

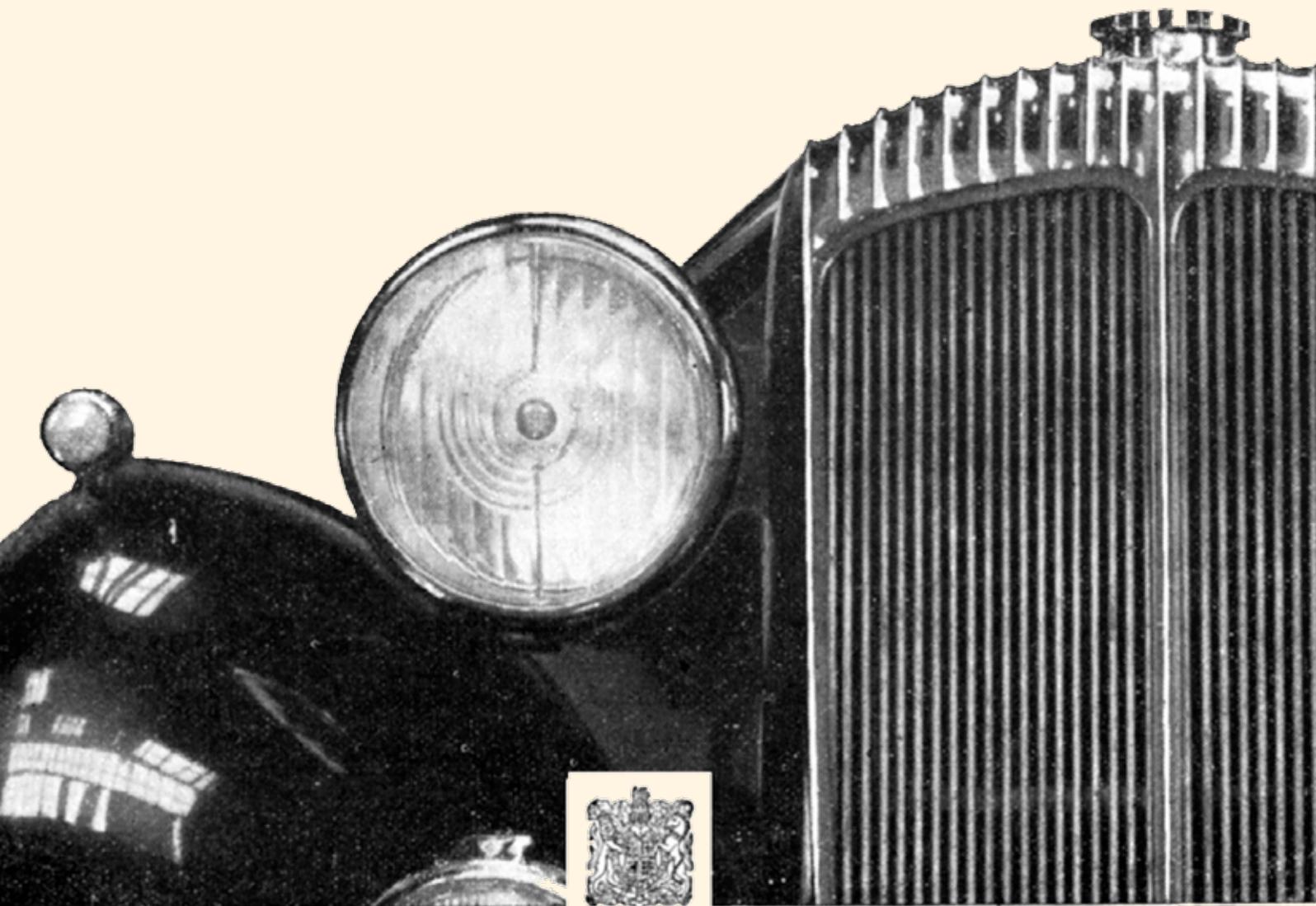
Daimler

&

Lanchester

MARCH 2014

FLUID DRIVING



BY APPOINTMENT

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

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OUR NEXT MEETING

8 pm Monday 7 April, 2014
at Ryde Eastwood leagues Club at 7.30pm

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	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 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

PRESIDENT'S REPORT MARCH 2014

The new committee has had its first meeting and we welcomed Alan Hunt back into the fold as interim treasurer with many thanks going to retiring committee members Peter Grant and Bob Aylward. Bob was a more recent addition and contributed in his role before giving way to increasing work and family commitments. Peter has been on the committee all of my 15 years with the club and has been a driving force and stalwart Daimler Enthusiast. His steady guiding hand has been invaluable and I am sure that he will remain close and continue to be as helpful as ever. Ian Fletcher is not going far as he has retained his stewardship of the club's historical records.

