

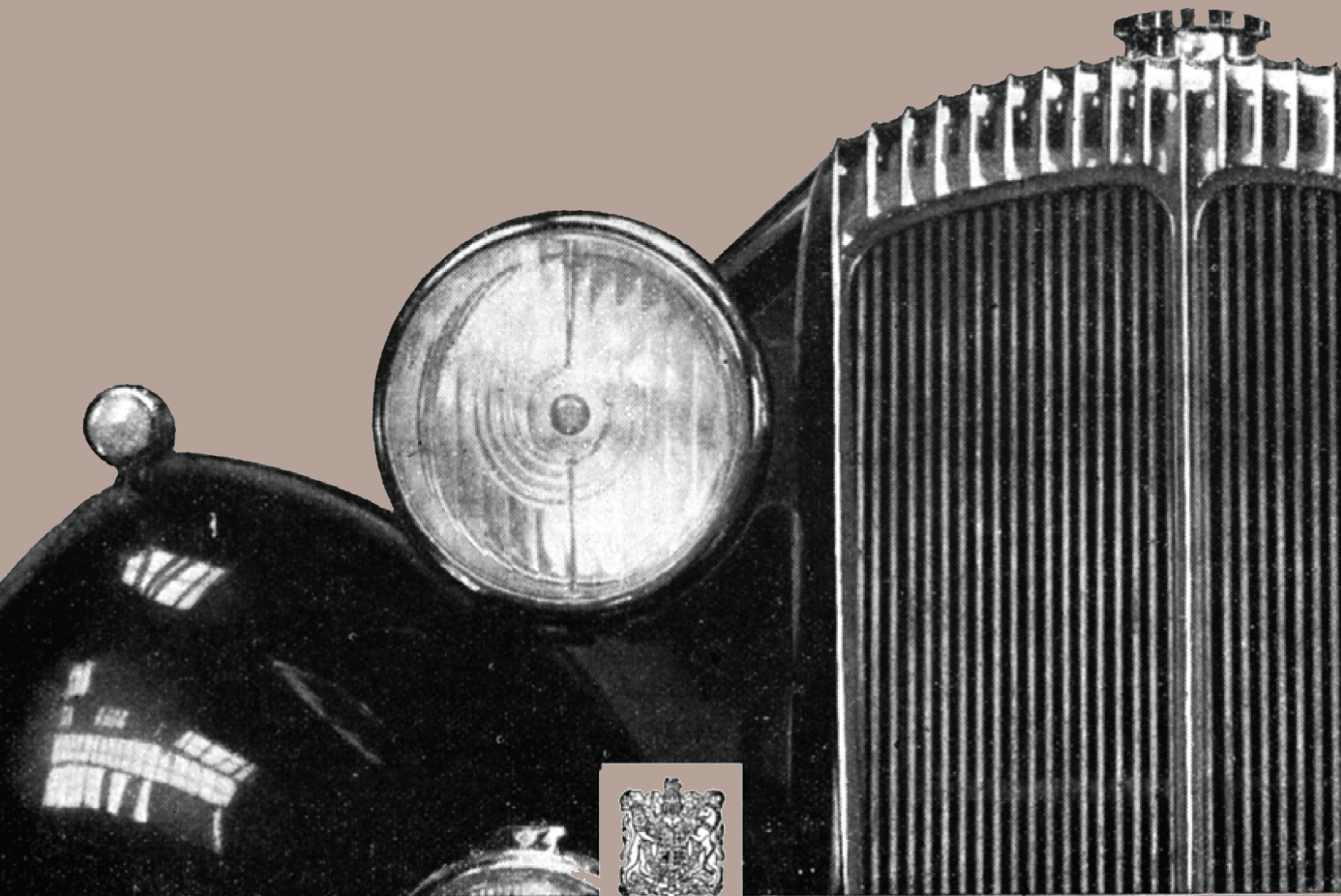
Daimler

&

Lanchester

JANUARY 2024

FLUID DRIVING



BY APPOINTMENT

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

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OUR NEXT MEETING

7:30PM MONDAY, 5TH FEBRUARY, 2024 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.

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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	0438 225 884
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

Dear Members,

I wish you all a very happy New Year and hope that 2024 has started well for you and will continue to be a wonderful year, with lots of successful motoring and events.

One of the duties (or delights) of being president is that I have to choose Clubman of the Year. This year, after consultation with some members the stand out candidate was the man behind the recent very successful and enjoyable SP250 Rally to Orange, here in NSW. Everyone I spoke to were very enthusiastic about what a great Rally it was and how well planned and run. So it was my happy duty to present the trophy to Tony Luongo. It was all the better by being able to do the presentation to a gathering of SP250 owners at the lovely week ender of Stephen and Helen Figgis in north Avoca, where everyone could sit under the shady trees and enjoy a splendid brunch generously put on by Stephen and Helen, which has become the traditional kick off event for the SP 250 register each year. A really lovely morning where everyone could catch up and chat, enjoy the surroundings and each other's company. Apologies again for my oversight in thinking it started at 11.00 a.m. when in fact 10.00 a.m. was the start time!

Congratulations to Tony for the award, well deserved.

The Club's traditional Sydney start event was at Cammeray, by the water at Mortlock Reserve and a report appears in the magazine. It was a more intimate affair, with 9 members and friends being present and a charming relaxed start to the events being held this year.

Don't forget that we have the Swan Hill National Rally wagon train this March, organised by John Hiscox to get us to Swan Hill and back, and I am very much looking forward to it.

In the lead up to Australia Day, I have been trying to get the DE36 running again after petrol pump problems, and at the time of writing this, I have placed a solid state fuel pump in the system to replace the mechanical fuel pump but I think there must be a blockage in the line as while the pump is clattering away (YAY) there isn't sufficient fuel coming through to allow the engine to fire. More amateur attempts will be made to sort the problem out. I hope to be able to give you news of success by next month's magazine.

Don't forget to plan ahead and get our events in your diary to avoid forgetting about them or double booking, or being late (like I was)!!

Wishing you all safe and happy motoring.

