

June~July 2014

THE Daimler & Lanchester OWNERS' CLUB

IN NEW ZEALAND, INCORPORATED

NATIONAL EXECUTIVE

President:	David Patten	156–160 New York Street, Martinborough 5711 Ph: 06 306 9006 E-mail: davepatten@wise.net.nz
Vice President:	Position Vacant	
Secretary:	Mike King	21 Millar St, Palmerston North 4410 Ph: 06 357 1237 Fax: 06 356 8480 E-mail: mwking45nz@hotmail.com
Treasurer:	Peter Mackie	P.O. Box 8446, Havelock North 4157 Ph: 06 877 4766 E-mail: peter.mackie@slingshot.co.nz
Club Captain:	Winston Wingfield	7 Pioneer Crescent, Helensburgh, Dunedin 9010 Ph: 03 476 2323 E-mail: wingiewk@xtra.co.nz
Patron:	Pauline Goodliffe	
Editor:	Mike King	
Printer:	Aorangi Print (Penny May)	125 Campbell Rd, RD 5, Feilding 4775 Ph: 06 323 4698 (home) E-mail: penfriend@xtra.co.nz
Website:	www.daimlerclub.org.nz	

All membership enquiries to the Secretary.

CONTRIBUTIONS TO THE MAGAZINE

Please send all contributions for inclusion in the magazine directly to the Secretary via fax email or mail by the **TENTH** day of the month prior to publication.

DISCLAIMER

The views and opinions expressed in this magazine are purely those of the authors and are not necessarily those of the Daimler and Lanchester Owners' Club.



THE *Daimler* & *Lanchester* OWNERS' CLUB

IN NEW ZEALAND, INCORPORATED

June~July 2014

CONTENTS

	Page
From the Driver's Seat – National President's Report	2
Getting Up to Speed – National Secretary's Report	3
Round the Bazaars – Daimlers on the Run	4
From the Patron's Pen.....	8
Trophy Winners 2014	8
Founders Trophy Citation 2014.....	9
Obituary	9
Mailbox.....	11
Timelines	12
2014 Rally Questionnaire Answers	12
Photo Gallery.....	13–16
<i>Articles of Interest:</i>	
Century Does Seven Hundred.....	17
Conquest Service Manual: Section "L" – The Brakes	19
Hitting the Road – Daimler Events Diary.....	26
Members' Market	28



KEN STOUT MOTORS LTD EST 1977
Independent Jaguar® Specialists – Buy, sell, service

Ph/fax: +64 (0)9 444 9290

A/hrs: +64 (0)21 543 884

www.ksmjag.co.nz

125 Diana Dr, Wairau Valley,

Auckland, 0627

New Zealand

www.ksmjag.co.nz

From the Driver's Seat ...

A Message from your National President



Hello members,

Well the 13th AGM and Rally was a great success, congratulations and thanks to the enthusiastic Manawatu Branch for a job well done in organising this event, it was a great venue and the weather was good to us. I found the Saturday run to the Pahiatua Rail Museum extremely interesting and was amazed at the skill the small band of dedicated Rail enthusiasts have. The evening dinner and the music were great and the speaker was very entertaining. The Sunday activities provided a choice of venues that rounded off the weekend. The photo shoot on the Saturday resulted in a great line-up of 29 cars with a good mix of models and ages. It's interesting to observe over the years I have been a member of the club how the model change is quietly taking place with Mk 2 V8's now being the majority of the older models and the XJ's filling the space as the newer models. DB18's and Consorts although still around are not as easy to drive under modern traffic conditions compared to later model cars.

I would like to extend a warm welcome to Rod Mason on the executive team. Rod is taking over from Paul Edginton and I express our appreciation to Paul for his work in the Bay of Plenty/Waikato Branch over many years.

The reliability of some of my older cars would be a concern to a more sensitive person however to someone like me it just becomes just another challenge. I have another little car story to tell about our 1956 Daimler 104 that we have owned for about 4 years, this car is a nice ride for its age, has plenty of power and is generally able to keep up with today's traffic flows but; in January the car was used for my nephews wedding in Napier and on the return trip the car stopped dead about 20km's north of Dannevirke. There was no spark and the problem was a rotor button had fallen to pieces. A couple of hours later we were back on the road after fitting a second hand rotor that I managed to get hold of from a guy who lived close by and has a lot of stuff in his shed. Apart from this incident the car ran well on this trip. In February there was a trip to the British car day at Trentham. On the homeward journey a fuel blockage and a ride on the back of the AA car transporter. Apart from this incident the car ran well. April the AGM & Rally in Palmerston North on the homeward trip about 11km's north of Masterton the car stops. A quick look under the bonnet and identified once again no spark. As the traffic flows were high and fast I thought the best solution was to phone the AA and hour later the car was on the back of the truck heading for home. Apart from this incident the car ran well. The following weekend, when I started to investigate the problem in the comfort of my shed I started to trace the fault and thought it was the electronic points unit that someone had fitted. As I did not know how to test this unit I managed to locate a supplier in Christchurch and ordered a replacement unit. After an hour or so fitting the new unit and expecting the car to fire up – but no, fortunately supplied with the new unit was an instruction sheet that enabled me to test the ignition system. Would you believe it there was a good spark. Having a good think of what to do next and with the distributor cap removed, I pressed the starter solenoid to find that the rotor was not turning, that's a bit strange I thought. Next out comes' the distributor to find that the dog at the end of the distributor shaft had broken. I then removed the oil pump drive shaft and cam drive gear to find that the drive gear had also broken. Wondering what could have caused this damage I started to dismantle the distributor body and found that the counter weight assembly had literally blown to pieces and jammed the drive shaft hence cause of the problem. I'm now looking for a distributor and oil pump drive shaft assembly if anyone has one lying around.

Dave Patten

Getting up to Speed ...

A Word from your National Secretary



Firstly, welcome to our new members.

- Stephen and Angeline Nobilo of Waimauku, Auckland, they have a Series 2 Daimler, owned for 12 years.
- Colin and Francis Hepper live near TeAroha, have a 1957 Century. Colin is looking for the chrome insert for the rear window if anyone can help.
- Owen Jonkers of Takanini, Auckland has a 1965 V8.
- Brian and Frances Gaskin of Waikanae, have a Daimler Conquest.

Well, the National Rally has come and gone, it is a lot of work but the reward is the satisfaction of having smiling faces and being in the company friends, old and new.

We owe a lot to our supporters and sponsors who I will list here:

- Paul at Aorangi Print, our magazine printers sponsored the Rally programme.
- Graeme Miller at B & H Engine Services, well known to many in the Manawatu, supplied Penrite and other products.
- Paul Robert at Robert Embroideries subsidised the Daimler hats supplied to all Rally participants. They also make our Daimler caps.
- Martin Eagle at Trophy Specialists sponsored a special trophy for the best car at the Rally.
- Stewarts Electrical Supplies provided the Scissor Lift for our photographer.
- Lovey Hogkinson, Best Care, sponsored the accessories in the Rally Pack.

Also special thanks to our Judges, Colin Campbell from HB Branch and well known to many of us, Geoff Walker from Resto Spares, Rob Casey from the Manawatu Rover Club and Roy McGuinness, who was also our entertaining Guest Speaker on Saturday night. Roy runs McGuinness Classics car sales in Wellington.

A big thank you to Gray Crawford (and his illuminating ukulele playing “mate”) for their music and leading of the “Daimler Song”!

And of course, thank you all those who attended. Many of you travelled long distances, without you it wouldn't have been much fun!

I only heard of one breakdown, John and Sheila Clark from Masterton, had a close call when their Conquest brakes failed. This was most disconcerting as the master cylinder had just been re-sleeved and brakes overhauled. They returned home carefully using the handbrake and attended in their modern.

The Conquest braking system, correctly adjusted, should continue to function in the event of either the front or rear system failure. It is important when working on the master cylinder that it is carefully set up as per the manual. More information from the service manual is elsewhere in this magazine!

Members who attended the Rally will receive a JPEG CD of all Rally photos.

I have been working on compressing the files to fit onto a CD Rom, playable on computer or DVD player through your TV set (hopefully!) Hi resolution copies of individual photos can be emailed on request.

Mike King

Round the Bazaars ...

