

# *Daimler & Lanchester Owners' Club in New Zealand Inc.*

*October ~ November 2008*

## CONTENTS

	<b>Page</b>
Getting Up to Speed – National Secretary’s Report .....	2
Round the Bazaars – Daimlers on the Run .....	4
Articles of Interest:	
Belting Up in a Dart .....	8
Oils ain’t Oils ... Or is They? .....	9
Photo Gallery .....	14–15
A Passion for Cars .....	16
Specialist Nuts & Bolts .....	23
Hitting the Road – Daimler Events Diary .....	24
Members’ Market.....	28

### **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.

- Jack and Janine Quax of Hamilton, have a 1964 V8.
- Barry Wallace of Auckland also has a 1964 V8.
- Mal and Jill Grant of Whangarei have a 1968 Jaguar 240.

Our clubs incumbent Executive committee have now served for a number of years, it is opportune to ask if any member is willing to take on a position (President, Vice President in particular), please make it known to your branch representative. Tasks at not onerous or time consuming, your participation makes for a healthy club! Give it some thought before next year's AGM.....

FOMC have advised us of proposed NZ Transport Agency (combination of LTNZ and Transit NZ), new exhaust noise regulations. The consultation document covers changes to the Vehicle Equipment Rule and proposes more stringent rules around noisy exhausts and may affect some members with high performance or modified vehicles. There are two main proposals in the draft Rule.

1. Banning noisy "blow-off" valves (hooray!!) Blow off or pressure relief valves are fitted to turbos. The rule proposes to prohibit externally vented valves that make a distinctive "pssssshht" sound. Factory valves (or OEM replacements), don't make noise because they are either vented back to the engine, or are muffled. This would be enforced via a visual inspection at the WOF and if the valve is not sufficiently muffled, a warrant would not be issued.
2. The Rule also proposes to impose lower noise limits on certain vehicles. The current stationary decibel limit is 95db (90db for new vehicles manufactured after 1 June 2008). Under current the Rule, if the WOF inspector suspects your car is too loud, they can refer you to an Objective Noise Test (or you can choose to repair the exhaust instead). There are only about 9 sites nationwide authorized to carry out the metered ONT at a cost of \$150! Under the proposed Rule, if you fail the WOF, you must undergo the ONT, and if you fail that you'll have to repair the exhaust to emit no more than 90db instead of 95db!

The Police will also have the same power to send you through the same process, in which case the car's exhaust must be repaired to 90db, even if the test proves it never exceeded 95db!!!

(Work that out! It won't be advisable to get off-side with your local Constabulary!)

Fuel proposals may well affect many of us with carbureted cars. The forthcoming petrol/ethanol blends will affect the rubber components (hoses, diaphragms, valves

etc) in the fuel systems of older cars. Also the water absorption characteristic will give rise to corrosion. More info as it comes to hand.

This month, the first of the articles on Lubricating oils, more for next month.

I have been working on how best to fit more satisfactory seat belts in the SP250. The Driven Member has never been keen to be whipped around in a plastic car with only a lap belt, so I've included a write-up on fitting harness belts without major structural modifications.

If you've got a story on work on your car share it with us, write it down and send to me. All contributions welcome.

*Mike King*

## **Ken Stout Motors Ltd**

113 Diana Drive, Glenfield, Auckland

Ph/Fax: 09 444 9290

[www.ksmjaguar.co.nz](http://www.ksmjaguar.co.nz)



Celebrating 26 years servicing Jaguar, Daimler and British cars.  
Supplier of Auto Glynn Pproducts.

# RJR

## *Rodney Jaguar Rover Spares Ltd*

17 Clayden Road, Warkworth

Ph: 0800 4 JAG PARTS (0800 4 524 727)

Fax: 09 425 7234

E-mail: [jdc@rjr.co.nz](mailto:jdc@rjr.co.nz) • Website: [www.rjr.co.nz](http://www.rjr.co.nz)

New Zealand's largest stockist of new, used and rebuilt parts  
for Jaguars and Daimlers from 1950 to current models.

Celebrating over 40 years in the business of keeping Jaguars and Daimlers purring  
along – 10% discount to all Club Members on all parts  
(except those on special)

**JAGUAR – DAIMLER – ROVER – LANDROVER – RANGEROVER**

## *Round the Bazaars ...*

*Daimlers on the Run*



## Auckland

### **Jaguar / Daimler Challenge 24th of August**

Our annual contest was held at Extreme Indoor Karts, Kerwyn Avenue, East Tamiki. As in past years the Prebble Family provided our team of 9 persons, others were prevented from competing for personal reasons. The fastest lap was achieved by one of our teams and despite our best efforts in team results we came third. Better luck next year and a big thank you to the Prebble Family for their enthusiastic support.

*Bryan Davis*

---

## Waikato–BOP

### **Outing to Tirau & Okoroire**

August 31st 2008 was a fine spring day in the Waikato and just perfect for motoring to Tirau and then on to the Okoroire Hot Springs Hotel for lunch. Earlier in the week I had prevailed upon Rodger Hennebry to exhume his superb 2½ V8 from his factory and drive me to Tirau. I had forgotten just how good these cars are as mine has been off the road for 14 months under going a full rebuild. Rodger has just refurbished the woodwork for my car and it looks better than new.

For those readers not familiar with Tirau it is a small town on SH1 between Cambridge and Putaruru. In the last decade it has completely transformed itself from a town where you wouldn't stop unless you needed refuelling to a destination town in its own right. It is full of interesting shopping especially antiques, plus there are plenty of cafés to satisfy other appetites. Some of our members spent a pleasant hour perusing the shops but most were happy just being out in the sunshine.

At 12.30pm we drove to Okororie, there being 21 people and 6 Daimlers. The Hotel has quite an interesting history from the coaching days and nowadays boasts hot pools, a 9-hole Golf Course and conference facilities, being a popular choice for corporate functions. Today it was a popular spot for motorcyclists, not the Mongrel/Hells Angel type but more of your mid-life crisis rider ... middle aged, well heeled with large new and expensive bikes. So there was some mutual admiration between the owners of 4 wheels versus 2 wheels. Lunch was enjoyable as was the fellowship of the members.

On leaving I was given my first official job as a club member – write this report and I also volunteered the venue for the November outing – a visit to view my restoration project. In June 2007 I started stripping down my 1967 2½ V8 Manual O/D and I hope to have it finished in early 2009. This is a rare car as the manual version was only produced from February 1967 until September 1967 when it was superseded by the 250 Slimline Bumper Version.

*Paul Edginton*

---

## Hawke's Bay Branch Events

On Sunday 17th August we met at the old Otane Public library which has been turned into a delightful café. The owners have decorated one room as if you are in Grandma's Parlour and a series of other rooms which display local art and bric-a-brac.