By the time you all get to read this, the National Daimler rally will be in progress at Loxton S.A., but we will still be having our monthly meeting for those not attending the national rally, on Monday 6th April at the usual venue. Our club will be hosting this event in 2016 and a committee has been appointed and planning has already started. The SP250 group will be starting to plan a weekend rally for 2015. Both of these events are always well attended and have always been very successful with everybody having a great time. Be sure to put them in your diaries as soon as dates are published.

We have had quite a number of new members join up in the last couple of years and we would like to bring them into the fold, so to speak. As a significant number are owners of the lovely 2.5 litre Saloons we are planning for a celebration of the 50th anniversary of introduction in Australia. Now this may not be historically correct but it would be close, so please don't rush to correct me as it really is an excuse to have a special event for all members no matter what you drive.

We have a large number of the V8 saloons and it will be a challenge to get close to 30 cars in the one place at the one time. Of course they will be surrounded by all the other models and it's always great to get a gathering of like minded folk. I would welcome any suggestions for venues etc., and it's any excuse for a party.

Regards till next time,

Merv.

COMING EVENTS

<p>April Thurs 3 – Mon 7 April</p> 	<p>13th National Rally Loxton SA Registrations now closed. For those members registered and wishing to travel in a group, our meeting point for the journey over is the Hydro Majestic Hotel Great Western Highway, Medlow Bath Blue Mountains on Tuesday 1 April 2014. Contact Peter Grant 9371 9049 (H) for more details.</p>
<p>April Saturday 5th</p>	<p>Polo International Test Match South America Vs Australia, Windsor Polo Club Old Kurrajong Road Richmond Car boot spaces (entry for 4 people and one car) \$100. For more information or to book on line contact Windsor Polo Club email info@windsorpoloclub.com.au</p>
<p>April Sunday 13th</p> 	<p>Hunter Valley Steamfest Show'n'Shine You are cordially invited to participate in celebrations as part of the Steamfest Show, Maitland Park, New England Highway, Maitland. The entry fee is \$5 per vehicle with proceeds donated to Firstchance (Early childhood intervention) Visit www.steamfest.com.au</p>
<p>May Sunday 18</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 Sunday 8</p>	<p>Southern Highlands Drive This drive takes a more sedate route via Tourist Drive 12 from Prestons (south of Liverpool) to Bowral. Lunch is proposed at the Scottish Arms Hotel East Bowral. Bistro meals are available. If you are interested please contact Graham McDonald our Events Coordinator, phone (h) 02 9533 3128 (m) 0422 972 094 or email events@dlocaustralia.org , by 6 June 2014. Note: This is the June Long weekend. If you are interested in making this an overnight stay then please advise Graham as soon as possible to permit appropriate official DLOCCA sanctioning.</p>
<p>July Sunday 6</p>	<p>Brass Monkey Run - Brass Monkey Run, run by the Austin Healey Owners Club to Mudgee. More details to follow.</p>
<p>July Sunday 13 /TBA</p>	<p>(Rover/Alvis) Mid Winter/Soup Run, Meet at Ham Common from 9:30 am with a 10:00 am sharp departure. The initial venue will be the historic village at Hartley off the Great Western Highway. The drive west of Mount Victoria down through the Victoria Pass will provide for some lovely scenery etc. The historic village will hopefully form a lovely backdrop for the various cars to be photographed and for members to take a stroll. Hartley is open from 10.00am with tours of the Courthouse on the hour.</p> <p>Lunch will be at the Ambermere Rose Inn, back down the Great Western Highway in Little Hartley. See http://www.ambermereroseinn.com.au/ They have plenty of room for the cars and 30 to 40 people and promised a cosy experience with log fires and good food. They will have a set menu on the day and prices will range from \$17 to \$27 dollars. If you are interested please contact Graham McDonald our Events Coordinator, phone (h) 02 9533 3128 (m) 0422 972 094 or email events@dlocaustralia.org by 30 June 2014.</p>

