

Daimler & Lanchester Owners' Club in New Zealand Inc.

April/May 2007

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	5
Letter to the Editor	11
Articles of Interest:	
North to Alaska – Part 4	14
Photo Gallery	16–17
Silicon Brake Fluid	19
Technical Topics – Tuning Your Daimler	20
Introduction of 20D8 Distributor	22
Vacuum Guages	24
Daimler Characters from Times Gone By	25
Hitting the Road – Daimler Events Diary	28
Members' Market	31

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From the Driver's Seat ...

A Message from your National President



Its A.G.M. time again and I would like Members to think about putting something back into their Branches by serving on the Management Committees. The work is not exactly onerous and its very satisfying to help to run the Branch, input ideas and generally lend a hand.

The Auckland Branch has had their A.G.M. President Bryan Davis and Secretary/Treasurer David Watt tell us all is well and the usual suspects were re-elected to the Branch Committee.

I understand that registrations for the National A.G.M. and Mini Rally in Hamilton are going well and I know that the Hamilton team have been working hard to give us a good one. Hope to see you all there.

Happy Motoring

Ed Cayhoe



"We're still at that stage where she loves me more than I annoy her."

Getting Up To Speed ...

A Word from your National Secretary



Welcome to our new members this month.

- Lloyd and Christine Penfold of Featherston, have a white Daimler V8250.
- Ainslie and Philip Ballard of Dunedin have purchased a 1965 V8 from Auckland collecting it on 9th March.
- Garry Taylor of Tuakau has a 1963 Daimler V8, one of the previous owners of this car was Winston Wingfield!
- Wally and Valmae Spence of Matamata have a 1939 Daimler Sports Saloon.

Next time you see Eris and Melvin Hollier of Feilding, give them a pat on the back and thank them sincerely for packing and posting your magazine. They volunteered for this job and had them posted the day after printing!

I have had an email in response to last month's advert as follows:

"Greetings from Australia and Happy New Year.

I noticed that one of your members needs tie rod ends for his DB18 Consort. I sourced tie rod ends for the Special Sport in UK through Ebay and the same supplier has sent through tie rod ends for another Special Sport and a DB18 Empress and everyone has reported good results with the parts. The supplier is Amsteer and the email address is info@amsteer.co.uk. They cost about 22 pounds UK a pair and the shipping over and above that at about 8 pounds a pair. It works out at less than half the cost of items from a well known Daimler spare parts supplier in UK.

Hope this helps, regards, Peter Grant, Secretary, DLOCC Australia."

I forwarded this information to the advertiser, James Fraser, who advised he had made up new tie rods using Holden tie rod ends which are the same thread, only the male version (11/16 UNF).

I have recently purchased another Consort which was owned by a Manawatu foundation member, Alan Fletcher. He has owned this car since 1955! It has been pampered and is in remarkable condition, the only work to do is make good the effects of a

couple of years sitting in the garage, brakes, hoses etc and some work required on the steering!

Magazine: Please send magazine reports ,articles, letters photos, branch calendars to me by letter, fax (06 3568480), email (mwking45nz@hotmail.com), or deliver by Daimler. If sending by email, please use Microsoft "WORD" and send as an attachment. I have been looking out for articles which I think might be of interest to members and would really appreciate your input. If something is of interest to you, it will interest others! Another thing I would like to see is a "Member Profile". If you know of a deserving member with an interesting history with the club, get writing! Also, any letters and viewpoints are welcome. This is YOUR magazine, with YOUR input, we will all enlightened!

It was with regret that I received Robert Kemp's resignation, he is a club stalwart and is currently our web master having been one of those instrumental in setting it up. This leaves an opportunity for someone else to take it on. The hard work has been done and Penny forwards the magazine as a PDF file. So if you're competent with a computer and can help out, give me a call. Next magazine will have more detailed Melbourne trip reports and photos.

Mike King



A new definition of car pooling.

Round the Bazaars ...

Daimlers on the Run



AUCKLAND

Ellerslie Concours 2007

Eleven cars, a good turnout, a preponderance of V8's, balanced out with 1998 X300 LWB, being the most modern and the oldest a 1938 BSA Scout series 6, which attracted a lot of attention. Richard Prebble loaned us his Marquee, which provided us with shelter from the strong sun and raised the profile of our Club Site. We entered two cars for the Team Event; Richard provided his 1954 Daimler Conquest which was awarded 210 points and Peter with his 1963 Daimler V8 2½ was awarded 184 out of a maximum score of 290 per car. Our team came 8th out of 13 and succeeded in beating Lotus, Jowett and Ferrari, a great effort, well done guys. All pitched in getting the site sorted, the Daimler Banner somehow got draped over the Marquee, the Flag was erected, the table and chairs completed the effect, a home away from home.

The day was strictly cars, no added attractions this year, MG taking the Concours 1st place and the best Club Display which was a mock assembly line of the 1930s. The indoor display of special cars, a restored Bugatti Saloon was added delight in company with other fully and partly resorted exotica. There was a good supply of real food and drink which lessened the dependency on burger, chips and coke, a feature of other car shows. Next year it would be good to see our Club enter the Club Display; get thinking folks as it is worth \$1000 if we come first. It was a relaxing day especially after the Fun Run the day before, time to wander around the various displays, talk to people about their cars and meet up with old friends and make new ones.

Concours Fun Run No 6

The heat seeped through the clouds making me glad that I had put my sun block on, the Lotus eagerly powered its way into the traffic which became progressively denser as I approached Ellerslie Racecourse. The car park was awash with every conceivable type of classic car, all 220 of them so a Marshall informed us. The cars were queued up into six runs and after some time spent looking and talking, our Run Marshall called us over for a briefing. Formalities completed, instructions

read, it was a quick trip down the Southern motorway, turning off at Redoubt Road to pick up my navigator, John at Hamlin Road. "Where in the Hell have you been?" was the initial greeting, being half an hour late will always attract some comment. After trading a few friendly insults and complete with navigator we rejoined the Run on Brookby Road.

After travelling a few miles, we turned into Twilight Road which was a real arm twister, the scenery repaying the effort. Clevedon turned up and then it was out through Monument Road which climbs up over the Hunuas and down into secluded valleys that shut off all traces of Suburbia. Wild flowers graced the road edges, the bush forming a green shield creating an air of mystery, which added to the beauty of the moment. The Thames Highway shortly presented itself, fortunately a left turn and we eased into the traffic to turn off at Kopu. From here on the road tumbles its way past a curtain of willows with one way bridges providing a check to one's sporting instincts. Occasionally, nearing the top of a rise, we could a great grey desert of fallen trees, announcing the arrival of open cast mining. The buttercups were still keeping us company as the land opened up to pasture and then the town of Te Kauwhata, a charming, old fashioned town reminiscent of the 1960s.

