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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.
Attention All Club Members

A thoughtful Treat for your Daimler Enthusiast!

We have supplies of “D” Key Rings and our Daimler & Lanchester Owners Club in N.Z. Custom Grille or Bumper Badge.

As you will see from the photo the Badge has been reproduced using our original Die but cast in a lighter Alloy (originally Brass), with a Chrome and Blue Enamelled Centre section as opposed to the earlier Resin insert.

The unit cost, including postage is
• $6.60 for the Key Ring
• $55.00 for the Grille/Bumper Badge.

Please forward your requirements and cheque to:-
DLOC in NZ
Peter Mackie
PO Box 8446
Havelock North 4157
Hello members,

Reading through our local newspaper recently I came across an interesting article on the history of the fire extinguisher, that got me thinking about all the gadgets that we have in the modern car that we now take for granted. I carry a fire extinguisher and first aid kit in my car but I recall as a child, growing up in the 1950s and travelling over the Rimutaka ranges between the Wairarapa and Wellington. My father drove a Model T Ford, my parents in the front and three young children in the back, canvas hood and open side windows. We carried blankets to wrap up in the cold. There were several places on the way up the hill, where you could pull over and fill the radiator with water, as the car boiled often. At times, if the petrol tank was low, we would need to “back up” some of the steeper inclines due to the gravity feed petrol supply starving the carburettor. By “backing up”, gravity would keep the petrol over the feed pipe. I seem to recall that if the windscreen wipers were not doing a very good job he would cut a potato in half and rub it on the windscreen? It seemed to help keep the water from sticking to the glass or maybe it was wishful thinking. Who carries a potato with them these days? There were no windscreen washers back then either. In the 1960s radios fitted to cars were often extras and did not come as standard on all models. Obviously road safety is the highest priority today and the more comfortable the drive, the lower the fatigue and an increase in road safety.

**Motoring History Milestones**

1890 The first electric heater was fitted to a car – invented by a Canadian named Thomas Ahearn.

1926 Bosch invented an automatic electric windscreen wiper for general use. Many variants had been invented earlier but it took many years before the idea was taken up by the auto manufacturers.

1939 Packard was the first auto manufacturer to offer Air Conditioning as an option. Due to a number of reasons Air Conditioning was not very successful the evaporator was fitted in the boot and took up half of the available space.

1953 The Chrysler Imperial was the first car to be fitted with a modern Air Conditioning system. By 1969 only 54% of cars sold in the American domestic market were fitted with Air Conditioning.

1956 Seat Belts were first fitted to Volvo, Ford and Chrysler cars following development that commenced in the 1930s. It was not until 1964 that most car manufacturers fitted seat belts to the front seats as standard. No seat belts in the rear seats at this stage.

1908 Trafficators used as a signalling device were fitted with an electric light but still operated manually. It was not until 1923 before the device was electrically operated. Use was discontinued in the late 1950s in favour of the flashing indicator lights that we have today.

1930 The first car radio was invented and fitted as an option. The cost added 30% to the purchase price of the car.

How things have changed! Aren’t we lucky technology has evolved? Happy motoring, keep warm and dry.

*Dave Patten*
One new member this month, welcome to Maurice Jolly from Havelock North. He has a Daimler V8 Manual Overdrive model which he has owned for 35 years.

Our best wishes to Treasurer Peter Mackie, he has recently celebrated a significant birthday. Peter has served as our club as Secretary from 1998 to 2002, then Treasurer from 2003 to present day. He is my “go to” person for much assistance and information.

I have just had the SP250 bumpers and over-riders repaired prior to re-chroming. This was undertaken by Richard Barnes in Shannon and in conversation, the topic of the Spares Club ute arose. The conversion was originally carried out by his father, he would buy up rear-ended write-offs and convert them. I gather he did a variety of makes and models in this manner. By the way, Richard did a great job on the bumpers! The SP’s bodywork is a little in limbo at present, looking forward to longer & warmer days to get motivated!

The importance of regular fluid changes was evident in a new member’s V8. Previous owners had neglected to replace brake fluid, result, badly corroded wheel cylinders and pipes. Weeping engine core plugs led to the engine and heads being removed to reveal severe blockage of waterways which would have ultimately led to complete engine failure! Fortunately the heads were undamaged with no corrosion, just a clean and skim. The lesson for us all…. don’t just change the oil and grease the chassis, it cost very little more to drain and replace the brake/clutch fluid and coolant with a quality inhibitor. (Speak to Auckland member John Penman, he can supply you with a quality product, phoenix int@clear.net.nz.)

Reduced ACC levies have resulted in much lower registration costs. The Federation of Motoring Club is also continuing to move to have the age of vintage and heritage vehicles reduced to 30 years which would put us in line with most other countries. They also pushing for a change to WOF requirements for annual inspections rather than the present 6 months, most of our club cars cover little mileage each year. The annual registration fee for our 40+ year old cars is now $48.75. My 1995 V12 is now $85.59, BIG saving! You can check cost for your vehicle by visiting NZTA website, http://rightcar.govt.nz/rego/.

A reminder that I can do CD’s of Rally photos, these also include an MP4 video clip of the pictures taken by the Drone mounted camera as we departed from Peppers on Saturday morning. I can send you one for $5.00 or transfer to your own mini-drive or USB. The photos are JPEG format which will play in most DVD players, MP4 will play in your computer. You can also download the video clip on you tube https://youtu.be/eYOvMjRyunA.

Regards to all, Mike
Planning is in its final stages for the Tauranga 2017 Rally. Major ticket items such as accommodation, meals, and special visits are all locked in and booked.

The dates chosen reflect the need to keep clear of national and school holidays in April 2017. This is essential to enjoy any discount rates and achieve an affordable Rally cost for Members.

In the three years since the last Rally in Palmerston North costs have escalated thanks to New Zealand’s booming tourist industry catering for the cash-rich overseas visitor. Everybody in the industry we spoke to is increasing their rates for 2017 and this made it difficult when negotiating at this time.

As an indication of Tauranga’s popularity the city is expecting over 150 cruise ships in 2017, up 20% on 2016. This is the reason why we have had to move quickly to ensure places of interest are not booked out to us during the Rally period.

We have arranged a very attractive rate for accommodation and meals at the Armitage Hotel in Tauranga. Currently the Armitage is rated at 3.5 Stars but is being upgraded to 4-Star. The hotel has excellent rooms, top cuisine and conference facilities with safe off-street parking.

