

Daimler & Lanchester Owners' Club in New Zealand Inc.

August–September 2008

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NEVER LIE TO A WOMAN

A man called home to his wife and said, "Honey I have been asked to go fishing up in Canada with my boss and several of his friends. We'll be gone for a week. This is a good opportunity for me to get that promotion I've been wanting, so could you please pack enough clothes for a week and set out my rod and fishing box. We're Leaving from the office and I will swing by the house to pick my things up. Oh! Please pack my new blue silk pajamas."

The wife thinks this sounds a bit fishy but being the good wife she is, did exactly what her husband asked.

The following Weekend he came home a little tired but otherwise looking good. The wife welcomed him home and asked if he caught many fish.

He said, "Yes! Lots of salmon, some bluegill, and a few swordfish. But why didn't you pack my new blue silk pajamas like I asked you to do?"

The wife replied, "I did. They're in your fishing box!"

From the Driver's Seat ...

A Message from your National President



Despite the diabolical weather and the dreaded lurgy its good to see that we still manage to enjoy ourselves and our cars.

A great mixture of mid-winter dinners, with or without turkey and plum pudding, car shows and displays and a variety of outings, including the regular Auckland Branch 10 Pin Bowling, have managed to keep us alive, well and entertained.

I suppose the ever increasing cost of petrol will just have to be put up with. You simply can't run a Daimler on the smell of an oily rag.

However I'm told that is is helpful to hone up the fuel economy skills. Engine tuning, correct tyre pressures and a light and gentle foot are supposed to be the secret of saving dollars.

As far as I am concerned, the car won't go without petrol and extreme pleasure just has to be paid for. There is no escape. So enjoy!

Safe and Happy Motoring.

Ed Hayhoe

Club Badges for Sale

These may be ordered through the Waikato-Bay of Plenty Club

Costs of the badges are: \$10.00 Unresined
 \$13.00 Resined

Information required is the names to go on the badge together with your branch.
Payment is required at the time of order.

All enquiries and orders to:

Maureen King

Secretary

Waikato-Bay of Plenty Daimler and Lanchester Owners' Club

17 McDowall Place

Hamilton

Ph: 07 8552434

Getting Up To Speed ...

A Word from your National Secretary



A warm welcome to our new members this month.

- Grant Irvine of Manawatu, has purchased a V8 to join his stable of Jaguar and Rover cars.
- Stephen Boyle of Auckland has a DS420 limousine. These were the largest and the most expensive cars made by BLMC from the late 60's to the early 90's!

There are a couple of items of interest from last Executive meeting. The website access has been a problem to some members, so we have asked Datorque to remove the need for passwords for website access.

We discussed the timing of the AGM, we have some time restraints in terms of preparation and auditing of financial reports which means we cannot time before April. It was also considered prudent to avoid Easter, school holidays, Mothers day etc. We considered it best to stay near the first weekend in May.

We also considered the other suggestion of bi annual mini and four year National rallies, but agreed the status quo more appropriate. The mini rally function is to encourage attendance at the AGM and giving members an enjoyable and low cost one day social event.

Those attending the last Manawatu National rally, may remember Lindsay and Susan Price who attended as guests from Australia. I have included their report on their eventful trip to the Australian National Rally at Clare. The joys of running an old car in Aus!!

I am at present looking at several articles on "Oils for Classics" which I hope to include in future articles. Also of concern is proposed Government legislation to introduce petrol/ ethanol fuel blends. It is quite likely any carburetor vehicle will take a dislike to this fuel!

I have acquired another Consort, this one a sacrificial spare parts car, most parts available. If you need anything, let me know.

Mike King

RALLY REPORT 2008

Jan and I set off from Palmerston North on Thursday morning in convoy with Lyn and Thelma Jones in the Conquest and Charlie and Pam Coley in their V8. This was our first run in the Double Six, still a bit of an unknown quantity, but running well after an extensive cooling system overhaul. An uneventful trip, to Tokoroa where we enjoyed Thelma's lunchtime hospitality, then onto Pukekohe, the final stretch being in light drizzle compounded by a cattle truck ahead and sun strike! We had a light meal at Counties Inn with Pam and Charlie prior to our first night destination in Auckland.

Friday afternoon was the start of the Rally. We returned to Pukekohe, the ladies undertook some "retail therapy", then back to Counties Inn where Daimlers and members were arriving. Of course there was the hum of conversation as friends old and new, caught up on their news, registrations and rally packs. We were welcomed by our Auckland hosts and sat down to a lovely buffet meal. Thus concludes day one.

Saturday morning dawned overcast and dry, Neil Kruse and colleagues had all cars arranged for the official rally photos and judging, not great in numbers, but a diverse range of models and some very fine examples. Karl and Erna Van der Wat's V4 ½ Straight Eight limo towering over Roy Sharman's LD10, Ed Hayhoe's Special Sport, SP250's of Laurie McKernan and Neil Kruse. In the second row were two Conquests and five V8's with fourteen XJ6's, XL12's XJ40's and later models of Daimler and Jaguar occupying the rear two rows. As the judging continued, the AGM was held, all over in half an hour, followed by lunch.

The afternoon commenced with the observation and direction rally, with cars leaving at minute intervals. This is always a bit of a laugh, crews interpreting the directions in different ways, cars heading in all directions. Everyone eventually arrived at the next feature, a ride on the Glenbrook Railway historic train, hauled by a mighty Ja Class locomotive. On the return trip, an open wagon was behind the locomotive, and many of our number chose to stand midst the smoke and steam, reminiscing the sounds and smells of those bygone days. We stopped off at the Rail Societies Workshops to see the "work in progress". On arrival back at Glenbrook station, we gathered around the Loco for photos and to witness Ian from Ken Stout Motors presenting their "Pride of Ownership" trophy to Graeme Kennedy. Well done Graeme.

At this stage, as the Executive returned to Counties Inn for our meeting, the rest proceeded to Waiuku to view Rodger Philips sales yard, home of Lotus cars in New Zealand and also many other interesting vehicles. Jan was rather taken by an Alpha Romeo Spider (red of course) and a 1973 V12 Jaguar!

The evening function started with a Social hour, more time to catch up with friends old and new, another beautiful meal, followed by the presentation of awards (see last month for list of recipients). Sherriff Gibby prosecuted all those who had

transgressed, then lumbered everyone else with fines, just for good measure, gathering a great bounty for the Starship Childrens Hospital

The evening concluded with President Ed's closing address.

