

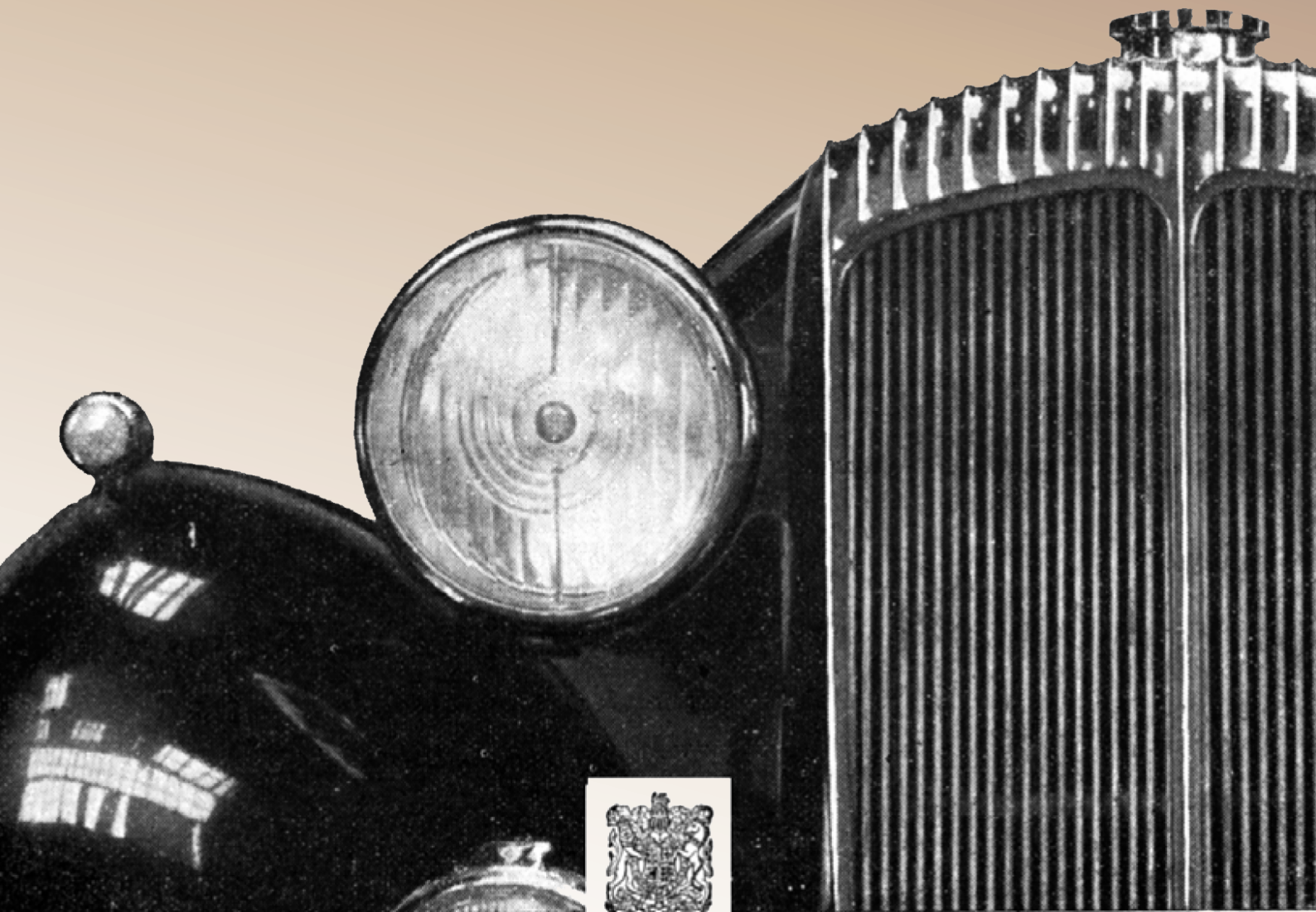
Daimler

&

Lanchester

FEBRUARY 2016

FLUID DRIVING



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

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OUR NEXT MEETING

8PM MONDAY, 7TH MARCH, 2016 AT RYDE EASTWOOD LEAGUES CLUB

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

JOINING FEE	\$20.00
STANDARD MEMBERSHIP	\$50.00
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	0417405766 (mob)
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 Jim Gellett	02 – 4758 7125 0419 796 371
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 AGM

MONDAY 7TH 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. The current President, Historian, and Vice President have indicated that they will not be standing 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.

REMINDER

HAVE YOU PAID YOUR DUES?

PRESIDENT / EDITOR'S REPORT FEBRUARY 2016

The shortest month of the year has turned out to be possibly the longest Daimler month of the year. Our next meeting, 7th March is our AGM, an important occasion for all members when we all have the opportunity to vote in our Club officers for the next year. All of last year's officers will stand down & nominations will be called for. Don't hold back, if you feel you want to be more involved with the running of YOUR Club please make it known to myself or someone else on the committee.

