

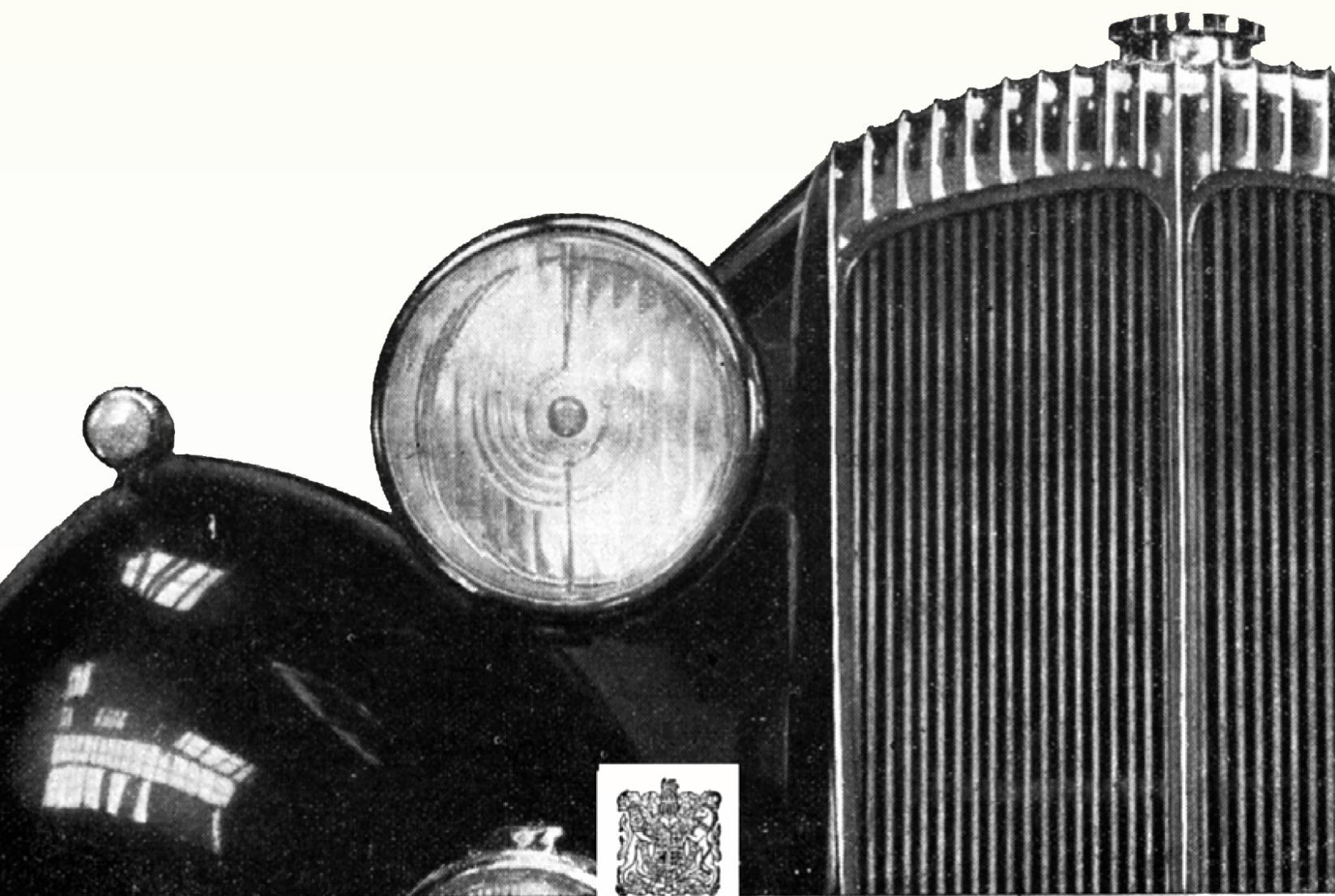
Daimler

&

Lanchester

MARCH 2020

# ***FLUID DRIVING***



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

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Publicity Officer	Wingham & Dulcie Keesing	02 9759 2812(H)	wkeesing123@optusnet.com.au

## OUR NEXT MEETING (POSTPONED)

**~~8PM MONDAY, 6TH APRIL, 2020 AT RYDE EASTWOOD LEAGUES CLUB~~**

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

JOINING FEE	\$30.00
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	0427 274 004 (mob)
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 9983-9734(H)
SP 250	Merv McDonald	0417429 573
Sovereign, and all Jaguar based models incl. DS 420	Colin Cox	(02)4739 3301

# REMINDER

## SUBSCRIPTIONS DUE

THIS IS A REMINDER THAT MEMBERSHIP SUBSCRIPTIONS ARE NOW DUE TO BE PAID AND WE URGE ALL MEMBERS TO ATTEND TO THIS MATTER.



## PRESIDENT/EDITOR'S REPORT

### PRESIDENT'S REPORT

WOW, what a horrendous month we have had! This time last month we were looking forward to going to South Australia for the National Rally, now postponed till next year, Merv was looking forward to chairing the next meeting of the Club, all now suspended until further notice. All Club events & outings put on hold until further notice. And on & on it goes.

So tomorrow I will be commencing the investigation into a knock that has developed in the engine of my Daimler, which I can do on my own at home, being restrained to the confines of our abode. By the way, having obtained the oil seals for the oil cleaner as described in the last edition & fitted the same, my engine lost all it's oil on a run down the south coast. That problem seems now to be fixed but that is when the engine knock developed. There has been no loss of power, having climbed the hill from Stanwell Park to Helensburgh OK on the same trip, & the engine is mainly "knock free" under about 20 MPH. Any suggestions as to the cause would be most welcome. We did find some broken bits of metal in the sump but the indication seems to be, not main bearings.

So I will be busy for the next few days with my investigations.

The Lanchester project will also come to a halt during this current situation as we cannot gather in groups exceeding 2. It takes 3 of us, just to undertake morning tea! One to buy the cakes, one to make the tea & the other to taste test. At least it would seem that the project is nearing completion & shouldn't take much to finish once we can recommence work.

So why not take the opportunity to tune up & carry out all those maintenance jobs you have been putting off, on your cars & projects. It looks like we will have plenty of time. At least we can still communicate through the Magazine once a month.

Stay well during this Pandemic.

Jim Gellett - President/Editor.