Peter Grant

COMING EVENTS

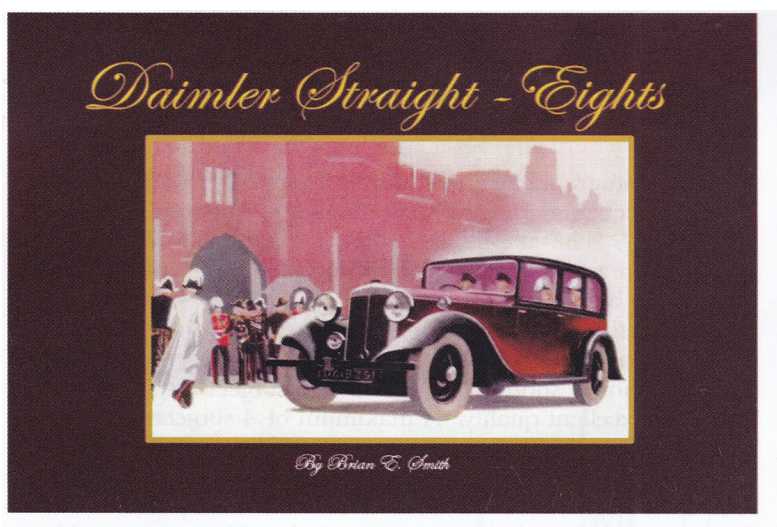
February 2024 Monday 5	DLOC Meeting - This will be held at the Leagues Club. Feel free to attend in person at the Ryde Eastwood Leagues Club. Meeting starts at 7:30pm
February 2024 Saturday 17	SP250 Event - SP250 Run. Lunch at foreshore THE ESTUARY takeaway Kangaroo point, 1420 Pacific Highway BROOKLYN. Arrive between 11.00-11.30 for an outside lunch, BYO chairs.
March 2024 TBA	SP250 Event - SP250 Run. Lunch at Tractor 828. More information to follow. Kindly organised by Mark & Tracey Brooks.

COMING EVENTS

<p>March 2024 Saturday 9</p>	<p>Tea Gardens Hawkes Nest Motorfest - Myall Sports Park. More details in this edition. Gates open 8am. \$10 per vehicle to display. Further information contact Ray Palmer</p>
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BOOK PURCHASE OPTION - STRAIGHT EIGHT

I plan to do a bulk order for members for the forthcoming book on the Daimler Straight Eights by Brian Smith. If I could have an indication of interest from members so I can order the correct quantity. Contact Peter Grant for more details.



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

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

HAPPY NEW YEAR TO ALL

The SP group met for the first time this year on Saturday 20th Jan at the wonderful holiday home of Helen & Stephen Figgis, Nth Avoca.

A total of 24 people were wonderfully catered for by Helen & Stephen with the most amazing four course brunch. Brunch was served outdoors, in the shade of their leafy garden.

The weather was mild, the food was deliciously plentiful and the company most enjoyable.

A huge thankyou to Helen & Stephen on behalf of all present for their gracious hospitality.

Future Runs

- Saturday 17th February – Lunch at foreshore THE ESTUARY takeaway Kangaroo point, 1420 Pacific Highway BROOKLYN. Arrive between 11.00-11.30 for an outside lunch, BYO chairs.
- March (exact date TBA) Lunch at Tractor 828. More information to follow. Kindly organised by Mark & Tracey Brooks.

On a personal note. I would like to thank Peter Grant and the entire club for the great honour of presenting me with the clubman of the year award. This was a huge surprise that caught me unaware and rendered me speechless. I am humbled and most grateful. The trophy has pride of place position on the mantelpiece for all to admire.

DAIMLER CHRISTMAS PARTY 2023

It was such a welcome message to receive from Christine Cole that she was fit and well enough to offer to host the Club Christmas Party for 2023. Chris has had a tough time recovering from a particularly nasty fall and still needs to use walking aids when out and about but was her usual welcoming and gracious host to Club Members who gathered for the traditional Club Christmas Party at her home in Arcadia this year.

We were lucky with the weather and used the beautiful deck overlooking the bay to best advantage for a sumptuous feast of goodies put together by the Club and the attending members. Succulent turkey and ham and delicious salads were the order of the day after some very tasty pre meal nibbles and snacks, washed down with our favourite beverages. As is often the case, the desserts were really worth waiting for and keeping a corner of tummy free and of course, being Christmas time, contained no calories to worry about.

We had a good turnout of members and guests and the mood was warm and friendly with much conversation and banter in between food and drink and enjoying the view.

Santa was kind to all with very generous gifts in the baskets and a plentiful range of hampers for the raffle.

It is such a treat to see Chris better and to enjoy her hospitality at “The End” with the spectacular view sparkling in the sunshine. The Club Christmas Party is a wonderful starter to the round of festive entertaining and this year was no exception. Many thanks to Chris and her band of helpers, working hard to make the event such a wonderful day and a really delightful gathering of friends.

Peter Grant (stuffed full with Christmas goodies).



TGHN MOTOR CLUB
PRESENTS
TEA GARDENS HAWKS
NEST MOTORFEST



📍 MYALL SPORTS PARK, HAWKS NEST

SATURDAY, 9TH MARCH 2024

GATES OPEN: 8AM - 2PM

\$10 PER VEHICLE TO DISPLAY

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/ LIVE MUSIC/FOOD STALLS/RAFFLE ETC.**

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FURTHER INFORMATION: ROSS ANDERSON M) 0400 320 611

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1964 Magestic Major. Restored mid 1990's and is still in excellent condition in all respects. Asking \$35,000.

Further information please phone Graham on 0417 631 116 or email grahamjenny.norman@gmail.com.



TRADITIONAL COCKTAIL CRUISE JANUARY 2024

For many years now John Steel has kindly scouted out and chosen a scenic picnic spot near the water for us to begin the Car Club year of events in January.

John gave up that mantle and this year Victor Nash was good enough to do the scouting and came up with a really ideal spot, at Cammeray: Mortlock Reserve, just adjacent to Tunks Park Oval. It is great, good facilities if needed, a tranquil setting by the water and easy to find and parking was free.

The weather was kind, perhaps a little cool as the breeze freshened when the sun started to dip but no rain and generally very pleasant in good company.

Jim and Denise were unable to join us, and Ian Johnson, who often attends had business commitments but 9 of us gathered to kick off our events this year and had a great catch up.

John Hiscox, Alan Hunt, Carolyn Burch, Victor Nash (thank you for both organising and taking the photos), Christine Cole, Linden Braye, Ray Palmer and his friend Chona.

It was lovely sitting there looking over the water and the beautiful green surrounds after the busy Christmas New Year period and enjoying a glass of bubbles or a beer and sharing a picnic with friends.

With thanks to Victor for the venue choice and the photography (and the bubbles)!!!

Peter Grant



SPARE PARTS SUPPLIER

AUTO SURPLUS

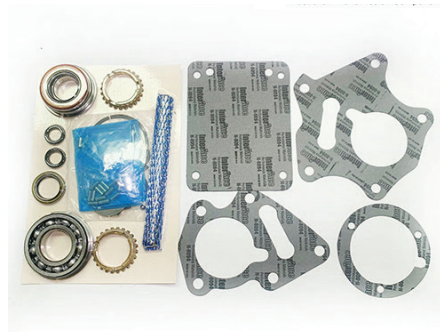
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CAR WANTED

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 sovereign(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

Christchurch

New Zealand

1939 DB18/1 DAIMLER RITZ FOR SALE

Daimler first produced a medium sized chassis in 1934, and called it the Fifteen. That evolved to the DB17 1 and 2 and then the DB18/1 by 1938/39.

