

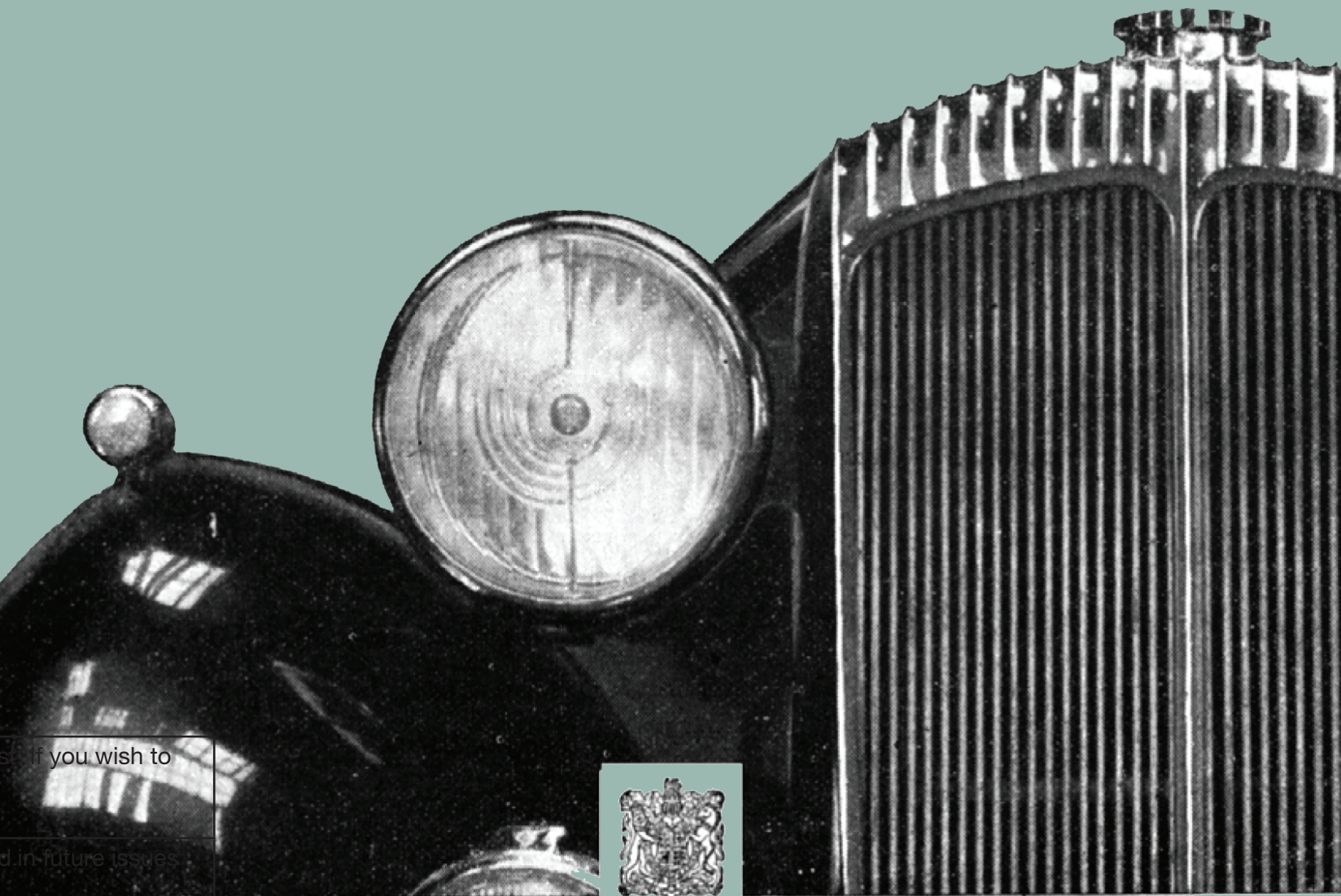
Daimler

&

Lanchester

FEBRUARY 2023

FLUID DRIVING



...if you wish to

...in future issues



BY APPOINTMENT

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

OFFICE BEARERS

President	Peter Grant	0414 702 239	peter@schwartz.com.au
Vice President	Victor Nash	0416241147	to victornash@gmail.com
Secretary	Russell Turner	0419 980030	rturner.architecture@gmail.com
Treasurer	Alan Hunt	02 96512961 0438290639	hunts@optushome.com.au
Events Co-ordinator	Ray Palmer	0409 465 446	rpalmer.teacher@bigpond.com
Editor	Jim Gullett	02 9543 2079 0419 796 371	jimgullett@gmail.com
Historian	Chrstine Cole	02 9655-1111	chriscole49@gmail.com
Committee Members	Peter Lalchere Linden Braye Ray Palmer Victor Nash	0417 214 697 9550 5496 0409 465 446 0416241147	peterlalchere@gmail.com findlinden@hotmail.com rpalmer.teacher@bigpond.com to victornash@gmail.com
Conditional Plates Registrar	Russell Turner	0419 980030	rturner.architecture@gmail.com
Librarian	Jim Gullett	02 9543 2079 0419 796 371	jimgullett@gmail.com
Membership	John Hiscox	02 9984 1169	de27@bigpond.com
Regalia	Ray Palmer	0409 465 446	rpalmer.teacher@bigpond.com
Publicity Officer	Dulcie Keesing	02 9759 2812 (H)	wkeesing123@optusnet.com.au
SP250 Convener	Tony Luongo	0438 438172	TonyL63@outlook.com

OUR NEXT MEETING

7:30PM MONDAY, 6TH MARCH, 2023 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 & Other Pre-War	Robert Brandes	0427 274 004 (mob)
Lanchester (to 1931)	Tony Falstein	0402533131 (mob)
Sleeve Valve	Michael Barnes	0417405766 (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	02 4739 3301 (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 (H)

SUPPORT OUR VENUE

RYDE EASTWOOD LEAGUES CLUB - RYDALE ROAD WEST RYDE MEETINGS HELD ON THE FIRST MONDAY OF EACH MONTH

Ryde Eastwood Leagues Club provide 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 visiting the Leagues Club and providing patronage to the club as a reciprocal thank you for their generosity.



PRESIDENT'S REPORT

PRESIDENT'S REPORT

I have always said that the first quarter of the calendar year seems to go faster than any other time. Whether it is the pleasure of the warmer weather, then the tedious Sydney humidity receding towards Easter, but that change in the weather is always a welcome one and makes me more likely to get out in the Daimler and enjoy the beautiful Sydney days we seem to get after the worst of the summer heat is behind us.

