

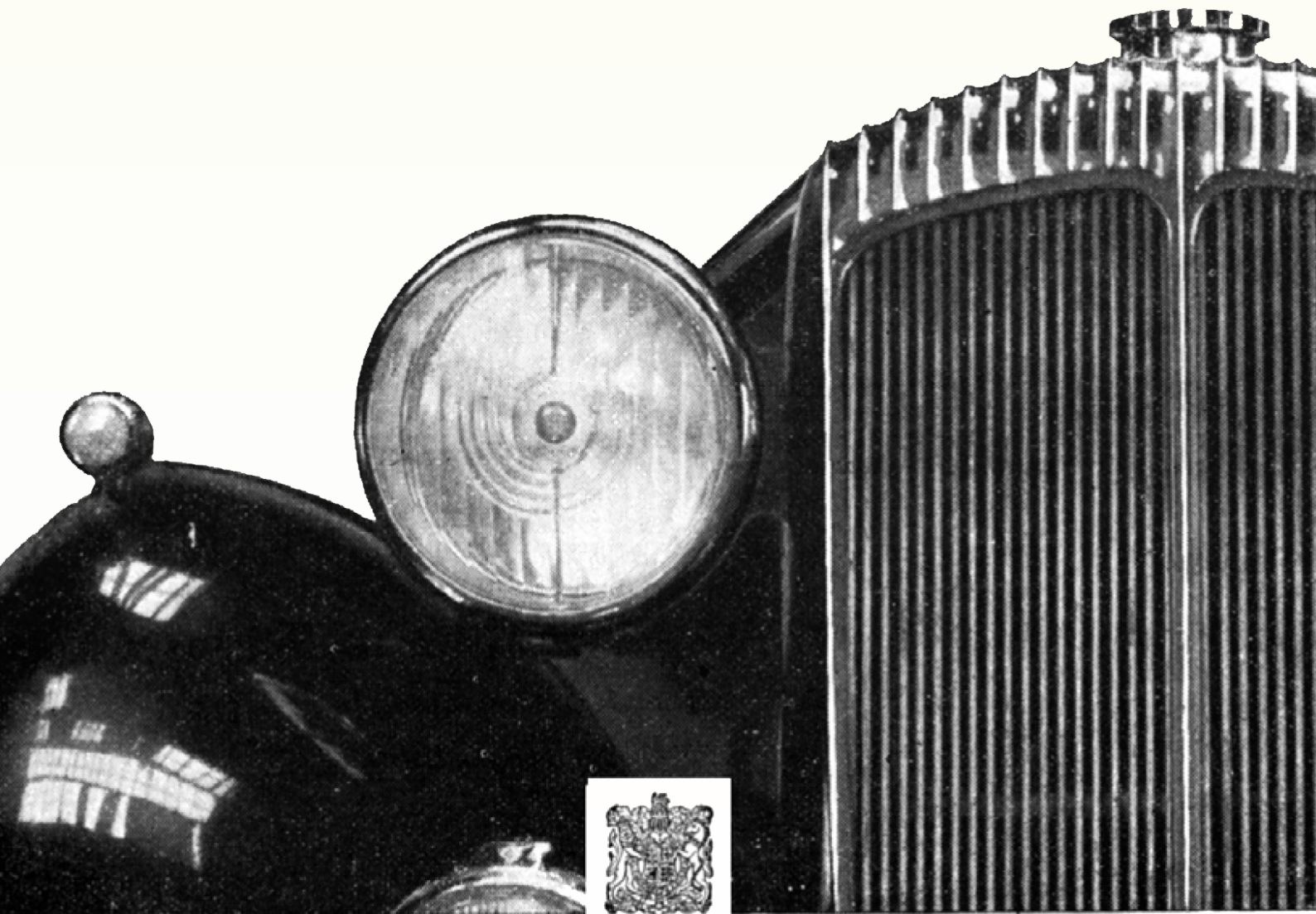
Daimler

&

Lanchester

NOVEMBER 2020

FLUID DRIVING



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

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OUR NEXT MEETING (CANCELLED)

8PM MONDAY, 7TH DECEMBER, 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 Gelllett	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

SUPPORT OUR VENUE

RYDE EASTWOOD LEAGUES CLUB, RYEDALE ROAD, WEST RYDE

The Ryde Eastwood Leagues Club generously donate a meeting room to our club each month for the purposes of our monthly meeting. This is done at no cost to our club and we are very grateful for this kindness. We ask our members to consider joining the Leagues Club or at least providing patronage to the club as a reciprocal thank you for their generosity.