Turning North along SHW1 we motored for nearly a mile, to turn right for Cook's Landing. Snuggled into a paddock, sixty Classic Cars came into view, their owners either ensconced under the trees for a picnic or enjoying lunch at the restaurant. We were without picnic so the restaurant was our choice and a fine lunch it was too. A smiling red-headed waitress, in answer to our question "which is the best desert?" replied "they are all yummy". Well the two we tried certainly fitted that description.

After lunch we took the road over the Mercer Bridge, crossing the Waikato River and then following the Main Road North, we re-crossed the river at Tuakau. From Tuakau we skirted around Pukekohe and Waiuku to arrive at Glenbrook Railway. Here the Waiuku Steam Fair was in full progress, the distinctive aroma of steam coal smoke was all around, while Traction Engines of different varieties huffed and puffed their way like elephants through the crowds. One miniature engine had the task of pulling a small train for children, its driver the only thing not in proportion. Tiger Moths swooped overhead, small delicate steam cars darted to and fro, while the Dutch Street Organ vamped out its tunes to accompany Quo Vardis a showman's engine powering a gaily painted Carousel. Steam trains grunted in and out of a period station, while draught horses pulled a covered dray of delighted children up and down the field. Out on a lake steam pinaces were taking passengers and near by a fine collection of veteran cars and motor cycles were on view, a 1930's Bugatti racing car being the star attraction. One of our members, Roy Sharman displayed his immaculate Lanchester LD10, a very rare car, but I believe he was very busy that day looking after "Smokey Jack" and "Princess".

After a very full day, black threatening clouds signalled the homeward journey and a Lotus with its top down Knows the quickest way home.

Galaxy of Cars

The Charity supported this year was “Children with Burns”, organized by the Lions Club. This year, seven club members including myself made their way to Motion’s Road, Sir Keith Park Airfield to support this annual event. Arriving at usual site, the routine of erecting the Club flag and banner, shuffling of cars, setting up the picnic table and sun umbrella was soon accomplished by the assembled company.

Time now to visit the Swap meet for books, tools, car parts and whatever. Richard managed to find a screw driver to complete the toolbox for his car costing \$2 while I found a sheet metal nibbler for \$4. Our Patron Athol Hawkey paid us a supportive visit, it was pleasing to see him in good health. Nigel Roskilly, a notable in the classic car repair industry also visited our site and provided useful advice on technical problems associated with our cars. The band romped out its music, the queues at the food and drink stalls swayed, the sun shone and every one had a good time.

The numbers of British Cars and the quality this year seemed as good as or better than previous years, and the public showed their supported by turning out in good numbers. Our cars:

Daimler V8 2½ – Bryan, Laurie, Clive, Peter
Special Sports – Ed
Daimler Conquest – Richard
Daimler Sovereign – Tom

WAJKATO / BAY OF PLENTY

January & February have slipped by already, and apart from planning for both Melbourne and the National AGM Mini Rally here in Hamilton, there has been little club activity in the region.

Waikato/BOP Branch Committee

“It is time...” to donate a little of your time to YOUR Club. Some of the Waikato/BOP committee have served the Daimler Club in various roles for almost 30 years (my first committee role was for the Wellington Branch in 1978), and it is time to pass the reins over to current owners and



enthusiasts of the Daimler marque. For various reasons, a number of the current committee members no longer own Daimlers, and some of us have plans that will mean we will not be available to act on the committee. So, we would like to invite you to consider putting your name forward for the Waikato/BOP committee.

Lack of a Branch Committee will mean no branch, which those of us who have worked hard to build over about 24 years would be sorry to see. It is your club, none of the positions are arduous, and there is a huge amount of pride and pleasure to be had when an event you organise hits the mark with your fellow club members.

Stand up and be counted!
Put YOUR mark on YOUR Branch of the
Daimler & Lanchester Owners' Club

MANAWATU MEANDERINGS

Festival of Lights

January 13th saw a number of Manawatu members gather at Sanson for a weekend in Taranaki. We stopped at various places on the trip North, with lunch at Stratford in time to watch the Glockenspiel in the town clock perform at 1 o'clock. Some took in the "Fun-Ho" museum at Inglewood, then on to our Motel in New Plymouth. We met up with Taranaki Members for a meal at Marbles restaurant before the "Lights" visit. Unfortunately, the heavens opened (as only Taranaki can) converting the "Festival of Lights" into the "Festival of Darkness" and making for an early night!

Sunday dawned fine again, some shopped, some went visiting and we met up for morning tea at the Okurukuru Function centre. This is on the coast south of New Plymouth with fantastic views of the coast and New Plymouth's Sugar Loafs.

Not the weekend we hoped for, but enjoyable nonetheless.

Two weeks later, a happy event was the wedding of Mike and Val Daly held at Pauline Goodliffe's garden, congratulations and best wishes from us all.

Mike King

A woman went into a pet shop and said, "I'd like a parrot for my husband."
"I'm sorry," the proprietor replied, "but we don't do swaps."

Dannevirke Wheels With Attitude

We had a good contingent of cars assemble at the Gorge car park, en route to Dannevirke. Some 300 cars attended the day with, once again a great variety of displays and many marques represented. At times the cloud threatened but the rain stayed away to the relief of all. Spot prizes and awards were given away at the end of the day. We'll be back next year!

Ashhurst Classic Car Day

This year the car day was run by the Mini Car Club and even though they only had a short time to organize it the day was very successful. A fantastic display of British, American and European and a few Holden's as well! Money raised went to the local Cancer Society. This car day will now be held bi annually as Wanganui will hold theirs the year in between. The people's choice went to a very rare Jaguar Coupe brought out from Canada.

Wellington British Car Day

Only a small group went down to this but all had a wonderful time. Mike King took his sound system down and provided everyone with some wonderful music throughout the day. There were a great variety of British cars, with 2 Fire Engines, one a Dennis and the other a Mack, which gave the children free rides. The people's choice went to a Morris Utility and money raised went to St Johns Free Ambulance.

Shannon Show & Shine

For their first effort the committee did an awesome job. They had organised it well and had a great turnout. The weather was fantastic and everyone had a great time. They even had a couple of vintage cars and a dragster, plus Hot Rods. Once again they hope to make this a yearly event so look out for it next year. Money raised went to the Shannon Community Centre. People's choice went to a "Jaguar kit car"!

Hawkes Bay Classic Car Day

This year most of our regulars were coming back from Melbourne so we had only one Daimler and a Rover go through. Hastings turned on fantastic weather and everyone was very pleased to have the shelter of those lovely big trees. A great variety of cars with some late model Aston Martins and a Ferrari. A little Austin Seven Fire Engine created a lot of interest and once again a fine display of Classic vehicles.