The Rally Committee have been hard at work with the National Rally & final accounts have been forwarded. We have a good number of people attending & should have a fine array of cars moving around Orange for the 4 days we will be there. The program will see things moving at a relaxed pace with plenty of time for people to catch up with each other.

REMINDER to all those who still have not paid their annual dues, to please do so before the end of March, otherwise you will not receive your magazine past that point. Worse still, you will miss out on next years reminder!

For all those attending the rally, I trust you are all polishing & preening your wonderful machines & making them super roadworthy for the trip to Orange, which will only be a couple of weeks after the April meeting.

Many Thanks
Jim Gellett

COMING EVENTS 2016

March 2016 Saturday 12	Tea Gardens Annual Motor Fest DLOCCA members have been invited to – Tea Gardens Annual Motor Fest – a non-DLOCCA event run by the Tea Gardens Hawks Nest Motor Club, a local motor club with 40 members and 85 Veteran, Vintage, Classic and Unique cars and motorcycles 10 am – 2:30 pm Hawks Nest Oval. If you are interested in attending then please contact Amanda Sykes Membership Officer DLOCCA, mobile: 0411 680 007, email belle59@bigpond.com
March 2016 Sunday 13	Goulburn Steam Pumping Station and Rose Festival Goulburn Historic Waterworks, Marsden Weir (off Fitzroy Street), Goulburn NSW 2580, for location map use link https://goo.gl/maps/tEfTzu5N34z . Meet Pheasant's Nest Service Centre from 9:45 am for 10:15 am departure in a combined drive to Goulburn. On the same weekend will be the Goulburn Rose Festival at Goulburn Soldiers Club, 15 Market Street, Goulburn NSW. It includes an art exhibition by Goulburn & District Art Society - art works for sale, display & sale of roses by local nurseries, craft stalls, plants and gardening tools for sale, Admission: \$5, children under 16 years free.

COMING EVENTS 2016

April 2016 Thurs 14– Mon 18	National Rally Orange NSW. It is DLOCCA's turn to host this event, which coincides with the 120th anniversary of the founding of the Daimler Motor Company Limited. Please note: Final payments have been requested. Accommodation at the main rally venue is booked out so if you have suddenly decided you want to come along for all or part of the rally you will need to find alternate accommodation and please advise Graham McDonald or Jim Gellett as soon as possible. Registration details are available in this edition of the magazine and from our website.
May 2016 Sunday 15	National Motoring Heritage Day Australiana Pioneer Village Rose Street, Wilberforce Open 10:00am – 4:00pm Entry Fees: - Adults \$5, School-aged Children \$3, Family \$15 (2 adults and 2 school aged children) and Children under 5 years – Free. Note: Amusement & Horse Carriage Rides are at an additional cost.
May 2016 Sunday 15	Can't Make Australiana Village Wilberforce (as above) DLOCCA is an affiliate club of the Council of Motor Clubs (CMC) and therefore you can attend one of the alternate CMC venues (especially relevant for non-log book historic plate registered vehicles). Alternate venues are as follows: - <div style="display: flex; justify-content: space-between;"> <div> Motorlife Museum, Kembla Grange Berry Showground, Berry Sydney Harbour National Park, Georges Heights Campbelltown Steam & Machinery Museum , Menangle </div> <div> Mittagong Public School, Mittagong Museum of Fire, Penrith </div> </div>
June 2016 Sunday 12	High Tea in the Blue Mountains The Carrington Hotel Katoomba Address 15-47 Katoomba St, Katoomba phone (02) 4782 1111. Grand High tea \$37.00 per head, regal high tea incl glass of wine \$43.50 per head. Parking for photo shoot at front of hotel, second driveway each side of black steps. Meet there or Hamment Place Glenbrook (left off Great Western Highway just at second divided road after top of mountain) from 1:00 pm for 1:30 pm departure. For map directions use link http://binged.it/1wNC6vf Booking is required. Details to follow.
July 2016	(Rover/Alvis/Armstrong Siddley/Daimler) Combined Club Mid-Winter/Soup Run Date and run details to be provided.
July Sat 30	Hunter Region All British Display Day Foreshore Park Newcastle. 10:00 am – 4:00 pm Details Mark Perry Grand Marshall, JDCHR Hunter Region All British Display Day phone 04 2878 9584 or email marshall@jaguarhunter.org.au