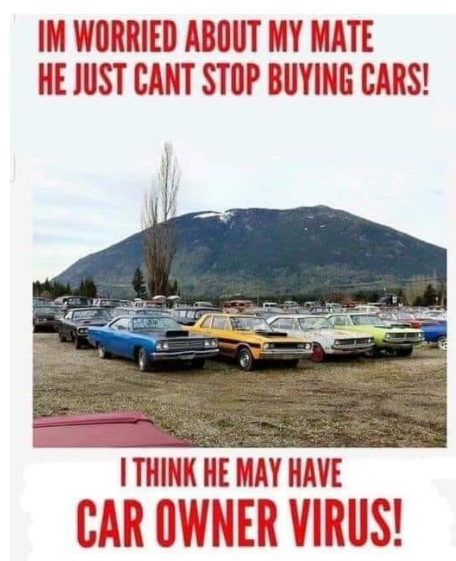
## COMING EVENTS 2020

Saturday March 29 to Friday 10 April 2020	<b>2020 South Australian National Daimler &amp; Lanchester Rally</b> - Warriner Resort. Full details are in this issue
April 2020 Saturday 4	<b>SP250 - MEETING</b> Ferriers @ Oakdale - possible run to local look out 56 Wineshop Road Oakdale Please advise Pat on 0438 351956 by 30 March 2020 if you intend on attending
May 2020 Saturday 16	<b>SP250 - RUN</b> St Albans - Run & Lunch - John Gallagher Settlers Arms Inn St Albans Please advise John on 0418 672 021 or email by Wednesday April 29, 2020. If you intend on attending



## COMING EVENTS 2020

June 2020 Saturday 20	<b>SP250 - MEETING</b> Stoodleys @ Glenning Valley with a run to local swap meet.
July 2020 Sunday 9	<b>Mid-winter Run 2020</b> - It is the Alvis Car Club's turn to organise the Mid-winter Run this year. The venue will be the Settlers Arms Inn at the village of St Albans, beside the Macdonald River. Dating from 1836, the Inn is a notable historic site with a range of meal choices for day trippers. It is very popular with car and motor clubs and, in view of this, Alvis Car Club has made an early provisional booking for ca.40 people. If you plan to attend please notify Ray Palmer Events Director Tel 0409465446 sms or ring or email <a href="mailto:rpalmer.teacher@bigpond.com">rpalmer.teacher@bigpond.com</a>
July 2020 Saturday 25	<b>SP250 - RUN</b> Newcastle All Boys Day Foreshore Park Newcastle
August 2020 Friday 7	<b>SP250 - MEETING</b> Hunts @ Dural
September 2020 Sunday 13	<b>SP250 - RUN</b> TBA
October 2020 Saturday 17	<b>SP250 - MEETING</b> Norgroves @ Wyee With a run to the Hunter Valley
November 2020 Saturday	<b>SP250 - RUN</b> TBA
December 2020 Saturday	<b>SP250 - Christmas Party</b> TBA
January 2021	<b>SP250 - Tassie Tour</b> - an extended driving and tourist experience in Tasmania.



# SP250 EXHAUST NOTES NSW

## EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

Last month we were worried about people being affected by the storms, this month it is the ongoing health issues. We trust that everyone has and is remaining safe.



*Bowral Driveway Congregation*



*Pizza Run Pitts Bowral*

Our March SP run to Peter & Viv Pitt's Bowral home was well attended with 16 people, 5 SP's (Pitt, Brooks, Gallagher, Ferrier & Hunt), a Jag (Turner), a Benz (Wilkinson) and a SAAB (Cole). A very big thank you to Peter and Viv for hosting the lunch and to their friends for assisting.

What a spread, as can be seen by the attached photo (sorry Lizzie but it was the only photo I got of the table)

As you are now all aware, we have cancelled / postponed all SP events until it is safe to resume.

### SP NEWS

The SP that was at the Motor Museum in Tassie, owned by Darryl Gruer has now been transported to him in the USA. We trust Darryl and his family will make lots of SPecial memories now they have been reunited with their car.

Unfortunately my car is in need of some repairs as it was reversed into last weekend, so after visiting the Chrome plater's armed with the photo's of the damage to the grill I was relieved to hear that they should be able to repair it.... Just happens that the Daimler club had a tour of the facility a couple of weeks ago. They are Astor Metal Finishes in Fairfield NSW <https://astormetalfinishes.com/about-us/>



## SP250 EXHAUST NOTES NSW

### OTHER NUTS & BOLTS

A number of other SP's continue to be under restoration at the present time, we look forward to hearing of their progress and completion in the future.

Roger Anson's car is now at the trimmers and is progressing

David & Dallas Stoodley have an SP front and rear Bumper Bar for sale, Please contact them interested.

Tim Mallyon is after an SP Heater Please contact him if you can help.

Regards

Tony Luongo

Mark Brooks

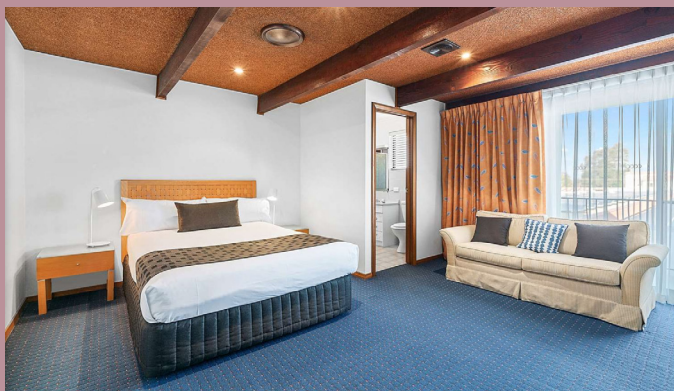
sp250group@gmail.com



*Roger Anson's SP at trimmer*

## SPECIAL OFFER FOR DLOCCA MEMBERS

Save 15% on accommodation bookings at Albury when you mention that you are a member of the Daimler & Lanchester Owners Club of Australia. This offer has been made by our member Ray Jones.



Located in picturesque Albury, a regional city that prides itself on a relaxed way of life, our AAA rated 4.5 star resort offers 88 suites and apartments, five landscaped acres, deluxe lagoon pool, heated indoor pool, spa, sauna, tennis, mini-golf, poolside casual dining at the Cactus Cantina, signature restaurant The Bullring

QUALITY  
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## 2020 BAY TO BIRDWOOD

For those members interested in this South Australian event, which is celebrating its 40th year.

Click on the link below to register your vehicle to be one of the 1750 participants in the 40th anniversary event on Sunday 27 September.

The Bay to Birdwood has moved with the times and only online entries will be accepted this year. Please ensure you are familiar with the event rules and regulations before you register. If you need assistance please call us on (08) 8568 4019.



Categories available for the 40th Celebration Year are:

- Pre 1950 - Regular entry \$75 | Motorcycle \$60
- Pre 1950 - Concours d'Elegance or Preservation Award \$145 | Motorcycle \$115
- Post 1950 - Regular entry \$75 | Motorcycle \$60
- Post 1950 - Concours d'Elegance or Preservation Award \$145 | Motorcycle \$115

Spaces are limited in each category so don't delay.

