

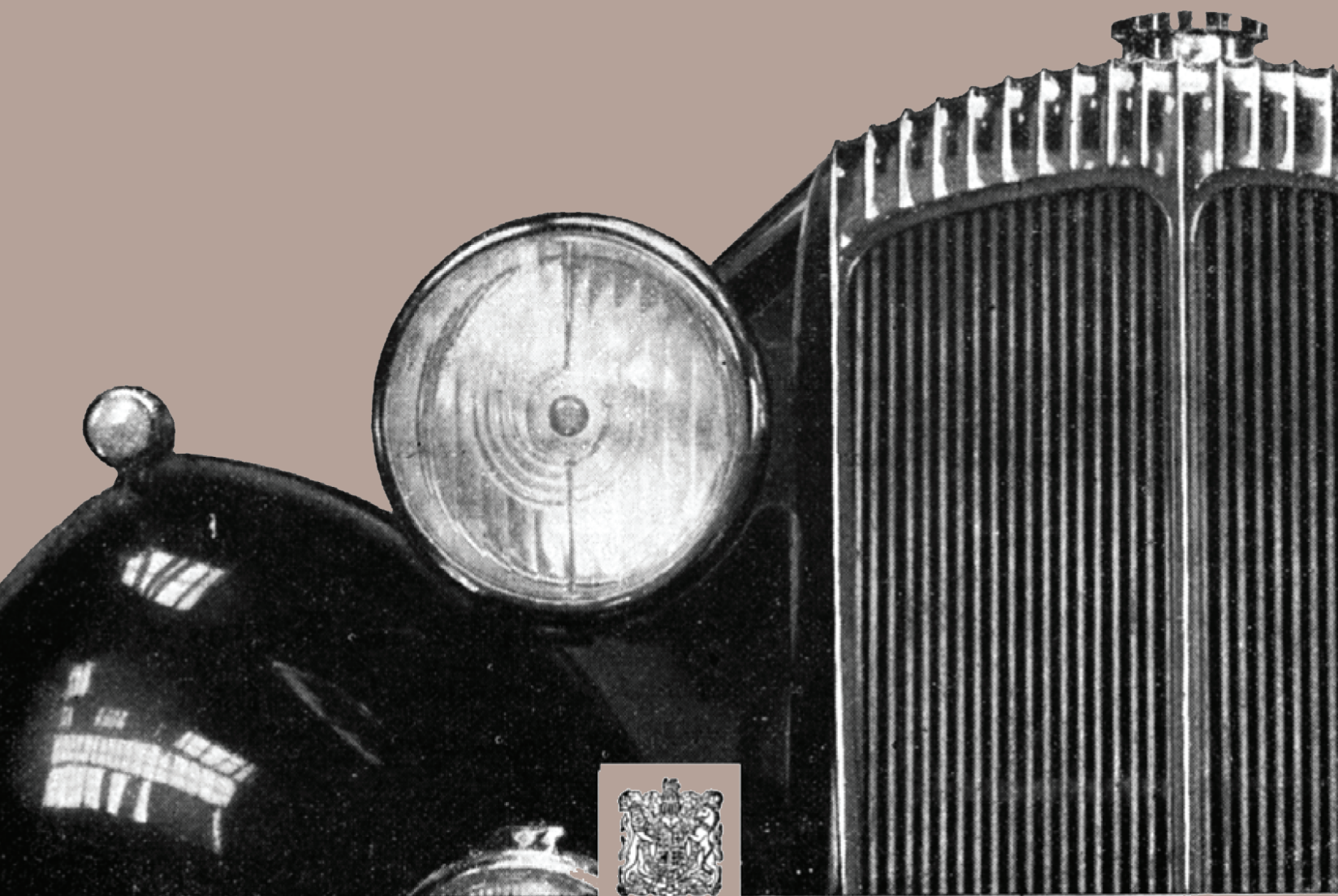
Daimler

&

Lanchester

AUGUST 2024

FLUID DRIVING



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

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OUR NEXT MEETING

7:30PM MONDAY, 2ND SEPTEMBER, 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.

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	0438 225 884
DF, DR, DQ, DK incl Regency, 104, Majestic & Major	Colin Cox	0408 393 301
DJ range, incl. Century & Leda	Campbell Middleton Richard Thwaites	02 – 4758 7125 02 6273 3471
2.5 litre V8	John Hiscox	0438 225 884
SP 250	Merv McDonald	0417429 573
Sovereign, and all Jaguar based models incl. DS 420	John Hiscox	0438 225 884

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 was lucky enough to have been persuaded by Alan Hunt to shrug off my reticence and buy a ticket to attend the Shannons Display at Sydney Motorpark last week end. I am so glad that I did so.

The organisation and the venue have improved out of sight since the old days and the spaces allocated were clearly marked and generous.

There was a wonderful array of vehicles to view, and some of the post war Cadillacs were just amazing, as were the sportier exotics like Maseratis and similar Italian beauties. Five fine SP 250's were on display flying the Daimler flag, and Victor and I were both there, and there is a full report and photos from Alan Hunt in his magazine.