After breakfast on Sunday morning, we bade farewell to those proceeding directly to their homes. The remainder took a car run through the picturesque South Auckland countryside ending at St Margaret's Gardens in Karaka for lunch. By this time, there was steady rain, time to christen the umbrellas in the Rally pack! The sodden gardens were a non event, but we enjoyed our lunch, said our goodbyes and went our separate ways.

Another successful National Rally over, thank you Auckland for your efforts and hospitality, we all look forward to the 2009 Mini Rally in Manawatu and next National in Blenheim 2011!

Mike King

Club Caps for Sale

Dark blue with tan peak.

"Daimler" embroidered on front – \$15.00 each

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Round the Bazaars ...

Daimlers on the Run



AUCKLAND

Auckland's Mid Winter Xmas Lunch Outing

Held this year at "The Old Flame, Memory Lane" Conifer Grove, 29 June. What a great place, with superb food, more on that later. Valerie Penman must be congratulated for finding this place.

Being a car club I strongly believe a run to get to the venue is a must but we gave those attending a choice, go direct or join in a run. I volunteered to organize the run and after some research and checking and driving it twice a route was finalised. It was advertised to meet at the Sunken Garden in Cornwell Park for a cuppa & bikkies.

During the weeks/days leading up to the day, terrible weather. There used to be an old saying when it rained "The angels are emptying out their Jerries" (that statement shows my age) with the rain we were having there had to be a lot of incontinent angels up there and with the high gusty winds they must have had serious flatulence as well plus there was a lot of lightening bolts that showed they were very angry at their condition.

Firstly which car, the SP or the modern, SP is had to be. Early morning up went the hood and it rained, not a good sign. Picnic table, pump pots plus the sun umbrella (in case it rained) and all the makings on board headed for the park through another shower. Rain had stopped by the time I had parked and we had clear sky for the whole time in the park. Six cars turned up, two had no partners so they teamed up ending with five cars on the run. Instructions were handed out; find your own way for the first part then a regroup for a rule of convoy for the second.

Leaving the park two cars took the wrong turn and didn't see them till we regrouped, headed towards Pakuranga and on to Te Rakau Drive. Would you believe there are 14 traffic lights on this road (has to be a record for its length) and we went through 12 of them. Regrouped on Chapel Rd raining hard (those angels at it again) and headed off in loose convoy, me as red leader working from memory (not easy to read instructions and drive the SP) part way along took a wrong turn and had to turn round and got ribbed for that later. The way was past the end of the Ardmore airport's runway where on a normal Sunday there is lots of activity but nothing on this day, who would blame them with the weather. In the end all delivered safely to the venue.

The Old Flame is a very unique place, almost an antique shop, brickaback, ornaments and old photos, something new to see at every turn, far too much to

take in at first look. A lounge area with very comfy easy chairs, with the bar open an easy place to meet and chat. Being a mid wether Xmas appropriate decorations as well. Food was a buffet; a huge variety including a barbecue where you can cook your own chops or steak, it would be easier to list anything missing if it could be found than to itemize what was there. Pud to die for, if only I was sixteen again!!!

We had a raffle – Daimler Thermos, Daimler pen, John Penman donated a Radiator Coolant Pack, plus the Old Flame Restaurant kindly donated two free meals as well. The lucky ones were – Thermos – Laurie McKernan, Radiator Coolant Pack – Michael and Robin Florence, Dinner vouchers – Graeme and Judy Wearing, Daimler Pen – Clive and Lyn Butler.

Would I recommend it for a meal and go back again, too right. For the 25 who came it was a great outing and those who didn't make the effort and join us missed an outing with the best of food, the friendly company around always the extra bonus.

I must apologize for the lack of photos, I had loaned my camera to my daughter and when I went to get it, it would not work, as luck would have it no one else had thought to bring a camera, result no photos.

Happy Daimlring

Neil Kruse

Painting of a Rusty Panel

Despite being a cold clear night twelve intrepid men turned out to savour the delights automotive restoration at Clive Butlers workshop. Jake Reid and Peter Exeter from Auto paint and Murray Whitehead, the POR Distributor each gave a talk on products and techniques relating to metal repair. The evening centred on the repair of a rusty mudguard which was finished to various stages to demonstrate the process? Important points when using POR15:

1. Do not use it from the tin, decant it into a separate container (ice cream container is perfect)
2. Always use "Metal Ready" to etch the surface first and keep wet for 15 minutes and afterwards wash off with water. POR15 will not stick to smooth surfaces.
3. Use an etch primer with aluminium.
4. Warm the metal and make sure the surface is dry and free of grease ("Marine Clean")
5. If using a filler, prime with POR15 first.
6. Always use gloves, you will not get it off your hands for a week.
7. Reseal tin immediately after decanting, place Gladwrap over tin and replace lid and store upside down.
8. If applying POR15 by brush adequate ventilation is all that is required; by spray gun a respirator is mandatory.

POR15 works by excluding oxygen and moisture from the metal, because it is a one pack type of high grade resin that is not porous like other paints. There are a great

number of other POR15 products that are very useful for restoration of cars. The website is www.por15.co.nz.

After the demonstration the POR Distributor and Auto paint rewarded our attendance with a POR15 starter kit, an air brush and gave away two air powered sanders and two air powered ratchets. After the demonstration was over we all enjoyed Clive's hospitality, tea, coffee, chocky bickie and good chat about cars of course

Bryan

WAIKATO-BOP

Mid-Winter Celebration

Saturday 28th & Sunday 29th June

The annual mid-winter celebration was held over the weekend with events starting at the "Bowlevard" bowling alley in the Sky City Casino. Strikes were universally cheered and our numerous gutter balls were jointly commiserated. Once again, Arthur Jones easily outscored the other members and a good time was had by all. I think many of us were wishing we'd had a practise session since last year. Val and I made a secret resolution to pop back and take advantage of their "\$5 Wednesdays"! Afterwards, we had a delicious meal downstairs at the "Rebo" restaurant where we were joined by Roger and Jane Hennebry. The main courses were a little slow in arriving but the management generously provided some free bubbly to help ease the wait. All in all, we had a very pleasant evening.