COMING EVENTS

July Saturday 26	<p>Hunter Region All British Display Day Foreshore Park Newcastle. Contact Mark Perry Grand Marshall Jaguar Drivers Club Hunter Region, Hunter Region All British Display Day, phone 04 2878 9584, email marshall@jaguarhunter.org.au</p>
August Sunday 17	<p>Shannon's Sydney Classic Eastern Creek If you are interested in displaying your Daimler/Lanchester at this great event this year, then please advise your name and vehicle details to Graham McDonald our Events Coordinator, phone (h) 02 9533 3128 (m) 0422 972 094 or email events@dlocaustralia.org , by 13 June 2014. This will permit sufficient time to comply with registration requirements with the organising bodies.</p>
Sunday 31st August	<p>All British Day and our Annual Display Day http://allbritishdaysydney.asn.au/</p>
September Sun 14	<p>President's Run</p>
October Sun 12	<p>Tulip time Southern Highlands http://www.southern-highlands.com.au/tulip-time</p>
November Sun 9	<p>Sydney Dam Run – Details to follow.</p>
December Sun 14	<p>Christmas Lunch</p>

.....FROM THE EDITOR

Hello, I arrived back from India with most of my body intact after seeing most of the Country & "the other side of life". Below are a few Photos taken along the way but unfortunately no Daimlers were spotted. The Steam train was built in Glasgow around 1903 & the tracks, 2ft 6" were laid in 1880. The track is still in regular daily use but with Diesel locos. One of our tour party from the UK happened to have a shed full of car parts & in particular for Conquest/Century models. I have included his contact details etc in "for sale & wants".

While most of you are reading this epistle a good number of us will be heading south to Loxton for the National Rally. I hope to take many photos for inclusion in the next edition & I guess someone will do a report on the event. Please also note the other upcoming events which are being so ably put together by Graham.

Till Next time.

Jim Gellett



I am the physical fitness testing officer, if you can outrun me you do not need treatment.



One of the steam engines on the Darjeeling Himalaya narrow gauge rail (toy trains)



Possibly the world first monorail from early 1900's steam powered

ALL BRITISH DAY AND THE NATIONAL RALLY

Hi everyone,

Just letting you know that the second All British Day event at Echunga was a great success. We were extremely lucky with the weather because on the Saturday it was 41deg when we were setting up the ovals for the event. 28-30 deg on the Sunday was reasonable.

We were due to have 11 Daimlers on display but one of our group could not get his car started on the morning of the event after having spent a lot of time to get it ready for the day. The joys of old car motoring, however, we are sorry for his disappointment.

So, we had 10 cars on display which is not a bad result and I thank Steve Freeman for taking these attached photos. There was a good amount of interest in our cars but it meant that it was difficult for Steve to get a better photo. Anyway we had a very impressive selection of vehicles including a very recently repainted DS420 Limousine belonging to a new arrival to our group, Rod Blanchard. If you are planning a special day, Rod uses his magnificent vehicle in his hire car business. It was also good to see Garry and Sally Fieldhouse in their beautiful Majestic Major, which they also use for hire, in the Clare Valley particularly. A special thanks also goes to Gavin Rolls for bringing his 1925 L1 16 which always attracts a lot of interest whenever he has it on display. He is also coming to the Rally in this car. In addition we had two sleek Consorts belonging to Alan Reddrop and Steve & Leslie Freeman, two SP250 Sports of Trevor & Stephanie Lindsay and the recently fully restored car of Fred & Michele Butcher, one MK-II 2,5 Ltr V8 and then my two cars, the unrestored 1949 DB18 and the 1951 Special Sports.