Val Daly

OTAGO

Melbourne Trip

The 3rd March we travelled on Freedom Air to Melbourne to join up with eighteen other Daimler Members for a week of fun and fellowship. On Sunday the 4th saw us all go by train and tram to visit the British & European Motoring Show at Flemington Racecourse and hopefully meet up with the Australian Daimler Car Club members. The display of Daimlers although very good was rather disappointing I think we expected a much larger display. We spent a whole day here the number of cars on display was enormous.

On Tuesday we all met up again and travelled to the Fox Collection of cars, which was a small display with top exotic models. We then continued on to the Melbourne Motor Show. What a great display of all the new cars from the franchise dealers. We spent the rest of the day here there was too much to view.

Thursday we travelled to Geelong to the Ford Historic Museum a very interesting collection.

On other days we fitted in shopping, visit to the Victoria market and general sightseeing. We found Melbourne a great city to get around, the train, bus and tram service was great. Also we did quite a lot of walking, the old legs and feet certainly told us that.

Our final night was a dinner at Draculas, a great fun night to finish off a really enjoyable week.

Our thanks must go to Robert Kemp for all his organising – not to forget Zoe, she kept us going in the right direction. Thanks to all for the companionship – we had a great time.

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Letter to the Editor ...



52 Wentworth Drive
Rototuna, Hamilton

10 February 2007

To:
Mike King, Secretary, DLOC

Dear Mike,

Re: Resignation from DLOC

The time has come, after almost 30 years, when we feel we should move on. We owned our last Daimler back in 1999, and have maintained membership because we enjoy the people and the cars, and never really gave up on the idea of getting another Daimler – that is until recently.

The Club has been great to us, and we can only hope that we have repaid it in kind with our input. It was a great club to bring children up around, and Lance, Mark & Tara have learnt to appreciate the personal growth benefits they acquired by our involvement with the club. People skills are very important these days, and they developed these early in life by being able to mix with a wide range of people from all ages and all walks of life. I am not saying it has not done us any good either! When I joined the DLOC in Wellington in 1977, I was following my father's dream. He had bought a 1947 DB18 2½ in about 1962, and as a coalminer's son from Sheffield it realised a dream he never really aspired to. A car nut of a son – me – at 11 years old introduced him to CG2074 at TG Steele's in Feilding. That car was last seen in the Waitoa auto wrecker's yard, some years ago. I had the occasional dream of buying and restoring it, but each time I woke up!

Why throw in the towel now? Recently we came very, very close to moving to Melbourne, Australia, and a move to Australia may yet come to pass at some time in the near or distant future. All our children now live in Australia, and we also have a house over there, so a move would make a lot of sense.

It was while we were pondering such things that we decided it was time to start divesting ourselves of various things that we now made little or no use of, or that we were hanging onto for nostalgic reasons. The DLOC sort of fitted both categories. While there was a possibility of buying another Daimler of some sort, it seemed logical to keep on, but now having wiped that possibility (well 98% anyway), it is time to move on.

After about 7 years as enthusiasts rather than owners, its is time to let the owners of these fine cars take charge of their club – I know they are out there itching to take over our roles on the local committee, and I hope there is also somebody out there keen to pick up the Website Administrator role as well – it is not that hard, especially with Penny's very nicely created magazine.

So, thank you all for your comradeship and sharing our pleasure in Daimlers and Lanchesters over the years. Thank you also to the many that have turned out to the numerous events that we have organised or helped to organise – made our efforts all worthwhile. The 1999 National Rally was a personal favourite, but all the local events and the North Island Rally's have also been fun to help organise and attend.

Resigning from the club does not mean we have left the planet, so if you want to catch up, grab a recent magazine and copy down our contact details from the committee listing in the back and give us a call. Be pleased to hear from you.

Happy Daimchesterer,



Robert & Diane Kemp
Waikato / BOP Branch

The Biography of Robert Kemp

On behalf of the Waikato–BOP branch, the time has come when we have to say goodbye to Robert and his dear wife Diane. They have handed in their resignation to pursue other interests which have been on the back burner for some time. The Waikato Social Group (as it was originally known) was formed in March 1983 and it was only a few months after it's inception when Robert and Diane and their three children joined the group after they had moved up from Wellington where they were very much involved on committee in the Wellington Branch. It was certainly Wellington's loss and our gain.

Right from the outset, they have both been the back bone of the Waikato Social Group. After about 2 or 3 years, we brought the BOP members under the same umbrella which then became The Waikato–BOP Social Group for many years. About eight years ago we formed a Branch. Over the 23 years, we have had many great outings and social functions from film evenings, to the organisation of North Island Rallies and the 8th National Rally that was staged here in Hamilton in 1999, and every thing in between, not to forget the trip to Melbourne. Robert and Diane have had major input to virtually every event that has been staged here in the Waikato and of course all the major events that we have had.

Without their enthusiasm and support, the Waikato–BOP Branch would certainly not be in the position that it is in today. Robert and Diane haven't owned a Daimler for a number of years now, but their enthusiasm for the Branch has just kept them up front with everything. Also, over the past 12 months or so, Robert has spent many hours of his spare time putting a website together for the Daimler & Lanchester Club in New Zealand which is absolutely brilliant. Their company and support will be greatly missed by us all in the Waikato–BOP Branch.

On behalf of all your Branch and Club members as a whole, we wish you both every happiness and good health for your future.

Bruce Henderson

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2. They travel faster in all gears, especially reverse.
3. They enjoy a much shorter braking distance.
4. They can take bumps at twice the speed as private cars.
5. Oil, battery, tire pressures and fluid levels do not need to be checked nearly as much as a private car.
6. They have a much tighter turning radius.
7. The floor is shaped like an ashtray.
8. They only burn the cheapest gas available.
9. They do not have to be garaged at night.
10. They can be driven up to 150 miles with the oil warning light on.
11. They need cleaning less often, especially inside.
12. The suspension and trunk floor are reinforced to allow concrete slabs and other heavy building materials to be carried.
13. They are adapted to allow reverse to be engaged while the car is still in forward motion.
14. The tyre side walls are designed for bumping into and over curbs.
15. Unusual and alarming engine noises are easily eliminated by the adjustment of the radio volume control.



NORTH TO ALASKA

Part 4

From Juneau, the Summit set off for Skagway. On board we continued to sample the facilities. The selection of bars and restaurants provided a lavish selection of food, beers and wine. A specialised Martini Bar and Champagne Bar were an interesting diversion, but not only for drink but music. The Summit had several music groups on board, including jazz, string quartet, swing band, show band. They were all very good. In addition the 1200-seat theatre had a new show every night with two showings to match the dinner sittings. We went to three shows during the week, including a 30-minute Cirque du Soleil special, and a night at the musicals. All these shows were superbly done in a beautiful theatre complete with full drinks service.