We have pre-booked 30 rooms at a cost of $130 a double per night for Club Members. This is a very attractive rate for Tauranga and if our numbers are conservative the hotel can easily handle double our booking. The regular 2017 rate will likely exceed $160 per double.

We believe it is far better if all entrants on the Rally are under the same roof making communication so much easier rather than spread around Tauranga.

Your Rally fee will include all meals [except breakfasts and Friday and Sunday dinners] and entrance costs for special trips and venues. We are on target to be below Palmerston North’s registration fee or at worst be no more expensive.

The highlight of the weekend is likely to be the Harbour Cruise. The vessel is a restored 1950’s craft of some 32 tonnes. As we cruising in sheltered waters we are guaranteed no ocean swell so Club Members who struggle to find their sea legs will be fine on the day.

Sunday will see us exercising our cars in the unique and beautiful Bay of Plenty countryside on quiet tarsealed roads.

We are currently exploring options for South Island members to reduce the impact of no more subsidies by the Club for Inter-Island travel to Rallies. We hope to announce these options in the next magazine.

More detail on the rally will follow but for now enter the dates in your calendar and look forward to an exciting weekend in April 2017.

Rod Mason
Rally Chairman
Auckland Amblings

Voyage to Pine Harbour
A fine collection Daimlers and numerous other makes including a Holiday Home (double glazed) made up our flotilla at the Botanical Gardens. Our crew had previously selected their meals from Pepper Jacks brunch menu the week before with a few additions and deletions making the list numbering 18. It was great to see some new faces Murray, Garry and Simon join our trip. With the Sun on our Port side we left the Port Botanical at ten hundred hours for the green seas of Southern Auckland. The itinerary was through the lands of Clevedon and Whitford with the final destination, Pine Harbour and Pepper Jacks Restaurant. Nearing our destination we cruised past modern housing estates and aerial parking cradles for boats. On arrival we were all seated in one of the covered extensions of the restaurant, overlooking a line of mature palm trees with the blue sea and tall ships beyond. Yash, the cook, soon had the meals on the table, calling crew members by name as each order was ready. Many tales were told and true, good food consumed, pleasant company was abundant, what more could be desired. All too soon it was time to depart these shores and make the journey North for the home port.

Daimlers Hit the Dargaville Straights
After a wet Saturday, and weather forecast saying a passing shower on Sunday, 4 V8’s, 2 Jaguars, 1 Fiat and 1 Mercedes, headed north on our Club Captain’s first organised run. With a couple of cars running late and meeting of now two in Wellsford, we told the branch president to catch us up, as he was about 10 minutes behind. With the initial warning, do not be tempted to open up the...
throttle too much on the straights you were going to experience today, we were off.

After the passing shower, we saw sunshine, from Warkworth through to Dargaville Maritime Museum. After 2 hours of driving, with welcomed relief we climbed out of our cars to experience the museum, as it was their birthday; we had free entry, and reserved parking in front of the museum. The museum, covers off kauri gum, music, shipping and the local history, and local musicians entertaining the visitors. When you are outside you see two masts, which came from the Rainbow Warrior.

After we rounded up the members, we proceeded down the hill back into Dargaville, and the Northern Wairoa Hotel and restaurant. When we walked in, members wondered if we were in the correct place, thinking we had walked into a wedding reception. No your tables are over there. Another comment, are we still in the museum as we walked into a reception area with antique looking chairs. Soon, with the orders taken and food started to appear reasonably soon after. Dargaville has a long history on the river banks and has always been the poor cousin to Whangarei.

After lunch, a few members headed off to other locations, like Oakura, Mangawhai Heads, Kaiwaka or headed home. As we headed south, the grey skies were soon on us, and the heavens opened. As soon as we got back on State Highway 1, the sun was back as we headed to Mangawhai.

Good work Chris, everyone enjoyed the run and we will wait to see where you take us next.

Martin

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**Waikato BoP Wanderings**

**Sunday 17 July**

On a squally, cold day eight club members and partners enjoyed a mid-year barbeque. The weather did not spoil the day as we were snug and dry inside member John Raynor’s superb motorshed complex with attached accommodation. John was a success as chef with nothing burnt on the barbie and we were spoiled for choice of salads bought by members.

We explored John’s impressive car collection and bonnets soon opened on vehicles ranging from Packard to Cadillac, with Jaguar, Daimler, Thunderbird, Alfa Romeo, Citreon etc.
It was a very pleasant day and members were so impressed as to request the event become an annual addition to our club calendar which is credit to our hosts John and Dianne efforts on the day.

Rod Mason

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**Hawkes Bay Highlights**

**Sunday 19th June**
We had a run with a difference. We met at Silky Oak Café where we just used the carpark but there was no coffee as they weren’t open yet. We set off with four different run sheets being handed out which made the run stimulating and fun. We had to be sociable and wave to other cars on the run and one of our members got the prize for the friendliest waving (mostly for using a noticeable red scarf). We went on quite a few roads we hadn’t been down before which I guess was the purpose of the run. We ended up for lunch at the new “Clubs Hastings” which has recently opened after 3 Clubs amalgamated to form one new club in a purpose built building. In all a fun enjoyable day.

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**Saturday 9th July**
We had our annual Mid-winter dinner at the Delight Plus Chinese Restaurant which was a repeat visit by popular demand. The food at this small unassuming shop is absolutely delicious and we all shared the platters as they arrived on our lazy-susan. At the conclusion of the meal we moved to the Bowes’ house for coffee, tea and lots of laughs. This was a really nice way to spend a very cold and wet winter’s night.

Ann Bowes

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**Manawatu Meanderings**

**Manawatu visit to the Brian Rankine collection**
The Rover Club combined with us for our long awaited visit to see Brian’s eclectic collection of special and rare cars. Estimated attendance about 60!

Below is the report written by Ron Casey of the Rover Club.

**The Brian Rankine Collection Club Visit – Sunday 29 May 2016**
I had previously heard members mention the Brian Rankine collection with considerable respect and even awe but it is only when you experience this collection of rare vehicles and unusual associated items yourself that you realise just how exceptional it is.

There are far too many items to list and discuss but just a few examples are:
- A 1920 Detroit electric powered BUICK
- A 1910 FLANDERS
- A 1942 TIGER MOTH plane
- A 1926 NASH
- A 1924 steam powered DOBLE.