Just to keep you posted, the organisation of the National Rally at Loxton is now almost complete and so far everything is going according to plan. I was quite pleased with the support that we got from our South Australian Group, with 11 of us in the total number of 32 vehicles and 62 people. As most of you know, we had the last National Rally in South Australia six years ago, and on that occasion we had over 50 vehicles. We would have liked to have seen a similar number again, but as our contacts from interstate explained, time is marching on and a lot of the interstate members are into their late 70's and early 80's and finding it difficult to drive their old cars for long distances. We all need to encourage younger people to become interested in the old cars, particularly our Daimlers.

By the way if you ever have any good photos of your cars to share please send them to me and I will distribute to everyone. Another thing I would like to mention is when you see another Daimler or Lanchester, and you have a chance to talk to them, if they are not already part of our group, please ask them if they would like to join us and get their details including their email address.

Best wishes and just think that a few of us will be having a great time at Loxton from the 3rd to the 7th of April. I will send a report out sometime after the Rally as finished.

Howard Parslow



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

MYSTERY OF THE TRAUB MOTORCYCLE

WWI, never to return. But where the bike came from and who made it remains a unknown In 1967, a plumber doing renovations of an apartment building outside Chicago tore down a brick wall and found what would prove to be a baffling mystery to vintage motorcycle enthusiasts - a one-of-a-kind motorcycle bearing 1917 plates and the name "Traub". The building's elderly owner admitted that his son had stolen the bike before going off to this day.

Currently residing in the Wheels Through Time Museum in Maggie Valley, North Carolina, the Traub is considered by many to not only be the rarest motorcycle in their collection, but in the world.

The Traub was sold to Torillo Tacchi, a bicycle shop owner in Chicago after its discovery who later sold it to Bud Ekins - famous as Steve McQueen's stuntman - while Ekins was on set of the Blues Brothers movie in the late 1970s. The Traub was later sold to collector and restorer, Richard Morris, who then sold it to Wheels Through Time Museum curator, Dale Walksler, in 1990. It has been on permanent display in the museum collection ever since.

Don't think this unique motorcycle is merely a museum piece though. Walksler rides the Traub fairly regularly. When asked about the engine components, he enthusiastically replied, "Everything inside the engine is just magnificent. The pistons are handmade, and have gap-less cast iron rings, the engineering and machining being simply years ahead of their time."

"When comparing other top motorcycle makes and models of the era, the Traub has no equal. Comprised of a sand-cast, hand-built, 80 cubic-inch "side valve" engine, the machine has the ability to reach speeds in excess of 85 mph with ease," says Walksler.

Aside from its few off-the-shelf components, the Traub has many unique handmade features. The three-speed transmission is thought to be one of the first of its kind and the rear brake, a dual-acting system that employs a single cam that is responsible for pushing an internal set of shoes, while pulling an external set, has never been seen on any other American motorcycle.

"For a machine to have such advanced features, unparalleled by other motorcycles of the same era, is truly outstanding," said Walksler. "It's my opinion that The Traub was an attempt at a new breed of motorcycle. But how on earth could a machine have been produced in such great form, with capabilities that far exceed that of any comparable machine, without the knowledge of the rest of the motorcycle industry during that time."

The hunt for the Traub's elusive origin hasn't stopped. "While we may never know why the machine was placed behind that wall, we do hope to one day find out more about its history and the genius that created it," said Walksler.

By Matt Williams



THIRLMERE RAILWAY WORKS MUSEUM

It is always good when our Club Social Secretary organises a run that “mixes up” a pleasant drive with a really good interesting venue.

Graham excelled himself this month because not only did we have perfect early autumn weather, the destination of the railway Museum at Thirlmere was fascinating.

Three groups met at Narellan as planned, I had a flat tyre in the Special Sports on the way so arrived with grubby hands but not late and it was great to catch up with Cameron and Anne Norgrove with daughter Kate and Anne’s dad Allan who is a train enthusiast. It made me realize how long it had been since we had seen each other when Kate showed me a photo of her brother Stuart who is now 18 and sporting a very trendy hipster beard!

Also lovely to see Graham and Joan in their V8 250 saloon in beautiful condition. Joan had a spell in hospital recently but is now home and looking well.

We had an enjoyable drive to Thirlmere through the ever developing areas around Camden and Picton and met with David Flynn in his Special Sports having also just arrived.

As we arrived we had to wait for the steam engine to get into position ahead of the carriages of the train to Buxton and the sound and smell of the steam loco was wonderful. Sitting in the open car watching the loco so close was brilliant.

