

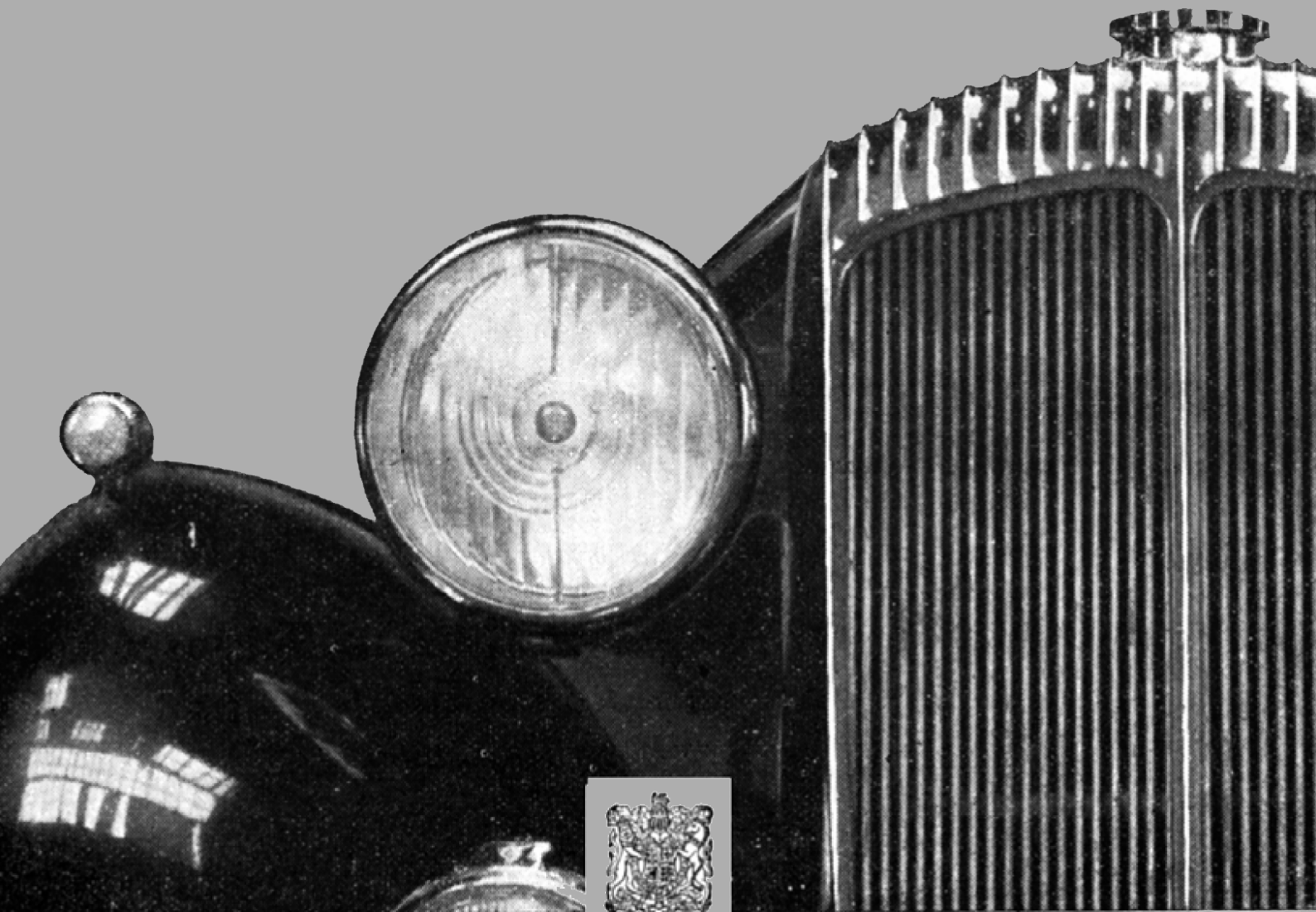
Daimler

&

Lanchester

MAY 2026

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	alanhunt1939@gmail.com
Events Co-ordinator	Ray Palmer	0409 465 446	rpalmer.teacher@bigpond.com
Editor	Jim Gellett	02 9543 2079 0419 796 371	jimgellett@gmail.com
Historian	Peter Grant	0414 702 239	peter@schwartz.com.au
Committee Members	Peter Lalchere Linden Braye Ray Palmer	0417 214 697 9550 5496 0409 465 446	peterlalchere@gmail.com findlinden@hotmail.com rpalmer.teacher@bigpond.com
Conditional Plates Registrar	Russell Turner	0419 980030	rturner.architecture@gmail.com
Librarian	Jim Gellett	02 9543 2079 0419 796 371	jimgellett@gmail.com
Membership	John Hiscox	0438 225 884	de27@outlook.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, 1ST JUNE, 2026 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	Mark Brooks	0430 070 085
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

Dear Members,

I am pleased to report that the 2026 National Rally is well subscribed and entry forms have been coming in at a steady pace.