PRESIDENT/EDITOR'S REPORT

PRESIDENT'S REPORT

Well it is hard to believe that it is that time of year again, but here we are, all safe & sound at the end of a year that seemed to finish with a flourish. We all had a great weekend away at Merimbula, as reported elsewhere in this publication. This year the president's weekend was particularly useful, with Richard Thwaites coaching me on the simple procedure of correcting my gear selection issue. Unfortunately the authors of the weekend (The Victorian group) could not attend due to border restrictions. I also made an interesting connection with David & Dallas Stoodley. During conversation with David it transpired that he had done his apprenticeship at Automatic Totalisators, a few years after my Brother, had an Aunt who lived across the road from us at Epping & another relative who lived in the next street. He had also spent a couple of years working in Nhulunbuy, where my Brother now lives & of course is in regular contact with our member John Tourish, who also lives there. It's a small world after all.

The next big event on our calendar will be the Christmas party at Chris & Warren Cole's place & with the current relaxed conditions has the potential to be another great event. Make sure you read Chris's requests for this to be a calm & relaxed event. Denise & I look forward to seeing you all there.

Hooray, my car is now finished & back on the road with it's "new" engine etc. The final act was to refit the front of the bodywork which was ably assisted by Graham McDonald & others. Many thanks to all who contributed either by labour input or helpful suggestions along the way. One good thing to come out of the exercise was that it kept us busy with a project to focus on during this difficult period.

Hopefully we will be able to resume meetings at the Ryde Eastwood leagues Club again in the New year.

Don't forget the next event, which is John Steel's Cocktail Cruise on Tuesday 5th January 2021.

Denise & I wish all the members & associates a very happy Christmas & a Covid free eventful new year.

Jim Gellett - President/Editor.

COMING EVENTS 2020

December
Sunday 13

Daimler Christmas Party - hosted by Chris & Warren Cole. The address for the event is 95 Calabash Rd Arcadia & can be approached either from the west or via Berowra. Please Phone Chris on 0412 686456 to find out what dish to bring. Please also bring a male Christmas present for the tree & also a female present for the tree, to the value of less than \$10 each. An item for the raffle would also be appreciated. This is always a great event & not to be missed, particularly this year when we have had so little activity.

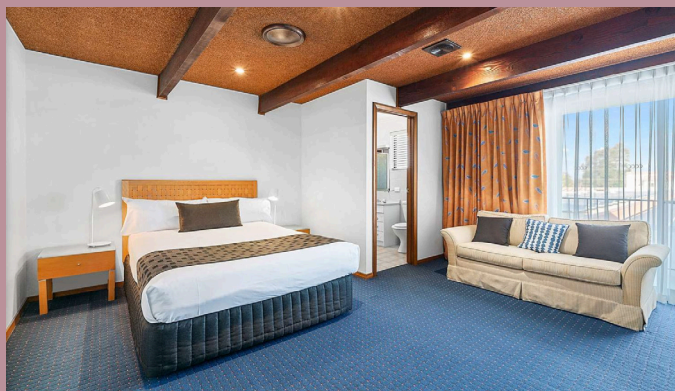
See you there.

COMING EVENTS 2020

December 2020 Saturday	SP250 - Christmas Party TBA
January 2021 Tuesday 5	Cocktail Cruise - From 5pm - Balmoral Rotunda - Location: Military Rd Mosman, left Raglan St, left The Esplanade to the Rotunda on the right hand side.
January 2021	SP250 - Tassie Tour - an extended driving and tourist experience in Tasmania. Cancelled

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

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SP250 EXHAUST NOTES NSW

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

A number of SP family are currently battling some health issues so we wish them well and hope for a Speedy recovery.

We continue to monitor restrictions in place and will advise when normal runs and meetings are to recommence. For the time being all runs and meetings have been cancelled. Whilst we will have had a reduction in our restrictions here in NSW from December 1, I have yet to look at the changes and see how they impact us and our activities. I am hopeful that we will be able to resume activities shortly.

SP NEWS

Last month Roger Anson had his first drive of his freshly restored SP and is now making up for lost time and getting the car out and about, if you are on the Daimler SP250 Car Club Worldwide Facebook page there is a couple of photos and videos of Roger and the car.

Down Town Customs in Taree are very close to finishing off Philip Walkoms SP and with any luck we will have pictures of that soon.

OTHER NUTS & BOLTS

The SP Calendars have arrived and are progressively being sent out, if you missed out in the bulk order and would still like one (or more) they can be ordered directly from Alan Mason, his email is soaring.ace@btinternet.com However you will need to get in quickly as they are selling quite quickly.

The following SP related links were provided by Peter Pitt ,

<https://youtu.be/kvWu7P5dl3U> Goodwood Revival

<https://bangshift.com/bangshift1320/tiny-hemi-roared-russ-carpenters-2-5l-daimler-hemi-powered-fuel-dragster-ran-like-hell-fuel-video/> Russ Carpenter Dragster

<https://www.hagerty.com/media/market-trends/eight-baby-v8s-that-show-displacement-isnt-everything/>

And this link from Steve Seddon,

<http://www.racing-sp250.co.uk/> This is about John Abel's ex Duncan Black racing SP.

As you would be aware the Daimler Club recently had a weekend run to Merrimbula on the NSW South Coast, the following from David and Dallas Stoodley in regards to this run.