We arranged the cars and hurried to get on board for a 45 minute return journey to Buxton, on the old carriages. The train had recently been used for an advertisement and has been painted purple and a condition of the hire was that the engine and carriages had to be repainted to their original colours which made for a gleaming and attractive train.

After some lunch we walked through the galleries and admired the exhibits. Beautifully presented formal Government carriages with gleaming furniture and fittings, massive locomotives including the impressive Bayer Garrett pictured, the last and probably the largest steam locomotive brought into service in NSW (1956) and all sorts of rolling stock and exhibits made for a very interesting and pleasant afternoon.

The drive home was uneventful, if a bit warm, with traffic but not traffic jams.

Many thanks to Graham for organizing a great day out.

Peter Grant



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

The meeting commenced at 8:05 pm with Merv McDonald in the chair.

Apologies:

Linden Braye, Amanda Sykes, John Hiscox, Bob Aylward

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 & Victor

Business Arising from Minutes

Nil

Correspondence:

- * DLC of Victoria Dec.'13 and Feb. '14 Magazine
- * DLOC of W.A. Oct.'13 and Feb.' 14 Magazine
- * Jaguar Driver Queensland Nov. 'L3 and Feb.'L4 Magazine
- * DLOC of N.Z. Calendar 2014
- * Fluted Grille NZ Dec.'L3f Jan.'L4
- * Fluted Grille NZ Feb.'LA/Mar.'14
- * DLOdBi - monthly Magazine NZ Dec.'13/ Jan.'L4n
- * Alvibotics Magazine Mar./April'14
- * Australian Jaguar Driver Feb.'14 Magazine

Documentation as acknowledged provided to Howard Parslow re Loxton Rally insurance as follows:

- CAMS Affiliation Cert.
- OAMPS Schedule of Cover Assoc. Liability
- CAMS Form E
- 102 Application to Conduct a Club Social Event \
- OAMPS Cert. of Insurance to cover Loxton Rally and nominated Interested parties {Loxton Council}CAMs Permit No 2t4/O7Oa/OI
- Clarification of Clubs name on Cert. of Insurance and deemed confirmation
- CAMS Clarification of cover for travel to and from a nominated event

Business Arisina from Carrespondence:

Russell noted that:

1. Every Club event/run must be notified to CAMS.
2. An assembly and departure point must be nominated for every Club event/run.
3. CAMS does not cover members to and from nominated assembly and departure points.
4. Evert member must ensure that they are satisfied with adequacy of their insurance cover andseek their own advices.
5. The DLOCCA provides a best diligence position only in providing insurance cover information tomembers
6. Should a member with Historic Club Rego. plates not be a financial member of the Club therego. Plates are invalid.

Treasurer's Report

1. Club financial balance was 518168:00. Ian noted {4} members paid on line and there exists no way at this time as to determining who they are.
2. There remained 25 outstanding memberships at this time. A reminder at end of March will be sent out.
3. A stamped membership card is to be introduced to keep members updated as to their status. Amanda is processing this aspect. MSA that the Financial Report be accepted as true and correct. Ian/ Peter

New Members:Nil

Social Report:

Trainworks in March noted. Narellan McDonalds the Assembly point.

Suggestion for run to Bowral Tulip Festival but staying in Mittagong - just as good but less congestion -received favourable response

SP 250 run to Canberra rescheduled to 17-18th May

SP 250 run coming weekend Assembly point Ourimbah

Loxton Rally Assembly Point Hydro Majestic Katoomba Departure at Bowral

Editor:Nil

Registrars:Nil

Website:Nil

Library:Nil

Conditional Plates:

Warren noted :

1. An Historic Club plate holder can be a member of a number of Car Clubs with the plate noted in each Club but that a "Primary" Club must be nominated.
2. He was unable to provide a member with permission to drive his Daimler Historical plate car on a Jaguar Club run under the "maintenance" clause of the rego. - as a special occasion under the Daimler flag.

The full meeting agreed and noted that if the car was nominated with the Jaguar Car Club conditional rego. also (Daimler still the primary Club) then there would not have been a problem.

Warren is going to further describe these important insurance and conditional plate details in the next magazine.