Our AGM is traditionally held in March every year and I urge everyone reading this to consider helping the Club and joining the team as a member of the committee or putting their name forward for an office bearer's position. The Club will only move forward when the members are happy with activities and events and are keen to attend, and we need you to let us know what you would like to see happening. The Victorian Club recently sent out a survey to all of its members asking them questions on events and runs and what they would prefer: I will ask if we could have a commentary on the result of that survey, it would be interesting as there seems to be a widespread diminution in the numbers of members attending club events in many car clubs: perhaps the Victorian survey will help us too.

Ray is planning some interesting runs for us, with a mix of both car based and also informational and historical: something for everyone so please do make space in the diary for these if you can.

See you at the AGM!!!!

Peter Grant

COMING EVENTS

March 2023 Monday 6	DLOC Meeting - To be held at Ryde Eastwood Leagues Club, commencing at 7:30pm. PLEASE NOTE THIS IS OUR AGM MEETING. COME AND GET INVOLVED. We look forward to seeing everyone attend.
March 2023 Sunday 12	Norman Lindsay's Home. If we have eight or more then we can have a place to park together and I would have to book the café. We have the possibility of seeing the club car in the afternoon on the way home. If we go ahead then I will meet members at Maccas on the M4 Caltex Service Station at 9AM. We can Leave at 10.15 and drive in convoy. All will be confirmed at the March meeting.
March 2023 TBA	SP250 Event - Refer to the SP250 report for more details
March 2023 Saturday 11	Motofest 2023 - 10AM – 2.00PM Myall Park Sports Oval, Yamba St., Hawks Nest On Show: A huge display of Veteran, Vintage and Classic Cars and Motorcycles. More details in this issue.

COMING EVENTS

<p>May 2023 Sunday 7</p>	<p>Victorian Daimler & Lanchester Owners Car Club Annual Display Day: Como Landing, South Yarra. If anyone is interested in attending, even flying down for the day please consider this event and let Peter Grant know to alert the Victorian organisers to expect you and treat you like Royalty! A wonderful opportunity to see an excellent gathering of Daimlers and their owners making the most of their annual opportunity to showcase their cars to the general public and it is always a great social event.</p>
<p>April/May 2023 Thursday 13 to Monday 1st</p>	<p>Circumnavigate Tasmania - I have block booked accommodation and the ferry for this event and there are still a couple of spaces to be filled.</p> <p>You do not need to bring your Daimler, just a vehicle. If you would like to see the itinerary showing places and events, please contact me. Or you can fly and rent a car as one couple is doing.</p> <p>John Hiscox 0438 225 884 de27@bigpond.com</p>

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
RESORT **SIESTA**TM

416 - 422 Wagga Road, Albury, NSW 2641
P. + 612 6025 4555 | F. + 612 6040 1664 |
www.siesta.com.au

SP250 EXHAUST NOTES NSW

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

SP Run to Wangi Wangi

We met at the usual commencement spot, Ourimbah Rest Area with 3 other SP's and two daily drives for an enjoyable back road drive to our planned destination, Vita Café Wangi Wangi.

On arrival, Greg and Kate had secured a beautiful shaded area and had organised tables and chairs for all. Parking was near by and our picnic area had a lovely view of the Lake.

An excellent destination chosen by Anne and Camron, The Vita Café is a fantastic patisserie with the best tasting hand crafted French pastries outside of France, really nice coffee and freshly squeezed juice as well.

An enjoyable, relaxing morning tea with lots of catch-ups and general chats.

A big thank you to Anne and Camron for organising this run. Well Done!

Future Runs

Although no official run has been organised for March as yet, there have been suggestions of either a run to Ebenezer (tractor 828) or a trip to Wallacia/ Warragamba Dam or a run to Wollombi and Hunter winery area? If anyone would like to organise a run for March or for the next three months could you please advise Dallas Stoodley on 0404827099 or stoodleyfamily@yahoo.com.au

Dallas has kindly volunteered to fill-in for Rosie and myself as we will be traveling throughout Europe during this time.

September 1st -3rd – Cootamundra Sprints. Accommodation filling fast. If you wish to attend, I suggest you organise your accommodation.

November 3rd – November 6th . National SP Rally Orange NSW.

National Rally;

The SP National Rally date has been set. Friday November 3 rd to Monday November 6 th 2023. Our destination is Orange and surrounding areas. Detailed information and itinerary will be posted in due course.

Accommodation has been organised at the Central Caleula Motor Lodge with a special rate, \$175.00/night.

It is your responsibility to book your accommodation and preferably by phone to Joanne Ryan (Reservations Manager) on (02)63627699.

However, you are able to book on line. The address is reservations@centralcaleula.com.au please clearly state that you are part of the SP Rally.

You must ensure you state that you are part of the SP Rally to obtain this special rate. This rate will only apply with bookings made directly with the motel and not through a third party.

Once you have booked your accommodation, could you please advise me on TonyL63@outlook.com. A registration form will be required to be completed and a registration fee of \$150/head to be paid. If you do not have a copy of the registration form, please advise and one will be emailed to you.

Happy driving
Tony Luongo



ANNUAL GENERAL MEETING NOTICE

THE ANNUAL GENERAL MEETING WILL BE HELD AT STRATHFIELD GOLF CLUB ON MONDAY MARCH 6TH 2021 AT 8:00PM. ALL POSITIONS ARE DECLARED VACANT AND YOU ARE URGED TO ATTEND THIS MEETING AND VOTE/NOMINATE FOR THE POSITIONS AVAILABLE AND HEAR FROM THE CLUB ON OUR YEAR JUST ENDED. PLEASE READ THE MINUTES OF THE LAST AGM (INCLUDED IN THIS EDITION, STARTING NEXT PAGE).

MINUTES OF MARCH 2022 AGM

MINUTES OF THE ANNUAL GENERAL MEETING OF THE DAIMLER AND LANCHESTER OWNERS' CAR CLUB OF AUSTRALIA INC. HELD AT STRATHFIELD GOLF CLUB - 52 WEEROONA ROAD STRATHFIELD THURSDAY 10 MARCH 2022

The Meeting Opened at 7.35 p.m. Jim Gellett in The Chair.

APOLOGIES:

John Hiscox, Russell and Jenny Turner, Carolyn Birch.

Jim then invited Peter Grant to take the Chair.

MINUTES

The Minutes of the previous Annual General Meeting, having been published in the Journal, were taken as read. Moved: Warren Cole

Seconded: Jim Gellett: "That they be taken as a true and correct record." CARRIED.

FINANCIAL REPORT:

The Financial Examination of the Financial Books and Records had been completed and Alan Hunt reported that John Hiscox 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. The financial report as audited will be published in the Club Magazine.

Alan presented a verbal report of the financial affairs of the Club to the 31st December 2021. The cash reserves of the Club were slightly higher than last year, up by about \$1100.00 but this is reflective of prompt renewals and limited Club events during the year due to the Pandemic.

Alan expressed his thanks to John Hiscox for his assistance and thorough and questioning examination of the club's books and records. There was a recorded surplus of \$2974.00 after depreciation.