"Firstly we'd like to thank those who organised this rally as it gave those who participated the long awaited opportunity to escape the Covid lockdown. Some of us left on Thursday, November 12 and stayed overnight in Ulladulla. The next day, we continued our travels south via Narooma to see the seals and Australia Rock, eventually arriving at Merimbula, after a lunch stop at Bermagui.

Whilst based at Merimbula, we enjoyed the scenery of the old wharf at Tathra, Bega, the local markets and several members of the club put a significant dent in the area's fresh oyster supply. Another very worthwhile visit was made by some to Oaklands Nursery/Cafe in Pambula on the way to the Whaling Museum in Eden, followed by a delicious lunch at the Seahorse Inn at Boydtown.

On the return trip to Merimbula, we enjoyed a great time at The Sapphire Coast Historic Car Club. A

SP250 EXHAUST NOTES NSW

wonderful array of cars was on display and we were made to feel very welcome. A very enjoyable time was had by all.

Thanks again very much, David and Dallas Stoodley”

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.

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

Regards

Tony Luongo & Mark Brooks

sp250group@gmail.com



Merimbula Run 2020



The Thomson's on their way to Merimbula, outside the Royal Arms Nimmitabel NSW

DAIMLER CHRISTMAS PARTY 2020

This year's Christmas party on Sunday 13th December will be hosted by Chris & Warren Cole. The address for the event is 95 Calabash Rd Arcadia & can be approached either from the west or via Berowra. Please Phone Chris on 0412 686456 to find out what dish to bring. Please also bring a male Christmas present for the tree & also a female present for the tree, to the value of less than \$10 each. An item for the raffle would also be appreciated.

This is always a great event & not to be missed, particularly this year when we have had so little activity.

See you there.

Jim Gellett

2021 COCKTAIL CRUISE

Choosing a venue for this year had to be in a large open space allowing distancing & room for Member's cars, hence the Rotunda at Balmoral Beach.

Where, Balmoral Rotunda.

When Tuesday 5th January 2021, from 5PM.

Location: Military Rd Mosman, left Raglan St, left The Esplanade to the Rotunda on the right hand side.

Map 127 Gregory directory.



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.



SECRETARY REPORT

Hi Everyone

The borders are down !!!!!

Now that has to be a good sign that we can move forward into 2021 with a definite positive outlook .

I personally believe that we need to remain vigilant against this “Covid thing “ and learn from it . It is encouraging however that we now have real measures in place so as to be better equipped for such events and that possible vaccines are becoming available and that within a broad sense these vaccines have been /are being developed historically in a relatively short time frame .

So it is we should be back in 2021 with the Daimler and Lanchester Car Club being able to get out in our cars again -- en masse .

I look forward to meeting up with Club members , family and friends once again.

Some Committee members have already been at work on your behalf and have come up with some excellent ideas as to how to “ re-boot “ Club activities , the fruits of which I am certain members will appreciate.

If anyone has their own ideas /suggestions in this regard as well , please let me know . We want to make 2021 a “ catch-up “ year in lieu the “ gap year ‘ that was 2020.

During the first meeting of 2021 we will actually have to come up with an “ Events Calendar “ – what a novel experience that will be.

Again if anyone has ideas for events let one of the Committee members/ Events co-ordinator know.

I trust that members ,family and friends will be able to put together a happy Christmas and New Year period out of what has been a difficult year for all and enjoy some relaxation and confidence in the future.

The cars we enjoy, may initially bring us together . They can bring great satisfaction and fun , may even provide inspiration at times and yes they can be an absolute pain at times, but what is a constant and unwavering mainstay that holds the Club together , is its people.

This year has cemented the reality throughout our members , I am certain , that it is family and friends that are the most valued and valuable resource available to each of us individually and then as a Club .

With this in mind let us move forward in 2021 with our Clubs focus , as it always has been but perhaps even more so given the experience of 2020 , on its people.

To reinforce therefore the Clubs commitment to each other with its members , family and friends and to further seek broader and inclusive interaction as we move into 2021 with energy and purpose.

The opportunity exists now to take stock , both at a personal and Club level , as to what has occurred before and to do better going into the future .

Wishing everyone all the best for Christmas and the New Year .

Keep the Wheels moving

Russell

PRESIDENT'S RUN - MERIMBULA

This was going to be a joint affair with the Victorian club, joining together in Merimbula, but Mr Covid put a stop to that. Nevertheless the Run had 38 NSW participants which must be some sort of record. Twenty cars turned out, made up of 13 Daimlers, 2 Rolls, a Jaguar and some nondescripts.

Some members decided to take two days to get there, some two days to get home, while others did the trip in one day.

There were ten of us setting out on Thursday for Canberra, attending the National Museum to view a presentation on Captain Cook. On the way down I passed a group of 3 SPs resting in the breakdown lane, but as I was in the fast lane I couldn't stop. There couldn't have been much wrong as they all arrived at Merimbula. A bit further on we flashed past Graham McDonald's Mark 1X Jag also in the breakdown lane. It appeared there was an oil problem necessitating a tow truck back home. Not to be thwarted he brought out the trusty S Type and met us at the hotel for dinner.