This Flanders hasn’t run for a while.
This American manufactured car is capable of 96 mph and produces 150 HP from its 950 cc engine. It has no gears or clutch with power going direct to the differential. It is a very long vehicle and my guess is that it would weigh close to 4 tonne. 10 gals of water (heated by Kerosene) will get you about 300 miles (480 KM) or from Palmerston North to Hamilton (plus a bit of running around) and in almost total silence. It takes only 30 seconds to reach drive-off mode from stone cold and from there on starts instantly. This car is fully operational and is still used on the road.

- A 1896 replica steam driven Paddle Boat imported from York in the UK. Its steam driven motor runs at 45 RPM to give a speed of 6 knots. The paddles on this boat trim just prior to entering the water to prevent splashing – yes they looked after the detail in 1896.
- A 1926 STUTZ Straight 8.

- A DKW motorbike complete with its original Wankle (rotary) motor.
- A couple of Hot Air Balloons – one of which is a single person version and involves the individual sitting in the basket with their legs hanging out over the edge – this apparently makes for an interesting landing we were told.
- A 1929 BENTLEY 6.5 Litre.

The rarest vehicle present is a 1902 Mathieu. This car is the only known example in the world and is a French brand which was situated in Paris. Brian is presently rebuilding
and restoring this car from a few old original photographs so challenges do not get much more difficult than this. When completed Brian plans to take this car to the UK to participate in a special Rally for antique vehicles (The London-Brighton Veteran Car Run). There are few people with the patience, skills, knowledge and fortitude to take on and complete a project like this and we all wish Brian the very best in persevering with this to completion. Judging on his previous work with other vehicles I am sure it will be finished but if it helps Brian you certainly have our moral support anyway.

The large number of Daimler and Rover enthusiasts who turned out on such a miserable day weatherwise is testament to the reputation of Brian’s collection and the quality of the items on show and there were no disappointments.

Brian, at the start of our visit gave us an overview of the items on show and the history of its early beginnings and then allowed us to browse as we wished. Brian together with his two assistants were able to readily answer all the questions we had.

Behind this unique collection of course is a unique individual in the form of Brian Rankine so it is pertinent to have a little understanding of Brian, how this all began and resulting in a lifetime’s dedication.

Brian’s interest in all things mechanical and unusual began when he was 12 years old. Circumstances did not allow him to purchase a means of transport so he decided to build his own transport in the form of a motorbike (this is also part of the collection). At
17 years he purchased his own car – a 1927 Chrysler Coupe and things developed from there culminating in the display which we were lucky to be able to visit. Not many of the vehicles Brian owned escaped modification to enhance their overall performance.

This outing was a singular opportunity to visit and experience what can be achieved by passion, dedication and skill.

Our sincere thanks to Mike King for arranging this visit and to the Daimler Club for inviting the Rover Club to share in this experience. (Thanks also Mike for supplying the sound system and your expertise so Brian did not lose his voice addressing such a large group.)

This day was completed by an invitation by Pauline to attend afternoon tea at her residence which was most appreciated. Thank you Pauline for your hospitality.

Lastly a great thank you to Brian Rankine for allowing us to invade his privacy and giving us his time on a Sunday afternoon to view his fascinating achievements.

**Ron Casey on behalf of the Manawatu Rover Club**

To summarise some of Brian’s cars on display, in no particular order:

- Burrell Steam Traction Engine, Nuffield tractor.
- Motorcycles include DKW Wankle engined, BMW Horizontal Twin, Sunbeam, Triumph Side valve model, Aerial Square Four, Velocette water cooled and many others....
- Aircraft include Tiger Moth, Hot air balloon (1 man) Hot Air Balloon (with basket).
- Boat – Steam-powered paddle boat 1896 (replica)

Add to that his 3 Merc’s and another big shed full of unidentifiable cars trucks and machinery! Whew!

I have a number of photos if anyone wants copies.

**OUR JUNE EVENT** was our mid-year dinner, held at Lifferton Castle in Wanganui. We had 23 members and despite a wet and cold day, the Castle was welcoming and warm. The selection of food was quite overwhelming, 2nd and 3rd helpings were required to sample the range on offer. Likewise, deserts were plentiful for those who had left enough room to partake! The quality was as good as the quantity, we departed vowing not to eat again for a week.

We stopped off at Peter and Charmayne Whitton’s on the way home, taking time to inspect their recent SP250 acquisition. Peter has it dismantled, overhauling everything from end to end. I have no doubt it will be a pristine example when completed.

Thank you Peter and Charmayne for your hospitality – again....

**THE CONQUESTS AND CENTURY** at Pauline’s have found a new home. The Ferguson family have uplifted them all to Dannevirke where son Shawn will dismantle them all with view to rebuilding one from them all. Added to this, another in relatively sound condition was rescued from a local scrap metal yard! He may even now get 2 complete cars from the collection! Good luck Shawn.
**August 1976**

**SERVICE BULLETIN**

**INTRODUCTION OF TORQUATROL FAN UNIT**
September 1963
Commencing at engine No. 7A-1099, a Torquatrol Fan Unit incorporating a hydraulic clutch is introduced on 2½-litre V8 saloons to limit the speed of the fan when the engine is operating in the higher speed range. The unit operates on the fluid drive principle with the slip period commencing at a fan speed of 2,500 rpm thus reducing the power absorbed by the fan. The unit is sealed during manufacture and no maintenance is necessary or provided for.

**INTRODUCTION OF ROLLER BEARING STEERING IDLER**
May 1964
On Daimler V8 saloons after chassis No. 1A-4191, standard steering models are fitted with a steering idler assembly having taper roller bearings. This assembly is similar to that fitted to power-steering models but is not the same unit. The new assembly should be fitted in place of the previous plain bush type idler when replacement becomes necessary.

**September 1976**

**SERVICE BULLETIN**

**INTRODUCTION OF GREASE NIPPLES ON FRONT HUBS**
March 1964
From chassis No. 1A-3942, Daimler V8 saloons have grease nipples fitted to the front hubs of disc wheel cars and it will therefore be no longer necessary to dismantle the front hubs and repackage with grease. The front hubs should be lubricated every 10,000 miles with a grease gun. Care should be taken not to over lubricate the hubs causing the seals to ‘blow’. A bleed hole is provided in the end of the dust cap to indicate when sufficient lubricant has been applied.

**VALVE SPLIT CONE WITH NEOPRENE PADS**
September 1963
Commencing at engine No. 7A-1168, all Daimler V8 saloons have one half split cone fitted with neoprene pads to prevent oil passing down the valve guides. Whenever a valve grind or head overhaul is carried out the existing unpadded half should be replaced with a padded half.