The next morning, we met at Colin and Maureen King's for a cuppa, prior to our mystery Waikato tour. After a delicious morning tea, prepared by Maureen, and a lot of enjoyable talk, we eventually set off with question sheet in hand to navigate our way to the Prince Albert restaurant, in Cambridge, for lunch. Unfortunately, the bad weather kept many Daimler's in their garages and only two "fluted grills" were amongst the cars present – Well done to Colin and Maureen in their V8 and Ian and Darean in their very nice Series 1.

Having being assured by Bruce and Zoe that all the answers to the quiz could be found on the left hand side of the road, it seemed like a simple task, but we, at least, had to loop back twice to catch things that we missed! The last words on the quiz sheet with the missing letters puzzled many of us, until the penny dropped – and in my case, it dropped pretty slowly.

Lunch was great and we were joined by Des Cooper and Bruce and Zoe's son, Andrew, and his fiancée Karlene. Bruce announced the winner of the mystery tour and not content with just the bowling, Arthur and Mary Jones took out the mystery tour, with Val and I coming in second. A very pleasant time spent with great company.

Many thanks to the King's and Henderson's for putting in the hard work to organise a splendid weekend.

Graeme Arlidge

HAWKES BAY

On Sunday 18 May we joined with the Jaguar Club for a mystery run. We all met for coffee and muffins at a new restaurant on the Havelock North Road, which proved to be a modern purpose built venue, large enough for everyone who turned up. It was a lovely sunny day and the numbers swelled to over 70 people which didn't turn out to be a problem at this point but there were some hurried phone calls to the lunch place to triple the order.

We travelled along the back road from Havelock North to Central Hawke's Bay which is a very scenic route, and the questions were not too difficult as we went along. We ended up at Oruawharo which is a huge homestead built in Takapau in 1879 and now in the hands of Peter and Dianne Harris. They are running it as a function centre for teas, weddings, family or business gatherings while they are renovating it as true as possible to its former glory. They do a sumptuous afternoon tea as it used to be served, which we had as a late lunch. It was delicious and served in the formal dining room, with a roaring fire, lovely china, tiny sandwiches, scones cooked in the Aga and all the works. It is special for me as my great grandmother worked here as a housemaid in the early days of the house before she married a local farmer.

We were allowed to roam all over the homestead and the outbuildings and appreciated the scale of the restoration. The roof has been repaired and yielded a bonus of Royal Doulton which had been used in times past to catch drips. New heating, water, sewerage and power have been done and now they are repairing and relining the 23 chimneys. There are 17 acres of gardens with a sweeping driveway and plenty of room to park all our cars.

In all a lovely day out enjoyed by us all.

Ann Bowes

MANAWATU MEANDERINGS

On the 22nd of June, the Manawatu Branch held our mid year dinner. Such was our satisfaction with the Tokomaru RSA last Christmas, that we decided to return for this outing. The big difference was the weather, this time wet and cold. However, the log fire was roaring and the atmosphere inside was warm, the 37 members present enjoyed a catch up with friends and another hearty meal. The Tokomaru RSA is right beside the main trunk railway, so it was a bonus to have the gleaming restored class KA locomotive pull up right outside the door! It was doing a trial run for the planned main trunk commemorative run. A most impressive machine!

Another successful branch outing and pleasing to the organizers to see such a good turnout.

Mike King

The Tui Trip 18th May 2008

A dozen members in seven cars met at Ashhurst under a clear blue sky. After driving through the Gorge, we turned south at Woodville and 10 minutes later sighted the famous Tui brewery tower landmark at Mangatainoka.

We enjoyed a coffee break at the modern but rustic Tui HQ before being shown a short video in the Tui museum on the history of the brewery. Legend has it that Henry Wagstaff stopped for a cup of tea beside the Mangatainoka River and was so impressed with the quality of the water he decided that it would be the ideal place to build a brewery. This was in 1889.

Our guide then escorted us to the 7-storey art deco brewing tower, which is no longer in use but remains a prime marketing tool. When it was built in 1931 the builders failed to install stairs or a lift, so this had to be rectified before the tower could be used. There are plans to develop the "ultimate boys' playground" on the surrounding land.

We were shown around the main brewing area with its vats, its maze of stainless steel piping, and its computerised control panels. With only 20 staff it's a far cry from the days when dozens of workers were needed to turn malted barley, hops, sugar, yeast and water into beer. 1,200 kegs of beer a day are produced and during the once-a-week bottling shift 10,000 dozen quart bottles are cleaned, filled, capped and packed in cases. Several references were made to the scantily dressed women who feature in the Tui TV advertisements, who were, regretfully for some of the group, not working that day.

After our tour we were able to taste the Tui products and even keep the glass! We enjoyed a light lunch in the sunshine, before heading back home after an interesting and very relaxing outing.

Lyn Watling

A woman and a baby were in the doctor's examining room, waiting for the doctor to come in.

The doctor arrived, examined the baby, checked his weight, found it somewhat below normal, and asked if the baby was breast fed or bottle fed.

"Breast fed," she replied. "Well, strip down to your waist," the doctor ordered.

She did. He pressed, kneaded, rolled, cupped, and pinched both breasts for a while in a detailed, rigorously thorough examination. Motioning to her to get dressed he said, "No wonder this baby is under weight. You don't have any milk."

"I know," she said, "I'm his grandmother, but I'm glad I came."

Articles of Interest ...



This article was supplied by member John Penman. He can answer any questions you may have and can also supply PREMAX, a high quality concentrated coolant. Contact John at 09 5212011 or phoenix.int@clear.net.nz

PRODUCT BULLETIN TROUBLE SHOOTING SCHEDULE

COOLANT TESTING PROCEDURES

COOLANT ADDITIVE DETECTION

No longer can conventional coolants be relied upon to last to a prescribed change-out or distance travelled (*kilometres*). All coolants deplete at different rates. Engine coolants should be tested at every service interval, and results recorded on service sheets.

There are a number of factors that affect the depletion of conventional coolants including dilution with water added at service intervals or whilst in service. There is a big difference in the rate at which coolant additives deplete. The rate at which the additive depletes determines the service life of a coolant or SCA.