We set off on a run organized by locals from Central Hawke's Bay, heading at first west up towards the ranges. We had three pages of questions, and didn't discover the third page (which had tricky photos) until we were more than half way around, so only managed to identify one of them! Travelling on several roads we hadn't been on before, we completed a large half circle ending up at Wallingford, on the Waipukarau Porangahau Road.

The run finished at the Ormond Homestead built in 1853 and still owned by the original family. After lunch we had a tour of the homestead with John Ormond telling us stories of his childhood, and showing us the area with a gate to keep them in the children's wing. They played cricket in the hallway and you were out if glass was broken! The house has 15 bedrooms and unusually for this one age, plenty of bathrooms and toilets. It is now used as a B&B and they do lunches for parties like ours. Along with extensive gardens and lawns, there is a modern pool with a pool house where we had refreshments in front of the fire while waiting for everyone to arrive.

The weather was fine and sunny and in all a lovely day enjoyed by us all.

*Ann Bowes*

---

## Manawatu Meanderings

### **Daimler Club Visit to Southwards Museum**

\*Beware: text contains large amounts of motor car detail!

It was the day after the storm that the DLOC and Rover Club made their way to Southwards Car Museum in Paraparamu. Tree debris was strewn across the road that I travelled on to get to the meeting point at Ohau. The weather was not the best but at least it wasn't bucketing down with rain.

After a leisurely drive we arrived, with 22 people keen to start with the highlight of the outing, a tour of the museum's private workshop (though some members were more eager about the toilet stop at the main building!). The first piece of artwork that we feasted our eyes upon was a 1916 Saxon 2-seat runabout which had been restored in the 1970's. But whoever did the roof made a mickey job of it by gluing the bows together and hence the roof collapsed when our 'tour guide' rested his hand upon the roof and it collapsed, much to his surprise! The second car, valued at a cool \$1.5 million, was a gleaming red 1930 Alpha Romeo 6C 1750 Drophead which was in its finishing stages of the restoration. It's described as the "ancestor of every GT car ever made" due to its supercharged performance and elegant coachwork.

The next car we saw was a Maserati 250F, one of 26 single-seaters built and was raced by Chris Amon, one year before he went to Europe to enjoy a long and illustrious international career, when he was 17 years old. This particular car was bought new as a test bed for British team BRM and is the only one with the oil tank located beside the driver and 1 of 2 with disc brakes. The 250F was placed 3rd in the 1955 Argentine Grand Prix. When we saw it the, body was off as the motor was in need of a rebuild and the paint had been stripped so it could receive a fresh coat of paint. And would you believe it, Chris Amon called up wanting to race the car and do a photo shoot. Well the museum then had one week to repaint the car and put the body back on for the photo shoot. Then when that's done, the body has to come off again so the motor can have its rebuild.

Last of all was a vintage Lea-Francis Hyper 4-seater open tourer, with leather over wood bodywork. The Hyper was the first British supercharged production car, with a 1.5 litre Meadows engine. In 1928 this particular model won the Ulster race in Northern Ireland and was watched by a record 250,000 spectators. The car is currently going through a ground up restoration.

Everyone had a quick brunch at the café upstairs, another toilet stop and made their way into the museum. Most of us just quietly wandered through row after row, admiring the hundreds of magnificent machines that the museum had on display and dreaming of owning some of these master pieces. It was a great day and it was most certainly worthwhile making the trip.

*Reinhardt Bester*

**Our August event** was held in the middle of a very wet winter! We gathered at Fielding's Sage Café for morning tea and a chat, then proceeded to Colyton, to the home and clock museum of Bill Andrews. Colyton Clocks is a vast collection, 2686 to be precise, housed in what was the old St Andrews Church hall. Bill knows his clocks, he can relate the history of every one. The large console clock, made by a prisoner using matchsticks, thousands of them, down to the smallest, an owl, one revolving eye being the hours, the other the minutes. Some of our number had visited before, we still find something else of interest. Thank you Bill.

Our next visit was to be the Herb garden, unfortunately it was closed after being almost destroyed by the storm a few weeks earlier. This was replaced by a mystery run which took us to Kimbolton. Here we were treated to a lovely lunch in what was the local General Store, now Hansens Café and Bar. Our hosts, Steve and Christine Easthope, had the open fire roaring, a great respite from the outside cold, time for more chatting before making our way home.

*Mike King*

---

## Otago

This could have been a first for the Club, it was a first for our Branch. An 8.30 am Breakfast on Saturday 23rd August 15 members attended. There were many apologies including our Club Captain Kevin Philips and his partner Jenny who were laid low by illness.

The outing was very much enjoyed by the diners so we expect to hold one again in the future and I can report everybody seemed to have “got out on the right side of the bed”.

There were not many Daimlers in the car line up but most of the foreigners went on the short run before lunch around Dunedin to two of our lookout points with a few questions to answer on the way round. This was won by Anne and Neil Greene – Congratulations.

Kaye drew our attention that our next outing will be a visit from Christchurch Enthusiasts Club on the weekend 18/19 October. Also which will be another first for the Club is that on Saturday evening we will be curling and the social room there has been booked for nibbles and drinks. On Sunday we are organising a run, followed by an evening meal. Please keep these dates free and join us for a great weekend.

Remember November 8th is the Garden Tour – a must attend – details later.

*Alex Seikle*

---

### **Club Caps for Sale**

Dark blue with tan peak.

“Daimler” embroidered on front – \$15.00 each

Orders to

Mike King, 21 Miller Street, Palmerston North



## BELTING UP IN A DART

The wet winter weather has enabled some catch-up in the shed lately. The Double Six is running pretty well now, the Consort has had some panel prep in readiness for painting if we ever get some warm and dry!

The Dart has had the winter in recess, so time to do another couple of jobs which I have been saving up to do before spring. The Driven Member enjoys travelling in the Dart as long as the conditions are favourable, but has always had misgivings re the lap-only seat belts. I've pondered, asked knowledgeable people who know about such things, then pondered some more ... I didn't want to alter or modify the car to any degree, the problem being that everything above chassis height is fiberglass! I saw the best solution being 4 point harness belts, the problem, where to attach the top bits.

**Option 1.** Fabricate a steel structure on the rear shock absorber chassis mounting to attach belt between back seat squab and back. Result: Difficult (for one with restricted engineering abilities) messy and not very satisfactory.

**Option 2.** Rear parcel shelf is the most satisfactory position, 1 point for each pair of belts. Only problem, where and how to get a strong anchor with minimal intrusion into boot, good aesthetics, minimal mutilation and fully reversible if desired or required.