Regalia:

Message Cards tabled and well received.

Ian requested Russell to keep a tally of cards sold and Victor's suggestion at last committee meeting to take the cards to Loxton was confirmed. Technical and Spares: Mick Hozley Daimler 420 bumper bar discussed. Graham Dickie conquest century special tool for suspension discussed. For Sale and Wonts: NitCMC Report: No meeting as yet. All British Dov Meeting: No meeting as yet.

General Business:

Colin noted NRMA insurance for historic/older cars may be worth checking for price by comparison with Shannons.

Noted members cars are potentially able to be used for wedding/special occasions providing no money or gifts are given to the driver/owner. Each member must however check to their own satisfaction the registration and insurance implication of using their cars in this manner.

It was agreed not to book a venue for next month's general meeting as many will be at Loxton for the National Rally. Merv and Ian and one other member will however be at the Leagues Club to hold a meeting if a quorum is available.

There being no further business the meeting was closed at 9:10 pm.

Next meeting of the DTOCCA will be Monday, 7th April 2014.

MINUTES OF THE ANNUAL GENERAL MEETING OF THE DAIMLER and LANCHESTER OWNERS' CAR CLUB OF AUSTRALIA INC. HELD AT RYDE EASTWOOD LEAGUES CLUB 17 RYDEDALE ROADWEST RYDE ON MONDAY, 3.d MARCH, 2014

The meeting opened at 9:17pm with Warren Cole in the chair.

Apologies:

Linden Braye, Amanda Sykes, John Hiscox, Bob Alyward

Minutes :

The minutes of the previous Annual General Meeting having been published in the Magazine were taken as read.

Moved graham McDonald Seconded Ian Fletcher **Carried**

Financial Report:

The financial examination of the Financial; Books and Records had been completed and Ian Fletcher reported that Geoffrey Ellison was satisfied that the books and records were in good order and correct and complied with the requirements of good accounting practice and requirements of relevant legislation.

Ian presented a report of the Financial affairs of the Club as at 31st December, 2013 to a value of \$20207:00.

Ian noted that Geoffrey Ellison was unable to provide his auditing services to the Club for the next financial year. Expressions of thanks were extended to Geoffrey for his services with a mailout to be sent as an official acknowledgement.

Ian noted that Geoffrey also suggested that the "saleable item" figure is reasonable but the Library should be depreciated by approx. 20%.

Ian noted that he was unable, with regret, to stand for re-election as Treasurer of the Club for the year to come.

The meeting expressed great appreciation for his service to the Club for a period of some twenty years in such a demanding role and mailout to be sent as an official acknowledgement of his commitment to the Club.

Moved Ian Fletcher, seconded Warren Cole "that the financial report be accepted as true and correct" **Carried**

Committee Members:

All positions being declared vacant the Chairman called for nominations for the following positions:

President:

Merv McDonald, proposed by Peter Grant and seconded by Alan Hunt.

The nomination was accepted. There being no other accepted nomination either written or from the floor **Merv McDonald** was duly elected.

Vice President:

Victor Nash, proposed by Merv McDonald and seconded by Chris Cole. The nomination was accepted. There being no other nominations **Victor Nash** was duly elected.

Secretary:

Russell Turner, proposed by Graham McDonald and seconded by Alan Hunt. The nomination was accepted. There being no other nominations **Russell Turner** was duly elected.

Treasurer:

Alan Hunt, proposed by Ian Fletcher and seconded by Victor Nash. There being no other nominations **Alan Hunt** was duly elected.

Assistant Treasurer:

Linden Braye, proposed by Ian Fletcher and seconded by Chris Cole. The nomination was accepted by verbal notification to Ian and email confirmation to Russell. There being no other nominations **Linden Braye** was duly elected.

Committee:

Nominations were made as follows:

Peter Grant, nominated by Ian Fletcher. Peter declined the nomination and reluctantly noted it had been a privilege to serve the Club but noted that he was unable to continue as part of the committee. He also indicated that his thinking was to enable other members to be given the opportunity to serve in this capacity.

The meeting expressed appreciation for Peter's service over many years at committee and executive level in various roles and always with great commitment to the Club. A mail out to be sent as an official acknowledgement of Pete/s contributions.

