

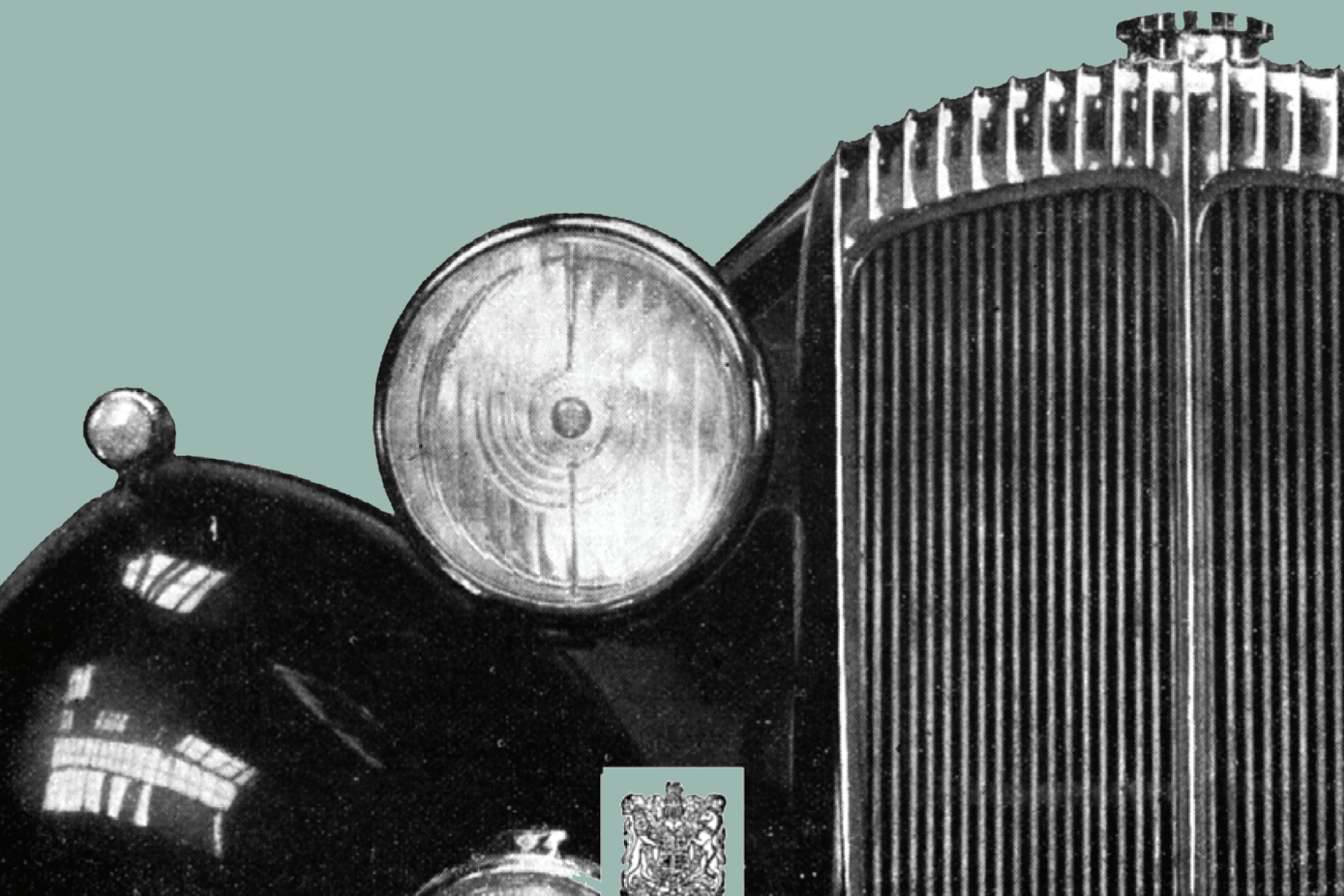
Daimler

&

Lanchester

JUNE 2023

# FLUID DRIVING



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	Peter Grant	0414 702 239	peter@schwartz.com.au
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	Vacant		
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, 3RD JULY, 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

President's Report

Dear members, I hope you enjoy the report and photos from the June run. A fascinating day.

This month we have the combined winter run to the Blue Mountains and I hope many of you will join in what is an important event. Details appear in this edition of the magazine.

Peter Grant

## COMING EVENTS

July 2023 Monday 3	<b>DLOC Meeting</b> - Wallacia Pub lunch run to be organised by Tony. Please contact him on 0438438172 if you would like to join in as a booking will be required.
July 2023 Saturday 15	<b>SP250 Event</b> - Please join us on a Central Coast Scenic run commencing at Heatherbrae Pies Ourimbah at 9.00am for a coffee, then a leisurely scenic coastal drive ending at the Chocolate and Nougat factory at West Gosford for lunch. Their menu not only consists of all sorts of chocolate and nougat but sandwiches, burgers etc.
July 2023 Sunday 23	<b>Combined Mid Winter Run</b> - The Club Members will meet at 9:30 am at Mcdonalds, McGraths Hill , cnr Windsor Road and Groves Ave for a drive via Bells line Road and GWH to Wentworth Falls , Grandview Hotel for 12:00pm lunch.Hosted by the Rover Club, DLOC members are invited along on this drive otherwise we will meet up for lunch at the venue.
August 2023 Saturday 19	<b>SP250 Event</b> - Nepean Dam lunch run. Mark has kindly offered to organise this run. Please advise Mark if you wish to attend on 0430070085. BYO lunch. BBQ's are available on site.
August 2023 Tue/Wed/Thu 22, 23, 24	<b>SP250 Event</b> - We have been invited by the Central Coast British Car Club to join them on a three-day, three-night run to Gloucester. If you would like to partake please contact Jeff Glanville on 0418433901.
September 2023 Saturday 2 to Sunday 3	<b>SP250 Event - Cootamundra Sprints.</b> Accommodation filling fast. If you wish to attend, I suggest you organise your accommodation.
September 2023 Sunday 17	<b>All British Day.</b> All British Car Display to be held at King School. Passes issued before Covid are still valid. If you would like to display your car and do not have a pass, please contact Tony on 0438438172.
October 2023 Saturday 21	<b>SP250 Event</b> - SP run to Brooklyn with lunch. Lunch bookings will be required. Jeff has kindly offered to organise. Please let him know if you would like to join on 0418433901.