Daimlers on the Run



Auckland Amblings

Auckland Branch AGM

We met at the Sunken Gardens in Cornwall Park after the customary meet and greet Martin handed his directions for the Mini Rally. No one got lost (not for long any way) and we travelled on some very interesting roads, finally reaching the Sculptural Gardens north of Kaukapakapa.

The meeting was held under canvas in a small annex off the Plant Centre. In record time the AGM was concluded and a light lunch was served. After lunch most members opted for the Sculptural Trail benefiting from the 1 km walk and having a good laugh at the silly prices asked for some of the exhibits. The sculptures are well worth the visit, some cleverly executed interestingly sited.

Martin's instructions conveyed us to the last stop, Eric Wilson's collection of 20 Maserati Cars. We arrived at a large commercial building in Albany, inside Eric greeted us. Each cover was rolled back in turn, after which Eric would give a small talk on the vehicle. At the end of the visit we all got involved in replacing the covers. Eric does not drive these vehicles and the engines are not started even though in most cases the engines have been reconditioned.

Waihi Goldmine and historic Victoria Stamper Battery

Head to garage to start the V8, purrs to life, off we go to pick up my sister, fog rolls in. Fog lights on, ignition light is glowing at 2500 rpm, battery discharging, \$%^&, Sister called to say nearly there and can we take one of your cars.

Juggle her cars, park v8 in garage, now installed in her modern, off we go to Papakura, only 4 mins late.....Phew!!!

We arrive, to find nearly everyone there before us. After a quick hello and instructions handed out, I called out 'off with you.'

After crossing the Bombay's, we ran into heavy fog (thank goodness we left the V8 at her place). Fog cleared near Paeroa.

When reaching Waihi, we parked at the info centre, I don't see the bus, the tour guide was inside and don't worry be here soon. A few phone calls later, they found the bus company had missed the booking, off to look at the open pit mine from by the old pump house. After about 30 minutes, the wife of the bus firm appeared, and asked a question and a driver was dragged from his Sunday off. After the slow start we were soon off to look at the processing plant and the tailing dump that is now a big hill with a couple of lakes that finish making the water safe (birds now swim on the lake and nest near by).



Back to Waihi to find lunch, we had arrived *Auckland Waihi Run.*

at the historic Victoria Stamper Battery around 2pm, and were meet at the gate, where they said drive up and safe the legs. The museum section is one of the old transformer sheds, which has been maintained, where we saw an old stampers 800kgs of iron, a scale down version for smaller crushing was next to it, the handle was turned and BOOOM!!!, now imagine 200 larger stampers turning at one time in the old plant. Next off to the kiln's, a big pit in the ground, where the rocks where dumped, wood and set alight to turn the rocks into a soft talcum powder texture, so easier to crush. Next we headed into a tunnel under the kilns, where the ore was loaded into rail trucks. Finally back down to the tram ride, so we could experience what it was like to ride on the old narrow gauge tracks.

Back to Auckland by 545pm, and thinking will I get the V8 home with lights on? Well at traffic lights, into neutral and kept the revs up, 50k areas were stretched to 55–60k (just keeping up with traffic really). Car tucked up in garage, tomorrow will bring out the battery charger, and a call to my friendly mechanic.

Martin

The small Auckland convoy to National AGM

When I decided to attend the National AGM, I sent an email out to see who was driving down together. Two responses.

I had ticked the concurs box on the entry form so on Thursday, I got the car out to clean out the boot, hauled the spare out after a 'couple' of years to check the pressure and clean it, I noticed that the tread had a few bumps and a flat spot. Off to the tyre shop, first said hummm we have 4 wd tyre, go along the road, they said you know the tyre is 24 years old. Then back home to then wash the V8 in the showers, yes you got it, as soon as I went to chamois it off the rain came.

Next morning, we agreed to met at Papakura Service centre, I arrived a few minutes early and found one very full carpark as the V8 super tourers where going to be running later along with holiday makers. 9am came and went, where is Wayne and Bryan, there is a story that didn't make the Sheriffs news. Someone left their wallet at home, 20 minutes later, all in attendance and ready to roll, with the plan to stop at Te Awamutu for coffee then head to Turangi for lunch. Well the heavens opened at Te Awamutu, the main road was closed for an Anzac parade, so Paul in the lead took us thru the town at this point my wipers stopped but restarted soon after phew. We where following the western arm of Lake Taupo.

When we reached Mangakino, we decided to search for coffee, a stretch of legs, we found a new row of shops, and a nice café at the end, where we looked at our watch and the menu and said LUNCH stop. The old V8s where sitting on half a tank, we will make Turangi, but we doubted the run to Palmerston North on one tank. Next stop Turangi, where we lost the lead V8, then saw them on a side street looking for fuel, back into town, refuelled, pitstop and stretched completed. Off to the Dessert Road and then thru Taihape, and turning left at Vinegar Hill, and on to Feilding and then Palmerston North, where everyone was working out where their accommodation was.

We did approx. 750 miles of driving about \$300 worth of fuel, over the weekend. Do I mention I found my speedo lights have failed at night.

From all the Auckland members who attended, thank you Manawatu for hosting an amazing weekend, it was great to meet so many of the people that are names that we see in the magazine.

It was great to see Richard's Conquest win the pre 59 award, the Penman's old modern V8 the supreme award (yes it is for sale) and Wayne's V8 the most original.

So where are we going next year?

Martin

Waikato BOP Wanderings

Sunday 18th May

The first Hamilton Museum Swapmeet was a great success. The car museum in Frankton was a great venue with plenty of tarseal area. This was needed as over 150 stalls filled the area and the carparks were overwhelmed with visitors. The main attraction was only \$5 a stall and a gold coin for visitors which is low cost by swapmeet standards. The conference facility was booked out by book and diecast model sellers. I had a stall and did very well indeed which helped the bank balance.

The “cars for sale” area had an interesting selection from Porsche to Vauxhall with a tatty Daimler V8-250 in maroon included. No price on the Daimler but filler bursting out the doors didn't help.

This swapmeet has a great future and I recommend you be there next year.

Rod Mason

Sunday 25th May

This run was to end at the Tower Museum complex at Matamata. The Waikato members met at the Hamilton boundary and enjoyed a leisurely drive through scenic back country roads guided by written instructions. Five cars from the Waikato joined three from the BOP who drove over the Kaimais.

Every member drove a Daimler which was excellent so eight cars lined up on the lawn in front of the historic village. Two Centurys, five V8-250's an XJ6 Series One and a 1930 Humber Snipe made the total lineup and looked very impressive. New members on the day, Wilber and Aylene Brown came in their Snipe as their Consort requires engine work before becoming road worthy again. Ian Voyles' lovely XJ6 was running in a fully reconditioned 4.2 litre engine.

The Tower Museum comprises 5 acres and has an historic village including the original fortified tower and large purpose built buildings to house the interesting displays.

After touring the complex we enjoyed our picnic on the lawns in the sunshine amongst excellent company. Later in the afternoon we all made our own way home.

It looks like our Branch is starting to turn the corner with today's enthusiastic turnout. Bookings for the July Okorioro luncheon are coming in already so see you all there.

Rod Mason

Hawkes Bay Highlights

Easter Sunday was a beautiful fine day for a run into the countryside. Everyone met on the Taihape Road and did a circular scenic drive up Ohiti Road and back Matapiro Road. All finished at the Puketapu Pub for a yummy lunch. There was a very good turnout, some people bringing their Easter visitors.

Ann Bowes

Manawatu Meanderings

April was of course, taken up with the National Rally, a great success and enjoyed by all. For the benefit of those who missed this event, we had 55 members and 30 cars attend.

We all met on Friday night for registration and informal chat, then on Saturday morning the cars were paraded for individual and group photos. Morning tea was followed by judging and AGM which was all over quickly as there was nothing contentious on the agenda. After lunch, the Rally run took us over the Pahiatua Track to visit the Railcar Preservation Society projects. They have one restored "Standard" Railcar, RM31, and a Wairarapa model undergoing a complete restoration. It was then on to "Beyond the Bridge Café at the top end of the Manawatu Gorge for afternoon tea, followed by a leisurely run through the Gorge to Palmerston North.

Saturday night was entertainment time. Gray Crawford provided live music and led the singing of "The Daimler Song". Roy McGuinness gave us a most entertaining address, then time for the awarding of Concours Trophies.

