

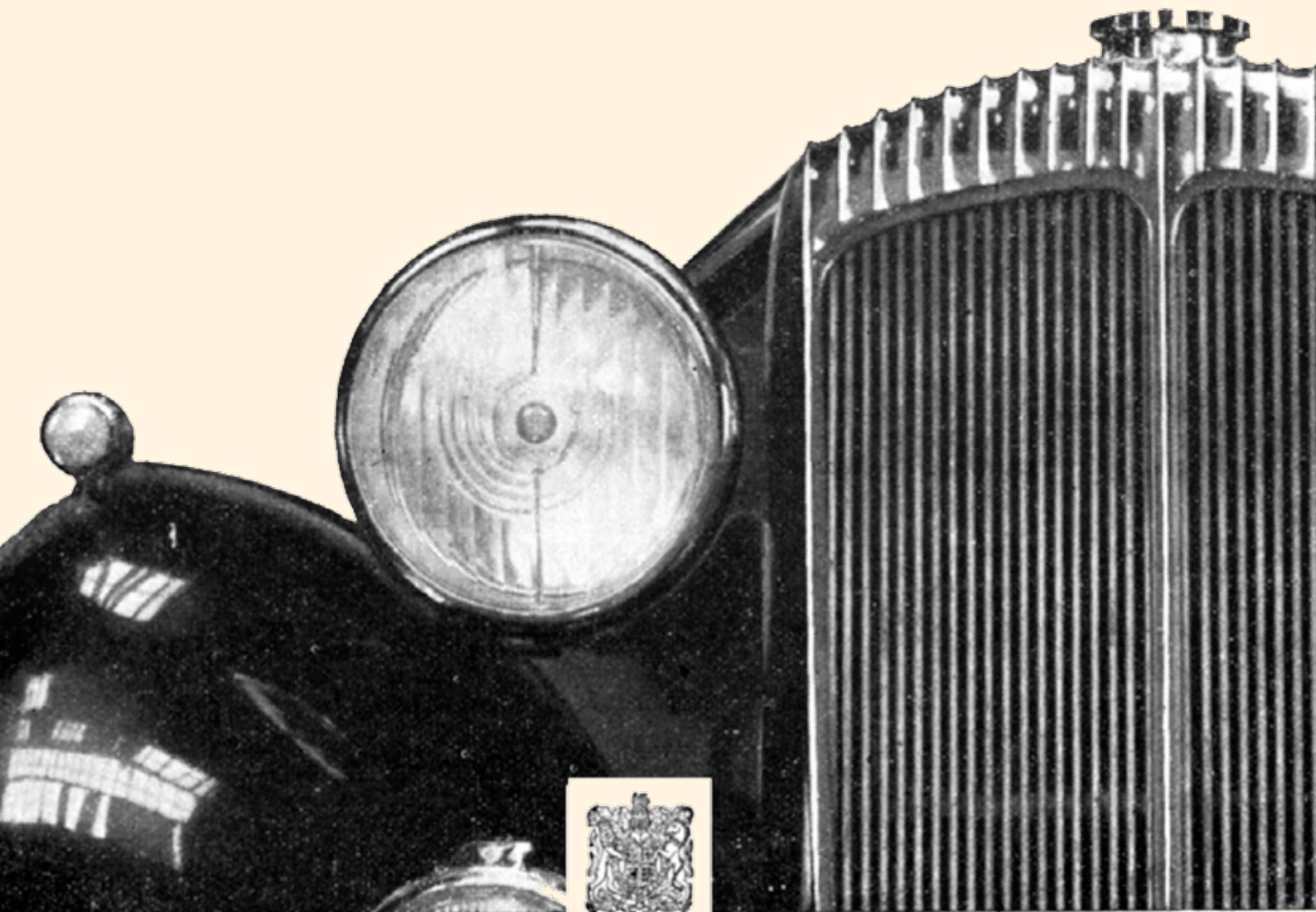
Daimler

&

Lanchester

FEBRUARY 2014

FLUID DRIVING



THE OFFICIAL JOURNAL OF THE DAIMLER & LANCHESTER
OWNERS' CAR CLUB OF AUSTRALIA, INC.

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OUR NEXT MEETING

8 pm Monday 3rd March, 2014
at Ryde Eastwood Leagues Club, Ryedale Road, West Ryde

D.L.O.C.C.A. ANNUAL SUBSCRIPTION

\$20 JOINING FEE

\$50 STANDARD MEMBERSHIP

ASSOCIATES: \$5 EACH

The articles appearing in this Journal are taken from various sources and are for your general information and enjoyment only. Readers are advised to use caution in following any technical advice that may be given in these articles as the Club and the Committee can give no assurance as to their accuracy or reliability.

Please address all correspondence to:

Daimler & Lanchester Owners Car Club of Australia, Inc.
PO Box 414 Springwood NSW 2777

MARQUE REGISTRARS

BSA	Warren Cole	02 9655 - 1111
Lanchester (to 1931)	Tony Falstein	0402533131 (mob)
Sleeve Valve	Michael Barnes	4572-1212(H & W)
Other Pre-War	Robert Brandes	02 9648 6304
DB range, incl. Consort, Special Sports & LD	Steve Moore	02 9603 4498
DE range, incl. DH & DC	John Hiscox	02 9984 1169
DF, DR, DQ, DK incl Regency, 104, Majestic & Major	Colin Cox Warren Cole	02 4739 3301(H) 02 9655 1111(H)
DJ range, incl. Century & Leda	Campbell Middleton	02 – 4758 7125
2.5 litre V8	John Steel	02 9634-7101(H)
SP 250	Merv McDonald	9670-6797 (H)
Sovereign, and all Jaguar based models incl. DS 420	Colin Cox	(02)4739 3301

NOTICE OF ANNUAL GENERAL MEETING

Monday 3rd March. 8pm

Ryde Eastwood Leagues Club,

Ryedale Road , West Ryde

All Club officers and committee will retire at the AGM and some will offer themselves for re-election. Other nominations may be made in writing to the Secretary at the AGM. Forms for nomination will be available at both the February and the March meetings

HOW DID YOU PAY YOUR SUBS?