**Answer:** The most convenient rearmost anchor point, is the bumper iron top mount, just above the boot floor. This would almost be a straight line to the belt if it weren't for the petrol tank in the way, so an uptight is required. There is a very convenient chassis bolt in each front corner of the spare wheel well, just the right place for a length of 1" box steel. This now gives a triangular frame, next problem, how to get through the fuel tank cover to the parcel shelf anchor plates. Hmmm. Get started and think about that....

Welding up the frame was not really an option, hard to adjust, also hard to remove for access spare wheel, fuel tank etc. Answer, high tensile 12mm threaded rod. Slightly enlarge the hole in the bumper hardware, a nut on each side, voila, a fully adjustable rear mounting. An angled hole in the top of the upright, make up a beveled spacer, another couple of nuts, there's the triangular frame (Total cost so far, \$34.03 for the rod and nuts, a couple of lengths of 1" box from the back shed). A foot welded onto the bottom of the upright to bolt to the floor. Frames are braced with a further horizontal length of rod between their tops. The frames are not to be finally installed until after the refitting of the boot petrol tank cover.



Back to the parcel shelf anchor plates, the off-cut of the 1 metre length of threaded rod is long enough to provide a strong coupling, welded onto an anchor plate of ¼” thick steel.

This plate also has a nut welded to it's underside for the seat belt bolt. This is secured to the upright with another couple of locknuts. They need to be secured to the parcel shelf before fitting the tank cover, which need a pair of strategically punched holes to line up with the uprights. It's just like Meccano all over again! The belt bolt holes should be as far back as possible to prevent interference with the withdrawn soft top frame.

The spare wheel cover is the only other problem. It's got to be cut in half to get it in and out! I had some spare plywood so made a new one, complete with “jigsaw puzzle” to hold it together when in position and made up a new piece of carpet to cover. This now enables to floor to be removed to access the spare wheel.

The final assembly was eased by removing the back bumper to enable the rods to be installed. The final result is solid, minimal boot intrusion or modification to the car and fully reversible back to standard.

A set of standard 4 point harness belts was used, and installation is of certifiable standard. The necessity to certify seems to depend on who you speak to, as the only belt requirement is for the standard lap belts!

*Mike King*

---

## OILS AIN'T OILS ... OR IS THEY?

*[From The Journal of The Daimler Lanchester Club of Victoria, March 2008]*

### **Oils For A Classic Car**

*(This is a copy of an article on page 15 of the CHACA Journal for Jan, 2006. It was sent in by Graeme Tibbett, better known as Tibby, from an article by Chris Lowth, a member of the Caboolture Club. Patrick Bedard is another name to appear. It is not clear who contributed the extra comments and assumptions added to the stuff obtained from the Internet. I have only copied what was printed.)*

During my weekly fill at the local Caltex station, I saw they had introduced 'Classic' motor oil for old car engines in good condition. As it was rated SG and not the current SK or SL and did not bear the words 'for older engines' or 'reduces oil consumption', I felt it was worth looking into it. A search of the internet produced some interesting information, especially [www.earthlink.net](http://www.earthlink.net) which referred to the November 1999 issue of Car and Driver magazine and a column by Patrick Bedard that is of great interest to all of us with old cars we want to keep alive as long as possible.

It stated: The column is about engine oils. The technical information in the column came from one Ed Kollin, who was a research chemist at Exxon for many years and who now is Director of R&D for Lubrication Science in Jersey – in other

words, a guy who almost certainly knows what he is talking about. Here are some of the relevant facts:

1. Remember the synthetic oil add that showed an engine running after it had first been filled and then drained of oil? Apparently the oil contains a 'miracle molecule' that allows the engine to run for a while after the oil has been drained. The 'miracle molecule' does this by clinging to the metal surfaces very tightly, so tightly that it displaces the anti-wear additives in the oil which were put there to protect those metal surfaces. This means that for long-term use, that oil actually wears your engine faster than conventional oil.
2. Today's motor oil meets SF specs (now SL) – the oil our older car engines were designed to meet something like SA or SB, or at most SC specs. (This is the SAE specification on the little circular label on every good motor oil sold in the USA.) Usually we are told that the newer oil is better, but is it true? And if true, better in what way?
3. Engine oil contains many additives, and the primary anti-wear and anti-oxidation agent is a chemical by the jaw-breaking name of zinc dialkyl dithiophosphate (ZDDP for short). ZDDP, while good for engine wear and reducing corrosion/rusting, it is bad for catalytic converters: as a result the modern SJ and later rated oils have about 25% less ZDDP than the old SA and SB oils.
4. New cars, to make the catalytic converters live, need lower levels of ZDDP. But this is a compromise, which results in more engine wear and corrosion. Our older pre-catalytic cars want a big dose of ZDDP to keep engine wear down.
5. New engine oil may be good for catalytic converters, but are not as good for your engine from the point of reducing corrosion as the old oil was.
6. Fuels today often have oxygenates – MTBE or Ethanol added to them in big cities in the USA. Traces of these oxygenates get into the engine oil, and apparently these chemicals are, to quote 'tremendously corrosive', and they attack gaskets, seals and certain metals. No problem for automakers, they choose new polymers and alloys which are immune to these attacks. But what's to prevent the attacks and corrosion in older engines?
7. So what can we do? Well Ed Kollin says that for a seldom driven older car, such as show cars or in fact anything but a daily driver, 'corrosion is a greater problem than wear, even the wear from starting an engine that has been sitting long enough to drain oil off most of its rubbing surfaces – because only one little patch on that same rubbing surface is dooms day.'
8. Ed goes on to say that while he can design a custom oil for this problem, the best off-the-shelf oil is heavy oil designed for diesel trucks. Instead of SJ, look for combinations that begin with C (for compression ignition), CC-4 is the latest, preceded by CF-4, CF-2 and CFA. Few oil blends meet both C and S requirements. While the oil part of these diesel oils has the same lubricating qualities as passenger car oil, the most common heavy-duty viscosity is 15W/40; more syrupy. But the diesels get bigger doses of the additives – up to 50% more ZDDP (the anti-wear anti-corrosion additive) and 30 to 50% more detergent, dispersant and corrosion inhibitors.
9. The bad news: There's a very small chance, he says, that nitrogen compounds

in the high dose of dispersant may cause some seals to leak. Moreover, if you've never used detergent oil before, you may wash chunks of sludge loose that could block the hydraulic filter.

10. The good news: If you have sticky rings, erratic compression and blue exhaust smoke, this high detergent oil will quickly free them up. For corrosion, Ed says, heavy-duty oil is the silver bullet solution. It's blended to neutralize the sulphuric acid produced by the high sulphur diesel fuel. Note that sulphuric acid is also produced in car engines burning gasoline. However, the diesel fuels contain more sulphur and consequently create more acid when burned.