Sunday morning, most members chose to visit Terry Rush's Manfeild Motor Racing Museum. They were not disappointed. Terry's son Tim was in attendance, all these cars are driven on the track by Tim, he gave a great description of them!

The Rally was concluded with a BBQ hosted by our Patron Pauline Goodliffe at her home. We trust you all had a safe and enjoyable trip home.

In May, our regular committee meeting and Rally debrief was followed by a shed raid in the Dannevirke area. We met at the home of Lawrence Ferguson who had arranged several interesting visits. We got to take a look inside the depths of several sheds with projects lurking. The most notable was a car collection at a disused Dairy Factory at TeRehunga containing a number of American special vehicles. A couple of huge Cadillac limos, magnificent hot-rodded utes and props including Marilyn Munroe and Elvis, it's amazing what is lurking around the country.

Thanks Lawrence for organising the day.

Mike King



Brian & Faye pose with Elvis.



An early model Triumph under restoration in Dannevirke.



Janice Zachan tries the Caddy Limo for size. Marilyn Munroe in background.

From the Patron's Pen ...



Greetings everyone. What a fantastic Rally we had. I hope you all enjoyed your weekend as much as I did. The weather played its part and we nearly had to use our new sunhats. Congratulations to all prize winners. All cars kept the judges busy which is always a sign that all were extra good. Special mention to Bert Empson on receiving the Founders Trophy selected by the National Committee, a well deserved winner.

It was catch-up with everyone at our BBQ at my home on Sunday and it was a pleasure to host you all with the Manawatu Committee.

Unfortunately I came down to earth literally on the 1st of May when I inelegantly spread-eagled myself on a path in Feilding. Feeling a fool I got myself to my car and drove home. From there it was "Help" to my lovely daughter-in-law Sandra, and off to the hospital. The result was a 'Smiths' fracture of my left wrist, a cracked right kneecap and a night in hospital. I made a real good job of everything, a plastered arm and leg in a splint thing. Not easy but managing with home help and family. The motto of the story ... watch where you walk ... but I did prove you can drive a Daimler with one hand. Good job the sheriff never saw me.

To close, thank you National and Manawatu Committees for a great Rally.

Pauline Goodliffe

TROPHY WINNERS 2014

Silver Tray

Overall Winner National Concours.

Bryan & Sylvia Davis

Class 1

All Daimler, Lanchester & BSA manufactured before 1959.

Richard Prebble

Class 2

All Daimler V8 manufactured from 1961 to 1969 inclusive.
(Includes Majestic Major)

Mike Boyce

Class 3

All Daimler Sovereigns manufactured from 1966 to 1986 inclusive.
(All 420 Sovereigns and Series 1, 2 & 3 Sovereigns, including V12 till 1993.)

Reinhardt Bester

Class 4

All Daimlers manufactured 1986 to 1994 inclusive.
All XJ40 & XJ81 V12 models.

Peter Mackie

Class 5

All Daimlers manufactured from and including 1995.
(X300 onward)

Bryan & Sylvia Davis

Class 6

Best Jaguar owned by a Daimler member.

Des & Phyl Symons

Class 7 Daimler SP250's	Mike King
Class 8 Best Lanchester or BSA.	Not awarded.
Wingfield Trophy Most original Daimler V8 1961 to 1969.	Wayne Duncan
Roy Tilley Trophy – Silver Cup Best Conquest / Century.	Richard Prebble
Smiths Regrind Trophy Written Questionnaire.	Maree Patten
Mary & Mac Hunter – Silver Tray People's Choice.	Richard & Karen Prebble
Ray Budden – Sherriff's Trophy	Des Symons

FOUNDERS TROPHY CITATION 2014

I would like to nominate Bert Empson of Manawatu Branch for the Founders Trophy.

Bert joined the Daimler & Lanchester Owners Club in New Zealand in November 2003. Bert and his wife Marjorie have been actively participating in our club since that time. He has served on the Manawatu Branch committee from 2004 and as Secretary/Treasurer from 2006 until last year.

He has actively promoted the club, signing up many new members.

He has attended all National Rallies since joining, at several of these has taken the role of Sherriff, a task he relished to the amusement of all.

In 2012 he held the office of National Vice President, a position he has found it necessary to relinquish owing to health issues.

Manawatu Branch commend Bert as the recipient of this Trophy and extend to him our very best wishes.

Mike King

A Tribute in Memory of the late Gordon Somerville 21st February 1926 to 13th March 2014

Many of our newer members may not know how our Club was established.

Gordon Somerville, was the Co Founder of our Daimler & Lanchester Owners Club in New Zealand Inc. following a chance meeting with one Laurie Wason at a Christchurch service station forecourt in 1971.

Gordon driving his Daimler Special Sports and Laurie Wason his Daimler Century at the time apparently engaged in a conversation relating to their vehicles and both being enthusiastic owners, decided to set up a club of like enthusiasts.

This led to a foundation meeting in Christchurch during March 1971 at which Laurie was elected Club President and Gordon, Honorary Secretary, Treasurer and Bulletin Editor.

Gordon's aim was to unite enthusiast owners and investigate and facilitate the availability of spare parts. To this end Membership Application Forms were printed and widely distributed.

By March 1972 Gordon had proceeded to establish Branches in Wellington and Auckland. Membership at the end of the first financial year had already increased to 150, in latter years increasing to in excess of 700 from throughout the World.

Following the departure of Laurie Wason to live in Australia, Gordon carried on with his personal mission to build up the Club and visited Dealerships throughout the country, acquiring their parts stocks as they became available.

Purchased at “fire sale cost” these in turn became the nucleus of the Clubs Parts Stock.

An early association with David Manners in the UK was established, giving rise to an additional source of new and reproduced items.

Over following months and years further Branches were established in Manawatu, Hawkes Bay and Otago and Social Groups formed in Nelson and Waikato/Bay of Plenty.

Gordon had officially “retired” in his mid forties following the sale of their Queenstown Motor Camp and with the Clubs formation, devoted thousands of hours over the years building up the Spares Division of the Club in a voluntary unpaid capacity whilst enthusiastically pursuing his “interest and hobby”.

Membership of the Club was extended to include Jaguar owners given the commonality of many parts from the sixties onwards.

A very successful Rally 2000 was held in Twizel for 200 members and their 99 Daimlers and three Lanchesters. All organised by Gordon with the assistance of the Spares Division Committee at that time and largely funded from a surplus built up in the spares purchasing account. This made it very affordable for members from throughout New Zealand who wished to attend. The star invited guest and speaker was David Manners from the UK.

The Rules of the Spare Parts Operation required that the separate Spares Division Committee Members reside within a defined area of Canterbury with the intention of assisting Gordon in ordering, cataloguing, packing and despatch of parts and was set up as a Division of the original Owners Club in the late seventies.

This situation was ultimately challenged by some Branch members residing out of the Canterbury area with the result that, in 2001 after a vote, what had been known as The Spares Division of “The Daimler and Lanchester Owners’ Club in New Zealand Incorporated” became a totally separate club, namely “The Daimler & Lanchester Owners’ in New Zealand Spare Parts Club Incorporated”.

As National Secretary of our Owners Club from 1999 I operated in conjunction with Gordon for some two years and found him to be precise, business like and good to work with. Understandably, he was very protective where proposals were likely to affect the Spares area.

I must admit, as I am sure many other members will, to seeking his contribution to our Owners Club Magazine featured under the heading “Spare Parts Club Jottings by Gordon Somerville” with each issue, reading it in advance of other content, given its wide ranging, helpful and knowledgeable technical advice and tips.

These days, at our National AGM, we recognise Gordon’s huge contribution by presenting the “Founders Trophy” to a member, nominated by their Branch by citation, for their significant contribution to that years Branch activity. The citations are judged and the Trophy presented to the winner by our Club Patron, presently Pauline Goodliffe.

Peter Mackie

National Honorary Treasurer

Mailbox



Hi Mike,

Read your National Rally' Quidelines paper and have only one comment. At the opening paragraph add

"Ensure all Trophies tracked down and will be present at N/Rally.". ----- or similar notation.

Shirley and I had a terrific time at our first National Rally and were very impressed with the organisation and the friendly and welcoming attitude towards us as new members.