I think that next year it would be really good to see some more Club Members attend, a very good day out and well worth the effort.

Our next Club day is the All British at Hawkesbury Showground at Clarendon. I hope to see a good number of club members on the day, it is always a wonderful time, to be able to catch up with fellow enthusiasts and spend the day looking at beautiful vehicles and socialise with like minded owners and their guests. Please do keep the day free and attend, it is supporting an important event and also the Club.

Safe motoring

Peter Grant

COMING EVENTS

Dear Members

All club events are open to club members and their guests and we warmly welcome everyone who attends. A run organised by a register of the club be it SP, DE or anything else is of course equally open to everyone within the Club. It might just mean either putting your foot down or easing off the throttle to keep up!

September 2024 Monday 2	DLOCCA Meeting - This will be held at the Leagues Club as well as Online for those who cannot attend. If you wish to attend online please CLICK HERE at 7:30pm. Feel free to attend in person at the Ryde Eastwood Leagues Club. Meeting starts at 7:30pm
August/ September 2024 Fri 30 Sat 31 Sun 1	SP250 Event - Cootamundra Sprints Cootamundra. Either competing or Spectating a great weekend. "the entry fee is now \$120 if entries are received and paid for by close of business on 16 August 2024. Late entries received after 16 August 2024 will be charged at \$150 per entrant." More details soon, Advise David & Dallas Stoodley of your intentions.

COMING EVENTS

September 2024 Sunday 15	All British Day - This year to be held at Hawkesbury Showground at Clarendon, more details when at hand. Please advise Russell or Committee if you wish to display your Daimler. This will be a big event, and we are looking forward to members supporting this day
October 2024 Sunday 20	A Run to the New Airport - We are arranging a club run to view the progress and attend a 30 min screen show and presentation. Please contact John Hiscox or Victor Nash to express your intention to attend.
October 2024 Sunday 20	Bay to Birdwood - Registrations are open. Join over 1500 antique, veteran, vintage and classic vehicles in one of the world's great historic motoring events. We look forward to welcoming historic vehicles manufactured from the early 1900s through to 31 December 1994. For details on how to enter and further information click on this link
October 2024 Sunday 27	SP250 Event - Lancer Barracks Parramatta then lunch at a local pub. On the last Sunday of the month the Barracks start the tanks and other vehicles. Details to come.
October 2024 Saturday 26	Daimler Event - I am preparing another tour of the clock tower and new concourse areas at Central Station by popular demand! Meet at Eternity Café 11.15 for lunch. If you don't want to walk up the tower you can wait down the bottom and in conclusion return to the café for afternoon tea after the tour finishes about 2.30. The tour will commence at about 12.45 further details contact. Ray Palmer.
November 2024 Friday 8 to Sunday 10	President's Weekend Away - This year to be held at Bundanoon, more details when at hand.
November 2024 Saturday 16	SP250 Event - Southern Run. Bruce Thomson arranging, details to come.
December 2024 Saturday 14	SP250 Event - SP Christmas Party at Blaxland. It will be catered as in past years. Details to come.

SP250 EXHAUST NOTES

EXHAUST NOTES FROM THE DLOCCA SP250 REGISTER

SP Notes

August Report.

It feels like Spring! Nothing better than cleaning the car and enjoying it in this fantastic weather.

The weather was beautiful on Sunday 25th August and a few of us enjoyed a day at the Shannon's Sydney Classic held at Eastern Creek. Below is a report of the day kindly provided by Alan Hunt.

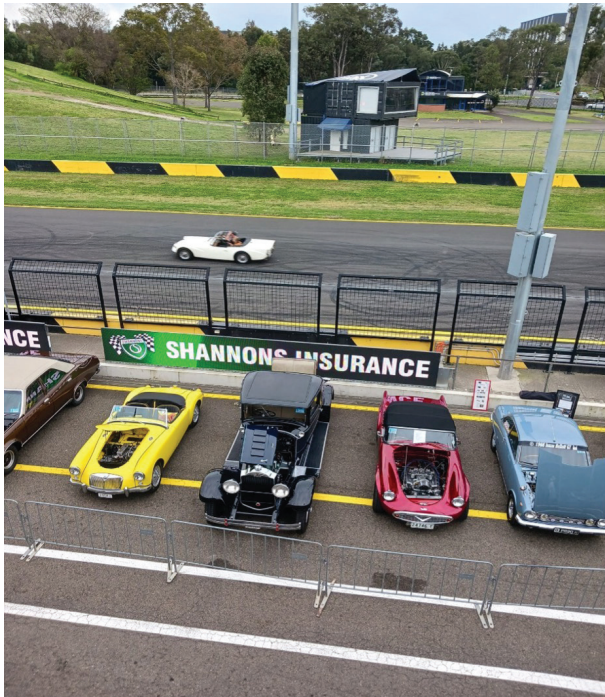
Many thanks to Alan for organising this day and for all the work he did on Saturday setting up the area for us. Well done, Alan.