Three deposits have been made into the club bank account without any reference, so I don't know who paid. If you paid using the internet did you include your name? If you paid at the bank did you add a reference to your payment? If you are not sure please let me know the date and the amount and I'll check for you.

Contact Ian Fletcher, Ph:02 9411 8138, Email: treasurer@dlocaustralia.org

HAVE YOU PAID YOUR SUBS YET?

Please remember that your membership is suspended if your subs are not received by 31st March 2014. If you pay using the internet or at the bank please make sure a reference (ideally your name) is attached to the payment.


PROFIT AND LOSS

The Daimler and Lanchester Owners' Car Club of Australia Inc

Profit and Loss for year ending 31 December 2013

	2013	2012
INCOME		
Membership subscriptions incl Associates and entry fees	6,240.00	6,987.50
Saleable items:		
Regalia	884.30	361.50
Publications	58.50	360.00
Parts	320.00	7,270.00
Receipts Club events	3,035.00	286.00
Bank interest net	23.16	64.05
Donations	0.00	35.00
TOTAL INCOME	\$ 10,560.96	\$ 15,364.05
EXPENSES		
Journal printing and postage	1,677.43	3,549.53
Insurance costs	980.71	1,284.23
Meeting Room Hire	1,100.00	880.00
Costs of Club events incl trophies	3,369.47	610.30
Donation to Museum of Australia DE36 Project	0.00	1,000.00
Affiliation fees and subscriptions	212.00	179.00
Parts storage expenses	300.00	300.00
Internet computer expenses	33.00	281.00
Stationery and other postage	88.25	128.03
Cost of name badges for members	45.40	52.00
Banking expenses	5.50	5.50
Cost of Sales:		
Regalia	800.92	217.42
Publication	0.00	285.00
Parts	0.00	4,764.02
Inventory adjustment at stocktake	97.31	60.00
Depreciation expense:		
Regalia, parts etc	403.50	830.00
Library	521.36	579.29
TOTAL EXPENSES	\$ 9,634.85	\$ 15,005.32
NET PROFIT	\$ 926.11	\$ 358.73


Honorary Treasurer
Ian Fletcher



Honorary Financial Examiner
Geoffrey Ellison

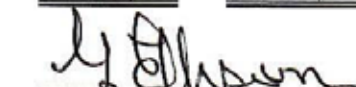
BALANCE SHEET

The Daimler and Lanchester Owners' Car Club of Australia Inc

Balance Sheet as at 31 December 2013

	2013	2012
CURRENT ASSETS		
Cheque Account	8,080	7,203
Westpac term deposit	10,000	
Higher Interest Account		11,243
Unbanked funds	420	
Stock at cost:		
Regalia	128	1,061
Printed matter, videos	205	470
Vehicle parts	248	352
Total Current Assets	<u>19,081</u>	<u>20,329</u>
NON-CURRENT ASSETS		
Library at cost	4,692	5,214
Total Non-current Assets	<u>4,692</u>	<u>5,214</u>
TOTAL ASSETS	<u>23,774</u>	<u>25,543</u>
CURRENT LIABILITIES		
Subscriptions in Advance	2,730	3,110
Member's Donations to Museum of Australia DE36 Project		1,510
Creditors	836	1,642
Total Current Liabilities	<u>3,566</u>	<u>6,262</u>
NON-CURRENT LIABILITIES		
Total Non-current Liabilities	<u>0</u>	<u>0</u>
TOTAL LIABILITIES	<u>3,566</u>	<u>6,262</u>
NET ASSETS	<u>20,207</u>	<u>19,281</u>
ACCUMULATED FUNDS		
Brought Forward	19,281	18,922
Surplus (Deficit) for Year	926	359
TOTAL ACCUMULATED FUNDS	<u>20,207</u>	<u>19,281</u>


Honorary Treasurer
Ian Fletcher


Honorary Financial Examiner
Geoffrey Ellison

STATEMENT OF EXAMINER

REPORT TO THE MEMBERS OF DAIMLER & LANCHESTER OWNERS CAR CLUB OF AUSTRALIA, INC

Scope:

I have been requested to examine the books and records of the Daimler & Lanchester Owners Car Club of Australia, Inc. ("DLOCCA") for the financial year ended 31 December 2013.

I have advised DLOCCA that I do not hold an Audit Certificate as issued by the Australian Securities & Investments Commission.

I am a member of the Institute of Chartered Accountants and the Australian Institute of Company Directors.

I have advised the DLOCCA of the procedures carried out by me.

I have presented a Management Review Letter.

Opinion:

Corporations Act, 2001

In my opinion the financial statements of the DLOCCA as at 31 December 2013 gives a true and fair view of the financial position and its performance for the ended at that date.

Associations Incorporation Act, 2009 Regulation 2010, Clause 9.




In my opinion the DLOCCA has kept proper accounting records, which correctly record and explain the transactions of the DLOCCA and its financial position as at 31 December 2013.

GEOFFREY McNIEL ELLISON FCA. MAICD



Dated: 8 February 2014.