The Lanchester Leda is valued at \$7,500.00 and there are healthy payments made in respect of the National Rally.

Moved: Alan Hunt Seconded: Jim Gellett: "That the financial report be accepted as true and correct" Carried.

SECRETARY'S ANNUAL REPORT:

Despite recent ill health Russell Turner sent in a report for the year and Jim read the report out to the members present. Russell is looking forward to the year to come, with a return to regular Club Runs and Meetings. Russell asked members to give feedback to the new committee on what Club events they would like to see and runs planned to best ensure good attendances and interest.

PRESIDENT'S REPORT:

Jim wished to express his thanks for the opportunity and privilege of being President of the Club for a number of years and indicated that it was time for him to hand over the baton to someone new.

He briefly discussed the forthcoming Wagga Rally and expressed his confidence that it would be a

MINUTES OF MARCH 2022 AGM

wonderful get together for the Club members attending.

COMMITTEE MEMBERS

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

PRESIDENT: Peter Grant, proposed by Jim Gellett and seconded by Victor Nash. The nomination was accepted. There being no other accepted nomination, either written or from the floor, Peter Grant duly elected.

VICE PRES: Warren Cole, proposed by Peter Grant and seconded by Jim Gellett indicated that he would accept the nomination. There being no other nominations Warren Cole was elected Vice President.

SECRETARY: Russell Turner, proposed by Warren Cole and seconded by Jim Gellett. Nomination accepted. There being no other nominations, Russell Turner was duly elected Secretary.

TREASURER: Alan Hunt, proposed by Peter Grant and seconded by Jim Gellett. There being no other nominations, Alan Hunt duly elected.

COMMITTEE: Nominations were made as follows:

Victor Nash nominated by Peter Grant, seconded by Christine Cole.

Ray Palmer nominated by Peter Grant seconded by Jim Gellett.

Peter Lalchere nominated by Warren Cole, seconded by Jim Gellett.

Linden Braye nominated by Alan Hunt, seconded by Jim Gellett.

As there were no other nominations, Victor Nash and Ray Palmer were duly elected as members of the Committee and, pending their acceptance of the nomination, Peter Lalchere and Linden Braye also.

Peter Grant as newly re-elected President, gave his warmest thanks to Jim Gellett for his invaluable service to the Club during his term as President and to the outgoing committee; and expressed his hope that the next twelve months would be a time of reinvigoration and expansion of the club and was very much looking forward to working with the committee to achieve those goals.

APPOINTEES:

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

EVENTS COORDINATOR: Ray Palmer

EDITOR: Jim Gellett.

HISTORIAN: Christine Cole

PUBLICITY: Dulcie Keesing.

REGALIA: Ray Palmer

AUDITOR: Alan Hunt wished to note his thanks to John Hiscox for his valuable work to date and asked that he continue in the role. John was duly appointed Auditor.

MINUTES OF MARCH 2022 AGM

CLUB PLATES: Warren Cole was appointed to continue in this position.

LIBRARIAN: Jim Gellett.

REGISTRARS: Victor Nash noted his hope that the registrars would be more involved with their flock, to help organise the register to attend a picnic day and technical day all in an attempt to help get members more involved and interested in runs and events.

The Registrars remain the same as for the previous year except that the committee will ask John Hiscox to assist John Steel with the V8 saloon register.

CMC DELEGATE/ Peter Lalchere was appointed as CMC

ALL BRITISH: Delegate and also as Delegate to the All British Day Board.

SP 250 CONVENOR: Alan Hunt asked that it be noted that Pat Ferrier has taken up the task of SP 250 Convenor, assisted by Tony Luongo.

GENERAL BUSINESS

Nil.

Peter Grant thanked all those present for attending the Club AGM and there being no further business, the meeting closed at 8.26p.m.

VALE - PATRICK BRINCAT

Fred Kiebach reports that another member has passed away in this last week. His name is Patrick Brincat. Fred said Patrick didn't come to many, if any, events so wasn't well known, He was a 250 V8 owner. The funeral is this Friday 10th February.

I didn't know Patrick but my sympathy is extended to his family and friends on their very sad loss.

RIP Patrick.

Bill Bowker

UK'S RAREST CARS - 1962 DAIMLER MAJESTIC MAJOR

Article reprinted from The Telegraph - 3rd February 2023 - By Andrew B Roberts

The Majestic Major is the last independently-designed vehicle from Daimler and one of the finest sports saloons of its generation. In repose, it looks solidly formidable, however the owner knew it was easily capable of outperforming many a sports car. Yet today Anthony Steffell's 1962 example is one of only 12 believed to remain on the road.

Daimler unveiled the Majestic Major at the 1959 London Motor Show as a last-minute surprise. The six-seater body was mounted on a separate chassis, while the interior boasted seats upholstered in the finest Vaumol hide, exemplifying "Gracious motoring in a modern manner".

The price was £2,995 – more than twice as much as a Wolseley 6/99. Production commenced in November 1960, with Daimler introducing the DR450 limousine version in 1961.

At first glance, the Majestic Major seemed anachronistic – a car that hailed from a bygone age that had vanished by the time of the Suez Crisis, with lines that dated back to 1950. But it had excellent weight distribution, a 123mph top speed and a 4,561cc V8 engine created by the company's managing director Edward Turner. The official output was 220bhp, but Marcus Jones of the Daimler & Lanchester Owners' Club thinks it is more powerful. "This figure was actually the limit of the dynamometer dial at the Radford [Coventry] factory," he says.

Daimler intended the Majestic Major as its response to "The Motorway Age". Motor Sport described it as "dignity personified, yet possesses qualities of handling, ride, braking, acceleration and top speed that are as outstanding as they are unexpected". An equally impressed Autocar thought the Daimler in a category of its own and "no embarrassment to a woman driver in the city" when specified with power steering,

On paper, the Jaguar MkX appeared to be a viable alternative – and it was considerably cheaper. But it was almost defiantly louche, while the Daimler was at home gracefully overtaking Austin-Healey Sprites on the (still un-speed limited) M1 motorway. Ironically, the MkX was an in-house rival to the Majestic Major, as on 26 May 1960 Jaguar acquired 64-year-old Daimler for £3.4 million.

This paper reported that Jaguar's MD, Sir William Lyons, had no intention of ending Daimler manufacture, while its factory at Browns Lane in Coventry experimented with a Majestic Major-powered MkX. Jaguar further contemplated raising the engine's capacity to 5.0 litres for a Daimler-badged version, but never realised these plans. One possible reason was that the Majestic Major's prowess embarrassed Jaguar's management; the 4.5-litre MkX prototype achieved 135mph, more than 10mph faster than the standard six-cylinder model.

