

April~May 2014

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THE *Daimler* & Lanchester OWNERS' CLUB

IN NEW ZEALAND, INCORPORATED

NATIONAL EXECUTIVE

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

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CONTENTS

	Page
From the Driver's Seat – National President's Report	2
Getting Up to Speed – National Secretary's Report	3
Round the Bazaars – Daimlers on the Run	4
From the Patron's Pen.....	7
<i>Articles of Interest:</i>	
Reduced Fees May Result from FOMC Meeting with Minister.....	8
Stardust.....	10
Photo Gallery.....	14–15
Test: Daimler Sovereign Series II, 4,235 c.c.....	16
Quarter light or "No draught ventilator" modification on V8 Saloon	22
Hitting the Road – Daimler Events Diary.....	25
Members' Market	27



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From the Driver's Seat ...

A Message from your National President



We are now well into 2014 and some of us will be preparing for winter stocking up with firewood or other pre winter routines.

Some of our members have recently suffered some serious health issues and we extend our best wishes for a speedy recovery to those concerned.

I attended "Wheels with Attitude and Swap meet" on the 2nd February held in Dannevirke, a great line up of cars, English and American with a few European models also on display. I gave my 1956 Daimler 104 an airing and it ran very well. The Manawatu Club had a good presence and it was a really good day out catching up with everyone.

I also attended the "British Car Day" held at Trentham Memorial Park Upper Hutt on the 9 February. The weather was not as good as other years but the rain held off and it turned out to be a very pleasant day. A very good line up of 235 British cars on display and this is a great fund raiser for Wellington Free Ambulance. My Daimler 104 went over the Rimutuka Hill like a rocket. For those of you who may not know the Rimutuka's are the mountain range located between the Wairarapa and the Hutt Valley and it takes about 30 minutes to travel over. On the way back the car started to miss for a bit then come right, travel a few more kilometres then cough and splutter, to cut a long story short about half way up the Hutt Valley side of the Rimutuka's it wouldn't go any further. As my luck would have it, the rain started lovely, so I was not keen to get under the bonnet at this time. Fortunately I am a member of the AA and I phoned for assistance. Approximately an hour later the recovery truck turned up, winched the Daimler onto the back of the truck and away we went. The problem turned out to be the fuel pump, the diaphragm had perished and was only pumping a small amount of fuel to the twin carburettors and not too much of a problem to fix.

As you all should know the AGM and Rally is to be held in Palmerston North this year and plans are well advanced and the selection of the venue is a good one based on previous experience. The Manawatu Branch has been very busy organising everything that is required to make this event a great weekend. I look forward to catching up with old friends, making new friends and having fun.

Happy motoring

Dave Patten

Getting up to Speed ...

A Word from your National Secretary



Welcome to our new members this month.

- Ken Brownlie of Auckland, has a Daimler XJ40.
- Eris & Terri Foley of Taupo have a Daimler V8.
- John McAulay of Dannevirke has a Daimler 16-55, 1926 Doctors Coupe, which he is rebuilding.
- Richard Dowie of Christchurch has a V8 owned for 30 years!
- Steve & Annie Mihaljevich of Auckland. They also have a Daimler V8.

Kevan & Lizzie Christopher have a matching pair of Consorts as part of their Wedding car fleet in Queenstown. I believe these previously belonged to Bruce Henderson and Des Cooper. They still look grand!

At last count, there are about 55 subscriptions that are now overdue.... If you have not yet paid, please post your cheque to, or contact Peter Mackie if you wish to direct credit by internet banking. It is important to quote your membership number!

The 13th National Rally is almost upon us. Entries were to be in at the end of February but entries are a bit skinny to date. If you rush and contact Rally Secretary, Ian Hodgkinson now, you could still be included...

Most Branches have by now held their AGM's, amended office holders are on the back page of this magazine, any errors, please let me know.

A Manawatu member, Dave Hodgkinson reported a brake problem with his Conquest. A binding front brake caused the wheel bearing grease to melt! This type of problem is often be caused by partially blocked rubber brake lines, another good reason to replace brake fluid on a regular basis, every 2–3 years!

My V8 has just received a motor transplant, should be back on the road again soon.

The only point of interest in "Timelines" this month, in May 1984 Len Nicolson joined our club, owning at that time 3 Lanchester Ledas and 1 LD10. Len lived in Waihi and held various Club positions, the last being National Club Captain. Several years ago Len moved to be near his family in Perth but has retained his ties to DLOCNZ.

I have just been advised of the passing of our Club Founder, Gordon Sommerville. Our sympathy to his family, we will include a eulogy to Gordon in our next edition.

I look forward to meeting up with our Rally visitors this month.

Mike King

Round the Bazaars ...

Daimlers on the Run



Auckland Amblings

Auckland Galaxy Of Cars

2014 brought a new location at Western Springs, slightly right of our old spot, first thought this look a bit smaller than last year, but then found we were lucky and it was L-shaped, so we got 8 cars across the front and 2 behind next to 2 Gazebos, that gave a little bit of shade early on and the improved as the day went on. The swap met started early, and Bryan who took my Century was nowhere to be seen when I got there, but the DLOC flag was flying and returned after the gazebos were set up.

So the 2014 line up was 5 60's V8's, 1 Conquest, 1 century. 1 SP250, and the 104. There was a lot of interest in the display, I saw a few people sticking their heads and cameras in the window of the 104 and what looked like a patient girlfriend waiting while the boy taking photos at different angles for quite a while.

Common question we heard was: "How much does a SP250 go for?" Also we had two new potentials members walk over saying, we have Series 3, and then the other person said I have just bought from Canada an SP, and Majestic Major from Melbourne needing restoration, original plan was too stick the 4.5 litre motor into the SP. The Majestic is looking good and the SP has an original motor, so we wait to see.

During the day, we were pleased to see Ian Hill who has been recovering from an attack, walk by. Also other members that weren't showing their Daimler dropped by for a chat.

I stalked the Jowett club, until I could give a man a membership form that was filled in on the spot and money paid. A couple came up and said we have had a V8 for 20 odd years and going to get it restored and keen to join. So 4 or 5 potential new members, and then we were mentioned at the end for honourable mentioned along with about 4 clubs before the final results were announced. What was it, the friendly members talking about the cars? the bonnets up? the cars? Perhaps it was a prime position close to the entry.

Numbers seemed up on last year, so we hope the Stroke Foundation gets a sizable donation.

Thanks to the members and this year 3 non members who drove the cars and help set up and pack up the site

Martin Walker

Ellerslie Concours de Elegance

Eleven cars in all made their appearance on Sunday the 9th of February, Richard as usual had organised the marquee, this involved two men and a truck. This year's

placing of the cars was made more difficult by the small space allocated to us, the Rover and Alvis Clubs being similarly affected. Camaraderie prevailed and soon we had manoeuvred around to suit the requirements of each marque. Four V8's, Double 6, 104, Century, Daimler XJ8, S type, and a Sovereign; the mix of old and new attracted much attention, this was reflected by three joining forms being handed out. It was good to see our most senior member, Ian Hill and Paul Edginton who was visiting from the Waikato Branch. Gerald Gillard, John McDermott and Ben MacMillan all stepped in at the last moment to boost our numbers, even if Officialdom grumbled at us for having 11 cars, it was well worth it.