Nitrite inhibitors, commonly used in SCA's to combat cavitation erosion, deplete rapidly and require constant top-up and testing is required to determine the level of nitrite inhibitor remaining. Nitrite depletion will increase dramatically if there is an active or corroding aluminium surface in the cooling system. Silicates also have a rapid depletion rate. Silicate depletion will decrease if the cooling system has few aluminium components and the initial dosage of silicate is low (say 200 versus 1000 ppm silicate). Silicate and phosphate depletion will increase when hard make-up water is used. Note that the reserve alkalinity and pH can drop much more quickly if the engine has a bad head gasket. PrixMax long-life coolants (LLC) are based on corrosion inhibitors which are carboxylates of organic acid (OAT) and these additives deplete at an extremely slow rate remaining at a level of 95% of the original inhibitor level after 200,000 kilometres. Tolytriazole is used for copper and brass protection and depending on the amount of copper alloys present in the cooling system, the tolytriazole content appears to deplete and stabilise at 30–40 percent of the original concentration. Tests indicate full protection is maintained down to 25% of the new coolant tolytriazole concentration.

COOLANT TEST METHODS

There are many test methods for testing coolants, it is important that you have an understanding of what you are testing (*freeze points or condition of inhibitor*). A coolant test begins with a visual inspection of the product about to be tested to check discolourisation as well as contamination with incompatible products.

■ TESTING FOR GLYCOL

There are a number of test methods, the most accurate in service being the use of a hand held refractometer. Another method is with the use of a hydrometer. The hydrometer has proven to be one of the most inaccurate methods used to test glycol content, as this device is very light in construction and it doesn't take much to upset the calibration, resulting in incorrect concentrations being recorded. The most practical method and simple for testing glycol is with a test strip. (*Refer to testing inhibitor*).

Prior to testing for glycol (*antifreeze/antiboil formulations*) you need to be aware of the requirements of the engine being tested. Most OEM's will specify a mix ratio of 50%. When testing at this ratio you should be looking for a freeze point of -37°C. A reading less than this would indicate some form of depletion.

If you are testing a mix ratio of 33% you would be looking for a freeze point of approximately -18°C. A reading less than this would also indicate some form of depletion.

At this point if the test readings are not within the margins it is recommended the coolant be drained and replenished. (*Refer to change-out procedure*).

It should be noted that when testing for ethylene glycol levels this does not indicate the condition of the inhibitor.

■ TESTING INHIBITOR

There are two (2) simple in-service methods for testing the inhibitor levels in the PrixMax RCP product. The most accurate method uses a specially calibrated hand held refractometer (*this refractometer is not calibrated for testing ethylene glycol*). The second method is carried out with the use of a test strip. The Cooltrakā test strip is the most cost efficient and simple method of testing both conventional and long-life coolants. A test strip will show the user if glycol is present in the product being tested. If glycol is present in the coolant it is then cross referenced against a calibrated colour chart to achieve a reading and complete the test on glycol.

The second pad on the test strip will show the user the condition of the inhibitor (or reserve alkalinity). This is also cross referenced against a colour chart found on the test strip storage container.

The test strip method is a simple method for testing coolants and simple to use with easy-to-follow instructions on the bottles (*the Cooltrakā test method may eliminate the need for the more expensive refractometers*).

PRE-MIXING COOLANTS

In general, PrixMax coolants and conventional coolants should never be placed into an engine as a concentrate product. More and more OEM branded coolants are being supplied to the end user as a total fill product (*pre-mixed*).

Always pre-mix product away from the engine. It is a good practice to put in place a calibrated mixing tank (*this could be in the form of a clean 205 litre drum*).

By adopting these mixing procedures it eliminates the guessing of cooling system capacities. Cooling system capacities vary from engine to engine. There are a number of factors that can affect the cooling system capacity of an engine. If an engine is fitted with a LPG gas converter and in turn the re-routing of water hoses, then the cooling system capacity may be increased by a number of litres. If a product has been added to the engine as a concentrate to treat the cooling system and the increased capacity had been overlooked we would see this engine resume service under-dosed (*these are problems that we cause*).

Always locate blocked drains on an engine, failure to do so will see an engine block retain a large percentage of flush or water within water passages. When the system is replenished with a pre-mixed product at the correct mix ratio the new product will be diluted by the water and flush that has been retained in the engine block. You will come into contact with engine blocks that don't have drain plugs, or they are in a position that they are not accessible. There are procedures for overcoming the problems caused by water or flush left in the engine block (*these are addressed during a work shop training segment*).

Always strip test the coolant in a vehicle or engine prior to sending back into service.

NOTE

This document is only a brief overview relating to some of the common problems experienced throughout a cooling system. A coolant training session will address all these problems and other issues in greater detail.

To gain a better understanding of the cooling system and the coolants now being used in the modern day engine (*petrol and diesel*) a total coolant training program is recommended by PrixMax.

All information given by PrixMax Australia Pty. Ltd. is offered in good faith and is to the best of our knowledge true and accurate. However, since conditions of use are beyond our control, all information relevant to usage is offered without warranty or guarantee and should not be construed as a recommendation to use any of our products in violation of any patent rights or in breach of any provisions of any Act or Regulation, Federal or State. In particular the information contained herein should not be construed as a representation that the product is suitable for any particular purpose or application.



Otago President Alex Meikle presented the Founders Trophy to Geoffrey Anderson at our outing to the Hyde Hotel in May. Geoffrey was thrilled to receive this trophy, mainly because he is very proud of the Daimler V8 that he drives. This car belonged to his grandparents, then to his parents Warwick and Yvonne Anderson who for many years were great supporters of Otago Branch. Yvonne still attends many outings with Geoffrey.



Some of the cars lined up at the Hyde Hotel. Four Daimlers and one Rover. (Shame on Kevin Phillips to come to a Daimler outing in a Rover.) Geoffrey Anderson is standing beside his Daimler on the right and next to him is Alex Meikle.

All parts available!



Bryan Davis presenting Smiths Regrind Trophy to Mike King.



Glenbrook Class Ja Diana.

Glenbrook Train midst smoke and steam.



Members inspecting Glenbrook rail workshop.

SP250's and V4.5.