Production ended in 1968 after 2,041 examples, marking the end of an era for Daimler. The MkX-based DS420 replaced the DR450, but no heir to the Majestic Major existed until 1972. Even then, although the XJ12-derived Sovereign Double Six Vanden Plas was undoubtedly a fine machine, marque aficionados were known to mutter: "It is still not a real Daimler."

Over the past five decades, rust and even bouts of banger racing have decimated the Majestic Major's ranks. The club's Jones says: "There are no exact survival figures. My estimates, corroborated with other sources, indicate that, at best, there are about 85 cars left worldwide, with the majority of those in the UK. While 58 cars are recorded as licensed here, I estimate that no more than a dozen are in regular use."

UK'S RAREST CARS - 1962 DAIMLER MAJESTIC MAJOR

Steffell bought his Majestic Major in 1999 and says: "The Turner V8 is a fine free-revving engine which beckons to be driven faster and can still show a clean pair of heels to some modern production cars if required. The Daimler simply flies down motorways given a chance and is a thrill to drive in the old-fashioned way."

A few members of the public recognise this as a Majestic Major, but Steffell often finds it is mistaken for a Bentley or even a Rover. But this is the last of the pre-Jaguar Daimlers – a vehicle that is as formidable as it is entertaining. Bill Boddy, the editor of Motor Sport, believed it was "a car that proves that democracy will never work, for it noticeably impresses the proletariat".

And a Majestic Major was perfect for travelling in effortless style – most likely scattering Ford Consuls in its wake.'



DAIMLER CONSORT BULLETIN

Daimler Service Bulletin February 1951

Daimler 2.5 litre Consort

The construction of the Consort Saloon body is based on a new method, whereby we employ a number of aluminium die castings – such items as centre door pillar, rear wheel arch assembly and front screen rail. Unfortunately, in the early production of this body, action was not taken to treat these aluminium castings to prevent corrosion. All castings, before assembly, are now painted in Pinchin & Johnson Pre-Clad Metal Primer (Etching) to prevent corrosion.

On castings that have not been treated, it will be noticed that white powder forms, particularly at panel turn-overs, such as on front and rear door shuts. This condition can be handled by scraping down the

affected parts, brushing with a wire brush and then priming with Pinchin & Johnson Pre-Clad Metal Primer. We have handled quite a number of cars in this manner with satisfactory results.

Technical forum

by Colin Bromfield

(The Driving Member, Volume 8, No 3, September 1971, p53)

Dear Sir,

My father has bought a Daimler Consort and there are a number of items requiring attention. I am totally unfamiliar with the Consort and would appreciate a little guidance before I start:

1. King-pins and bushes, what parts will I need?
2. Centre steering idler – does one just fit a bush and ream?
3. Rear brakes though not worn have been got at by oil. Where is the seal and what has to come off?
4. Should the rear spring shackles be free to float on the brass bush? They do.

Yours sincerely,

Ian Venables

1. King pins

It is a fairly conventional layout consisting of straight pin and two split bushes in the stub axle which have to be reamed ($\frac{3}{4}$ " I think). The thrust is taken on two steel buttons, one in the bottom of the K.P. the other in a screwed plug in the bottom of the stub.

Removal and fitting are straight forward but I cover the special points.

The bottom plug in the stub axle is locked by a grub screw from the inside. The

K.P. is secured by a cotter in the pedestal and a good 4 lb. hammer should knock

the K.P. out. When refitting, there are shims under the steel button in the plug and when tightened there should be a clearance of .002"–.005" between the stub and the pedestal. All parts that you will need are: king-pins, bushes, cotters, and new corks.

2. Centre steering idler

You cannot take the pin out with the engine in position, but the rock can be improved by shimming the up and down movement.

3. Rear hub oil seal

This is in the hub itself at the back, proceed as follows; remove brake down, extract the half shaft using the two screws, this comes out easily leaving the hub in position.

To remove the hub undo the large nut after first taking out the locking ring and marking the nut, L.H. thread N.S., R.H. thread O.S. The hub can then be pulled off and the seal is in the back.

4. Spring shackles

The answer to this is a plain "NO". The bushes are threaded and work on the screwed pin, the threads acting as lateral location, I suggest that new pins and bushes are called for.

2024 NATIONAL RALLY

Dear Members,

After all the disruption of covid that has been caused to our lives, it is comforting to see that, after the 2022 National Rally in Wagga broke the drought, normality has been resumed and the Victorian DLOC has announced that it will be hosting the next National Rally in Swan Hill, tentatively set for 15 – 19 March 2024.

As the travel will involve approximately 875 km, or 544 miles we would plan to make the journey there and back over at least one overnight stop each way, for example perhaps Wagga on the way out, and Cootamundra on the way back.

Anyone who might be interested in coming along should please let me know, either by email or phone, so I can then let the Victorian Club President know possible numbers to assist the organisers with finding suitable accommodation, dining venues and activities.

Hoping that we will field a record number of attendees from our Club to support this very important event and make new Daimler friends and rekindle old friendships with those we have come to know on the National Rallies and joint runs in the past.

Peter Grant

Email: peter.grant@schwartz

M: 0414 702 239



MARCH EVENTS AND SOCIAL REPORT

Well at the last minute I cancelled the breakfast run as the response was poor however I suggested members attend All German day which I highly recommended. I ended up not going to the All German Day but it is a very good display with five German Clubs in attendance along with owners of peculiar small German three wheeler cars and Borgwards and alike. Robert went along so I have asked him to report on it.

Last week I attended a very good Alvis run which started at the Leppington Farm Café and was a visit to the new Nancy Bird Walton International Sydney Airport. Some 1,200 acres and enormous infrastructure is the order of the day and it is on track. As you probably know it will be 24 hour and most freight will divert from Mascot to Badgery's Creek. I'm told the equivalent of 90,000 Olympic pool quantity of dirt has been removed so far. I didn't catch where this dirt is going!

Now March brings us the Sp run and the All British Day Hawk's Nest both of which are very good days. See the accompanying notes in this issue.

MARCH EVENT

Now I propose a run to Springwood on the second Sunday of March. This would be a visit to Norman Lindsay's Home. I would like a show of hands or ring me if you would like to come. If we have eight or more then we can have a place to park together and I would have to book the café. Alternatively I will confirm at the meeting whether to then drive to the RSL club at Katoomba which have a modern updated Bistro.

Then there is the possibility of seeing the club car in the afternoon on the way home. If we go ahead then I will meet members at Maccas on the M4 Caltex Service Station at 9AM. We can Leave at 10.15 and drive in convoy. All will be confirmed at the March meeting.

OTHER NEWS

I'm a little closer to organising a special event/tour of an iconic sandstone Building and also visiting the St. James railway tunnels. Please come along once in the calendar. I have decided to organise a joint run with the Alvis Club and it will be a Mystery Run! Watch this space.....