Please don't forget to email or mail me your forms as soon as possible as we need to be able to finalise numbers and bookings with the hotel by 3 July 2026.

You will see my brief report on the National Motoring Heritage Day Display I went to, I wonder if there couldn't be a destination that you would like to drive to next year, maybe a pleasant picnic spot and show off our cars? Something to consider: if anyone has any venues that would be suitable let me know.

Please also note that the mid week brewery run is 16 June (I got the date wrong in my report last month). I have asked the hotel manager to add a little extra fun to the tour and there will be a trivia quiz at the end and a special prize for the best car owned on the day, so be sure to take a good photo of your Daimler or Lanchester.

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!

June 2026 Monday 1	DLOCCA In Person Monthly Meeting - Feel free to attend in person at the Ryde Eastwood Leagues Club. Monthly Meeting starts at 7:30pm.
June 2026 Saturday 13	SP250 Event - Spencer. Details in SP250 Report
June 2026 Tuesday 16	Midweek Run to a Brewery - A combined run with the Alvis Car Club. Details in this magazine
July 2026 Sunday 12	Mid Winter Soup Run to RFS Centre Katoomba - volunteers for soup needed. This will be a combined run with members of the Alvis, Armstrong-Siddeley and Rover Car Clubs. Victor Nash, Peter Grant and Tracey Brooks have offered to make soup. Ray said he would bring 50 bread rolls and butter and would also need help with some extra cups, and cake or biscuits to have with coffee and tea afterwards. Coffee, tea, milk and sugar also need to be supplied.

COMING EVENTS

July 2026 Saturday 11	SP250 Event - Wangi. Details in SP250 Report
August 2026 Sunday 16	Shannons Motoring Display Day - Sydney Motor Sport Park, Eastern Creek. Details coming
September 2026 Thu 3 to Mon 7	National Daimler Rally - Canberra - Details coming
September 2026 Sunday 13	All British Day - Details coming
October/ November 2026	SP250 Event - Mudgee weekend away. Could incorporate Cudgegong Car Rally. Details coming

MID WINTER RUN - SUNDAY 12TH JULY

Another Soup Run will be happening this year at the South Katoomba Rural Bush Fire Station (36-38 Glen Wattle Close). This combined club run will be hosted by the Daimler and Lanchester Owners Club.

Meet before 9am at the Glenbrook Information Centre, Hamnet Place off Great Western Hwy (there is a service station, facilities and a cafe nearby). We will travel up to Katoomba to the fire station where there will be a hot cup of soup waiting for us as well as bread rolls tea/coffee and cakes.

The cost will be \$10 per person and there will be an opportunity to make a donation to the fire brigade.

We can take a walk around the Catalina Park racetrack, and then we are invited to the Katoomba RSL, 86 Lurline St, at 12:30 for lunch with our hosts. Contact Ray Palmer for details. Map directions can be found by [clicking on this link](#)



Courtesy of Daimler & Lanchester Owners Club in New Zealand

SP NOTES MARCH 2026

Our planned May run to the HARS museum in Albion Park unfortunately had to be cancelled due to lack of numbers. A small group managed to get together for a lunch at a closer, alternative destination. A big thankyou to John Gallagher for not only organising the HARS run but also lunch at Tractor828.

See John's and Cameron's notes below.

A pleasant day under a bright blue sky is just the ticket for a nice leisurely drive in the countryside surrounding the harbour city, so this is exactly what Gallagher, Brook's Marcharel's did on Saturday May 5th. Since the HARS run was cancelled it was decided to do a Tractor828 for lunch and a catch-up. From McGrath's Hill a sedate drive through Pitt Town, Cattai, Wiseman's Ferry Road to South Maroota and on to Sackville Ferry to the ferry across the Hawkesbury River and finally on to Tractor 828 where we were joined by Merv McDonald.

A nice unhurried lunch with nice company, pleasant surrounds and a gorgeous daymade for a very nice Saturday outing. Meanwhile, Cameron and Graham decided to carry on with the original plan and visited HARS museum and had "a wonderful day out!"