## FOR SALE

November 2023 Friday 3 to Monday 6	<b>SP250 Event - National SP Rally Orange.</b> Details are being provided in the SP250 Exhaust Notes further on in this journal.
November 2023 Saturday 18	<b>All British Car Display</b> - The Central Coast British Car Club has organized an "All British Car Display" at the Wyong Christian School. All proceeds go to local charities. Last year over 100 cars were on display. If you would like to display your car, please contact Jeff Glanville on 0418433901.
November 2023 Sunday 12	<b>Linwood House British Car Clubs Open Day.</b> Co-ordinated by the Rover Owners' Club. Details available soon
December 2023 Saturday 2	<b>SP250 Event - SP250 Christmas Party.</b> Mark and Tracey Brooks have kindly offered to host our Christmas party at their home. Please keep this day clear. More details to follow.
January 2024 Saturday 20	<b>SP250 Event</b> - Start the year with a bang with a lovely breakfast by the sea at Stephen and Helen's holiday home North Avoca. Numbers will be required closer to the date.

## 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

### 17TH JUNE SP RUN - THE WALKING WOUNDED TOUR

5 x SP 250's and two daily drives, a total of 16 people, met on Saturday for a scenic drive on the Central Coast.

A glorious sunny day commencing at Heatherbrae Pies Ourimbah for morning coffee, a short drive to Staples Lookout Kariong to admire the view followed by a scenic drive to Wagstaff foreshore before finishing up at the Chocolate & Nougat Factory West Gosford for lunch.

A nice lunch and great company. A big thankyou to all that participated.

During the day we managed to spend a short time discussing future SP runs. See a detailed list in the event listing on the previous page.

### NATIONAL RALLY 3RD TO 6TH NOVEMBER ORANGE NSW.

The rally planning has commenced in earnest.

Currently we have 32 people that have confirmed they are participating.

The committee requests that all people that are planning to participate complete the following by 30 th June.

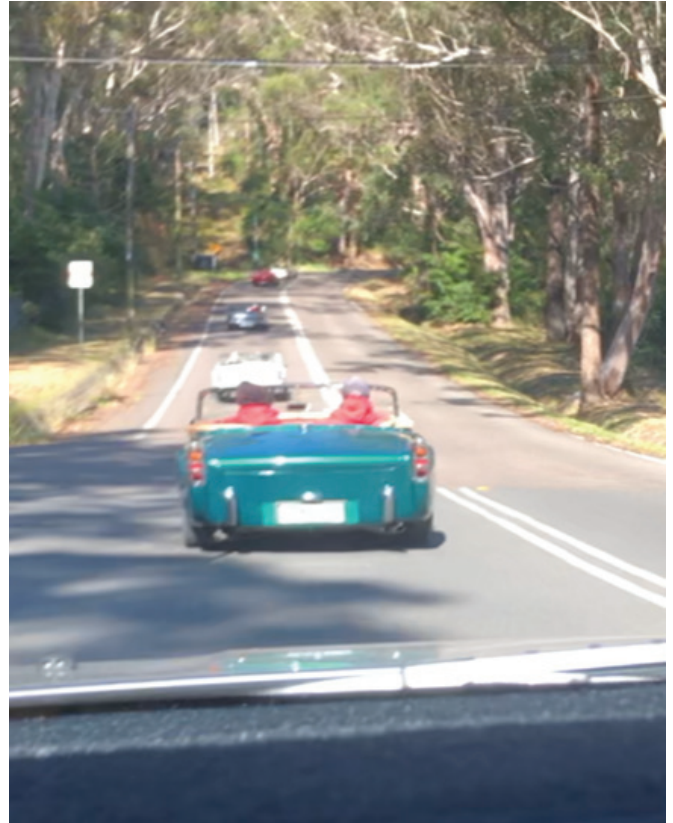
- Registration forms completed and returned to Tony Luongo. [tonyl63@outlook.com](mailto:tonyl63@outlook.com)
- Registration fees paid in full. \$150.00 per person. Money payable to Daimler & Lanchester Owners Car Club of Australia Inc (DLOCCA) BSB: 032090 Account: 297499. Include your name and SP250 Rally
- Accommodation booked (if required). Central Caleula Motel Orange. Please contact Joanne Ryan on 0263627699.
- We also require the shirt size of all the participants. Please email by end June your shirt size to Tony. [Tonyl63@outlook.com](mailto:Tonyl63@outlook.com)

Regards

Tony Luongo & Mark Brooks



## SP250 EXHAUST NOTES NSW



## FOR SALE

Mercedes Benz E200 Convertible 2015. Black on Black. Fully optioned with 69,000km complete with books. It presents like new with no money spared. Major service only just completed, new Pirelli P Zero tyres, Rego to April 2024 The car is advertised on Car sales for \$49500 however for club members I will accept \$45000.

Happy to give club member 3 months warranty as there is nothing wrong with the car.