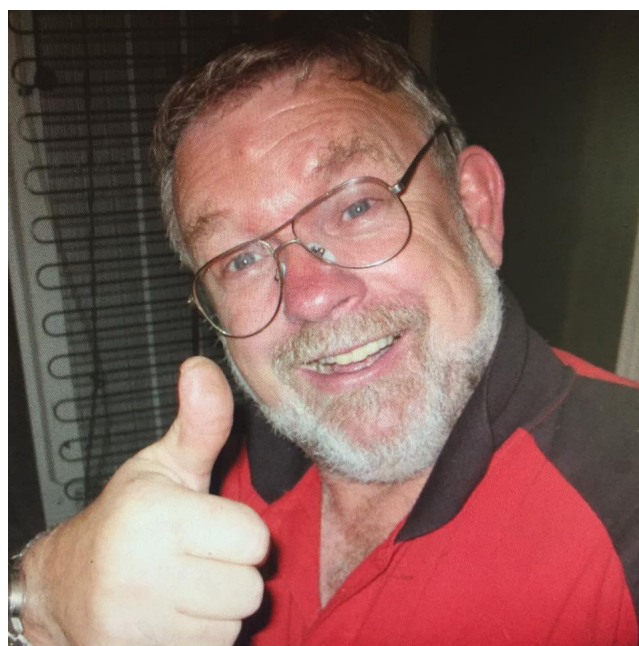
COMING EVENTS 2016

August 2016 Sunday 28	Annual Display Day and All British Day Kings School Parramatta. Date and details to be confirmed/advised closer to the event.
September 2016 Sat 10-Sun 11	President's Event Details to be provided
October 2016 Sun 9	Annual Picnic Details to be provided
November 2016 Sun 13	To Be Advised
December 2016 Sun 11	Christmas Lunch Venue and details to follow

VALE - JOHN EGLINTON

John passed away on Wednesday evening 24th February after a short battle with cancer.

John joined the DLCV about five years ago. A physically big man, deaf as a post but such a gentle giant. John, in earlier years, had played Rugby (Union - the hooligans game played by gentlemen) for Bath, one of the powerhouses of UK rugby. John very quickly immersed himself in Daimlers and the club, eventually acquiring a V8 250, a Conquest Century and latterly the ex-Monger DB18 Consort. John was the recipient of a Cochlear implant that allowed him to hear and toned down the high volume conversations one had with him when he first joined the club. John joined the DLCV committee and volunteered as the Conquest Registrar. John & Sue attended as many events as possible and enjoyed the company of like-minded people. We were all looking forward to John & Sue contributing further to the club but fate had other ideas. Our thoughts are with Sue and the Eglinton family at this difficult time.



VALENTINE'S DAY BREAKFAST

Present were: -

Kevin and Liz Wilkinson, Graham & Joan McDonald, Robin and Peter Hansen, Chris and Warren Cole, Peter Grant, Finbar Holland, Linden Brae and John Steele.

We were seated inside which was air conditioned on what became a very warm blue sky and sunny day. We had an excellent view of the gardens and the food and company also excellent. Talk centred around the forthcoming rally, cars, family and friends.

I asked for any thoughts for the next breakfast run and it was suggested Pandora's at Rouse Hill may be worth considering.

Graham McDonald



ALL BRITISH DAY - ECHUNGA

Here are a couple of photos taken at the All British Day sent to me by Alan Reddrop. It was a very successful day and a good crowd of spectators. Alan said that our display created a lot of interest. This is what it is all about, keeping the name alive.....Daimler & Lanchester.....yes there will be one on display from our group.....soon !!!!

Howard Parslow



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THE MARQUE OF DISTINCTION

This is a further article of remembrance.

Ask anyone under 30 years of age “what is a Daimler?” and the answer will be “huh”. So we must be prepared to enlighten them as to why the marque is famous and not to be forgotten.

Let’s start at the very beginning and pay tribute to Gottlieb Daimler who was born in 1834, studied engineering and then with Wilhelm Maybach designed a petrol engine in 1886 for a motorised carriage. This then was the beginning of the German enterprise, later to be renowned for Mercedes cars.

However our Daimler marque exists because of a bloke named Frederick Simms, an English engineer, who attended an International Exhibition at Bremen in 1890 and there saw Daimler’s invention. He was so impressed that he acquired all the engine patents for the UK and elsewhere, but as motoring was not allowed in England he concentrated on using the engines in boat trials on the Thames.

Eventually though he transferred his rights to the newly formed Daimler Motor Co Ltd in January 1896, but without going into all the trials, tribulations and vehicle models, let’s just concentrate on the achievements.

Firstly though, note that although Gottlieb was made a director of the company he never attended meetings, but his secondary claim to English history is that he took part in the famous “emancipation run”.