(The club can supply the neoprene pads which members can attach to their present split cones using a contact adhesive such as Bostic or Ados. Cost of 32 pads is .50¢ posted.)

**UPPER STEERING COLUMN THRUST BEARING**
April 1965
On Daimler V8 saloons commencing chassis No. 1A-7094, a new type of Nylon thrust bearing is fitted replacing the aluminium bronze type used previously. If trouble is experienced with excessive end float of the inner column, members can obtain this new bearing from the club. Price is $2.75.

**August 1986**

**JAGUAR STEP INTO SAVE OLDEST BRITISH DAIMLER**
The Jaguar Daimler Heritage Trust has just acquired an 1897 Daimler, which is the oldest surviving production car made in Gt Britain.
Great interest had been shown by overseas buyers in this very special car which represents the beginning of the British motor industry. Its purchase by Jaguar Cars for the Jaguar Daimler Heritage Trust has ensured that it will remain in this country where it rightfully belongs.

The Daimler is currently being serviced in the British Motor Industry Heritage Trust’s workshops at Studley, Warwickshire, and will, during the year, be displayed at the Jaguar Cars’ museum, Browns Lane, and in the British Motor Industry Heritage Trust museum at Syon Park, West London.

Apart from the paintwork and tyres, the car is in original condition except for the steering which was converted at the Daimler works from tiller to wheel in 1899 (as were all Daimlers at that time). The bonnet still carries the patch fitted to cover the hole left when the tiller was removed.

This Daimler was for many years in the ownership of Mr Ted Woolley who restored it and drove it many thousands of miles. Following the death of Mr Woolley, his widow Mrs Mary Woolley, offered the car to the Jaguar Daimler Heritage Trust before consideration of the offers from abroad, as it was Mr Woolley’s hope that the Daimler would find a permanent home in this country.

The Jaguar Daimler Heritage Trust was formed jointly by Jaguar Cars and the British Motor Industry Heritage Trust to preserve the vehicles, archives and artifacts which over the years indicate the craftsmanship, skill and expertise within the companies which now form Jaguar Cars.

SERVICE BULLETIN

BRAKE FLUID RECOMMENDATIONS – ALL MODELS

January 1968

Your attention is drawn to the fact that although modern brake fluids are not affected by metal alloys, mouldings and rubber parts used in the braking system, they can however, absorb moisture from the atmosphere to varying degrees. Any moisture content will lower the resistance to freezing and seriously reduce the temperature at which the fluid will boil. This deterioration, if slight, may not render the brakes unsafe for ordinary use, but full braking power in an emergency or for use in mountainous country may be affected. It is therefore, strongly recommended that the brake fluid be renewed every 18 months. Additionally, if a Continental journey is to be undertaken, it is recommended that the fluid be renewed before departure if this has not already been done within the previous 9 months.
DAIMLER V8 PETROL TANK REMOVAL (by Gordon Somerville)

We have received a few inquiries recently about leaking V8 petrol tanks and as these models grow older, no doubt many owners will experience the problem. The trouble is usually caused due to the method of construction as a ledge is formed where the two halves of the tank are welded together which allows road dirt to build up where the tank is closest to the body, just below the filler tube. To prevent the problem, owners would be well advised to spend an hour or two removing and cleaning out all the dirt that has accumulated over the years.

Procedure: Remove the left tail pipe from its mounting and lower it clear of the petrol tank. Open the boot and remove the boot mat under which to the left of the spare wheel compartment is a circular plate held by an integral spring clip (A Fig.1). Remove this plate and disconnect the three wires to the gauge unit. Remove the trim panel on the left side of the boot revealing the petrol pipes and pump. Disconnect the petrol feed pipe at the union above the large rubber grommet (B Fig.1). Open the petrol filler door and remove the filler cap. From below, undo the three 9/16” self-locking nuts securing the petrol tank to the body. Retrieve the mounting rubbers, washers and spacers and lower the tank from the mounting studs (7/8 Fig.2). You will probably dislodge a bucket full of dirt as you lower the tank so keep your head out of the way. You can now clean up the tank giving it a thorough wire brushing around the ledge area which may reveal a lot of corrosion.

Once cleaned we suggest you give the whole tank a coating of paint such as “Gold-X” rust kill or similar. Refitting wiring to the tank unit is drawn up through the cover plate aperture before the tank is offered to its mountings. Make sure that the large rubber grommet (3 Fig.2) through which the filler neck passes, is in place in the body. The grommet through which the petrol pipe (C Fig.1) passes is easily fitted from above when the tank is in position.
Manawatu’s Des Symons admires a 1937 Cord, behind is the 1920 Buick Electric car.

Doble’s steam generator, -30 seconds and drive away! Amazing.....

A few of the many guests attending the visit to Brian Rankines.

Eternal optimism! One of the Ferguson’s grandchildren gets in behind one of the Conquests leaving the Goodliffe collection!

The Buick electric car of 1920, batteries front & back, see, they’re not new!
Auckland members at Pinehaven brunch.

Auckland members’ lunch stop.

Auckland Daimlers parked up in front of the Museum.

Martin Walker’s Conquest & Laurie McKernan’s V8 at Maraetai.

Simon Ganley’s E20 chassis.
Dear Sir,

I read with interest the correspondence between Mr. Simon Ganley and Mr. John Osborne in the “Mailbox” section of your April–May 2016 Club journal; I too am lucky enough to be in regular contact with Simon, and eagerly follow his progress with the Daimler E20.

I feel I may be responsible for giving Simon some ‘dud’ information however as regards the Daimler E20 chassis allocations (Sorry Simon!), in that there were actually FOUR allocations, and not three, the allocations being:

- 41,050–41,249 = 200
- 42,350–42,551 = 202
- 42,650–42,974 = 325
- 47,600–47,749 = 150

TOTAL = 877

The earliest advert for the Daimler E20 chassis cars I have come across thus far is dated July 1935, which is quite strange as it was Daimler Co. policy at that time to announce cars at the autumn Olympia Motor Show in London, for the following year, so for example, a model launched at the autumn 1935 Motor Show would be the new 1936 model. I digress.

As Simon states, the Daimler Co. records were destroyed in the Coventry blitz in, I think, November 1940, but it has been written by those far more knowledgeable than I, that no Daimler E20 chassis allocations were made later than 1937, and yet the final allocation, commencing 47,600, actually follows the DB18/1 allocation of 1939, BUT Daimler were prone to issuing numbers out of sequence!, and the poor sales later in production, were I am sure, as Simon states, down to the introduction of the far more modern DB-range of cars.