9th May - HARS Aviation Museum, Albion Park run report

On Friday 8th May Graham Paterson and myself journeyed down to Wollongong in "Nad" (Not A Daimler). After a pleasant evening at the Hotel Tutto we set off to the museum on a glorious autumn morning. John Gallagher's suggestion to visit the museum on a Tarmac day was a good one because it allowed full access to all the hangars and their surrounds. The museum is staffed by many knowledgeable volunteers who were able to provide tours and information on all the aircraft on display. Because we were there early, we were able to take a personal tour of a Constellation airliner and a 747 400. With two people in a 747 we really got an appreciation of the massive size and capacity of these aircraft. We were also glad that we were not pilots of the Apache Gunship helicopter during the Iraq War. We were informed that the average life expectancy for a pilot was two weeks during the conflict. Graham and I would highly recommend a visit to the HARS Aviation Museum if you have not seen it. Thank you to John Gallagher for suggesting and organising.

Cameron



The current weather (when not raining) is ideal for our topless cars and with that in mind, our next planned run to Spencer should be a great. Chris and Kara have organised our run to the Anchor Café Spencer via Wisemans

SP250 NOTES

Ferry. They have booked for 20 people with shelter, by the Hawkesbury River.

See Chris's note below.

Saturday June 13 Run to Spencer

Meet at Mc Donald's Bardwell st Castle Hill at 10.00 for a 10.30 departure to drive to The Anchor cafe at Spencer via Wiseman's ferry

After lunch you can either proceed home via Peats ridge or back via Wiseman's ferry.

People from the Central Coast may like to meet at Heatherbrea pies Orimbah at the same time but the drive is not as interesting

Chris

For those wishing to join us on Chris & Kara's run to Spencer, please contact Chris on 0438861461 or email mossie@amaze.net.au so he is able to confirm numbers.

Continuing with planned runs.

Our July run, kindly organised by Anne and Cameron, previously planned for July 18, has now been rescheduled for Saturday July 11.

The plan is to meet the cars traveling north, at Heatherbrea Pies Ourimbah at 9:30am for a 9:45 departure. We will then continue north in convoy to meet Anne & Cameron for coffee and pastries at the rear of Vita Café Wangi Wangi. (295 Watkins Rd, Wangi Wangi. NSW 2267).

Coffee will be followed by a 15 minute drive north around the lake to Rathmines to visit the Rathmines Heritage Centre and explore the remains of the WW2 flying boat base. For those that want to make a day of it, a drive from Rathmines around the lake toward Fennell Bay, Teralba, Warners Bay, Valentine and then on to Lake Macquarie Yacht Club for lunch sounds nice?

Let me know if you are keen on lunch and I'll book some tables.

FUTURE RUNS

16th August. Shannons Sydney Classic Display Day, Eastern Creek. Alan to organise.

3rd-7th September National Daimler rally Canberra. More information to follow.

September (exact date TBC). All British Display Day, Hawkesbury Showground, Clarendon. Alan/Tony to organise.

October/November - TBC Possible run to Avon Dam. Mark & Tracey to advise.

Happy Safe Driving

FOR SALE - DB18 SPECIAL SPORTS

After a very enjoyable 6 – 7 years, Michael and Max McCoy have decided that it is time to pass their fine DB 18 Special Sports to a new custodian.

Having inherited it from our late and much missed member, David Flynn, they have kept the car well maintained but as their neighbour has asked for his garage back, someone with safe dry storage for the car is going to find themselves with an enviable motor car.

If you are interested, please contact Max McCoy at: max.mccoy@yahoo.com for details.

The photo is of the car at the Loxton National Rally in South Australia



SYDNEY BREWERY - TUESDAY 16TH JUNE

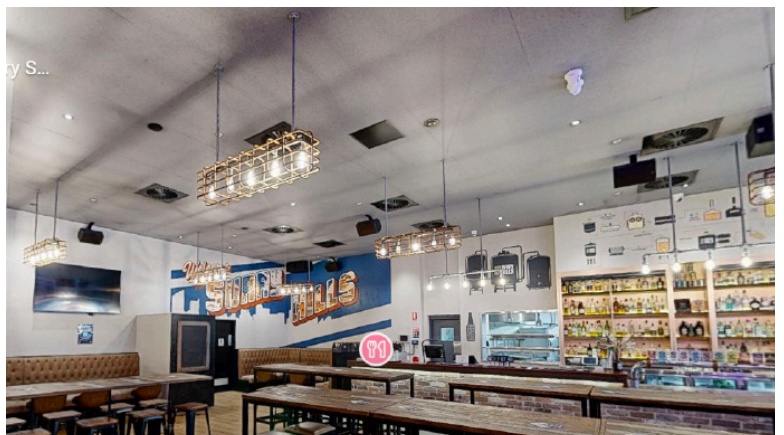
The Sydney Brewery at 28 Albion St, Surrey Hills, an inner suburb of Sydney, has a boutique brewery on site with intriguing and award winning specialty beers.