That's basically all the really important information in the column. To me it contains at least three surprises:

(i) Some synthetic oils wear your engine out faster than conventional oils.

(ii) Older conventional oils protect your engine better than the newer ones.

(iii) The best oil to use in the older cars is an oil designed for Diesel trucks.

It's probably getting a bit difficult to get pure diesel oil' in Australia. So when you buy your next lot of oil, it is worth not only looking at the SAE rating, but also looking to see it has an SG classification. Quite plainly oils ain't oils.

### **Some further thoughts from Hutchie**

Having read the information from the experts, it is now up to us as individuals to decide what is best for our own seldom-used classic car.

I decided to see what was available. The two places that have a wide range of oils in this area are Repco and Oil World. While never having bought oil from Repco, they do have most brands and a very wide range of the different grades in each brand; not only that, but the prices are displayed, and they have a sale on now.

My first call was to visit Leigh Davies at Oil World in Herald St, Cheltenham, who explained how the mysterious lettering distinguishes the different grades. The first set of letters has the prefix 5 (e.g. SF), this shows the grade as applied to petrol engines. The second group of letters start with C (as shown in the Jan. Journal article under no. 8), C is for compression ignition, or diesel in other words (e.g. CC).

Leigh explained that the letter following both the S and the C advanced alphabetically each time a major change to ingredients takes place. The first oils after this system was introduced would have been SNCA. Referring back to the previous article, the progression in the C series is explained in no. 8 for diesel oils. It just means that oil with both S and C shown can be used in either petrol or diesel engines.

Here is how the S system evolved. Once it got to SF, it then went SF2, SF4, SG, SG2 SG4, etc. The latest I have seen is SL. (It appears that only very minor changes were made at those times where the number was added.)

Leigh Davies assured me that the brand is not important, as they all come from one of the three refineries in Australia. He reckons their all the same; just look for the grade.

It's no use looking for SA, SB, etc., they are just not made anymore. The earliest still available is the one Leigh uses in his 1927 T Model Ford, Valvoline 40, which is SF/CC. This is the one he recommends. The price on the day we spoke was \$22 for 5 litres. An alternative, should you prefer an early multi-grade, is 25/50 SG/CD Leigh sells this in 5-litre containers and since it is not one of the major brands, it is only about \$15. He reckons it's good stuff. By the way, Leigh, who drives a diesel four wheel drive, did not think much of the suggestion to use the diesel oil. He went into details but I missed most of his explanation. But then Ed Kollin had some reservations too didn't he?

Then it was off to Repco in Warrigal Rd. Repco have their own brand in large red 6 litre containers (in small print made for them by Mobil). This was designated as SG/CC grade, on special at \$15 for the 6 litres. While the SG would indicate it could be ok (and it's probably the very same multi-grade mentioned above), would it be wise to go for such a cheap oil? If it is so cheap, is it rubbish? Or should one be swayed by the advertising hype over many years from Penrite, to pay over double for the 5 litre container of their HPR series? More about Penrite below.

While at Repco, I observed the many brands and grades, but recorded only some of them. For instance, the oil I have always used in my WB Statesman is Valvoline XLD 20w/50 SJ/CF (but I'm not tempted to change over to the latest SL/CF). Valvoline do have a grade SG/CD in 5 litre containers on special at \$19. They also had diesel grades, as did most of the other brands, such as Penzoil and Shell, which also displayed many grades. There are so many, the choice is difficult.

Valvoline Super Diesel 15w/40 is classified API CH-4/SJ (note they put the CH first). They have it on special at \$22 for 5 litres. Should I take Ed's advice to change over to diesel oil now that the time is approaching for Hutchies Hupp to go on the road, and buy up big at this price?

I used Penrite Running-in Oil to start with (after completing the modifications found necessary after the so called expert engine re-conditioner' had finished), then changed over to Penrite HPR 50, which has been good for what this engine has had to contend with, starting it up about every 3 or 4 weeks, or running it up and down the driveway to work on it. Once it goes on the road, a more suitable oil will have to be found.

The literature in my oil file contained numerous brochures on Penrite HPR 50, HPR 40, and HPR 30. In these they claim that the new multi-grade oils are too thin (low in viscosity), for our conditions. They were designed for the -40 C degree temperatures in the USA, where 10w/30, 15w/40, 20w/40 are what are used there.

They are now producing 5w/30 oils. This all sounds plausible. Penrite maintain that all their HPR oils contain Zinc Dithiophosphate (ZDDP), which they confirm is the chemical in oil which imparts effective anti-wear, anti-corrosion properties to the lubricant. (This is exactly what Ed Kollin said.) However nobody is saying how much they use. They only say 50% more, 30% less etc. Penrite also claim in their literature that their HPR oils are suitable for cars with a catalytic converter.

We must therefore read this with the comments from Mr Ed Kollin in mind. He assures us that ZDDP had to be reduced to make it safe to use with the dreaded

catalytic converter. Our problem is knowing if there is enough of the stuff in their oil to properly look after our infrequently used pre-catalytic engines.

Penrite HPR oils are rated SG/CC-CD for petrol engines, while their HPR Diesel is rated SG/CE. They state in their information sheets that their HPR series oils contain no friction modifier, so this could be a point in its favour, assuming that the 'miracle molecule' mentioned in Ed's report is the friction-modifier chemicals added to modern oils, which Ed claims keep the protective chemicals away from the critical parts.

Sorry about this all you historic vehicle enthusiasts, just when we thought we had all the information we needed, someone comes up with information which means we have to re-think the situation! The old saying that 'a little information is a dangerous thing' comes to mind. Perhaps we could invent another saying to suit a situation like this: 'more information is even worse!' Will all of this make you change your oil?

### **What Hutchie did**

I contacted Mobil Oil and told them what was required. They suggested Mobil Delvac 1340 (Mobil Head Office in Melbourne Phone 1800-033-863).

This is an SAE 40 diesel oil API CF/SF, recommended for either diesel or petrol engines. This was the lowest specification available, with no reference in the Product Guide to it being suitable for catalytic converters, so hopefully rich in ZDDP. There is a SAE 30 available, Delvac 1330, if a thinner oil is desired.

An alternative is Mobil Super Diesel 15W-40 API CG-4/SH (this is multi-grade and suitable for modern engines, so with the SH specification, ZDDP would be much lower).