In 1939 a wealthy Sydney Doctor ordered a DB 18/1 and because she did not like black cars, chose an iridescent silver blue Ritz version of the DB 18/1.

The Ritz was a luxury edition of the standard DB 18/1 saloon, and appeared in both six light and four light sports saloon guise. This car, a four light features the Ritz options as follows:

- Heavily plated engine components.
- Iridescent paint scheme.
- Chrome side flashing.
- Burr walnut internal woodwork.
- Fine single panel Vaumol leather upholstered seats in the signature grey/black piping finish.
- Picnic tables to the rear seats.
- Rear armrest to store cigars.
- Sliding sunshine roof.
- Rear side armrests cut down to accommodate the storage of two thermos flasks.
- Festoon lighting under the dashboard for better cabin illumination.

This car has had the body professionally rebuilt including new timber work where needed and extensive new metal sections and has been resprayed in a Nissan colour to match as far as possible the original colour.

It comes with the original engine which has had the head reconditioned as well as a rebuilt DB18/2 engine that can be fitted into the car. There are pale grey leather hides purchased by the previous owner as well as a wiring harness ready to be fitted.

The car will need finishing off, new headlining, servicing and recommissioning of the rod brakes and is on 4 good Michelin radial tyres. The photo of the dark blue car is of one of the roadworthy examples in the UK.

This is a charming, and very attractive pre war Daimler that displays all the best materials and is very rare. There are probably no more than 6 Daimler Ritz examples left, of which only three currently are road worthy. It is the only known Ritz in Australia, having been a private import by the first owner.



1939 DB18/1 DAIMLER RITZ FOR SALE



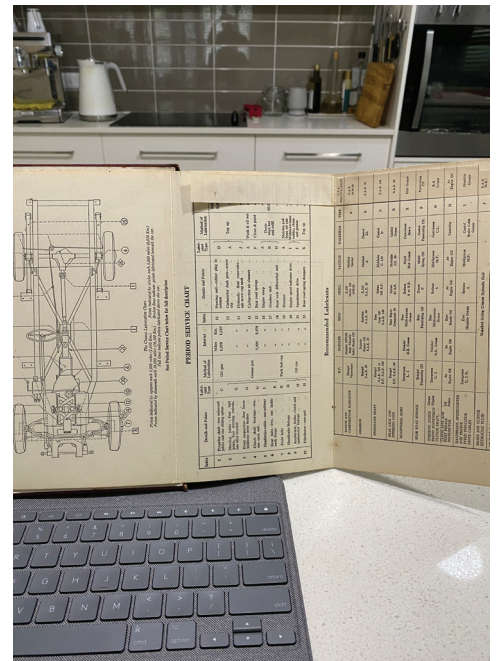
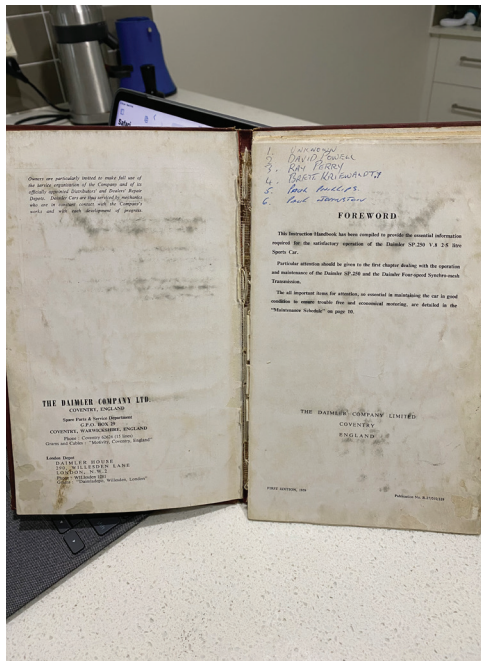
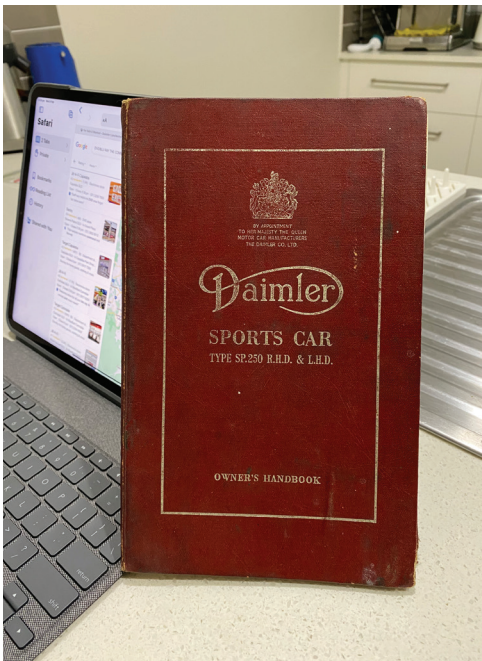
It is available for \$15,000. Contact Christine Cole for details on 0412686456