We should arrive at 11:30am for a 1½ hour a tour of the brewery including beer tasting, which will take place at noon. Afterwards, at 1:30pm, we eat at the brewery's cafe offering classic and spruced up pub lunches.

The total cost is \$50 which includes the tour, beer tastings and lunch.

There is plenty of off-street parking, even an EV charger, and sage advice is to put on your GPS to find the place, as Sydney streets can be confusing these days.

This event is organised by the Alvis Club and we will be joined by members of the Rover Owners Club and Armstrong Siddeley Club whose company we always enjoy.



Please let your Ray Palmer know if you plan to come so that we can make a booking or if you want more information.

SPARE PARTS SUPPLIER

AUTO SURPLUS

VETERAN • VINTAGE • CLASSIC • MODERN

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

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

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

35 Rooks Road Mitcham, Victoria 3132 Australia



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

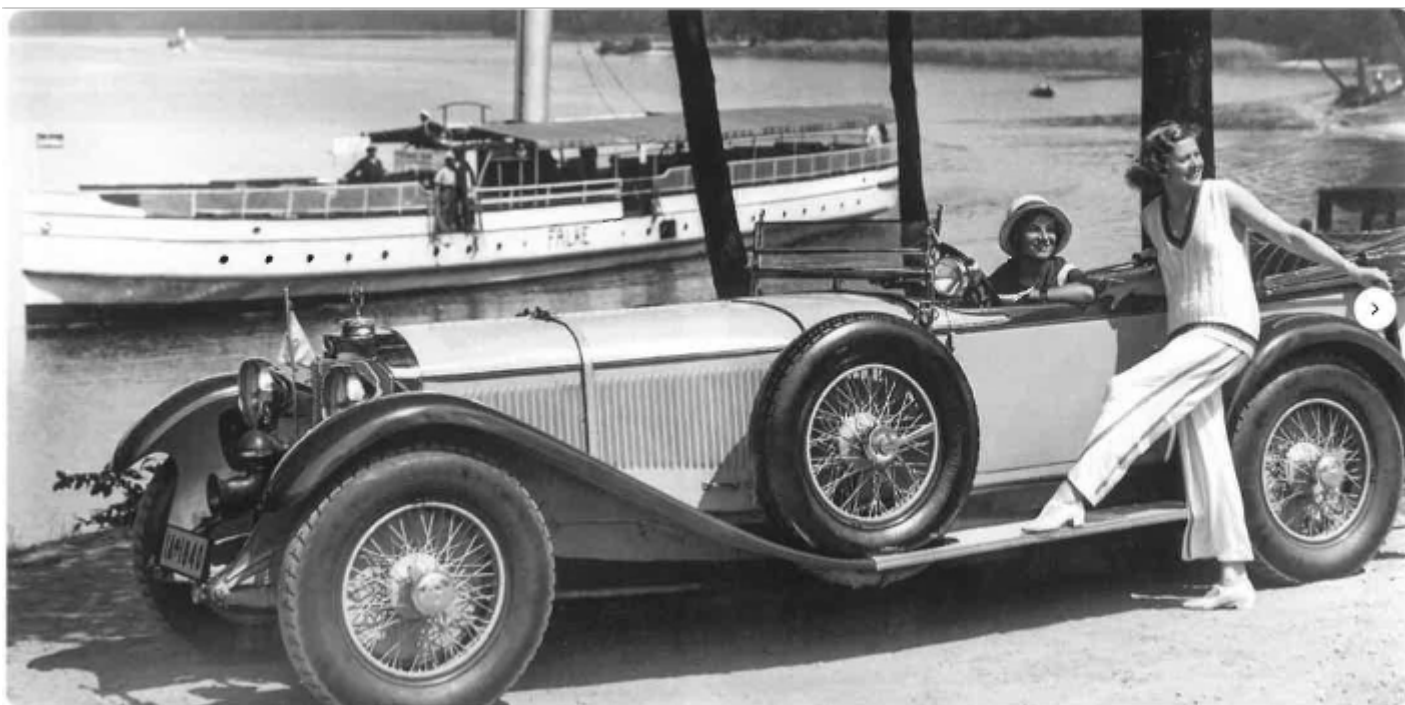


Throughout the Club's history Members have enjoyed a range of social activities themed around the automobile and whilst the interests have widened; travel, touring and collecting automobiles and their memorabilia have remained key areas.