The planning of our circumnavigation of NSW – "THE LAP" planned for November 2025 is progressing well. A detailed email will be sent shortly with the entire run explained.

Future planned runs are found in the Coming Events section of the magazine.

DLOCCA at Shannon's Sydney Classic 2024

Sunday, 25th August saw over 1800 cars of all makes, sizes and ages assembled at Sydney Motor Sport Park for a grand celebration of classic cars and their dedicated owners. This event is run by the Council of Motor Clubs (CMC) which made a sensible rule that each club is limited to 20 cars. Each Club area was clearly marked and flagged with the club name. Only organizational hitch was the queue at the entrance gate.



The DLOCCA was represented by 8 cars, seven in our designated area and David and Dallas Stoodley's SP450 in Pitt Lane with cars entered for Concours judging. The other seven were Club President Pater Grant's Daimler Special Sports, Vice president Victor Nash's 1946 Bentley Mark 6 Drop Head Coupe and 5 SP250s owners by Mark & Tracey Brooks, Stephen Figgis, Alan Hunt, Tony Luongo and Chris Moss-Robinson.

Our Club had a good location close to the action around the pit area. food outlets and assembly area for the scheduled track tours. Strict rules apply to the track tour prohibiting passing and following a pace car limiting speeds to 80kph. The SP250s lined up together and followed the Bentley carefully driven by Sir Victor wearing his hat. The hat, a style named Bogart by Akubra did not blow off so the followings SPs were in no danger of exceeding the speed limit.

Some of the tight turns and gradients on the track came as a surprise so the track run was an interesting experience.

With regard to the Concours we need to commend David and Dallas Stoodley for a brave decision to enter the Concours in the CVS category for modified vehicles.

This was the first year that a CVS category had been offered and there was no explanation of how the Judges would rate the entries. We still do not know whether engineering excellence had any weight in the judge's decision. Maybe we will have gather some insight into the judges priorities before next year's Shannon's Sydney Classic when, no doubt, the DLOCCA will return with a larger team.

SP250 EXHAUST NOTES



SPARE PARTS SUPPLIER

AUTO SURPLUS

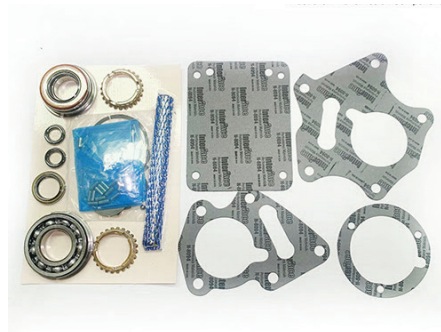
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CAR WANTED

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



PRESIDENT'S WEEKEND AWAY

I am delighted that I have 14 rooms now allocated for the Bundanoon Weekend. I will shortly contact the motel to let the management know and to organise firm bookings for everyone who has indicated they are coming along.

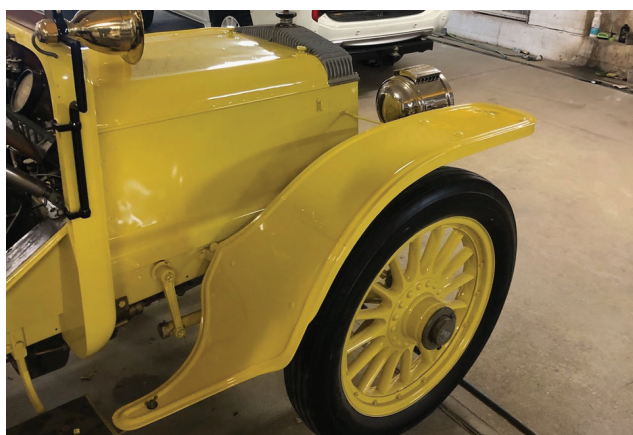
It will be a fairly casual week end, the idea is to socialise and enjoy some of the features of the Southern Highlands and I will be sending out information to everyone on my list soon with details of what is available to enjoy.



FOR SALE

I wish to offer my 1909 Daimler for sale. Some details are on the club website under members cars. The car has recently been repainted and polished to original colors and a starter fitted. It performs well on the open road with plenty of torque. There is some literature with the car including an original handbook. Asking price is \$150,000. I believe it is worth more in England, but I do not want to do that.

Rodney Henderson - 0428 889958



SCAM EMAIL ALERT

Dear Members,

We have recently been receiving random emails from committee members purporting to request Apple Gift Cards or similar be purchased and to send scans of the vouchers once bought.

Please note that no committee member would ever email you randomly with such a request. Always check the sender's email address and even if close to what you think is the correct email address of the alleged sender double check because it is going to be a scam.

SOCIAL AND EVENTS REPORT

ALL BRITISH DAY - Sunday 15th September

All British Day is fast approaching.

Tickets to display your car are available from Committee. If you haven't contacted committee and intend to display a car please do so. Please check details and arrival times on line or contact a member of the Committee.