DAIMLER APPRENTICE, Part 3

(Reproduced with permission from Jaguar Heritage issue 11)

Change of Scene

I was now 17 and a priority was to obtain a driving licence. At this time the factory made no provision for driving tuition and therefore other arrangements had to be made. Brian Garner's uncle offered driving lessons on a Ford Prefect but at 10 shillings (50p) a session it was a severe drain on my resources and a setback when I failed my first test. More money was spent and a further test taken. Imagine my dismay to find that in addition to the examiner a Ministry inspector was to travel with us in the rear seat. I was doubly dismayed when, having anticipated the emergency stop, I was hard on the brake as the examiner's notebook hit the dash and the rear seat dislodged, decanting the inspector into the rear footwell. Fifties cars with mechanical brakes seldom pulled up straight, so several minutes were spent straddling the road whilst we reassembled the car before proceeding but I passed the test! My licence was to prove a useful asset in gaining future jollies on company business.

In passing, driving tuition did eventually become part of the training but this was on an ad hoc basis using various works hacks in the charge of Tommy Morson, one of the works delivery drivers.

It was time to move on into the engine assembly and test shops. First, I was involved in bus engine assembly. This was heavy work, handling aids being limited to overhead chain blocks. There were only two fitters and an apprentice building the diesel engines which were assembled at the rate of four or five a week. This may seem to be a small number but, of course, for every Daimler engined chassis there were another two or three with Gardner engines. Assembly took place steeped in the aroma of ammonia from the crankpin hardening area from which the cranks were withdrawn with their pins wreathed in rainbow colours. You could walk through into the machine shop producing engine parts so it was possible to take a few minutes off to chat to a fellow apprentice in there and observe the many and varied operations taking place. I was always fascinated by the chap who straightened halfshafts after heat treatment. The shaft was straddled on V blocks, spun by the operator and hit by a hydraulic ram, so skilled was he that two hits of the right pressure in the right area would straighten the shaft to within a few thousandths of an inch. I recall one day when a machine in this section picked up its operator in the rotating traverse handle and dropped him on his head. In these circumstances it was off to the surgery which was on the corner of the crossroads halfway down the main drive. My first visit was occasioned by getting my fingers trapped under a bus flywheel which overbalanced whilst being bowled along the floor to the assembly point. Following my spell on diesel engine assembly it was around the corner to start work on the new conquest engines which were just starting production. These were built on a chain conveyor and three operators could build up to ten a day. A small number of 4 cylinder engines were built on the same track, but straight eight and the bigger 6 cylinder engines were built individually. The fitter with whom I worked was an academic who could earn far more building engines than he could in the teaching profession. After assembly, engines were trolled into the test shed, a lofty building housing about 15 test beds. Diesel engines were

fitted to two beds in the top right hand corner adjacent to the assembly area and on the opposite side a bed was reserved for the testing of Uniporn stationary engines. These were single cylinder diesels built for Messrs Porn and Dunwoodie London, all of which were crated up and despatched to all corners of the globe. They were assembled in an area in the gearbox shop and occasionally caused great excitement by running out of control on the test bed if a piston picked up allowing them to run on their lubricating oil. The whole engine assembly and test area was presided over by Ted Perkins who was surprisingly tolerant of apprentices but was not averse to 'losing his rag' when stressed. Big Jess supervised the engine test which at any time could be testing 8 cylinder, three sizes of 6 cylinder, two sizes of 4 cylinder plus vertical and horizontal diesel engines. Exhaust manifolds glowed red hot whilst water and oil was piped through the engines. After test the engines were washed down with petrol, any with faults being returned to the assembly area for rectification. Jess could arrange spectacular backfires, conflagrations and sundry loud noises to impress the occasional parties of visitors which toured the factory.

New Model

It was 1953 and the new assembly hall was complete and ready to produce the new Conquest. It was hoped in quantities unprecedented in Daimler history. The two tracks had been proved assembling Lanchester Ledas. The front of the building, facing the main gates, and the two sides were of two stories. The front upper floor contained a sales office, body drawing office and the body pattern shop. The upper floor of the RH side, alongside the railway, was devoted to body, paint and trimming. The LH side was a post-production despatch area accessed by lift at either end. At ground floor level the front one third of floor space stretched from side to side of the new shop, as it was known. Behind this area was a production stores forming a spine to the building. To the left was the bus assembly area and to the right the car assembly tracks. Completed cars were received off the tracks into the RH side of the open area where a road test and rectification procedure took place. Two testers would drive cars out to Corley rocks to the north of the City and return with

The logo consists of the letters 'RJR' in a large, stylized, serif font. The 'R' and 'J' are connected at the top, and the 'R' has a distinctive shape with a curved top and a vertical stem.

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a rectification report upon completion of which a further shorter test would take place. On the LH side of this area loose chassis and Ferret scout cars were assembled. The last of the Consorts and Special Sports were being assembled at this time. The Consort bodies were shipped in by road from Mulliners in Birmingham already trimmed and painted ready to be dropped onto the rolling chassis. Coachbuilders' chassis were also assembled here, 36HP, 27HP and 3 litre driveaway chassis were equipped with plywood two-seater bodies for road test runs which were removed before being delivered to the coach builder on one of the Company trucks. These were converted bus chassis which ran on general trade plates. Vehicle manufacturers had a concession that allowed them to use their own vehicles on these plates without having to register them. The Ferret scout cars were assembled under Ministry supervision, the armoured hulls having been delivered by rail from County Durham. The Rolls-Royce engines were coupled to their Daimler transmissions and fitted out with complex screened radio equipment. These vehicles also received a full road test including semi submergence in a water pit on the factory site. At about this time I moved into the bus drawing office.

The drawing office was divided into two by a central walkway with the car drawing boards on one side and the bus boards and tracing area on the other. Percy Randall was in charge of the car side and Len Hartsilver the buses. In a separate office Doc Tait provided overall brainpower to assist with the many mathematical calculations involved in the mechanical makeup of vehicle components. There were eight drawing boards to each section with a couple made available for the use of apprentices. Drawing was one of the few things I could do quite well and I quickly got a reputation for turning them out quite quickly. This production was apparently contrary to the normal fairly leisurely progress in the office. I was eventually brought to book by a casting firm who returned my drawings because the left and right hand versions of the bracket concerned were both right hand. Well, we all make mistakes and I was forgiven. Completed drawings were checked and passed to the tracers, a group of ladies who patiently traced the drawings in Indian ink onto blue linen. The linen drawings were less susceptible to damage and made clearer prints.