COMING EVENTS

<p>March Sunday 9 Mar</p> 	<p>Train Works</p> <p>Meet at McDonald's George Hunter Drive (off Camden Valley Way) Narellan at 9:00 am for 9:20 am departure, arriving at the museum at 10:00 am. For route details click on the link http://binged.it/1aafbfs. Visit the museum and/or take a 50 minute steam train ride.</p> <p>Rides depart 10.30am, 11.45am, 1.15pm, and 2.30pm. A café and picnic and barbecue facilities are provided. Tickets are available on the day and concessions prices are also available. See http://www.trainworks.com.au/ Contact Graham McDonald (0422 972094)</p>
<p>April Thurs 3 – Mon 7 April</p> 	<p>13th National Rally Loxton SA</p> <p>If you are still interested in attending this great event but haven't nominated as yet, then please contact Howard Parslow as soon as possible by email to parslo@esc.net.au. Details of event are advertised in the booking form available on our website at http://www.dlocaustralia.org/dloc-events/future/2014-national-rally-sa/. For those already registered, Howard will be contacting you shortly with more information.</p> <p>A group of our members are planning to head from Sydney arriving at West Wyalong on Tuesday 1 April, then Mildura Wednesday 2 April, arriving in Loxton for the start of the event on Thursday 3 April. The reverse route will be followed on the way back. If you wish to join this group then please contact Peter Grant phone 9371 9049 (H) email peter@schwartz.com.au.</p>
<p>April Sunday 13th</p> 	<p>Hunter Valley Steamfest Show'n'Shine</p> <p>You are cordially invited to participate in celebrations as part of the Steamfest Show, Maitland Park, New England Highway, Maitland.</p> <p>The entry fee is \$5 per vehicle with proceeds donated to Firstchance (Early childhood intervention)</p> <p>Visit www.steamfest.com.au</p>
<p>May Sun 18 May</p>	<p>National Motoring Heritage Day</p> <p>(Note: 3rd Sunday in month). Subject to availability, it is proposed we visit Bella Vista Farm, corner Norwest Blvd and Elizabeth MacArthur Drive, Bella Vista</p>
<p>June</p>	<p>Alvis/Daimler/Armstrong Siddley/Rover Combined Winter Run</p> <p>Date TBA</p>
<p>August 17</p>	<p>Shannon's Sydney Classic Eastern Creek</p> <p>Details to be provided.</p>
<p>Sunday 31st August</p>	<p>All British Day and our Annual Display Day</p>
<p>September Sun 14 Sept</p>	<p>President's Run</p>
<p>October Sun 12 October</p>	<p>Tulip time Southern Highlands</p>
<p>November Sun 9 Nov</p>	<p>TBA</p>
<p>December Sun 14 Dec</p>	<p>Christmas Lunch</p>

THE MARCH 2014 PRESIDENTS REPORT

Our next meeting is also our Annual General Meeting with the election of officers for the following year. If you would like to participate in the running of the club and help plan our events etc, please come to the meeting and put your hand up. The committee meets at Epping two weeks after the general meeting on Monday evenings. It is a fairly informal gathering we have spirited discussions about all manner of things to do with the smooth running of the club.

At this time I would take the opportunity of myself and the committee to thank Peter Cullen for his providing an excellent venue for the committee meetings at his lovely home in Epping which is fairly central for all of us. Much appreciated Peter and many thanks.

I am very pleased to report that we have had loads of positive feedback for our new Editor Jim Gillet whose first edition hit the press and internet last month. The previous editor, Chris Cole was first to congratulate Jim.

If there is anyone out there who can balance their bank account and get their bills paid on time, you have all the qualifications that you will need to be our next Treasurer. You just need to devote little time each month and report to the committee and club. Please give this role which is extremely important, some thought in the next days.

The National Rally is coming up soon at Loxton SA and after that, we have a full calendar of events planned for the rest of the year, but we are still open to any new ideas.

At this point, I would offer my most sincere thanks to the support I have received from the the current committee. In particular I would to thank both Victor Nash and Peter Grant who stayed on the general committee after stepping down from more senior roles. This has helped ensure that the club has kept to its aims of working to keep the Daimler, Lanchester and BSA names in the fore front and continued to help members keep their cars alive.

Hoping to see as many of you as possible at the AGM.

Regards,

Merv.

TRAIN WORKS 9 MARCH 2014

Please place the following advertisement separate to the calendar thanks.

Train Works - Sunday 9 March 2012

Have you been to the train museum at Thirlmere since the renovations have been completed? Then this is your opportunity. Steam train rides will also be available. The Train Works cafe offers lunch, brunch a lite snack and coffee or barbecue facilities are provided. Entry/ride fees payable on arrival are as follows: -

	Entry	Train Ride	Combined Pass
Family	\$57	\$39	\$149
Adult	\$19	\$15	\$49
Child (5-15)	\$11	\$12	\$29
Concession	\$16	\$12	\$23

Meet at McDonald's George Hunter Drive off Camden Valley Way Narellan at 9:00 am for a 9:20 am departure, arriving at the museum at approximately 10:00 am. If you are interested in attending then please contact Graham McDonald advising name(s) and number attending by phone 9533 3128, mobile 0422 972 094 or email events@dlocaustralia.org

AUSTRALIA DAY DISPLAY 26 JANUARY 2014

This event started off 25 years ago at The Rocks, near the Sydney Harbor Bridge approaches.

I remember first going in my 1956 Century Mk II and the late 1980's, maybe it was the first of these events, I do not remember. I do remember that my Special Sports made its first outing to one of these events, and I have been attending almost every year since then.

The display was shifted to Macquarie Street and College Street after the residents at the Rocks complained of the inconvenience to them of having the streets closed off for our cars and I thank them for that because the current venue is much better and draws huge crowds travelling up and down between Hyde Park and Circular Quay and naturally lends itself to more cars on display and better viewing for the onlookers.