This promises to be a great day at the Hawkesbury Showground and the All British Day organizers require a few more volunteers to help in the morning so as the arrival of cars is smooth.

Bring your hat and umbrella and sunscreen as I believe it will be sunny and hot.

The Association expect as many of the clubs and members to support the day to keep the day in the calendar for along time in the future.

CENTRAL STATION TOUR OF NEW WORKS AND CLOCKTOWER - Saturday 26th October 11:15am



This event is also a combined event and starts with an early lunch at the Eternity Café Please come along to lunch and enjoy the company of all in the former NSW Country Trains ticket office.

You are still welcome to attend even if you can't climb the stairs to the clocktower. We will have an interesting tour and those who wish to rest afterwards then can enjoy coffee back at the Eternity Café.

Please contact me for details or to register your interest.

Emailrpalmer.teacher@bigpond.com

AIRPORT TOUR - Sunday 20th October

John Hiscox is organising a tour of the new Airport site. Details see this Magazine.

I will be contacting ANSTO at Lucas Heights with a view to a visit next year along with possible visits to some historic places both in Sydney as well as within a two hour drive.

NSW POLICE FORCE CAR MUSEUM - HISTORIC CARS EVENT REPORT

Last month saw our combined event with the Alvis club and Armstrong-Siddeley club at Revesby which is where a museum houses ex Police vehicles and motor bikes along with uniforms, memorabilia and much much more related to the history of the NSW Police Force as far back as the 1880's.

The day commenced with lunch at the 'Firestone 'Bistro in the Revesby Workers' club where most of us thought the servings were very large indeed.

All up there were about twenty members and friends from each club including The Daimler Club.

SOCIAL AND EVENTS REPORT

Tony Fitzgerald our host gave an interesting outline of the future plans of the Museum which includes new and expanded premises as there are other exhibits still in storage.

The museum currently features Police pursuit cars including; Chargers, Falcons, Minis, Commodores, Ramblers and heavy vehicles such as the emergency response trucks that were used at the Granville train disaster. Most of the vehicles are in running order and attend occasional displays.

Upstairs we watched a couple of short videos where the police in question spoke about an incident and we could see the cars involved which were from the eighties.

Tony has sourced original number plates and in some cases has the correct number plates which were issued at the time to a particular car. Most of the vehicles are in original above average condition with the period markings and equipment still in place. One of the Falcon pursuit cars is a factory phase2 two GTO special Police prepared from factory car. This car was one of the most fastest road registered cars at the time in the country.

He is attempting to include as much oral history, such as interviews with retired police as possible and has a very good relationship with the NSW government in terms of support and backing.

Some talk ensued about English Police cars in Australia such as Daimlers and Humbers of which Tony is interested to hear more about.

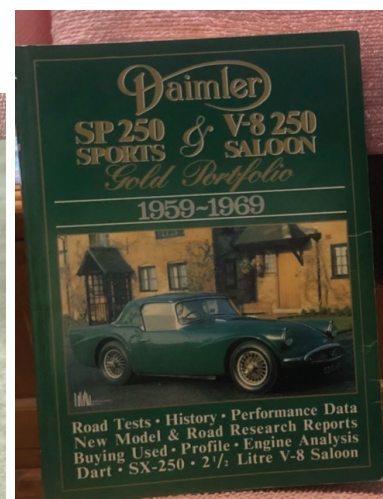
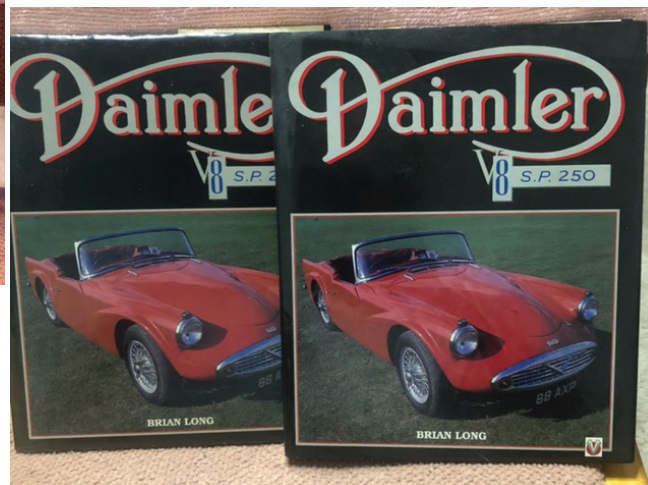
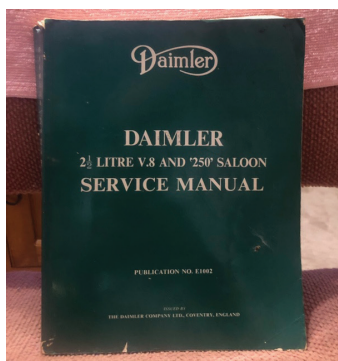
In all a most unusual tour, hidden away in the suburbs which leads me to consider a future visit to the Mounted Police at Redfern in the future.