Next day we picked up the Thwaites in their Century and led us down the Monaro Highway to Cooma to visit the Snowy Hydro Discovery Centre. This was a presentation of the Snowy Mountains, its rivulets and waterfalls and how the water is collected and used to generate electricity and then dispersed into the Murray and Murrumbidgee rivers. Snowy 2.0 was also shown with the previously diverted water being pumped up to a higher level and used again. There were many other items to look at including a model of the boring machines used to get through the mountains.

Then it was off to Brown Mountain with its twists and turns down to Bega and eventually Merimbula. Within a short time everyone had arrived and Jim had arranged for us to dine at the RSL Club in tables of 10. My mistake was to go to the wrong club, but this was soon rectified.

Saturday was a nice sunny day for a quick run up the coast to Tathra and morning tea. Most of us converged at the waters edge to order our coffee which only took an hour of waiting time. I'd hate to see what would happen in summer when the Victorians are allowed in – morning tea might end up being afternoon tea. Anyway it was very scenic and we weren't in a hurry.

Next stop was Bermagui for lunch, us at Fishermans' Wharf, others in the main street. No oysters in oyster heaven due to water pollution. After this it was time to move on to Cobargo on the main highway and give this fire ravaged town some money for petrol. Others may have found an antique shop or two. I had hoped that we could visit the Bega Cheese Heritage Centre, but covid had closed it and when I enquired a couple of days prior, no one seemed to know when it would re-open. Then return to base for a rest before dinner, which was shared between the two Clubs.

Sunday was another fine day for a run to Eden and the Killer Whale Museum. The lookout facing Twofold Bay gives off a beautiful vista of sparkling water, and I wondered why Cook didn't have a look. It was then a short drive around the Bay to the Seahorse Inn at Boydtown for lunch. On the return Richard Thwaites had organized for us to visit the Sapphire Coast Historical Vehicle Club which has its own premises and a couple of sheds of old cars, one being for members to repair and renovate their particular beast.

Dinner was shared among the Clubs, the Thai and the Pizza.

All good things come to an end and Monday morning saw the group break up. In fact some had left before I got up. We were to take 2 days to get home, stopping at the Mogo Zoo on the way. While this is a terrific little zoo, the temperature was high and helped by a strong westerly wind, made the visit uncomfortable. We made our final stop at Greenwell Point to visit daughter Roslyn and staying in the local motel.

This is written from my journey and doubtless others will have other stories to tell. Not mentioned in

PRESIDENT'S RUN - MERIMBULA

the above text were 6 SP owners, Stoodley, Figgis, Luongo, Thompson, Glanville and Mosse Robinson while Cole and Hunt brought other Daimlers and Norgrove in a modern. The Brenners had the only 2.5 l V8, Fletcher his 1975 two door double six, Nash and us in our Rolls's and Rowe an XJ40 while Brandes Cox Sykes, Border and president Gellett did not represent a British marque. Christian names have been omitted for reasons of time and space.

Finally there were apologies from Peter Grant, work and home maintenance, and the Robisons for a health scare.

John Hiscox.



PRESIDENT'S RUN - MERIMBULA



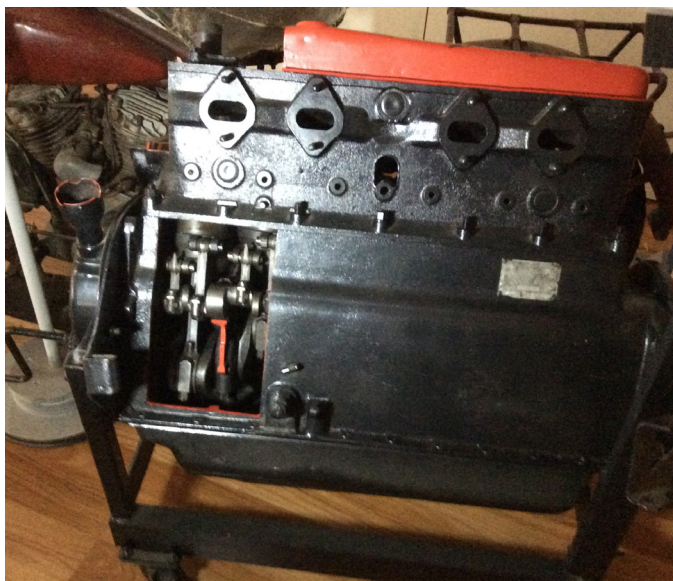
PRESIDENT'S RUN - MERIMBULA



PRESIDENT'S RUN - MERIMBULA

FALCON KNIGHT SLEEVE VALVE ENGINE

This engine powered a Falcon Knight vehicle similar to the one pictured. It was invented by Charles Yale Knight back in the early 1900s when he became irritated by the chattering noise of the engine in the car he was using at the time which was a three wheeled single cylinder Knox automobile. The chattering noise was coming from the poppet valve mechanism. He decided to do away with the poppet valves and replace them with two ported sleeves which were placed in each cylinder so that the piston moved up and down in the inside sleeve. The sleeves also moved up and down in the cylinder. They were operated by a "halftime" shaft where a camshaft would normally be located in a poppet valve engine. The sleeves were timed to allow fuel/air mixture to be drawn in to the combustion chamber, burnt and exhausted after it had done its job of turning the crankshaft by pushing the piston down on the power stroke of the four stroke principle.