A big change occurred two years ago when NRMNA pulled out of the organisation and a private group took over, but still using the services of the same organizer, John Flowers, who this year continued to improve the event with more streamlined meeting times at the Domain Car Park, smaller timed convoys driving into the display and quicker parking once you got there.

Previous years have seen all sorts of different weather conditions, heat, rain and grey skies. This year I was planning to bring the DE 36 in as it is a crowd pleaser and I do get a kick out of seeing the car get all that attention but I took one look at the threatening clouds and decided that the Special Sports was much better suited to being locked up and left rather than the big car and so it did sterling duty and was displayed during the course of the day.

This year I took advantage of the Royal Automobile Club being open and joined other club members for lunch there, rather than pack a picnic lunch or grab a sandwich from one of the cafes (Jim, thank you for lunch, I owe you). The RAC is a gorgeous venue and was a very pleasant place to while away an hour or so in good company!

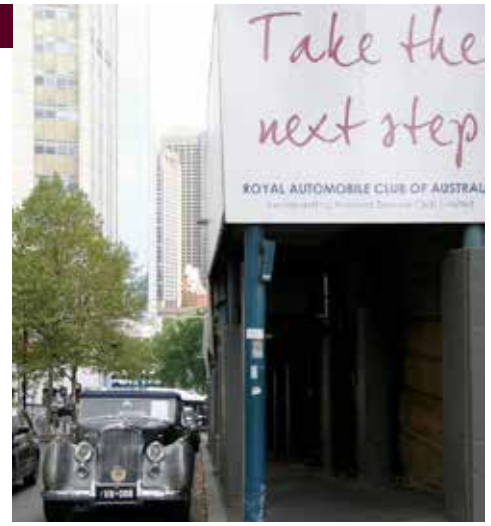
While club cars were down in number, members did visit and it was great to see Alan Hunt's Majestic Major, Laurie Pritchard's very smart Sovereign, and my Special Sports all in a row. Karen Charles brought her Ferrari "kit", but the SP 250 was there in spirit if not in the flesh, and there was a fine DS 420 limousine being exhibited by one of the wedding car companies. We saw Steve Moore and family, Jim Gellett, and Victor Nash, who brought his splendid Bentley Drop Head and parked it near the RAC (I was very impressed that the hand brake held on the steep hill) and Warren and Chris Cole who drove in with their gorgeous Singer Le Mans, with a newly fitted head gasket.

Others may have been there, sorry if I missed you, but there were tens of thousands of onlookers which is great for the old car movement as well as hundreds of fine classic vehicles on display. While it is a long day, there are so many things to do in town I do urge everyone to mark their diaries for next year and come along. I will make sure application forms are posted to the club website once received.

Peter Grant



Victor's car outside the Royal Automobile Club



BREAKFAST RUN TO KURRAJONG FEB 14

Setting out for a breakfast run is always an early start but Warren and I woke to find ourselves fogged in. What fun driving out on a bush track then half way to Richmond in heavy fog. I also learned that the windscreen wipers on the Fifteen are operated manually.

Ham Common was achieved with not too much drama and we gathered until all were there.

What a pretty drive to Kurrajong it is and as we parked along the main street and in the car park our number totalled 20.

Great turn out, there was Warren and Chris in the Fifteen, Peter Grant in the Special Sports, David Flynn in the Special Sports, Victor and Peter in the Silver Dawn, Ian in the V12 Coupe, Colin Cox and friend in the Sovereign, Alan Hunt in the Majestic Major, and several moderns as well including Merv McDonald, Alan and Jaclyn Skofic with Anthony and Isobel. Also joining us today were Denise and Rob in their 1929 12/50 Alvis.

Sassafras Creek Café delivered great food so, along with our friends, a great time was had by all.

By 11am we had all eaten, chatted and disbanded. Altogether a lovely morning.



Victor and Peter in the Silver Dawn



Warren's fifteen hp



Group outside Cafe



Jaclyn Skofic chatting with Alan Hunt



THE ROYAL DAIMLER

The Daimler DS420 Mk1



The Daimler DS420 remained in production for 25 years and became a national institution, favoured by Royalty and local government alike.

But under the skin, there's a fair amount of Jaguar MkX/420G - here's its story.

The conception of Daimler DS420 is - like so many British cars of its era - was affected and influenced by mergers and acquisitions. When BMC and Jaguar joined forces to create the short-lived British Motor Holdings in December 1966, it became clear that both company's forward model plans each contained eight-seater limousines. BMC's plan was to replace the Vanden Plas Princess; Daimler's, the DR450 - and obviously it would have been madness to continue with both projects. The politics of Jaguar at the time were simple, and after much discussion - involving William Lyons himself - the Daimler design was chosen, at a stroke diminishing Vanden Plas' importance, and reducing it to the creator of posh versions of mainstream saloons...

At the time of its launch, the PR spin was that the DS420 was the result of a joint effort, drawing on both marque's expertise - but the underpinnings were pure Jaguar. It used the engine, automatic transmission and all-independent suspension from the Jaguar 420G, and the styling was by Browns Lane, with final sign-off by William Lyons. However, the new car's interior was largely the responsibility of Vanden Plas. And no trace of any Daimler DNA...

According to Autocar magazine's 1968 launch coverage, the Daimler DS420 was destined to be a big player in a surprisingly successful market segment in the UK. 'Vanden Plas and Daimler together have sold around 4500 of their big limousines in the past 15 years. Roughly 50-60 per cent of Vanden Plas output goes to car hire firms - the bigger ones buying new cars which even after 80,000 miles enjoy high second-hand value, being bought by the smaller companies. Another 20 per cent become company cars. The remainder are sold to corporations, governments,

armed forces and royalty.'