Sorry I haven't set up my PC to circulate my emails to all Committee members as yet.

We had a good drive home but the wind on the Desert Road made for interesting driving to say the least.

Look forward to receiving those DLCC, UK magazines as we discussed and of course will re-imburse any postage.

Regards

Rod, Waikato BOP

.....

Hi Mike,

John and I want to say how much we enjoyed our weekend at the National Rally. The meals, rally run, photograph, bag of freebies and barbeque at Pauline's lovely place was a great finish. We had a good trip home and feel so pleased we went. It was our first National outing and there are so many interesting members, not to mention the cars and models of Daimlers that were on display. Do pass on our thanks to all the committee for their hospitality

Kind regards

John and Margaret Duncan

.....

Dear Ian

Would you please pass on to your committee our sincere thanks for a great weekend for the 13th National Rally.

We both enjoyed all the events, the Race Course was a good venue and the BBQ at Pauline Goodliffe's was a great social get together and meal.

We enjoyed the drive around your district and the car museum was well worth a look at.

Our kind regards

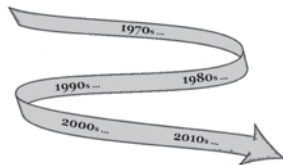
Happy Daimler Motoring

Winston and Kaye Wingfield

Otago Branch

Timelines ...

Our club history from past magazines ...



June-July 1974

Ken Walmsley joined with the Special Sport he still has today!

Magazine articles included:

Service bulletins to improve radio suppression of an SP250.

Valve split cone with neoprene pad for Daimler V8's.

Modified Cylinder block & sump for SP250.

An article to fit an overdrive to the SP250.

Special Sports were advertised for sale at \$2500 and \$3000!

June-July 1984

New members included Ngaire & Hillary Finkle.

An article by Gordon Summerville to Improve the efficiency of V8 heaters. Copies available on request.

June-July 2004

New member Kevin Philips, he was also our Auckland-based editor, now resident in Dunedin & Otago Club Captain.

Also John & Margaret Duncan joined at this time.

Hawkes Bay hosted the AGM & Mini Rally with notable visit to Dr. Beecham's restorations.

2014 RALLY QUESTIONNAIRE ANSWERS

For those who did the questionnaire at the Rally, here are the official answers.

1. What Type of Gear box does a Daimler Conquest Use.....PRESELECT
2. The Conquest has a Dry weight of27...½ cwt
3. How many litres is the Daimler V8 engine.....2½ .
4. The overall length of an SP 250 is.....13....ft 4.5in
5. What year was the first Consort announced according to the Daimler Tradition:.....1949.
6. How many compression rings are on each piston of a Consort engine:.....3.
7. Name the three types of Conquest Models made:.....ROADSTER, DROPHEAD COUPE, SALOON.
8. What year was the first Sovereign Produced:.....1969.
9. What were two of the engine sizes:.....2.8, 4.2, 5.3.



Brian Wolfsbauer fine tunes car positioning.



Kevin Stephens, marshalling cars for the photos.



The assembly of cars for the Rally photo.



Martin, Brittany & Joshua Walker beside their V8.



From the back, Brian & Faye Wolfsbauer, Walker family and nearest Kaye Wingfield.



This was Rod Mason's first Rally – he is obviously enjoying himself!



Pauline & Reinhardt mount the banner on the Major Limo.



John Penman makes sure we all know where his car is from!



Two of the Club's earliest members, Des Cooper & Winston Wingfield catch up.



The sissor lift was a convenient chair for Kaye, Winston, Alex & Mike.



Mike King's SP250.



Winning Conquest, Richard Prebble.



Winning XJ40, Peter Mackie.



Winning V8250 Mike Boyce.



President Dave Patten and his 104.



Reinhardt Bester's Series 2 XJ6.



Pauline Goodliffe checks out the programme.



Best Jaguar was Des Symons.



Overall winner, prepared by Bryan Davis, this car is for sale, see John Penman.



Rally cake maker Thelma Jones & cake cutter Jan King.



Wellington Daimler Enthusiasts Guests Bill & Janice Tomlin enjoyed themselves!



Members enjoyed the Sunday BBQ at Pauline's.



Dave Patten & Kaye Wingfield share a moment.



Birthdays for Mike Boyce & Kevin Stephens. A cake & candles were found for the occasion.



Manawatu's Gray Crawford provided the evening entertainment and led the singing of The Daimler Song.

Articles of Interest ...



CENTURY DOES SEVEN HUNDRED

(Rod Mason)

Since joining the DLCC back in July 2013 I have recently found myself the BOP/Waikato Branch's Waikato Club Captain and National Delegate for said Branch. How did that happen? Oh well better attend the 13th National Rally to avoid ending up with another position!

Decision made, I should ensure my Century Mk2 actually makes it to the Manawatu. Time to re-discover my tool box and workshop manual.

An early start on Friday 25 March sees Shirley and I leave Manawaru en route to Matamata and Tokoroa. At the latter we are to meet up with Life Member Thelma Jones intending to travel in convoy. We had arranged to meet Thelma at the public toilet carpark at the north end of Tokoroa. After a 35-minute wait and no sight of Thelma we decide to carry on south. We later discover there are numerous public toilets in Tokoroa and we both chose different ones!!

The bypass for Taupo is a real timesaver and we drive on in reasonable weather to lunch at Waiouru. A quick check under the bonnet sees an engine oil top-up required but everything else seems fine. We continue onto the dreaded Desert Road but fly through with driver confidence rising that Palmerston North is achievable. We avoid the Vinegar Hill route and push on via Halcombe and Feilding to arrive at Palmerston North mid-afternoon. Time for a Grannie nap before setting out for the evening function at Awapuni Racecourse.

TIP 1: Do not ask locals for directions to Awapuni Racecourse as they send you to Palmerston North Raceway. A check of our town map finds us arriving on time a little flustered.

Time to register and we receive two smart hats, one of which might come in useful for Shirley's line dancing evenings – Yeehaw! Next we are handed a Rally pack or as I prefer it a Goodie Bag. Again most impressive even the little torch and writing pen work – good omen.

Expecting just a cup of tea or coffee we had already enjoyed a meal but the flesh is weak and we decided for good manners' sake to eat some of the lovely finger food on offer. The menu on Friday was a prelude to the excellent victuals which kept coming all weekend.

TIP2: If you want a National Rally to be a success forget good organisation, weather, etc and ensure the food is excellent. That is what entrants will always remember!!

This being our first National Rally we did not know anyone apart from the two other Waikato Branch entrants. However we need not have worried as everyone made us very welcome and took the trouble to engage in conversation and ensure we were not ignored. This is probably our fondest memory of the whole event.

TIP 3: Do not get up at 6.30am in the dark on a Saturday morning with a bucket of water and a chamois trying to clean your car. It was a losing battle as no sooner had I cleaned the front of the car than it was covered in moisture again whilst I was working on the rear!! Eventually the car looked respectable. I entered the car in the Concours not expecting to win anything but rather hoping the judges' score sheet would help me sort out all the faults to improve the car in future. There certainly were some cherished Daimlers on show and the other Conquests and Centurys helped me identify what my car lacked. I took plenty of photographs to help in this regard. I even identified a funny looking item in the box of parts that came with the car. It was the spare tyre retaining bracket.

Official photographs taken, we attended the AGM, then enjoyed lunch and headed off on our first planned run.

I won't go into detail on all the runs but suffice it to say the site visits were very interesting, the country roads great. However I would have preferred written route instructions rather than "follow my leader" as we created a huge long crocodile at times and delayed local traffic attempting to pass us. This kind of traffic hazard does nothing for car clubs' image.

Right only grizzle of the weekend over.

The prize giving saw no surprises and a BOP/Waikato V8-250 won it's class and my Century was second in class so the 6.30am cleaning was worthwhile after all. However I did receive a prize – 5 litres of Penrite oil as word had got around my car enjoyed a good drink of the oily stuff. Do I place it in my trophy cabinet or use it? Answers on a postcard please.

Oh yes, did I mention the evening meal was terrific and the traditional Rally cake from Thelma Jones went down a treat.