PRESIDENT'S RUN - MERIMBULA



A LITTLE LIGHT HUMOUR

I don't know who
did this but I love it!



Such a special year
needed a Logo 🍷💜

Walnut Grove
Baptist Church

THIS TOO SHALL PASS
IT MIGHT PASS LIKE
A KIDNEY STONE
BUT IT'S GONNA PASS

STEPPED ON MY SCALE
THIS MORNING
AND IT SAID: PLEASE
USE SOCIAL DISTANCING,
ONE PERSON AT A TIME!



IF 2020 WAS A CAR



DOES ANYONE KNOW
WHICH PAGE OF THE
BIBLE EXPLAINS HOW TO
TURN WATER INTO WINE?
ASKING FOR A FRIEND.

HISTORIC VEHICLE SCHEME

The following has been received from Transport for NSW:

Exert from covering letter: *“As part of ongoing improvements for the Historic Vehicle Scheme, Transport for NSW has compiled a list of period options, accessories and safety items which are accepted and are compliant with conditional registration under the Scheme.*

We are also asking all car clubs in the Historic Vehicle Scheme to provide current contact details to ensure your club is receiving important updates and information. We would also like to know if your club is a member of an Approved Organization and if so, we ask that you confirm which organization to ensure the records are current.”

Eligibility for Vehicles for inclusion in the Historic Vehicle (HSV)

Transport for NSW has compiled a defined list of period options, accessories and safety items which may help motoring clubs to determine if vehicles are eligible for inclusion in the Historic Vehicle Scheme. This list is for light vehicles it does not cover motorcycles or heavy vehicles.

Important Considerations

- The items listed below are considered acceptable period options, accessories and safety items for inclusion in the scheme.
- This list will be used to determine if a vehicle is correctly registered under the scheme.
- it is recommended that motoring clubs circulate this list to their members and that they provide appropriate education and advisory services.
- Clubs may suggest other items which they believe should be included in the list; additions will occur after consultation and shall be confirmed by Transport for NSW in writing”
- The final decision as to whether an item is added to the list will be exclusively determined by Transport for NSW.
- Clubs must provide evidence of the item being available in the period/s as nominated.

Technical Considerations

Period accessories and options relative to a vehicle's age or build date are considered to be within 2-3 years ('defined period') of the build date of the vehicle. Note. There may be exceptions to this rule and clubs are invited to seek clarification where appropriate by emailing industryengagement@rms.nsw.gov.au The installation of an item must not affect compliance with applicable vehicle standards.

Period Options

- Tuning kits offered by a manufacturer or dealer and fitted by a manufacturer or dealer
- Vehicles built before July 1975 or not built to ADR 27A)
- Tuning kits offered by a manufacturer or dealer and fitted by the vehicle owner (for vehicles built before July 1976 or not built to ADR 27A)
- Wheels of period type conforming to VSI09 (Original Equipment Manufacturer (OEM)
- diameter and tyre profile for vehicles pre-1970). Both the wheels and tyres must have been available in the defined period (as stated in the technical consideration above)
- Exhaust kits (for example, a Lukey muffler)
- Lowering kits - maximum 25mm or 1 inch only permitted
- Bonnet scoops
- Sump guards
- Air conditioning (including an under-dash system if not offered as an integrated system)

HISTORIC VEHICLE SCHEME

- Water injection (for example, a Kleinig system)
- Floor change conversions - OEM or aftermarket
- Overdrive on gearbox - including a Laycock system or similar
- Wire wheel conversion - whether optional or not
- Disc brake conversions from later year of same make/model (Note: must be complete system including wheels and tyres)
- Disc brake conversions from later model of same make (Note: must be complete system including wheels and tyres)
- Optional engine fitment (Note: must be complete package including brakes, transmission, axles, wheels, tyres and other required items)
- Optional Transmission change - including automatic to manual or manual to automatic conversion within manufacturer's optional equipment.
- Half cage/single hoop roll bars in an open sports car - CAMS or VSB14 - not allowed in sedans or Fixed Head Coupes (FHC)
- Sun roof - OEM fitted
- Sun roof replicating OEM (must have an accompanying VSCCS compliance certificate)
- Webasio-type roof conversion - OEM fitted.

Period Accessories

Note: Accessories must be able to be removed and the vehicle returned to its original ("as built") condition.