Despite an atmosphere of relaxed good humour the design and draughtsmanship was of the highest quality and sound principle. At this time drawings were being prepared for the rear-engined chassis under the expert direction of Frank Everett. In common with many people of great brainpower, Doc Tait was prone to drifting off and staring into space whilst pondering a major problem. On one occasion after recharging his pipe and trying to light it with an empty lighter it was noticed that instead of refilling it, he squirted the sachet – straight into the bowl of his pipe. Many pairs of eyes peered around the drawing boards in anticipation. The spark from the empty lighter was sufficient to ignite the pipe. Fortunately the resultant conflagration was only life threatening to the watchers who nearly died of laughter.



Daimler Service

It was time to have some more hands on experience so I moved to the Service department. This was situated in the building known as Barkers. It was split longitudinally with the service area on the left as you approached on the main drive and the remains of the Barker operation to the right. Facing you on the end of the building was the service school where dealers' personnel could receive training on the Company products. The department was presided over by Ernie Marsden, an irritable little man who was very pernicky. His Hillman Minx was immaculate, finished in a shade of grey indistinguishable from that of a Lanchester LD 10. The building was shared by the Bus service department which specialised in the production of reconditioned major units. I was to be working with Alf Porter, the electrician. We worked on all aspects of the cars' electrical systems including rebuilding starter motors and generators. Another task was the overhaul of igniters; they were never called distributors at Daimler. All the various sizes of Compo bushes were kept in jam jars full of oil. Supplementary wiring looms were made up of auxiliary lights and radios were fitted. I was then moved briefly onto rear axle overhaul but I have to say that I never really got the hang of setting the worm and wheel. I recall that we had a mechanic from a French garage working with us who chain-smoked *Gauloises* and referred to the axle tubes as 'trompettes'. The service department also did retail servicing and repairs to customers' cars with the Loves, father and son, doing the panel beating and Harold the trimmer doing retrims and, on occasions,



hand stitching leather coverings onto steering wheels. It was not always convenient to start a conversation with Harold, as his mouth might be a magazine of tacks ready to spit at his magnetic hammer. If you wanted your Barker DB 18 drophead converted to a coupe you discussed it with Jack Wood, who would sketch your requirements onto a scrap of paper. After much animated discussion with the Loves and some hours of

wheeling, welding and tapping a roof panel would form ready for fitting, painting and trimming. Another job undertaken at the time was the conversion of three ex-Queen Mary cars into mourners' limousines for the Co-operative funeral service. They were fitted with 27 HP engines and repainted in pale grey. Sadly, other than customers' orders, the coach building side had virtually finished. A 'bonderising' plant now occupied the area where the LD10, Special Sports and ambulances had been built.



This was a trough of dark brown paint into which passed the Conquest body shells following a hot rinse cleaning process. They were delivered by rail from Pressed Steel at Oxford straight into this plant, two passes through which, lower half then top half would protect the body shell on its travels to the colour coating in the new shop. Probably the last coach building was the production of a few Special Sports bodies on the 3-litre chassis, one of which was converted to a coupe and was sold to someone with a business in Bishop Street, Coventry. An exciting development, for an apprentice anyway, was the arrival of some body shells and panels for the new Panhard PL17 which were all pressed in aluminium. These were stored along the wall to the paint plant. It was not long before the spy network reported the addition of a pale green PL 17 to the experimental fleet. One essential attribute of an apprentice is to be incredibly nosy and I was. On occasion there was reason to go on a walkabout to carry messages or parts to other departments and, of course, the Experimental Department was a honeypot for nosiness despite copious 'No Admittance' notices. Opposite was the underground emergency pump house where a legendary 7-litre V 12 was installed, and parked above was a small forward control truck, a bit like a milk-float, with a horizontally opposed 2 cylinder engine under the seat. Parked at the kerb was one of the 'Green Goddess' Straight 8s, this one in dark blue and silver with all manner of experimental bracing attached to the bulkhead to control the considerable scuttle shake of which its owner had complained. The superb Freeline coach chassis would also be parked outside on occasion, this a 'one off' with coil and wishbone independent front suspension and five speed overdrive transmission which would propel it at over twice the 30 mph legal limit of the time. If you peered through the windows you could see the 3 cylinder diesel engine made from a standard engine cut across the middle and fitted



with a shortened crankshaft and the coming and going of Docker cars having road tests and final tuning. On one occasion I managed to get inside to look around the Gold car. Debate raged about its opulence and vulgarity but as a piece of post-war coachbuilding it was unsurpassed and, accepting Norah's dubious taste, it nevertheless presented British craftsmen with an opportunity to demonstrate their incredible skills.

(to be continued)

CLARE 2008

From Lindsay and Susan Price

Preparations for the 2008 National Rally began for us several months ago. Mechanically, 'George' our 1934 V26 straight eight, was in good condition with just a few minor adjustments here and there.

Our main concern, was the tyres. By the time we would have driven the round trip from the Sunshine Coast to Clare and back, our tyres would really be worn down to the canvas. No time to buy new tyres so our best option was to retread existing tyres. The search was on for some one to do the retreads. 'Big Tyres' in Toowoomba, was able to accommodate our needs, so off to Toowoomba with 4 tyres in the trailer, a two and a half hour trip in the Jaguar. On inspection of the tyres, 'Big Tyres' tells us they need specialized mounting discs to mount the tyres for working the re-treading machine. Only one thing to do, turn round with tyres in tow and make a mounting disc. Mounting disc made, off to Toowoomba again. A week later, success, 4 retreads installed on car.

Great, we're set to go.

Before we even started, sitting in the garage, one tyre had damaged the valve stem and down went the tyre. The valve stem was too large for the hole in the rim and had chafed through. A replacement valve stem was fitted by a local tyre dealer and the rim modified.

We thought it prudent to give the car a test run so took it on the local Jaguar run to Gympie about seventy miles north of us.

Thirty minutes on the road, halfway up a hill, wobble, wobble, squish, squish – a flat tyre. Whilst changing the tyre on the side of the road, in the heat of one of our only hot days this summer, a kind fellow pulled in behind us to lend a hand, or talk and hold us up even further.

"I had one of these, or very similar" says the fellow.

"Oh yeah", says Lindsay expecting him to say it's a 'B' model Ford, whilst struggling to change the tyre on his own.

