

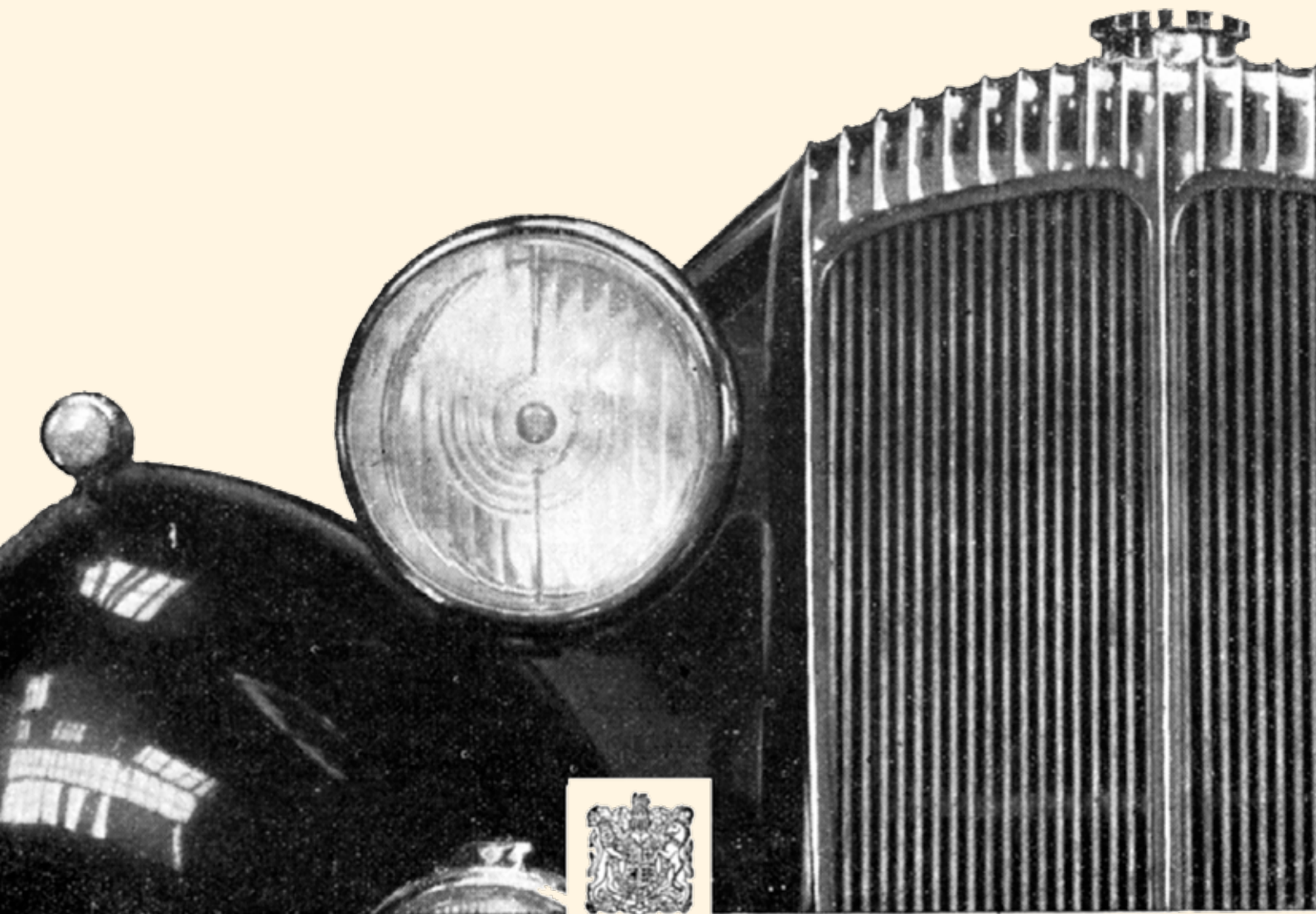
Daimler

&

LANCHESTER

JANUARY 2014

FLUID DRIVING



BY APPOINTMENT

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

OFFICE BEARERS

President	Merv McDonald	02 9670 6797	merv.mcdonald@gmail.com
Vice President	Victor Nash	02 9958-8032	tovictornash@gmail.com
Secretary	Russell Turner	0419 980030	rturner.architecture@gmail.com
Treasurer & Historian	Ian Fletcher	02 9411-8138 (H)	isfletcher@bigpond.com
Events Co-ordinator	Graham McDonald	9533-3128 (H) 0422 972094	grahjoan@tpg.com.au
CVTMC Delegate	Merv McDonald	02 9670 6797	merv.mcdonald@gmail.com
Editor	Jim Gellett	02 9796 3711	jimgellett@gmail.com
Committee Members	Warren Cole Peter Grant Lynden Brae Bob Aylward Graham McDonald	9655 1111 9371 9049 (H) 9550 5496 9670 1625 9533-3128 (H)	chriscole49@gmail.com peter@schwartz.com.au grahjoan@tpg.com,au
Conditional Plates Registrar	Warren Cole	02 9655-1111	chriscole49@gmail.com
Librarian	Merv McDonald	02 9670 6797	merv.mcdonald@gmail.com
Regalia & Membership	Ammanda Sykes (Hiscox) John Steel	0411680007 9634-7101	
Publicity Officer	Wingham & Dulcie Keesing	9759-2812(H)	

OUR NEXT MEETING

8 pm Monday 3rd February, 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 Ron Mallett	02 9634-7101(H) 02 9971-6201(H)
SP 250	Merv McDonald	9670-6797 (H)
Sovereign, and all Jaguar based models incl. DS 420	Wingham Keesing Colin Cox	9759-2812(H) (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

COMING EVENTS

<p>February, Sun 9 Feb</p> 	<p>Breakfast Run We have booked Sassafras Creek Cafe at 83 Old Bells Line of Road, Kurrajong Village for the breakfast run Sunday 9th February 2014.</p> <p>The run will commence from our meeting point of Ham Common, located on Windsor Road between Richmond and Clarendon. We intend to meet here at 8:00am for an 8:15am departure. The cafe is booked from 8:30am onward. Contact Warren Cole (02) 9655 1111 (H)</p>
<p>March Sun 9 Mar</p> 	<p>Train Works 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 Applications required by 23 November 2013. Refer advertisement in Magazine, application forms available on our website via the link http://www.dlocaustralia.org/dloc-events/future/2014-national-rally-sa</p>