TWO DAIMLERS, ONE NAME, NO RELATIONSHIP

Words and Pix Geoff Bott - The Curious Jag - Originally printed in The Australian Jaguar Driver Magazine and reprinted with the author's permission.



While attending a JDCA function recently I was asked by a new member why there are two Daimler companies, so here is the explanation.

Few names in motoring create as much quiet confusion as Daimler. Jaguar owners know the badge well: dignified saloons, fluted grilles, royal warrants and an air of British formality. Yet mention Daimler elsewhere in the world and the conversation quickly shifts to Germany, Mercedes-Benz, and global industrial might. The surprise for many is this simple fact: the British Daimler and the German Daimler have not been connected for well over a century.

The story begins with Gottlieb Daimler, one of the pioneers of the internal-combustion engine. In Germany, his work led to the formation of Daimler-MotorenGesellschaft, which in time merged with Benz to become Daimler-Benz, and ultimately today's MercedesBenz Group. That lineage is straightforward, well documented, and globally recognised.

The British story is very different.

In the 1890s, a British engineer and entrepreneur, 'Frederick Simms, acquired the rights to use the Daimler name in the United Kingdom. This was not a takeover, merger, or subsidiary arrangement. It was simply a licence to use the name. From this, the Daimler Motor Company was formed in Coventry in 1896.

That legal distinction matters. From the moment the British company was established, the two Daimlers went their separate ways. Different management, different engineering philosophies, different markets - and no corporate ties whatsoever.

The British Daimler built a reputation for refinement rather than innovation. Its cars became closely associated with the establishment, the aristocracy, and the Royal Household. Quiet power, conservative

TWO DAIMLERS, ONE NAME, NO RELATIONSHIP

styling, and impeccable manners were the brand's hallmarks. By contrast, the German Daimler pursued engineering leadership, motorsport success, and large-scale industrial



expansion.

By 1960, the British Daimler name passed into Jaguar ownership when Jaguar Cars acquired the marque. From that point, Daimler became Jaguar's prestige badge: mechanically identical cars, but trimmed, detailed, and positioned for a more traditional clientele. To Jaguar enthusiasts, Daimler represented continuity, dignity, and restraint - values very much in keeping with Coventry's own heritage.

Meanwhile, the German company retained the Daimler name at a corporate level but never regained the right to use "Daimler" as a car marque in the UK. This is why Mercedes-Benz cars were never sold as Daimlers in Britain, despite the historical irony.

Today, the Daimler name survives only as history. Jaguar ceased production of Daimler-badged cars in the early 2000s, and the German company has now dropped "Daimler" from its corporate name altogether. Two paths, one name, permanently diverged.

It is a reminder that in the early days of motoring, trademarks travelled faster than corporations - and that a Victorian licensing deal can echo through automotive history for more than a century.



Have you ever heard of this vehicle group? Well it was formed in the Netherlands in 2021 and owns 14 vehicle companies, namely; Abarth, Alfa Romeo, Chrysler, Citroen, DS Automotive, Fiat, Jeep, Lancia, Maserati, Opel, Peugeot, RAM and Vauxhall and also runs a couple of car rental outfits.

This appears to have been set up by FIAT and Chrysler as a cost saving exercise and being present in 25 countries, either to manufacture or just have a presence. So let's have a look at the history of the Italian manufactures.

Abarth. This was formed in 1949, but sold to Fiat in 1971

Alfa Romeo. This started off as ALFA shortened from Anonima Lombarda Fabbrica Automobili. Then in 1915 ALFA was acquired by Nicola Romeo and the name changed to Alfa Romeo in 1920. It was taken over by the government and then sold to Fiat in 1986.

Fiat. Its registration name was Fabbrica Italiana Automobili Torino. In 2014 it merged with Chrysler (FCA) and in 2021 was instrumental in forming Stellantis.

Ferrari. The company was formed in 1939 by Enzo Ferrari. Fiat bought 50% of the company in 1969 and on Enzo's death in 1988 increased this to 90%. The remaining 10% is owned by Enzo's son. In 2014 Fiat Chrysler (FCA) was formed and acquired this 90% holding. Although not mentioned in the Stellantis list, Fiat is, so presumably Ferrari is now 90% owned by Stellantis.

Lancia. This enterprise was started in 1906 by Fiat racing driver Vincenzo Lancia, but again, Fiat took it over in 1969.