- Radio
- Tape player - 8 track or cassette (not CD) - unless OEM fitted
- Mud flaps
- Wheel trims and hubcaps
- Rear window blinds that do not obstruct vision (for example, louvers are acceptable)
- Mirrors - internal or external
- Dash mounted fans (check regulations for applicability)
- Additional instrumentation - dash mounted
- Side window blinds
- Mesh headlamp covers
- Luggage racks (roof or boot)
- Halda Speedpilot or TripMaster (or similar)
- Map lamps and other internal reading lamps
- Driving and fog lamps - including mounts
- Badge bars
- Bonnet mascots
- Additional chrome strips
- Additional reflectors - including scotch tape or otherwise
- Demisters - including hot air or electric bar type
- Heater - hot water type

HISTORIC VEHICLE SCHEME

- Windscreen washers
- Bug deflectors
- Sun visors - internal or external
- Radiator/grille and insect screens
- Water bag carriers and water bag
- Period metal fuel cans and wooden tool boxes on running boards
- Additional spare wheel racks - roof or boot, running board or rear mounted racks
- Additional horns (for example, Klaxons). Note: Must not alternate sound like an emergency vehicle. Must not be siren whistle or bell.
- Reversing lamp/s
- Additional stop lamps
- Tow bar
- Wheel spats
- Wheel dress trims and rings
- Hubcaps
- White wall tyres
- Hardtop for convertibles OEM or aftermarket.
- Pin striping consistent with the period style at vehicle build date
- Auxiliary Lighting - forward facing
- Badge Bars
- Weather shields
- Sun visors.

Safety Items

Note: seat belts and CRA are not mandatory if the vehicle was not fitted with seat belts or CRA as an OEM fitment. However, they are strongly recommended for all vehicles where installation is possible.

- Seat belts - must be road approved (including, for example lap, lap sash and harness varieties). The belts must comply with Schedule 2 of the Road Transport (Vehicle Registration) Regulations 2017.
- Vehicles built to comply with Australian Design Rules (ADR) 4 and 5 must continue to comply.
- If a vehicle does not have seat belt mounts and seat belts are installed, they must be signed off by a suitably qualified Engineer.
- Child Restraint Anchorages (CRA)- a vehicle must comply with ADR 4 and 5.
- Direction indicators - can be white or amber (amber is preferred). The style must be in keeping with the defined period of the vehicle. Brake lamps flashing red for direction indicators are not acceptable. The replacement of semaphore type indicators is permitted.
- Left-Hand Drive (LHD) sourced vehicles must have Right-Hand Drive (RHD) headlamps.
- Toughened glass windscreens must have a safety zone immediately in front of the driver.
- Imported vehicles may retain OEM belts. However, if the belts are fitted after importation, they must comply with Schedule 2 of the Road Transport (Vehicle Registration) Regulations 2017.

CONQUEST CENTURY FOR SALE

1955 Daimler Conquest Century

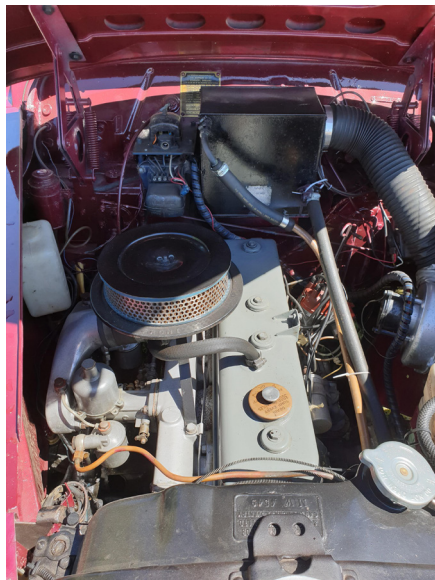
On club rego runs smooth, needs steering attended to as it oversteers badly. Could be partly due to front suspension being too low. I don't have the equipment to raise the torsion bars.

Interior is good however seats have been recovered at some time with velour, but very comfortable.

Asking \$8000 \$7,500 or near offer.

Located Theresa Park near Camden.

Call Graham Dickie. 0412001615.



DLOCCA CHRISTMAS EVENT

DLOCCA Christmas Party

Sunday 13th December

This year our Christmas Party will be held at The Cole's.

Starting from Noon at 95 Calabash Road, Arcadia.

For those who haven't been to "The End" you keep going following the phone lines and you will come to the Gate of No. 95.

Many thanks to those who have already responded but its not too late.

Call Chris on 0412686456 or e mail chriscole49@gmail.com and let us know you are attending.

We bring a plate to share and you can organise that with Chris. The club provides the meats for the day.

Please BYO drinks, chairs and tables although we do have some here. Also BYO plates, cutlery and glassware.

Don't forget a donation for our hamper to raffle and a gift for the Kris Kringle to share. One gift per person.

Looking forward to seeing everyone on the day



FOR SALE

2.5 V8 motor and 2 spare heads located at Jagara Spares. So if you are looking for any of these give Geoff Sara a call 02 9531 8155.