<p>May Sun 18 May</p>	<p>National Motoring Heritage Day (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 Date TBA</p>
<p>August</p>	<p>Shannon's Display Day Eastern Creek Date TBA</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 NEW 2014 PRESIDENTS REPORT

The new year has already started with our annual Cocktail Cruise now in the past and a breakfast run already planned for 9th February.

We hope to bring a variety of runs during the year and although most are already pencilled in, we would still like to hear from all of you members if you have any ideas for runs and places to see.

The big event of the year is the National Rally in Loxton SA. If you would like to go and haven't registered yet, get in quickly as it is shaping up to be an excellent event.

Our March club meeting is also our Annual General Meeting with the usual election of office bearers and the committee. Please come along and help shape the club's executive for 2014. We will be needing to find a replacement Treasurer as Ian Fletcher is unable to continue in the role. The role has been split into three with Ian staying on as Historian and Amanda Hiscox taking on the Membership Role. We just need somebody with good numeric skills to bank our money, pay the bills and let us know how we are doing.

Regards,

Merv.

2013 CHRISTMAS PARTY

Held at the home of John and Chris Hurst 8th December 2013



Peter's Yellow Peril



Mascot for the Day



Club's movers and shakers



Victor, David, Noel & Ian



Was this a breakfast run



El Presidente



Amanda & Warren Cole



Ian & Peter discussing next reports



Club's two tech experts



David's superb Special Sports



John Steel and Margaret



Santa arrives in style



Wasn't this a Daimler Show, Victor's Bentley

COCKTAIL CRUISE

7th January 2014 at Narrabeen

Marcus and I moved out of Sydney over Easter 2013 to Tea Gardens so our participation at events is not nearly as regular. Luckily for me I was in Sydney for work the week of 6 January and was able to enjoy the company and friendship of a few Daimler enthusiasts at the annual cocktail cruise organised by John Steel. Its hard to beat sitting by the water on a summer's evening enjoying a leisurely picnic dinner, particularly when the mozzies don't get you – and they were absent that night.