[CLICK HERE TO REGISTER](#)



THE ROYAL AUTOMOBILE  
CLUB OF AUSTRALIA  
89 MACQUARIE ST, SYDNEY  
PHONE: 02 8273 2300




Throughout the Club's history Members have enjoyed a range of social activities themed around the automobile and whilst the interests have widened; travel, touring and collecting automobiles and their memorabilia have remained key areas.






## HUNTER REGION ALL BRITISH DAY







**HUNTER REGION** 

**ALL BRITISH DISPLAY DAY**




All British Display Day 2019 - Newcastle Foreshore



**FORESHORE PARK  
WHARF ROAD  
NEWCASTLE EAST  
SATURDAY 25TH JULY 2020**

**Display 9.00am till 2.00pm**



## WANTED TO BUY - SP250

This gentleman has contacted the club and is interested in buying a SP250. He is not currently a member of the car club but is interested in the purchase of a Daimler SP250. If any members know of a suitable vehicle for sale please contact Ron Chappell on 0408 466765 or by email on [ron@premierop.com.au](mailto:ron@premierop.com.au)

## FOR SALE - SIR HENRY BOLTE MAJESTIC MAJOR

Peter Grant received a call from Colin Rogers of Robinvale who has the ex Sir Henry Bolte Majestic Major for sale at \$14,000.00. The car is black with red interior, it has done 57000 miles and has some rust in the door bottoms. Colin Rogers: 0428 147 573

## ASTOR METAL PLATING WORKSHOP - 14TH MARCH

The recent March event was attended by 19 people; members, friends and members from the Humber, Wolseley, Rover and Jaguar clubs. We visited the Astor metal plating and finishing workshop at Fairfield. This was a most interesting and informative day.

The owner Richard Hammond who is an industrial chemist appointed his daughter Annabelle to run the tour. She was an animated tour guide and explained the complex processes and preparation steps for the work that they do.

The shop does industrial, architectural, marine, automotive and even artistic work with quite a number of highly specialist trades and trade people in house.

I was intrigued with the electrolytic processes and foibles of different metals. Here one can have chrome, silver, nickel, gold, copper and die cast jobs; repaired, cast, replated and polished.

Polishing is not just a quick job. Some finishes and or materials require careful hand work only. The men and women here must know their stuff as some items such as aluminium will disappear in the tanks. Interestingly, there was nobody that I could see, working here under about 50 years of age which raises the question of such trades in the future. We were shown the bumper bars from a Torana which when stripped of chrome became honeycomb as the chrome had hidden the rust which the metal had developed from moisture over many years, hidden under the chrome.

Annabelle explained a number of interesting ways their shop has developed for both automotive and architectural finishes required.

This workshop has battled changing times and conditions such as Government, Council and EPA rules and alike and so far survived economic challenges.

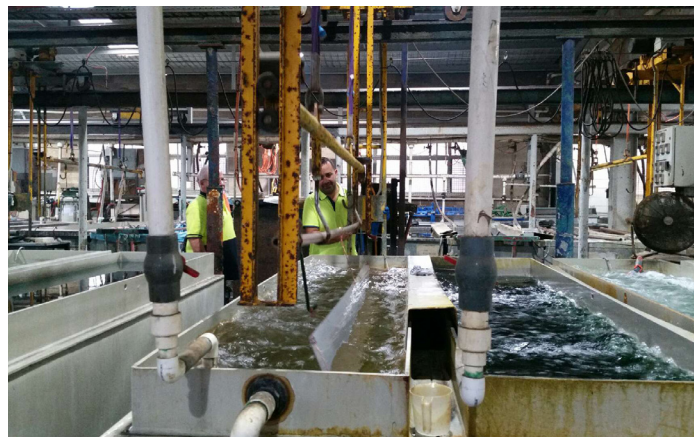
Many things were discussed such as; Who wants to send the only example of a bonnet mascot or car part for replating or alike overseas. If it's lost then it's gone forever. Such workshops as this one have to adapt to changing times. For example, nowadays the demand for metal bumper and bumper rechroming is far less because accident repair shops ring the manufacturer suppliers and presto! A new plastic bumper arrives the next day.

However there is more architectural work for them with ceilings, foyers and other building features now commonly used. They also have branched into artistic work, casting and plating.

I enjoyed the day with some of us receiving the bolts used to weigh down panels that once removed from the tanks looked like solid gold or silver. A very unusual tour. Thanks to all who attended.

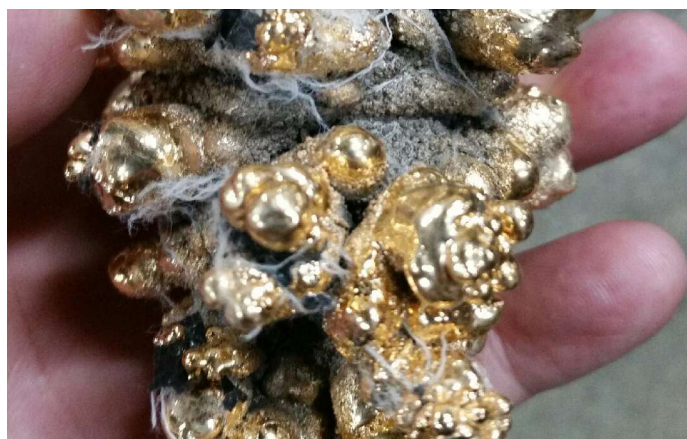
Ray Palmer

EVENTS/SOCIAL Director





## ASTOR METAL PLATING WORKSHOP - 14TH MARCH





## ASTOR METAL PLATING WORKSHOP - 14TH MARCH



## DAIMLER/LANCHESTER NATIONAL RALLY APRIL 2020

Our web site is up and running <http://www.dlocrally.com/sa> and I have to say, thanks to Graham Emmett, our "English liaison officer and fellow committee member", it is sensational so you guys will have to get your skates on to get a booking done as there has to be a stage where we might have to say sorry we are fully booked. Yeah I know, no pressure!!!!!! I have also sent a separate invitation to the W.A members and have included N.Z also. I know that Graham will be attending and I hope that a few more from the Land of Daimler/Lanchester will attend as well.

We are excited about the programme that has been organised and some information is included on the web site with the final detail to come later.

We would appreciate if you would spread the word and we look forward to having the event in South Australia.

For those members with historic plates the dates for the event are Saturday 29th March to Friday 10th April 2020.

## WANTED - REAR BUMPER BAR

Seeking rear bumper (bar only - over riders and mounting brackets not required) to suit a Daimler Special Sports or I believe a Daimler Consort will also suffice.