SUBSCRIPTION NOTICE

Subscriptions for 2021 are now due and for those on Historic plates should be paid by 31st December 2020. We would like all others to be paid by the end of January. The preferred method of payment is by direct deposit to;

Daimler and Lanchester Owners Car Club of Australia Inc.
BSB 032 090 (Westpac)
Account No. 297499

and include your name or member number.

Otherwise a cheque to me at 74 Rose Ave, Wheeler Heights, 2097 or Alan Hunt at P.O.Box 31, Round Corner, 2158.

The amount is \$50 single, plus \$5 for each associate.

As you know the National Rally to Hahndorf was postponed due to covid, but it is now rescheduled for 25/30 March next year. With the re-opening of borders we are confident this will go ahead.

The Lanchester Leda project was put on hold, also due to covid but we hope to get back to it in the new year

Last year I asked for information to complete our database of members' cars. I received about a 50% response, but if you did not reply can you email me advising model, year, and whether it is running or otherwise, at de27@bigpond.com

John Hiscox



Coin shortage is from people wishing 2020 was over



WANTED - PARTS FOR MY DJ250

Where can I source front and rear screen rubbers from? Mine are ones without brightwork.

Not so urgent - 5" driving lights (inboard of headlights) complete assemblies and 1 front overrider - doesn't need to be perfect (so it can match the other one).

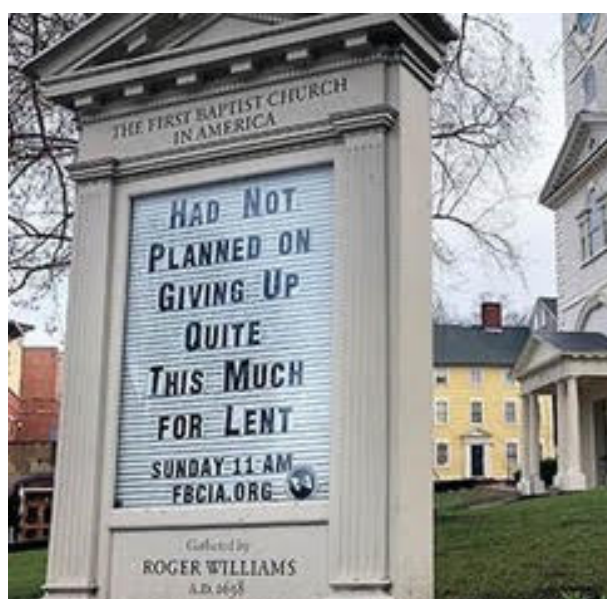
I was also interested in a gearbox but first I'll investigate getting the bands relined.

Attachment is to remind you of the car.

Dave Ward,

Birdwood

Please contact Howard Parslow if you can help and he can pass on to Dave



1949 DAIMLER DB 18 CONSORT RESURRECTION

1949 DAIMLER DB 18 CONSORT RESURRECTION PART 58

Body Reassembly Part 9

My decision to fit the radiator has led to the need to fit the panels on the front of the vehicle. . I have started to work on the drivers side which involves four separate panels – the front mudguard, the top engine side panel, the bottom side panel, and the radiator side panel. There is also a small plate (with a strip of webbing) which attaches to the side of the front bulkhead, which supports the rear of the top panel.

Although I painted both the top panel and the mudguard some time ago, the paint surface had not been finished – it required both flattening the surface of the paint, and buffing. Both tasks are very time consuming, particularly with multi curved panels. Flattening removes paint imperfections like orange peel, and I start with 2000 followed by 3000 then 5000. The front mudguard with its shape must be rubbed back with extreme care to avoid rubbing through the paint on the curved edges. Buffing must be done by hand for the same reason.

Assembling the panels on the front of the vehicle involves a lot more than just bolting them on. Alignment is the big issue. When properly fitted, not only should all the bolt holes align, but the gaps between the body and the top side panel should be even.

I still have not got the alignment correct. The alignment is affected by both the height of the front of the body and the radiator support. It is a work in progress.

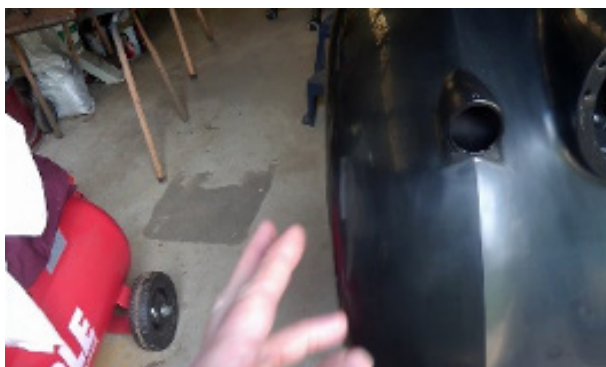
Related Youtube video –

[1949 Daimler DB 18 Consort Resurrection Part 58](#)

Denis Leys



1949 DAIMLER DB 18 CONSORT RESURRECTION



TOOLS FOR SALE

John Steel has asked me to help him sell tools that are surplus to his requirements. As you might imagine, these are good quality tools, and include a large number of Whitworth spanners & sockets. These are hard to find, even second hand.