Ray Palmer

Events and Social Director

BOOKS FOR SALE

I have 4 Daimler books excess to requirements (photos attached). Excess to requirements. 4 books. Not sure of current value. If interested contact : JEFF GLANVILLE on 0418433901 or jglanville1@bigpond.com



A RUN TO THE NEW AIRPORT - AMENDMENT

To be known as Western Sydney International (Nancy-Bird Walton) Airport

We have had to change the date of the visit from 6th October to the 20th October as school holidays take priority over Daimler. The arrangements now are;

- 1) Meet at Lake Parramatta Reserve (not Parramatta Park where old Government House is) at 10a.m. for morning tea. This is just past Kings School and James Ruse Drive, turning right and following the road under James Ruse (see UBD map 191) Anyone not wanting to meet here proceed to the airport by 11.15.
- 2) At 10.45 we'll leave, and after exiting, turn right into Bourke St to Church St and turn right until James Ruse Drive. Left here till Cumberland H'way which we take till we meet the M4. Continue on M4 to the Northern Rd
- 3) Take the off ramp to the left and follow for about 12km. After passing Adams Rd, slow down and turn left into Eaton Rd and follow it around till you come to the gate. Proceed through this and past the building to the car park. The show is in the next building at 11.30 sharp.
- 4) After the show and a look around, retrace steps to Northern Rd where you can only go left. Follow to the traffic lights and turn back towards the airport. Follow past Adams Rd to Park Rd on the left and follow through to the Wallacia Pub. Straight across and down the hill, there is a park on the right. We'll find a spot in there to eat your sandwiches. Alternatively you can eat in the pub.

John Hiscox



FOR SALE

Daimler 2.5 litre, engine, flywheel, gearbox on a trolley. Includes starter motor, generator, manifolds, fan, coil, oil filter, water and fuel pump. Excludes the distributor, carburettor, harmonic balancer, lower pulley. Reasonable offers accepted. Located in Westlake, Brisbane. Purchaser to arrange pick-up and transport. Email johnssontm@bigpond.com

JOINT CLUB VISIT TO POLICE MUSEUM AUGUST 10

What a surprise this day, Saturday 10 August turned out to be. Ray Palmer is to be congratulated for putting this joint run together. We started with lunch at the Revesby Workers Club but my enjoyment started when I noticed that a pre-war Alvis was following my 1993 Daimler along Silverwater Road. I



correctly concluded that the driver thought I knew where I was going. Thank you God for Navman.

Seems like there were around 20 to 25 people at lunch mostly from the Alvis Club with their Club President Heather Goldsmith doing the introductions. I was disappointed to find the DLOCCA attendance was just Ray Palmer, Robert Brandes and myself. Not much support for Ray's efforts. Any way I sat down for lunch and only then realised I was sitting next to Rodney Henderson who

came along with a friend in an MG TC. So we had a grand old chat about his veteran Daimler and his plans for its auction together with reminiscing about MG TCs. A young man may sell his MG TC but the logo is stamped on his heart forever.

Then off to the police museum where we were joined by Peter Grant, Finbar Holland and Victor Nash so boosting the DLOCCA representation. What a surprise the Police Museum turned out to be. I expected a small private collection but this endeavour is already a major



production and the plans for its development are inspiring. The partners in the venture already own a large two storey building which houses an extraordinary collection of police vehicles all on conditional registration and in running condition. But, there is more, a collection of uniforms dating back to the 1850s and police firearms which are held securely elsewhere.

The plans are to demolish the current building and replace it with a 3 storey building which will function as a museum, an educational facility open for school visit

5 days a week and also provide services for retired police officers.

It was unfortunate that two of our members with special interest in this tour were unwell and unable to attend. Retire policeman Kevin Wilkinson and owner of a UK police SP250 Mark Brooks will have to wait for a return visit planned for next year.

I will also join a return visit to this surprising venture.

Alan Hunt



THE SILENT KNIGHT

As a result of the Club's weekend away to visit THE BUS, it seems appropriate that some history of the sleeve valve invention be recalled. Everyone has probably heard of the Willys Knight and associate it with this motor. In fact Willys were one of the last to take up the sleeve valve system.

Charles Knight, as a boy, worked in his father's sawmill factory and became familiar with a sliding valve system used in the steam engine. Like Henry Royce buying a car that annoyed him because of the clattering engine and resolving to make it better, so Knight purchased a Knox vehicle in 1901 and decided to do likewise.

He was not an engineer, a journalist in fact, but obviously with a flair for inventing. He teamed up with a mechanic he knew, and together they produced an engine of sleeve valve design in 1904, road tested it in a 1903 Searchmont, then started production in 1905 and selling 56 of them up till 1908. Then the Daimler story starts.

Sir Edward Manville was chairman of Daimler and ran into a friend of Knight's in London in early 1906, and over conversation the new type engine was brought up. Sir Edward was impressed and the upshot was that Knight boarded a steamship and took one of his cars with him. As we know, Daimler experimented and improved the design with the result that it had 1/3rd less parts than a conventional engine. By 1908 it was ready for the market.