SP250 OWNER'S MANUAL FOR SALE

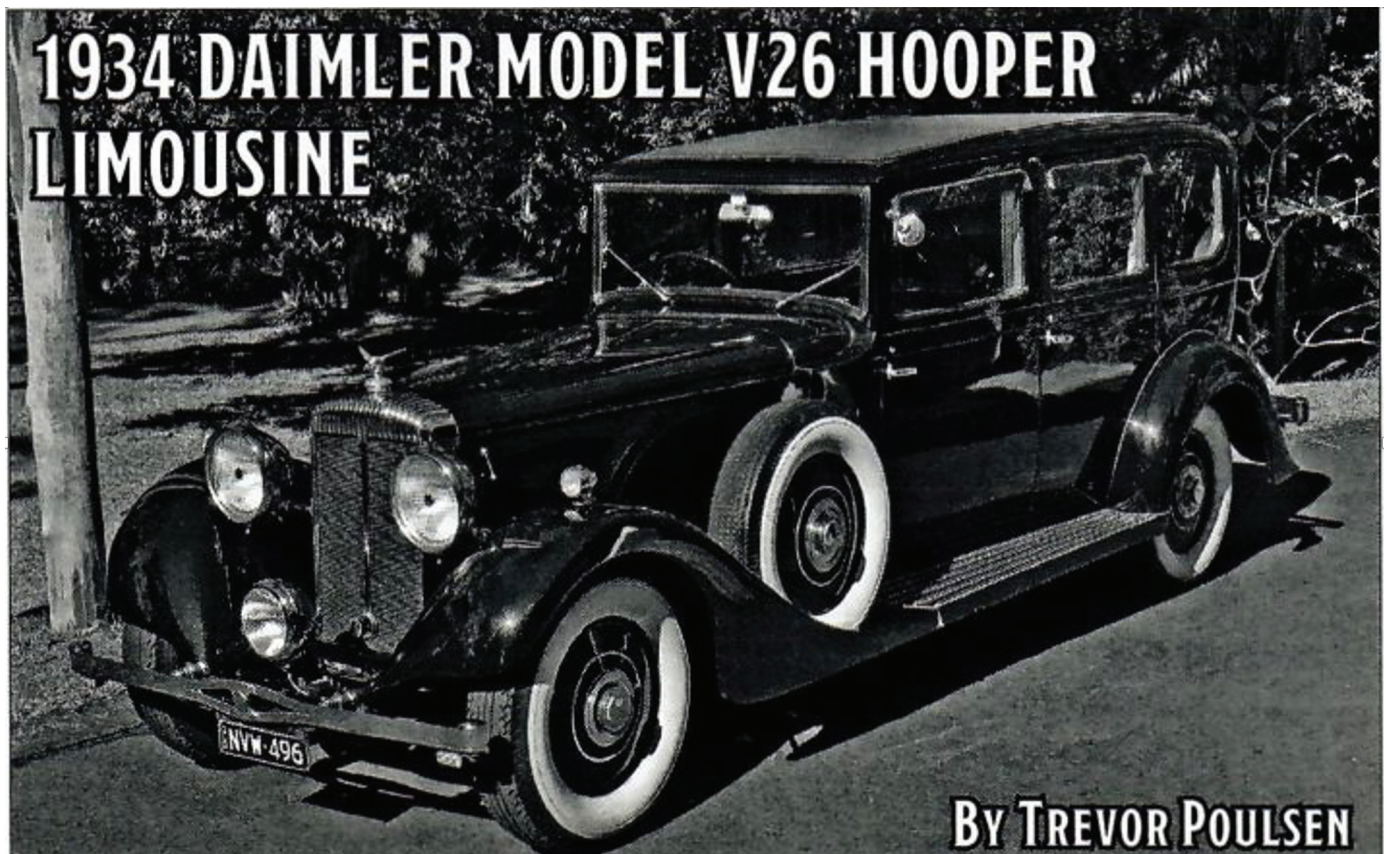
I have the below book for sale. Here are some photos of the book. Not sure how much but i guess around \$70 would be good. With free postage in Aust. It turned up in my steel trunk as a result of down sizing.

Brett Kriewaldt. - 0416199332



1934 DAIMLER MODEL V26 HOOPER LIMOUSINE

The following article and images has been reproduced with permission by Eddie Ford of Restored Cars magazine from the Dec23-Jan24 edition.



The Daimler Company Limited, before 1910, known as the Daimler Motor Company Limited, was an independent British motor vehicle manufacturer, founded in London by H J Lawson in 1896, which set up its manufacturing base in Coventry.

The company bought the right to the use of the Daimler name simultaneously from Gottlieb Daimler and Daimler-Motoren-Gesellschaft of Cannstatt, Germany. After early financial difficulty and a reorganisation of the company in 1904, the Daimler Motor Company was purchased by Birmingham Small Arms Company (BSA) in 1910, which also made cars under its own name before WWII.

Between 1899 and WWI, at least 43 private cars were marketed, covering the entire motoring range, from the small 1100cc twin to a very big 58hp 4 cylinder car that was nearly 10 times greater in capacity.

In 1933, BSA bought the Lanchester Motor Company and made it a subsidiary of the Daimler Company.

Daimler was awarded a Royal Warrant to provide cars to the British monarch in 1902; it lost this privilege in the 1950s, after being supplanted by Rolls-Royce.

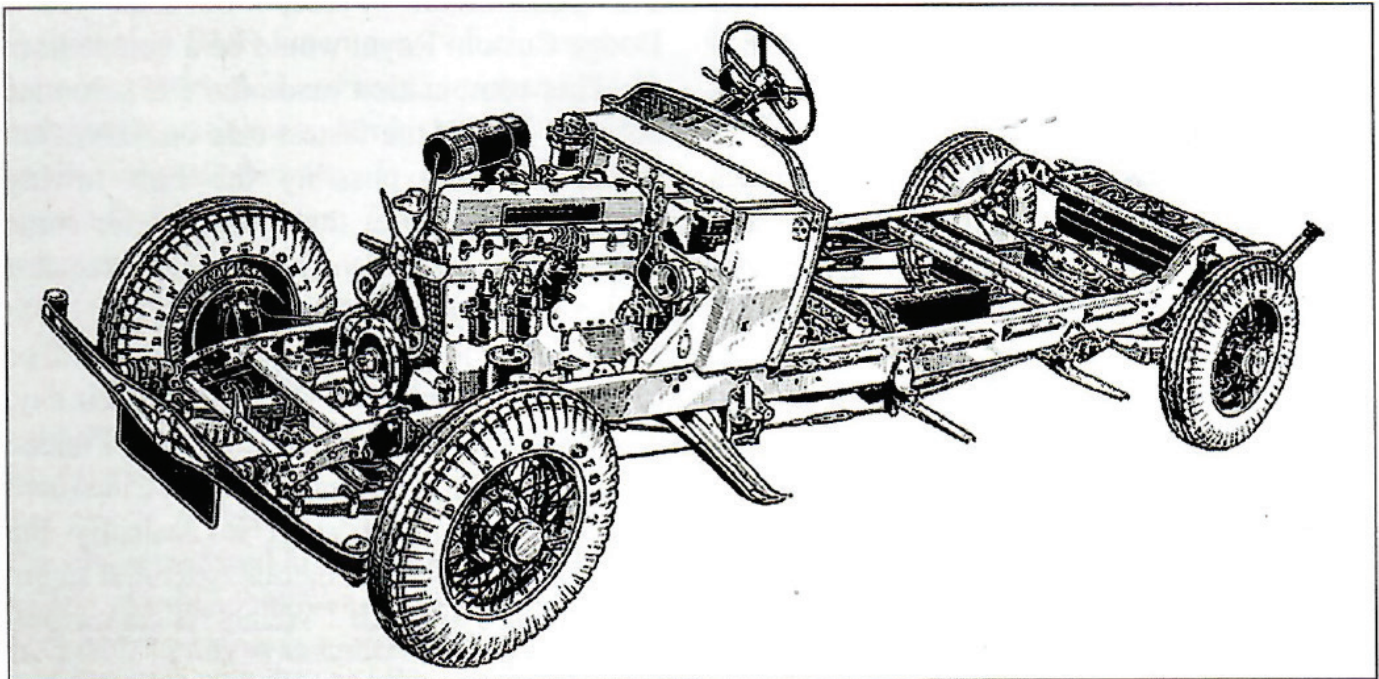
The Feature Car

Lindsay Price, a retired marine engineer of Maloolbah Valley, Qld, purchased this car after selling a 1938 Daimler that he had bought in England in 1976. This Hooper bodied car was priced new there between £1,575 to £1,825, plus 25% tax.