Despite the market's health, relatively small production volumes meant an inevitable dipping into of the BMH corporate parts bin. Only by using tooling and parts already available could the new Daimler's relatively low price be achieved - it cost less than half the price of a Rolls-Royce Phantom V or Mercedes-Benz 600 Pullman, and unlike the latter especially, its underpinnings were relatively unsophisticated.

Again Autocar: 'Taking the 420G main structure as a basis brings in a fully tooled production assembly and with it, a first class modern suspension design with superlative ride and handling characteristics. Because the car weighs roughly 6cwt more, spring rates have been increased from 100 to 130lb/in in front and 150-178lb/in behind. Otherwise the suspension and its track remain the same - wishbones, coil springs, telescopic dampers and an anti-roll bar, and lower tubular links, fixed length drive shafts, radius arms, twin coil springs and telescopic dampers respectively.'

To obtain the necessary extra space behind the driving compartment, the wheelbase was increased from 10ft to 11ft 5in. Pressed Steel-Fisher made the 420G platform chassis, which was sent to Motor Panels Ltd, which cut and welded-in a 21in long additional section behind the front seat. The front end used as many as possible of its panels as stressed members - behind the scuttle, large box section sills which were braced within by a diagonal diaphragm running the entire length of each member carry main bending and torsional loads.

As with the MkX, the Daimler Limousine owed very little to the upper parts of the body for its strength - it was this, which allowed Daimler to offer a



Daimler DS420 interior was focused on rear-seat passengers.

'drive-away chassis' consisting of all running gear, floor structure, front end and roof cant rails as a basis for specialised bodies such as hearses. Rear door openings were generous, with the sills lowered by about 11in. An unusual feature was a very large boot of conventional design with low floor, upward-opening lid and covered spare wheel mounted vertically at the side, instead of flat under a high floor with a bottom-hinged lid as was the case with the old Daimlers. The rear compartment is very roomy indeed. Distance from the division to rear seat squab was about 55in. Use of the fold-back occasional seats reduces this to just under 30in, so that an average-sized six-footer sitting in the back seat has the clearance in front of his knees brought down from 32in to about 5in. In effect, the Daimler DS420 was - and is - a commodious beast, with room for six in the rear compartment alone.

The interior was the last word in luxury. All cabinet work was carried out in traditional burr walnut, including the big wooden instrument panel - which was topped by a leather padded crash roll. The front seat, liable to receive the most wear, is upholstered in leather supplied by Connolly. Rear seat upholstery is available either in leather or West of England cloth. A broad armrest can be pulled down to divide it into two generous places, and the outer armrests incorporated an ashtray, cigar lighter, courtesy light switch and - on the left-hand side only - a rheostat for the variable speed rear compartment heater fan.

Power was by the legendary 4235cc dohc Jaguar XK engine delivering 245bhp at 5500rpm, and 282lb ft at 3750rpm. In reality, it was rather a sporting power unit - not many limousines could boast a Le Mans-winning engine under the bonnet. Comparisons with the predecessors is interesting - Daimler DR450: 220bhp at 5500rpm; Vanden Plas Princess: 120bhp at 4000rpm.

The DS420 was offered as an automatic only - it used the Borg-Warner Model 8 three-speed epicyclic gearbox with dual drive range and torque converter driving through a 3.54-to-1 Salisbury 4HA final drive. Twin 10-gallon fuel tanks in each rear wing have their electric SU pumps controlled by a selector switch on the dashboard. Tyre size was increased from the 420G's 205-14 tubed Dunlop SP41 to 225-1 8in tubeless versions of the same make, slightly increasing overall gearing. The manufacturer's performance were interesting - 0-50mph in 9.2sec, 0-100 in 43.5sec, a standing quarter-mile in 19.5sec and a top speed of 110mph.

The Sunday Express' Robert Glenton road tested the DS420 in 1970. He waxed lyrical about the six-seater rear compartment - but it was impressions of driving the beast that prove really interesting: 'There comes a moment when even the most idle owner wishes to have a go. Once he had got used to the length he would find this an easy car to drive. Certainly he could contemplate taking it on a touring holiday. With the glass partition retracted, all that space and a cavernous boot it would be a boon for the family although I hate to think how high hotel prices would rise the moment they saw him and his Limousine coming. Because the front scat is not adjustable (that's class distinction for you), the steering wheel is. This is a remarkable car. Daimlers once held the crown in the carriage trade. Now they are trying to regain it.'

Final assembly and furnishing of the Daimler were initially carried out by Vanden Plas (1923) Ltd at its Kingsbury works in north-west London. It received body shells in bare metal which were then phosphate-coated, bituminous-sealed, baked, primed and finish-painted to a very high standard. The body shells were made by Park Sheet Metals Company, assembling panels supplied by Motor Panels of Coventry and by Pressed Steel-Fisher. This convoluted process was rationalised with the closure of Kingsbury in 1979 - and it moved to Jaguar at Browns Lane in Coventry in 1979, where it continued until the car's death in 1992.

The DS420's first facelift came in 1974. The main changes were centred on a revised window arrangement for the rear passengers, which saw a one-piece rear glass replaced the old two-piece opera window. Beefed-up anti-corrosion measures were introduced, and to observers, the uprated model could be spotted by its revised grille and less woody interior.



Daimler DS420 Executive interior.

The joy of a DS420 was that you could buy and trim it to match your budget and personal (or professional) requirements. So you could have a cloth-trimmed example with manual windows - or spec it up to boardroom-on-wheels levels, with on-board TV, Epson HX20 computer and car-telephone. And it was this adaptability that made the DS420 a darling to the specialist industry.