"Yeah" says the fellow and describes the vehicle in accurate detail. Needless to say Lindsay became very interested and wanted to know what became of the car. He owned the car in the mid 1960's and thought it no longer existed but thought he could track the engine down if he made a few phone calls. He said the car had been in an accident in the late 1960's. By this time the recognition bells began to ring and Lindsay asked if the car had run into a tree and damaged the right hand mudguard. Yes that was so. Lindsay told him the engine is now sitting in our shed and the remains of the car are owned by Keith Devlin of Toowoomba. What a small world. Lindsay has since put him in contact with Keith.

The fellow, Tom Bite, did assist with the tyre change in so much as loaning us an additional jack as one jack was not sufficient. We now carry two jacks which have proved most beneficial.

The valve stem on this tube had also chafed through for the same reason as the first one. This tube was repaired and Lindsay bought a further two new tubes to take with us in case of trouble.

Friday 14th March we set off for Clare. First stop Lindsay's brother at Toowoomba, our first flat tyre. The tyre went flat sitting in the yard. The repaired



valve stem had come away from the tube, so one of the new replacement tubes was used.

Saturday 15th – Toowoomba to Dubbo. Seventy miles north of Dubbo – flat tyre number two. The heat and road heat had actually melted the stem off the tube. Changing the tyre suddenly became a new burning experience. The main jack is kept over the engine in a built in tool case, so you can imagine

how hot it was. When applied to its task it sunk into the hot road surface and burnt Lindsay's hands to the point of blisters. We spent a few days in Dubbo with family and were able to have tubes repaired and buy two new tubes and a pair of leather gloves.

Tuesday we actually arrived at Temora without incident where we met up with the Sydney club.

Wednesday, a short sightseeing day, but more tyre troubles for us. We stopped to help David and Merri for a couple of hours. A great opportunity for Merri and Susan to share quilting project photos. After the boys got Merri's car going, we followed the DB 18 to make sure they were OK. A semi came between us, and the next minute, wobble, wobble, squishy, squishy, flat tyre number three, a bad flat tyre. The tyre had actually melted in one spot. Out comes the gloves, out comes the jacks and we start the tyre changing procedure again.

We arrived at Leeton late but everyone rallied around and Lindsay was able to put our new tyre, we had carried from home, on to the rim. Lindsay took advantage of the situation to demonstrate how to mount a tyre onto the rim, to those who hadn't seen the procedure done before. We only have our normal spare on board now. In this case the tyre had slowly deflated and the heat became such that it softened the tyre enough for the rim to tear a hole in the tyre. Also the thin walled tube had pinched under the bead of the tyre. This is a problem we have had in the past with thin walled tubes.

We decided to leave Leeton early and skip the sightseeing with the group. We figured travelling in the cool part of the day would be more beneficial. Well that worked and we had no problems driving into Mildura.

Thought leaving early was the way to go, so Friday we left a 6 am in the dark and much, much, cooler. WRONG. 6.30 am you guessed it, flat tyre number four, in the dark.

Flat tyre changed we made it into Clare without further incident. Again, thin tube pinched under the bead.

What a great rally and no car problems. All the time we were on tender hooks

What an overwhelming experience to win 'Best Car of the Rally'. Wow! Thank you everyone for such a great time.

Now you would think the end of the Rally, the end of our problems. Wrong again.

As we were so far south we decided to call in on some friends at Strathalbyn and Naracorte then proceed over the Great Ocean Road and visit Susan's son in Melbourne.

Twenty three kms from Naracorte, another flat tyre, number five. What can you say!!!!? Pinched tube again. A man from Beaurepairs at Naracorte was very helpful. The replacement valve stems had originally been very poorly fitted. They were removed and fitted correctly. These tubes were then used in the rear tyres. Repairs were attended to and after lunch we headed for the Great Ocean Road.

Now you wouldn't believe this, no, not another flat, not yet, but it rained and pelted down and visibility was down to two car lengths. Poor old 'George' hadn't seen so much rain since he left the UK, and the rain found every little leak hole there was to be found.

We missed the twelve apostles as you couldn't even see the side of the road let alone the ocean. We did get a break in the weather and was able to see some of the spectacular formations, so we are not complaining.

Melbourne was good but cold and wet. We were able to go and see Ken Stutsbury with his V 4 V2 straight eight. What a story that car has to tell.

We headed for home on Sunday the 30th. All was going well although Lindsay could hear this tic, tic, tic, all the time. He was pretty paranoid about the tyres and stopped to check them on a regular basis. No, all appeared to be OK. Then suddenly the tic, tic, tic, became a bang, bang, bang. Now what? We stop, check the tyres. All appears to be OK. So? Roll the car forward and check again. Bingo! The tread had come away from the tyre. This was probably caused from the previous flats on the hot roads on the way down to Clare. That's the second tyre gone and now no spare. Out come the gloves, jacks and within record time we are back on the road again. I have lost count of tyres, tubes flats, whatever. Just get us home. We made it to Cowra that night.

Monday all was well until just short of the Moonbie ranges. The engine began loosing power and Lindsay stopped to repair a broken rubber section of the fuel line. Again we had to stop for the same problem but were able to arrive at Armidale for the night. We had no further problems and arrived home on Tuesday.

'George' is safe in the garage, dirty, odd tyres, and roadside repairs needing attention, but home.

Our cats are like chewing gum stuck on the sole of our shoes and we are all snuggled up in bed together.

Overall we did 3532 miles or 5969 km.

We used 218.28 gallons of petrol or 991.66 litres at a cost of \$1429.79.

Our consumption was 16.2 miles per gallon.

Over the trip the air temperatures ranged from zero to 44 degrees C.

I don't think we will be driving to Western Australia.



Hitting the Road ...