The Coles, Hiscoxs (thanks for dinner), Wilkinsons and Gelletts were joined by Lynden Braye, Ian Fletcher, John Steel and myself on the shores of Narrabeen Lakes on Tuesday the 7th. Is Jamieson Park usually that peaceful on a summer's evening? I'm not sure, it could have been the uncertain weather but regardless, it was to our advantage – ample parking and peace and quiet. Last year we sweltered by the Parramatta River, this year the temperature was perfect; we supped under the trees and when the drizzle increased the brollies went up and eventually drove us into our cars and home.

An outing with the Daimler mob is always relaxing and enjoyable, whether its participants are many or few. Thank you John for organising the event.

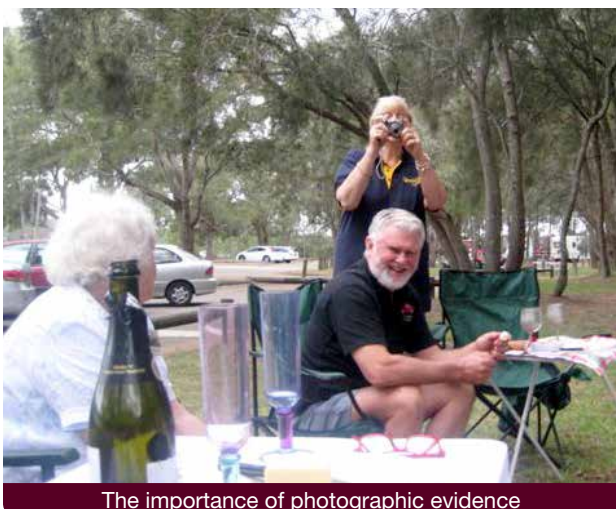
Amanda Sykes (Hiscox)



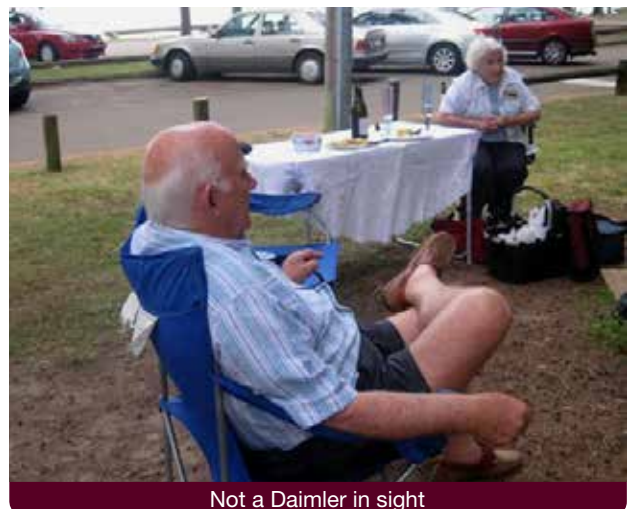
John Steel not asleep



I am listening, really



The importance of photographic evidence



Not a Daimler in sight

DAIMLER ARMoured CAR: ADDITIONAL DETAILS

Peter Brown

The British Army has always been a major user of armoured cars, and the Daimler was one of its best designs. Based on the original and equally successful Daimler Dingo Scout Car, these advanced cars served on all fronts with the British from 1941 until finally withdrawn in the 1960s. They even outlasted their planned replacement, which is something few AFVs have achieved.

Design began in 1939, and resulted in what was basically an enlarged Dingo fitted with a turret, even the hexagonal fighting compartment and hull front bin were found on both. Other items shared with its older little brother were rear engine (but a bigger 6 cylinder, 95bhp, 4095cc one) and transmission via separate driving shafts and universal joints to each of four wheels. Each wheel station was independently sprung, with four large coil springs mounted as two units of pairs one inside the other. This gave a large wheel travel and good cross country performance.