In 1979, the move to Coventry also ushered in the third and final facelift in the DS420's life, when larger impact bumpers and a revised rear number-plate surround were fitted. It was in this form that the by-then iconic car would see out its days. And surprisingly, given the tough times it endured, the DS420 elegantly glided through the 1980s, all the way to 1992. By production's end, the DS420 was the only

model in the Jaguar range still using the XK engine, and it shared nothing else with the then current Jaguar range.

No direct replacement was produced by Jaguar, and to this day, no bespoke coachbuilt alternative has been produced by the UK. Clearly, the DS420 was the last of a very exclusive line - and yet, its achievements should never be under-estimated. It brought a taste of the bespoke to more those with more straitened budgets, after all, the similar grandiose Rolls-Royce Phantom VI cost three times as much by the time it went out of production in 1991...

The Royal DS420s

The British Royal Mews is in possession of three Daimler DS420s. The Queen Mother had four DS420 over the years (all registered NLT1 or NLT2), including one of the last three models to be produced in 1992. All of the cars delivered for royal use featured certain special features including cloth seats, removal of chrome around the doors, a bullet-shaped blue light and a mount on the roof for the Royal Standard and Coat of Arms.

One of the Queen Mother's Daimler DS420s, painted in Royal Claret, is now in the Royal Mews, along with two other models already owned by HM The Queen. These are classed as state cars although, unlike the Royal Rolls-Royce and Bentley models in the royal fleet, they do have number plates.



The Vanden Plas range of 1975

MINUTES OF A MEETING OF THE MEMBERS OF THE DAIMLER AND LANCHESTER OWNERS CAR CLUB OF AUSTRALIA INC. HELD AT RYDE EASTWOOD LEAGUES CLUB ON MONDAY 3rd February, 2014

The meeting commenced at 8:00 pm with Merv McDonald in the chair.

Apologies:

Peter Grant, Ian Fletcher

Attendees as per list filed with the Minutes

Previous Minutes:

The minutes of the previous meeting were taken as read.

MSA "That they be accepted as true and correct" Victor and Jim

Business Arising from Minutes

Nil

Correspondence:

Copy "get well" card sent to Ron Mallet sent around table.

Letter OAMPS Insurance noting TCIS Insurance now part of OAMPS.

Chrysler Restorers Club re invitation to their Liverpool Super Swap (for details contact Russell)

Tas Vacations offer to assist if organizing Club runs, events in Tasmania

Business Arising from Correspondence:

Nil

Treasurers Report

On behalf of the Treasurer John Hiscox advised that the Club's financial balance was \$18104:00.

John also gave a reminder that Club membership was due on the 1st Jan., 2014.

The following members paid their dues to John at the meeting:

- Alan Hunt and Carolyn Burch @ \$55:00
- Robert Brandes @ \$50:00
- Laurence Jones @ \$50:00

New Members:

Jenny Turner - Associate

Social Report:

Refer magazine "Coming Events"

Also noted Shannons Display Day Eastern Creek confirmed 17th August, 2014.

National Rally update – expecting approx. 30 people (15) cars with first stop West Wyalong, then Mildura , then Loxton. Accommodation being organized.

Noted due to change of Thirlmere Railway Museum event date there will unfortunately be a clash with the regular SP 250 Canberra weekend. Agreed making date adjustments was not practical.

Editor:

New magazine generally has been very well received. Thank-you to Christine for her assistance in the transition and for her stella stewardship of the magazine over many years.

Some spelling adjustments to member name noted. Agreed to change the Lanchester logo to the original script not the "Daimler" one.

All articles for the next magazine must be to the Editor **no later than 10th Feb.**

Registrars:

Discussion re a SP250 Australian delivery vehicle turning up in S.A. Some investigation to be followed up with the historian to check if it is a recorded car simply moving states or previously unknown car.

Chris and Warren Cole showed photos of their 1937 BSA Scout on wheels with body on and looking good.

Website:

General comment as to very successful website with "tweeking" still continuing

Library:

Nil

Conditional Plates:

Warren noted that if a member has a conditional plate and it is not registered as a member on the 1st January each year then the conditional plate is null and void.

Regalia:

Nil

Technical and Spares:

Linden noted that bearings and bigends for her engine rebuild have arrived. Keep up the good work Linden Committee to follow up David Stoodley in regard V8 Saloon brass pipe order.

Merv noted he would help Linden with some cork seals for the sump.

For Sale and Wants:

Nil

CMC Report:

Nil First meeting same time as this meeting. Merv still requires a "second" to assist.

All British Day Meeting:

Nil

General Business:

It should be noted with AGM happening at next month's meeting the Club still does not have a Treasurer. Please consider helping with this important contribution to the Club as if there is no constitutionally elected Treasurer then the Club cannot exist as an incorporated body. This creates considerable constitutional and insurance related liability problems.

Member assistance in regards filling this post would be greatly appreciated.

There being no further business the meeting was closed at 9:47 pm.

Next meeting of the DLOCCA will be Monday, 3rd March, 2014

FROM THE EDITOR

A Big thank you to everyone for getting reports & Photos to me early this month, in order to allow me to depart for India to play trains for three weeks and to enable me to produce this edition of the magazine on time. I will have my camera with me in India and will be on the lookout for some interesting things for the next issue. The National Rally is coming up soon and I look forward to catching up with lots of familiar and unfamiliar faces in Loxton in early April.

Thanks to all who have provided valuable feedback on the new format of the journal and also for the corrections to email addresses etc. You will notice some of the suggested changes in this edition although some are as elusive as "Wrinkles Grille"

Jim Gelllett

DARTING ABOUT

We missed a few of our regulars at the February SP250 Register meeting held at the home of Cameron and Anne Norgrove but there was a good turn out of around 15 happy, friendly, enthusiastic Darters. We may need to acknowledge that Cameron and Anne who provided the BBQed burgers and Greg and Kate Searles who provide bottles of wine from their winery may have contributed to our happiness but I prefer to think that it was our natural happy dispositions. In any case we thank both Cameron & Anne and Greg & Kate.