Please contact :

Graham McDonald phone 0422 972 094 or email: [emailmegraham1@gmail.com](mailto:emailmegraham1@gmail.com)



# DAIMLER FOR SALE - DECEASED ESTATE

Daimler DK Saloon 1988 Model

Vin Number sajdkalh3af563441

Engine Number 9dbpa163593

271,000 klms

Comes with all service and owners books and Jaguar toolkit with cassette from Jaguar when buying vehicle

Price - \$12,500 ONO. Please contact Darren Gillett at [darren.gillett@bigpond.com](mailto:darren.gillett@bigpond.com)



# HISTORIC AND CLASSIC VEHICLE LOG BOOK

The following communication was received from RMS relating to the use of Log Books:

Transport for NSW recently conducted a review of the Log Book Trial, operating under the Historic and Classic Vehicle Schemes. As part of the Trial, Transport for NSW received feedback from a broad range of stakeholders to evaluate the effectiveness of the program.

From 1 October 2019, the Log Book will become a permanent feature of the Historic and Classic Vehicle Schemes. Transport for NSW will deliver a number of improvements to the schemes over the next 12 months based on the feedback received during the review.

Existing requirements introduced during the Trial will continue to apply to participants, including:

- Vehicles registered under the Historic and Classic Vehicle Schemes can be operated for 60 days of general road use each year, outside of club organised events.
- Each day of general use must be recorded in a Log Book issued at Service NSW branches.
- Owners wishing to opt into the Log Book program should be a member of a Transport for NSW recognised Classic or Historic Vehicle Club, or Approved Organisation participating in the Log Book program.

Information and updates to the Log Book program and proposed improvements will be communicated to Historic and Classic Vehicle Clubs and Approved Organisations in writing in the coming weeks.

Please ensure Transport for NSW has up-to-date club contact details, including a valid email address, so we can inform you of upcoming changes to the Log Book.

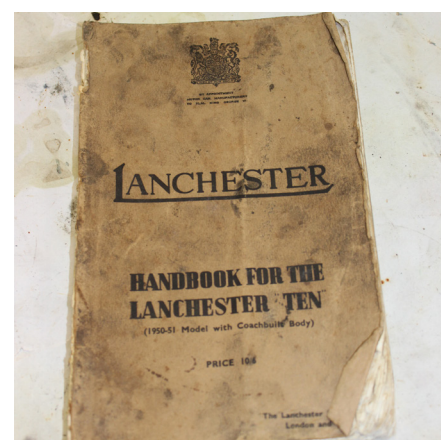
If you have any questions related to the Log Book program, please email us at:

[IndustryEngagement@rms.nsw.gov.au](mailto:IndustryEngagement@rms.nsw.gov.au)

Melinda Bailey  
Executive Director  
Compliance and Regulatory Services Division  
Safety Environment and Regulation  
Roads and Maritime Services

## FOR SALE

One fairly tatty copy of the Handbook for the Lanchester Ten as shown on the attached photo. Asking price \$15.00 plus postage and packing. Contact Trevor Johnsson on [johnssontm@bigpond.com](mailto:johnssontm@bigpond.com)



# MINUTES OF A MEETING

## MINUTES OF A MEETING OF THE MEMBERS OF THE DAIMLER AND LANCHESTER OWNERS CAR CLUB OF AUSTRALIA INC. HELD AT RYDE EASTWOOD LEAGUES CLUB ON MONDAY 2ND MARCH 2020

The meeting commenced at 8.45pm with Jim Gellett in the chair

### **Apologies :**

John Hiscox , Max McCoy , Robert Brandes

### **Previous Minutes :**

The minutes of the previous meeting were taken as read MSA Mark and Alan

### **Business Arising from Minutes : Nil**

### **Correspondence :**

The following magazines were tabled for handover to the library DLOC NZ Jan20 ,Feb,-Mar 20, Aust. Jag driver Feb 20 and Queensland Jag Driver Jan- Feb 20

### **Business Arising from the Correspondence : Nil**

### **Treasurers Report :**

The treasurer presented the 29 February 20 report .as follows

Total funds available \$19969.56 . Cash book balance at \$ \$9014.29 Term Deposit at \$10995.27 .

MSA Alan and Carolyn “ that the Treasurers report and requests for payments as they become due, be accepted as true and correct and payments authorised “ Carried

### **New Members : Nil**

### **Social Report :**

Ray noted despite the really wet weather day that the recent breakfast run was a great success.

Various upcoming events were noted as referenced in the Club Magazine with reports to follow there-after .The SP250 pizza lunch event at Bowral was highlighted as was the metal refurbishing presentation and combined lunch at Ashfield

Ray requested that if any members found or was aware of somewhere to visit or had an event idea that would interest the club to simply contact him



# MINUTES OF A MEETING

**Editor /Website :** Nil

**All British :** Nil. Meeting next week

**Regalia :** Ray and Jim to co-ordinate . Russell to order 20 peaked Daimler hats and 10 Brim hats for sale at the National rally and to boost club stocks.

Russell also noted the very real necessity ( in his opinion ) that the club should start rebuilding its Regalia stocks in general. Further discussions at committee level to occur. If members have a view or any ideas as to content items please contact Ray or Russell

**Library :** Nil

## **Conditional Plates :**

Discussion occurred as to under the Historic and Classic plate scheme what constituted a required entry into the log book as to travelling to events in the circumstance of starting out /returning from an event outside the actual event dates . Also considered was, on long drive events if the driver changes ,which is a recommended safety measure to prevent driver fatigue , does the log book need to be filled out again ,that is, every time a driver change occurred.

The consensus was " reasonable" time to reach/return to/from an event was considered part of the event . Extended time would require separate notifications in the magazine or additional event details such as the "three rivers " extended tour to reach Adelaide ( which was provided to participants ) In regard the change of driver it was generally viewed that it should have no impact as to the number of log book entries . It was only one outing as such .

Peter was going to check with RMS on the Driver issue for confirmation

Having said that it is suggested that at every occasion , if you have any doubt at all, as to your validity to travel, then the fill in the log book .

However, already established requirements as to carrying your RMS concessional plate document , a copy of the magazine or specific event notice and proof of financial membership of the Club when travelling on a club sanctioned event remains the normal criteria. And of course a valid current drivers licence.

## **Registrars :**

Warren noted that there was a 1937-38 BSA at Miittagong . He was not sure if it was for sale but contact him if you have an interest

**SP250 Convenor :** Mark noted that Peter Wild , Robert Burgess had their SP250s back on the road and that Brian Kelleder was getting close to doing the same . Congrats expressed to all.