So now we must concentrate on the engineers who got things going, namely Simms and J. S. Critchley, and that in 1897 Henry Sturmeley drove a factory produced Daimler from John O’Groats to Lands End and back to Coventry, about 1600 miles. Then in 1900 there was the Thousand Mile Trial in which 13 private Daimlers were entered and all finished. “So what” the sceptics would say “other British cars weren’t invented”, but it proves that Daimler were the pioneers from which others would learn.

Not everyone can invent everything, but one can see the attributes in something and do something about it. The Renard brothers of France invented a system of carriages that would turn corners on the

same track as the prime mover, so Daimler took this invention and supplied the prime mover, selling the unit to several overseas countries, mainly for hauling heavy minerals or wool and also for military use.

Charles Knight an American, invented an engine that did away with the noisy poppet valves and substituted sliding sleeve valves. He could not get recognition in America, but happened to meet a director of the Daimler company, who offered to explore the use of this type of engine. By 1909 the company, with the help of Freddy Lanchester, had perfected its use, and all vehicles up to 1930 and a few beyond, were fitted with the sleeve valve. Now this was an important invention in that motoring became silent, while other makes continued to clatter along. The system was so good that it was licenced to other makers such as Minerva, Rover, Willys, and others

Freddy Lanchester (the subject of another story) had invented the worm gear for the final drive and Daimler used it from 1910 till the second world war and beyond, this doing away with the transmission hump and other benefits.

All these motoring achievements produced predators, and so in 1910 BSA became owners of the Daimler company. This ownership was shortly to be interrupted by the advent of war in 1914, when all vehicles at the premises were confiscated and WD (war dept.) painted on the sides. The company then had to produce staff cars, lorries and ambulances for the war effort as well as tractors specially built to pull 15” Howitzers. This led to the company designing the first tank. They also turned their hand to the manufacture of shells, the Gnome rotary engine and complete aircraft, along with a miscellany of other items. The Prince of Wales (later Ed V111) when visiting the battlefield exclaimed “it seems that the Daimler people are running this war”.

After the war the company had one of the most complete metallurgical departments in the world, and a tool room superior to anywhere else. In fact many other factories, including aircraft engines, used tools made by Daimler. Qualified chemists were employed to see that the metals used in production

THE MARQUE OF DISTINCTION

met the highest standard for the use required.

Coachbuilders had to wait for a chassis to arrive before commencing work. To overcome this Daimler patented a method of guaranteeing that their chassis would be of an exact size, and thus bodies could be started before the chassis arrived.

Why concentrate on road transport only! “hire by land, sea and air” was the slogan of a new company, Daimler Hire Ltd, incorporating an air service between London and Paris, luxury cruisers, and 16 seat coaches travelling throughout Europe, resulting in the company being granted the Royal Warrant in 1923.

As the Yanks will tell you, they invented the car radio in 1929, but Daimler had pioneered it in 1922 but discontinued it due to lack of interest.

Transmission systems of all makes had a clutch and a manual gearbox. Not good enough for

Daimler! They took established systems of a fluid coupling and a self changing gearbox, mate them, patented the process in 1930 and thus had the best transmission of any vehicle up to wartime. Why? Car won't stall when coming to a stop; car can take off again without changing gear; no crashing of gears.

So if you consider all the above achievements, match them with any other maker in this time frame (including Rolls-Royce), you will see why Daimler was pre-eminent to this point. To emphasise this The Autocar in 1925 said “of all cars on the road today there is not one more easily recognised by the average man than a Daimler”.

Now go and read Brian Smith's Daimler Tradition to learn more about the various models the company produced.

John Hiscox.



AUDITED FINANCIAL REPORT - BALANCE SHEET

THE DAIMLER and LANCHESTER OWNERS' CAR CLUB of AUSTRALIA Inc.

Balance Sheet as at 31st December, 2015

	<u>2015</u>	<u>2014</u>
CURRENT ASSETS		
Cash at Bank and on Hand	13708	4874
Term Deposit	10474	10328
Debtor and Prepayments	169	210
Stock on Hand, at cost or valuation	1926	1742
	<u>26277</u>	<u>17154</u>
NON-CURRENT ASSET		
Library, at valuation	5875	
Less Provision for Depreciation	1100	4775
	<u>31052</u>	<u>21929</u>
CURRENT LIABILITIES		
Rally 2016 net income	6398	0
Subscriptions in Advance	2540	3040
Creditors	300	0
	<u>9238</u>	<u>3040</u>
NET ASSETS	<u>\$21,814</u>	<u>\$18,889</u>
ACCUMULATED FUNDS		
Brought Forward	18889	20207
Profit for Year (Loss 2014)	2925	-1318
	<u>\$21,814</u>	<u>\$18,889</u>

AUDITED FINANCIAL REPORT - PROFIT & LOSS

THE DAIMLER and LANCHESTER OWNERS' CAR CLUB of AUSTRALIA Inc.