Maserati. There were 5 brothers, Alfrien, Bindo, Carlo, Ettore and Ernesto who started the business in 1926. In 1968 it was taken over by Citroen, who went broke 6 years later. For a short time it was government owned but in 1975 it was bought by Alejandro de Tomaso. Then Fiat enters the picture again, taking a 49% interest until four years later they became a 100% shareholder. Then it gets complicated as Fiat sells half its holding to Ferrari which Fiat owns as well. Then Chrysler comes on board and eventually it's Stellantis owned.

Lamborghini. Although not part of the Stellantis group, it is Italian. It was founded in 1963 and a number of years later was bankrupt. Chrysler came to the rescue, then a couple of others until it has finally ended up in the VW group, owned by Audi.

John Hiscox

MINUTES OF MAY 2026 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 MAY 2026

The meeting commenced at 7. 30pm in the Rutledge Room Level One with Victor Nasht in the chair.

Apologies : Peter Grant.

Previous minutes:

The minutes of the previous meeting were taken as read and approved . MSA Alan and Jim.

Business arising from Previous Minutes : Nil.

Correspondence :

Alvibatics magazine tabled for the meeting . A letter from ATO was tabled in regards the Clubs status as a not for profit organization and our requirement to fill out appropriate paperwork. John Hiscox would attend.

Business arising from Correspondence : Nil.

Secretary's Report :

Was tabled and is included in this magazine.

Treasurers Report:

Was tabled and is included in this magazine.

The Treasurer noted that the National Rally committee shall call for deposits for the event shortly and interest is building with approximately 50 plus people expressing interest.

The report was accepted as true and correct . MSA Mark and Jim.

Social Report :

The events coordinator expanded on the events calendar and noted that the \$10 donation requested for the day would be transferred to the Bush fire Brigade.

Ray requested an RSVP asap for the midweek run to the Brewery event 2 June 26 so confirmation is able to be provided as to the tour, beer tasting and lunch numbers

All British Day :

Alan advised that he has obtained the tickets.

CMC:

Alan attended the CMC meeting representing our club and noted that Daimler has reached a milestone of 130yrs. He was going to investigate the possibility of having that fact reported in the CMC magazine but noted we may have missed the deadline.

National Rally:

It was noted that the Committee was meeting the coming Wednesday to finalize many of the details.

Regalia: Nil.

Website/Editor:

Jim noted that the website co-ordinator was changing with more detail to follow.

Library:

TBA currently with Jim but moving to Peter when able.

MINUTES OF MAY 2026 MEETING

Membership :

John noted that there existed 5 members that have not renewed their membership after three reminders. These names will need to be removed from the Club's membership list at the end of the financial year to comply with our government reporting requirements.

If you feel you may be one of these members please let John or the secretary know.

Registrars: Nil.

SP250 Notes: Nil further.

Technical and spares : Nil.

Conditional Plates :

Refer secretary report for details discussed. It was MSA Alan and Chris that a copy (not original) of the pink or blue slip should accompany the Classic or Historic Concession Plate application as being the only change to our current system.

For Sale or Wants:

Refer magazine.

The Robison DB18 Special Sports went to Clive Palmers museum

General Business: Nil.

THERE BEING NO FURTHER BUSINESS THE MEETING CONCLUDED AT 8:56 P.M. THE NEXT MEETING IS SCHEDULED FOR 1 JUNE 2026 AT 7.30 P.M. AT RYDE EASTWOOD LEAGUES CLUB 117 RYEDALE RD WEST RYDE..

SECRETARY REPORT - MAY MEETING

The report provides updates on some specific Club matters and makes some general observations.

The Club continues to draw new members although not great in number there does exist a certain continuity which is encouraging

The Club social activities are in general well attended with the combined events with other Clubs appearing to work well including, it would seem, a genuine desire amongst the Clubs to continue to do this.

Various events are noted in the magazine and are worthy of attendance.

It appears that the RMS has now taken a more hands on position in regards Historic and Classic

SECRETARY REPORT - MAY MEETING

Concessional Plates. This is evident in the recent calling up a substantial number of cars, from a range of Car Clubs, for RMS inspection at a prescribed place, date and time and with punitive actions taken against cars, examiners and members as a result.

I wish to advise the meeting that the existing measures that are in place in regards the Concessional Plates system for our Club are compliant.

However, I would suggest that RMS will now continue to impose on Car Clubs similar and more frequent requirement for inspections this year and in the years to come.

I believe, disregarding the rouge participants within the scheme who breach safety and scheme protocols who I am certain we would all agree should be made accountable, the RMS has now struck upon a lucrative fund-raising enterprise moving forward .