There were plenty of things to see and do : drooling over your favourite marques, raising the hopes of the car boot sellers, asking awkward questions at the tool retailers and if that did not fire you then there was the Autokhana, with lots of smoke and tortured rubber sounds.

A duty most participated in was the manning our display to answer enquiries about our cars and club activities. At the end of the day, the truck turned up and it was all hands to pack the marquee. Once again the Club and I very much appreciate the use of your marquee Richard.

Bryan

Waikato BOP Wanderings

East – West Club Run 23 March

On a gloriously sunny Sunday five club members and partners and two potential new ones enjoyed a pleasant club run. That is three persons from the East (BOP) and seven from the West (Waikato).

The rally run for Waikato members was a dismal failure as only one car arrived at the start which was a great shame when considering the time and effort taken to plot the route and Waikato members being mailed a letter advising them of the event.

Two cars drove direct to Te Aroha from the South Waikato which was a great effort.

Poor Steve and Faye's V8-250 had severe carb' flooding so abandoned their car at Katikati to avoid a fire and hitched a ride with Paul.

We all enjoyed an excellent lunch at the Te Aroha's Palace Hotel and afterwards visited Adrian Worsley's Gallery in the town to view his amazing sculptures made from bewildering piles of scrap metal. He currently has a twelve-month waiting list for commission work and sells everything he makes easily, struggling to meet demand.

Later in the afternoon members made their own way home.

Thanks to those who made the effort on the day but we need more of you on club runs so don't miss out on the May run to give your Daimler a workout.

Rod Mason

Hawkes Bay Highlights

On Sunday 26th January we had an outing which started with lunch at Clifton Café, inside, as it was windy and unpleasant outside, but we still had the sea view. We enjoyed the delicious food which came quickly considering they were booked out and also had a cruise ship tour to deal with.

We continued on to a private museum which has moved to larger premises since we visited some years ago. There is an amazing collection of cameras of every type and age imaginable, from glass plate to movie. Mostly Leicas but also various other brands including Kodak. As we moved from room to room the collection opened up, obsolete hospital equipment, aerial mapping apparatus, press cameras in lovely briefcases (one a very nice crocodile skin) Matchbox toys, Olympic Barbie dolls and an Olympic Medal collection. We then watched an old movie from his collection. It was an NZ Film Unit documentary about the building of the Auckland Harbour Bridge and the start of the motorway system. Lastly we moved to his car collection which is mainly Daimlers, from a 1913 model to our Limousines and several V8s.

Wow this is a serious collection and we all enjoyed having the privilege of seeing it all.

Ann Bowes

Hawkes Bay Branch had their AGM on **Sunday 2nd March**. After the business we enjoyed a BBQ lunch at the Bowes' House where the food was amazing as usual and the weather was fine but with a cool sea breeze.

Sunday 9th March our branch participated in the Wheels on Windsor Car Show. We had a lineup of a dozen Daimlers, mostly V8s but there was a lot of interest in the Daimler Dart and the only Conquest. Altogether there were nearly 300 cars on display, of all ages makes and models from very small to extremely large many of them in pristine condition. We had a social day under the trees.

Manawatu Meanderings

February and March are always busy months with many car show options in the area. The first was Dannevirke's "Wheels With Attitude", a good muster of Manawatu members attended. The following weekend was a choice between Wellington British car Day and the Shannon car day, members were divided between the two.

March events included The Southward's Open Day, Wheels on Windsor in Hastings and the Wanganui Rotary Charity Classic Car Show.....

Our club branch event was of course, our Branch AGM, once again held at Pauline's. Hurricane Lusi's wind was still in evidence so the meeting was held indoors followed by lunch. The afternoon run took us to Taonui airport to inspect Gayle's brother Tony's, aircraft. One was a Piper Cub replica, one of only two in NZ, the other a Microlight built from a kitset.

The day concluded with a coffee in Feilding.

We were all saddened to hear of the passing of Waikanae member Max Kempson. Our sincere condolences to Susan and family.

Brian Wolfsbauer is our incoming Club Captain, he is keen to hear from members with their preferences and ideas for club events. Please give Brian your support.

Mike King

Otago Outings

The Best of British Rally was held on Saturday 1st March.

The cars left the park in Victoria Road on a very cold blustery had and headed to Middlemarch; en route a questionnaire had to be filled in which kept the passengers occupied for the journey.

On arrival at Middlemarch we joined up with the local A & P Society Show. This being slightly different from previous Rallies as folk had the cars to admire as well as watching the Show which included horse jumping and animals on display.

There was a good turnout of cars, over 100 which included several Daimlers.

The proceeds from the day will be donated to up dating the Middlemarch Swimming Pool.

A very enjoyable day out.

Kaye Wingfield

From the Patron's Pen ...



Greetings to all.

Well, the Rally in Palmerston North is only weeks away. Our committee has been working together to make it an enjoyable weekend. Those who were here in 2005 will remember that our venue is the best and we are hoping to put on good weather to make it a Rally to remember.

As Patron, I'm looking forward to catching up with old friends and sharing stories about our lovely Daimlers all looking their best for this special weekend.

See you on the 25th April, safe travel.

Pauline Goodliffe

Articles of Interest ...



REDUCED FEES MAY RESULT from FOMC MEETING with MINISTER



While extending the new annual WoF regime to cover heritage vehicles has been rejected by the Government in the meantime, a revision of the legal definition of vintage vehicles which would significantly reduce rego/ACC fees for many motoring enthusiasts is still being considered.

Following up on the outcome of the WoF/Vehicle Licensing Reform consultation and several other issues, FOMC President Malcolm Lumsden, Vice President Fred Fellows, and Secretary Roy Hughes met with Associate Minister of Transport Michael Woodhouse late last year.

The FOMC detailed concerns that the cost and inconvenience of obtaining six monthly warrants is prompting many collectors to place registration of their vehicles on hold for at least part of each year, when regular year round use and maintenance would keep them in better and safer operating condition.

While not disputing our statistics which show the rate of WoF rejections, involvement in crashes, and annual mileages covered are lower for heritage vehicles than more modern models, the Associate Transport Minister said more investigation would be needed first to ensure there would be no unintended consequences before making any further changes.

During the public consultation process, a number of submitters, including the Motor Trade Association (MTA), Bikers Rights' Organisation NZ (BRONZ), and the Low Volume Vehicle Technical Association (LVVTA) supported the FOMC view that heritage vehicles are generally well maintained and do low mileages, so therefore require no more than annual inspections.



Associate Transport Minister Michael Woodhouse (second from left) met with FOMC Secretary Roy Hughes (left), President Malcolm Lumsden and Vice-President Fred Fellows.

However, Mr Woodhouse says the Government ultimately decided that to change the WoF frequency for heritage vehicles would constitute a significant change in current policy for very little gain in economic or safety benefits. Further work would be needed to ensure that changes would not unintentionally create loopholes and complications in the system. This work may

include investigating whether older vehicles are prone to accelerated deterioration and the effectiveness of rust inhibitors.

“At this point, no further work on these issues is planned,” he said. “For these vehicles, the economic benefits generated by specific arrangements or any increased safety risks would be small, and making such arrangements would increase implementation costs.”

However, as a result of our discussions, the Associate Transport Minister has instructed his officials to investigate reducing the legal age of vintage vehicles as defined in transport legislation from the current over 40 years down to 30 years. This could have the effect of lowering licensing fees for an extended range of collector vehicles which would more than offset the costs of six monthly warrants.