All food was included in our ticket price (except the La Normandie specialty restaurant, but more of that later), but apart from tea, coffee and cordials, all other drinks cost about the same as on land. Throughout the cruise we were aware that some people like us, enjoyed the life on board, but made a point of doing as much on shore as we could. Others partied late, and spend the days recuperating for the next nights festivities and of course everything in between (and some at extremes either end!!)

Our lot was to miss out on a chocolate extravaganza and other late night feasts so we had the energy left to enjoy the sights and sounds during the day! Having said that, I recall a few nights where at about 3 am I was sitting on the side of the bed watching the world glide by in the early light of day!

At Skagway we had booked a ride up the White Pass on the White Pass and Yukon Railway. This trip took us up almost to the Canadian Border in vintage rail carriages. Stunning scenery with magnificent mountain ranges and spectacular valleys and even a couple of small glaciers.

Back down in the township, 4th of July celebrations were under way. Diane commented that the locals appeared to be going ahead with their celebrations in spite of the huge influx of tourists rather than because of. The main street was closed to traffic, and egg and spoon and three-legged races were under way. A pipe band and a jazz band were entertaining, and at one stage merged for a quite interesting jam session – brilliant!

After a walk up and down the main street, and looking at the various souvenirs, etc. available, we headed back to the boat into quite a stiff breeze with a bit of chill in it. A contrast to the warm sunny day we had had up until then.

Over night our luxury hotel quietly and smoothly transported us to the town of Sitka. Here we were to see the Russian and Native Indian ancestry of Alaska. We had booked a three-hour native tour and were collected from the wharf in a 20-seat minibus by one of the natives. We soon found out she was a huge fan of the Bald Eagle, and when she realised we were also rather keen on them, added a few extra stops where these magnificent birds hung out.

Sitka is an interesting place, and a museum, native show plus some shopping made for a stop we would loved to have extended – next time!

By the way, how come so-called bald eagles have feather covered white heads? Well, when they are young, they actually have brown feathers all over, but that does not answer the question, does it! In old English, Balde means White. Somewhere along the line, the 'e' got dropped causing many a thinking person some confusion.

From Sika, the cruise took us on to Ice Strait Point and a place called Hoonah. Lovely scenery, but we had seen nothing that took our interest in the way of tours, so we walked through an old cannery looking at the souvenirs on offer, then along the beach a ways to a restaurant. Lunch time! A look at the menu, and Diane selected crab, and I couldn't resist giving the fish and chips a go – salmon in batter for the fish! Just as well that fish oil is meant to be good for you!!

A short walk though a conifer forest and back to the shingle beach to soak in the views before we headed back out on the tender to the Summit.

This was our last landing before Seward. The overnight cruise this time had us heading up the sound towards the Hubbard Glacier by early morning. Think we realised at about 05:00 that the boat was starting to hit the odd small iceberg, so we got up to have a look. After breakfast we went up on deck to see somewhat bigger ice bergs (three-bedroom house size above water) and the snout of a huge glacier. I don't recall how wide they said it was (think it was in miles) or how high, but it was huge! The Captain gently manoeuvred the Summit closer to the snout and we were entertained by trying to gauge where the next chunk of ice was to "calve" from. Apparently it is not the calving above surface that can be a problem, rather than that from below! Boats have been known to be upset by a large chunk released from below water. We saw the effect of a large chunk from above, which managed to be felt easily on this large ocean liner!

A lazy day on board followed. Time to download the digital camera photos to CD and start sorting out all our gear. The boat would dock at about 3 am the next morning, and we would be ushered off by about 09:00 to set off on a three-night land-based tour from Fairbanks back down to Anchorage – next episode.

Robert Kemp



1.



2.



3.



4.



5.



6.

1. Eris and Mel Hollier.
2. Ex Allan Fletcher green Consort.
3. Bryan Davis presenting Trophy to Richard Prebble.
4. Mel Hollier and John Palliser admire the view at Okurukuru.
5. Manawatu members ordering more food!
6. Manawatu and Hawkes Bay members at Dannevirke.



7.



8.



9.



10.



11.



12.

-
- 7. Part of the action at Trentham Park.
 - 8. Manawatu members at Shannon.
 - 9. The Melbourne Mob outside the Hotel.
 - 10. Final fling at Draculas.
 - 11. Concours.
 - 12. Steam fair.



1. *White Pass Railway – A view along the carriages of the White Pass and Yukon Railway as it enters one of several tunnels en route.*
2. *Skagway – Pipe band and Jazz quartet jamming in the main street of Skagway.*
3. *Skagway snow plough – A old steam powered snow plough.*
4. *Raptor Ctr Eagle – An eagle in the Raptor Rehabilitation Centre at Sitka.*
5. *Hubbard Glacier – Cruisers at the bow of the Summit admiring the Hubbard Glacier.*
6. *Seward Arrival – An early morning view along the upper deck of the Summit at dock in Seward.*

SILICON BRAKE FLUID

Speaking to our local Brake Mechanic Darall Richards, he passed on some advice about brake fluid. Here in New Zealand silicon brake fluid is about five times more expensive than the conventional type. It does not absorb water or corrode paintwork and has a long service life. The Brake Mechanic said that he had a car in storage for 11 years, with silicon brake fluid in the brake system, and after that time the brake system still functioned, how well he did not say. He recommended that if you wanted to use silicon brake fluid, every one or two years, pump the fluid through a fuel filter to remove any contaminants and to decant off any water in the system. The reason for this is that if water gets into the system it will sit in a lump and corrode the system at that point. If you are changing from conventional fluid to silicon, flush out the old fluid with the silicon fluid do not use anything else and vice versa, an expensive procedure. I have been warned by another Brake Repairer (Just Brakes) that flushing with methylated sprits is not on. Also replace all seals unless near new, the reason for this that the two fluids are incompatible and the old seals must absorb some of the fluid. The old fluid must be removed from the system and compressed air would help this process.

To sum up, Silicon is great for cars that are not used regularly, providing you can stand the cost and observe the installation procedures, on the other hand conventional fluid has to be replaced every 18 months (Darall says 12 months) which is a cost to the environment and is much cheaper. Another advantage of the conventional fluid is that it absorbs water, which is dispersed in the fluid and does not gather in a lump and provided the fluid is regularly replaced, the water is removed from the system

Bryan Davis

RJR

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TECHNICAL TOPICS

Maintenance and Tuning of your Daimler V8 for D.I.Y's

Keeping your car in good condition can be carried out at home by most mechanically minded members. A basic set of tools, a service manual is all that's required, with a little bit of help from your friends if necessary. I maintain and tune my own cars and typically get 25 mpg from both the V8 and Century and have not had a serious on-road breakdown!