Profit and Loss Statement for Year Ended 31st December, 2015

	<u>2015</u>	<u>2014</u>
INCOME		
Subscriptions and Joining Fees	6425	6260
Profit from Saleable Items	954	98
Donations	59	118
Interest Received	155	353
	<u>\$7,593</u>	<u>\$6,829</u>
EXPENSES		
Magazine Printing and Postage	830	1064
Club Events, less Raffle Proceeds	776	1911
Meeting Room Expense	110	700
Insurance	1546	1253
Website	396	495
Emailing and Postage	385	264
Affiliations	105	234
Floral Tributes	104	412
Membership Expenses	60	152
Trophies and Presentations	0	116
Filing and Bank Fees	56	246
Storage of Parts	300	300
Donation to DE36 Restoration	0	1000
	<u>\$4,668</u>	<u>\$8,147</u>
<u>Profit for Year (Loss 2014)</u>	<u>\$2,925</u>	<u>-\$1,318</u>

JOHN HISCOX

Chartered Accountant

74 Rose Avenue, Wheeler Heights. 2097

phone 9984 1169

email dc27@bigpond.com

Independent Audit Report to the Members of The Daimler and Lanchester Owners' Club of Australia Inc.

Report on the Financial Statements

I have audited the financial statements presented to me for the year ended 31st December, 2015, which showed an operating profit of \$2925 and Equity of \$21814.


The committee of management is responsible for the preparation and fair presentation of the financial statements in accordance with Australian Accounting Standards and the Associations Incorporation Act (NSW).

My audit has been conducted in accordance with Australian Auditing Standards to provide reasonable assurance whether the financial statements are free of material misstatement. My procedure included examination of evidence given to me with the financial statements, to form an opinion as to whether these statements are presented fairly to show the results for the year and the financial position at its close.

Opinion

In my opinion the financial statements of The Daimler and Lanchester Owners' Club of Australia Inc.,

- 1) give a true and fair view of the company's financial position at 31st December 2015, and the results of its operations for the year, and
- 2) are in accordance with Australian Accounting Standards and the Associations Incorporation Act (NSW).


J F Hiscox
Chartered Accountant

11/2/2016

MINUTES OF A MEEETING

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 1ST FEBRUARY, 2016.

The meeting commenced at 8:03 pm with Jim Gellett in the chair.

Apologies:

Victor Nash, Robert Brandes Colin Cox, Allan Hunt, Carolyn Birch and Bob Alyward.

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 Graham and Merv

Business Arising from Minutes: Nil

Correspondence:

Ryde Eastwood Leagues Club card from DLOCCA thanking them for free meeting rooms in 2015.

Ryde Eastwood Leagues club letter approving use of meeting rooms for free for 2016.

Letter from Triumph Sports Owners Club inviting DLOCCA to their Concourse Day at Linfield House, Guilford on 13th March, 2016.

Business Arising from Correspondence: Nil

Treasurers Report:

A financial report was presented on behalf of the Treasurer.. Available funds were similar to previous for General and Term deposit figures and were not minuted.

MSA Chris and Warren that the report be accepted inclusive payments to general stationary, postage and reimbursement of some rally costs.

New Members: Nil

Social Report:

Triumph Sports Owners Club invitation to be noted in next magazine. Linwood House 25 Byron Rd, Guilford, Sunday, 13th March, 2016 as option event if DLOCCA run to Goulburn Steam Pumping Station and Rose Festival and Art Exhibition held on the same day to long a run for some members. Other option make Goulburn a night stay over. Let Graham know if going to Goulburn.

Still looking for possible venues to fill a couple of nominated event Sundays. Suggestions to Graham.

Editor:

Articles to editor are great. Keep them coming and they will be progressively used in magazine.

MINUTES OF A MEEETING

John H. suggestion on updates/features on member cars well received subject to individual member approval of course.

Registrars: Nil

Website: Nil

Library:

Daimler Conquest Drophead book doing the rounds.

Conditional Plates:

Please note all outings in an historical vehicle on new log-book option conditional registration must be entered, inclusive maintenance runs in the log-book. The fine for not filling out log-book can be in the order of \$2000:00+ as advised by the grapevine.

Regalia:

Daimler watches for sale @ \$22:00 each Twenty ordered MSA Jim & John H.

Technical and Spares:

Lee Bros are good for bolts etc, so are Industrial Fasteners and Bolt Masters all relevant to discussions given questions raised at the meeting.

Also DB 18/1 compatible fuel pumps may be available through Repco

For Sale and Wants: Nil

CMC Report: Nil

All British Day Meeting: Nil

General Business:

Rally update provided.

Details of general program to follow shortly.

As there being no further business the meeting was closed at 9:40pm.