Here is what the Product Guide has to say about Delvac 1330, 1340:

- Heavy duty, high detergent/dispersant series of lubricants for diesel engines, transmissions and some hydraulic applications where mono-grade oils are specified. Designed to meet the most severe service performance needs of turbocharged and naturally aspirated diesel engines in construction, earthmoving and agricultural service.
- Long service life and low maintenance costs.
- Minimum combustion chamber and valve deposits.
- 1330 suitable for use in applications requiring API CF/SF, MB227.0 and Allison C-4
- 1340 suitable for use in applications requiring API CF/SF, and MB227.0

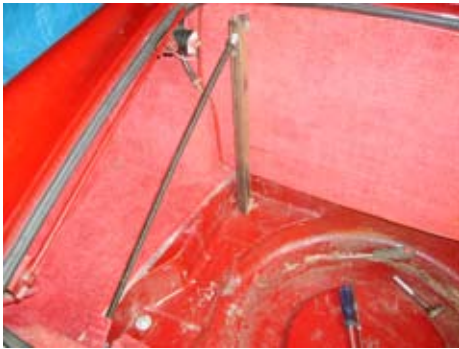
It is supplied in 20 litre plastic drums, with the threaded hole, into which the standard plastic drum tap is screwed. Oil World were able to order the oil in for me. It was delivered to them in 2 days. Cost to me was \$88. I had a tap, so didn't have to go looking for one. The oil flows freely from the tap if the screwed cap on the top is loosened a little. In fact the flow rate can be controlled with the cap.



*Dart Harness.*



*Dart Harness belt MTG.*



*Dart belt support.*



*Dart rear MTG.*



*Dart boot.*







*Manawatu members at Sage Café.*



*Manawatu members dismantling Series 1 XJ6 at Pauline's.*



*Manawatu members at Kimbolton.*



*A small part of Bill William's clock collection.*



*The Matchstick Clock.*



*Bill Williams (left) relays the history of his 1000s of clocks to Manawatu members.*

## A PASSION FOR CARS

Anthony Gibbs (Photos Brian Smith)

[From *The Driving Member*, Vol 44, No. 9, March 2008]

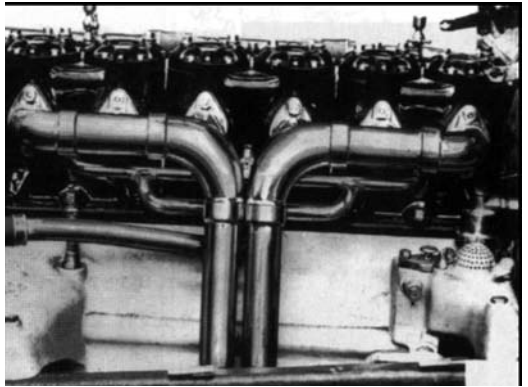
One day when my father was away and my attention was otherwise engaged, my mother and Arthur, the chauffeur, sneaked off together to a motor-showroom in Upper Regent Street, where my mother went completely mad and wrote them a cheque for two thousand three hundred pounds. I suppose you could multiply that by about six today.

The result of this escapade was that at about five-thirty that evening as I looked out of the window, a gigantic Daimler radiator, fully five feet from the ground, steamed into view, about twelve feet behind this sat our Arthur with a broad grin on his face. Then a series of windows passed in review and, minutes later, as it seemed, the rear of the vehicle hove in sight.

That really was a fantastic motorcar. It was called the 'Daimler Special Forty-five'. It had a six-cylinder sleeve-valve engine of seven litres which was utterly silent and did exactly nine miles to the gallon. Even service stations were rocked when it drove up to the hand-cranked pump and Arthur said 'Forty-five gallons please!'

It had a nine-seater cabriolet body by Salmons of really cavernous proportions and the whole equipage was gleaming with nickel plate and royal blue paint and a black leather top. I have no idea on earth how the top was arranged to be put down. I don't believe we ever tried. There were three rows of seats in all of which you could stretch your legs, so that the effect, if you looked through the windscreen, was rather like a quick peep into the Albert Hall. Where all that leather roof went beggars the imagination. I seem to remember from various eyelets and things at the back of the car that you were supposed to furl it like a sail and fix it with strings.

That car would climb the steepest hill you could present it with at six miles an hour in top gear in utter silence. On the other hand its absolute maximum was exactly fifty miles an hour. All the sleeve-valve Daimlers were like that, even the magnificent 'Double-Six'. Impressive smoothness up to fifty, after which all the toggles and sleeves and pistons fought to jump out of the car. It didn't matter much. In those days nobody wanted to drive at fifty miles an hour. We only tried it once and all the people in the middle row hit their heads on one of the cross-pieces of the roof, so that there was bedlam and quite a bit of blood to be got off the Bedford Cord upholstery with cold water.



*45hp Daimler Sleeve valve engine.*



Normally, in those days, the traffic, in so far as there was any traffic, moved at precisely thirty miles an hour, out of deference to the twenty-mile-an-hour speed limit. Police traps were the order of the day – the most famous of them was between the two bridges coming out of Kingston or, the Portsmouth Road and the A.A. bombarded its Members with the slogan 'If the A.A. scout fails to salute, stop and ask the reason why.'

At thirty miles per hour the 'Special Forty-five' sailed along like the Queen Mary, with hedgerows and things quietly slipping past all windows, the only sound that splendid whine of the old square-cut Dunlop tyres which was one of the nicest noises in motoring, especially when, with a fastish car, it rose to an exhilarating scream.

I bought a Daimler. It was a very old Daimler, a sleeve-valve of course, known in its generation as the Daimler Twenty and it had a most unusual body by Martin Walter. It was a fixed-head coupe, except that the back half wasn't fixed at all. You climbed in, two steps up, reached up to the roof, undid a couple of those landalette clamp things, rather like the domestic window fastener, climbed down again, 'broke' two hood irons and down she creaked. There were some very pleasing touches here and there. For instance the folding part of the roof met the fixed part – I'm speaking of the interior, there was the most enchanting little line of decorated tape, of the type one used to find in first-class carriages of the London Brighton, South Coast Railway. Behind the two front seats there was quite a bit of space and blow me if the two leather loops didn't unfold two seats, facing forward. What's more, there was a walnut cabinet between them which, on opening, revealed a large hole for a decanter of whisky and four smaller holes for glasses.

Definitely an equipage. It was painted a rather ugly green and some former owner had done the top of the bonnet black. I didn't like this as it introduced by *bete noire*, a rising horizontal line. I soon killed that one by having the top of the boot done black as well, sloping down to, and including, the famous petrol tank slats.

She moved with quite a majestic hiss and, when in motion, emitted an astonishing and formidable cloud of bright blue smoke which entirely blotted out all following traffic, giving a marked sense of privacy to the occupants.