The pre-selector gearbox was another Dingo feature, the armoured car having five speeds available for forward or reverse travel using a transfer box via a fluid flywheel. The original vehicle was to have been called the BSA Light Wheeled Tank, and have two machine guns as per the Guy Wheeled Tank and also four-wheel steering as on the Dingo. This steering arrangement was never fitted in production, indeed only the earliest Dingos had it, and armament was a 2pdr gun even on the prototypes. This gave the car firepower similar to current British tanks and better than the machine guns of earlier armoured cars.

Photos of the prototype show it had no side doors and small detail differences from the production cars. Turret vision slots were different, smoke dischargers



were fitted one each side of the turret, and there was a raised section above the driver's position as well as headlight differences. Production vehicles had escape hatches in each hull side. The three man crew was the largest which could be fitted in, and without a major redesign a more powerful gun could not be fitted. One feature which was useful for reconnaissance work was the rear driving position, with a steering wheel and throttle on the left rear of the fighting compartment and a small peep slot in the hull rear. Turret hatch opened in a manner similar to early Crusader tanks, a series of rods and torsion bars allowed the hatch to open with a cantilever action. This meant the hatch was either fully open or fully closed.

First vehicles were issued in the UK in 1941 and small numbers of cars went to North Africa from mid 1941 for evaluation. It was not until 1942 that the 11th Hussars became the first active service users. Initially Daimlers served alongside other cars, mostly Humbers, and armoured car units also used Dingos.

Looking at the 1944 establishment, it was possible to see Daimler armoured and scout cars working with Staghounds as command and anti aircraft vehicles, supported by AEC Matador Mk III cars or 75mm guns on half-tracks - surely this gave unit mechanics and logisticians busy days and sleepless nights! Later on, the Daimler became the standard car in British armoured car regiments and the Reconnaissance Corps units attached to infantry divisions in place of Humbers, although Staghounds were used as command vehicles.

As was common, detail improvements were introduced as production progressed. Most noticeably, the external stowage changed, a spare wheel was fitted on the left hull side (unfortunately blocking one of the side escape hatches) and later a rack to carry two sand channels on the right side. I have never seen these used for their original purpose in photos, and indeed cars in North Africa and Sicily often carried a rack for petrol or water cans on the hull side with the sand channels being carried on the front of the hull, while a sun compass bracket could be fitted on the right side of the turret. An external condenser can was carried in hot climates.

It was planned to replace both Daimler and Humber armoured cars with the Coventry, designed and built jointly by both manufacturers. In the event, more Daimlers were built. Mk II cars had a more rounded gun mantlet, the older 'Mounting, 2pdr and Medium BESA MG No 4 Mk II' with its square-ended mantlet being replaced by the 'No 10 Mk I'. There was now an escape hatch above the driver, the left hand side door was eliminated, while improved engine cooling meant armoured louvers over the whole hull rear plate and only two covered slots in the horizontal engine cover instead of four (oddly, the prototype seemed to have had this later arrangement) as well as a number of mechanical improvements.

Post war, both marks remained in service, many photos even show both in use in the same unit at the same time. The only changes made were the replacement of the 4" smoke bomb throwers with sets of six barrelled dischargers as used on many British AFVs of the period. Surviving vehicles are highly prized among UK vehicle collectors, while Mk Is are on display in the Imperial War Museum in London and the Museum of British Road Transport in Coventry, and a Mk II at the Tank Museum in Bovington. /*Basic Statistics*/ Length 13' 2.5" (hull only 13') Width 8' 10" Height 7' 4" Ground Clearance 1' 4" Wheelbase 8' 6" Wheel Track 6' 6" Tyres 10.5 or 11 by 20 Approx Weight 6.75 tons empty, 7.75 tons in battle order Bridge Class 7 Speed 50mph Range 205 miles Fording depth 4' prepared /*Armament*/ 2pdr gun with 52 rounds 7.92mm BESA with 2,700 rounds .303" Bren AA with 500 rounds .45" Thompson with 200 rounds or 9mm Sten machine carbine with 300 rounds 2 x 4" smoke dischargers or (postwar) two sets of six barrel smoke grenade launchers /*Armour*/ 16mm turret front & mantlet, hull rear 14mm hull front & turret sides 10mm hull sides 8mm turret & hull top 7mm hull floor Radio No 19 set /*Serial Numbers*/ The prototypes were F10472 Light Tank Wheeled Experimental Daimler, and also F16354 Tank, Light, Wheeled, BSA Daimler.