This increased intervention would give the RMS the opportunity at some stage of raising the costs of the HVS and CVS to then include for the wages of inspectors, staff time and corporate paperwork, administration costs etc. in the extended monitoring of the scheme.

Whilst I am not one for pandering to the ever-increasing appetite for bureaucracies to increase their revenues and surveillance on everyday life it may be prudent to supplement the current Clubs concessional plates procedures.

I would suggest for discussion requesting members to provide additional information as follows, and as may be decide by the committee and members at this meeting.

The measures would not be put in place until specific notification to individual members and within the Club magazine was carried out.

1. Get a copy of the mechanical Examiners blue/pink slip for filing pertaining to the car.
2. Get one front three-quarter photo of the car every year, duly dated and initialled by the member (currently I retain photos of most cars but some are very dated)
3. The member should provide evidence, at the time of the sign/stamp of the concession form, that they are a financial member of the Club. (Currently I rely on the paid membership list and concessional plates list – which regularly do not necessarily corollate at any specific point in time, only due to the nature of the lists themselves not being naturally in sync.)

Having made the above observations, I do not wish to put additional burdens on our members – but it may become necessary at some time anyway ?

I continue to chase down the ASIC returns noted for follow up which I believe have been provided.

The ATO have again chased the Clubs Self-review Returns noting that they are overdue.

I continue to chase Ryde Eastwood Club for the Board's decision on the refunds for 2024,2025 and 2026 .

Russell Turner

NATIONAL MOTORING HERITAGE DAY MAY 2026

In previous years club members had attended display at Berry, Dapto , Burradoo, Wilberforce and East Richmond to mark National Motoring Heritage Day.

This year the Magic Metal Motoring Club, based in Richmond, had organised a run from Penrith to Richmond. I couldn't make it to the start, but was able to drop by at the end and took some photos of some of the cars on display.

The display was good, with a wide range of interesting vehicles, some British, but mainly American or Australian, many of an extremely high standard with gorgeous paint and finishes, sparkling chrome and beautifully restored interiors.

It is always interesting to compare the style of the cars, how they differ from each other and also from the English marques. While the English cars rely on a more conservative wood and leather look, the American cars, and those of the post WWII era in particular dazzle with a riot of interior finishes that cannot help but put a smile on the face of the enthusiast looking at these cars.

Well worth a visit next year if you have the day free and a good opportunity to enjoy a wide variety of vehicles on display. There were no Daimlers present when I was there, it would be a good way of getting our cars seen by a wider audience.

Peter Grant



NATIONAL MOTORING HERITAGE DAY MAY 2026



THE ENGLISH AUTO INDUSTRY

What a fall from grace and prestige. I can find nine English car makes, but only one is British owned. In fact some of Britain's finest have been handballed from owner to owner. In alpha order let's look at them.

Aston Martin. This was founded in 1913 and went through tough financial times with 7 bankruptcies. David Brown bought it in 1947 and then added Lagonda to the portfolio, all models beginning with the prefix DB. Eventually, Ford owned it for about 20 years but its current ownership depends on which article you read, but to the best of my research it looks like;

A Swiss billionaire with 28%, a Canadian with 25% (he is the boss of the enterprise), a Saudi Arabian enterprise 20%, a Chinese mob 17%, Mercedes 9% and the balance can fight it out on the London Stock Exchange. Of course its claim to fame is being driven by James Bond on several occasions.

Bentley. Everyone knows this is owned by VW.

Ineos. Formed this century it is still in English hands. It primarily makes off road vehicles like the Grenadier, but it is assembled in France with a BMW engine.

Jaguar. Although assembled in England it is wholly owned by Tata Motors of India.

Land Rover. Part of the Jaguar group, made in England, owned in India.

Lotus. Another James Bond episode in For Your Eyes Only. However, Lotus was the dreamchild of Colin Chapman who died in 1982. Since then it's been owned by General Motors in 1986, then Bugatti-Fiat from 1985-93, whereupon a Malaysian firm called Proton had 80% of it from 1993 to 2017, then Geely of China took up a 51% interest while Etika Automotive of Malasia have 49%. Geely do the work. All models from beginning to present day start with an E.

McLaren. The Abu Dhabi government had a 50% interest with a Bahrain enterprise having the other half. It seems that Bahrain now owns the lot.

Rolls-Royce. How the mighty have fallen. Now owned by BMW and assembled in Britain.