Some time was devoted to examining the engine bay of both the Brooks and Norgrove SPs and during the meeting we heard about Merv McDonald's SP250 restoration progress and also about Warren Coles's race to complete his wonderful BSA Scout project in time for the Daimler Club National Rally.

My commitment to the national rally has progressed, The SU petrol pump has been converted to electronic and is back in the car. The door lock which hasn't worked for 15 years is still with the locksmith being stubborn

We will try something new at the next meeting to be held on Friday 11 April. Darters are encouraged to arrive around 7:00pm and bring a plate to share Please let Merv know what you plan to bring. Merv's contacts are phone 9670 6797, 0417 429573 or email merv.mcdonald@gmail.com

SP250 REGISTER MEETINGS AND RUNS

The SP250 Register has either a meeting or a run each month. The meetings are usually on the first Friday and the runs are usually on the third Saturday. Meetings start at 8:00pm.

Friday 7 February –

Meeting at the home of Cameron and Anne Norgrove, 7 Summerhayes Rd, Wyee. We are invited to arrive early, from say 6:00pm for a swim and a BBQ prior to the meeting at around 8:00pm. If you would like to join the Darters for the BBQ please advise Anne Norgrove on 4357 1188 or at camann.n@gmail.com.

Weekend 8/9 March –

Traditional O'Connell weekend with a Saturday night BBQ at the home of Roger and Margaret Giles, 452 O'Connell Plains Rd, O'Connell 2795. . As to catering, Roger will again provide the BBQ meats and the visitors will bring starters, salads and sweets to share. It is also BYO drinks.

Could you please let me know by Monday 3 March if you plan to attend the BBQ so that Roger can lay in appropriate provisions. (hunts@optushome.com.au or 9651 2961)

Please make your own accommodation arrangements for Saturday night. The group will stay at Panorama Motel, 51 Durham St, Bathurst phone number 6331 2666. I suggest you mention that you are with the Daimler Car Club group.

Arrangement for assembly and the run to O'Connell will be posted by email..

3 to 7 April – Daimler National Rally, Loxton

Friday 11 April –

Meeting at the home of Merv McDonald, 4 Grebe St, Erskine Park,. The meeting will commence about 8:00pm but Darters are encouraged to arrive at 7:00pm and bring a plate to share. Please let Merv know what you plan to bring. Merv's contacts are 9670 6797, 0417 429573 or email merv.mcdonald@gmail.com

Saturday 17 May –

Run to Mountain Blue Café, Glenbrook, for breakfast. Please advise Mark and Tracey Brooks by 7 May if you plan to join the breakfast as bookings are needed. Mark and Tracey's home number is 4739 1589 or 0430 070085 or email dsp250@iinet.net.au

DARTING ABOUT - CONTINUED

Friday 6 June –

Meeting at the home of Warren and Chris Cole, “The End”, Calabash Road, Arcadia (phone 9655 1111 or 0412 686456). Red hoodies from Wagga Rally to be worn H

Saturday 19 July – Run to St Albans for lunch at the Settlers Arms Inn.. Greg and Kate Searle to arrange.

Friday 11 August – Meeting at the home of David and Dallas Stoodley

Weekend 20/21 September – Canberra weekend

Saturday 6 December – Darters Christmas Lunch at Waterview Restaurant, Berowra.. Please make you bookings with Graham Paterson or Faye Chiswick 0427 454456 faye.chiswick@bigpond.com

Darting Off

Alan

Phone 02 9651 2961 or 0438 290639

E-mail hunts@optushome.com.au

WRINKLE GRILLE - THE DLOCCA PUZZLE

ANSWERS TO THE JANUARY 2014 WRINKLE GRILLE

Another photograph taken at All British Day 2012

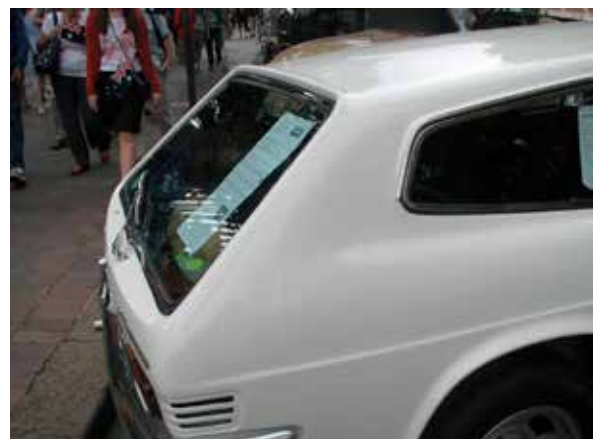
- | | |
|-------------------------------------|---------------------------|
| Q1. What was the name of the maker? | Jowett Cars Ltd |
| Q2. What was the model name? | Javelin |
| Q3. A year of manufacture? | Any between 1947 and 1953 |



The February 2014 WRINKLE GRILLE

From the photograph taken at CARnival 2014

- Q1. What was the name of the maker?
Q2. What was the model name?
Q3. In what year was it introduced at the London Motor Show?



CENTENARY OF CANBERRA AND THE ROYAL DE36

This was a dual event in that The National Trust organised a car rally to Canberra to be part of the 100 year celebrations, and this gave us the excuse to re-visit the restoration of the Hooper.

Never to miss an opportunity to visit Bowral and the boys, we (being Amanda and Marcus, Peter G, Kevin and Liz, John and Eve) met at the Oxley Motel Bowral, late Friday afternoon, sampled some bubbly, and then with David, Noel and Richard repaired to the local pub for dinner.