The company having perfected the engine, arranged with Knight to grant options to other manufacturers, one in each country of Belgium, France, Germany, Sweden and America. Thus Minerva, Panhard, and Daimler/Mercedes took up the option and pay a royalty. Rover also seems to have joined in, but Sweden and America didn't go ahead with it.

Percy Martin was works manager at Daimler and was also an American, so he went to the States to try and further the licencing system there. Pierce Arrow, Peerless and Packard were interested but eventually declined, basically as they were doing well enough with what they had. Then a few small manufacturers were targeted, viz Stearns, Columbia and Edwards, the latter being purchased by Willys, just so he could inherit the licencing arrangements. And so in early 1914 the Willys Knight was born.

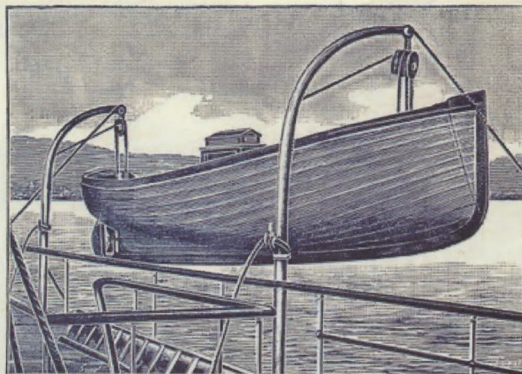
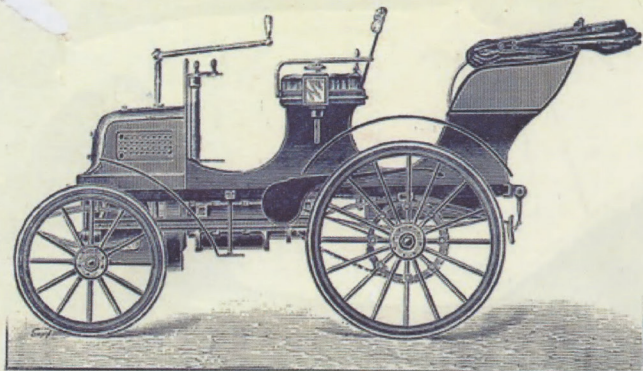
How good was the Daimler-Knight engine! Well its critics had to say something and Rolls- Royce is reported to have said its test results were far less impressive than those reported by Daimler. Jealousy! So what did Daimler do in response? They arranged for the Royal Automobile Club of England to test the engine but on the company's terms. The test was to be far tougher than any made to date, requiring 132 hours of continuous running and then to be placed in a chassis and run at Brooklands for 2000 miles in less than 60 hours and then another 5 hours on the test stand. The engine was rated at 38hp and part of the test was for hourly readings and if any reading dropped below 38, the test was to be deemed unsuccessful. The result was an increase in horsepower to 57, while a smaller engine of 22hp, also undergoing the test, increased its rating to 38. On pulling down the motors no

discernible wear was seen. Daimler posted a challenge, with money, to anyone to match the performance. They kept their money as there were no takers.

Just to round off, Knight and Fred Lanchester began designing rotary aero engines using sleeves. Knight later wrote that a lot of what he had learned was attributable to Lanchester.

I have compiled this from old articles of the Willys Overland Club of Victoria, Brian Smith's Daimler Days and the work of St. John Nixon. Was he related to Malcolm Nixon!!!

John Hiscox



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WORKS: COVENTRY.

ALL ENQUIRIES AND ORDERS MUST BE ADDRESSED TO THE HEAD OFFICE

22nd April, 1898.

W. A. Treloar, Esq.,

27, Bassett Road,

North Kensington.

Dear Sir,

Your favour of the 20th inst. to hand this morning, it having been addressed to the late Secretary at 49, Leadenhall Street. Kindly note change of address.

Ten fully paid Shares of £10 each in this Company stand in the name of William Treloar, and the price of same, as quoted in yesterday's Financial Press, is £9 per share. At the same time I would point out that the market in these shares is more or less a nominal one.

Yours very truly,

Ernest Hulstone
Secretary.

OFFERS FOR MEMBERS



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.



BAY TO BIRDWOOD - SUNDAY 20 OCTOBER 2024

BAY to BIRDWOOD

REGISTRATIONS ARE OPEN

Join over 1500 antique, veteran, vintage and classic vehicles in one of the world's great historic motoring events. The organising committee look forward to welcoming historic vehicles manufactured from the early 1900s through to 31 December 1994.

The Bay to Birdwood has been bringing generations together, celebrating history, and building relationships and lifelong friendships for over four decades. They need you and your vehicle to help continue this great tradition.

For more information about Bay to Birdwood registrations please [click here](#).

Vehicle registration for Bay to Birdwood closes upon reaching full capacity. Entry into Bay to Birdwood is highly sought-after, with limited spots available. Please complete the registration process and their team will be in contact with you to confirm your place.

