications including alloy heads, forged pistons, rods and much more.

I also fitted a Holley sniper EFI unit... This was a great addition and improved cold starting. I restored this over a period of 10 years (no rush then!) I had to put it through Regency as the engine size had increased. It passed first time with flying colours, even with an exhaust that was slightly over the DB level.

This car had a high HP motor and transmission mods, etc..... my passion being drag racing. I sold this just over a year ago and so have been Classic less

since then until my recent purchase.

I had been in the motor trade all my working life. Starting off in the UK in 1976 with a British Leyland apprenticeship and working at their London Park Royal centre.

A few mechanical jobs followed and then I became workshop manager for a Volvo dealer, still in London.

Moving out of London to Oxfordshire a few years later I took a role as service manager for a large multi franchise dealer.

After 4 years, and rather disillusioned with large businesses, I decided to give self-employment a try.

I had 10 years running a successful garage in Oxfordshire, and then in 2004 I made the big move here with my wife and 2 kids in tow.

I recently retired having had car businesses in Hazelwood Park and Kensington Park.

I've only one picture of the car at present and have attached it.

Michael Nicholls

Editor: Thank you very much for your story. The Daimler members in the club will be pleased to meet you and see your car.