The latest E20 chassis no. recorded by the D&LOC UK, by the way, is 47,746, a very late car which still exists, happily.

Moving on, Daimler enthusiasts have a terrible habit of referring to cars by chassis designations: E20; DB18/1; DB18/2 etc., etc.

The Light Twenty( E20;2,565c.c.) and Twenty Limousine(3,317c.c) did indeed run side by side, until in c.1938, when the Light Twenty simply became the Twenty, and the Twenty Limousine became the Twenty-Four(EL24). At that point, the E20-chassis saloon was no longer a ‘Light’ version of any other model, and that is why there could NEVER be a Light Fifteen, as it was not an owner-driver version of a formal car.

Interestingly Mr. Osborne touched on the subject of the Daimler ES24. This was the first model to deviate away from the more upright radiator shells found on Daimler vehicles of the time, and the press car, EDU58, still exists, although it awaits restoration.
At least two further examples are also extant, though how many were actually produced, I cannot say. I attach a period photo of EDU58. I hope this is of some interest.

Best regards,
Dave Philpot
D&LOC UK Daimler E20/Lanchester E18 joint-registrar

Hi Mike,

Gee. I never knew old Daimlers were such a complicated subject. You could do a Mastermind thesis on one model. And I just thought they were old cars.

Anyway the running boards are off and about to visit the strippers. This may not provide the excitement they hoped for as they get acid dipped and etch primed. No Fort St. or K Road ladies involved. The hand brake system has all been removed and cleaned up ready for paint. I run two joined compressors in the workshop so I have all the air I need. This week the bare chassis gets run outside for clean and paint. Hopefully the underside has it’s only view of the heavens above before being returned to look at terra firma. I’ll send story and photos.

A close friend, John Wheeler, is threatening a return to NZ from York. He watched the Daimler factory (and his house) get destroyed in the blitz. He started his apprenticeship with Daimler and served out his term before graduating. He is a total mine of knowledge about Daimlers. If anyone has a pre-select box stamped with JW, he built it. The ex-Daimler apprentices are still a close group and are all following my project closely. We have been able to date my car as it is one number removed from a car in the UK with a known provenance that was made in April 1938.

Cheers
Simon Ganley
Hi,

I now have the chassis totally stripped. I have left the wheels on it because I’m not that physically strong that I can lift and carry it. It might be a Light 20 but the light part does not refer to the weight. So I used a block and tackle and my ute to heft it into place. The chassis is in good shape and basically needs a good clean down, rust proof and paint. I did notice some accident damage which blows the “new” theory. Something has made impact with the outer chassis rail just behind the right front spring and under the steering arm. But whatever it hit didn’t damage the front guard or the running board. The inner channel is unmarked. The outer channel has been welded up and looks good. So now I have a used car with unused brake linings. Maybe that was the problem. The original owner didn’t know what the centre pedal was for. The speedo shows 5000 miles and certainly in that time it had no work done on it involving spanners or screwdrivers. Or brake usage. But I still have a car with no provenance.

So hopefully in a week or so the chassis will be rust proofed and glossy black enamelled. Meanwhile I have overhauled all the steering and the shock absorbers. They have been painted gloss black as well. Everything under the car will be gloss black. I found a supply of BSF nuts and bolts and made an eye watering purchase last week. So I am starting on a regime of cleaning and spray painting everything. Once that is done, I can start the rebuild.

Cheers
Simon Ganley
ROYAL CLASSICS
(Thoroughbred & Classic Cars, June 1977, pp4–7)

Brian E. Smith, author of The Royal Daimlers (Transport Bookman Publications), looks at Royal transport through the years.

Eighty Years of Royal Motoring
The commemoration of Her Majesty’s Silver Jubilee necessarily involves a review of events and progress during the twenty-five years and, from the motorists’ viewpoint, innovations and developments have been considerable. The vicissitudes of the British motor industry since 1952 are too well known to warrant detailed treatment; suffice it to say that in many respects our motor industry and the vehicles produced in 1977 are vastly different things from their counterparts of twenty-five years ago.

During the reign of our Queen, Rolls-Royce have finally become established as purveyors of the State cars thereby displacing Daimler who had previously held the honour from the earliest days of Royal motoring.

At the present time Her Majesty’s State cars consist of two Rolls-Royce Phantom IVs – a 1950 Mulliner limousine and a 1954 Hooper landaulette and two Phantom Vs delivered in 1960 and 1961 respectively, both carrying Park Ward seven-seater special limousine bodies with mainly transparent roofs. Except during the early days of the reign when Daimler Straight-Eights were extant, the Phantoms have provided the official Royal motor transport.

In a supporting role, Vanden Plas limousines have made a valuable contribution and for less formal and private motoring, use has been made of Rovers in all their various guises. Prince Philip has manifest a keen interest in all aspects of motoring and has owned an MG “TC”, a 1954 3-litre Lagonda coupé followed by an Alvis of the like style and power and in 1966 the Prince acquired the unique Ogle-Triplex-Reliant Special, now exhibited at the National Motor Museum. Additionally, he has vast motoring experience derived from driving cars as diverse as they come, including the remarkable Rover T.3 gas turbine-engined car and an XKSS Jaguar.

Quite apart from the patronages graciously bestowed, Royal interest in motoring has been evinced in numerous other ways, but perhaps the most significant concerns the motor collection at Sandringham instituted by the Queen herself a few years ago. The inextricable link between the Monarchy and motoring is epitomised by the modest array there of former royal vehicles ranging from King Edward VII’s first Daimler of 1900 to vehicles used during the present reign.

This Jubilee issue presents opportunity for a brief review of Royal motoring during earlier reigns.
King Edward VII and Queen Alexandra

At a time when the embryonic British motor industry was struggling for recognition against almost insuperable legislative and other problems, the future King. Edward displayed more than a casual interest in the automobile. As early as February 1896 the Prince (as he then was), enjoyed a demonstration ride on a German built Daimler owned by Frederick R. Simms ("father of the British motor industry"). As a result of this and several subsequent trials and demonstrations, three Royal Daimlers were purchased during 1900.

The following year, King Edward remarked that by the end of the summer he would so have popularised motoring that every English Gentleman would be compelled by fashion to own a car! He also declared that he would never purchase a foreign make, but in this he wavered. For the use of his Queen, he purchased an electric motor from the City and Suburban Electric Carriage Co and for himself he obtained a steam vehicle built by the Gardner-Serpollet Co. Later there was a Royal Renault and three or four Mercedes.