We decided to christen the car by making the journey across France to St Jean-de-Luz. It was really absurdly simple. We blotted out the road to Newhaven. We blotted out the road to Chatres, spent the night, blotted out the road to Paris, spent the night at the Hotel Napole, where they filled your lighter at the bar with scented petrol, obliterated the Place de la Concorde the following morning and left a majestic vapour trail all the way down that marvellous Landes country and arrived, in perfectly good order; no bumps in the night, no rattles, nothing but the high whine of the tyres and that belying cloud of cerulean blue.

In St Jean I did a caddish thing. I bought the incomparable Guinemayer stork supposed to grace the radiator of the HispanoSuiza and stuck atop the Daimler in place of the Boyce temperature gauge. In slim light above the British thumb-marks of the Daimler, it gave the impression of a disapproving dowager wearing



*A Salmons bodied Daimler of the mid-1920s. Photo Brian Smith.*

something comic to amuse the children. A Daimler, after all, is different. One lolls. One enjoys the scenery. One greets the populace with a majestic inclination of the head in the manner of Queen Mary. Never, never does one do any thing in the least dashing. The stork was wrong. After two days I admitted the error and removed it. One day, when I was having a look under the bonnet I discovered rather a neat device I had not spotted before. Leading into the carburettor was a great copper pipe, with a rotatable collar. I rotated it. Large holes appeared. Obviously a hot or cold air supply. I banged all the bits together again and started the engine. The hiss was much louder, but there was one other change of rather disappointing significance, no smoke! For some time I contemplated the enormity of what I had done. Then, when no one was looking, I turned the collar back again...

In 1953, Daimlers decided the time had come to abandon the sleeve-valve principle and that, if they wanted to compete with their rivals, they had to go over to poppets. If you can't beat 'em, join 'em. So they broke out with the very pleasant little Fifteens, with the fluid flywheel, the Wilson gearbox, a small six-cylinder push-rod overhead valve engine and remarkably pretty bodies by Mulliner. This applied particularly to the coupe, which had the fashionable trunk at the back with a fifth wire wheel behind it.

The body designers were at last coming to the conclusion that, since you no longer had to climb up into a car, it was clear that the running board had better go. Fortunately they didn't think of going all out for the slab side which is with us today. At least they allowed a wing to mark the transition between a round wheel and the necessarily straight line of a car's underneath.

The Daimler's wings were a genteel compromise between a thing like a fireman's helmet and the traditional type. They simply flowed down and back to

where the running board would have started and then tucked themselves modestly underneath. The whole thing looked very much like a Napoleonic carriage and I took it to a coach-builder and got him to give a 'coach-line' by painting the doors and the underside at the back in ivory white. The effect was most successful, with the black trunk, the black leather-cloth roof and the navy blue bonnet and wings.

It made me feel like a film star, but the car had some faults, forgivable, perhaps, in the first of a new generation. The Wilson gearbox and the fluid fly wheel, all of cast-iron, were heavy, far too heavy for anything less than 3,000 cc. The only way to get any acceleration from a standstill, across a busy traffic artery for instance, was to rev, the engine up to its limit with the gear-pedal down and then remove the foot from it altogether.

Another severe disadvantage was that the chassis was hopelessly whippy. Any sort of hole in the road would twist it like a corkscrew, so that the radiator quivered, the bonnet rattled and groaned, the doors creaked and occasionally opened wide and passengers would tend to ask if anything were wrong.

My next Daimler was a 1939, bought during the war when cars were cheap because there was no petrol. My goodness, those things had grown up since the days of my Fifteen. This model, I believe, was called, rather foolishly, "The Ritz". That was the standard steel saloon. This one had a distinctly agreeable four door drophead body by Tickford. I think it was the only one made. It looked almost exactly like the dropheads Barkers had been building, except for the four doors. I had it painted a nice metallic grey with a thin red coach line and a tan top.

I heard word of a little place, somewhere in the Ladbroke Grove-Holland Park region, where there was a character who knew all about Methanol. Methanol is pretty pure alcohol, without the water put in methylated spirit and was used in the days when people still went motor racing, to mix with petrol so that unutterably high compression ratios could be used. Unfortunately, being an alcohol, Methanol didn't really mix with petrol. It was a question of shaking the bottle and keeping it shaken. That might be alright for a racing car doing one hundred and thirty miles an hour round a circuit, but for a staid Daimler on its way to Cambridge he didn't think it would work. I told my character there must be some way of doing this, otherwise why should I have been recommended to come to him?

The character looked left and right. "Secret tank," he said. "Use fuel separately. Start on petrol. Then switch over."

So it was done. He welded up a great tank to hold about twenty gallons which exactly fitted the inside of the boot. Then he took a pipe to a tap just underneath the dashboard, which poured petrol one way and Methanol the other to the single carburettor. Fortunately this was an S.U. I say 'fortunately' because Methanol requires an immensely richer mixture and the so-called choke on the S.U. carburettor is not a choke at all, but alters the mixture by pushing up a tapered needle into the air supply. It worked absolutely perfectly!

You switched over to petrol, started the engine in the usual way with the choke out and, when the engine was hot enough for the choke to be pushed right home, then you switched over to Methanol and pulled it right out again. If you were reasonably deft over this, the change was quite imperceptible and you proceeded

merrily on your way, without using any petrol at all.

It was a man at a cocktail party who said "Why don't you buy my SP 250?"

"Do you want to sell her?"

"I'd like something much more hairy. It's too damned gentlemanly for me. I've ordered a TR 2."

"Could I let Hutchings look at it?" Hutchings was our local garagiste. "Of course. He shall have it in the morning."

I gulped a considerable quantity of champagne. I made my rounds. I hope I made all the proper noises and said all the proper things. But underneath it all I could think of nothing but the SP 250 with its eight cylinder engine, waiting for me if I wanted it. I slept like a log after all that champagne, dreaming of Daimlers and Delages and my old Phantom Continental, since which I had never owned a proper car. The next morning bright and early, I was down at the garage. And there she was. Black, thank goodness. It had a canvas hood, with side pieces cut out of it at the back, which I didn't altogether like, but Hutchings told me there was also a detachable top. He knew the car, having sold it and serviced it ever since.

"Can I take the driver's seat?"

"Go ahead."

It was rather like lying down in bed, with one's feet out, at full stretch. There were a great many dials, telling you everything you could possibly want to know. The speedometer read thirty two thousand miles. Hutchings closed the door and a strange suggestion flowed through me. The car fitted. The pedals were at one's toes. The gear lever at the fingers of the left hand. The steering wheel nicely into the chest. (I hate that long arm business.) Despite the overall lowness of the car, there was room to wear a top hat. The windscreen was on the level with one's eyes. Hutchings got in beside me.