In our transport legislation, ‘Veteran Motor Vehicles’ are correctly defined as motor vehicles manufactured before January 1919.

But the current New Zealand legislated category of ‘Vintage Vehicles’, being those 40 years or older, is inconsistent with the generally accepted definition of ‘Vintage’ being only those motor vehicles manufactured after 1 January 1919 and before 31 December 1931.

The change the Minister has agreed to investigate would bring New Zealand into line with the internationally recognised reference date of 30 years old and, and to avoid other confusions, we have suggested the classification should be changed from ‘Vintage’ to ‘Heritage Vehicles’.

The percentage of the fleet aged between 30 and 40 years is less than 1 per cent and most vehicles of this age are no longer covering significant annual distances. With few exceptions only car buffs continue to drive and maintain such vehicles, and distances travelled annually are generally small.

With the ACC proposing to introduce a sliding scale of fees based on risk ratings linked to vehicle age, we suggested to the Associate Minister that introducing a ‘Heritage Vehicle’ classification beginning at 30 years will reflect their true contribution to accident and injury statistics and mitigate the excessive financial impost on heritage vehicle which could otherwise occur.

The impact of recently increased Road User Charges being imposed on some motor homes and heavy heritage vehicles was also raised with the Associate Transport Minister on behalf of our Motor Caravan Association members and military vehicle owners. Once again his response was that the Government would not consider any further revisions because the revamp in the Road User Charges regime has massively reduced implementation costs. Mr Woodhouse sees an extra \$250 per 1000kms as not a lot more to pay and still cheaper than relying on petrol power.

Concerns around the communication of changes to the Seatbelts Rule and the carriage of children in heritage heavy vehicles was the final topic raised by the FOMC executive with the Minister (*see separate story*).

During the FOMC’s meeting, Mr Woodhouse also expressed concern that the child restraint law revisions may have placed unintended limitations on the use of pre-1955 vehicles and heavy heritage vehicles. He ordered his officials to ensure the changes in exemptions will not cancel out activities like fire engine rides for children at community events.

STARDUST

Brian Palmer tracks down one of the legendary Docker Daimlers
(*"Thoroughbred & Classic Cars"*, November 1983)



Full glory of the Docker Daimler.

Inset, left to right, spot the upside-down star trademark, 'His and Hers' manicure sets or picnic table, 'starburst' clock.

It is always exciting to come across an ex-Motor Show car, but has been more extraordinary than the series of Docker Daimlers which appeared on Hooper's stand during the Forties and Fifties. As many readers will know, they became the talking points each year at Earl's Court and their originator, Lady Norah Docker, was invariably front page material herself.

Before describing the cars, therefore, it would be impossible not to make mention of the lady herself, without whom these fascinating cars would not have been created. It was in February 1949 that the attractive Lady Norah Collins married Sir Bernard Docker, a highly talented and successful businessman, a director of the Midland Bank and the Guardian Assurance Company, as well as chairman of Daimler.

Daimler's roots went back to 1896 and might be said to have been the very foundation-stone of the British motor car industry. They were patronised by the nobility and, particular, by Royalty. After the Second World War, the tide was turning and the company could no longer rely on this exclusive but perhaps dwindling patronage. It was almost certainly Lady Docker herself who pushed a rather staid company into creating vehicles for a wider audience. As a prelude to this, Daimler needed to be a name on everybody's lips, not only here but abroad. As Lady Docker said: "Whenever it is admired by the Italians or French, they call it a Delahaye. I'm fed up with repeating: 'no, Daimler please.'"



Fine lines of Hooper's Empress-style coachwork

And so the stage was set for a series of publicity stunts (in modern parlance) at the London Motor Show. A series of cars so glamorous, even ostentatious, that austerity Britain was utterly bedazzled by them. Lady Docker

was herself elected to the Daimler Board and worked closely with Hooper the Royal Coachbuilders (itself part of the BSA empire along with Daimler, Lanchester and equally respected coachbuilders Barker). Chief designer at Hooper was Osmond Rivers and he was responsible for putting Lady Docker's ideas into practice.

The first foray was a straight-eight Sedanca de Ville finished in ivory and black. The interior echoed this theme with black leather for the chauffeur's quarters and white cloth for the rear compartment. Notable was a cocktail cabinet which would spring out of the centre division at the touch of a button and present itself in front of the rear seat occupants. The *Sunday Express* commented: "The most beautiful thing I have seen recently is a motor car." Its gushing tone continued: "Perhaps it is so beautiful because, from first conception to exquisite completion, it has been built with one idea; to provide the perfect background for a beautiful woman." The road show was well and truly under way.

Best remembered among Docker Daimlers is the Gold Car of 1951. This DE36 straight-eight chassis was clothed in Hooper's elegant and timeless Empress-line body style with headlamps and roadlamps arranged vertically at the front of the wings and enclosed behind contoured perspex covers to present an entirely smooth surface. The body was classic black but relieved by hundreds of tiny gold stars along the sides; every piece of bright detailing, normally chromed, was gold-plated. The interior was sumptuously fitted out, with a centre console of polished golden Australian camphor-wood containing a black and gold china tea set, gold-plated Thermos tea jug, cut-glass decanters and gold silk materials for the upholstery. This *tour de force* was pure manna for the media – in the *Daily Mirror* the headline proclaimed; "Please don't call my gold-plated car vulgar, pleads Lady Docker."

The car that is the subject of this article, Stardust, might be thought of as a companion to the Gold Car, but in fact two Show cars separated them and Stardust was built on an entirely different and brand-new chassis. The huge 5.4-litre straight-eights were



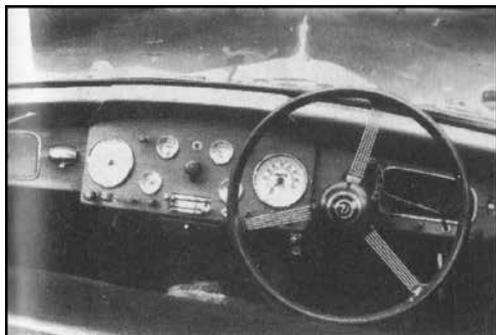
Daimler's 4½-litre straight-six engine and sumptuous silver-blue brocatelle upholstery material.

no more, being replaced by the 4-litre in-line six-cylinder DK400. Stardust was built on the first prototype DK400 chassis which had a two-inch shorter wheelbase than became standard issue and was slightly narrower in track. The DK400 chassis is notable for being the last limousine chassis equipped with Daimler fluid transmission.

However, the linking theme of the 1951 and 1954 Show cars was, undoubtedly, stellar. This time, instead of black and gold, Stardust was royal blue with a multitude of silver stars along its flanks, an effect Osmond Rivers described modestly as 'sham caning in reverse'.

Standard chromium plate sufficed but the rear seats were covered in a specially woven silver silk brocatelle (probably by Warners who wove the fabric on the Gold Car). All the cappings were of pale blue crocodile as was the centre console, into which was set a silver 'sunburst' clock. Naturally, a full complement of tea things was arranged, this time a blue and white Wedgwood 'Appliqué' design, and for the gentleman, decanters and cut glass tumblers for 'something stronger than tea'. Said *The Motor*: "It is the finest and most costly vehicle at the show, a masterpiece in the old sense of the word, being a means of displaying all the artistry and techniques at its creator's disposal."