My DE is back awaiting my visit to RMS. They knocked me back because the mechanic had changed one number on the date and written over it! I hope to register it in a week or so. I currently have the Indian 16 plate battery on charge and this battery is heavier than the similar Century batteries. Battery World told me it is made like the tar topped batteries were forty years ago and if charged and maintained will probably last 20 years. I polished all the wood cappings in my 1954 Mercedes and the Daimler and proceeded to spray penetrating oil around windows, hinges and anywhere where water might be trapped after washing.

I will invite a professional car photographer to a meeting should members like to see his work and hear him speak about his work with classics. He was sent to me by the Mercedes Benz Club to photograph my Mercedes 300b for their magazine and has an amazing array of gear and equipment.

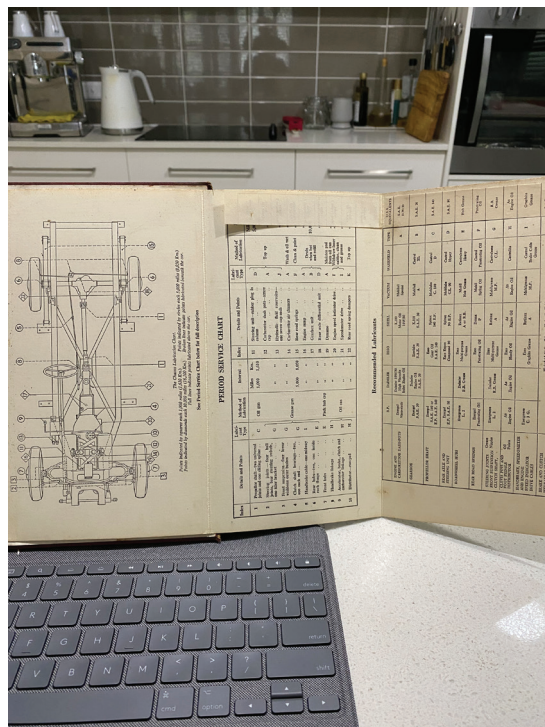
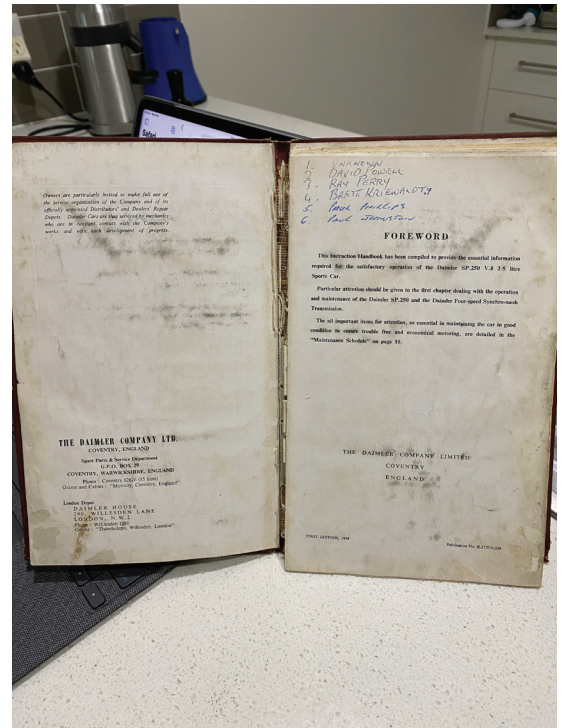
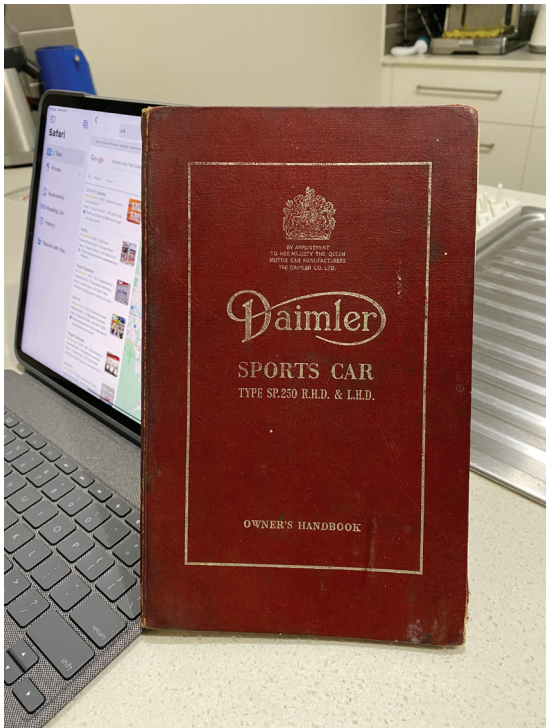
Also; opposite Crowhurst Auto Electrical where my Pullman currently resides is a trade supplier of high quality cleaning products including penetrating oil/black enamel rust spray paint aerosol and many interior and exterior items for car detailing. I can provide details. I have used the penetrating oil and found it very useful.

Ray Palmer Social and Events Director

SP250 OWNER'S MANUAL FOR SALE

I have the below book for sale. Here are some photos of the book. Not sure how much but i guess around \$70 would be good. With free postage in Aust. It turned up in my steel trunk as a result of down sizing.

Brett Kriewaldt. - 0416199332



Historic and classic
vehicle log book and
club runs

transport.nsw.gov.au

Fact sheet

December 2022

Why do I need a log book?

A log book allows you to use vehicles registered under the Historic and Classic Vehicle Schemes for up to 60 days per year for maintenance and personal use (general use), outside of club-organised events.

Each day of general use must be recorded in the log book.

Who must fill in the log book?

A person responsible for the vehicle can fill in the log book. Only one log book entry is required per day, even if there are multiple drivers.

The daily entry expires at midnight on the day of the log book entry.

The person making the entry in the log book must write their full name and signature each time.

What if I get a log book part way through the existing registration year?

Days of general use are calculated pro rata based on remaining registration as per below:

Remaining registration	Number of days
Up to 3 months	15
Over 3 and up to 6 months	30
Over 6 and up to 9 months	45
Over 9 months	60

- This same calculation is applicable if a replacement log book has to be issued.
- You can use the number of days you are eligible for at your discretion throughout the registration period.
- This table is not relevant when you have a full year of registration and have opted in to the log book scheme.

When do I need to carry the log book?

The log book must be carried in the vehicle at all times when the vehicle is being used. If you are towing trailers or caravans that are registered under the Historic Scheme, separate log books are required and also must be completed and carried.

When do I need to carry the Certificate of Approved Operations?

The certificate is issued to all vehicles registered under the Historic and Classic Vehicle Schemes. It must be carried in the vehicle whenever it is in use, including when using the log book and during club organised events. As with the log book, the certificate of approved operations for trailers or caravans that are registered under the Historic Vehicle Scheme must also be carried.