Contact Tony Luongo for more details. 0438438172



# FOR SALE

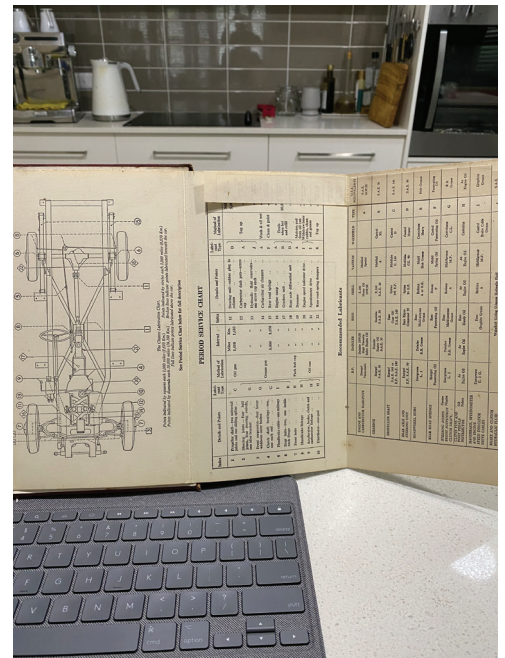
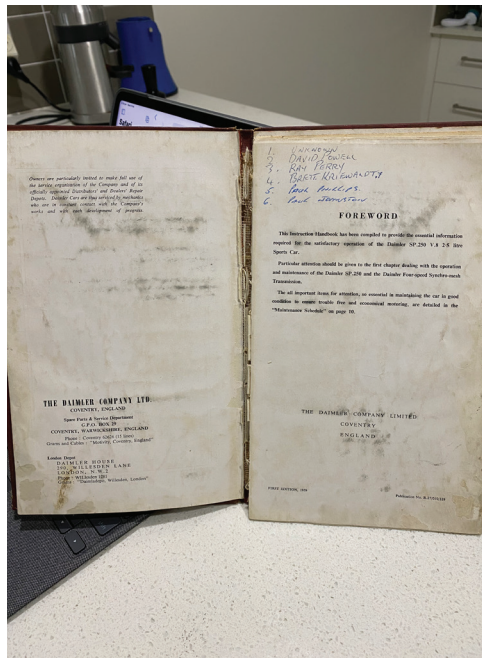
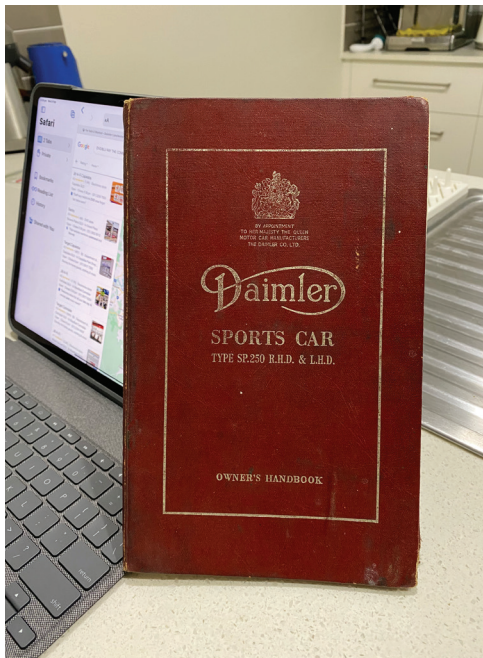
1951 Daimler Empress 2.5L Hooper bodied saloon on Daimler DB18 Special Sports chassis. Owned and progressively maintained for 22 years. Advancing age necessitates sale. Complete ownership history available, plus maintenance history for the last three owners/35 years. Many minor imperfections but fundamentally sound and running well. 77800 miles from new. 24 mpg on return trip to Wagga Wagga in April 2022. Currently on full Vic reg EMP999, chassis No 53920. Sold without RWC, for simple and curable reasons. \$30 000 or reasonable offer. Contact Peter Towns (0427 253 887; ptowns@iinet.net.au) who will bore the socks off you with every minute detail, good and bad, including photos.



# 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





## JUNE SOCIAL REPORT

Well a good roll up of members and friends attended the June event at Central Station leaving our cars at home.[I had ensured that all works to the new Concourse would be finished for or a tour!]

The tour started at the Country Platform Number 10. Here our knowledgeable guide Warren told us about the \$2billion works/upgrades/Metro new added lines/and major further works was ongoing.

If you haven't been to Central this year it is worth a visit to see the new upgrades and the preparation for the new Metro. We walked to a very long descending escalator and saw the newly opened Concourse area that leads to a new pedestrian tunnel. Below us was another area being developed for the Metro.

Shortly afterwards we found ourselves in a restricted area! A tunnel!

This was a service tunnel as long as the eye could see. Along this tunnel were rooms, equipment, machinery and elevators that took all manner of supplies to the Country trains for their runs. The tunnel is now somewhat 'in limbo' as supplies come in from street level.

I do believe that at this stage of the tour every participant was quite amazed at the size of the areas below which are only accessed by staff.

We proceeded further until arriving at an enclosed entrance which revealed marble and granite stonework with vaulted ceilings and staircase. This was the realm of the Commissioner of the NSW Railways. It reminded me of the Commonwealth Bank building in Martin Place and may well have been built by the same builders or architects.

Here we were led to another level with a small lift. We then travelled to the second floor revealing a large enclosed area. Above us was a massive vaulted space built of huge sandstone blocks, perhaps nearly a hundred meters above us. A narrow concrete stair case criss crossed all four sides of the structure leading to the bottom of the actual clock floor in the tower.

Most of the group commenced the 179 steps walk to the top. A few decided to remain below and rest. Once under the clock there were about twelve more stairs and suddenly there was sunlight open space and wind. A pigeons paradise!! And even evidence of erosion!

We then climbed up further steps and were able to walk right around the inside of the clock seeing the mechanical clockwork mechanism which is carefully oiled, maintained and serviced as it is open to a point to the elements. We had stunning views 360 degrees of Haymarket/Surrey Hills/Victoria Park and the railway lines. We were right behind the massive sheets of the frosted white glass of the clockface.

I certainly enjoyed the whole tour which when we returned to terra firma, ended with a quite good selection for lunch at the Eternity café located in the former Country Trains booking office. Our invited guests included Heather from the Alvis club and Warwick from the Rover Club. Attendance was seventeen and I think everyone stayed for lunch. So at least this public asset is still available to see. Next on my list is the clock collection room at Central which intrigues me as well as the GPO building and its clock tower and the Sydney Town Hall including the clock tower and Grand Hill pipe organ. But that will take some doing and perseverance.

July is the mid winter run however at the time of writing this article I don't have final details which should be 'in train' shortly.

Ray Palmer Events.

## BAY to BIRDWOOD

### REGISTRATIONS NOW OPEN!

If you are the owner of a much-loved historic vehicle, you are invited to participate in one of the world's great historic motoring events, the Bay to Birdwood, on Sunday 22 October. This year's event is in the new format of a curated parade of historic vehicles from the very earliest through to 1993 (priority will always be given to vehicles of earlier vintages, such as veteran, pre-war and classic vehicles). Get in early, there are only 1500 places.

This year's event will follow the traditional route from West Beach to Birdwood, including along Anzac Hwy and North East Road and into the Adelaide Hills. An alternative start is also available from Civic Park, Modbury.

The History Trust of South Australia and the National Motor Museum announce that places for the prestigious Concours d'Elegance, Preservation Award and EV Conversion Award are also open. Awards judging will take place on Saturday 21 October in the North Terrace Cultural Precinct of the Migration Museum, State Library, and SA Museum and will be open to the public for viewing.