# MINUTES OF A MEETING

## Technical and Spares :

Jim has some info on gaskets for Consort /Century for the oil filter in addition to other gaskets applicable to the car/s

## For Sale and Wants : Nil

## General Business :

The matter of club volunteers and attendance lists was raised as a matter for further discussion at committee level .

It was the meetings understanding that our volunteers are covered under the Clubs insurance as are clearly members and associates. Insurance is currently being renewed and premium paid within our required time frame . Once we have the latest policy documents back the matter will be confirmed , particularly as relates to the taking of attendance list at events.

It was noted that members should be reminded, by way of encouragement, that membership fees are due no later than the 1st January annually .

Russell noted a number of agenda items he would wish to pursue with the Clubs endorsement and encouragement as follows . ( but not limited to, as it is acknowledged that members have a very real opportunity to give further inputs to promote the Club )

- a) promoting inclusion of young members by way of engaging in social media to show members cars and highlight club activities
- b) gaining new members through a process of mentoring , whereby there may be opportunities for the Club to identify occasions where someone outside car club circles generally is invited, to drive , assist in restoration to be part of being around old /classic cars . Daimler cars would feature but may not be exclusive, in that regard, to generate an “interest “ . Some members have other makes /marques of old/classics cars that could draw new members into the Daimler family
- c) Revitalize the clubs regalia as previously noted .

There being no further business the meeting closed at 9.40 pm

**~~THE NEXT MEETING OF THE DLOGCA WILL BE ON MONDAY 6TH APRIL 2020 AT 8.00PM AT RYDE EASTWOOD LEAGUES CLUB.~~**

# MINUTES OF ANNUAL GENERAL MEETING

## MINUTES OF THE ANNUAL GENERAL MEETING OF THE DAIMLER AND LANCHESTER OWNERS CAR CLUB OF AUSTRALIA INC. HELD AT RYDE EASTWOOD LEAGUES CLUB ON MONDAY 2ND MARCH 2020

The meeting opened at 8.10 pm with Peter Grant in the Chair

### Apologies

John Hiscox, Max McCoy , Robert Brandes

### Previous minutes

Taken as read

### Business arising from Minutes

Referred to newly elected Committee to be.

Presidents Report - As attached (see page 20)

Secretary Report - As attached (see page 20)

Financial Report

The Treasurer tabled the DLOCCA Treasurer Report for Year Ending 31 December 2019 , as attached . Also tabled were the DLOCCA Balance Sheet as at 31st December 2019 ,as attached . The Independent Audit Report as carried out by our Club auditor John Hiscox, dated 10 February 2020 was tabled , as attached ,and handed on to the Secretary for filing and processing through to ASIC as required.

Alan expressed his thanks to John for his thorough examination of the Clubs books and records .There was a surplus of \$2099 and equity of \$30939 .

Alan gave explanation as to the intricacies as to the “non -current asset “ inclusive the Lanchester project influence on the operating surplus . He referenced the cash donations over time and value of supply items given by members in kind . Alan expressed on behalf of the Club the thanks and acknowledgement of members contributions .

Moved Alan Seconded Peter

### ALL POSITIONS BEING DECLARED VACANT THE CHAIRMAN CALLED FOR NOMINATIONS FOR THE FOLLOWING POSITIONS

**President** – Jim Gullett , proposed Mark Brooks seconded Merv McDonald

Nomination accepted . There being no other nomination either written or from the floor Jim Gullett was duly elected

**Vice President** - Merv McDonald , proposed Alan Hunt seconded Warren Cole . The nomination was accepted .There being no other nominations Merv McDonald was duly elected.

**Secretary** – Russell Turner , proposed Chris Cole seconded Victor Nash . There being no other nominations Russell Turner was duly elected .

# MINUTES OF ANNUAL GENERAL MEETING

**Treasurer** – Alan Hunt , proposed Merv Mc Donald seconded Carolyn Burch. There being no other nominations Alan Hunt was duly elected.

**Committee** - Four members for the committee were duly nominated and seconded as follows . Peter Grant , Linden Braye , Ray Palmer and Peter Lachere .

As there were no other nominations Peter Grant , Linden Braye , Ray Palmer, Peter Lachere were duly elected as members of the Committee .

The Secretary elect expressed on behalf of the Club our thanks & best wishes to Colin Cox , previous committee member, who was stepping down at this time , for his service and commitment to the committee .

## **Appointees :**

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

- Events co-ordinator - Ray Palmer
- Editor – Jim Gellett
- Historian – Peter Grant
- Publicity - Wingham and Dulcie Keesing
- Regalia – Ray Palmer and Jim Gellett
- Membership – John Hiscox
- Auditor - John Hiscox
- Conditional Plates – Warren Cole
- Librarian – Merv McDonald
- CMC and All British Delegate - Merv McDonald
- SP250 convenors - Mark Brookes and Tony Luongo
- Public Officer – Russell Turner

## **General business**

It was agreed that General business would be carried over to be considered at the Club General Meeting to follow.

President elect thanked Peter Grant for presiding over the AGM

The meeting closed at 8.40pm .

## AGM - PRESIDENT'S REPORT

I wish to take this opportunity to note that the Club has enjoyed a wonderful year 1999 & I look forward to what 2000 will bring to the Club & its members.

It is noted that the Lanchester project is nearing completion , after a two year rebuild period ,with a small band of volunteers working on the car & who have been assisted by a very large band of Club supporters . It is considered the car should be ready soon for Club registration .

I must express my thanks to all Club members for your support during the 1999 year , & also thank the contributions made by all outgoing officeholders .

My best wishes are further extended to the incoming office bearers for the year ahead & we look forward to a successful & enjoyable Daimler& Lanchester enthused 2000.

Jim Gellett

## AGM - SECRETARY'S REPORT

Firstly congratulations to Club Members , Associates , family & friends for your well received involvement in & support for the Club in 1999.

I also wish to thank the Club for the support provided to me during the year as Secretary

As is my custom at the end of a Daimler year I like to indulge in a little forward thinking, as to what I believe to be important considerations for the new Club office bearers & members to consider.

In short, next year I believe the Club must be very focused on encouraging new members to join the Club ( and I acknowledge the contributions that those new members who have joined this year have already made ) . In particular I wish to encourage young new members I believe it is critical that we engage young people to become involved in Daimlers/ Lanchesters to enable the Club to continue to be sustainable at the very least, but at best the aim is to grow the Club .

New members bring fresh ideas & approaches that I believe all Club members derive a very real gain .

The second priority I believe is to re-establish a viable & newly invigorated Regalia stock , inclusive an appointee specific to the task of Regalia officer .

Other ongoing considerations are to again seek suggestions from members as to possible event locations & content formats. New ideas are always welcome & we need to promote this goal in a more formal manner than perhaps may have done previously.