Researching the car's history has shown the car was ordered in 1933 by Stratton-InStone, the London Daimler agents, as a chauffeur limousine, number seven, in an order of 13.

The British magazine, 'The Motor', May 1, 1934, of the Daimler 25, wrote, "... the car handles very nicely on main roads and country lanes. The brakes are excellent, the steering light and springing extremely comfortable.

1934 DAIMLER MODEL V26 HOOPER LIMOUSINE



The 1936-1939 Daimler 4.5 litre straight-eight chassis, similar to the feature car.

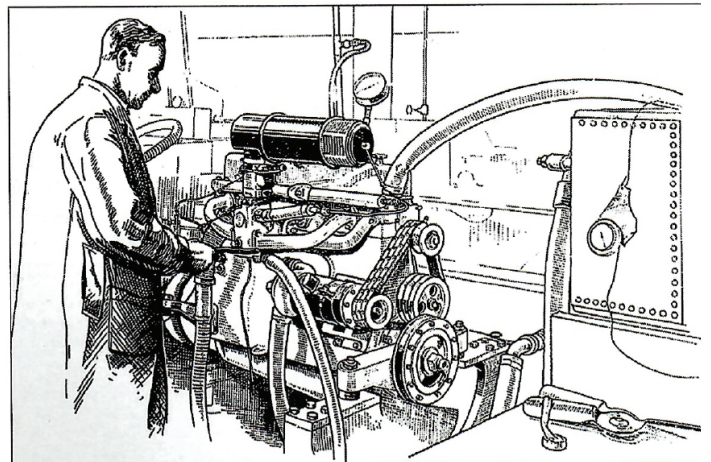
"We were able to verify the exceptional degree of silence and smoothness, which has been attained in the design of this engine. In every detail, it bears the stamp of long experience, construction has been considered from this important view point.

"Summing up, the new Daimler '25' represents a very important addition to the list of high grade British cars. In every detail, it bears the stamp of long experience, both in design and workmanship."

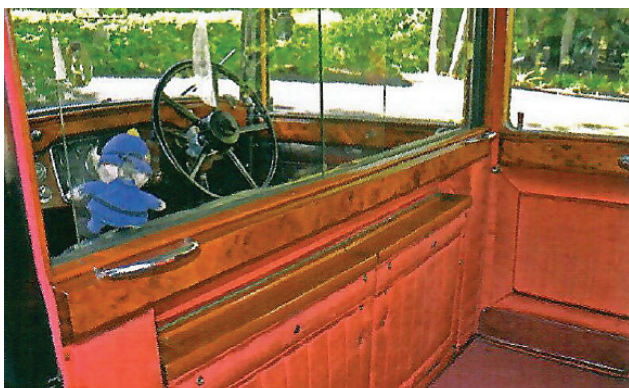
In 1946, this car was shipped to Canberra, Australia. In the late-1950s, it was donated to Gilltraps Museum on the Gold Coast, where in 1964, Lindsay first saw it. The car was later bought by Richard Harris in 1998 and then bought by Lindsay in 2000.

This Daimler did require a lot of restoration work, and within a short time, the cylinder head failed. The only permanent way out was to build a new head, which he did, and since then, has made another six of them.

Lindsay is a member of the Jaguar Drivers Club and the Daimler Owners Club UK.



From brand new, every straight-eight engine receives an exhaustive eight hour bench test where the engines are run from slow to maximum revs. During the test, they are checked for oil and water leaks, then washed down for a final inspection and adjustments made. When fitted to the car, maximum speed can be obtained without fear of damage to the engine.

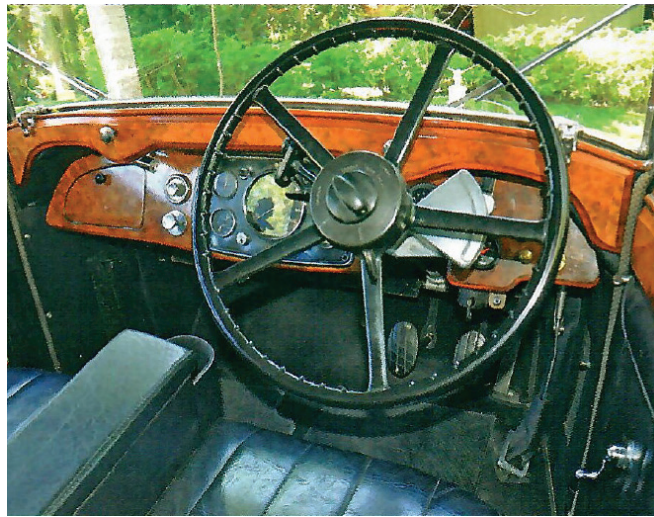


LEFT. Burred walnut trim is featured on the dash and window surrounds, with a full set of centrally-mounted Rotax gauges. It is a pre-select fluid flywheel transmission, where you select a gear from the steering column lever and press the clutch to change gears. The lighting switch is in the 19 inch diameter steering wheel hub, it has 3.5 turns lock to lock, with ignition advance and retard. Power is a 12 volt system.

1934 DAIMLER MODEL V26 HOOPER LIMOUSINE



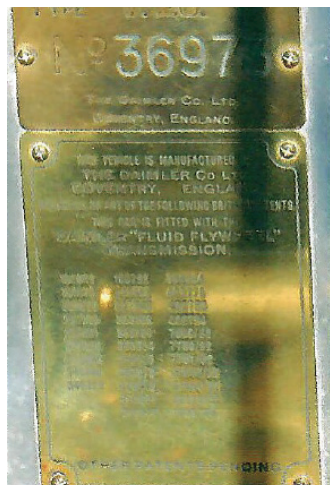
The big 1934 Daimler Model V2B Hooper Limousine, owned by Lindsay Price, is 200 inches long (5080mm), with a 142 inch (3607mm) wheelbase. The Hooper coach-built body is numbered 8013. Hooper built luxury carriage and car bodies in Westminster, London, from 1805 to 1959. The car had a new price of UK£1,500, plus 25% tax.



LEFT. Burred walnut trim is featured on the dash and window surrounds, with a full set of centrally-mounted Rotax gauges. It is a pre-select fluid flywheel transmission, where you select a gear from the steering column lever and press the clutch to change gears. The lighting switch is in the 19 inch diameter steering wheel hub, it has 3.5 turns lock to lock, with ignition advance and retard. Power is a 12 volt system.