**NEXT MEETING OF THE DLOCCA WILL BE MONDAY, 7TH MARCH , 2016 AT
RYDE EASTWOOD LEAGUES CLUB.**

1949 DAIMLER DB 18 CONSORT RESURRECTION

Denis Leys

PART SIX

PART SIX - FITTING THE BOOT LID AND BOOT FLOOR

Although the boot lid opened and closed properly, the panel gaps were uneven when the lid was in the closed position.

I adjusted these gaps by removing metal with a grinder where the gap was too small, and adding metal with a MIG welder where the gap was too wide. The boot lid edges were finished with a hand file.

Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 6](#)

Part Seven – Repairing the Rear guards and Fitting the Rear Bumper and Spare Tyre Door



Figure 1 - Boot floor is suspended over spare tyre by metal supports



Figure 2 - The boot lid hinge shaft support is attached to laminated timber supports on each side

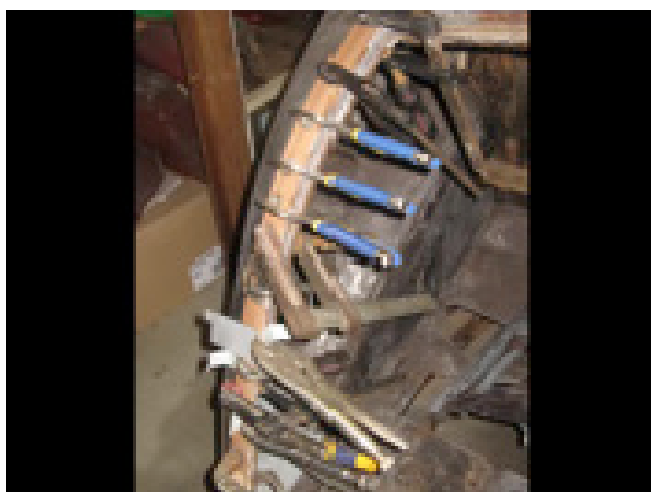


Figure 3 - New timber supports are laminated to the shape of the body

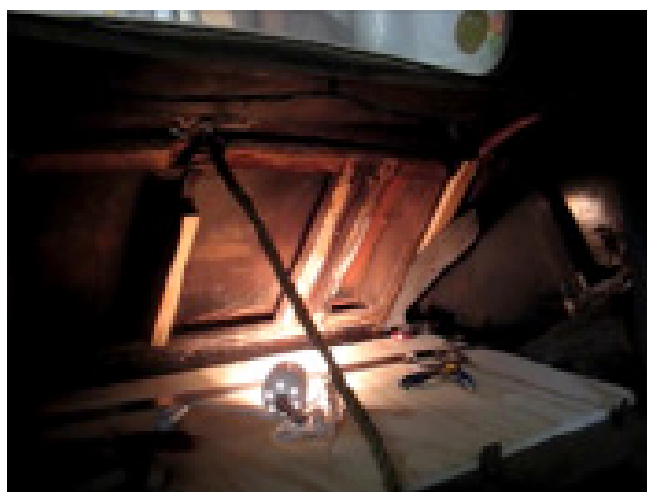


Figure 4 - Boot lid held in place with rope to get correct position of hinge shaft supports



Figure 5 - Boot lid now opens and closes as it should



Figure 6 - The boot floor bolts to the metal panel housing the boot hinge shaft



Figure 7 - The panel gap is now even

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

The Darter's Meeting on Friday 5 February in Dural was one of those unfortunate events where the number of Apologies exceeded the number of Attendees. However, Jeff and Janelle Glanville, Warren and Chris Cole and Mark and Tracey Brooks joined Carolyn and I for a small but enjoyable and fruitful get together. We had a good chat about SP250 matters and laid down a few plans for events in 2016.

One of the subjects discussed was the development of the Gosford Car Museum which seems to be racing ahead. Of particular interest is the inclusion in the collection of an SP250, thought to be chassis 101200 generally known as the Nick Pitsinos Green Car although there have been several owners since Nick. We understand that there are several other Daimlers in the Collection including a Special Sports and a DB18.

Our next run will be on Saturday 19 March when we will again visit the Kurri Kurri Nostalgia Festival which proved to be a most enjoyable day when we visited last year. The Festival runs over three day, however our cars are only eligible for display on the Saturday where the number of cars on display is limited to 100. The Sunday is for American, Hot

Rod and Aussie cars when about 500 cars will be on display. We should arrive together at 9.00am so that we can be parked together, cost for pre-bookings is \$10 per vehicle. In order that we arrive together we should assemble at 8:45am in front of the Station Hotel, Corner Victoria Street and Coronation Street, Kurri Kurri.

Mark and Tracey Brooks will be organising this run and they plan to stay for the weekend. They will stay at Cardiff Motor Inn. (Double room \$145 per night). Cardiff is about 20 -30 minute drive to Kurri.