King Edward delighted to take his visitors to the garage and on suitable occasions to take them out for a ride. Early Royal chauffeurs were recruited from the Metropolitan Police and in 1904 an automobile was first used to convey the King to a formal function. From then on motor transport in the Royal Mews gradually assumed greater importance – the more so as the new contrivance gained reliability and refinement. Not until 1907, however, was it considered expedient to insure the vehicles. Two years later, a 65hp Mercedes in which the King was travelling collided with an inattentive pedestrian on the King’s Road, Chelsea. As soon as it had been ascertained that the victim had not been seriously hurt, the King ordered that he be paid £10, but this gracious act earned a mild rebuke from the Insurers who observed that it might be looked upon as an admission of liability.

Queen Alexandra also much enjoyed motoring and after the electric car, she moved to the Renault and later bought a number of Wolseleys, Siddeleys and Daimlers.

By the time Edward died in 1910, he had firmly established the British built Daimler as the "Royal make". Moreover, the motor vehicle was by then no longer an object of curiosity, but rather an indispensable part of the Royal equipage.
King George V and Queen Mary

Over twenty Daimlers had been supplied to British royalty by the time King George came to the throne, he himself having owned a succession of the make from 1903 onwards. Queen Mary, too, favoured Daimlers; indeed she was loyal to the Coventry firm from 1905 until her death in 1953.

The most prestigious of the Royal Daimlers before World War I, was undoubtedly the 57hp model of which George V had several. It had a 9½-litre “Silent K night” double-sleeve valve engine (a type common to all Daimlers 1909–c.1931), Lanchester-type underslung worm drive back axle and 7m Palmer Cord tyres on Rudge-Whitworth wheels. These imposing 1910–1911 open-drive Hooper limousines were eminently suited to the illustrious King George. They were exceedingly spacious and set the future, kingly fashion of having armchair-type seats mounted immediately behind the division so that the King and Queen could sit centrally. This model provided the King with magnificent and reliable motoring for well over a decade.

Queen Mary favoured two shades of green for her personal Daimlers, but the cars for the King were painted in the Royal colours of claret with vermillion lining. King George insisted that there should be a minimum of sixty inches internal headroom to facilitate unruffled access and egress, even when adorned in elaborate ceremonial head-dress. The King was a man of restraint and moderation. To him chromium and anything ostentatious was taboo. Hence the famous Daimler radiator fluting was enamelled black and other fittings were usually of brass.

The link between the Coventry manufacturer (Britain’s first) and Royalty was so strong that Daimler design and manufacturing policy for many years reflected the connection – majestic limousines and lordly landaulettes, propelled by Silent Knight engines, carrying luxuriously appointed bodies – as often as not produced by Hoopers, the Royal coachbuilders.

King George had less of a sporting image than his father, but it would be incorrect to imagine that he had little interest in cars. On the contrary, he took a very real interest in all the Royal vehicles. From the time a new car was ordered, the King concerned himself intimately in the technical points and design and often during production, he would visit the works. He liked to have a duplicate speedometer and clock in the rear compartment and when, in 1924, it was decided to replace the pre-war 57hp cars, the King commanded that the new vehicles should possess engines of the same capacity (although no such unit was then in production) but as a concession, he allowed the makers to include full engine lubrication and other contemporary improvements including four-wheel braking.

Above, George V’s 35–120hp Daimler, built in 1926. Right, King Edward VIII in his new Daimler Straight eight on a west country tour. The year is 1937.
Except when interrupted by the exigencies of war, the Royal family spent part of every summer at Balmoral and the Royal cars accompanied them. Elaborate arrangements were made for vehicle transportation to Scotland, use being made of road, rail and sea. In 1919, using one of the 57hp Daimlers the King was driven from Balmoral to London – 550 miles in two days, stopping overnight at Lowther Castle, Penrith, the seat of the Earl of Lonsdale. The contemporary report mentioned that the King was not in the least fatigued and on arrival at Buckingham Palace, he proceeded to attend to urgent business.

For the use of His Majesty's household in the performance of their manifold duties, from time to time there was included in the Royal fleet one or two Crossley cars and a 35hp Leyland luggage lorry. After Daimlers introduced in 1926 their legendary “Double-Six” the King had his 1924 limousines converted to take the new engines, but within a few years he purchased examples of the current twelve-cylinder models. In 1929 the King became very ill, but when sufficiently recovered it was decided that he should seek convalescence at Bognor and would travel there from London by road.

This historic journey was made in a Daimler, converted for use as an ambulance and followed by a procession of Daimlers conveying squerries and other members of the Royal household. When partially recovered, but still too weak to participate fully in grouse shooting, the King joined in the fun by using his specially commissioned six-wheeled Crossley with Hooper touring bodywork and special equipment.

To stimulate the depressed motor industry in 1930, the King personally commanded five new “Double-Six” State Daimlers to be constructed. Many of the conventions pertaining to the Royal cars and their usage emanated during the reign of George V. This particularly applies to the flying of the Royal standard and the display of heraldic emblems to indicate the Royal personage travelling within. This King was so anxious to ensure public recognition of the Sovereign’s approach that early in his reign he commanded that his personal chauffeur be fitted out in a scarlet tunic!

During his notable reign King George witnessed the tremendous growth of the motor industry and the great advances made in automobile engineering. He also witnessed the birth and growth of aviation and evinced considerable interest in that form of transport also. For the Delhi Durbar of 1911, several makes of car – including Daimler and Rolls-Royce, were sent out to India but on that occasion the King used Standards. At other times His Majesty sampled numerous other makes. A familiar picture taken during the war shows the King travelling to the “front” in a Vauxhall staff car. For his own purposes however, Daimlers served him well and to celebrate his Silver Jubilee in 1935, he ordered for himself and his Queen respectively, two new “Double-Sixes”. These were not the production types but a pair from a limited batch of V-12s with poppet valves. Specially wide axles had to be made to take the capacious bodywork. These like all Daimlers from about 1930, were equipped with the famous Daimler transmission employing a
fluid-flywheel and epicyclic gearbox, giving pre-selection and dispensing with the conventional clutch.

In January 1936 George V died and his heir reigned for less than a year. Queen Mary, however, lived to witness the accession of our present Queen. Early in the war, Queen Mary retreated to Badminton and she and her entire household journeyed from Sandringham using mainly Daimlers. Queen Mary’s large green Daimler was a familiar and welcome sight to Londoners right up to her last days.