Stardust was, perhaps, the least extreme and most tasteful of all the creations of the Docker publicity machine. But like all the other ex-Show cars it was rendered anonymous



Above: Dashboard and steering wheel originally covered in crocodile skin – instruments have indigo markings on white background.

Below: Tea-time with Wedgwood.

after a discreet period and was sold off through the trade. Stardust had its flanks de-spangled, its headlamps moved inboard to the standard position and its expensive trim 'normalised'. This is sad on reflection because it has not aided the preservation of these very special Daimlers, though two appear to be well cared for in America. Stardust itself languished for many years on a Welsh farm with a frost-fractured block, but, slowly, several owners have been returning the car to something like its former glory. A formidable task indeed.

Thus I recently came upon the car at the Fulham emporium of Frank Dale and Stepsons who normally deal in Rolls-Royce and Bentley but who are not averse to handling anything of character and quality. Considerable refurbishment has taken place back, appropriately enough, at Hooper Coachworks Ltd. who carry on that great name. The rear seats are once again lavishly trimmed in silk brocatelle, the interior fittings in dark blue lizard now that crocodiles have species-protection and (perhaps the most remarkable find) the lamps have

returned to their rightful place within the wings behind the perspex covers, having been waiting for the car at Hoopers for all those years. The only thing needed to make Stardust its old self again were those famous and characteristic 'heavenly bodies'.

For this the Queen's Heraldic Artist; always respectfully called Mr Francis in the trade, was recalled from retirement specially to recreate this artistic constellation. These stars – the artist would refer to them as 'mullets of six-points, argent' – are applied on a transfer, a process involving just as much skill as any free-painted effect. For some reason, though, and the observant among you will have picked this up already, today's stars are of the five, not six, pointed sort, as they originally were, but the result is still stunning. The trademark of Mr Francis' work is to place one star upside down but you will not find it in a million years unless it is pointed out!

I had not expected quite so many modern features in this car, to be honest. An electrically operated division, fair enough, but all four door windows are similarly assisted and work more rapidly than on any other car I know. All the more remarkable because the glass thickness has to be witnessed to be believed five laminations per set, and designed to work like double-glazing. Then there's an electrically operated steel shutter to close off the perspex roof light over the rear seats. Radio, and front and rear heating and ventilating units complete this elaborate Fifties technical specification.

Enjoyable to drive?

As with the Twenties Isotta-Fraschini we featured in September, the chauffeur of a Docker Daimler was not paramount in the designer's mind. Just enough room for a driver of modest height is provided and the position he adopts is firmly upright. On the Daimler at least one is no longer jostling for limb space with a large gear-lever and handbrake, the latter being tucked under the dashboard, while the famous Daimler preselector quadrant mounted to the right of the steering column takes care of the former. I'm fairly familiar with preselector gearboxes but I must say the positions on this Daimler were hard to find without looking, having no obvious detents. And to mis-select can have the gear change pedal shooting backwards with a force sufficient to break an ankle for anyone unprepared for it. Otherwise, Daimler assisted changes are as smooth as silk and apparently a standard DK400 was capable of over 90mph when new. I doubt whether anyone would risk conducting this barouche at such reckless speeds now or then – it's much more at home in Park Lane swishing home in-style after a ball at the Grosvenor House. The steering is definitely on the heavy side at parking speeds with a turning circle, I suspect, of about 40ft so you do not make any sudden course changes all of which means less wear and tear on the Wedgwood tea things.

Enjoyable to drive? Well, if I'm honest, no. Impressive, yes. There's nothing quite so ... so operatic ... on the roads today. But given the choice I could cope with its grandeur rather more easily from the back seat. Especially if I had the mansion in the country, the Knightsbridge town address and the obligatory yacht in the South of France to go with it.

Today's Motor Shows in that vast Birmingham aircraft hanger are, alas, mostly tedious affairs. Perhaps they would be enlivened, even transformed, by someone with the panache of Lady Norah Docker and her crowd-pulling Daimlers.



Auckland Galaxy of cars.



Auckland Galaxy of cars.



Auckland Galaxy of cars.



Auckland Galaxy of cars.



Auckland Galaxy of cars.



Hawkes Bay Cars at AGM.



New members Kevan & Lizzie Christopher's Consort twins.



Another shot of Kevan & Lizzie's Consort.



Manawatu members with Microlight at Taonui.



No Lew – you can't fit in there!



Ian Hodgkinson admires this Piper Cub kitset copy.



Flashback to Manawatu National Rally 2005.

TEST: DAIMLER SOVEREIGN SERIES II, 4,235 C.C.

(Jaguar XJ6 Gold Portfolio 1968–1979, pp92–97)

First full Road Test of any Series 2 XJ Daimler Sovereign long-wheelbase model still outstanding value for money in its field. Excellent performance, and superb roadholding, handling, brakes and accommodation. Ventilation and heating much improved, though could still be better. Ride good. Extraordinarily quiet in most respects. A most desirable car in any company.

It is just over 12 months since Jaguar announced the Series 2 range of XJ saloons, and six years since the introduction of these remarkable cars. This is the first full Road Test of any Series 2 Jaguar or Daimler. Have the relatively few improvements needed on the XJ6 been carried out? Inflation has attacked here as much as anywhere, so that the test car, a long-wheelbase Daimler Sovereign automatic, costs only £200 short of £5,000 – a far cry from the £2,805 of the earliest equivalent Daimler. Is it still the extraordinarily good value for money its forebears were?

First of all, a brief reminder of the changes carried out on the Series 2. Basic design is unaltered – the same well-proven integral chassis with all-independent coil-spring suspension, power-assisted rack and pinion steering, and that famous 4.2-litre double-ohc engine. Still breathing through a pair of traditionally untemperamental SU carburettors, there is now a thermostatically controlled air-mixing system to provide air of the right temperature to the intakes, in order to improve exhaust gas emission levels.

Doors now have strengthening beams to improve further crash strength in a side impact. Most obvious from outside is the higher front bumper, necessitating the now familiar split grille, wide and rectangular below, button-like above. Further efforts were made to better sound insulation between engine and cabin. And, probably most valued by the majority of drivers, the control layout has been made simpler, and a lot of long-overdue attention paid to bringing heater and ventilation up to something nearer modern standards.

That was last year. This year there has been some rationalization of the range. Jaguars now consisting of the XJ6L, XJ6C, XJ12L and XJ12C, and Daimlers of the Sovereign long-wheelbase and two-door, and the Double-Six long-wheelbase, two-door and Vanden Plas. In other words, the standard-wheelbase, four-door cars have been dropped. In our opinion, the extra 4in. of rear legroom gained in the long-wheelbase are well and truly worth having.



The extra four inches of length improves the Daimler's graceful looks in most eyes; from this autumn, there are no standard wheelbase four-door versions.