ABOVE. Daimler used this system of easy access to both sides of the engine by the easy removal of the engine side curtains and raising the hinged bonnet.

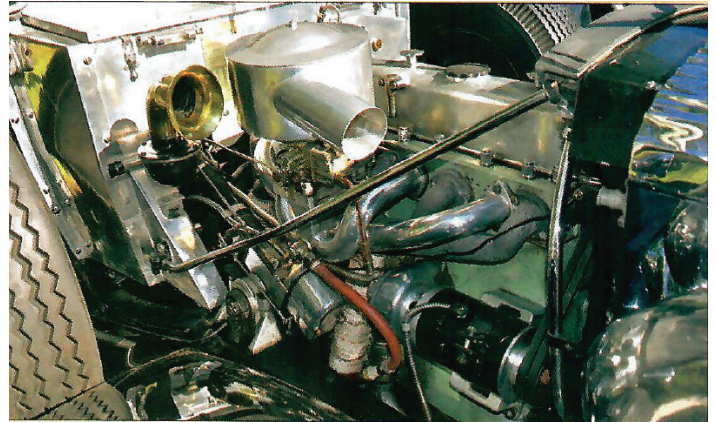
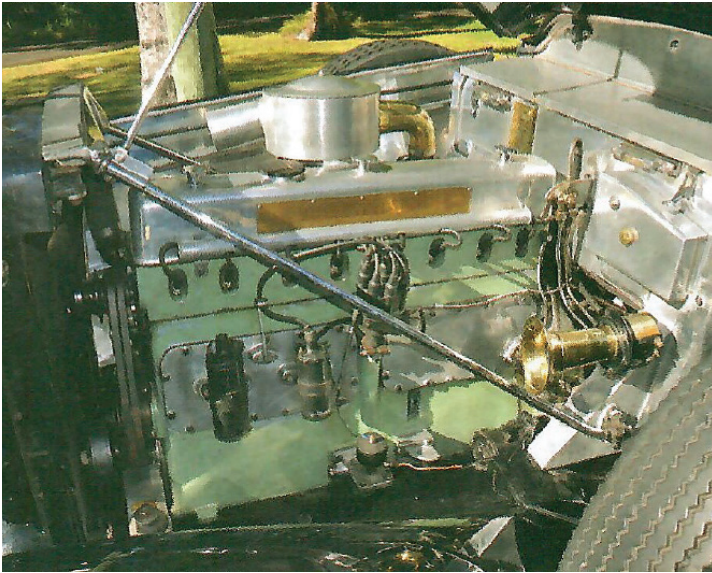


LEFT. The data plate on the firewall, Type 26 and number 3697, with a list of British patent numbers. They point out it is fitted with a fluid flywheel transmission.



LEFT. The radiator mascot on the car is the 'Eagle On Ball', produced by the Desmo Company of Birmingham, UK. They produced a huge variety of car mascots, from the early-1920s to the mid-1960s.

1934 DAIMLER MODEL V26 HOOPER LIMOUSINE



A modern Holley 350 carburettor is fitted with an oil bath air cleaner. Lindsay made up new inlet and exhaust manifolds to improve performance and economy, but still retaining an original appearance. Note the twin V-belt drive to the generator and water pump. Here Lindsay re-engineered the original three belt adjustable link system to use twin modern V-belts. Check page 26 for the original factory engine layout. A Bishop worm and peg steering box gives the car a 42 feet turning circle.

The OHV straight-eight cylinder engine is of 4625cc (282cid), putting out 104hp at 3800rpm. The crank case holds 8 pints, with 3.5 gallons in the radiator. Lindsay designed and built a new modern head for this Daimler that improved the performance and economy.



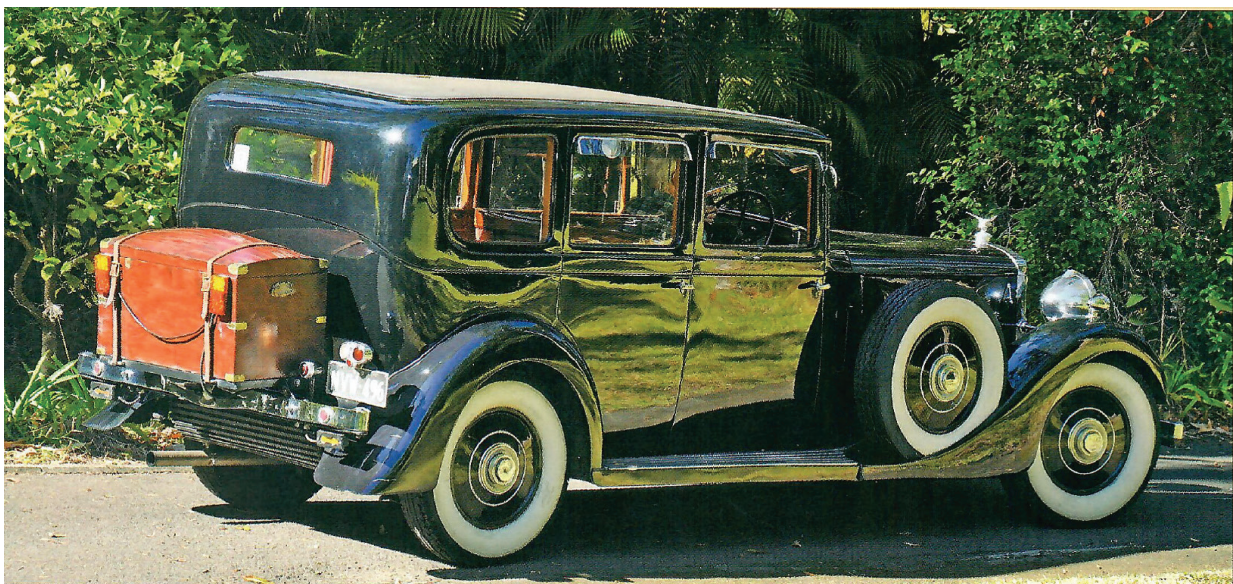
ABOVE Black leather seating with a fixed armrest for the chauffeur



MID RIGHT The fold up seating for extra passengers



FAR RIGHT Where the rich people sit, in and on red velour luxury, with a grey felt headliner



The car is mounted on a ladder-type frame, is 71 inches (1803mm) high, with a 59 inch (1499mm) front and rear track, wheels are 18 inch wire-type, with 7.50 x 18 tyres. Brakes are four wheel, power operated, with 12 inch drums. The car weighs in at 2.3 tons. Leaf springing is dampened with Luvax shock absorbers. Paint color is in black lacquer, with red striping. IBC

1955 DAIMLER - REGENCY - ONE-O-FOUR - 4 SALE

- Saloon
- Wilson Pre-select gearbox
- Engine # 87230
- Black
- Approx 34550 miles
- Original condition
- Partially Restored
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- More photos available upon request
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1949 DAIMLER DB CONSORT RESURRECTION