If you have any questions about participating please contact the Bay to Birdwood team on (08) 8151 3280 or email us at [baytobirdwood@history.sa.gov.au](mailto:baytobirdwood@history.sa.gov.au)



# CENTRAL RAILWAY STATION - JUNE TRIP REPORT

Few working attractions evoke as much nostalgia as the great Railway Stations of the world. Whether you're looking at the great Art Deco Monuments in the United States, or the marvellous nineteenth century cast iron and glass confections in England or Central Europe (did you know that the Budapest Central Station was designed by none other than Gustave Eiffel and there is a separate waiting room still there having been designed for Royal visits)?

Well I can tell you all that we are lucky to have a very worthy candidate here in Sydney, begun in 1903, and completed in 1906 with the clock tower an addition in 1921, our very own Sydney Central Railway Station. It shares with so many other similar stations a certain "down at heel" approach, but hidden behind the beautiful sandstone façade is a labyrinth of corridors and tunnels, offices and store rooms and that amazing clock tower (which by the way was three minutes fast on Sunday).

There were many photos taken and these will no doubt be included with this report to give you an idea of who was there, and what we saw.

The tour started with us going to view the new underground "hub" designed to offer a seamless access point for travellers from the suburbs or the yet to be completed Metro, with a splendid overhead canopy and two new platforms, built at a cost rumoured to be \$2 billion dollars. On the day we were amused by the lost looking souls criss-crossing the handsome and cavernous concourse, looking for an escape to a certain platform or exit. The walls are decorated with panels of Sydney Sandstone look alike material and the end wall is a stainless steel mesh with etchings of long ago Sydney from photographs applied on to it to give a ghostly back drop to the concourse and also to house artifacts found whilst the excavation for the works was being undertaken. Speaking of undertakers, an old cemetery on the site of the station, which had seen its last "inhabitant" laid to rest there in 1867 was dug up probably in 1900 or so, the remains exhumed and either given to family ( here you go: Happy Great Great Grand Father's Day) or interred elsewhere in what is now Botany Cemetery. There was even a first fleeter, Mr Prior who died at the age of 88 interred there.

After a while wandering around and listening to our guide Warren's reminiscences of his over thirty years with the railways, we went up to the Eddy Avenue entrance arcade and crossed over to disappear behind a large double door to start walking the old tunnels which roughly correspond with the corridors and station platforms above and which would have had large windows which, whilst under the street level, would have had light from pavement skylights one floor up, almost all now long covered over leaving these rooms to lie dark, empty and quiet, some still with fireplaces and beautiful timber skirting , echoing the platform waiting rooms above.

It was during this perambulation that Robert came a cropper.

Whilst exiting one tunnel and entering into another, at right angles, Robert looking ahead rather than watching the floor missed a fairly high step down and ended up sort of falling or folding, to be sat on the floor, back propped up against the very chalky wall, looking quite perplexed, not knowing, I think, whether to laugh or cry. Happily it was only his ego that suffered any bruising and he was ably hauled up onto his own two feet by those around him and apart from looking like he had sat in a flour bin, was able to continue, even if at a slightly slower pace, and, I suspect, more watchful of where he was walking.

We walked past mysterious door openings leading on to lift shafts and one last remaining lift, to emerge up a few more stairs at one of the country platforms, and to be then able to better understand the path that we had taken underground from Eddy Avenue to the platform and to be able to gauge our exact location..

## CENTRAL RAILWAY STATION - JUNE TRIP REPORT

From there we made our way through the milling crowds at the exit/entrance points of the country and inter urban platforms to be taken through another set of very elaborate doors to then ascend in a modern elevator two floors to the old commissioner's offices, now housing the transport police in very bland surroundings to start our ascent up 179 steps to the clock chamber almost at the top of the tower.

To continue the puns (bad or otherwise) the climb to the top was the high point of the tour. Amazing to hear that there had been no handrail to the stars until perhaps fifteen years ago and that staff had made their way up and down twice a day to check on things or more often if flag duties meant having to visit the very top to haul down or raise up a flag depending on outside circumstances.

No falls had been reported to our guide's knowledge.

The tower is a spectacular piece of architecture. Built of beautiful Sydney sandstone, it is designed in a very classical style, with Edwardian interpreted column capitals and beautifully dressed stone walls both inside and out rising high into the sky to give great local views of the southern portion of the City which, at the time Central was in its heyday would have been the bustling heart of the City of Sydney.

Those who elected to climb the stairs all made it to the room housing the old clock mechanism, now superseded by a digital affair in the room located above. The mechanism itself was disappointingly small and modest, nothing like what I expected having seen Hitchcock's movie of *The Thirty-Nine Steps*, the pendulum not being larger than a large sledge hammer sitting in a glazed little compartment much like the wheel house of *The Martindale*, the gorgeous steam yacht that had belonged to our own Victor Nash at one time.

The walk down was uneventful, but time was spent admiring the stone work and the old period fittings, a spooky cupboard at the base of the stars, or the graffiti dating back to 1934 on the circular staircase central support.

We were taken down a beautiful two storey staircase clad and pannelled in marble (I hope from Marulan in NSW) with amazing cedar timber work and spectacular timber and glass etched doors out to the front of the building. This staircase was built to service the second floor Commissioner's Offices when the place was built and was really splendid, and would have looked at home in any grand municipal building of the period. Now I suspect seldom used (we saw a bicycle and some items of MAMIL clothing draped over the banister rail awaiting their owners to start their return home after their shift no doubt).

After a few more words of thanks to our guide we went to The Eternity Café for a bite to eat and a chat before making our separate ways homeward.