We didn't overdo it and were fine to leave at 8.30 the next morning to Tarago, south of Goulburn, where we met up with another contingent of cars coming up from Jervis Bay. More importantly, Andrew Riley met us with his Consort. We received rally packs and free coffee and snacks, and wandered around the various makes of vehicles. To some extent quite a different bunch to the ones displayed at Eastern Creek and All British. I particularly remember a DKW of the '50s sporting the 4 circles of the current Audi range, and a 1940 Chrysler Fluid Drive presumably copying the Daimler principle to some degree.

Around midday we sauntered off to Bungendore for lunch and then to Canberra. The directions of what to do to get there were a bit vague, or we weren't paying enough attention, as the group of maybe 200 cars seemed to get fragmented and didn't end up parading up Commonwealth Ave (or was it Northbourne). Nevertheless, importantly we found our hotel, the bar and the dining room. Peter G, being in (on) the game had arranged an attractive package of accommodation and meal prices for us and although he couldn't stay on Sunday night we were able to convince the staff that the meal and drink discount should remain.

Sunday morning was spent on the lawns of Old Parliament House and again we inspected all the cars. Ross Edwards turned up with his SP250 but unfortunately wasn't parked with us, and also there was a nice blue V8 there from S.A. but we didn't find the owner. After lunch and tiring of cars, we drifted off to the National Museum where we met Colin Cox and his friend Barry. We only spent a couple of hours there, but all day could be wasted if you really wanted to see it all. So then it was back to the hotel and more frivolity.

The big day was Monday to see progress on the DE36. As instructed we arrived at 10 o'clock and were warmly welcomed. They are very proud to be associated with the Daimler Club and likewise we are pleased to be invited. All the running gear and chassis have been removed, renovated or repaired, and repainted. The body is still in its original condition but they have buffed up the paintwork on the rear near side quarter and it looks like new. Still, the interior will be a big job, as well as the landau hood, and the crankshaft. It is still sitting on the floor in two pieces and one of the problems is the casting of the three rows of cogs for the timing chain.

Morning tea was provided and then it was off home. I won't go into how and why the DH disgraced itself when nearly home.

John Hiscox

FOR SALE

1951/2 Lanchester Ledas.

An elderly friend has inherited two Lanchester Ledas and asked if I could help find a buyer. The grey one, 1951, is ready for registration and is in pretty nice condition. The red one, 1952, is mechanically done up but still needs work on the interior. He would like to sell them together if possible and is looking for best offer over \$5000. The cars are in Bungendore (near Canberra). Please call Kevin Ottey (his son) for details of the cars or Andrew Riley for background.

Andrew J Riley W 02 6238 0234 M 0412 486 414 29 Duralla Street/

or PO Box 342 BUNGENDORE NSW 2621 Australia Kevin Ottey 02 6238 1307, Andrew Riley 02 6238 1096



DAIMLER XJ6 SOVEREIGN LWB

Black with Beige interior. Imported from England 25 yrs ago. Then used for daily drive until 14 yrs ago when taken off the road after front end accident. Work carried out since whilst in storage include recon. head, new carbies, ss exhaust, all original. Interior in good order. Ideal to put back on road after repairs or a complete parts car. Asking price \$2,800 or offer. Russell Turner Phone 0419980030

Daimler 2.5 V8

After an ownership of 37 years it is with fond regret I have decided to sell my Daimler 2.5 V8. I bought it from the original owner, a Dr Orr who was the person in charge of Eastern Suburbs Hospital and he had bought it for his wife who I understand treated it as her personal transport.

Having some 41,000 miles on the clock, I have put another 65,000 miles on it and altogether 106,000 genuine miles. It is nicely painted in Old English White with burgundy trim new leather seats, head lining and brakes renewed, with wood interior like new.

Spare engine \$300, 2 cylinder heads \$400 for the pair. Plus other bits and pieces.

All the material used in the car is genuine Jag make and colour. Tyres also next to new. Also chromium is like new and original. Incidentally I have the original receipts from Hercules Motors as a Bill of Sale.

\$10,000.00 Contact Janine Maitland 0421 629 255



FOR SALE - CONTINUED

4 door Conquest Century Saloon Pre Selector

It has been owned for 4 years by my dad as a project, he just got to busy. It comes with original books, still drives, needs work. Comes with a boot full of spares. It is still original.

Last time it was registered we don't know.

My name is Teneille Povey

My contact numbers are:

02 6454 4166 (home)

0418 536 511 (mobile)



Windscreen Rubbers:

DB18 - front screen rubber (1 only) Conquest - front & rear rubbers Conquest Century - front & rear rubbers (1 only) Conquest Century door rubbers - front & rear (1 only set) Rubbers for the DE27/36 for those cars with front opening windscreens. For pricing check with Colin Cox on 0408393301 or 47393301

Majestic Major V8 – a few misc. bits pieces as follows:

1. Distributor points 4 Tappet cover gaskets/head gaskets 2. Oil filters 5. Tow bar \$50.00 3. Some valve gear & tappet covers 6. Petrol tank \$100 Colin Cox on 0408393301 or 47393301

Parts for Sale:

Collection of body panels, bonnets, doors, for DS420 Daimler Limousine. Bonnets suit the earlier models. Been under cover for more than 20 years, basically rust free. Call me for de-tails including prices. Phone: Colin 02 47393301 or 0408393301

1953 Conquest and associated parts for Sale :

Tom Mitchell, a member, selling his Conquest. He bought the car in bits and has bought a lot of new stuff for it and done stuff on it, but now needs the space. Looking for \$1,000 for the lot. Tom Mitchell Mob: 0420 579 455