Please advise Mark or Tracey if you plan to join this group by Saturday 27th February so Mark can make the booking with the organisers and pay the entrance fees, you can reimburse Mark on the day.

You may like to see the Festival Events Program on the webpage <http://www.kurrikurri nostalgiefestival.com.au/>

And a final note: I understand that Queensland Darter, Owen Seamons continues to search for a Hard Top that he could purchase. If you have a hard top you are prepared to sell please email Owen on o.seamons@business.uq.edu.au

DLOCCA SP250 REGISTER MEETINGS AND RUNS

The DLOCCA 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.

Saturday March 19

Run to Kurri Kurri Nostalgia Festival. We had some fun last year so we'll do it again. Attendees will assemble at 8:45am in front of the Station Hotel, Corner Victoria Street and Coronation Street, Kurri Kurri ready to arrive at the festival display as a group by 9:00am. Mark and Tracey Brooks will be organising the run so please let advise Mark (0430 070085 or dsp250@iinet.net.au) by Saturday 27 February if you plan to join this run.

Friday April 1

Meeting at the Home of Warren and Chris Cole, "Calabash Drop", 95 Calabash Road, Arcadia, (9655 1111). Come along and help Warren count his cars.

Saturday May 21

Run to be decided but may be a visit to the Gosford Motor Museum, a picnic at West Head or a lunch at Mt. Tomah

DARTING ABOUT

Friday June 3

Meeting, location to be advised in the next DLOCCA Magazine.

Saturday July 2

Run to be decided but may be a visit to the Gosford Motor Museum, a picnic at West Head or lunch at Mt. Tomah

Saturday July 30

Invitation to display at Hunter Region All British Day.

Friday August 5

Meeting, location to be advised

Darting Off

Alan

Phone 02 9651 2961 or 0438 290639, E-mail hunts@optushome.com.au

And a Postscript

I notice that our Western Australian colleague, Terry Barry has his SP250 listed in CarSales.Com with an asking price of \$55,000. This is remarkable car with just 13,235 kilometres on the odometer. All the photographs suggest it is in excellent condition.



This is great value when you consider a similar car was sold in UK for GBP82,140.00. See next edition for details.

WRINKLE GRILLE - THE DLOCCA PUZZLE

GOODBYE MR. WRINKLES,

After 7 years I have decided it is time to retire as Mr. Wrinkles, a name bestowed by Ian Fletcher and carried with pride. However, Carolyn may be pleased to see the passing as she had some doubts about living with Mr. Wrinkles.

I would like to thank all the people who took an active interest in the Wrinkle Grille. From the early years Warren and Chris Cole, Peter Grant, David and Dallas Stoodley, Mark Brook, Ian Fletcher, Robyn Hansen, Steve Moore, Chris Maher, Bruce Thomson and in recent years Alan Skofic who continued to submit his answers up to the end.

Thanks everyone, its been a bit of fun.

ANSWERS TO THE 2016 JANUARY WRINKLE GRILLE

From the photo taken in a field far from home can you name:

- Question 1** The name of the Manufacturer. **Answer:** BMW
- Question 2** Full model name. **Answer:** Isetta 300
- Question 3** A year of manufacture. **Answer:** Any from 1956 to 1962

AND AS A FINAL WRINKLE GRILLE I WILL REPEAT A PUZZLE FROM 2009

From the Comic strip what was:



- Question 1** The make and model of the car in the picture?
- Question 2** The name of the comic strip and the main character?
- Question 3** The year the comic strip was created?

FOR SALE

Received this inquiry from Queensland, attached are photos of the remains of a Daimler (Consort). The chap wants to know whether anyone is interested in buying them.

He says he will be in Sydney in March and will bring them down in his ute if anyone is interested.

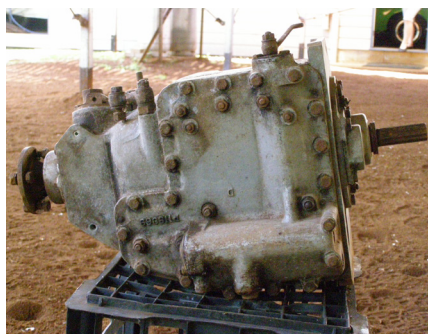
The items are:

- Left and right front guards
- Bonnet

- Front bumper
- 4 Door
- 1 Wheel
- Tailshaft
- Gearbox
- Windscreen

The fellow's name is Damien Hogan
(damienhogan4@gmail.com)