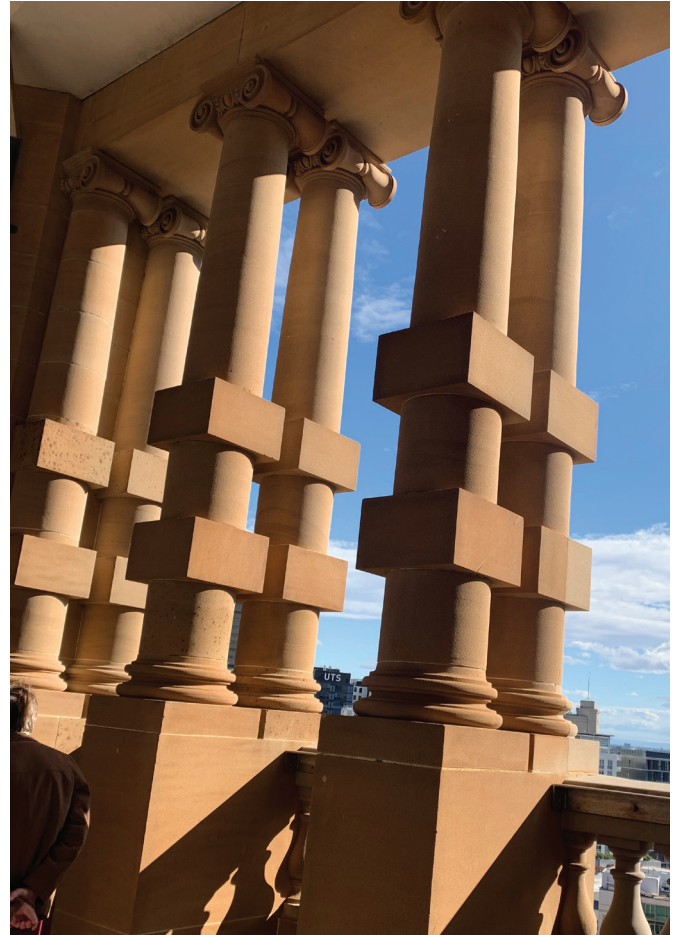
While we were in the café the Light Rail pulled up outside and I checked the internet and sure enough, in their day trams stopped at the same spot, ironic that the trams got pulled out in 1961, and it took about 60 years to work out the folly of that and to replace them with the Light Rail at more billions of dollars.

Oh if only our Civic Fathers in 1961 had looked into the future and realised that buses, trucks and cars were not going to replace trams and trains forever we might be living in a city with much better Public Transport and fewer cars.

Many thanks to Ray Palmer for working so hard and so long putting the visit together, working his way up the bureaucratic ladder to get approval: it was a wonderful experience and gave us all a great insight into the workings of a very busy sprawling major city railway station.

Peter Grant

# CENTRAL RAILWAY STATION - JUNE TRIP REPORT



# CENTRAL RAILWAY STATION - JUNE TRIP REPORT



*Commissioner's Staircase from the entrance way*



*The same staircase from above*



*Group examining the end wall of the new concourse with the discovered artifacts*

## CENTRAL RAILWAY STATION - JUNE TRIP REPORT

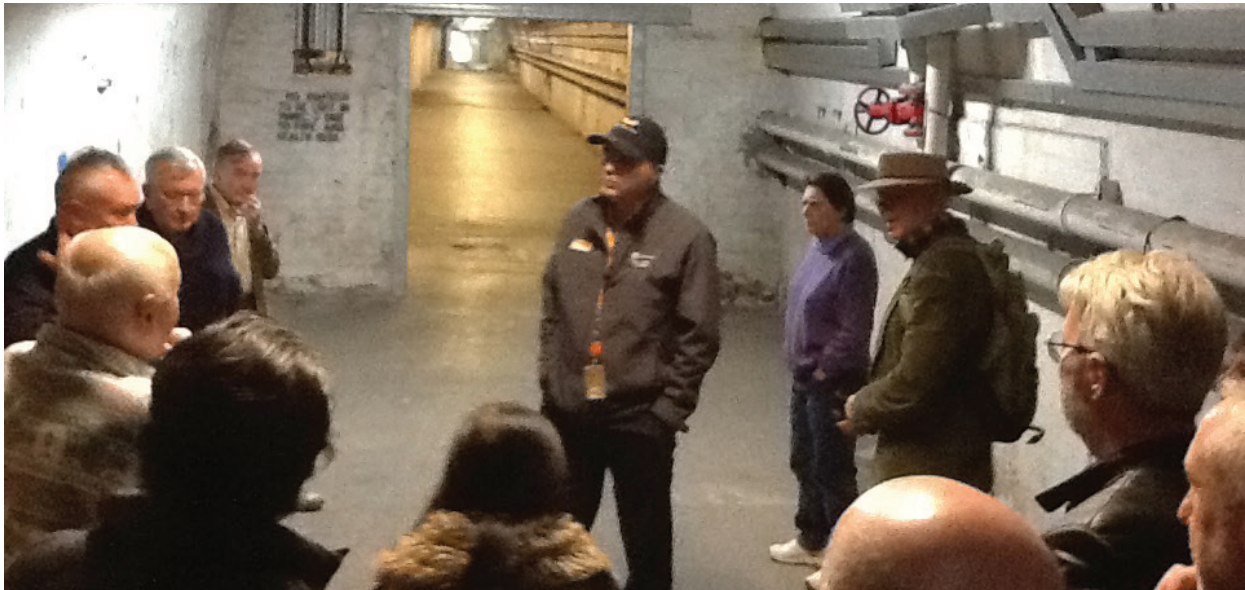


*Group examining the end wall of the new concourse with the discovered artifacts*