Sunday was optional as many headed home to start work Monday morning. Being of an age when the Government adds to our meagre income every fortnight, Shirley and I were in no rush to leave and enjoyed the day's events to the full. The Sunday barbeque lunch at our Patron's homestead was a lot of fun although the free range chickens kept eyeing my plate of food reminding me of seagulls at a beach picnic with their persistence.

Mike and his good lady invited us to a pot luck tea in the evening which was very thoughtful and much appreciated. Even so I was very apprehensive Mike would find me another club position! It was a surprise when admiring Mike's car collection as I didn't realise Daimler had made a three-wheeler car. On closer inspection it turned out to be a Reliant Robin. Delboy would have loved it.

Monday meant pointing the Century north and we had an uneventful and leisurely journey home although the wind gusts on the Desert Road had to be felt to be believed as I wrestled with the steering wheel to keep us on the road. We reached home late afternoon and no, I did not open my Penrite prize! For the record, the Century achieved 28.2 mpg during the trip and used a "little" oil and the total mileage was just short of 700 miles.

Shirley and I really enjoyed our first National Rally and are looking forward to attending the mini Rally in Dunedin next year.

Congratulations to the Manawatu Branch for all their work in hosting the Rally which will be hard to match in 2017.

CONQUEST SERVICE MANUAL: SECTION “L” – THE BRAKES

Type	Girling Hydro-Mexhanical
Front Brakes	Hydraulic (Two Leading Shoe)
Rear Brakes	Mechanical (Sliding Shoes)
Drum Diameter	11 ins.

Linings	Length	Width	Thickness	No. of Rivets
Conquest Saloon	10¾"	1¾"	$\frac{3}{16}$ "	12
Century Group	10¾"	2¼"	$\frac{3}{16}$ "	12

All models are fitted with a braking system in which the braking effort at the foot pedal is simultaneously applied to the front brakes by a hydraulic system and to the rear brakes by mechanical linkage. Provision is made for the continued operation of the unaffected part of the system in the event of failure of either.

MECHANICAL LINKAGE

See Figure L.1. At the front end the main linkage is attached to the brake pedal lever and at the rear to one lever of a three lever compensator mounted vertically on the rear axle casing. The compensator upper levers each carry the inner end of the rear brake pull rods which are located at 90° to the main linkage.

Between pedal and rear compensator the main linkage is suspended by three idler levers pivoted to the chassis to allow fore and aft movement of the linkage. The front suspended lever carries three connections, the upper and lower being trunnion yokes to the master cylinder and hand brake chassis lever respectively; the third connection is the front end of the main linkage adjacent the lug on the forward edge of the lever. See Figure L.2.

The master cylinder is mounted axially between the foot pedal and the front idler lever and constitutes a continuation of the main linkage.

Foot Braking Action

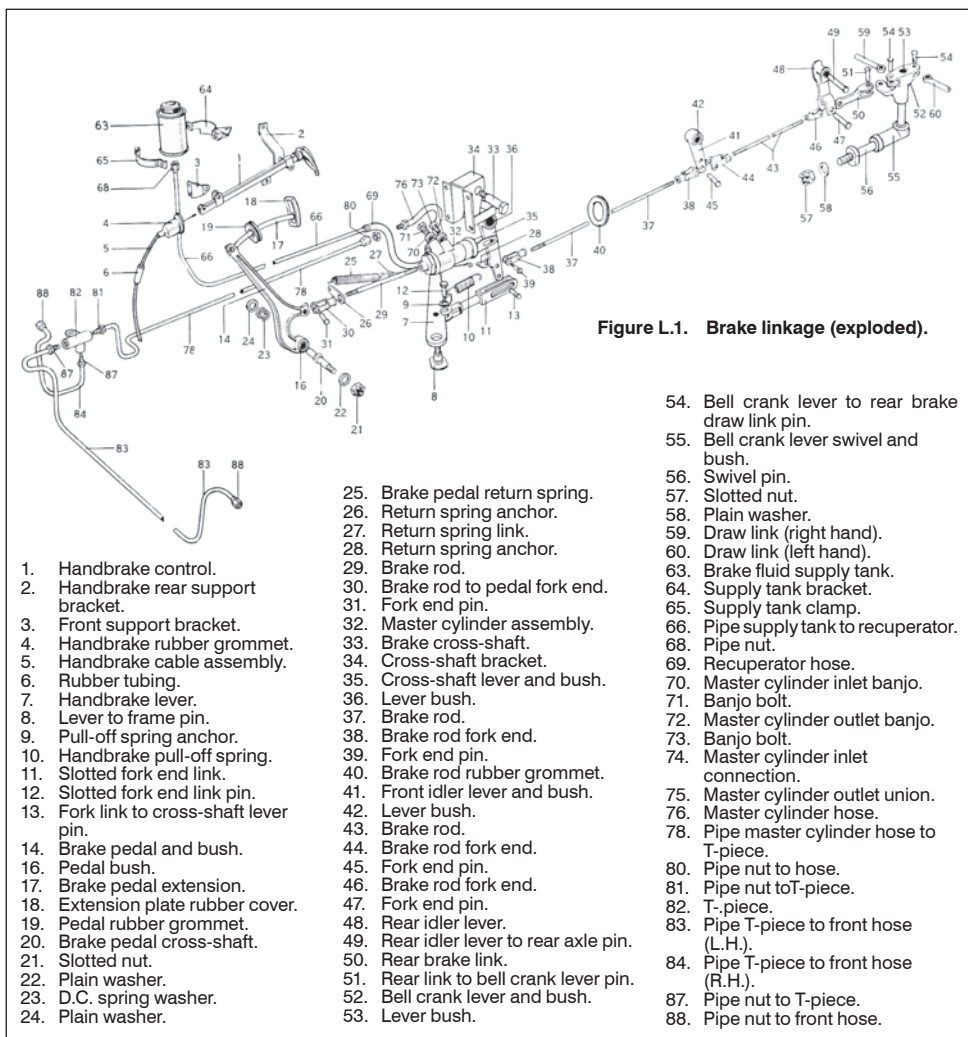
Initial movement of the foot pedal carries the master cylinder forward against the action of its return spring and the whole linkage moves until the rear and front brakes are applied by tension throughout the linkage to the rear brakes and by compression of the fluid between the master cylinder seals to the front brakes.

Rear Brake Failure

In the event of failure of the rear brakes the front brakes remain operative after engagement of the front idler lever lug with the adjacent chassis member. This will be noticeable as additional free movement of the pedal-providing the brakes are accurately adjusted.

Front Brake Failure

In the event of failure of the front brakes the master cylinder body freely moves forward until such time as its plunger strikes the inner shoulder. The rear brakes are now applied by further movement of the foot pedal – providing the brakes are accurately adjusted.



Servicing

A certain amount of free movement in the linkage is provided to allow for the “pull” or braking effect caused by the flexing of the suspension.

If any part of the linkage must be disturbed it is most important that after assembling, and with both brakes fully off, a small gap must exist between the two front idler trunnion ends and their pins. This gap should not be more than $\frac{1}{32}$ ” which represents about $\frac{1}{8}$ ” free movement at the foot pedal. See Figure L.2.

ON NO ACCOUNT MUST THE LINKAGE BE ALTERED AS A MEANS OF ADJUSTING THE BRAKES.

Lubrication

Whenever accessible apply a little brake grease to all linkage connections.

HYDRAULIC SYSTEM

NOTE. For test purposes the front end of the master cylinder is that end which faces the rear of the vehicle.

The Master Cylinder (See Figures L.3 and L.4)

The master cylinder consists of a cast iron body having two pipe connections which register, one with the smaller front bore, and one with the larger rear bore. A plunger which is a sliding fit in the front bore has a connecting rod which penetrates the front seal assembly to connect by trunnion yoke to the front idler lever. A spring, located axially over the plunger rod, exerts pressure between the front seal assembly and plunger seal to maintain an effective front seal.

The rear end of the plunger extends into the rear bore and is a sliding fit in the recuperating chamber which is embodied in the master cylinder end cap. A recuperator seal mounted on the plunger occupies the annular space between the larger bore and plunger and is supported at the rear by the front face of the recuperator chamber.

The assembly is completed at the rear by the end cap which is screwed into the larger bore with a copper washer which has the dual purpose of locking the end cap and sealing the joint. At the front end a rubber boot containing Wakefield rubber grease No. 3 is located between the master cylinder body and the plunger rod locknut.