Phone 07 54717870



FOR SALE

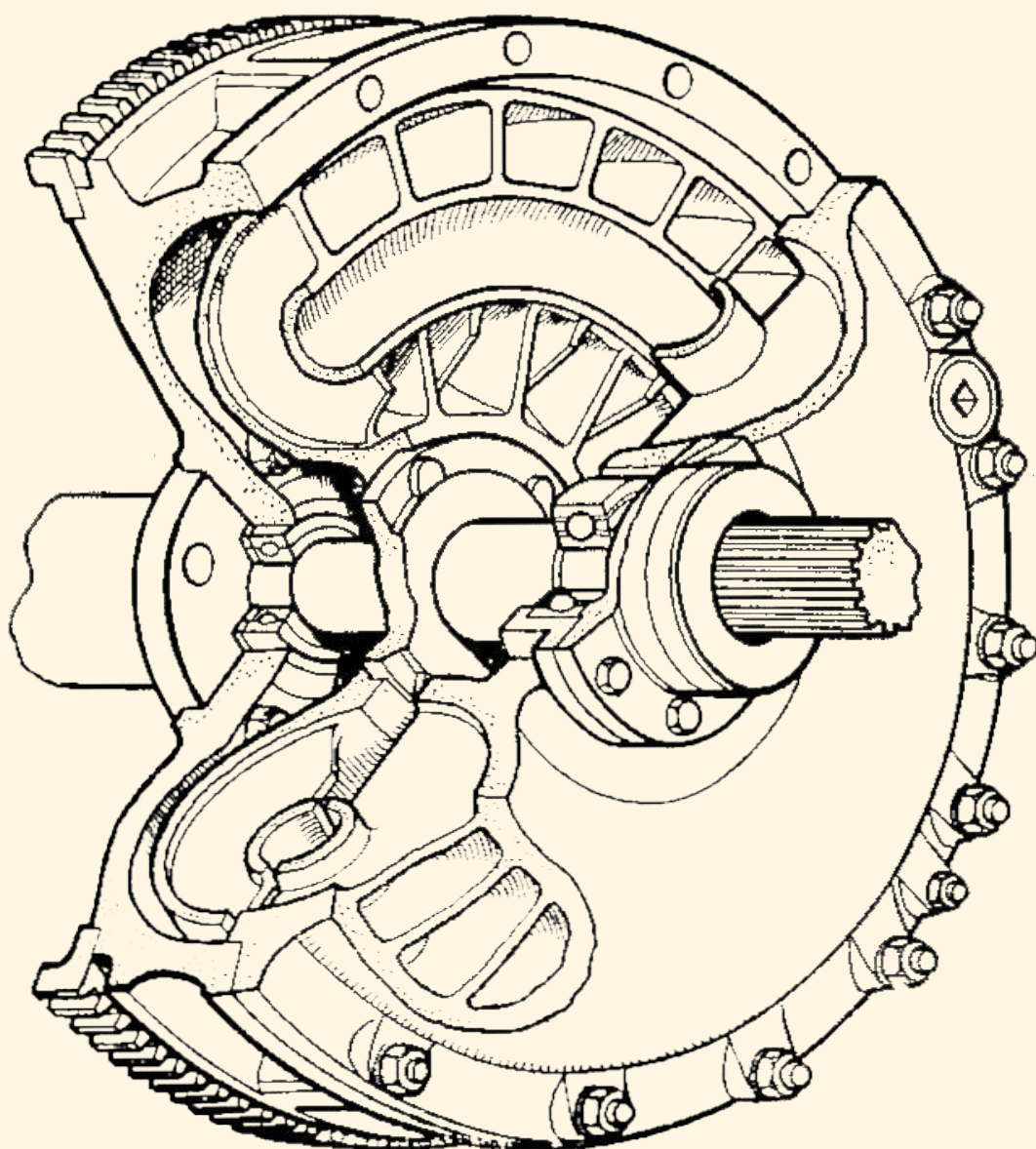
I have a 1957 Daimler DJ260 Conquest Century that I am wanting to sell to someone who will take great care of her. I have had her for quite some time (35yrs) and am selling because my friend who was helping me restore her passed away last year and I am unable to complete the work myself. She comes with many spares including front and rear windscreens and other window glass panels and door trims, also has a spare door, boot lid and grill. I'm located in North Canberra..Downer..I had a very nice man come over today to have a look at her and had I advertised her 6mths ago (before he purchased his Daimler) he said he would have been happy to pay \$8000 for her as is. He seemed very impressed by her even though I didn't clean her up at all. He also noted that she has no rust, body is straight and it is pretty much all original bar the velvet seats which should be leather and front mirrors . If it wasn't for his fear of death by Wife he claimed he would have bought her there and then. I do get offers over \$8000 from people who go to the Summer Nats (as I live close to the event) but they want to chop and hoon her up and I refuse to sell to anyone who would butcher her in that way.

Sara Lo
02 62412070



FOR SALE





Please address all correspondence to:

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

www.dlocaustralia.org