- Ian Fletcher, nominated by Peter Grant and seconded by Warren Cole
The nomination was accepted.
- Graham McDonald, nominated by Ian Fletcher and seconded by Alan Hunt.
The nomination was accepted.
- Christine Cole, nominated by Peter Grant and seconded by Robert Brandes. The nomination was accepted.
- Warren Cole, nominated by Merv McDonald and seconded by Graham McDonald.
The nomination was accepted.

As there were no other nominations Ian Fletcher, Graham McDonald, Christine Cole, Warren Cole were duly elected as members of the committee.

It was noted that Bob Aylward had previously advised by email that he was unable to be on the committee for the coming year due to work and family commitments. The meeting expressed their appreciation of Bob's contributions. A mail out to be sent as an official acknowledgement of Bob's valued contribution.

Appointees:

The following persons having accepted the position were appointed to the following positions:

- Events Co-ordinator - Graham McDonald
- Editor - Jim Gellett
- Historian - Ian Fletcher
- Publicity - Wingham and Dulcie Keesing
- Regalia and Membership - Amanda Sykes
- Financial Examiner - John Hiscox
- Club Plates - Warren Cole
- Librarian - Merv McDonald
- Registrars - the Registrars remain the same unless otherwise advised by the Committee
- CMC/All British Delegate - Merv McDonald with Graham McDonald to assist with CMC
- Public Officer - Secretary Russell Turner)

General Business:

Nil

There being no further business the meeting closed at 9:29pm.

WHAT GETS DLOCCA MEMBERS MOVING?

My name is Graham McDonald and I joined this club at the All British Day in 2011. At the time I had purchased a 1965 2.5 litre V8 saloon in hundreds of pieces as my retirement dream. I attended a few general meetings and I was made aware that the position of Events Co-ordinator in our club was vacant and so given my impending retirement; I nominated and was accepted for this role in 2012.

In the two years since, a few successes and setbacks have occurred for me. Although I now have a fully registered and functioning Daimler, for me one such less than successful situation has been my inability to get more DLOCCA members to events.

I am therefore requesting your ideas on what would entice you and or your car(s) along to DLOCCA social events. I am open to propose to our committee all reasonable suggestions that may arise. Some points to prompt you for suggestions follow: -

- Is your car off the road or is it too difficult to drive in modern traffic. (Coming along in a modern is always acceptable)
- Would weekday drives be a more enticing alternative? (Especially for retirees)
- Are the drives too long or in the wrong direction from where you live? (Sydney members especially)
- Would you like to have additional to monthly runs or alternatively to monthly runs, meet for coffee and a chat style events? (Please include suggested locations)
- Are there special interest locations that you would like to visit? E.g. Technical, cultural, historical

Please submit your suggestions to Graham McDonald Events Co-ordinator by mail to:

The Daimler and Lanchester Owners' Car Club of Australia PO Box 414 Springwood NSW 2777 or
Email: events@dlocaustralia.org



WRINKLE GRILLE - THE DLOCCA PUZZLE

Answers to the February 2014 WRINKLE GRILLE

From the photograph taken at CARnivale 2014

- Q1. What was the name of the maker? **Reliant**
Q2. What was the model name? **Scimitar SE5**
Q3. In what year was it introduced at the London Motor Show? **1968**



The March 2014 WRINKLE GRILLE

From the photograph also taken at CARnivale 2014

- Q1. What was the name of the maker?
Q2. What was the model name?
Q3. In what two years did the car feature the “spinner” grille?



DARTING ABOUT

We had a change of plans in March. For a number of good reasons we had very few people available for the O'Connell weekend so it was deferred to the weekend of 17/18 May when it will integrate with the Mountain Blue breakfast scheduled for Saturday 17 May.

For those of us who needed a Dart Dash we arranged a short run to Ourimbah to meet David and Dallas who were temporarily excluded from their home during For Sale inspections. Meeting at Berowra were Mark & Tracey, John and Sally, Merv McDonald and Carolyn & I. Joining us at Ourimbah were David & Dallas, Patrick & Catherine and Graham & Faye. So 5 SP250s and a 2 ½ saloon – not bad for a dash arranged at short notice.