The first thing to check is the valve tappet clearance. My recently acquired Consort ran on 5 cylinders due to a tight tappet! Remove the tappet covers and adjust as per the manual. Before refitting the covers, start the engine briefly and observe the oil flow to the rockers and valves. At idle there should be a steady low of oil to all valves. If not, slacken the bolts on the oil fed pipes on each cylinder head to ascertain oil pressure feed. This oil feed is metered by a drilling through the camshaft, giving a spurt of oil for each half revolution of the camshaft and through a hole in the top of the camshaft rear bearing. If the supply is okay, it will be necessary to remove rocker shafts and rockers for cleaning. Note that as the rockers are secured by the head bolts, you may end up having to remove the heads as well! Also see last magazine for article on V8 tappet lubrication.

Next step, check the compressions of all cylinders. Remove all spark plugs; disable the ignition by disconnecting the L.T. distributor lead. Have an assistant crank the engine on the starter with full throttle. With compression gauge on each cylinder in turn, crank the engine until there is no further increase in pressure and record the readings. Ideally, look for a pressure difference between cylinders of no more than 10 psi. Very low or no pressure on any cylinder/s will necessitate removal of cylinder heads. Without good compressions, the engine won't tune well. Other quick ways of checking for loss of compression on one cylinder is to disable the ignition and listen to sound of the engine cranking, the revs will rise on the low cylinder. Fit a vacuum gauge to the inlet manifold, a momentary drop in vacuum indicates a low cylinder.

Next, check the ignition system. Mark the position of the distributor as a guide when reassembling and remove from the engine. Set up in a vise, check for any lateral movement in the shaft. If excessive, it will require new bearings. Refer to the exploded diagram of the distributor, remove the contact breaker housing and inspect the centrifugal timing control mechanism. Ensure the cam is free to move on the shaft and that the springs are in the correct positions.

Note that only the lighter spring is anchored to the toggle plate, the heavy spring is secured ACROSS the two weights on the additional post. I have seen these incorrectly assembled. Apply a small amount of oil to the pivots and shaft. Inspect the contact breakers and use a points file to dress the contact faces. Ensure the

faces are flat and parallel to give maximum contact area. If excessively pitted or worn, they will need to be replaced. Twin points are used, the first to open "fires" the coil, and the second set holds the primary voltage on the coil for longer giving better magnetic charge. Inspect the insulation on both and on reassembly both sets of points should be set with a feeler gauge to 0.015 in. Apply a small smear of grease to the cam. Check the vacuum advance unit by sucking on the inlet. The breaker plate should move and, by putting your tongue over the hole, hold that position. (Recommended to clean it first!) If it leaks, replace, or these units can be reconditioned.

The function of the vacuum advance is to provide additional ignition advance under light throttle conditions to enhance fuel consumption.

Inspect the rotor arm and distributor cap for hairline cracks which can cause arcing and tracking of the high voltage, also check the carbon brush and spring on the centre contact. Refit the distributor, noting the correct orientation of the large and small "D" on the drive dog.

Timing can be done with a 12 volt lamp connected between the live battery lead and the contact breaker wire on the distributor or coil (ignition off). Turn the engine by means of a spanner on the front crankshaft nut until the timing marks on the front pulley line up. Put a dab of white paint on the marks (10 degrees before top dead centre) to improve visibility. Adjust the distributor so the light goes out as a rough setting only. Continue to turn the motor CLOCKWISE only for 1 revolution, the distributor must be adjusted so the light goes off exactly as the timing marks align. Adjust as necessary and repeat until correct.

Inspect all H.T. cables for cracks or damage. If copper wired cables only the insulation would be an issue. If radio suppression resistive carbon trace leads, these must be checked with an ohm meter, typically 10,000 ohms per foot of cable. These cables do break down causing misfiring and can be damaged by excessive bending and pulling on leads! Do not run your engine with a plug lead disconnected. The plug gap limits the HT voltage, without it, the spark will take the shortest route to earth be it your fingers (ouch!) or worst case can destroy the coil, rotor or distributor cap by burning a carbon track in the insulation, often invisibly!

Inspect spark plugs, a worn plug will have a rounded off centre electrode and/or earth electrode. Worn plugs can be cleaned and filed, but replacement is recommended. Gap the plugs to specification clean inside and out and refit.

Fuel system next time.

Mike King

INTRODUCTION OF 20D8 DISTRIBUTOR

(From LUCAS World Service News Letters, January–December 1960)

This distributor, designed for eight cylinder engines and currently being fitted to the Daimler SP250 sports car, is a new unit in the Lucas range.

The 20D8 utilises two contact breakers, one making whilst the other is breaking, operated by an eight lobe cam. Automatic advance is by means of a centrifugal mechanism and vacuum unit and both a lower bearing bush and an upper ball race are fitted. From the illustration it will be seen that each automatic advance weight has two spring anchoring posts and it is important to note that only the weak spring is anchored to the toggle plate. The strong shorter spring is secured across the two weights by means of the additional post.

Ignition Timing

This is carried out on the contact set which is furthest from the vacuum unit and is last to open when the distributor shaft is moved in the specified direction of rotation.

Maintenance

This is the same as for other Lucas distributors, the contact gap setting being 0.014–0.016 in. (.356–.406 mm.) which should be checked after the first 500 miles. It is, of course, necessary to check each contact gap in turn, not forgetting to turn the engine until the second contacts are wide open after checking the first set.

It was the end of the year at the village school and the children had brought in presents for their teacher. Michael, whose family were bakers, gave his teacher a parcel. The teacher shook the gift and asked, "Is it a cake?"

Michael replied that it was indeed a cake.

Callum's father was a butcher and he'd also brought a wrapped gift. The teacher shook the package and said, "Is it a joint of beef, Callum?"

"Yes," he replied.

Last came Jonathan, whose family owned the village liquor shop. He also gave the teacher a carefully wrapped package. She asked, "Is it scotch, Jonathan?"

"No," he replied.