Production vehicles were - F19919-20418 500 Mk I F117215-117714 500 Mk I F207288-208187 900 Mk I F208190-208689 500 Mk II F339201-339800 600 Mk II originally, this order was later reduced to only 294 cars Note - the 'gap' of F208188-9 was for Coventry prototypes, and the subsequent numbers to 208688 were to have been used for Coventry's.

From 1948 cars were renumbered in the new style. Batches were in the range 75ZR40 to 90ZR91, although there were large gaps in the allocation of numbers, and also numbers in the ranges --ZU-- and --ZV-- ranges which may have been allocated when the vehicles were overhauled. Chassis numbers were

from AC1 to AC2694, and may not have followed the exact same sequence as the more visible serial numbers. /*Variants*/ Apart from the prototypes and the two marks, there seem to have been few variations other than unit modifications.

Photos show some cars had the 2pdr replaced by a 3" howitzer, perhaps following the then current tank policy of CS or Close Support vehicles. These do not seem to have seen action, units used either 75mm guns on half-tracks or other types of car for heavy fire-power. One Daimler in the Middle East was fitted with a high angle mounting for the 2pdr and BESA, but this was a one-off.

Most units used the vehicles as issued, not only as armoured cars but as homes, so often carried large amounts of stowage. This was draped over and fitted to the mudguards and engine covers, turrets were left clear and usually space left to allow a good view through the rear driving lookout. The Inns of Court Yeomanry overcame a lack of scout cars in 1944 by taking turrets and mudguards off some of their cars.

A Bren gun was carried as anti aircraft protection, together with the PLM mounting to allow it to be used from under armor, although I have never seen photos of either fitted. 11th Hussars fitted a Vickers Gas Operated Observers Gun (the K as used on SAS jeeps) to the turret top of some of their vehicles in Europe, and from 1944 many cars were fitted the Littlejohn tapered bore extension which with special ammunition improved the performance of the 2pdr. /*References*/ Here the lack of literature shows. Most references to the Daimler are as part of total histories of British armour such as David Fletcher "The Great Tank Scandal" and "Universal Tanks".

For the fine detail, email Library@tankmuseum.co.uk or send a letter with two IRCs or SSAE to The Library, Tank Museum, Bovington, Dorset, BH20 6JG, England, for details of their Plans Packs which are made up of stowage diagrams etc. The only direct reference is my old favourite, "Allied Military Vehicles, Collection No 1" from Brooklands Books, Cobham, England (ISBN 0-907-073-778) This is a collection of reprints from contemporary auto magazines, and includes some great detail photos and drawings of the Daimler Mk I and useful text, as well as data on the Dingo and other armoured cars but it is now out of print. (Note - this article is revised from one which originally appeared in the much missed magazine ARMORED CAR along with comparative reviews of the Accurate Armour and Sovereign 1/35 kits) Main What's New Articles Reviews Gallery Think Tank Contests

DARTING ABOUT

The popular English TV series *Upstairs Downstairs* may have been the theme for the SP250 Register events in the past two months. Our Christmas lunch held on Saturday 30 November attracted around 20 members to a seafood buffet on the upper level of at the Waterview Restaurant, Berowra while the first event of 2014 attracted a few more members to an 8am breakfast on the ground floor level. Both were excellent events full of happy people enjoying each others company.

The seafood buffet Christmas lunch has become a bit of a tradition and I'm pleased to report that the lunch offering was as good as ever. By mutual agreement we booked the restaurant for our 2014 Christmas lunch on Saturday 6 December. Make a note in your diary.

In contrast, breakfast at Berowra was an innovation and although we overwhelmed the staff when we all rolled in at 8am it didn't matter. We would have been happy to sit on the deck, warm and comfortable, chatting, watching the boats for the rest of the day.