Removing the Master Cylinder

Access from beneath the car.

1. Remove the dust cover; attach one end of a rubber bleed tube to a front brake bleed nipple and place the other end in a container.
2. Open the bleed valve and pump by operating the brake pedal until no further fluid enters the container.
3. Disconnect the two pipe connections and the front idler and brake pedal connections.
4. Remove the master cylinder assembly.

Dismantling the Master Cylinder

1. Unlock the tabs and unscrew the end cap.

Note – this screw is exceptionally tight and it may be advisable to assemble the end cap flats in a vice and turn the casting with Stilsons or similar tool.

2. Remove the trunnion and locknut from the plunger rod.
3. Remove the plunger spring and seals from the rear end.

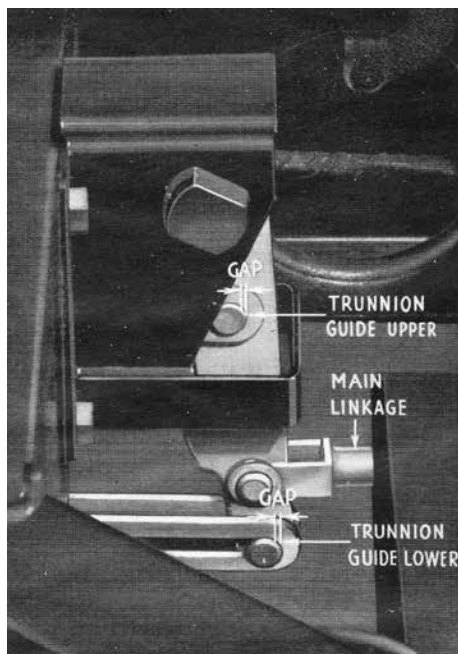
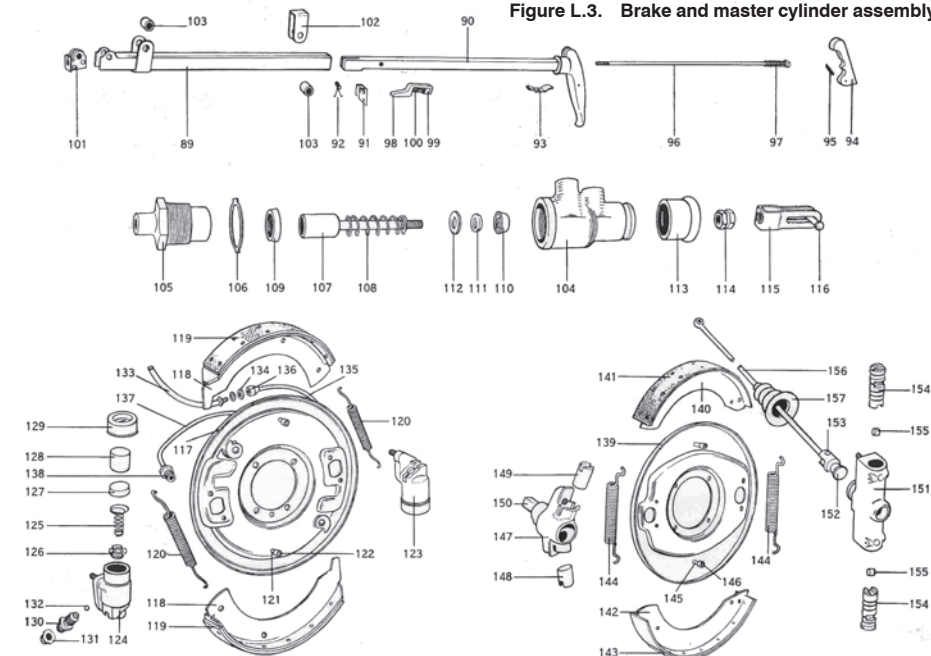


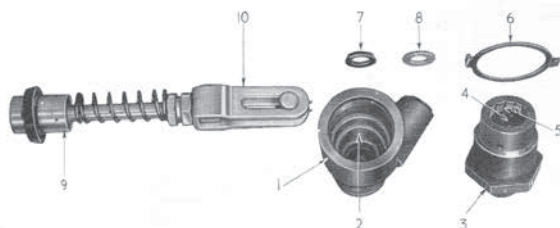
Figure L.2. Front idler lever.

Figure L.3. Brake and master cylinder assembly.



- | | | |
|--|---|-------------------------------------|
| 89. Outer sleeve and welded clip assy. | 113. Cylinder rubber boot. | 136. Pipe nut to hose. |
| 90. Handle and inner sleeve. | 114. Plunger locknut. | 137. Bridge pipe assembly. |
| 91. Pawl. | 115. Jaw end. | 138. Bridge pipe nut. |
| 92. Pawl spring. | 116. Joint pin. | 139. Back plate L.H. |
| 93. Inner sleeve spring. | 117. Back plate assembly. | 140. Leading brake shoe and lining. |
| 94. Trigger. | 118. Brake shoe and lining assembly. | 141. Lining. |
| 95. Trigger pivot. | 119. Lining. | 142. Trailing shoe and lining. |
| 96. Push rod. | 120. Brake shoe return spring. | 143. Lining. |
| 97. Push rod spring. | 121. Steady post. | 144. Brake shoe return spring. |
| 98. Operating wedge. | 122. Steady post felt bush. | 145. Brake shoe steady post. |
| 99. Push rod nut. | 123. Wheel cylinder assembly (R.H.). | 146. Steady post felt bush. |
| 100. Operating wedge spring. | 124. Cylinder body (R.H.). | 147. Adjuster housing. |
| 101. Conduit abutment. | 125. Spring. | 148. Tappet, L.H. |
| 102. Support clip. | 126. Air excluder. | 149. Tappet, R.H. |
| 103. Support clip distance piece. | 127. Seal. | 150. Adjuster cone. |
| 104. Cylinder body. | 128. Piston. | 151. Expander housing. |
| 105. End cap. | 129. Dust cap. | 152. Expander plunger. |
| 106. End cap tab washer. | 130. Wheel cylinder bleeder screw. | 153. Plunger pin. |
| 107. Plunger. | 131. Bleeder screw rubber dust cap. | 154. Expander tappet. |
| 108. Plunger spring. | 132. Bleeder screw ball. | 155. Expander roller. |
| 109. Recuperating seal. | 133. Hose (T-piece to back plate). | 156. Draw Link, R.H. |
| 110. Outer seal. | 134. Hose nut. | 157. Draw link rubber dust cover. |
| 111. Outer seal spreader. | 135. Pipe (hose to wheel cylinder) R.H. | |
| 112. Outer seal washer. | | |

Figure L.4. Master cylinder.



1. Master cylinder body.
2. Shoulder (plunger stop).
3. End cap.
4. Recuperating chamber.
5. Recuperating channels.
6. Joint lockwasher.
7. Inner seal.
8. Inner seal spreader.
9. Plunger spring and seal assembly.
10. Trunnion guide and pin.

Servicing

Thoroughly wash down the components using clean BRAKE FLUID ONLY. Examine the bores and plunger for scores or indications of binding. These should have highly finished surfaces. Renew frayed, spongy or otherwise damaged seals.

Re-assembling

1. Assemble the master cylinder body in a vice with the larger bore uppermost.
2. Insert the front rubber seal, spreader and washer, with the lips uppermost and locate in the front recess.
3. Insert the plunger with spring and guide the rod through the front end taking care not to disturb the seal assembly.
4. Assemble the rubber boot over the rod and locate in the cylinder body groove.
5. Screw the locknut on to the rod to its limit with the grooved end facing the cylinder.
6. After soaking the recuperating seal in clean fluid, locate between plunger and larger bore with the lips facing downwards.
7. Fit a new lock joint; tightly screw home the end cap and lock.
8. Refit the front trunnion, locking hard against the locknut.

WHEEL CYLINDERS

See Figures L.3 and L.4. Each wheel cylinder body has a closed and open end, two mounting studs and two pipe connections. The closed end is inclined and slotted to carry a hardened steel strip against which the heel of the shoe is free to slide.

The cylinder houses a seal spring; Bakelite seal support; lipped rubber seal and steel piston, the open end being sealed by a rubber dust cover.