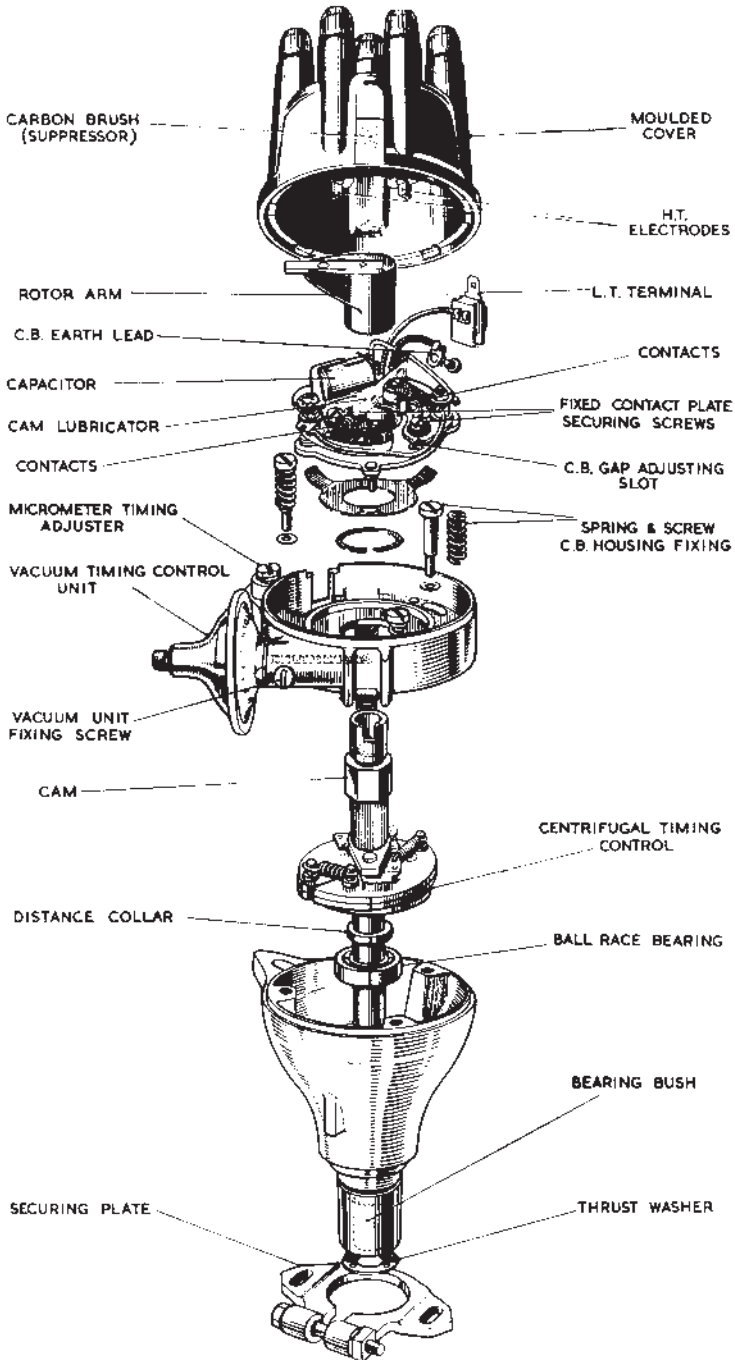
"Is it wine?"

"No," came the reply again.

Then the teacher noticed a small leak from the package and licked the fluid. "Is it vodka?" she asked.

"No," replied Jonathan. "It's a puppy."

DISTRIBUTOR MODEL 20 DB DISMANTLED



Here is an article from “Restored Cars” February 1997 which may be of interest to many.

VACUUM GAUGES

A very popular add on gauge during the 1960s and '70s was the vacuum gauge, or performance gauge as some people called them, why, I don't know! I fitted one of these to my car and found it very useful for tuning the twin SU's which were fitted to it. When using the vacuum gauge to tune your classic, you adjust the mixture screw for the maximum vacuum reading.

Tuning with a Vacuum Gauge

The first step in tuning your cars engine using a vacuum gauge is to warm up the engine and note the vacuum reading at idle. The next step depends on the type of carburettor fitted. On vehicles fitted with SU type carburettors you adjust the jet adjustment nut for the highest vacuum reading, while with fixed jet carburettors for the highest steady reading and blip the throttle and note the effect on the reading. If the reading becomes steadier, readjust the carburettor at a higher idle speed. The next stage is to readjust the mixture screw to enrich the mixture until the vacuum starts to fall.

The next stage is to turn the distributor until the highest steady vacuum reading is obtained, then retard the timing until the vacuum reading drops by 0.5 inch/Hg. Using these settings your engine will be tuned for the most power output and should run as smooth as clockwork with all the power the designers asked for.

A vacuum gauge has many more practical uses other than just tuning a motor vehicle and knowing how far down you have pushed the accelerator pedal! (shown by a very low vacuum reading).

Listed below are the most important 16 different types of vacuum gauge readings and there meanings.

1. TUNING GOOD. Engine at idle, needle steady between 17 and 21.
2. ENGINE GOOD. When you push hard on the accelerator and then release, reading between 2 and 25.
3. WEAK VALVE SPRINGS. Fast idle, needle reads between 10 and 22 as engine speed increases, needle fluctuates.
4. WORN VALVE GUIDES. During idle needle moves between 14 and 19.
5. LEAKING VALVE. As engine idles, needle drops and returns.
6. BURNT VALVE. At idle needle drops consistently.
7. STICKING VALVE. At idle needle drops intermittently.
8. LATE VALVE TIMING. At idle the needle reads between 8 and 15.
9. WORN RINGS. At idle needle steady but low.

10. WORN RINGS OR OLD ENGINE OIL. As '2' needle between 0 and 23 or less.
11. DEFECTIVE IGNITION. Low fluctuations between 14 and 16.
12. RETARDED IGNITION. At fast idle needle reads between 14 and 17.
13. ADJUST CARBY. At idle needle moves slowly between 13 and 17.
14. CHECK INLET FOR LEAKS. At idle needle reads between 3 and 5.
15. CRACKED HEAD/LEAKING HEAD GASKET. Needle moves between 5 and 19.
16. BLOCKED EXHAUST SYSTEM. Normal reading at start but dropping to 1.

All the above readings are in inches of mercury, to convert them to metric kilopascals multiply by 3.386.

When using a vacuum gauge to check various conditions of your engine or to just tune it, you must remember that as your height above sea level increases, the vacuum reading decreases (approx 1 inch per 1000 feet or 305 metres).

Fitting a Vacuum Gauge

You may want to use the vacuum gauge under the bonnet or mount it on the dash. Once you have found a suitable a suitable place for the meter the next step is to connect the vacuum line to the inlet manifold. On some classics you may be lucky and only have to remove a blank screw and fit the connector but on most you will have to drill and tap a suitable hole. If you have to make a new hole it is best to remove the manifold from the engine, so you can remove all metal filings from it. If using gauge only for tuning, ensure the hole is plugged securely to prevent air entering when gauge is removed.

DAIMLER CHARACTERS FROM TIMES GONE BY

Sandy Marcus

(From Daimler & Lanchester Owners' Club of North America NEWS)

The last issue of the DLOC UK Magazine had an article by Duncan Saunders, one of the club's founders. It was about one of the Club's interesting characters.

His name was V Boyd Carpenter. V Boyd-Carpenter was able to get parts for all our cars through a network of suppliers which he knew personally. He also sold and was an authority on model trains. He died several years ago. Another character not as well known to the Club was Lady Norah Docker. She died in the 1980s. I was probably the last person who spoke to her before she died.