MINUTES OF AUGUST 2024 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 AUGUST 2024

The meeting commenced at 7.35pm with Peter Grant in the Chair, convened in the Rutledge room Level 1.

Apologies :

Russell and Jenny Turner, John Steel and Colin Cox and John Hiscox.

Previous minutes:

The Minutes of the previous meeting were taken as read and approved. Moved: Mark Brooks, Seconded Victor Nash. Carried.

Business arising from Previous Minutes :

Nil

Correspondence :

Nil.

Business arising from Correspondence :

Nil.

Secretary's Report :

As per magazine

Treasurers Report :

The Treasurer provided a comprehensive report as to the club's accounts as follows:

Cheque Account Balance as of 30 June 2024 was \$8518.00

Term deposit: \$20,000.00.

Cheque Account Balance as of 02 August 2024 is \$7727.01.

Payments this month: Response Web: \$115.50

Lanchester Move to Mortdale: \$297.00

Lanchester parts: \$378.77 (including fuel purchased)

Moved: Alan Hunt, seconded: Mark Brooks: "That the financial report be accepted as true and correct and that all payments noted on the report be approved." Carried.

New Members :

Robert John Hall. DB 18 Saloon

Social Report :

10 Aug: A very special run: meet for lunch at Revesby Workers Club at noon and you will be given the address of a private collection of police vehicles and memorabilia where we will be given a tour by the owner.

25 Aug: Shannons Display Day at Sydney Motor Sport Park. Alan Hunt is your contact. All tickets now allocated.

MINUTES OF AUGUST 2024 MEETING

- 15 Sep: All British Day: Hawkesbury Showground at Clarendon is the venue. We have booked 40 spaces so please support the event and be there. Committee will ring around members to boost interest and attendance.
- 06 Oct: A visit to the new airport site with a tour and information session. Details in the magazine.
- 26 Oct: Repeat visit to Sydney Central Railway for a clock tower tour. Meet for brunch at 11.15a.m. at the Eternity Café at Central prior to the tour. Our guide Warren will be there with us at 11.15 a.m.
- 08 Dec: Daimler Club Christmas party from 11.00 a.m. at the home of Christine Cole in Arcadia. Details to be published.
- 14 Dec: SP 250 Register Christmas Party at the home of Mark and Tracey Brooks: details to be published. A warm welcome to all club members able to attend.
- 14 Jan: An evening picnic by the water in a carefully chosen location.
- 09 Feb: A breakfast run, Tractor 8 to 8 suggested in Ebenezer.

All British Day :

Peter Grant will contact Rodney Henderson about getting his Daimler to the display.

We may need some volunteers to act as marshals on the day.

Jim Gullett has the signs and stands and coats and will bring them to the next meeting to officially hand them over to the club for the day and for future display days.

CMC:

We have a great spot at the CMC display, next to the RAC cars.

National Rally:

A committee is to be formed to organise the rally in 2026. Peter Grant will call a committee meeting and ask for volunteers. Alan Hunt and Peter Grant were discussing the possibility of creating the first international rally; to try to encourage and attract Daimler enthusiasts from the rest of the world. The location of the rally would be very important for this, and Canberra has been mentioned as a good venue with so much to see and do in the city and surrounding countryside. Also, that springtime would be ideal, looking at September perhaps.

Regalia:

Peter yet to investigate getting a new line of caps made with "Daimler" embroidery on them.

Website/Editor:

Nil.

Library:

Nil.

SP Notes:

The spare parts that had been offered for sale have now been sold

Registrars:

Nil

MINUTES OF AUGUST 2024 MEETING

Technical and spares :

See discussion in General Business.

Conditional Plates :

Nil.

For Sale or Wants:

There is a Majestic Major for sale in Berry, advertised in carsales.com.au. Price is \$35,000.00.

Lanchester:

Alan Hunt updated members on the work currently being done to get the Cub Lanchester running and ready for historic registration. Chris Cole will look to see if she can find the seat runners that Graham McDonald has asked for and there was discussion about ignition points or electronic ignition conversion as the points were hard to find.

There was also some long hard discussion about the car and its future. The members who had worked long and hard to get it to its current condition were acknowledged but looking ahead the question must be asked: "Will the car be used as intended.?" The concept, as employed in the RR Club, to appoint a custodian who would house the car, maintain it and bring it to club events was raised and without someone stepping forward to take on this role the issue of storing the car, getting it out and used would be a real issue and then maybe the club should be looking at selling the car to an enthusiast who would look after it and use it. A decision for some time in the next twelve months when alternative accommodation for the car may need to be found.

General Business:

There was support for both solutions, to keep the car with a custodian, or to sell it.

Similarly, the spare parts, currently kept at Chris Cole's home, was discussed. The parts stored as they are between sheds, while under cover, would still deteriorate.

They should be catalogues as accurately as possible, photographed and advertised for modest prices in the club magazine to members or failing interest offered for free to enthusiasts. It was agreed that there was little point in just having them deteriorate and having to shift a pile of spares from place to place to store them.