*The clock's original mechanism*

# CENTRAL RAILWAY STATION - JUNE TRIP REPORT



*The tunnel*



*The group*



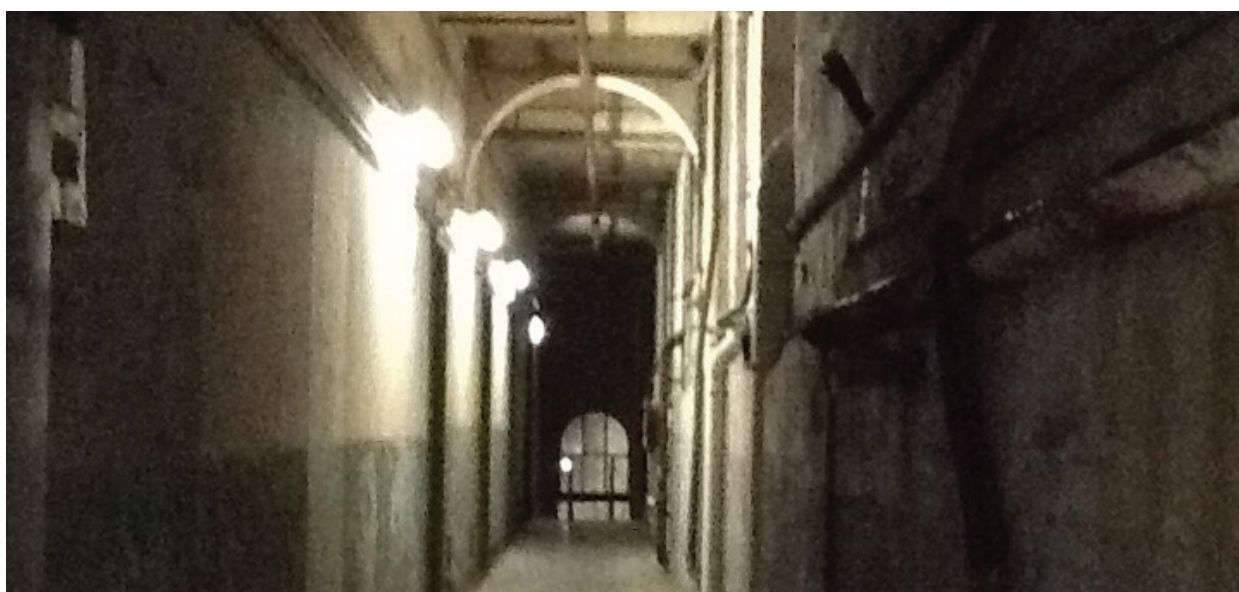
*the inside of the clock face viewed from the room housing the original mechanism.*



# CENTRAL RAILWAY STATION - JUNE TRIP REPORT



*the view of the south part of town from the tower.*



*Under Platform 1*

## PROPOSED TRAVEL PLANS FOR NATIONAL RALLY

Inserted by John Hiscox as a suggestion for the journey to and from the National Rally in 2024.

In the following pages in the magazine is the itinerary for the rally in Swan Hill, organised by the Victorian Club. However we need to get there, which would take 2 days, but I have suggested a bit of a safari taking three days and three days to come home. My proposed itinerary is shown below but there is a need to book motels early, so please contact me asap if you feel you could be interested. This is not binding on you, but I need to get a feel of possible numbers. My phone is 0438 225 884.

Wednesday	13-March	Tumut, meeting in Jugiong for lunch	270 m
Thursday	14-March	Jingellic for lunch in the pub. Albury for dinner and staying at the Siesta. Motel which advertises in our magazine	70 m 60 m
Friday	15-March	Swan Hill, but going via Rutherglen, then back into NSW, arriving by 4 pm	250 m
Monday	18-March	Last day of the rally	
Tuesday	19-March	Hillston for the night, via Moulamein, Hay. Goolgowi and the Black Stump	225 m
Wednesday	20-March	Orange for the night but via Lake Cargelligo for morning tea. Then Condobolin to see Utes in the Paddock and have lunch. Then Parkes and the moon landing telescope.	55 m 60 m 65 m
Thursday	21-March	Medlow Bath for morning tea. Home	100 m 70 m

ALL SEALED ROADS but can't guarantee roadworks

# 2024 NATIONAL RALLY - OFFICIAL ITINERARY

Basic outline of intended itinerary still to be confirmed or adjusted.

## **15th MARCH FRIDAY ITINERARY**

Arrive; 2pm to 4pm Book into Accommodation plus check in with Committee at Jane Eliza Rally Headquarters.

Welcome dinner: 5.30pm planned at Swan Hill Club.

## **16TH MARCH SATURDAY**

Morning Activity: 9am Display cars at local park, at Riverside Park, Next to Muray River Monash Drive, Swan Hill. Join with Local Car Club of Swan Hill

Afternoon Activity: Visit Pioneer Settlement, 2pm Paddle Steamer Cruise on the Murray 1hr return, continue to look around Pioneer Settlement.

Evening Activity: Return to Pioneer Settlement around dusk for Laser light Spectacular show

## **17TH MARCH SUNDAY**

Morning Activity: Drive south to Kerang 60kms to Kerang Museum \$10 entry \$5 for Devonshire tea at museum, display car in front of Museum. Plus visit Private Military collection with ride in an Army Duck around the street.

Afternoon Activity: Head north back to Swan Hill stopping off at either or both, the Catalina Flying boat Museum at Lake Boga or Chesney Estate Lavender tree & Olive tree farm nearby.

## **18TH MARCH MONDAY**

Morning Activity: Drive north 35kms to Piangil for tour and wine tasting at Andrew Peace Winery. Could also deviate from direct route for those who want to cross the Murray River on a Punt with their vehicles.

Afternoon Activity: Return to Swan Hill accommodation, hopefully board a bus to go to Murray Downs Resort for an afternoon of Bare Foot Bowls, followed by farewell dinner and presentations at the resort. Including being bused back to accommodation at the end of the evening.

## **19TH MARCH TUESDAY**

Rally finished drive home safely or detour elsewhere own choice.

# 2024 NATIONAL RALLY - REGISTRATION



You are invited to Register for the 2024 National Rally based in Swan Hill and surrounding areas, on and around the banks of the mighty Murray River.

**The Dates are 15th to the 19th of March 2024.**

**Accommodation:** To be booked by attendees directly with the Motor Inns, once advised to do so.

As there is limited accommodation within the area, that can host the required numbers at one location. We have made arrangements with three Motor Inns along the main street of Swan Hill, all within walking distance of one another. The Motor Inns are, Lady Augusta, Burke & Wills & Jane Eliza, each Motor Inn is of a similar standard, with recently renovated rooms. The Rally Headquarters is planned to be located at the Jane Eliza Motor Inn. A group booking rate across all Motor Inns has been negotiated. The cost of a twin share queen bedroom is \$155 per room per night with an additional \$18.50 for Continental breakfast, if required.

Booking details will be passed on after Rally deposits have been received, to avoid confusion please **DON'T** contact Motor Inns to make bookings until advised.