Servicing

Remove the dust cover; withdraw the seal assembly; replace worn, scored or binding parts and, if at all spongy or damaged, fit a new seal insert with the lip towards the closed end.

FLUID LINES

See Figure L.1. A pipe from the smaller bore of the master cylinder leads forward to a “T” connection from which two further pipes lead, one to each of the two front wheel back plates.

A pipe from the larger bore of the master cylinder leads to the supply tank which is located to the front of the scuttle on the “offside” under the bonnet.

FRONT WHEEL BRAKE ASSEMBLY

NOTE. A mark on the brake drum will traverse from “toe” to heel when the drum is turned in its normal direction of rotation.

See Figures L.5 and L.7. The two wheel cylinders are rigidly mounted diametrically opposite on the back plate, so that each cylinder provides anchorage for the heel of one shoe and expansion to the toe of the other. Each shoe is correctly located by a felted, adjustable steady post which projects from the back plate to bear against the shoe web and a pull-off spring which extends from web to back plate.

Complete Dismantling (See Figure L.6)

This necessitates draining the system. See 1 and 2 of “Removing Master Cylinder”, page 3.

1. Remove the hub cover and slacken the wheel nuts.
2. Place a jack under the centre of the front crossmember and raise the vehicle.

3. Remove the wheel nuts and wheel.
4. Fully release the snail cam adjusters by turning both anticlockwise.
5. Remove the two countersunk drum screws.
6. Remove the drum. If tight use jack screws in the drum tappings.
7. Prise the heel end of each shoe from the wheel cylinders and ease off the spring tension. Shoes and springs can now be quite easily removed.
8. Disconnect the three pipe connections.
9. Remove the cylinder stud nuts from the reverse side of the back plate and withdraw the wheel cylinders.

Servicing

The shoes may be relined or exchanged for replacement shoes which are already serviced. The procedure for removing the brake shoes is as outlined from 1 to 7 above, *i.e.*, there is no need to disturb the hydraulic system other than fitting a rubber band or copper wire round each cylinder before prising out the shoes.

Re-assembling

CAUTION. On no account must oil, grease, etc., be allowed to come into contact with any part of the hydraulic system from which it may gain access to the hydraulic brake fluid.

1. Fit the wheel cylinders firmly to the back plate (Figure L.7).
2. Thoroughly clean down the back plate and apply a little grease to the web ends of the shoes and steady-posts.
3. Assemble the brake shoes with the swan neck of the spring through the holes in the back plate.

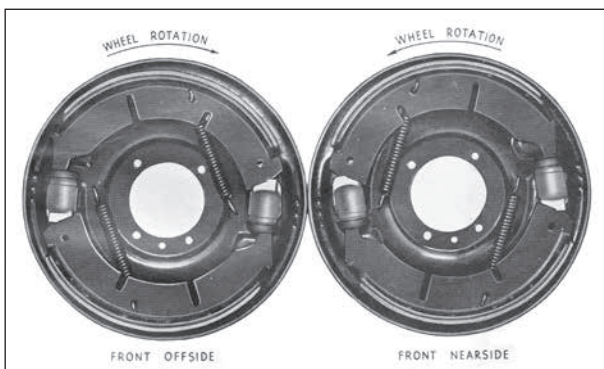


Figure L.5. Near and offside front brake assemblies.

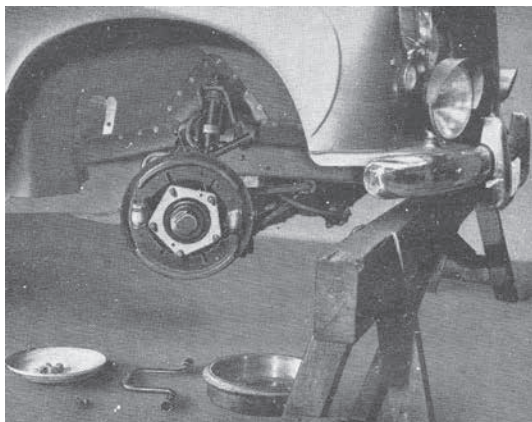


Figure L.6. Preparation for attention to front brakes.

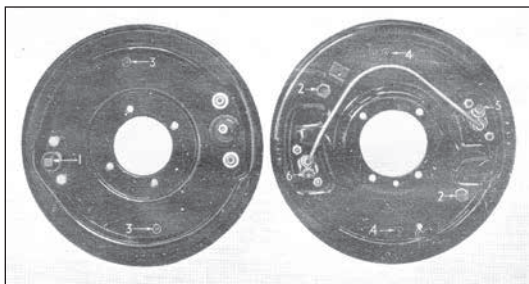


Figure L.7. Reverse of front and rear brake plates.

1. Rear Brake Wedge Adjuster.
2. Front Brake Snail Cam Adjuster.
3. Rear Steady Post Adjuster.
4. Front Steady Post Adjuster.
5. Connection from Master Cylinder.
6. Bleed Adaptor.

NOTE. The springs are fitted from the hole in the web of the shoe to the hole in the back plate which is near the abutment end of the same shoe.

4. Unlock and screw both steady posts back out of engagement with the shoe webs.
5. Fit the brake drum.
6. Contact both shoes with the drum by means of the air snail cam adjusters.
7. Apply the steady posts until they just contact the shoe webs and lock the nuts.
8. Ease off the cam adjusters and proceed to bleed the system.
9. Repeat at the other wheel.

Bleeding the System

Bleeding the system is necessary any time a part of the hydraulic system has been disconnected, or if the level of the brake fluid has been allowed to fall sufficiently low to let air into the system. Always use the correct fluid which is GIRLING CRIMSON BRAKE FLUID.

Make sure that both bleed valves are closed and commence bleeding at the wheel furthest from the master cylinder.

1. Fill the supply tank with clean air-free fluid.
2. Remove the dust cover, fit one end of a bleed tube over the nipple and immerse the free end in a clean glass jar containing a small quantity of fluid. See Figure L.8.
3. Unscrew the bleed nipple about three-quarters of a turn.
4. An assistant should operate the foot pedal with slow full strokes whilst the spill is observed for air bubbles.
5. After air bubbles cease to flow, close the nipples on a down stroke of the pedal.

CAUTION. The bleed valve consists of a hardened steel ball between the nipple and its aluminium alloy seating. The ball may be seized in its seating or the seating damaged by overtightening the nipple.

THE VALVE IS EFFECTIVELY CLOSED BY JUST “NIPPING” THE NIPPLE.

6. Replace the dust cover and bleed the bleed cylinders at the remaining wheel.
7. After bleeding, top up the supply tank to its correct level of approximately three-quarters full and adjust the front brakes.

(To be continued in the next Bulletin)

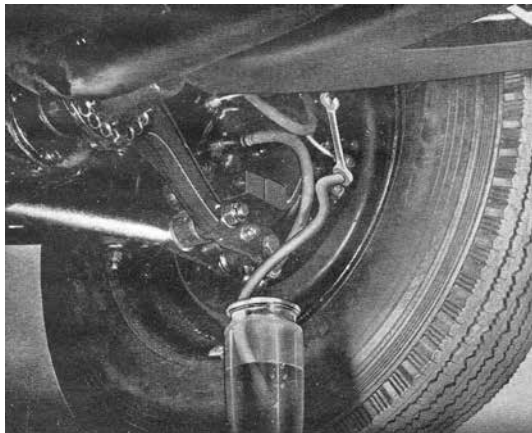


Figure L.8. Bleeding the front brakes.

Hitting the Road ...

Daimler Events Diary



Auckland

June 2nd

Best of British at Queens Wharf – park by 930 leave approx. 4:30pm. Park cars and jump on ferry to Waiheke for lunch

June 22nd

Mid Winter Lunch (looking at Formosa please contact Martin for details.
09 6264868 or dlocauckland@yahoo.co.nz

July

looking at visit to Motat

August

Garage Raid TBA

Sept 20th

Saturday 9am – Bennetts Chocolate, Mangawhai Market
Meet Hooten Reserve just off Oteha Valley Rd

Oct

Brits on the Beach

November

Fish and Chip run

December 7th

Xmas Lunch

Jan 2015

Zeelong Tea Plantation, and Sculpture gardens

Waikato BOP

Sunday 29th June

British Car Club event. Assembly 7.00am at Western Bays DC carpark at Barks Cnr, Tauranga. Interesting Treasure Hunt around Tauranga with Brunch at conclusion. Gold coin entry fee to buy prizes. Looks fun, worth a try.