OFFICIAL

HISTORIC & CLASSIC VEHICLE LOG/RUN UPDATE

Do I need to fill in the log book when driving interstate?

Yes, the rules applying to log books and club event use still apply when driving interstate. When interstate, the NSW rules must be followed.

Can I go on a long trip (multi day)?

Yes, provided that each driving day is recorded in the log book. For days when the vehicle is parked up (not driven) a log book entry is not required.

What happens if I use up all of my log book days?

If you use all of your log book days within any given year of registration, you will be limited to club runs only. When you renew your historic or classic registration, another log book will be issued and you will have another 60 days of personal use for the new 12 month period.

Historic and classic vehicle log book and club run scenario

A club run is an event that is publicised in advance, and then recorded by the club's secretary in the club's official diary or meeting minutes. It can include travel from the member's home to the event starting location and return.

Scenario: A club run is planned to go from the members' homes to a park in Merrylands, a central meeting place for all club members. From there, the club members will drive to Wollongong lighthouse and back again. No log book or log book entry is required for this club run provided it is declared to be an official club event. However, if a member decides to leave the club run and travel to Kiama before returning home, a log book entry would be required. For non-log book clubs and members, this deviation would not be permitted.

How do I opt in for a historic and classic vehicle log book?

For historic registration you must be a member of a club listed on the Transport for NSW list of recognised historic clubs, and for classic registration you must belong to a club affiliated with one of the four approved organisations.

To opt in you need to attend a Service NSW service centre and provide:

- proof of identity such as a NSW driver licence
- current Certificate of Conditional Registration (if available)
- current Certificate of Approved Operations (if available)
- and complete a change of record form.

You can opt in at any time and there is no additional cost.

What if a club has not opted in for the historic vehicle log book?

Clubs and their members that have not opted in for the log book can only use their vehicles for club runs and maintenance trips. If a club opts out of the log book, the club members are then also limited to club and maintenance runs only.

Alternatively, historic vehicle owners can join another club that is participating in the log book scheme. Participating clubs may also have club rules or bylaws relating to the use of vehicles within their club.

For more information visit the historic and classic vehicle web page <https://bit.ly/3q272qg>.

Stay informed and sign up to DRIVE, our industry newsletter for road safety and regulation updates. Visit <http://bit.ly/3ibEnyn> or scan the QR code.





60th Anniversary Daimler 2.5 V8

The Daimler 2.5 V8 was produced from 1962 to 1969. The vehicle shared the body shell of the Mark 2 Jaguar.

The success of Jaguar in the mid to late 1950's necessitated an expansion of the company's production facilities. Jaguar acquired the Daimler Company Limited from BSA in 1960 but showed little interest in advancing the brand other than launching the Majestic Major limousine which was already in the pipeline.

Pressed by Daimler dealerships to develop a mid-sized saloon to replace the Daimler Conquest, Jaguar agreed to the development of a concept that saw the Daimler 2.5 V8, which powered the successful SP250 sports car, being shoehorned into the Jaguar Mark2 body. The marriage proved a great success. The Daimler engine fitted into the Jaguar body with some modifications but resulted in a fine machine with respectable performance and excellent road manners.

The Daimler V8 was lighter and more compact than Jaguar's XK6 engine. It provided a power output of 142 brake horsepower resulting in a performance falling between that of Jaguar's 2.4 and 3.4 litre models.

The car was initially marketed with Borg Warner automatic transmission though later in its life a manual option was offered. The manual version is quite rare today. Power steering was an option which was quite commonly taken up.

The 2.5 V8 was the first Jaguar car to be fitted with Daimler badges and the famous fluted grille. It was also the first Daimler not to be mounted on a separate chassis.

The car was tested by Autocar magazine in 1966 and produced a top speed of 112 mph (180 kph) and a 0-60mph time of 13.6 seconds, making it a fine performance car in its day.

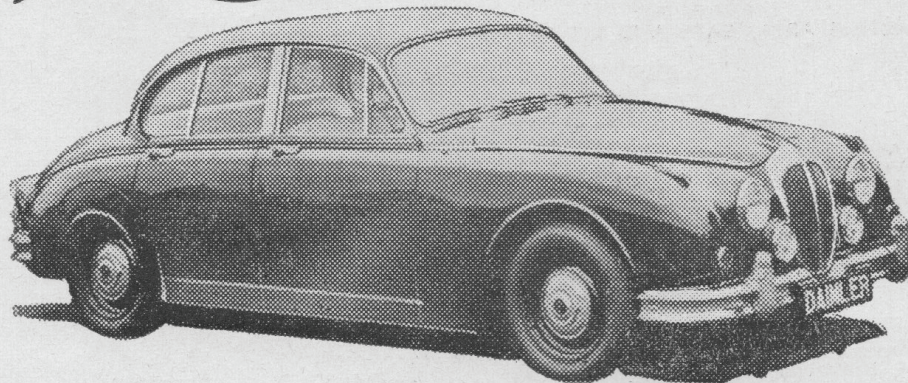
In October 1967 the Jaguar Mark 2 and Daimler V8 range of cars were downgraded. "Slimline" bumpers were fitted and cheaper internal fittings provided. The model name was changed to Daimler V8-250. Production ceased in 1969 after more than 17,600 units were produced.

Bob Adby
Jaguar Drivers Club



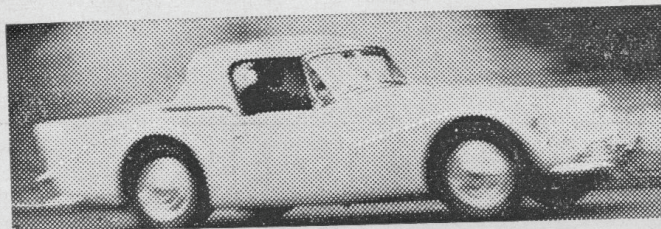
DAIMLER 2.5 LITRE V8 SALOON

Daimler 2½ Litre V8 SALOON



ENGLAND'S NEWEST, MOST EXCITING AUTOMATIC!

The new Daimler V8 Automatic Saloon is a compact car with executive appeal . . . a luxurious blend of speed and personal comfort . . . with refinements of the highest order. Traditionally Daimler in every detail. Powered by the record-breaking "SP.250" V8 of 140 b.h.p. . . . with automatic transmission for effortless driving . . . and power-operated disc brakes. In every way . . . the ultimate in performance and comfort. Only £2,858 Tax Paid.



DAIMLER V8 SP 250—PRODUCTION SPORTS CAR CHAMPION!