Next big event will be the Daimler Club National Rally in Loxton SA. I understand that there will be a few SP250s making the pilgrimage. In the interests of comfort and conversation during a long trip my hard top has come down out of the rafters. Eldest son and I together with Carolyn and grandson James had a bit of a struggle getting it down. Can't imagine how I put it up there about 14 years ago. Looking forward to the rally and also to a BBQ at my brother and sister-in-laws home in Goll Gol (NSW side of the Murray across the bridge from Mildura.) Need to phone them and warn them their offer has proven very popular and around 30 people will descend on their back yard.

In Sydney our next event will be a Darters meeting on Friday 11 April at the home of Merv McDonald. Please note that this meeting is a week later than usual to avoid a clash with the National Rally. Merv has suggested that people arrive from around 6:30pm for a sausage sizzle followed by garage visit at 7:30pm with the meeting to follow. Merv will provide the sausage sizzle but could all attendees bring their own drinks and maybe salads, sweets or nibbles to share. To assist Merv with catering could you please let him know if you plan to attend the Sausage Sizzle by Monday 7 April. Merv's contacts are phone 9670 6797, 0417 429573 or email merv.mcdonald@gmail.com

And an item of news. I understand that David Whitem of Barton, ACT will be selling his SP250. The car is slightly known to some of us who saw it at the Braidwood SP250 Rally in 2000. It is currently not registered and the re-built engine is out of the car. Please call David on 0408 408603 for more information. I understand the price is "High 20s".

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 11 April

Meeting at the home of Merv McDonald, 4 Grebe St, Erskine Park,. Darters are encouraged to arrive at 6:30pm for a sausage sizzle provided by Merv. Please bring a plate (salad, sweets or nibbles) to share. Please let Merv know by Friday 7 April if you plan to attend the sausage sizzle. 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

Weekend 17/18 May

Following on from the breakfast at Mountain Blue we will have the 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 12 May if you plan to attend the BBQ so that Roger can lay in appropriate provisions. hunts@optushome.com.au or 9651 2961

The run program will be coffee break at The Lolly Shop, Little Hartley, then drive to Jenolan Caves House for lunch. After a Caves tour drive to Oberon (Roger says interesting, even challenging sealed road and the drive is only 20 minutes) After checking into a motel at Oberon we drive to Mount Giles, the home of Roger & Margaret for the traditional BBQ (drive is another 20 minutes). On Sunday morning we drive from Oberon to Mount Giles for breakfast before heading for Sydney

I have looked at the motels in Oberon and I recommend the Big Trout Motel where a double room costs \$132 (\$115 single). Please check the motel website. The phone number is 6336 2100. There is no special rate but I suggest you mention that you are with the Daimler Car Club group.

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. Bruce Thomson has reserved 10 rooms at the Best Western Central Motel in Queanbeyan for the 20th September.

The rooms are called Deluxe Queen and the rate is \$134 per room. The motel has agreed to hold these rooms until the end of May.

You can view details of their accommodation and facilities at their website <http://centralmotel.com.au/>

To make a booking phone the motel on 02 6298 8988 and ask for Samantha or Belinda and say that you're with the Daimler Club. This will ensure you get the agreed rate. .

There are other room types available if you want to upgrade your room.

Alternatively, email them at events@centralmotel.com.au with your booking request - make sure you mention the Daimler Club. When you make a booking, please advise Bruce Thomson on 6299 9543 or thomsbc@aapt.net.au

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

FOR SALE

English Parts

Contact John Davis email at johndavis.vintage@btinternet.com He has King pin & bushes sets, Tie rod ends, drag link ends, engine gasket sets, valves valve guides, valve springs, pistons, ring sets & shell bearings, oil seals from 1920 to 1980, Gaskets from 1909. If you contact him with your SPECIFIC request he will do his utmost to accommodate you. If he hasn't got it he will probably know someone who will have. If you need any other contact details contact the editor.

Saloon for Sale

Sandy Hellmrich has a V8 250 saloon for sale for \$20000 plus & David Flynn knows the car. Sandy can be contacted on email a s.hellmrich@icloud.com He will be out of the country for 4 to 5 months but will be able to arrange inspection on the Sunshine coast.

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

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