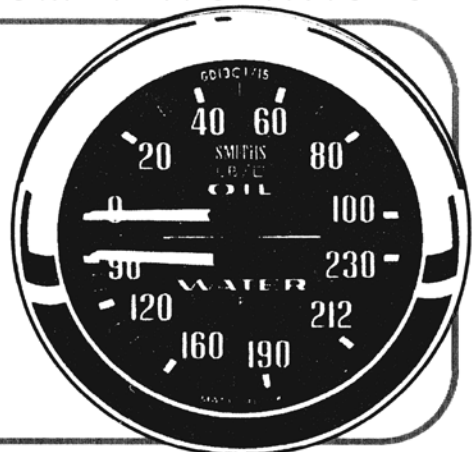
## • AUCKLAND SPEEDOMETER SERVICES •

**SMITHS**  
**INSTRUMENTS**

A FULL RANGE OF AUTHENTIC SMITHS  
INSTRUMENTS ARE AVAILABLE FROM...

**Steve Sheppard**

6 Treetops Way, Glenfield, Auckland  
Phone/Fax (09) 443 2060  
Cell (027) 299 5082



• WE ALSO DO REPAIRS AND SERVICE •

“Starter?”

“On the key.”

I turned it. With no plonks or clanks of any description the engine began to hiss quietly to itself. This is how a car must feel when it's stroked. If I had known how, I should have purred. All I could do was to swallow back my emotion by gulping twice. The feel of a really civilized piece of machinery under one was something I had missed for five years.

“Where shall we go?”

“Stane Street?”

It was a Roman road. “O.K.”

I reversed on to the garage forecourt. I shoved in what I thought was second gear and the car moved off.

“You're in top, old cock.”

“May as well stay there now.”

A dab on the accelerator pedal and we swooped away. My daughter, who drove the car quite a bit, later, had the right words to describe the feel of it. She said, “Just feather the pedal and the car slides away from under you.” We took the steepest of the five roads out of Peaslake. Most cars require second gear. We snaked up it unobtrusively in top and, when we levelled out, the Daimler's swooping motion exhibited itself. I felt like a swallow. A dab on the accelerator or a dab on the brake seemed to produce swirls and whorls. When we got to Stane Street, I thought I'd run her up to seventy just to see how things went. So I put my foot down. I couldn't get the needle much further than about sixty five. “Steady on,” said Hutchings, reaching for the door handle.

“Why doesn't it do seventy?”

“You're looking at the rev, counter.” And, by golly, so I was. We were nudging a hundred and twenty five miles an hour.

I thought it was a marvellous little car. It was small enough to do twenty five miles to the gallon. Small enough indeed to be frequently mistaken from behind for something on the lines of the Hillman Imp. With that wonderful engine under the bonnet, putting out a hundred and forty horsepower, its power-weight ratio was in a class, almost, of its very own. You caressed the accelerator rather than put your foot on it. It would trickle along at ten miles an hour, with all its power impulses still overlapping and the merest touch would send it leaping forward from ten to twenty to thirty to forty miles an hour, taking about two seconds for each step. Its manners were impeccable. The engine turned exactly like a turbine. The steering was as heavy as lead and as solid as a rock. The springing was a little sturdy at low speeds, but smoothed out wonderfully when we sped. Only once again did we attempt any sort of high speed and that was coming back from Devon and my wife was sleeping by my side on that invitingly straight piece of empty road across the edges of Salisbury Plain between Puddlecombe and Blandford Forum. We touched ninety five for a few seconds and my wife never woke.

The Police used these cars until they wore them out. This had two rather nice results. It made the Police friendlier; and it made all other motorists extremely



respectful in thirty-mile-limit areas, particularly in the dark when my bare-headedness was not immediately apparent.

I never thought of course that this was to be the last of the real Daimlers. The car had so many merits that it seemed inconceivable that it could be dropped. But the Daimler Company was bought up by that Sir William Lyons who used to make Austin Swallows. In no time at all, the SP 250 sidled Out of the lists and the V eight engine, with lower gear ratios, was installed within the banana-like Outlines of the Jaguar. Now even that has been dropped and the Daimler only remains as a radiator, a D on the wheels and a crinkly treatment of the back light. I hear that Jaguar have made a twelve-cylinder motor. If they would only put it behind a proper Daimler Radiator, call it the Daimler Double-Six and resist the temptation to install it in Jaguars as well, that would go some way to restoring the most famous name in motoring to its proper place.

*Reprinted, by permission, from Anthony Gibbs book 'A Passion for Cars' and first reproduced in 'The Driving Member' OCT-DEC 1972.*

#### When I say I'm Broke - I'M BROKE !!!

A little old lady answered a knock on the door one day, only to be confronted by a well-dressed young man carrying a vacuum cleaner. "Good morning," said the young man. "If I could take a couple of minutes of your time, I would like to demonstrate the very latest in high-powered vacuum cleaners."

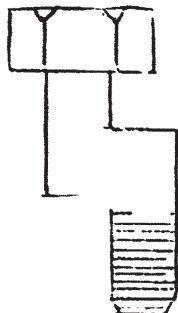
"Go away!" said the old lady. "I'm broke and haven't got any money!" and she proceeded to close the door. Quick as a flash, the young man wedged his foot in the door and pushed it wide open.

"Don't be too hasty!" he said. "Not until you have at least seen my demonstration." And with that, he emptied a bucket of horse manure onto her hallway carpet. "If this vacuum cleaner does not remove all traces of this horse manure from your carpet, Madam, I will personally eat the remainder."

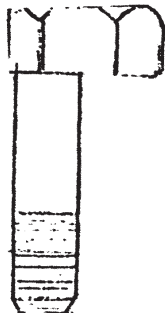
The old lady stepped back and said, "Well let me get you a fork, 'cause they cut off my electricity this morning!"