**King Edward VIII (Duke of Windsor)**

There may be some truth in the proposition that George V encouraged his sons to spread their motoring allegiance around the British industry. Edward VIII (as Prince of Wales) first owned a Daimler tourer, but during the ‘twenties, he patronised mainly Rolls-Royce. In 1920 he bought a 40/50 Barker Saloon Cabriolet, followed by two more 40/50s, a Barker-bodied New Phantom and in 1928 another New Phantom with distinctive Gurney Nutting Weymann bodywork. He also owned a 1924 Crossley 25/30 limousine painted in the Royal colours, a 4½-litre Bentley and several Hillmans. Early in the ’twenties the Prince – perhaps to respect his father’s wishes – used Daimlers for his official duties in the British Isles. However, instead of regal limousines, he preferred to borrow attractive open tourers from the Daimler Company.

The Prince was well acquainted with many prominent people in the trade and on the track. In 1930 he purchased one of the unconventional Burney Streamline cars with all round independent suspension and engine mounted behind the rear axle. This was the brain-child of Sir Charles Dennistoun Burney MP, who had also been concerned in the building of the airship R100. During the ’thirties, the make most often associated with the Prince of Wales was the Buick, but in deference to the Empire, built in Canada, not America. After the abdication however, he felt no compunction in purchasing American cars.

As King, he added a new Humber Pullman and a Straight-Eight Daimler to the Royal fleet and established the “King’s Flight” as an additional mode of Royal transport. But for the abdication, the change to Rolls-Royce might have occurred twenty years earlier, but that is a matter of conjecture!

**King George VI and Queen Elizabeth (the Queen Mother)**

Prince Albert learned to drive in 1918 whilst at Cranwell and according to his biographer, he became something of a “demon driver”. When an undergraduate at Cambridge, the Prince used a motorcycle, not simply to conform but as a practical and cheap means of travel. One of the earliest cars he owned was a Lancia Kappa tourer. He much preferred open cars and models with “sporty looks”. In 1922 he sponsored a rider on a motorcycle entered by him at Brooklands and on several other occasions he and his wife supported events at the track. Later of course (as King) he was Patron of the Royal Automobile Club and of the Brooklands Automobile Racing Club.

As Duke of York, the future King owned several Lancasters. In 1925 he regularly used a seven-seater 40hp limousine; the next year he took delivery of a fine 21 hp with flexible Weymann fabric coachwork by Gurney Nutting and in 1929 there was another 40hp model with enclosed drive, three-quarters landaulette bodywork. In 1931 the Lanchester concern was absorbed by Daimler who thereafter used the time-honoured name for their less expensive models, although bestowing them with their fluid transmission system. In 1932 the Duke had a 15/18 model, by way of change for 1933 he purchased a Humber Pullman but for 1936 he came back again to Lanchester with a fairly standard “Eighteen”
sports saloon and also two non-standard cars. These consisted of Daimler Straight-Eight 4.6-litre chassis with Lanchester fronts and coachwork (one a limousine, the other a laundalette) by Hooper.

Over 1000 Daimlers, mainly of the “Straight Eight” variety, featured in one way and another in the 1937 coronation. Queen Elizabeth (the Queen Mother) never drove herself and not until widowed did she buy cars in her own name. Together the King and Queen travelled vast distances by car and when the war came they only reluctantly agreed to have cars with special protection.

In 1941 two Daimlers in course of modification to afford armour protection, were destroyed by enemy bombing on Coventry but the replacement vehicles (indistinguishable in appearance from normal) were used throughout the remainder of the war and were much liked by the King. In the event, the cars were never subjected to a real test, but three other Royal Daimlers in the Mews were damaged when one of “our” anti-aircraft shells burst just outside the garage.

King George VI added a number of “Straight-Eights” to the Royal fleet (two of them, just before the war again as Lanchesters). He favoured landaulettes and all the post-war State Daimlers were of this design. Similar vehicles supported by a fleet of 2½-litre DB 18s and some Humbers were used by the King and Queen and the two Princesses for the tour of South Africa in 1947. The last personal car owned by George VI was a Hooper bodied drop head Daimler with power operated hood – truly a classic!

**Duke and Duchess of Gloucester**
The Duke (as Prince Henry) purchased in 1921 an AC six-cylinder model, in 1923 an Armstrong-Siddeley and the following year a Bean. A decade on, a Wolseley Hornet provided much pleasure and as a wedding present in 1935. The Motor Traders’ Association gave the Duke and Duchess a 20hp Flying Standard.

The Royal Duke was also a discriminating motorist and he derived special pleasure from his Sunbeams – an esteemed make associated with record breaking attempts in the hands of Malcolm Campbell, with whom the Duke was quite friendly. His first Sunbeam was probably delivered around 1925; five years later he took delivery of a 25hp model
with Sunbeam-Weymann limousine coachwork and in 1935 the Duke purchased another which his chauffeur remembers as being a very fine car indeed but which was “completely ruined” two years later by the fitting of a Thrupp & Maberly seven-seater limousine body. In those days the Duke employed two chauffeurs, one of whom on the instructions of the master drove the Sunbeam without knowing that his companion had just drained the oil!

In time for George VI’s coronation, the Duke ordered a new HJ Mulliner-bodied 25–30 RollsRoyce in the making of which, the future owner took a keen interest. After this there was a Thrupp & Maberly Wraith (and another Wraith bought from the Duke of Connaught, who in earlier days had patronised Daimlers) and a Phantom III by Barker.

When His Royal Highness was appointed Governor-General of Australia he caused quite a stir by taking with him his Rolls-Royces. The Phantom III covered more than a quarter million miles and great distances were covered at speeds approaching 90mph with the Duke at the wheel. During the ‘thirties, the Duke had two horseboxes, one a Ford with Curtis body and the other a Bedford with Vincent body – the latter was converted for use as an ambulance during the war.

In 1934 the Duke paid an official visit to Australia making the voyage in HMS Sussex. Members of the crew fashioned in the engine room a miniature replica gun turret for the Duke and ever since this has been displayed on the Duke’s (recently the Duchess’s) cars which have invariably been painted in dull black with gloss black wings and the principal car for the time being has displayed the number XH 8888, the prefix signifying the late Duke’s regiment – the Tenth Hussars.