Maybe forum type opportunities of some form ,both on -line & with-in the Club magazine , that may engage & expose members & indeed non-members etc. with & to a Daimler Club life in general .

Such considerations where young people , who may not be able to afford to purchase a Daimler or Lanchester etc., but are encouraged to become members because they are :

- given the opportunity to drive the Club Lanchester to an event
- or drive their own modern but with a particular mention of some sort
- or drive another cheaper classic ,or simply a car they like which has particular category
- or be invited to accompany a Club member in a Daimler on a run by way of a mentoring exercise / encouragement



## AGM - SECRETARY'S REPORT

I am aware some these opportunities already exist, but in my view, as a Club we tend not to promote them as effectively as we might .

Just some thoughts , for members consideration & comment back to the new Club Executive & Committee members .

Happy & fun filled motoring &/or involvement with the Club in 2020

Russell Turner

## AGM - AUDITOR'S REPORT

### JOHN HISCOX

Chartered Accountant

74 Rose Avenue, Wheeler Heights. 2097

phone 9984 1169

email [de27@bigpond.com](mailto:de27@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 31<sup>st</sup> December, 2019, which showed a profit of \$2099 and Equity of \$30939.

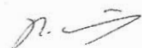
The committee of management is responsible for the preparation and fair presentation of the financial statements in accordance with Australian Accounting Standards and the Associations Incorporation Act (NSW).

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 31<sup>st</sup> December 2019, 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

10/2/2020

# AGM - TREASURER'S REPORT

## **DLOCCA Treasurer Report For Year Ending 31 December 2019**

The Annual Financial Statements for the year are submitted to the AGM together with the Auditor's report. Both items were prepared by the Club Auditor, John Hiscox.

My comments on the Financial Reports are:

1. The Balance Sheet is a statement of Assets and Liabilities that pass from one year to the next.
2. The profit and Loss Statement lists our income and our expenditures during the year.
3. In the year 2019 we had a surplus of \$2,099. However, the surplus is distorted by substantial Lanchester Project Donations which have been totally expended and were added to the asset value of the Lanchester. To consider a meaningful report on our operating surplus we need to exclude Lanchester donations,. The result for 2017. 2018 and 2019 would then be:

	<b>2019</b>	<b>2018</b>	<b>2017</b>
	\$	\$	\$
Surplus as in Annual Report	2099	5793	-368
Less Lanchester Donation	1673	5279	20
Net Operating surplus	426	514	-388

Apart from the Lanchester Project the Club has had no other unusual events, such as hosting a major rally. So, the relatively small surplus of \$426 can be seen as a satisfactory result for a club where the purpose is providing member benefits rather than accumulating profits.

4. The Lanchester Leda is reported as an asset with a value of \$7,115. That amount includes all expenditures on the project plus a value of \$1,402 (years 2018 and 2019) for "Donations in Kind", as calculated by John Hiscox.
5. Member Subscriptions increased in 2019 of by \$325 to a total of \$5,950 (2018 increase of \$195 but 2017 decrease \$450)
6. At 31 December 2019 our total cash funds (current accounts and term deposit) stand at \$17,734 compared with \$18,088 at the end of 2018. This reduction in cash is largely due to expenditures on the Lanchester which has increased in cost value by \$1,477 to \$7,115.

Alan Hunt MBA, BCom, CPA (retired)  
DLOCCA Treasurer

# AGM - BALANCE SHEET & PROFIT & LOSS

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

### Balance Sheet as at 31st December, 2019

	<u>2019</u>	<u>2018</u>
<b>CURRENT ASSETS</b>		
Cash at Bank	6809	7,269
Term Deposit	10925	10,820
Prepayment	66	66
Stock on Hand, at cost or valuation	3600	3,930
	<u>21400</u>	<u>22,085</u>
<b>NON-CURRENT ASSET</b>		
Lanchester Leda, at cost	7,115	5,639
Library, at valuation	6,329	
Less Provision for Depreciation	1,100	5,229
	<u>33,744</u>	<u>32,953</u>
<b>CURRENT LIABILITIES</b>		
Subscriptions in Advance	2,805	1,670
Creditors	0	2,443
	<u>2,805</u>	<u>4,113</u>
<b>NET ASSETS</b>	<u>\$30,939</u>	<u>\$28,840</u>
<b>ACCUMULATED FUNDS</b>		
Brought Forward	28,840	22,934
Profit for Year	2,099	5,906
	<u>\$30,939</u>	<u>\$28,840</u>

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

### Profit and Loss Statement for Year Ended 31st December, 2019

	<u>2019</u>	<u>2018</u>
<b>INCOME</b>		
Subscriptions and Joining Fees	6170	5,825
Profit from Saleable Items	178	648
Proceeds from Events	920	1,236
Donations to Lanchester project	1673	4,979
Interest Received (net of withholding tax \$92)	113	114
	<u>\$9,054</u>	<u>\$12,802</u>
<b>EXPENSES</b>		
Cost of Events	3163	2,649
Insurance	1268	1,939
Magazine Printing and Postage	676	421
Website	627	594
Stationery	45	0
Cost of Saleable Items	100	300
Storage of Parts	300	300
Member Expenses	510	206
Affiliations and Filing	202	202
Floral Tributes	0	285
Lanchester Insurance	64	0
	<u>\$6,955</u>	<u>\$6,896</u>
<u>Profit for Year</u>	<u>\$2,099</u>	<u>\$5,906</u>



## FOR SALE - DAIMLER 104 SALOON

1955 Daimler, purchased by my father (deceased) 12 years ago who purchased it from long term owners (dec.estate). My father spent a lot of money on the car mechanically (not cosmetically). Keen to sell, offers over \$12,000.00.

Car is in Tasmania.

Roseanne Randall

Ph 6229 6387 or 0407 721 232

Email [rosieran@dodo.com.au](mailto:rosieran@dodo.com.au)





## ORIGINS OF BSA

The origins of BSA go back to the reign of William 111 in the late 1600s when the gunsmiths of Birmingham formed a guild to protect their interests. Company law did not exist at this time so it was not until 1861 that 14 gunsmiths founded the B.S.A. Company Ltd to manufacture guns and machinery. Before this machinery was imported from the USA and by buying land and setting up a factory in Birmingham BSA was then in a position to take over this business. Shortly thereafter an order was received for 20,000 Turkish rifles, but before long the demand for arms had slowed and in 1879 the company was without work. So in 1880 it branched out into bicycle making, starting with penny farthings and then to Safety bicycles with two wheels of equal size. By 1906 (after Dudley Docker was made a director) the company was again in financial strife.