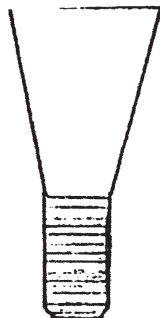
# SPECIALIST NUTS AND BOLTS



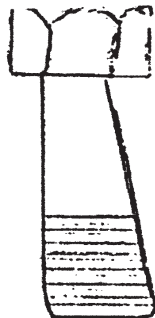
FOR MISMATCHED HOLES



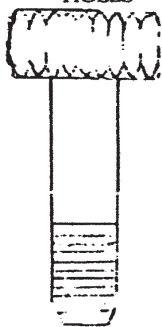
FOR HOLES TOO NEAR THE EDGE



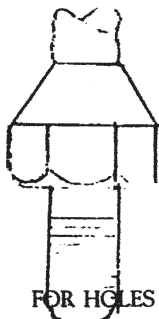
FOR HOLES TOO DEEPLY COUNTERSUNK



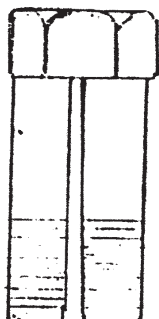
FOR HOLES DRILLED CROOKED



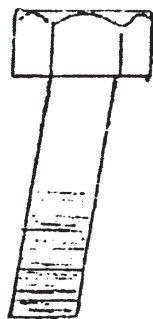
CORRUGATED HEAD FOR VICE GRIP



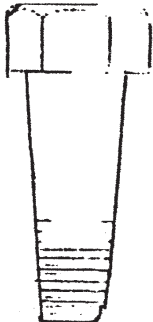
FOR HOLES COUNTERSUNK ON WRONG SIDE



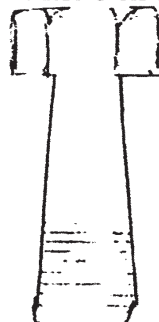
FOR DOUBLE DRILLED HOLES



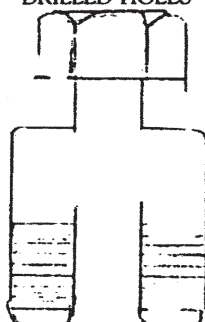
FOR HOLES WHICH ARE MISALIGNED



FOR TAPERED HOLES



FOR REDRILLED HOLES THAT STILL MISMATCH



FOR DOUBLE COUNTERSUNK HOLES

REPRODUCED BY KIND PERMISSION OF THE ROVER REGISTER.



## Auckland Branch Proposed Calendar

### **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 Sunday 9th**

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/>

### **November 22nd to 23rd**

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 favorites 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 7th**

Proposed Christmas Lunch at 1:00pm and Run to Kumeu or Greenhithe.

## **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 19th October**

Outing to Katikati

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

Bring a plate of finger food for a Pot Luck lunch (to share)

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

Bring a strong pair of walking shoes as we hope to visit the Te Puna Quarry Park after lunch.

## **Sunday 2nd November 2008**

A trip to Raglan for surfing and lunch, well maybe not surfing as the water will no doubt still be too cold! Meet at Paul and Chris Edginton's place for Morning Tea at 10.00am and view the restoration of their 1967 2½ V8. Overalls can be provided for those members who wish to make a practical contribution to the project.

The address is 6 Duval Way, Highbrook, RD 9, Hamilton. Take the Raglan road (SH23) and head for the Whatawhata intersection, 3k's past the intersection, heading towards Raglan, turn left into the Highbrook rural subdivision marked by stone entrance walls. Then take the second road on the right. This is Duval Way and we are the first house on the corner – a yellow house on the rise.

Please signal your interest to Paul 07-829-3032 or Bruce 07-854-0636 By 25th of October 2008.

## **Sunday 7th December 2008**

Tye Park Tauranga British Car Club Picnic Day.

Meet at Tye Park at 9.30am display needs to be set up by 10am.

Please bring your Daimler Cars if possible and any Daimler memorabilia suitable for display.

Bring a picnic lunch, chairs etc and enjoy the picnic atmosphere.

Any queries to Maureen 07 8552434.

### **Sunday 15th February 2009**

Keep this date free to visit a private collection of cars and model trains at Andrew Peterson's place at Papamoa. Further information to follow.

---

## **Hawke's Bay**

### **Sunday 21 September**

Political Plotting run organized by DLOC

### **Sunday 19th October**

Golf Croquet

### **Sunday 16th November**

Gymkhana Day

Riverside Gardens Central Hawke's Bay

### **Sunday 7th December**

DLOC Christmas Social Function.

The usual convivial event, details to be advised.

---

## **Manawatu**

### **October 19th**

Classics Unlimited, meet at Levin railway Station at 10.00am. Will include a visit to a Tractor Museum with lunch at Lindale.

### **November 23rd**

Levin tour and Christmas Dinner. This day features some special spots around Levin with Christmas dinner at "The Avenue". This event is organized by Bert and Majorie Empson, we will meet at Shannon at 10.00, or if coming from the South, contact Bert.

### **December 14th**

We wrap up the year at President Gibby's house. This is on Rongotea Road, just around the corner from S.H.1. As usual, the branch supply the chippies, BBQ meat, wine and juice with members bringing a salad or dessert. Each person to bring an exchange gift (max value \$5.00) to share. Gibby and Dorothy assure us there are plenty of Daimler parks available! Start time 12.00 noon.

### **January 17th and 18th**

"Wings Over Wairarapa" for anyone interested. Contact Mike for further information.

## February 17th

Wellington British car day.

---

# Otago

### Saturday night 18th October

Curling with the Christchurch Enthusiasts Club.

Please ring Kaye if you are coming. Phone 4762323 – Need to make bookings

### Sunday afternoon 19th October

Meeting at 1.30 at the Arcadian Motels, 85 Musselburgh. Rise for a run down the Peninsula with the folk from Christchurch.

Organiser Alex Meikle Phone 4544786. Please let him know if you are intending to go.

### Saturday evening

Meal out with the Christchurch folk.

Please ring Kaye Phone 4762323 so she can make the bookings.

### Garden Tour 8th November

Please ring Kaye for an entry form.

---

#### The Secret of Life!

A walker noticed an old lady sitting on her front step, so he walked up to her and said, "I couldn't help noticing how happy you look! What is your secret?"



"I smoke ten cigars a day," she said. "Before I go to bed, I smoke a nice big joint. Apart from that, I drink a whole bottle of Jack Daniels every day, and eat only junk food. On weekends, I pop pills, get laid, and do no other exercise at all."

"That is absolutely amazing! How old are you?"

"Thirty-four," she replied.

## *Members' Market ...*



### **Wanted to Buy**

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

### **For Sale**

Jaguar XJS V12HE. 1982, Blue.

Very good overall condition. Current warrant of fitness and registration.

Regularly maintained, starter motor, alternator, transmission, air conditioning and brakes have all been reconditioned. Present owner for last 12 years.

Asking \$9500 or offers. Please phone Colin 07 8552434 or 07 8506348 (work) Hamilton.

Manawatu Branch have a quantity of Series 1, 2 & 3 parts available including a set of stainless steel mufflers and intermediate pipes. A new stainless system now costs over \$1200, we are open to offers.

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

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*

**Units 1 & 2, 673 Gt North Road, Grey Lynn**

(up driveway from Gt North Road on the right)

**Phone 09 378 7967**

**Specialist in Pre-1987 Jaguar and Daimler**

(and other British cars)

**Prompt and meticulous repairs at reasonable cost guaranteed,  
parts location service.**