Our preference is to sell the large toolbox as one lot, mixing & matching from the rest if required. It has a good range of Whitworth/SAE/Metric tools, rules, etc and would be an ideal kit for an owner with very few tools. Other items include a socket set (SAE/Metric/Whitworth), a Sykes-Pickavant ball joint extractor, 3 petrol tins, a set of imperial drills on stand, a punch stand with punches, a drawer of assorted tools, etc.

We have no fixed ideas on price – but won't be giving them away. They are being offered to DLOC members first, before being sold on the open market. They are all at my home (Kenthurst) and you can email or call me for more detail or to arrange a visit.

Buy somebody you love (including yourself) a Christmas present!

John Hurst,

jbhurst@bigpond.net.au

0418-467-226



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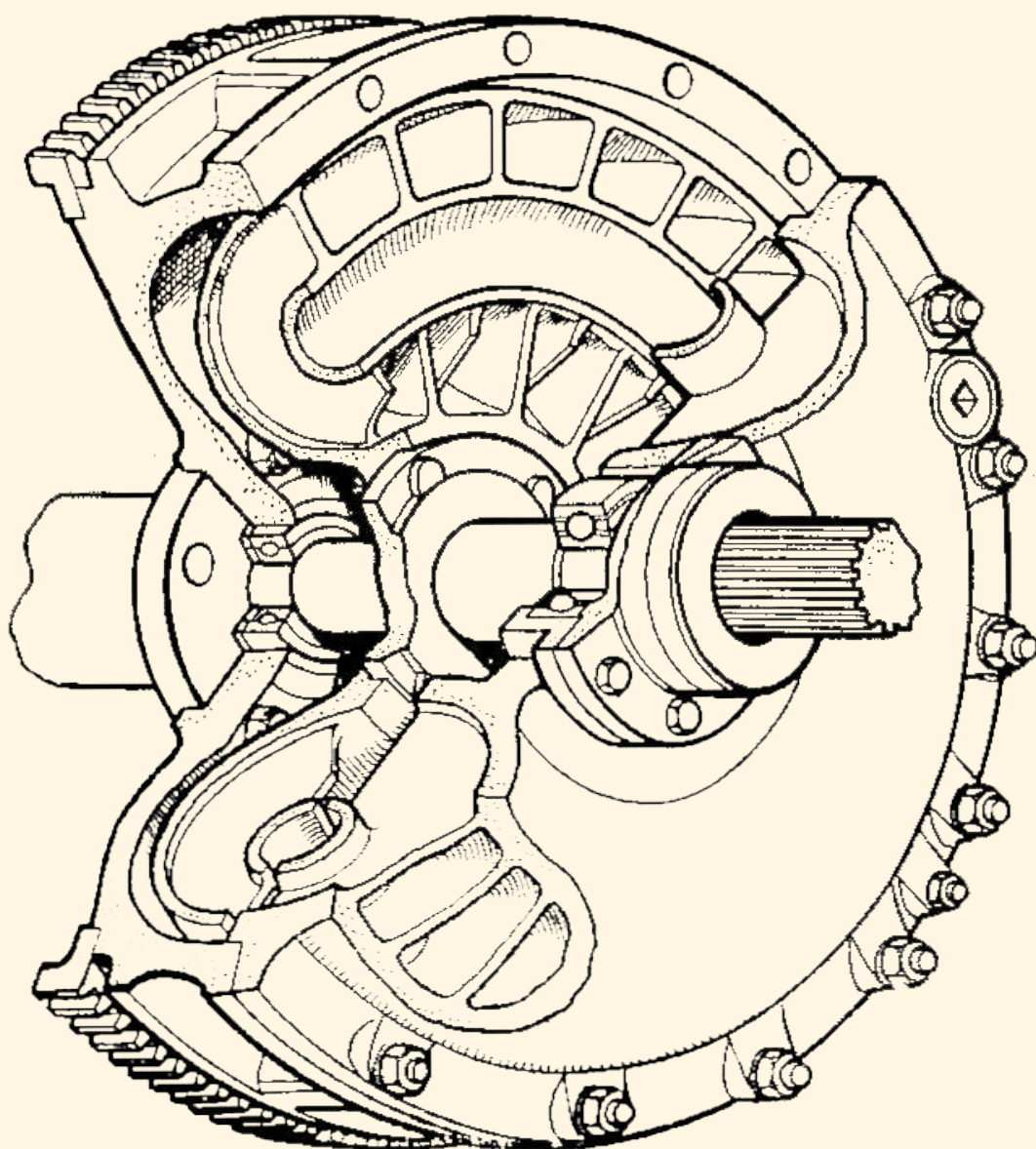
35 Rooks Road Mitcham, Victoria 3132 Australia



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



Please address all correspondence to:

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

www.dlocaustralia.org