Lady Norah was born in Birmingham UK area. Her father sold Model T Fords. In the days in the UK around WWI, most young girls of good families, stayed at home until they married. Then they had children, took care of the house, and decorated china or some other thing. A career was unknown for women in those days. Norah, who was stunning, had other ideas. She went to London as soon as she could. She got herself a job as a

paid dance partner in the dance halls. (A not uncommon thing. The halls were strictly on the up and up. No lap dancing was allowed.) There, she became popular.

She met her first husband a Mr Callingham by whom she had two children. One a girl died at the age of four. The other, a boy, would be about 68 or 70 now.

The beautiful widow Callingham now had some money. She met the man who owned Fortnum's and Mason's, an upscale department store in London. He died and left her millions. Now the millionaire Norah took her place in society. She was a star in postwar Britain during the austerity period. She would have made People Magazine now.

Norah was in the market for a new car. She was called by Sir Bernard Docker to try a new convertible he was marketing. This was a Hooper Body on a DE 36 chassis. Sir Bernard sold many of the Daimlers by telephone personally to his friends and business acquaintances.

Sir Bernard was on the Boards of several major UK companies, and had contacts Royal and otherwise. He arrived at her mansion in Surrey with the car. Norah got in, tried to drive the car, but it was too big for her. She rejected the car. Sir Bernard took her to lunch and he proposed. Norah who had a 7-year-old son to raise, thought this a good idea, and accepted.

The most interesting thing at her funeral was that several women there wore the same style mink coat. Were they ones she gave away?

She later told me that on the honeymoon she found out that Sir Bernard had erectile disfunction, something which could not be counteracted in those days. But she stayed with him to the end, and nursed him herself even after he had a stroke. They ended in Jersey. Then she ended in the Canaries where I found her living alone in a small apartment.

During Christmas times, she came to London to see her family. Her son was a drunk, and maybe a drug addict. She doted on him. The son, Lance, had some children by his first wife, who at the time of Norah's death were about 21 or 22. Norah was proud of the boys, telling me how good they were with computers (1980).

I first met her in the Paddington Hotel in London where she and Docker always stayed for the car shows. She was a little old lady, now shrunken, alone and unhappy. But she had an upbeat personality, even telling me to get my gall bladder operated upon.

She told me some interesting stories about Daimler. She knew from early on that Daimler would die, if they depended on the Royal business. Daimler needed a production car, to get in some regular income. She understood that the more modern cars being massed produced, were better than the coachbuilt ones. Norah was instrumental in the design and concept of the Daimler Century. Daimler had produced a new Lanchester Leda. This body, more modern and light was powered by a four cylinder engine derived from the Daimler three litre engine. It was underpowered. The body was a good strong design, with an aluminum rocker, and center post. This design held down the rust sensitivity on the car. The car was slow. Daimler had produced a new 6 cylinder engine with a short stroke on it. Norah reasoned with the Board, that if the engine was put into the Leda body, they would have a production bodied car which would be fast, and also competitive.

The competition was Rover (Rover P4), and possibly Humber, the larger Fords, and GMs. A prototype was built. It was a success. The car was built and it sold well. Daimler was too small to build many of them. Only about 10,000 were made. (I have one, and it clicks through the gears almost as fast as a modern car. It can cruise at 65 all day long. An overdrive would have made it a real fast car. It holds the road like a limpet.) The problem was that once the car went into production, the rockers, and center post were changed to steel. The rust bug struck, and most of them are gone now. Norah claimed the bodies were rusty before they were mounted on the chassis.

Norah recognized that Daimler of England was not known. She and Bernard figured that if they produced idea cars, the name of Daimler would become known. They began to produce idea cars. (This was before their time. How many idea cars are made now by all manufacturers?) When the idea car was put on the stands, people signed up and bought the smaller production cars like the Centuries, and Regencies.

Norah was openly flamboyant. She and Bernard had money and lived well. There was a yacht, and mansion, and trips abroad. She had several mink coats. This was considered a no-no. The Queen had several minks also, but nobody said anything.

Norah was on the Board of Hoopers where she worked with the famous designer Osmond Rivers. He once complained to me, that Norah would hand him a piece of dress fabric, and tell him to design a car around it. Norah told me that he was a little insignificant man, but when she got him going he was terrific.

Finally Norah and Sir Bernard got into trouble with the Government, something about taking too much money abroad with them, when they were travelling. The problem was that travel money was restricted in those hard times. It was about conserving foreign exchange. This was all the Board needed. They wanted to get rid of the Docker's anyway. They were voted off the Board. They bought two Rolls Royces, and went to live in Jersey until Docker died.

Norah also had plans for Hoopers which were not at all liked, she said. She understood the coming need for tractor trailer trucks. She anticipated Hoopers building bus bodies, trailer truck bodies, and so on. It never happened. (I did have a Hooper Sedan Delivery made for a butcher on a DB18 chassis.)

When I met Norah, I was on the Board of the UK Club as Social Secretary. This was a position where I was registered as a company officer at Companies House in the UK. This is where all the company records were kept at the time. I had a dinner arranged at one of the hotels in London where I took her in my Red and Gray Empress. There David and Marie Adcock. John and Briar Ridley, and I had dinner for her. She was happy. She died a few days later. Norah told me one time that she had taken a deposit on her yacht Shemara, from Charlie Chlore, a real estate developer in London. She then got a better offer from Henry Ford 2. Chlore would not give the deposit back so Norah told him that her captain was a drunk, and someday the ship would hit a rock and sink. It did in the Adriatic. Chlore was sure Norah had cursed the ship.

She is buried in a church in Stebbins Surrey, between Callingham and Docker. Collins husband no 2 is buried there also. There is a small white marble tombstone, a child's stone, there also. Her four-year-old daughter, of whom she never spoke is with her.

Hitting the Road ...

Daimler Events Diary



AUCKLAND

April 1st

Fun Run (recycled Concours Run no6, maps provided) to Whatawhata for a picnic or lunch, over the Huna's

April 14th

Weekend in Hamilton for the Hot Air Balloon Show – another family event. Laurie and our family are going down, leave Auckland about 5:00pm, come back that evening. Let us know if you are going so we can meet up ... Bryan

May 12th/13th

National AGM in Hamilton

June

British Car Day at Takapuna?

No details as yet.

June

Mid winter Dinner?

(SUGGESTIONS PLEASE)

July

Ten Pin Bowling

Our turn, Tenpin Takapuna?... Daimler/Jaguar Challenge. Perhaps a run and Lunch afterwards???

August

Go karts at Henderson

Our turn, Daimler/Jaguar Challenge

August

An afternoon tea run or a Weekend away?

How does Matakana sound????