Carolyn and I didn't take the SP to the breakfast. As Merv McDonald has been heard to say "you can't trust an SU petrol pump". Our pump fell over on the way home from the DLOCA Christmas party. Luckily we still had the emergency back up pump I bought to get us home from the Braidwood Rally in 2000. That was OK and I decided to leave the Braidwood special as the permanent pump. However, grandson James and I decided we better do a test run before setting out for the DLOC Rally in Loxton. The Dart roared through Galston Gorge and was fine along the expressway until we hit the hills just beyond the Hawkesbury river bridge. In a sense the test was successful. It proved the Braidwood Special couldn't cope with high speed running up hills on a hot day. New plan is to get Midel to convert the old SU to electronic.

Thanks to Mark Brooks for organising a shipment of 2014 calendars from the SP250 Register in UK. Mark had sent several photos to the publishers and it is great to see his photo from the Wagga Rally and another that Dallas Stoodley shot at Patonga featuring in this publication which goes all over the world. Well done Mark.

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 March – Traditional O'Connell weekend to be held on either 8/9 or 15/16 March.

3 to 7 April – Daimler National Rally, Loxton,

Friday 11 April – Meeting at the home of Merv McDonald, 4 Grebe St, Erskine Park, phone 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

Weekend 20.21 September – Proposed 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

THE QUEEN'S DAIMLER GOES UP FOR SALE

The Telegraph (UK)

A specially modified Daimler owned by the Queen is up for sale at auction.

The 2001 Daimler Super V8 LWB was used as personal transport for the Queen for three years



A Daimler owned by the Queen is expected to fetch between £25,000 and £30,000 when it goes up for sale at auction on August 31 at the Historics at Brooklands sale.

The 2001 Daimler Super V8 LWB was used as personal transport for the Queen for three years, and was driven within the Windsor Castle estate and to and from Buckingham Palace.

Although it looks like any other Daimler from the



outside, the car has a number of modifications made at the Queen's request, including an adapted centre armrest designed to accommodate a handbag.

The car's special security lighting remains fully functional, with blue flashing strobes in the front fog lamp



inserts, and alternate flashing headlights and rear lights, activated by a bespoke control panel that replaces the standard car's ashtray.

There are also blue lights fitted next to the rear-view mirror, which were used to identify the car in which the Queen was travelling, while the fittings (but not working components) for a system that provided "direct contact to the British Government Home Office and Downing Street" can still be seen in the car's boot.

The Queen's Daimler goes up for sale - continued

In other respects the car is as standard, with a 375bhp supercharged engine and high-spec interior featuring soft leather upholstery and lamb's wool floor mats.

The car will be offered for sale with a full service history, two sets of keys and its original registration number, along with documentation to support its royal background, including photographs of the Queen driving and being driven in it.



WRINKLE GRILLE - THE DLOCCA PUZZLE

Answers to the November 2013 WRINKLE GRILLE

From the photograph taken at All British Day 2012

Q1. What was the name of the maker?

Lagonda

Q2. What was the model name?

Rapide

Q3. A year of manufacture?

1935 or thereabouts

THE JANUARY 2014 WRINKLE GRILLE

Another photograph taken at All British Day 2012

Q1. What was the name of the maker?

Q2. What was the model name?

Q3. A year of manufacture?



MINUTES OF A MEETING OF THE MEMBERS OF THE DAIMLER AND LANCHESTER OWNERS CLUB OF AUSTRALIA INC.

HELD AT RYDE EASTWOOD LEAGUES CLUB ON MONDAY 2ND DECEMBER, 2013

The meeting commenced at 8:15 pm with Merv McDonald in the chair.

Apologies:

Russell Turner, Ian Fletcher, Robert and Elaine Brandes, Graham and Joan McDonald, Linden Braye.

Attendees as per list filed with the Minutes

Previous Minutes:

The minutes of the previous meeting were taken as read.

Moved: "That they be accepted as true and correct" Warren Cole, Seconded: Merv McDonald. CARRIED

Business Arising from Minutes

Nil

Correspondence:

WA Daimler Club Magazine, Gnoo Blas Flyer.