Daimler Events Diary



AUCKLAND BRANCH PROPOSED CALENDAR

24th August

Aug 24th Sun – Go Carting Action Raceway, Silverdale 1.30pm <http://www.actionraceway.co.nz/>

Phone Paul with numbers by Aug 20th 021 87 3758

21st September

Film evening at Westwind, \$20.00 pp and minimum 25. **Meet 5:00pm 177 Riversdale Road Avondale**, have Dinner at 6:00pm and the film after that. The film will be “Fast Lady” bring desert and drinks. **The theatre will only accept cash, bring the correct change. Film website: <http://www.imdb.com/title/tt0055977/> *The Fast Lady* is a 1962 British comedy film, directed by Ken Annakin. The screenplay was written by Henry Blyth and Jack Davies, based on a story by Keble Howard. The film features cameos and performances by many well-known comedy and character actors, including Dick Emery as a car salesman, Gerald Champion, Frankie Howerd, Fred Emney, Warren Mitchell and Kathleen Harrison. Phone Neil 6205000**

October

Proposed Run to visit Westbrook Vineyards for lunch or picnic via an interesting route. **Car Pooling will be available. <http://www.westbrook.co.nz/index.aspx?site=537>**

Ring Bryan 6305172 Neil 6205000

November

Proposed Garden Visit, to Parnassus Farm & Garden 191–199 Te Ohaki Rd, Huntly 2191, and afternoon tea. **Car Pooling will be available**

<http://www.parnassus.co.nz/>

22nd to 23rd November

Waiuku Heritage Festival, support by displaying our British Cars in the Waiuku main street <http://www.flying50.co.nz/>

<http://www.lotuscars.net.nz/newsite/index.php>

Building on the back of last year's successful event, the Waiuku Classic Festival is rapidly developing into a unique feature in the New Zealand classic

car events calendar. While the Festival's feature event will be the third annual Flying 50 street pursuit, it has now been extended into a two-day celebration of all things classic. As well as the inclusion of a challenging Motokana sprint, a downhill soap box derby, Air Force parachutists and Warbirds aerobatic team, a park full of displays, stalls and exhibitions will entertain and inform. The British car exhibition headed by this year's celebrity Marque of Rolls Royce/Bentley cars will be on display, with a parade at midday. Saturday evening features a Classic Car auction (hosted by Turners) and a 1950's fashion parade.

Sunday's Motokana sprint is all action. This is a speed and agility test with a two-car opposite crossover course so that spectators can cheer on their favourites as the cars complete the intersecting course ending in a dramatic spinning finish. The Soap Box Derby, another new feature event, runs through a tight chicane course on the Belgian Road hill. This inclusion is aimed to give our younger drivers a matched thrill as they compete in a dual lane competition for the fastest down hill time. The display cars on this day will showcase the best of the European Marques. To round this all out, Massey Park will be filled with displays, exhibitions and stalls, along with vintage tractor and car displays, helicopter tours, free children's activities, local bands and lots more.

Ring Bryan 6305172

December

Proposed Christmas Lunch and Run. Waimauku Dairy Factory possibly.

January 2009

Proposed Picnic, possibly invite the Rolls Royce Club.

February 2009

Galaxy of Cars and The Ellerslie Concours.

March 2009

Proposed weekend away Coromandel Peninsular. ***Car Pooling will be available.***

WAIKATO/BAY OF PLENTY

Sunday 31st August

Trip to Tirau area

Travel to Tirau at your leisure, allow time to view the shops and museum if you wish.

Meeting time 12.30pm at Tirau Information Centre (The Sheep Building).

We will then travel to the Okoroire Hot Springs Hotel for lunch at 1pm.

Numbers required for lunch to Maureen ph 07 8552434 or Bruce 07 8540636 by

August 25th.

Sunday 19th October

Outing to Katikati

Meet at 11am at the residence of Murray and Jan Burt.

Bring a plate for a Pot Luck lunch (to share)

Address 4 Francis Drive (off Park Road) Katikati. Approx 2 km down Park Road off Beach Road.

Sunday 7th December

Tye Park Tauranga British Car Club Picnic Day.

Details to follow in a later magazine.

HAWKE'S BAY

Sunday 17 August

Central Hawke's Bay Rally

Sunday 21 September

DLOC hosted Event

Sunday 19 October

Golf Croquet

Sunday 16 November

Gymkhana Day – Riverside Gardens Central Hawke's Bay.

MANAWATU

August 17th

Manawatu Meander

Meeting at Sage Café, 56 Manchester Street, opposite the AMI Building in Feilding 10.00.

10.30 Clock Museum and Herb Farm for lunch and tour.

September 28th

Carterton Run

Meeting at Gorge car park 9.30. Stonehenge tour 11.00 \$ 15.00 PP. The Green Man Hotel for lunch and then of to the Paua Shell Shop.

October 19th

Run to Classics Unlimited Railway Station in Levin Main Road at 10.00.

Lunch at Lindale farm conclusion of day hear. Cup of tea or coffee may be provided at Bill pines.

November

Short run to Levin followed by Christmas dinner
Organiser Bert Empson

December

President's picnic
Date and time to be advised

2009

January

No Run

February 17th

British Car Day at Trentham Wellington
Meeting at Fisherman's Table Paikakariki car park 10.00

March 15th

Meeting at Woodville restrooms at 10.00am
Run around the Tararua District, visiting Doll and Teddy Bear museum in Woodville.
Waterford café and bar for lunch. From \$18.00-\$22.00

OTAGO

Our next outing for the Otago Club is to be held on Saturday 23rd August. An outing with a difference. We are planning to start off by going out for a breakfast probably about 8.30-9.00 then go on a run somewhere.

We hope all members will keep this date free and a committee member will ring everyone with final details.

Look forward to seeing you all on 23rd August.

Ring Kaye 4762323 for more information

Kaye Wingfield

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Member's Market



WANTED TO BUY

Lanchester LD10 Door Pull Handle. Phone Ray Walker 06 3765563 or rccwalker@orcon.net.nz

Silver Eagle Mascot, ph Reinhardt Bester on 06 3543183 or fcbestor@xtra.co.nz

Manawatu Branch have a quantity of Series 1, 2 & 3 parts available. A selection of these will be at the PN Hotrod Club Swapmeet @ Manfield on 2nd of August, or contact a Manawatu member if interested.

Daimler Jackets (same as Manawatu 2005 Rally) and Caps, contact Bert Empson on 063680696 or a.m.empson@clear.net.nz

FOR SALE

Consort parts. Most parts from a complete car available. Also many Conquest parts. Contact Mike on 06 3571237 or mwking45nz@hotmail.com

Jim White, son of the late Bob White, wishes to sell Bobs 1969 V8250. This car was previously in the Queenstown Motor Museum and was a former show winner. If interested, contact Jim, (he now lives in USA) at jim.white@autodesk.com

The Classic Car Clinic

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