**Duke and Duchess of Kent**
The youngest of George V’s sons, the Duke of Kent, avidly followed the attempts and achievements of the great drivers between the wars. As a regular visitor to the old Brooklands track, the Duke was personally acquainted with Campbell, Cobb, Eyston, Segrave and others. He did not personally indulge in racing as such but he thoroughly enjoyed motoring to the full.

The Duke owned Bentleys ranging in capacity from 3- to 8-litres and these he used not only for rapid cross country travel but also to attend formal functions. Prior to marriage, the Duke and his elder brother, the Prince of Wales, both lived at St James’s and in motoring they shared similar interests. In 1931 they together toured Jamaica using four Humber cats and in 1938, the Duke emulated his brother in the purchase of a Buick. Perhaps the finest car was a Phantom III touring limousine by Barkers who had to make and fit an instrument board personally designed by the Royal customer. In place of the usual horns, he had fitted an American police siren.

In the summer of 1942, the military plane in which the Duke was travelling crashed and he and his personal secretary (and others), were killed. The late Duke is supposed to have said that one of the things he most liked about his wife was that she did not mind how fast he drove. The Duke’s personal number “YR 11” has been retained over the years and is now on the Phantom V belonging to the present Duke of Kent who, with his brother Prince Michael, has inherited his father’s love for motors and fast motoring.

Since those days of motoring in the grand manner, the Royal Family have taken to using more “production” vehicles for non-state transport; there aren’t, of course, the same number of coach-builders available for such bespoke tailoring, so Royal motoring of the pre-war period was indeed a bygone era.
August 7th
At 10am – No Daimlers Allowed run, Ten Pin Bowling, followed by lunch at The Malt in Greenhithe.
Meet at Xtreme Entertainment 10 Target Ct, Wairau Valley. We require numbers to book lanes and lunch venue.

September 17th *** SATURDAY ***
Paeroa Vintage and Classic Car Show, join the Alvis Club.
Meet Papakura Service Centre 845 for 9am departure, optional join in the Parade at 11am (need to line up in Taylor Street at 1030), please advise if coming.

October 16th
Waikato Coalfields Museum and Lunch. Details to follow.

November 27th
Xmas lunch – Castaways. Please advise if attending, we will need prepayment for the meal, details to follow.

2017
January 23rd
Helensville River Cruise.

February
Galaxy of Cars
Ellerslie Concours Car shows

March 5th
Brit/Euro Car Show, Lloyd Ellsmore Park.

March 26th
Auckland Branch AGM (VP checking out Formosa, BD checking out Historic Places, MW checking out Salty Dog)

Waikato BOP

Sunday Sept 4th
Boating on the Lake
We are invited to join the model boat enthusiasts at Lake Rotoroa [Hamilton Lake] our host is club member Mike Maulder. Meet at 10.00am at the Hamilton Lake Domain Cafe in Lake Domain Drive. Bring your own chairs and a hot drink and morning tea edibles will be provided.
Saturday Sept 17th
Paeroa Vintage and Classic Car Show
In 2015 we had a small but successful turnout of Daimler cars. Let us do better this year. Meet at Taylor Rd, Paeroa at 10.00am to organise our group before the parade and street display. The event is part of the annual Paeroa Antique Fair which is always a great day out with live bands, prizes, antique displays/auctions etc.
If you are attending please advise the Club Ctn.

Sunday Nov 13th
Spring Country Ramble
A leisurely country drive over scenic and quiet Waikato roads with simple route instructions. Meet Tower Museum Carpark, Matamata at 1.30pm. Afternoon tea provided at the finish.

Sunday December 11th
Christmas function. Details next magazine so mark up your calendars NOW.

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Hawkes Bay

August 21st
Run details to be advised. Keep this date free. A notice will be in the mail.

September 18th
A run through southern HB.

October 16th
Daimler hosted event being an afternoon run with a dinner option.

November 20th
Gymkhana at Elsthorpe Sports Ground.

December 3rd
HB Branch Christmas function to be held at the Boyce’s.

December 11th
British and European Car Club Christmas meeting.

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Manawatu

August 14th
A visit to the workshops of Manawatu’s John & Judy Callesen. In addition to owning a number of notable and beautifully restored vintage cars, John is building 3 “Peerless” 12½ litre motors from scratch as well as several “jobs in progress”! We will assemble at Longburn at 1pm before departing to his property at Karere Road, just South of Longburn. If wet, bring a brolly or coat and gumboots, it’s a short walk between sheds!

August 17th
Mid-week outing to Kimbolton Hotel for lunch. Meet at the Feilding Railway Station at 11.00am.

September
We are planning another Waiouru Military Camp visit. These are always unique, interesting and popular! Details TBA.
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.

**For Sale**

**V8 engine parts** in used condition. All parts available. Contact Paul on 07-549-4569 or pledginton@gmail.com.

**1997 Jaguar XJ6** 3.2 Litre. NZ new, colour champagne, 136,000kms, beautiful condition inside & out. Open to offers around $10k. Contact Marjorie Empson, empsonemail@gmail.com or phone 06-368-0696.

**1957 Daimler Conquest Century**; Pre selector gearbox model requires a little body work to finish in preparation for painting. Rust has been removed and requires hood lining and upholstery to complete restoration. Some spares. Asking $1000.00. Please contact Dave 027-247-7956.

**Time for a cleanout.** Any offer accepted!
1 pair Mk2 rear spats fair, easily repairable.
1 pair Mk2 front hubs, discs & bearings.
1 pair Mk2 rear hubs & discs.
1 pair Mk2 rear springs
1 pair Mk2 front springs.
Daimler V8 driveshaft complete with centre bearing.
Mk2 heater assy complete (slimline model)
Mk2 handbrake cables & associated parts.
Mk2 front anti roll bar inc. links.
Mk2 rear axle trailing arms.
Bumpers, generally sound but most need re-chroming for:
Mk2 wide pr.
Mk2 narrow pr.
Mk1 Jag front.
420 Sovereign pr.
Conquest pr.
Consort front.
Assorted other parts, starters, generators, etc.
Contact Mike King.

**Wanted**

**Rally Plaques** 8th National Rally 1999, DB18 & 9th National Rally 2002, Series 3, required to complete a set for display.
Contact Mike, mwking45nz@hotmail.com, 06-357-1237.
# Daimler & Lanchester Owners’ Club Branch Directory

## Auckland Branch
- **President**: Bryan Davis, 28 Shackleton Road My Eden 09 630 5172
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- **Vice President**: John Penman, 25A Fancourt St. Meadowbank 09 521 2011
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