1st Warwick Farm, N.S.W.	30/7/61	1st N.S.W. Standing ¼-Mile, Castle-	
1st Warwick Farm, N.S.W.	5/11/61	reagh, N.S.W.	18/6/62
1st Lakeside, Queensland	25/11/61	1st Bathurst 6-Hour Classic (Div.	
1st Catalina Park, N.S.W.	21/1/62	F.) N.S.W.	30/9/62
1st Catalina Park (Le Mans)	21/1/62	1st Warwick Farm, N.S.W.	2/12/62
1st Warwick Farm (International)	4/2/62	1st Catalina Park, N.S.W., 1963	
1st Bathurst, N.S.W.	23/4/62	Championship (Div. 2)	10/3/63
1st Bathurst (Le Mans)	23/4/62	1st Open Hill Climb, Dapto,	
		N.S.W.	17/3/63

Available to Order from £1,995 Tax Paid.

Immediate Delivery on Certain Models.

Selected Used Daimlers available for inspection.

Sole N.S.W. Distributor:

***Hercules* MOTORS PTY. LTD.**

SALES: 71-75 VICTORIA ROAD, DRUMMOYNE. PHONE: 81 2381
SERVICE: DERBYSHIRE ROAD, LEICHHARDT. PHONE 560 8888

WANT TO BUY AN UNOBTRUSIVE LITTLE DAIMLER?

After 22 years, the time has come, I feel, to find another custodian for my 2.5 L Empress, aka “Her Imperial Greenness”. It became clear driving to and from the Wagga Wagga rally in April that the steering and braking had become much heavier. Actually they hadn’t, but it was four years since it had been on anything but short local runs, and I was four years older and now in my ninth decade.

Bought in September 2000 from an enthusiast in Sydney, this car is a Hooper-bodied saloon on the same chassis as the Barker Special Sports – DB18, but with twin SU carburettors, overdrive Wilson gearbox and worm-drive diff. 96 of them were made, from 1949 to 1952. This one left Hoopers in April 1951, and has been in light, private use ever since. Except for brief rest periods (being painted, rewired and the like) it has never been off the road. It was imported to Australia in 1997 by the previous owner. Its complete history is known, courtesy of UK DLOC historian Brian Smith. Since about 1980, in the hands of its last three owners, it has been a prime example of the infamous “rolling restoration”. Records are available of work done over this time.

Apart from a bare-metal respray in the original two greens in 2005, plus a recent paint touch-up, virtually all the other work has been mechanical or electrical. Apart from regular servicing, brakes, steering, suspension, carburettors, gear linkages, cylinder head, distributor, wiring etc etc etc have all been repaired/overhauled as required.

With the exception of installation of an electric fuel pump, as far as possible the only departures from originality have been to make the car safer or easier to drive in modern traffic (headlight upgrades, flashing turning indicators, wiper upgrades, wing mirrors, LED stop/tail globes etc)

In 1996 the car was fitted with a fully-reconditioned, ex-UK-military DB18 motor, which (while not strictly original) is a huge asset; the over/under sizes used are on a brass plate on the block. While a tad cumbersome in urban traffic, it is a fine highway car, and returned 24 mpg on the run to/from Wagga Wagga. The interior is virtually original (including the rear-seat sheepskin mats), and its verifiable mileage is 77737. There will be a party in 40 miles. Original-specification cross-ply tyres are fitted. The car has been to every Australian National Rally since 2000, as well as the UK Centenary Rally in 1996, all without a hiccup. There is lots more to tell.

I have no idea what a fair price might be, but I am certainly not looking to make a killing – far from it. I am at least as interested in seeing it go to a home where it will continue to be used, appreciated and cared for. I would appreciate contact from interested folk who might discuss severance terms (ptowns@inet.net.au).

The car has been on full road-registration (Victoria EMP999) for the last 20 years. While it would fail a RWC at present (see if you can guess why!) it should be straightforward to get to a roadworthy or club-reg-worthy state.

A couple of photos might whet your appetite.

Peter Towns
ptowns@inet.net.au

WANT TO BUY AN UNOBTRUSIVE LITTLE DAIMLER?



MINUTES OF FEBRUARY 2023 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 117 RYEDALE RD WEST RYDE ON MONDAY 6 FEBRUARY 2023

The meeting commenced at 7.30 pm with Peter Grant in the chair.

Apologies :

John Steele, Christine Cole and Jenny Turner.

Previous minutes:

Taken as read . MSA Victor/John H.

Business arising from Previous Minutes : Nil.

Correspondence :

Various invitations from other marque club events and confirmation meeting rooms at Ryde Eastwood for full year at no charge.

Business arising from Correspondence : Nil

Secretary's Report : Nil

Treasurers Report :

Alan presented the Treasurers report as follows.

Cash Book balance @ \$11007.94 Term Deposit @ \$16052.16 .

It was MSA Alan/John that the Treasurers report be accepted and payments be authorised for invoices as they become due. The Treasurer also presented the books to the Auditor for his consideration and action.

New Members :

It was noted that the club continues to receive a consistent number of new member applications..

Social Report :

Ray presented a comprehensive social report with reference to upcoming breakfast run at Leppington, possibility of a visit to the Clock tower at Central station (which is generally a restricted area) , an overnight event at Hawks Nest in conjunction with the Motofest in March, the Tassie tour in April/ May with an alternate event to be organised for those not attending the trip, a June event to be advised, a Christmas in July event in the Blue Mountains at the Turners to be confirmed, the SP250 National Rally in Orange in November, the National Rally in Victoria in 2024 and a number of other options such as a brewery he has spoken to and a combined run with the Alvis club.

A discussion was held in regards strengthening communications with other State Daimler clubs. Maybe

MINUTES OF FEBRUARY 2023 MEETING

visiting by way of support to say the Victorian Club display day by agreed arrangement, a half way weekend at Merimbula between Victoria and NSW, other events or interactions with SA , Queensland WA etc.

Peter will contact various state people to discuss the opportunity for casual events or meetings and the like.

Website/Editor:

An SP250 update on the website was referenced, as was the publication of members cars (strictly on a "op- in " basis only.)

Registrars:

It was suggested that the registrar for the 250 V8 saloon be contacted to possibly arranging a special event for anniversary of the model this year.

It was noted that this model was first shown in 1962 and presented to the market in 1963 , so in lieu of any other anniversaries promoted this club is able to put an event together for 2023,

Alan was going to make enquiries and get back. It was highlighted that a number of members would need to be involved at any organizational level and that there are a significant number of V8 Saloons in the Club to make an event worthwhile..

Regalia:

Some key rings are available but upgrading regalia in general is needed inclusive caps and shirts for example.

SP Notes:

Refer magazine report .

Library: Nil.

Conditional Plates :

Refer magazine report.

Technical and spares :

General discussion

For Sale or Wants:

It was noted that a Majestic 3.5l V8 was coming up for auction with Pickles with an expect sale price of \$15000.