Sunday 13th July

DLCC mid-winter luncheon at Okorioro Springs Hotel. Members to make their own way to arrive at 12.00pm for 12.30 pm luncheon. Please confirm attending to Paul Ph 07 549 4569 by 6July.

Sunday 3rd Aug

British CC event organised by Rover CC. Details TBA.

Sunday 21th Sept

DLCC event. Will be a garage raid TBA.

Oct 2/3/4/5th

Brits at the Beach, Whangamata.

Our Club will have a car display on the Sat Public Day. Three cars confirmed already! For full programme refer to BOTB website. Last year was a great event and this years is already looking better – highly recommended.

Hawkes Bay

June 15th

Keep this date free for a run. British and European AGM and lunch at the RSA Hastings.

June/July

Mid-winter gathering date to be decided.

July 19th

Look forward to a Saturday run followed by a potluck meal.

August 17th

Timed Run Pukeora Hill.

September 21st

Look forward to a Go Cart event.

October 19th

Daimler Club Organised Run

Manawatu

June 15th

Our Mid Year dinner, this is now to be at Highden Manor in Green Road, Awahuri. (Next door to Pauline Goodliffe's). The meal will be a set plate Roast meat Roast veges, Dessert, Coffee or Tea Cost is \$29 & payment is required in advance. It is booked for 12.30pm. Please confirm your attendance with Brian Wolfsbauer 06-368-8906 before the 5th June. Brian hopes to organise a short run somewhere with a cup of coffee after our lunch.

July 20th

10-pin Bowling, Bowlarama at 94 Cuba Street Palmerston North. \$12 per head. Numbers required, contact Brian. Meet there at 1.00 pm.

August 17th

Rover Challenge, this year organised by the Rover Club.

Details to follow.

For January, we are contemplating a trip to New Plymouth to see the spectacular "FESTIVAL OF LIGHTS". Perhaps members from Waikato, Auckland or even Hawkes Bay may like to join up. Please let us know if you are interested. Taranaki members, perhaps you could assist with organising accommodation & meals.

Members' Market ...



*Members are welcome to use this space free of charge.
Forward details to Mike King before 10th of the month of publication.*

Name Badges

These are available from Waikato BOP Branch. Cost is \$21 each, contact Paul Edginton, pledginton@gmail.com.

Wanted

Distributor and tachometer drive, also oil pump drive gear for Daimler 104. This is probably in common with Regency & Majestic. Please contact Dave Patten if you can help.

For Sale

Daimler XJ8 1998. This is the car which won best in class and overall best car at the Rally! That speaks for itself! To register your interest, contact John Penman, 09-521-2011.

Daimler Sovereign Series 2 1978. This car was imported new from UK and purchased in Australia, first registered by present owner 08/06/1978. Colour is Moroccan Bronze. This car was used from 1978 until it was laid up on blocks in 2004. The car is not registered or warranted and not run since laid up. In 1994 @ 96000km's the car was repainted and engine fully reconditioned. The upholstery has been renewed and is in very good condition, paintwork and tyres good with the mileage at 99365km's Car also has towbar and is in exceptional condition for age. Asking price is \$6000, contact Ron Tapuke, Phone 06-754-8930 Waitara.

1954 Daimler Conquest: very tidy condition in an attractive two tone green but not running due to broken piston. Car has been fitted with a Century twin carbs and aluminum head that has some repairable damage due to the piston failure. The brake master cylinder also requires some attention causing the car to fail the last WOF. Prior to the engine failure the car was running well and has good tyres. Present owner has decided it's time to move on. The car is located in Masterton and owner is open to reasonable offers please contact Graeme 06-378-8710

1959 Daimler Majestic, 3.8 automatic, black over gunmetal, red leather, period radio. Lovely original condition. Warranted and registered. Carefully serviced and maintained. Loves being driven. Reluctant sale is due to my relocation. For details contact Mark Stocker 021-377-664.

XJ40 Parts – Doors, bonnet, boot lid, front guards, electric door motors, lighting modules, door handles, lights, bumpers and heaps of sundry parts being the remains of seven cars I have dismantled. All parts going cheap to clear out. If you need any XJ40 parts call me as I may be able to help. If you are coming to the National Rally happy for parts to be viewed.

XJ8 3.2 V8 engine. Low mileage to suit 1997–99 model.

XJ8 5 speed ZF Auto transmission. Low mileage in good order.

Australian Jaguar Magazine – Large quantity of this publication available from the first issue. Prefer to sell as a job lot but will consider selling individual issues.

Contact Bruce Manning 06-323-2111 (Home) 06-952-6373 (Work) or 027-230-1388 (Mobile)
e-mail jagmanning@gmail.com

THE Daimler & Lanchester OWNERS' CLUB BRANCH DIRECTORY

AUCKLAND BRANCH

President	Bryan Davis , 28 Shackleton Rd, Mt Eden	09 630 5172
Vice President	John Penman , 25A Fancourt St, Meadowbank	09 521 2011
Club Captain	Ken Walker	021 274 1631
Secretary	Martin Walker , 460 Blockhouse Bay Road E-mail: martin.walker@gen-i.co.nz	09 626 4868
Treasurer	Joe Price , 1 Cassino Street, Bayswater E-mail: jprice@mcnp.co.nz	021 798 288
Committee	Valerie Penman, Clive Butler, Chris Wilson	
National Delegate	Bryan Davis , E-mail: bg.davis@auckland.ac.nz	

WAIKATO/BAY OF PLENTY BRANCH

President	Steve Griffin , 136 Gloucester Rd, Oceandowns, Mt Maung E-mail: stevefay@xtra.co.nz	07 574 8474
Sec/Treasurer	Paul Edginton , 35 Uretara Drive, Katikati 3129	07 549 4569
Club Captain (BOP)	Lindsay Donoghue , 46 Petrie Street, Rotorua E-mail: dunnywho@xtra.co.nz	07 348 8796
Club Captain (Waikato)	Rod Mason , 407 Manawaru Road, Te Aroha E-mail: rodandshirl@xtra.co.nz	07 889 4220
Committee	Fay Griffin, Shirley Olsen, Cathy Donoghue	
National Delegate	Rod Mason , 407 Manawaru Road, Te Aroha E-mail: rodandshirl@xtra.co.nz	07 889 4220

HAWKE'S BAY BRANCH

President	Colin Campbell , 1008 Reka St, Hastings 4172	06 878 5969
Sec/Treasurer	Ann Bowes , PO Box 1074, Napier 4140 E-mail: ann@bopac.co.nz	06 835 8469
Club Captain	Robyn Boyce , 3 Northwood Ave, Hastings	06 878 9071
Committee	Richard Bennett, Graeme Bowes, Mark Dickerson, Peter Mackie, Brian Rooke	
National Delegate	Peter Mackie , E-mail: peter.mackie@slingshot.co.nz	06 877 4766

MANAWATU BRANCH

President	Pauline Goodliffe , 194 Green Road, Awahuri, PN	06 323 7081
Sec/Treasurer	Ian Hodgkinson , 7 Lyndale Place, Palmerston North E-mail: hodgkinson@xtra.co.nz	06 357 2073
Club Captain	Brian Wolfsbauer , 16 Saxton Street, Levin E-mail: brianwolfsbauer@gmail.com	06 368 8906
Committee	Barry Cleaver, Des Symons, Peter Whitten, Kevin Stephens, Hilton Zachan, Mike King	
National Delegate	Mike King , E-mail: mwking45nz@hotmail.com	06 357 1237

OTAGO BRANCH

President	Geoffrey Anderson , PO Box 1259, Dunedin 9054	03 477 8798
Sec/Treasurer	Kaye Wingfield , 7 Pioneer Cres, Helensburgh, Dunedin	03 476 2323
Club Captain	Kevin Phillips , 33 Gordon Road, Mosgeil, Dunedin 9024	03 489 5782
Committee	Winston Wingfield	
Past President	Alex Meikle	
National Delegate	Winston Wingfield , E-mail: wingiewk@xtra.co.nz	