The next stage in 1907 was to start a motor car department in premises it had recently bought, and in which the Lanchester Motor Company was a tenant. In 1908, 150 cars were sold but again that business was not successful, so in 1910 Dudley Docker started merger talks with Daimler, which had been highly profitable to this time. The merger was achieved by the issue of BSA shares to the Daimler shareholders, but the “takeover” was marred by the punitive dividend requirements put on Daimler to pay a dividend of 100,000 pounds each year, thereby depriving Daimler of much needed capital.

In the meantime BSA moved on to making motor cycles in 1910 and at last some success was achieved, all production being sold in the next 3 years up to the first world war. After the war, BSA car production resumed in 1921 with a 900cc Hotchkiss engined V twin, and a six cylinder sleeve valve unit, until 1926, but again without much of a sales boost.

This changed the direction of the car business by changing to front wheel drive in either 3 or 4 wheel format. The three wheeler was discontinued in 1936 and from then till the war only the Scout model was produced. The BSA model was not continued after the war, Daimler and Lanchester being the models of choice until Jaguar bought Daimler from BSA in 1960

## SPARE PARTS SUPPLIER

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## PARTS FOR SALE

These Century parts are on offer to any an owner that maybe interested @ \$25.00 each or both for \$40.00 plus postage regards Michael

Contact Michael Barnes on 0417405766 or

Email [chrismike4@bigpond.com](mailto:chrismike4@bigpond.com)



## 1954 DAIMLER CONQUEST FOR SALE

Hi, I have a 54 Daimler Conquest for sale. The car is absolutely complete though partially disassembled. Body is straight and all doors shut nicely, engine runs and sounds good. Car is on its wheels and is movable. Body has rust in left front door and main body part of scuttle plus a few minor patches elsewhere. I'm too old to take this on so car is for sale \$1500.

Phone (02) 49817721 8 Windeyer Close Medowie NSW 2318.

Geoff Colman (ex Jaguar Daimler Canberra Club member)



## WANTED - PARTS FOR 1949 SPECIAL SPORTS

Can you please tell me if anyone in the club has any spare parts for a Daimler 49 Special Sports model. Some parts I'm looking for are fuel pump kits, 2 brass plugs for the fluid fly wheel.

Graham Coleman - [grahamcoleman7@bigpond.com](mailto:grahamcoleman7@bigpond.com)



# 1949 DAIMLER DB 18 CONSORT RESURRECTION

## PART FIFTY ONE - REASSEMBLY PART 5

The existing steel brake lines were too rusted to use for anything but patterns. I was able to purchase 1/4inch copper brake line tubing and fittings on the internet to use for the replacements. On the Consort hydraulic brake lines are only used for the front brakes and they made o three separate pipes.

The new copper pipe is easy to shape by hand and I started with the longest pipe which attaches to the master cylinder located under the driver's side front floor. At the other end of this pipe, there is a three-way union which connects the hydraulic system to the two front wheels. I cut and flared the ends of the longest pipe first, followed by the driver's side wheel then the left-hand wheel.

Flaring the ends of the brake pipes is not too difficult with a bit of practice, and the flaring tool itself is inexpensive and readily available. Key things to remember are not to rush the process, and make sure you slide the fittings on the pipe before you flare the ends.

After fitting the brake lines, I carefully cleaned a pair of front slave cylinders and fitted new seals. These cylinders have now been fitted to the vehicle along with a set of new rubber brake hoses. I task for another day is to refurbish the master cylinder.

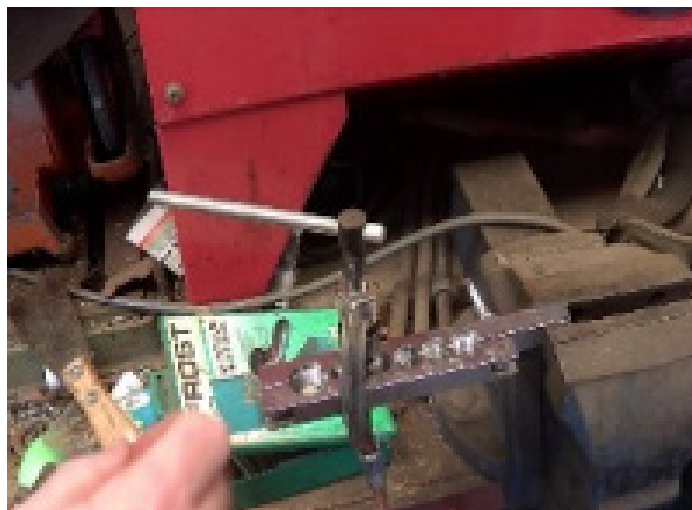
Related Youtube video – [1949 Daimler DB 18 Consort Resurrection Part 51](#)

**Denis Leys**





## 1949 DAIMLER DB 18 CONSORT RESURRECTION



The first car to be booked in Wales (UK) was a Daimler when the speed limit was 20 mph. It was the 3rd May 1905 when police constable William James heard the clattering of stones hitting under the guards, the chatter of meshed gears and drive chains, the bomp, bomp, bomp of the exhaust as a large car appeared on the scene. He immediately opened his silver “turnip” watch, noted the position of the sweep hand and timed the vehicle from his position on the police station steps to the nearby river bridge. He paced out the distance as 630 yards and at 40 seconds calculated a speed of 32 mph.

The vehicle was owned and driven by John Vaughan Colby, Esq. JP. DL and he was arraigned for 13th May. Constable James testified that the driver gave no warning and a man on a horse had to get into a safe lane out of the way. The defence asked why you didn’t call out “stop” to which James replied “I did but he didn’t hear me” and anyway at that stage “I didn’t know if an offence had been committed”. The magistrate’s clerk suggested that “the real reason was to get him into the trap first – you would rather see a man commit an offence than prevent it”.

The defence asked what sort of watch he had; was it a stop watch, to which the constable replied that it was a second hand watch and then had to explain exactly what he meant. There were only two vehicles owned in the village, by Dr. Parry and Mr. Lester. The former was reported as being a very safe driver as “if there is anyone on the road he comes to a dead stand”. Another prosecution witness when asked how he compared the defendant’s driving with that of Parry and Lester replied “it was the worst he had ever seen, the fastest – Parry and Lester go on at a walking pace – this one was double as fast”. Another witness said the car was doing between 25 and 30 mph and asked how he knew, said “he had not seen a car going at that speed, but had recently seen a motorcycle in the park going much faster before it crashed”.