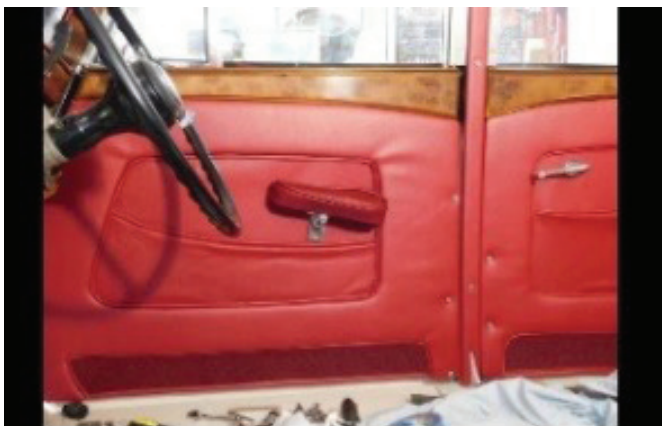
PART 83 - INTERIOR TRIM PART 9

I finally finished the driver's side armrest. The problem I had with the stitching was solved by spending more time adding additional stitching around the piping. I glued a thin layer of cotton wadding over the wood and foam forming piece, and the new leather cover fitted like a glove – blue tacks fixed the cover in place as per the original design.

The old passenger side armrest wood and foam form piece was also reusable, but the piping used in the cover was no good. I used the same template to make the new cover and experienced similar problems with stitching around the piping. With this cover I used a modern cloth piping with a slightly larger profile and resorted to hand stitching the leather around the tight curves. The chrome hardware used to attach the armrests to the doors cleaned up well with chrome polish and hard work and were simple enough to attach to the door frames. They are height adjustable, and the leather covers look good against the vinyl door cards.

I was going to move onto the carpeting next but decided to continue with an armrest theme when I saw the old passenger Grab Straps sitting in a box. Some were made of vinyl and others used cloth. They attach to the chrome upright in front of the rear "D" windows using a small, formed support with a chrome ring – the material attaches to the ring using a small metal clamp. The chrome hardware was suitable for reuse after cleaning and one of the existing straps was good for a template. After pulling the strap apart I found that the material was wrapped around a thin layer of high-density foam. The foam had disintegrated so I used a thin layer of cotton wadding as a substitute. I chose red leather for the covering material. The strap is made from four pieces of material which were easy to machine together. The only hand sewing required was for the piece of leather covering the metal clamp attaching the strap to the chrome ring. The finished product looks good against the chrome upright of the "D" window.

YouTube Link - [Consort Restoration 83](#)



CAR FOR SALE

This is a car for sale in QLD & is reputedly a former royal tour car from 1954. Paul Blake has it for sale & he is asking \$3000 for it. His phone no. is 0488 768658.



CAR FOR SALE (CONT'D)



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 at Lady Augusta. A full breakfast menu is available at Burke & Wills, Jane Eliza is yet to provide detail of what they can offer for Breakfast.

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?>

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 23 Nunawading. Victoria. 3131

Signature: Date:

Please fill in the Registration Form and email or post it to. president@daimlerclubvictoria.org.au

or PO Box 23 Nunawading Victoria 3131

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

MINUTES OF DECEMBER 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 4 DECEMBER 2023

The meeting commenced at 7:37pm with Peter Grant in the chair.

Apologies :

Jim Gellet, Peter Lachere, John Steel, Jenny Turner, Robert Brandes

Previous minutes:

Taken as read MSA John/Mark

Business arising from Previous Minutes :

Peter to follow up the manufacture options for the regalia pendant earrings.

Peter/Victor to follow up Daimler labels on special run bottles of wine for regalia.

Peter noted the Brian Smith book Straight 8 was due soon at cost approximately 52 Pounds.

Correspondence :

Fluted Grille magazine available for library.

Daimler parts offered to club as donation.

Peter to contact Ian Brenner, Grahame Irving to check if they were interested.

Business arising from Correspondence : Nil.

Secretary's Report : Nil

Treasurers Report :

Alan tabled his report inclusive.

Cash book balance @ 2 Nov.23 - \$5157.61

Term Deposit @ 2 Nov 23 - \$20000

DLOCCA Project Income & Expenditure Reports Month to 10 May 2022 to Lanchester Project and Daimler National Rally April 22

Project surplus - \$21.00

DLOCCA Balance Sheet as at 31 December 2022

MSA Alan/Mark "that the financial reports be accepted as true and correct and that all payments that are current or as they become due, be approved "

New Members : Nil.

Reminder membership notices to be sent out now.

Social Report :

Harbour Cruise event for Jan 24 confirmed with Victor to finalize a location Details to be sent out on email.

Breakfast run Feb 24 location TBA

Run to new Western Sydney airport to be arranged by Ray . Details TBA.

Motoring Heritage Day 19 May 24 confirmed for the Kurrajong venue . Details to TBA.

MINUTES OF DECEMBER 2023 MEETING

Swan Hill National rally 15-19 March with Johns pre/post tour also discussed. Details available confirmed again next magazine.

June 24 run to Southern Highlands discussed . Detail TBA

Fairground Follies in Alexandria also discussed as possible run event .

July 24 is the combined Clubs soup run .

Aug 25 is the Shannon's Display day . Detail TBA

All British Day : Nil.

CMC: Nil

Regalia:

Peter to follow up sourcing Daimler caps.

Website/Editor:

Some difficulty in logging into Website was discussed.

It was noted that not everyone experienced a problem.

Peter to follow up with Jim as to any suggestions/clarification that maybe applicable.

Peter also to discuss with Jim to coordinate with Ian in uploading SP250 Orange Rally photos.

Library: Nil

SP Notes:

As per the magazine.

Registrars: Nil

Technical and spares : Nil

Conditional Plates : Nil.

For Sale or Wants: Nil.

Lanchester:

The Committee reported back after its meeting in regards parts and Lanchester currently at Russells place needing to be relocated, due to house sale and downsizing - that Chris Cole has graciously agreed to store the parts and Lanchester at her place for a Maximum of 12 months only .

It is critical that members realize that this arrangement is a temporary measure only and that members need to consider other options and provide appropriate feedback to the Committee as soon as possible.

General Business: Nil.

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

**THE NEXT DLOCCA MEETING WILL BE HELD AT THE SAME VENUE ON 5 FEBRUARY 2024
STARTING AT 7.30PM**

WANTED – A NEW HOME FOR DAIMLER LYNX

Several Years ago Warren rescued this vehicle from its resting place in Goulbourn.

I am looking to relocate this car to whoever thinks they might be able to use it or parts of it.

This is a freebie except for your removal and transport costs.