The test car was rather short of mileage when we took its performance figures, but in spite of its greater weight – 33½cwt at the kerb compared with 32.4cwt of the first XJ6 automatic we tested (12 June 1969) – its acceleration and top speed are very little reduced. From a standing start, 60 mph comes up in 103sec, the quarter-mile in 178, 80in 18.1, 100in 31.7 just before the kilometre in 32.3, and 110 in 48.5. Up

to 80 mph the original automatic XJ6 was around a fifth of a second ahead, only slightly gaining thereafter, reaching 100 mph and the kilometre 1½sec earlier. It is important to realize when comparing the 1969 XJ6's 120 mph mean and best top speed with the 1974 long-wheelbase Daimler's 116 mean and 120 mph best that the first was tested properly on an *autoroute* in France, whereas economy dictated that we take the Daimler's maximum round the MIRA high-speed circuit, with inevitable losses due to tyre scrub on the banking.

Such performance is more than reasonable, and on the whole it does it all very well. We were disappointed on the test car by the noises it made at the start of each acceleration run – suggesting that the exhaust system was briefly hitting something underneath, with a momentary rumbling under the bonnet. The same small disappointment was felt over the relatively poor fit of the front passenger door, which single source generated more wind noise than one is used to with these cars. In both cases the disappointment was greater because, generally, the car is so extraordinarily quiet for most of the time. Since the other doors made very little wind noise at all, even at the car's comfortable 100–110 mph natural cruising speed, it is certain that the noisy one could be corrected with proper fitting. One hopes that the same goes for the exhaust.

We make no apology for talking about the noise of the Daimler so soon in this Road Test, since the way it goes is most notably distinguished by its quietness. In town, it is almost eerie. One glides along in great comfort (of that more anon) and relaxation, aware of the faint rustle of engine, a little more noticeable on acceleration, but still delightfully low. Sharp bumps do produce slightly more bump-thump than we remember, but again the level is low. All auxiliary equipment is quiet too – the steering gear hisses softly when one makes it work in manoeuvring, the wipers are nearly inaudible, the centre vent's pneumatics sigh when it is moved, and the switches all work quietly. Perhaps the only items that are loud are the heater blowers, which is not too bad, and the snap of the centralized door-locking, which is at first startling.

There is positively no excuse for driving a Daimler Sovereign jerkily. Its character, its controls and, generally speaking, its demeanour on most occasions really make it unwise for any parent to teach his children to drive in it, since it makes smooth driving almost too easy. Throttle control, truly progressive, is something the car's makers are very good at; there is no need to start off jerkily, or to alter speed anything but subtly – the delight of the hurrying chauffeur in charge of the nervous. Throttle pedal pressure is just right, not too high.

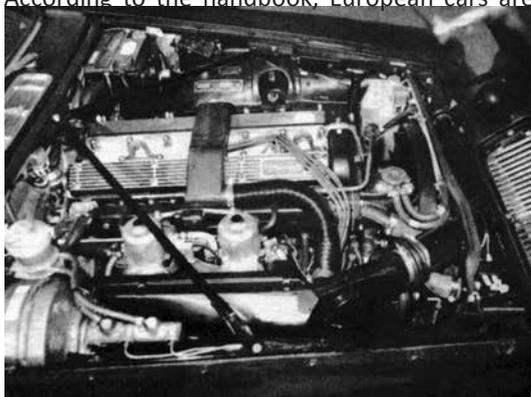
What jerkiness there is derives from matters mostly outside the driver's control, in the Borg-Warner Model 65 epicyclic transmission, though in this application the box works satisfactorily on the whole. On first acquaintance one is mildly puzzled by a small but definite thud on middling-brisk starts from traffic lights; this is the early change-up from low to intermediate range. The box has a part-throttle kickdown which is tolerably smooth, but full-throttle kickdown changes are only average smooth by automatic standards – which are still not as smooth as a good driver's change down on a manual gearbox. Selecting 2 from D to slow the car from anything below 80 mph is a delightful experience, the revs gradually rising without any unpleasantness.

Accelerating flat-out from rest in automatic (D), the box changes up noticeably at 40 and 72 mph, which according to the rev counter corresponds to 4,300 and 4,500 rpm.

Maximum speeds in each intermediate gear at the red line (5,000 rpm nowadays – it used to be 5,500) are 48 and 79 mph, which are the speeds at which we held the box in 1 and 2 to achieve the best performance. The gain was negligible up to 60 mph, but widened to around 1½sec at 100 mph. Maximum kickdown speeds are 68 and 29 mph. Position 1 on the selector below 15 mph keeps the box in low ratio; position 2 allows it to change down to low automatically if the speed falls, but does not allow it to change up to high ratio whatever the speed. One must therefore not select 2 at anything higher than 80 mph. As usual there is a stop guarding the selector between D and 2, but none between D and N (neutral), which would seem the better idea, preventing unintended slipping into neutral at speed.

The engine is without temperament, only at around maximum permitted rpm sounding at all stressed. It starts immediately at all times, thanks to a good automatic enrichment device, and to its SU carburetors, which, unlike most petrol injection systems, never need prolonged cranking to start the engine when hot. It is obvious, as it has been since the birth of the XJ series, that the automatic cars are under-gearred when fitted as this one is, with the 3.31-to-1 final drive. According to the handbook, European cars are

fitted with the 3.07 axle, raising the overall gearing from 22.9mph per 1,000rpm to 24.7. Maximum power – 180 bhp (DIN) – occurs at 4,500 rpm, which is some way below the 5,050 rpm at which the car makes its maximum speed. A higher ratio, or an overdrive arrangement of some sort is still needed, and will, we hope, eventually be offered. As it is, economy is certainly adversely affected, unnecessarily. Our overall test consumption is higher than it might be, due to a high proportion of untypically fast driving. The typical figure of 17 mpg could certainly be improved with longer-legged gearing. Oil consumption on the test car proved unusually good.



This view of the engine gives an unkind impression of both underbonnet appearance and accessibility; the engine is a pleasure to look at, and on the whole not too bad to get at by big car standards. The fan-cooled battery can be seen, a feature inherited from the vee-12 cars. The flat trunking across the camshaft covers is part of the automatic intake-air-temperature control system, which improves excess-hydrocarbon emission. The observant will spot the lengthened inlet trumpet, now stretching across the top of the radiator to reduce air-intake noise.

It will be remembered that American regulations dictated making the two fuel tanks a little smaller than before. The makers claim a modest 10 gallons per tank, but we found that if one is patient about brimming the car, 11 can be squeezed in (compared with 11½ once). Bigger tanks would still be welcome, however, for long journeys.

Handling, ride and brakes

General opinion of our testers was that the car felt as if it had been slightly taughtened in this department. A slight increase in bump-thump has already been mentioned. We thought the car rode a little less resiliently than before; it does notice sharp bumps, and

there seemed to be a corresponding slight improvement in steering response, always good for such a car, but now a little better, with a little less roll – not that there was a lot before.

The steering itself could be a bit less low geared, and would still be improved with the addition of some feel; it has virtually none now. It is delightfully light, and very accurate. That, coupled with the extraordinary grip of the Dunlop 70-series SP Sports in both wet and dry, and the geometrically well-behaved suspension endows the car with perfect road manners. It is completely obedient to the driver's wishes. Balance is near perfect for most purposes – 52.7 per cent of the unladen weight on the front wheels – and there is very little wasteful understeer. Yet straight stability is very good too, in both still air and side winds. If one does insist on cornering excessively fast, the car clings to the road superbly; if one decelerates, the tail will break away mildly. There is none of the slop of a big car; the only time the size inhibits one is in tight places.