September

Video Evening or West Winds Theatre? or a Mystery Weekend?

October

Garden Run?

An interesting run into the country, followed by a visit to a garden and lunch somewhere???

November

Run and Garage Run combined?

An afternoon run, followed by an interesting visit, could be in Waiuku District, and afternoon tea???

December

Christmas Lunch and Run

Any suggestions?

WAJKATO / BAY OF PLENTY

Sunday 15th April

All Car Clubs Car Show and Swap Meet

Te Awamutu Racecourse

This has become quite a large event with a fascinating range of vehicles turning out. This event is set to be held on the first Sunday after Easter for a few more years yet at this venue, and the Daimler Club has always put on a good display.

The Swap Meet starts at 7:30 am and **car displays need to be set up by 9:30 am**. Bring a picnic lunch, sun hat and chairs, etc.

Please come along and join in this year. We also use this venue for our AGM.

Sunday 15th April

Waikato/BOP AGM

This will be held in conjunction with the All Car Clubs Car Show and Swap Meet at Te Awamutu Racecourse. Come along and support your club. The AGM will be held at 1:30 pm either round the cars or up in the grandstand. (See note under "Round the Bazaars re committee needs.")

Saturday/Sunday 12th/13th May

National AGM/Mini Rally

This year the National AGM/Mini Rally will be held in Hamilton, so we hope to see a good turnout from the Waikato/BOP bunch. Registration forms are included with this magazine, and all participants must register, so that we can ensure places are booked for all attendees at the various events over the weekend.

The Committee is always looking for new ideas – things to do and places to see. If you have anything that you think would make an interesting outing for a group of people, please contact one of the committee (see listing inside back cover).

HAWKES BAY

Sunday 22nd April

Lake Tutira Lunch and Ramble

Assemble outside the Petane Domain, Bay View, just past Onehunga Road at 10.30am. Then drive together to Lake Tutira for a Picnic Lunch followed by a gentle ramble around the area. This is a “BYO Everything Outing” so don’t forget to bring your packed lunch, beverage of your choice, chairs, sun umbrella and maybe some insect repellent for those pesky little sandflies that some times picnic there as well. Ring Secretary Ann earlier in the morning if the weather looks doubtful. 835 8469

Saturday/Sunday 12th/13th May

National AGM and Mini Rally

Off to Hamilton for this year’s National AGM and Mini Rally. Registration Forms were enclosed in the February/March magazine. Remember that Registration for the Mini Rally closes on the 31st March.

Sunday 10th June

Hawke’s Bay Meander

Assemble in Karamu Road South, opposite the Hastings Boys High School Grounds at 10.30am. Then it’s off for a leisurely drive out to a Country Café for Lunch. The final destination will be confirmed at the commencement of the run and will be appropriate for the prevailing weather on the day. Could be a bit chilly at this time of year so wear suitable warm clothing, especially if depending on a Daimler V8 Heater!

MANAWATU

Sunday 15th April

The Manawatu Jaguar Club extends a special invitation to the Daimler Club to share their “Breakfast Run”.

Meet at Manfield Park gates at 7.00am or at Levin Adventure Park Playground (South end just past the shops) at 8.00am. Breakfast is at Waikanae (pay as you go) and Museum visit \$10. (NOT Southwards!)

Numbers are essential for the Restaurant, please phone Brian Bengé 06 3237897 or Sharon Burling 06 3747381 or email kevin_and_sharyn@xtra.co.nz no later than April 12th.

Sunday 29th April

Meet at the Ashurst Domain Café at 9.30 am for morning tea follow by mystery trip in the North Wairarapa area.

Sunday 6th May

Monthly meeting

At Pauline Goodliffe's at 10.30 am.

12th and 13th May

National AGM in Hamilton

Mini Rally combined with the AGM.

Sunday 20th May

Martinborough

An invitation to join the Wellington group for lunch at the "Old Winery Café" in Martinborough followed by a visit to Dave Patten's car collection and see how he makes hub caps. Numbers are required before 13th May, please contact Club Captains.

Sunday 3rd June (Date to be confirmed)

Monthly Meeting at Pauline's followed by our mid year dinner.

Venue to be discussed at the AGM. After the dinner a game of Mini Golf.

Member's Market



FOR SALE

Caps, embroidered with "Daimler and Lanchester Owners Club" and Red Eagle Ball (see magazine cover). Orders and payment are required, \$15 each including postage. Orders to your Branch or National Secretary.

Daimler Conquest/Century photocopy of factory service manual in ringbinder. This has some colour pages and has come up better than the original! Cost is \$50 + freight, I can get more copies if required. I also have a spare **V8 factory service manual**. Phone Mike King 06 3571237.

Daimler conquest

NO COMPUTER (to break down)

NO POWER WINDOWS (easy-to-turn handles)

NO AIR CONDITIONING (windows open as above)

NO POWER STEER (saves gym fees)

NO POWER BRAKES (stops well without 'em)

NO CD PLAYER (Listen to mechanical symphony)

NO POWER SEATS (set and forget)

NO CRUISE CONTROL (hand throttle on dash)

NO AIRBAGS(except the driven member)

NO CLUTCH (super smooth fluid flywheel)

NO CAM BELT (long-lasting chain)

Very reliable, excellent 2½ litre 100hp twin carb motor, will cruise all day @ 65mph @ 25mpg.

Easy to use self-changing pre-select gearbox.

Very inexpensive registration and insurance.

Well worn real leather seats, proper chassis, built by craftsmen in 1954.

Comes with free membership to Daimler and Lanchester Owners Club.

Probably worth \$50,000!#%^&*?? But can be yours for a mere \$5000 or offer. (What a bargain!)

Contact Mike 06 3571237 or 0274482752

SB1 Under Bonnet Sound Insulation Self Adhesive. One complete sheet still in wrapper. More than sufficient for reinsulation. Over ordered. Half price ex Auckland. \$45.00.

Phone 09 520 1096 or email bevcossar@xtra.co.nz

FOR SALE OR GIVE AWAY

Series 1 body. Phone Tony Clark 07 8860332.

WANTED

Left hand exhaust manifold and 1x standard wheel trim for SP250. Phone Mike 06 3571237.

A not-too-bright but beautiful blonde was driving home one night when she was caught in a terrible storm. The hailstones were as big as golf balls, and her car was dented badly.

Next day at the auto shop, a repairman decided to have a little fun at her expense. "To fix the dents in the body," he said, "drive home, park the car, and when the tailpipe is cool, get down on your knees and blow really hard into the tailpipe, and the dents will pop out."

Later, a girlfriend of the blonde was driving by and saw her friend on her knees, blowing hard into the tailpipe. She asked, "what's going on?" and was told the story. The girlfriend laughed. "Well, duhhh! You need to roll up the windows first, silly!"