All known information is in the article below.

Contact: Chris Cole 0412686456

DAIMLER LYNX DISCOVERED

The Daimler & Lanchester Owners' Club send me their excellent magazine, The Driving Member, and I was intrigued to see in their May issue a report by Dave Philpot of a rare Daimler Lynx in New South Wales.

Dave lives only just down the road from me in Cilgerran in North Pembrokeshire, so I made contact with him. He tells me the car is owned by Roger Doughty of Bradfordville, New South Wales, and is to be restored. The accompanying photographs were supplied by an old family friend, Peter Caunt, who lives in Australia and is a keen enthusiast for Crossley and Armstrong Siddeley cars, although not a 'Daimler man'.

The car's details are: chassis no. 42366, body no. BN 1557, and the coachbuilder is believed to have been either Ruskins of Melbourne or Martin & King of Melbourne. The chassis is from the second allocation of E20 chassis issued in 1936 and fitted with Daimler's 2565cc 20hp overhead- valve six-cylinder engine. Of particular interest is the shield-shaped badge mounted on the bodywork bearing the name Daimler Lynx. This was mounted above the rear bumper and also appears on the steering wheel boss.

It's unclear whether all E20s sold in Australia were designated the Lynx, or whether it was simply a preferred name adopted by the coachbuilder. Dave seeks any information on the coachbuilder concerned and wonders if there are any other Lynx saloons out there?



There's another above the rear bumper.



The 1936 Daimler Lynx in New South Wales is to be restored.



His overhead-valve six-cylinder 256See engine

DAIMLER LYNX DISCOVERED



The Daimler Lynx shield-shaped badge on the steering wheel boss.



Restoration will be an uphill task.

PARTS FOR SALE

A pair of wheels to suit 1953 Lanchester Leda also fit a Daimler Conquest. Also an ignition switch with two new keys .

\$ 80 Norman Clark

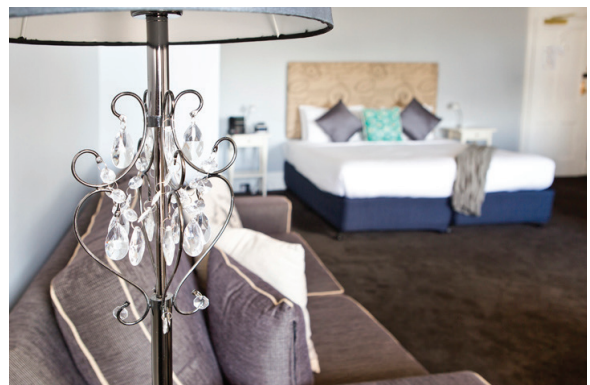
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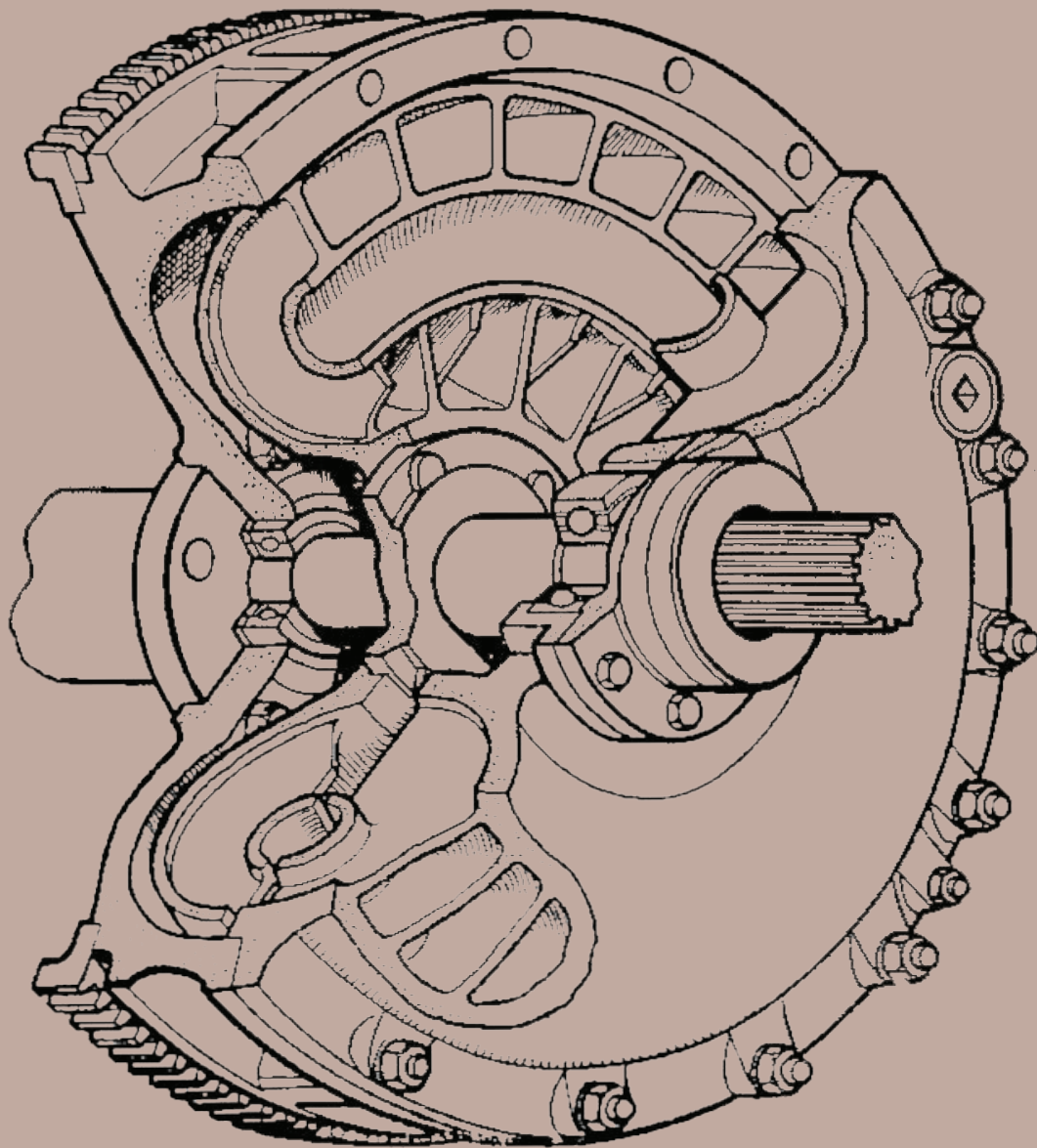


THE ROYAL AUTOMOBILE
CLUB OF AUSTRALIA
89 MACQUARIE ST, SYDNEY
PHONE: 02 8273 2300



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.





Please address all correspondence to:

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

www.dlocaustralia.org