The all-Girling disc brakes are ventilated in front, which can be felt in an odd though typical way if one stops hard from over 100 mph – they rumble mildly towards the end of the stop, and one can feel the vibration in the pedal. For all reasonable purposes they are magnificent, needing very low but not unprogressive pedal effort, resisting fade well, and giving a best stop of over 1g for only 50lb pedal load. The lightness of the brake pedal is thus compatible with that of the throttle, which is pleasing but rare. The elegant umbrella-grip handbrake is adequate, though it needed a two-handed pull to hold on 1-in-3.

Driving position and controls

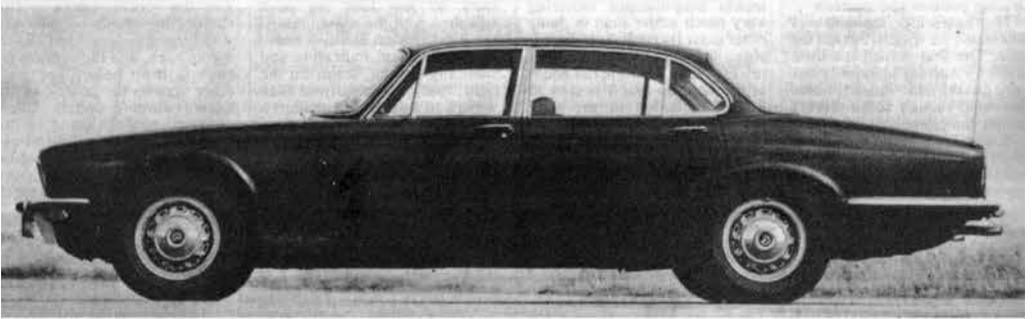
The steering column is adjustable for length, but not for rake. The seat, which is a little small by current standards but very comfortable indeed, holds one well, though some drivers at first complained that the front roll was too pronounced. It gives one a commanding driving position, and coupled with the car's other good characteristics, makes long-distance motoring very much easier than in many other cars. Its position is adjustable fore-and-aft, the slide release being a bar the full width of the seat, so that it is easy to find. Pedals are in the right places, with room for the off-duty foot if desired.

Although the often-criticized (by the Press) row of switches were handsome, their replacement by just four big push switches with the most important functions on stalks – head-lamps, flashing, indicating and side-only parking lamps on the right, and two-speed and flick wipers and washer on the left – certainly makes life simpler. Washing is done by pressing a knob in the end of the left stalk, a matching one on the right stalk being, amusingly, a dummy.

The dip switch works in the Continental mode – pull the stalk towards you and let it spring back, and the same logo back to main beam. The only other item on the column is the hazard warning switch, rather awkward to find ahead of the lamp stalk. We thought it would be better placed if it could be more quickly reached, since one does need to get at that switch fast on the rare occasions when it is needed.

On the left is the lamps master switch, controlling side, head and foglamps (if the last are fitted). The ignition key faces one on the right, and its key can, unlike too many other cars today, be pulled out easily, with no extra fool-preventing locks to be released.

The other switches look after (from left) fuel changeover – if you do run out on one tank, it takes only about 5sec for the other to start feeding properly – heated back window, the central map lamp and the good interior lamps on each side. The horns are worked by



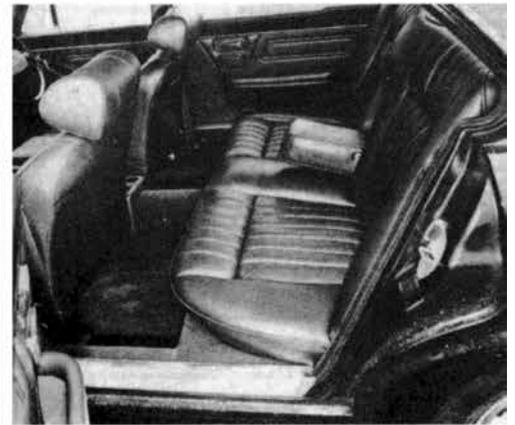
Above: Ground clearance is good, with no important parts projecting unnecessarily.



Left: Three-quarter rear vision is excellent, thanks to the thin pillars and elegantly generous windows.

Below left: Steering wheel is adjustable for reach but no for rake; controls are generally easier now.

Below: Rear accommodation in the long-wheelbase models is excellent with generous knee-room; only the exceptionally tall need more head-room.



Left: New dashboard is conspicuous for its lack of switches compared with the previous models.

Below: Boot with floor removed to show spare wheel and tools; tool-roll reasonably comprehensive but not as attractively equipped or fitted as once..



pressing any part of the cellular foam crash pad in the middle of the steering wheel. This is the right place for the horn, but we found that the pad needed a good push to get it to work, which made it a little unreliable, and difficult to sound briefly.

The instruments are now satin-chrome bezel'd, with thin rims, which are not so attractive, functional-looking and restrained as the original black surrounds which all of us preferred. On the same subject, it is dismaying to see unnecessary transatlantic shortenings of the words round the heater and ventilation controls. There is clearly enough room to write the full words instead of "LO, HI, FLO", and when one knows that both Jaguar and Daimler sell in America partly because of their traditional English look, one wonders why such petty breaches of taste are permitted.

In the centre console there are six switches. The five on the sloping face look after the rather slow electric window lifts, with the centre one isolating the switches to prevent children in the back playing with them. An interlock circuit prevents one moving two windows of opposite sides at once. The lone switch on the flat part trips the four door-lock electro-magnets; as mentioned earlier, the four "mousetrap" latches shut with a loud clap. Such a centre Jock system



Vanity mirror lives in the glove locker lid, folding down out of the way normally.

is welcome, though it isn't as satisfactory as the Mercedes pneumatic one, which is quiet, locks all doors and the boot and the petrol filler flap, and unlocks everything as you turn the key in the door. With the Daimler set-up, you must reach into the car before you can let your passengers get in – a small point admittedly, but worth mentioning.

We didn't try it, but cannot help wondering if there isn't a slight risk of hurting any finger unwisely left on the end of an inside handle when using the central locking switch. It is possible as before to lock the driver's door without using the key if wished, but it means something of a contortion; you must hold the outside door release in, then the inner latch will close to the locking position – which means a bit of a stretch – then shut the door with the release held in.

Heating and ventilation

Here there is certainly great improvement, though there is still room for more. To obtain cold fresh air, one can first of all pull the ventilator knobs on each side to admit air ram-fed from around the outer headlamps. There are two rotating knobs on each side of the wireless panel which control, on the left, airflow, and on the right, temperature. The left one gives one either unblown ram-fed air, or a choice of three blower speeds. Setting the temperature knob to "vent" opens the centre vent, and admits cold air through it and the two bulls' eye vents at each side. Shutting the centre vent allows considerably more air to come through the side ones, which gives one the best face cooling, which a driver usually wants; this is done by switching the temperature knob to "LO". In contrast to many cheaper cars, there still is not enough air through-flow at town speeds, though at least there is some.

Temperature control is now obtainable, somewhat unprogressive near the top end, but you can get what you want, which was not so before. The temperature does respond fairly quickly, as it should, to movement of the knob. One peculiarity was experienced on a cold morning, when the controls were first set to deliver hot air as soon as possible: this they did, whereupon it was decided to change to blown cold air. At first, warm air came from the vent, continuing for some while before truly cool air was delivered.