Business Arising from Correspondence:

Nil

Treasurers Report

No Treasurer's report presented.

New Members:

Nil

Social Report:

DEC: Christmas Party at John and Chris Hurst's home. BYO tables, chairs implements and please ring Chris for suggestions on what to bring. Don't forget something for the hamper and for Santa's basket.

7 JAN: John Steel's Cocktail Cruise from 5.00 p.m.

26 JAN: CARnival Australia Day Display. Victor and Alan advised that the RAC shall be open and members are welcome to adjourn there with them for a cool drink and shelter from heat or inclement weather.

9 FEB: Breakfast Run to Kurrajong: see details.

9 MAR: Train Works at Thirlmere Railway Museum. See details last magazine.

3 APR: National Rally at Loxton SA.

Editor:

Chris Cole is celebrating her final magazine after 17 years in the job!

Welcome to Jim Gellert our new editor as of 2014. He has a hard act to follow. Jim asked that any material such as photos from the Christmas gatherings be sent to him at the email address editor@dlocaustralia.org as soon as possible for publication in the first magazine for 2014.

CMC:

Nil to report.

All British Day:

Nil to report.

Regalia:

Nil to report.

Registrars:

Nil to report.

Website:

Jim reported on progress loading up the SP 250 material.

Members are urged to send a photo and details of their car to Jim or the webmaster for inclusion on the website.

Library:

Nil.

Conditional Plates:

Warren had heard of a trailered vehicle being damaged in an accident and insurance being denied. He is trying to get some facts for us and will contact Shannons to clarify cover for trailered vehicles.

Technical and Spares

Jim Gellett has been advised that Dapto Rubber Rollers may be able to produce engine mounts for his Century by taking the old metal plate and vulcanizing new rubber on to it. The factory reopens on 6 January 2014 and Jim will take the engine mount form his car down there and has offered to also take the mounts from Linden Braye's Conquest at the same time if available.

Merv asked if anyone knew of a source of supply for SP 250 front shock absorbers locally. UK can supply but at a cost.

For Sale and Wants:

Jim will check on existing ads and cull those no longer current. Otherwise as per magazine.

General Business:

Christine Cole wondered if it would not be worthwhile subscribing to the English Daimler Club as we have not been receiving the magazine from there for some time now.

Alan hunt offered to donate his copies to the library.

Peter grant mentioned the BHP Indian forum as interesting for photos and chat sites about old cars including Daimlers and Lanchesters.

Bruce Woodward asked about membership lists. He said that it would be a very valuable resource to help with for example his research on his car and finding out differences between the prototype and production models and also sourcing a rear window for his car, either as a loan to have a new one made to correct specifications or if there was one available for sale. Bruce had a Halvorsen Club application form with him which had a section about members agreeing to have their boat details placed on a membership list and this could be used as a model for your own club and then a list as appropriate can be produced and placed on the members only section of the website.

Warren recently was approached by a Kenthurst man with a V8 manual saloon and a Special Sports in boxes. No details were given. John Hurst knows of the gentleman.

Bruce Woodward mentioned that a photo of member's cars should be requested at renewal time as a valuable addition to the membership list and club database and the meeting thought this an excellent idea.

There being no further business the meeting was closed at 9:50 pm.

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

A Merry Christmas and Happy and Healthy New Year to All of Our Members.

FROM THE EDITOR

This is the first edition of the magazine to be produced by the new editor. I must acknowledge the excellent work done by Chris Cole, my predecessor, over some 17 years and assure members that I won't last that long in the job so we will soon be searching for a replacement!

I will be relying on all of you to provide reports/articles to keep our magazine interesting and to that end we might introduce some changes along the way.

Those of you who are receiving this by hard copy and are able to access the magazine from the website may wish to discontinue receiving by mail in future. If this is the case please advise me via the editor email listed on the website. In the members only area you are also able to read the newsletter in book form, download and print from the PDF file in A4 or booklet format. All past editions will be archived on the website in the members area from November 2013 onwards.

I trust you will notice some changes to the magazine format from this edition and will approve.

Jim Gellett

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

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