## **Comfort Inn Lady Augusta**

Address: 375 Campbell Street, Swan Hill, VIC, 3585

Ph: (03) 5032 9677. Website: <https://www.choicehotels.com/en-au/victoria/swan-hill/comfort-inn-hotels/au455?checkInDate=2023-03-22&checkOutDate=2023-03-23>

## **Burke and Wills Motor Inn**

Address: 370 Campbell St, Swan Hill, VIC, 3585

Ph: (03) 5032 9788. Website: <https://www.burkeandwillsswanhill.com.au>

## **Eliza Jane Motor Inn**

Address: 263 Campbell St, Swan Hill VIC, 3585

Ph: (03) 5032 4411. Website: <https://www.janeeliza.com.au>

# 2024 NATIONAL RALLY - REGISTRATION

***Please fill in the following details:***

Last Name: ..... First Name: .....

Partner's Last Name: ..... Partner's First Name: .....

Street Address: .....

City: ..... State: ..... Post Code: .....

Mobile Number: .....

Email Address: .....

(Essential because all correspondence will be via email)

Vehicle Details: Make / Model.....Year.....Registration.....

**Meals:** Meals will be the responsibility of participants ie: at own cost. However, to avoid any problems, we'd like to know the following:

Any Dietary Requirements? Yes / No .....

Any Allergies? Yes / No .....

**Pioneer Settlement:** For Group booking purposes, please also indicate your interest in attending the Pioneer Settlement, which will include, exploring the Settlement, a 1hr Murray River Cruise on the PYAP Paddle Steamer, followed by a new Laser Light show starting by 2024.

Website: <https://www.pioneersettlement.com.au/>

Indicative pricing for : 3 in1 multi pass \$58 Yes / No.....Qty.....

: 2 in 1 by day and by night \$41 Yes / No.....Qty.....

: 2 in 1 by day and by river \$38 Yes / No.....Qty.....

**Rally Deposit** of \$50 required to secure place at the National Rally, required by 31/08/2023 payable to:

**Bank:** Bendigo Bank; Account name: Daimler Lanchester Club of Victoria; BSB 633-000; Account No. 158494823 (Please make sure your Name is included with your deposit) or by Cheque to The Daimler Lanchester Club of Victoria. PO Box 71 Mitcham. Victoria. 3132

Signature: ..... Date: .....

Please fill in the Registration Form and email or post it to. [president@daimlerclubvictoria.org.au](mailto:president@daimlerclubvictoria.org.au)  
or PO Box 71 Mitcham Victoria 3132

Stay tuned for further updates regarding the Rally during this next year. David Todeschini DLCV President.

# MINUTES OF JUNE 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 5 JUNE 2023

The meeting commenced at 7.36pm with Peter Grant in the chair.

### **Apologies :**

Linden Braye, Peter Lachere, John Steel.

### **Previous minutes:**

The previous minutes were taken as read and approved MSA Victor/John

### **Business arising from Previous Minutes :**

Peter noted that Victor, John and himself met up with Paul Follett and his family at Doyles restaurant in Sydney for a most enjoyable lunch and all in good company.

The invitation to attend was in last months magazine. Paul is a USA member of our Club and drives a DE27.

### **Correspondence :**

Russell noted that the Club had received an invitation from the Canberra Australia National Museum for donations in support of its activities.

A discussion ensued whereby John H suggested that in lieu of a general donation to the Museum our Club reply along the lines of an annual donation specific to the Museums custodianship housing and general upkeep of the Royal Daimler.

This Club has had a strong association with the car and has provided much advice and skill in assisting the Museum to restore it in a sympathetic way to its original condition.

Funds have been previously provided to the Museum by our Club in the restoration process. A more permanent contribution would seem appropriate. Further discussions occurred as to the amount of the donation.

It was MSA John H and Alan that a sum of \$250 be suggested.

John and Russell will draft a letter stipulating the Clubs intention and the need for the donation to be set aside for the Royal Daimler in lieu of falling into general revenue.

Motion unanimously carried .

Comments were also made as to the encouragement by our Club to the Museum to facilitate the appearance of the Royal Daimler at a Club event eg All British day or a special viewing for our Club during the Queens Tour weekend currently being organised.

### **Business arising from Correspondence :**

Covered under Secretary Report

### **Treasurers Report :**

Alan presented his report and noted the following

There exists as at 3 June 2023 a Cash book Balance @ \$14230.84 and a Term Deposit Balance @ \$16052.22

# MINUTES OF JUNE 2023 MEETING

It was also noted that SP250 Rally income was @ a surplus of \$3000 but with no expenditure incurred at 3 June 2023.

It was MSA Alan / Jim that the Treasurers report be accepted as a true and accurate record and that outgoings be made payable as they became evident .

It was noted that the Club through John H remain members of the NZ Club Spare Parts group . John was reimbursed \$55 for his membership and thanked for his ongoing assistance.

**New Members** : Nil.

## **Social Report :**

Ray noted the following upcoming events or opportunities for event locations as follows.

- Now restored and operational Zig Zag Railway in Lithgow.
- Model Farm steam engine display and picnic.
- Central station clock tower visit . Ray called for an indication of possible numbers to attend as this was a rare invitation to visit the tower. He requested a RSVP of 12th June. Meeting times at the station and lunch options were presented .
- July mid week run organized by the Rover club was mentioned with more details to follow.
- The Presidents weekend was discussed with option to provide a casual invite to the Victoria club raised given the possible venue for the event being Merimbula or Grenfell.
- Ray was to follow up a possible Linwood House day in November and advise the Club as to details.

## **All British Day:**

The Club has been advised that ABD has been approved for this year with previous cancelled years tickets being available for our members .

## **CMC:**

A notification from CMC has been received by the Club. See conditional plates .

## **National Rally:**

Refer Details in Magazine.

## **Regalia:**

Discussions were conducted in regards obtaining various regalia items, such as logo shirts, polo shirts, caps, folding umbrellas etc.

Peter was to liaison with Amanda to check if she would be able to give him some earlier contacts for logo, stitching etc.

**Website/Editor:** Nil

**Library:** Nil

## **SP Notes:**

Mark noted that John Gallagher was moving ahead with the painting of his car .

This led to a long and interesting discussion as to various colours, options, original colours, future colours that would seem appropriate in highlighting an SP250.

**Registrars:** Nil

# MINUTES OF JUNE 2023 MEETING

**Technical and spares** : Nil

**Conditional Plates** :

Russell noted that the CMC had sent the Club a very detailed notification as to what is required for Classic car registrations. In short and in addition to our Clubs normal signature and Club stamp on the Classic Car Registration form from the RMS one is now required to have second form signed and stamped by CMC .