We wonder about the efficacy of the extractor intake, which sits under a raised panel in the rear parcel shelf. Occupants would do well to remember not to put coats and so on on top of this, which is too easy to do.

Visibility is everything it ought to be, with that elegantly thin-pillared cabin and no serious blind spots. Wiper patterns are reasonably good, too, though some areas are still uncleared, and one would welcome rather more than 68 strokes per minute on the fast setting, plus a hesitation wipe instead of the flick setting.

Living with the Daimler

Like a good marriage, one could describe this as generally very pleasant. Doors shut nicely; the boot must be squeezed shut, not slammed. The boot itself is long, but not very deep, and has that raised, rather remote forward part over the suspension and final drive which is a bit of a nuisance. Heavy luggage leaves an imprint on the nylon brushed carpet, which can be removed by brushing.

We were disappointed to find that the headrests supplied were not removable. In the back the space allowed is most generous for two people, with two inches of space between a six-footer's knees and the back of the seat at its worst setting. Things aren't so good for a third man in the back, since the seat is shaped for two, and although the armrest is removable, he must sit on a bulge. Headroom is just adequate for all but average tall men with long trunks. We weren't very impressed with the rear ventilation arrangements, which don't work as well as those at the front. One never feels shut-in in the back, which is appreciated by many occupants, nor are they treated as less important than those in front.

There are good door pockets, and the seat belt mountings are for once nicely out of everyone's way. In the back there are door ashtrays; in front, one each side of the selector. The child safety locks are unpleasant to use, having short awkward levers in the back doors.

Opening the bonnet is the pleasure it has always been with this power unit to look upon. Now that one has grown used to the sprawl of the vee-12, one appreciates the much easier accessibility of the six, and its generally cleaner and better appearance. The six has inherited that curiosity of the 12, the fan-cooled battery. Tools are not so pretty to look at as they were once, and no longer have they that neat plastic box in the spare wheel. There is a Philips/normal screwdriver, plug spanner and tommy bar, four open-ended spanners of German manufacture ($\frac{3}{8}$ - $\frac{7}{16}$, $\frac{1}{2}$ - $\frac{9}{16}$, $\frac{5}{8}$ - $\frac{3}{4}$, and $\frac{13}{16}$ - $\frac{7}{8}$), pliers, pressure gauge, and tyre valve and wheel trim remover.

QUARTER LIGHT or “NO DRAUGHT VENTILATOR” MODIFICATION on V8 SALOON

(Paul Edginton)

All modern cars have for some years had central locking. How many of us have inadvertently left our older Daimlers unlocked? Well this mod will not stop you doing that but will make you quarter light windows more secure from being opened from the outside.

After decades of use the latch that locks the window shut will be a bit wobbly, like some of our members and prone to dropping down unlatching the window. It is also possible to unlatch the window from outside by putting pressure on this window. Just apply firm pressure just adjacent to the latch thus allowing it to drop down into an unlocked position.

The fix is simple just change the latches right to left. If you look carefully at the catch boss near the inner edge is a small pin that secures the latch to the shaft. With a small nail or drift gently knock this pin out and the latch will be able to be withdrawn. Warning do not break the glass using excessive force. It may be a good idea to support the latch while tapping out the pin.

Reassemble and now the latches will lock with a downwards movement from top instead of an upwards movement from the bottom thus they will stay locked.

The other advantage is that the wear on the moving parts is negated and the latch will now not wobble on its shaft.



OIL CHANGE INSTRUCTIONS FOR WOMEN

1. Pull up to Jiffy Lube when the mileage reaches 3000 miles since the last oil change.
2. Drink a cup of coffee.
3. 15 minutes later, write a check and leave with a properly maintained vehicle.

Money spent:

Oil Change	\$20.00
Coffee	<u>\$4.00</u>
Total	\$24.00

OIL CHANGE INSTRUCTIONS FOR MEN

1. Wait until Saturday, drive to auto parts store and buy a case of oil, filter, kitty litter, hand cleaner and a scented tree, write a check for \$50.00.
2. Stop by 7/11 and buy a case of beer, write a check for \$20, drive home.
3. Open a beer and drink it.
4. Jack car up. Spend 30 minutes looking for jack stands.
5. Find jack stands under kid's pedal car.
6. In frustration, open another beer and drink it.
7. Place drain pan under engine.
8. Look for 9/16 box end wrench.
9. Give up and use crescent wrench.
10. Unscrew drain plug.
11. Drop drain plug in pan of hot oil: splash hot oil on you in process. Cuss.
12. Crawl out from under car to wipe hot oil off of face and arms. Throw kitty litter on spilled oil.
13. Have another beer while watching oil drain.
14. Spend 30 minutes looking for oil filter wrench.
15. Give up; crawl under car and hammer a screwdriver through oil filter and twist off.
16. Crawl out from under car with dripping oil filter splashing oil everywhere from holes. Cleverly hide old oil filter among trash in trash can to avoid environmental penalties. Drink a beer.
17. Install new oil filter making sure to apply a thin coat of oil to gasket surface.
18. Dump first quart of fresh oil into engine.
19. Remember drain plug from step 11.
20. Hurry to find drain plug in drain pan.
21. Drink beer.
22. Discover that first quart of fresh oil is now on the floor. Throw kitty litter on oil spill.
23. Get drain plug back in with only a minor spill. Drink beer.
24. Crawl under car getting kitty litter into eyes. Wipe eyes with oily rag used to clean drain plug. Slip with stupid crescent wrench tightening drain plug and bang knuckles on frame removing any excess skin between knuckles and frame.
25. Begin cussing fit.
26. Throw stupid crescent wrench.
27. Cuss for additional 5 minutes because wrench hit bowling trophy.
28. Beer.
29. Clean up hands and bandage as required to stop blood flow.
30. Beer.
31. Dump in five fresh quarts of oil.
32. Beer.
33. Lower car from jack stands.
34. Move car back to apply more kitty litter to fresh oil spilled during any missed steps.
35. Beer.
36. Test drive car.
37. Get pulled over: arrested for driving under the influence.
38. Car gets impounded.
39. Call loving wife, make bail.
40. 12 hours later, get car from impound yard.

Total Money spent:

Parts	\$50.00
DIC	\$2500.00
Impound fee	\$75.00
Bail	\$1500.00
Beer	<u>\$20.00</u>
Total	\$4,145.00 ... but you know the job was done right!

Hitting the Road ...

Daimler Events Diary



Auckland

March 30th

Auckland AGM – met Sunken gardens at 10 am for 1015 departure.

Kaipara Sculpture Gardens and then on to a private collection of cars never driven on the road

Email dlocauckland@yahoo.co.nz or call Bryan 09-630-5172

Apr 25th–27th

National AGM and National Rally – Palmerston North

May 18th

Victoria Gold Stamper Historic and Goldfields train or Waihi Gold Mine tour.

Meet Papakura Service Centre 9am for 9:20 Departure. We need to be assembled in Waihi at 10:45, for 11am tour. \$20 each.

Then lunch in Waihi, around 12:30 any recommendations?

A quick walk around, then off to Wakino for 2–2:30pm, to visit the Victoria Battery, museum, mine and tram ride. Group price is \$9 for all three, and they estimate around 90 minutes to view.