The defendant, Colby, took the stand and attested to being an experienced driver and remembered coming into the village where there was a decline and “always in going down a hill, I pull the clutch and disconnect the engines, thus allowing the car to run in its own weight”. “the car, when working, is not a noisy one and is one of the most silent in the market – it is an 18hp Daimler” captain Colby proceeded to give the Court the benefit of his experience and as is well known, bullshit baffles brains. He carried on “I have 4 speeds and reverse and assuming I was travelling at 30mph I could certainly pull up in the length of the car”. He further explained that the road was greasy and subjected the car to sideslips, and with his experience of 12 months driving, he did not exceed 8mph until the road flattened out. When asked the length of the car he replied “twelve feet, it pulls up in its own length at 20mph and I could lock the wheels”

His testimony adduced that they had travelled 86 miles in 5 hours, this averaging 17.2mph, but no comment was made that this would require breaking the limit on many occasions. One of his passengers testified “they were doing nothing like 30mph and there was no need to blow the horn – Colby blows his horn a great deal too much in my opinion”. The other passenger asserted “a good trotting horse would have beaten us – I have experience of horses since a lad – and I can tell by the air how fast we are travelling”.

The judges returned a verdict of guilty and imposed a heavy fine of 5 pounds plus costs. But Colby was not to be disgraced by village yokels so he appealed the verdict and hired a Kings Counsel and a former judge. Naturally the decision was overturned. Colby died in 1913 without paying his defence solicitor.

John Hiscox

Paraphrased from an article in the Driving Member by Lynn Hughes.

# THE LANCHESTER PROJECT

**Friday 28 February** - Present Jim Gellett, Merv McDonald and myself. Today we moved another trailer load of paver bricks up to Springwood for the floor of Lanchester House. This took most of the morning with the loading transport and unloading and stacking. After lunch Jim and Merv installed the rear seat window caps and side panels whilst I tried to track down why the fuel gauge does not work. With Jim also working in the car I could only verify there is a good circuit from the fuel sender to the engine bay junction box and also to ground for the fuel sender unit. Hopefully next week I will be able to locate where the problem lies. During testing the ignition light failed and so new globes will be brought next week.

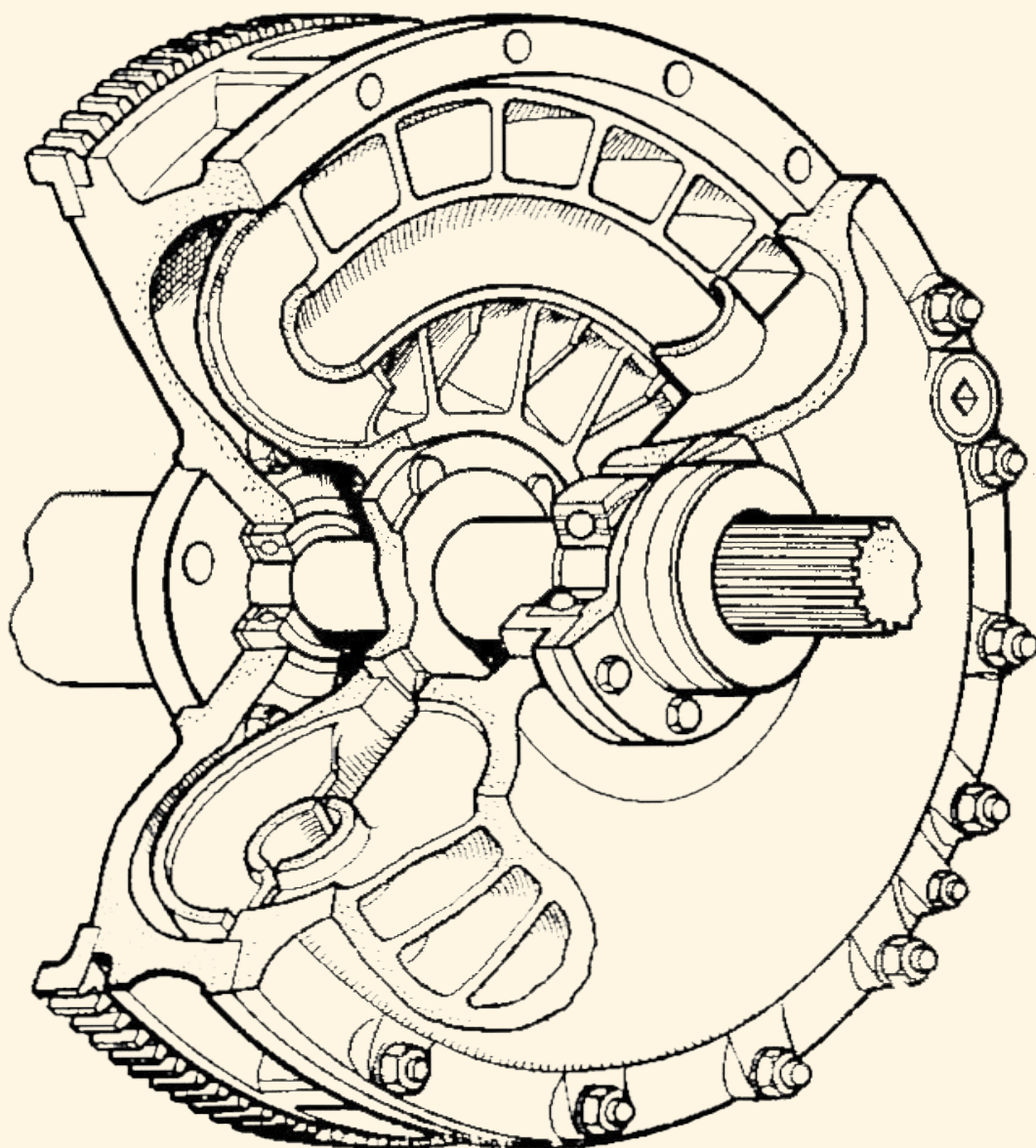
**Friday 13 March** - Present Jim Gellett, Merv McDonald and myself. Work commenced with me replacing the ignition light globe only to find out the ignition had been left on and so the battery had run flat. I borrowed a charger from Russell but was not able to do any more testing of the ignition system.

The wiring loom was taped up under the dash and Merv and Jim successfully managed to clamp the heater control rod to the heater tap. This had been a problem since the dash was re-installed.

We then spent the rest of the day working on the upholstery trim about the rear quarter windows. This is all now installed with the exception of two pieces of furflex that we need to find or purchase new.

**Friday 27 March** - Myself. Today with Covid - 19 restrictions in place my work consisted solely of delivering some shelving I obtained cheaply for the club to store the club's spare parts. Hopefully we will be able to return to the project in the not too distant future.

**Stay tuned. Graham McDonald Home: (02) 9533 3128 Mobile 0422 972 094**



Please address all correspondence to:

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

[www.dlocaustralia.org](http://www.dlocaustralia.org)