The original form can only be sent to a specific nominated CMC address and must accompany any subsequent submission to RMS for Classic Conditional Registration. For more details please contact Russell direct .

**For Sale or Wants:** Nil

**Lanchester:**

Further discussion was carried out as to the progress on the car . Peter was to follow up some options and report back.

**General Business:**

It was determined that the Club would attempt to put in place a “ zoom “ type opportunity for members in conjunction with the August meeting. Peter was to follow up and report back with the aim of putting appropriate details into a separate club flyer as to the details. It was noted that if members responded well and enthusiastically to the “ zoom “ connection then it would become a regular addition to our meetings, perhaps on a quarterly or otherwise yet to be determined basis.

There being no further business the meeting concluded at 9.45pm.

**THE NEXT DLOCCA MEETING WILL BE HELD AT THE SAME VENUE ON 3 JULY 2023 STARTING AT 7.30PM**



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.





## SOME DAIMLER LIGHT HUMOUR



Why don't I have any tattoos?  
For the same reason you don't put a bumper sticker on a Ferrari.

REBELS MARKET

I MIGHT WAKE UP EARLY  
AND GO RUNNING. I ALSO MIGHT  
WAKE UP AND WIN THE LOTTERY.  
THE ODDS ARE ABOUT THE SAME.

Buy & Sell Fashion for MisFits at RebelsMarket

Accidentally went  
grocery shopping on an  
empty stomach and now  
I'm the proud owner of  
aisle 4.

I wonder why we  
are so so obsessed  
with trying  
to find  
intelligent  
life on  
other planets,  
when we can't  
even find  
intelligent life here?



Should I tell him...



Or just see what happens.

## SOME DAIMLER LIGHT HUMOUR



## CAR WANTED

I'm a member of the Daimler Club in New Zealand and did an apprenticeship with the new Daimler franchise in Dunedin in the 70's

Have fond memories of my prior employer driving a new signal red double six coup'e

I've owned a couple of V8 Mk2's ('66 & 69)....series one 4.2 soverign(72), series one V12 (73) (back in the 80's-90's)

I'd like you to keep my details ongoing & If you hear of a V12 coup'e that's maybe a stalled/storage project then please flick me an email?

regards

Graham Newall

[motorcity.com@hotmail.com](mailto:motorcity.com@hotmail.com)

Christchurch

New Zealand

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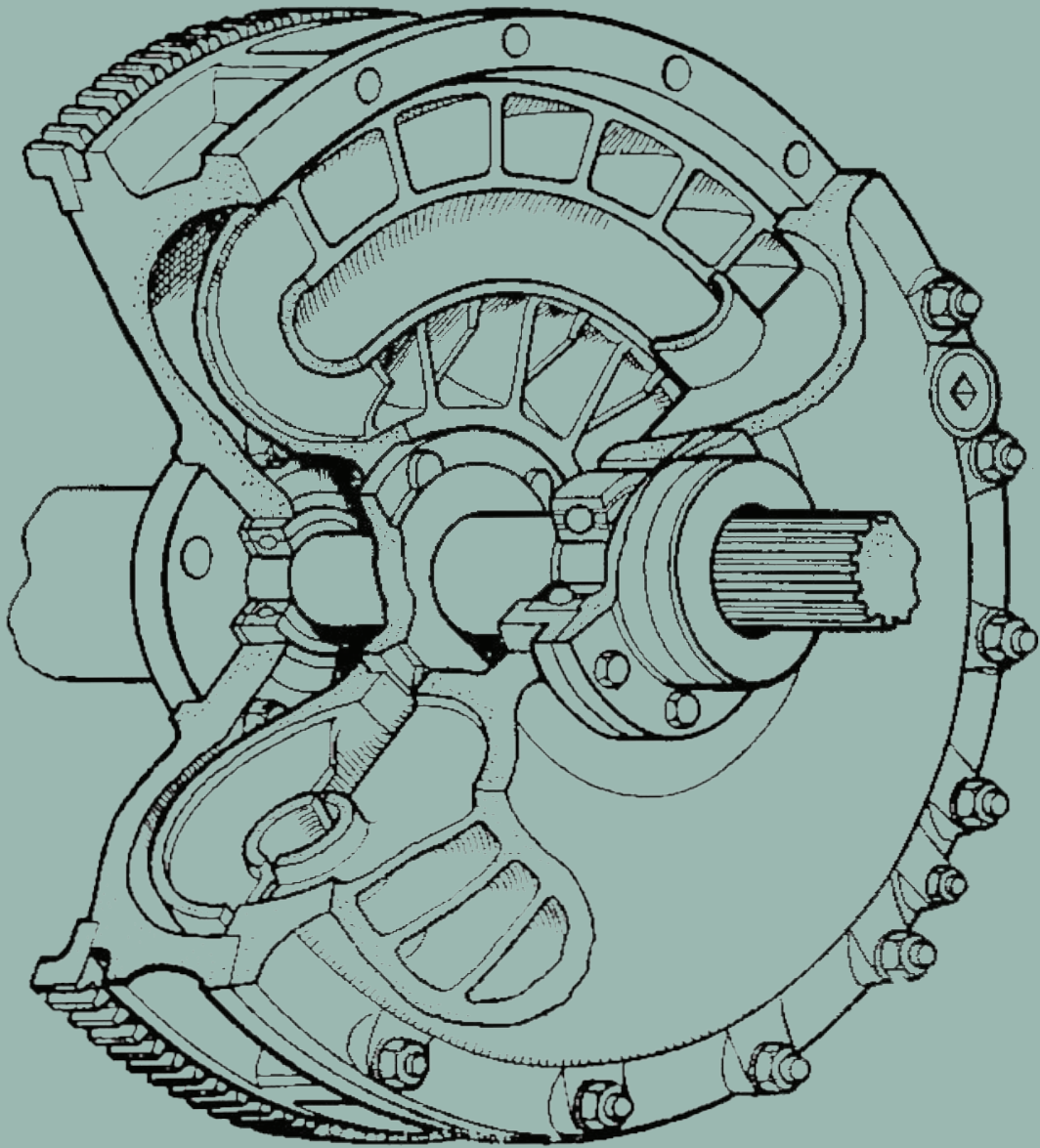
## DB18/CONSORT PARTS FOR SALE

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