If the club decided to keep them then a safe weatherproof storage solution needs to be found. The dies of a small 10-foot container with shelving was suggested. This could be shifted as the need arose but in the end was the club just maintaining a store of parts that were needed less and less by members?

Peter Grant was asked to contact the Victorian Club to see if they had a storage facility and we could combine parts held.

Phil Hurren, the buyer of Chris Cole's BSA Scout has had a bad accident in his four wheel drive and is at Mt Wilga slowly recovering. The Club will send him a get well card to his son's Galston address.

There being no further business the meeting concluded at 9:41pm.

THE NEXT MEETING WILL BE A HYBRID ONLINE AND FACE TO FACE MEETING. DETAILS FOR A LOG IN WILL BE DISTRIBUTED TO MEMBERS WELL PRIOR TO THE MEETING DATE.

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 2565cc engine

DAIMLER LYNX DISCOVERED



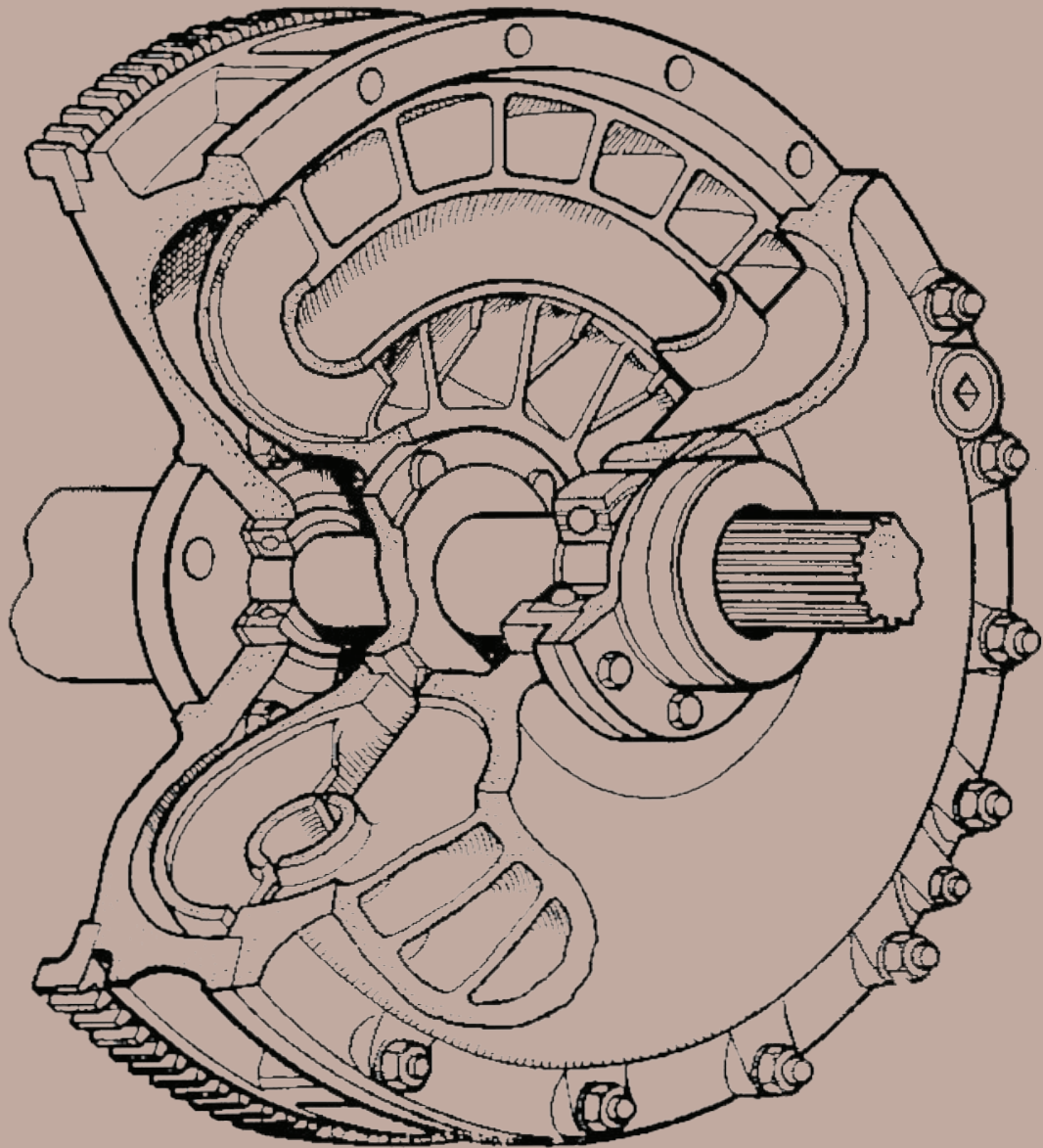
The Daimler Lynx shield-shaped badge on the steering wheel boss.



Restoration will be an uphill task.

COLIN'S 90TH - ENJOYED BY ALL IN ATTENDANCE





Please address all correspondence to:

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

www.dlocaustralia.org