MINUTES OF FEBRUARY 2023 MEETING

CMC:

Nil. It is noted that Alan Hunt continues to represent the DLOCCA at these meetings which is appreciated.

All British Day:

Nil.

Lanchester

Nil

General Business:

Various topics discussed and observations made as to future Club activity, status, promotions and associated anecdotes

Further discussion to continue with in-coming Committee after next March AGM

There being no further business the meeting concluded at 9.45 pm

THE NEXT ORDINARY MEETING OF THE DLOCCA IS SCHEDULED FOR THE 6 MARCH 2023 .

THE NEXT AGM OF THE DLOCCA IS SCHEDULED FOR THE 6 MARCH 2023.

TASMANIAN TRIP BEING PLANNED

The club is planning a two week trip around Tasmania commencing Thursday 13th April next year. We will visit The Nut, Cradle Mountain, Strahan, the rack railway to Queenstown, the Gordon River, Hobart and the Salamanca Markets, Bruny Island, Port Arthur and up the east coast to Launceston and the Tamar River region, before returning to Devonport and the trip home, arriving back to Sydney on Monday 1st May.

I have block booked accommodation and the ferry for this event and there are still a couple of spaces to be filled.

You do not need to bring your Daimler, just a vehicle. If you would like to see the itinerary showing places and events, please contact me. Or you can fly and rent a car as one couple is doing.

John Hiscox 0438 225 884



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.



SPARE PARTS SUPPLIER

AUTO SURPLUS

VETERAN • VINTAGE • CLASSIC • MODERN

Suppliers of brakes, ignition systems, engines, steering and suspension and gaskets for vintage and classic vehicles.

Call - 03 9873 3566 or visit their website at <https://autosurplus.com.au>

Monday - Friday Hours: 9:00am - 5:00pm | Saturday Hours: by appointment only

35 Rooks Road Mitcham, Victoria 3132 Australia



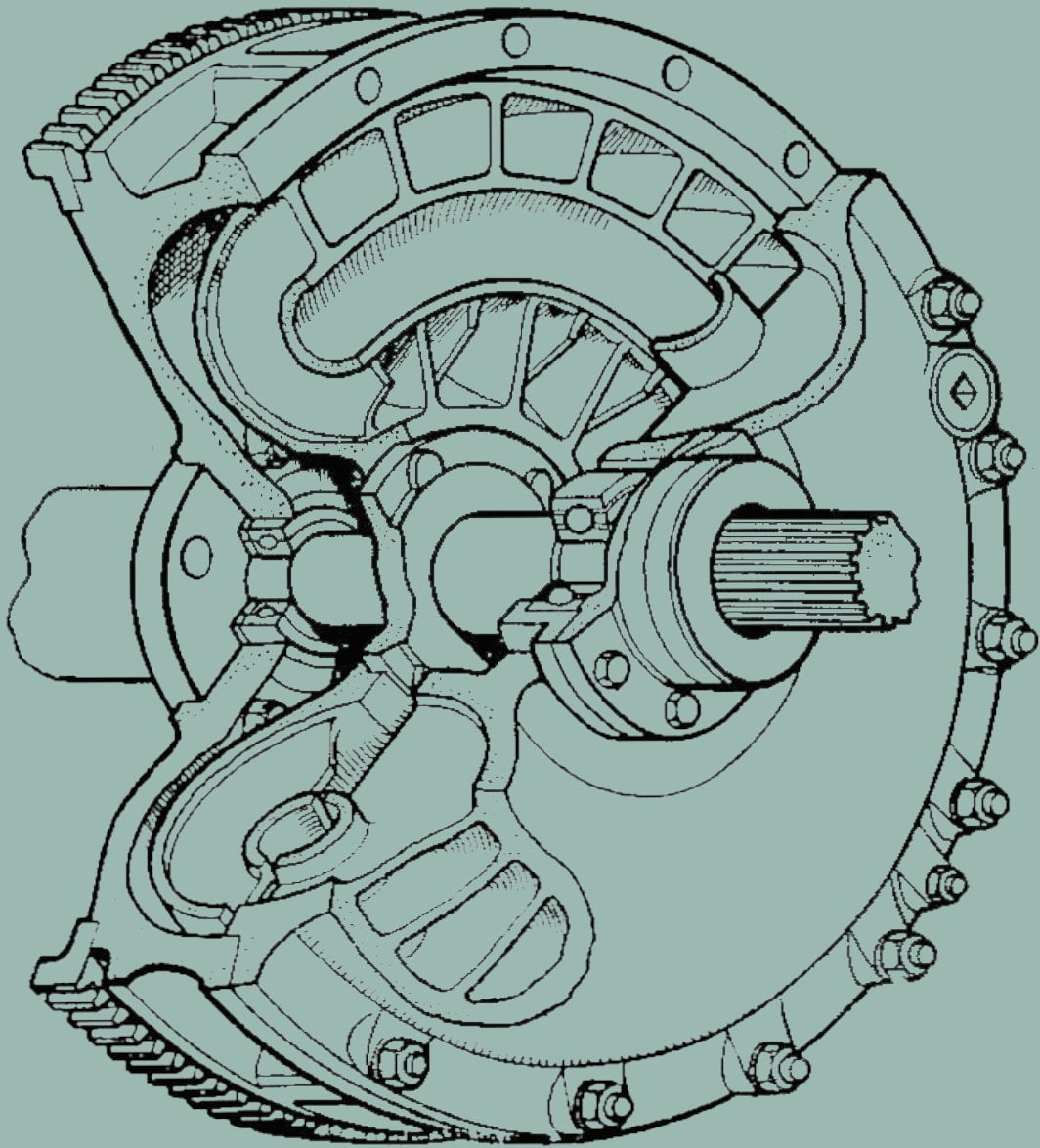
DB18/CONSORT PARTS FOR SALE

Dear club members, it is my melancholy duty to tell you that Paul and I are no longer Daimler owners. That's the cloud bit. The silver lining bit: over the past 20-odd years we've accumulated a stock (=heaps) of mechanical and electrical parts for the classic DB18, although many parts are also compatible with the Consort. We have a drum-to-drum rear axle, a steering box, the entire steering linkage from steering box to road wheels including original track rod ends and just about a complete front end suspension. But wait! There's more! There's a couple of complete gearboxes plus plenty of gearbox parts, several engine parts including a flywheel with the starter ring gear still in good condition, a complete cylinder head with valves, pushrods and rocker arms, several starter motors, dynamos in Lucas' special equipment finish, a water pump, oil filter and housing, regulator/cutout boxes, trafficator switches, trafficators, a radiator grille and God knows what else. All prices to be negotiated in a gentlemanly manner...how else? If anyone needs any parts you can get me on stevemoore47@iprimus.com.au or mobile 0435624638.

Thanks in advance.

Cheers

Steve



Please address all correspondence to:

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

www.dlocaustralia.org