As we need to pay for the tour in advance we request that you deposit \$20 per person into the Auckland DLOC account:

ASB Bank **12-3082-0084917-00**

Please enter your name in reference field.

Also email dlocauckland@yahoo.co.nz to confirm payment

We still have spaces available, so please email asap, as seats are limited.

June 22nd

Mid Winter Lunch TBA

July

looking at visit to Motat

August

Garage Raid TBA

Waikato BOP

Sunday 6th April

Te Awamutu Car Show and Swapmeet at Te Awamutu Racecourse. Our Club will have a display so will members wishing to attend make their own way to the venue to arrive at 9:00am latest.

Sunday 18th May

Hamilton Automotive ,Vintage, Classic and Collectable Swapmeet at Classic Car Museum Complex, 11 Railside Ave Frankton. Seller sites \$5. Public entry gold coin. Gates open 7:00am.

Sunday 25th May

Club run to Tower Museum, Matamata.

Waikato members to meet at Matangi Rd layby, Hamilton at 10:30am

BOP members to meet at WBOP Council carpark, Barks Cnr at 10:30am.

Bring picnic lunch, \$3 entry fee (special concession).

July TBA

Midwinter lunch at the Okoroire Hotel.

Hawkes Bay

April

Look forward to a Go Cart Event

April 25th, 26th, 27th

NATIONAL RALLY MANAWATU.

May 18th

Run to be organised by HBBCC. Details will be in the mail.

June 15th

Keep this date free for a run. To be advised.

June/July

Mid-winter gathering date to be decided.

Manawatu

April 25th, 26th, 27th

NATIONAL RALLY MANAWATU.

May

We are planning a garage raid. If you have an interesting "Men's Shed" or something interesting for the Ladies.

Contact Brian Wolfsbauer, 06 3688908, brianwolfsbauer@gmail.com.

June

Mid year dinner.

Otago

April 25th, 26th, 27th

NATIONAL RALLY MANAWATU.

Members' Market ...



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

Name Badges

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

For Sale

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

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

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

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

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

Australian Jaguar Magazine – Large quantity of this publication available from the first issue. Prefer to sell as a job lot but will consider selling individual issues. Contact Bruce Manning 06-323-2111 (Home) 06-952-6373 (Work) or 027-230-1388 (Mobile) e-mail jagmanning@gmail.com

Daimler V8 1969. Original Manual Overdrive Webasto full length sunroof and wire wheels. This rare car is well maintained, un-restored and unmolested! Has a current WOF and registration. It runs very well and has had around \$5000 recently spent on brakes, suspension, electrics, radiator, tappets, fog lamps, frost plugs etc. \$18,500 firm, contact owner Pat Farrell in Hamilton on 07-834-3456 or patfarrell@clear.net.nz

Daimler Consort project car. Has been garaged all its life. Contact Richard Prebble in Auckland for details, phone 09-837-2252 or 021-745-092. See photo.



Daimler V8250 1969. Colour dark green. This car is in a good tidy condition, seats have been recovered and it drives very well. Asking \$10,000. Car is in Wellington.

Contact Penny List, penny_dean@hotmail.com or 04 2981507 for further information.

Daimler Sovereign Series 2 first registered 25/04/75. HM5435. Imported new from UK, rare LWB ex Bruce Henderson car. Midnight Blue and red leather interior, it was featured in the NZ Classic Car magazine. Ex Hamilton Mayoral car and then used as a wedding car in Hamilton and Christchurch. 110,500 miles.

Since owning the car (07/02/10), it has been serviced by Woodman Autos in Waikanae, both Owen Woodman and one of his mechanics have extensive XJ6 experience. Radiator rebuilt Nov 2013, AED conversion to manual choke fitted. Five new tyres Oct 2013. Warranted and registered. Contact Susan Worthington, 04-904-9016.

Daimler DB17 1938. This car is 95% restored, new leather, paint etc. requires fan, carb and wiring to complete. If you can help with any of these parts it would be much appreciated, price of the car in its present state around \$25,000.00.

Contact Graham and Sharmain Hardwidge, sharmainhardwidge@yahoo.co.nz, Phone 07-896-6565

Daimler Consort 1951. New tyres, current WOF and Registration.

Goes well and lots of spares. Has just got new WOF, Last 2 owners were club members, (over 35 years). 4 owners since new, current owner over 20 years. Offers around \$6,000.

Contact Derek Keatley, 0274-400-985, Lower Hutt, email thekeatleys@xtra.co.nz



Set of 4 sixteen inch Lattice type alloy wheels, warrantable tyres and wheel nuts. Suitable for XJ6/12 Series 1, 2 or 3. Good condition but need painting. \$400

Daimler Double Six Series 2 1974. Fair condition for age. Will have new warrant and rego when sold. Will be 40 years old and now qualifies for cheap rego! Open to offers around \$3,000. Phone Mike 06-357-1237.

IF MY BODY WAS A CAR!!

If my body was a car, this is the time I would be thinking about trading it in for a newer model. I've got bumps and dents and scratches in my finish and my paint job is getting a little dull.....

But that's not the worst of it.

- My headlights are out of focus and it's especially hard to see things up close
- My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best weather.
- My whitewalls are stained with varicose veins.
- It takes me hours to reach my maximum speed. My fuel rate burns inefficiently.

But here's the worst of it.

- Almost every time I sneeze, cough or splutter, either my radiator leaks or my exhaust backfires.

THE & Lanchester OWNERS' CLUB BRANCH DIRECTORY

AUCKLAND BRANCH

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Club Captain	Ken Walker	021 274 1631
Secretary	Martin Walker , 460 Blockhouse Bay Road E-mail: martin.walker@gen-i.co.nz	09 626 4868
Treasurer	Joe Price , 1 Cassino Street, Bayswater E-mail: jprice@mcnp.co.nz	021 798 288
Committee	Valerie Penman, Clive Butler, Chris Wilson	
National Delegate	Bryan Davis , E-mail: bg.davis@auckland.ac.nz	

WAIKATO/BAY OF PLENTY BRANCH

President	Steve Griffin , 136 Gloucester Rd, Oceandowns, Mt Maung E-mail: stevefay@xtra.co.nz	07 574 8474
Sec/Treasurer	Paul Edginton , 35 Uretara Drive, Katikati 3129	07 549 4569
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Club Captain (Waikato)	Rod Mason , 407 Manawaru Road, Te Aroha E-mail: rodandshirl@xtra.co.nz	07 899 4220
Committee	Fay Griffin, Shirley Mason, Cathy Donoghue	
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HAWKE'S BAY BRANCH

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

President	Pauline Goodliffe , 194 Green Road, Awahuri, PN	06 323 7081
Sec/Treasurer	Ian Hodgkinson , 7 Lyndale Place, Palmerston North E-mail: hodgkinson@xtra.co.nz	06 357 2073
Club Captain	Brian Wolfsbauer , 16 Saxton Street, Levin E-mail: brianwolfsbauer@gmail.com	06 368 8906
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OTAGO BRANCH

President	Geoffrey Anderson , PO Box 1259, Dunedin 9054	03 477 8798
Sec/Treasurer	Kaye Wingfield , 7 Pioneer Cres, Helensburgh, Dunedin	03 476 2323
Club Captain	Kevin Phillips , 33 Gordon Road, Mosgeil, Dunedin 9024	03 489 5782
Committee	Winston Wingfield	
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