Rover. Another one owned by Tata of India

John Hiscox

FOR SALE

1967 2.5 litre V8

I purchased the car in 2005 (97,860 miles) and it has travelled only 6333 miles in the next 20 years. The car has been stored in a garage during my ownership and has been regularly serviced. In addition to normal servicing other work completed includes: replaced front windscreen, recondition power steering, fit inertia-reel seatbelts, overhaul automatic gearbox, fit electronic distributor, fully recondition engine, new starter motor, suspension repairs, new tyres, upgrade brakes, recondition carbies, renew fuel pump and replace fuel tank.

I am selling the car because (quite clearly) I don't use it that regularly. I would prefer that the car went to someone who has the time to exercise it a bit more. The car is in Epping NSW.

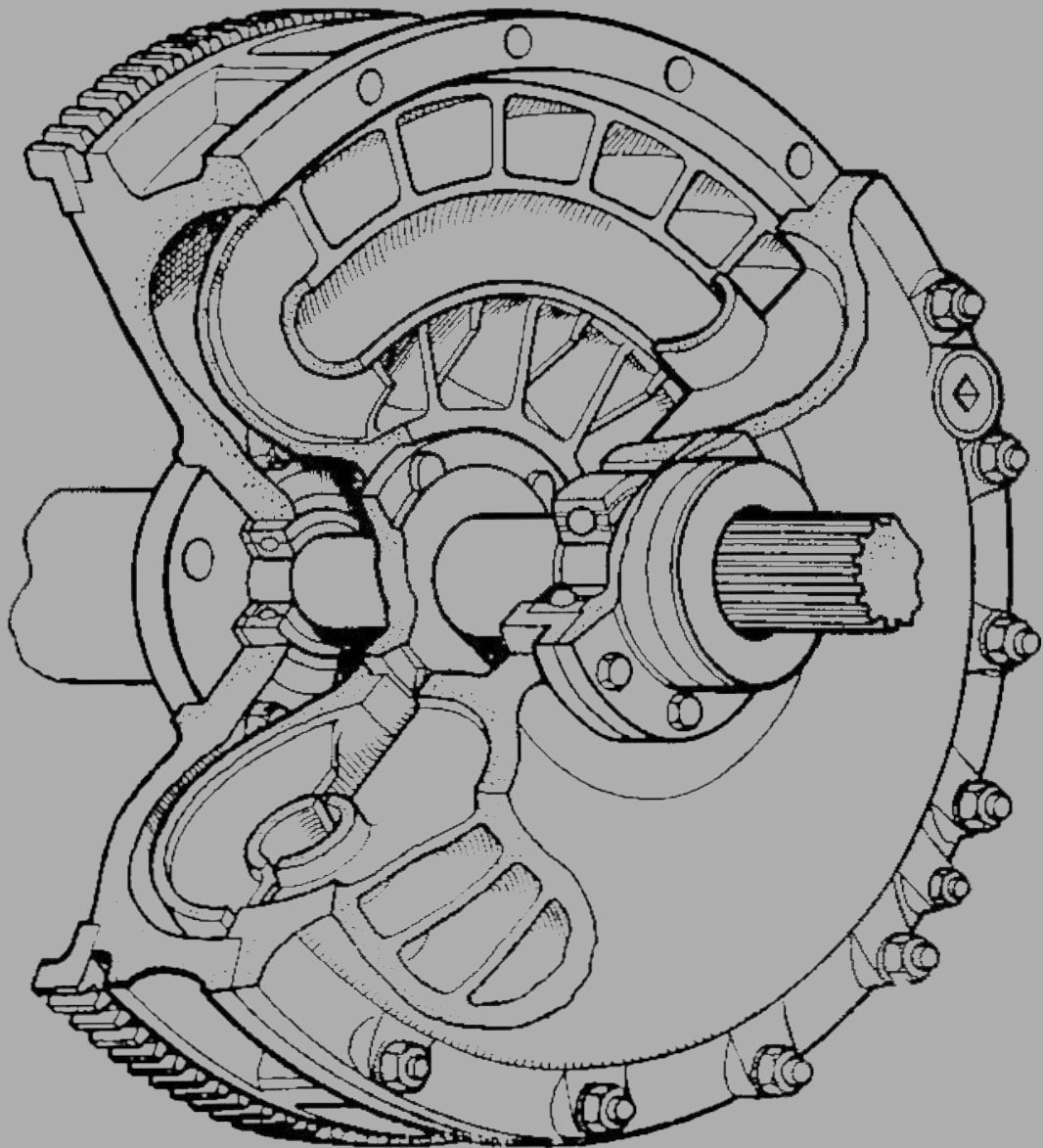
PRICE: \$25,000 ONO.

Chris Maher

Email: christophermaher1@bigpond.com

Mobile - 0403 783 257





Please address all correspondence to:

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

www.dlocaustralia.org