

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

*December/January 2008*

## CONTENTS

	<b>Page</b>
From the Driver's Seat – National President's Report .....	2
Getting Up to Speed – National Secretary's Report .....	3
Round the Bazaars – Daimlers on the Run .....	5
Articles of Interest:	
Short Autobiography of Bert Munroe .....	13
Photo Gallery .....	14–15
Technical Topics – The Fluid Flywheel .....	22
Hitting the Road – Daimler Events Diary .....	25
Marketplace .....	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

## *From the Driver's Seat ...*

*A Message from your National President*



The Hawkey Boys Memorial Rally in Timaru over Labour weekend was a brilliant concept and a great way to remember these grand old gentlemen from Timaru. The weekend was extremely well organised with a good venue, a varied and interesting programme and best of all, catching up with old friends and making some new ones. We even met Neil Kruse's nephew driving the Pleasant Valley Vintage Railway Engine! Well done Otago!

I was duly fined for not taking a Daimler, I chickened out after the preparation of the Sovereign went pear shaped and I developed a lot more trust and confidence in the 4WD. Guilty as charged!

My thoughts are naturally moving now towards the next National Rally in May next year. Preparations are well in hand and Auckland is well aware that there are hard acts to follow, but I detect a quiet air of confidence that you won't be disappointed. However, in order to firm up the arrangements the organising committee need an early indication of numbers attending so please contact Rally Secretary David Watt soonest if you are going to attend.

No doubt planning for the Christmas festivities will be underway by the time your magazine arrives. Pat & I wish you all the compliments of the Season and look forward to another good Daimler year in 2008.

*Ed Cayhoe*

### *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.

# *Getting Up To Speed ...*

*A Word from your National Secretary*



A warm welcome to this month's new members.

- David and Christine Pollard of Napier have the ex Peter and Denise Hosie (Picton) V8250.
- Ray and Lyn Watling of Palmerston North have a low mileage 2½ V8 ex Wayne Lee.
- Nigel and Shona Williams of Christchurch have a 2½ V8.
- Paul Holth of Wellington has a V8 250.
- Lindsay and Cathy Donoghue of Rotorua have a 2½ V8 project car.
- John Thorner and Patricia Screen of Kerikeri have a variety of cars including a Lanchester Leda, Daimler Consort, Daimler V8 and Majestic Major Limo requiring a major restoration.

We held an executive meeting at the recent Timaru get-together with following items discussed:

Preparations for National Rally 2008 in Auckland are well in hand, but to date very few have registered their intention to attend. I'm sure many more will attend when the time comes, but it sure helps with planning if the organizers have some idea of how many to expect! We intend to publish a list classes and trophies available in the next magazine along with the rally registration form.

**Name badges.** These can be supplied by your branch and are ordered through Maureen King, secretary of the Waikato branch.

Daimler caps blue with tan peak, "Daimler" embroidered on front, can be ordered from me at \$15.00 each.

It is getting close to that time again when we must think about branch and national executive positions. Serving on committee doesn't require a lot of effort and can be most rewarding, new faces are always welcome. Contact your Branch Secretary or National Delegate if you think you can help. The more you GIVE to your club, the more you will GET from your club.....

Branch and national nomination forms and of course, subscription forms for 2008/2009 financial year will be enclosed with the next magazine.

The Australian Club is having windscreen rubbers made up for the following models:

- Conquest /Century, to take chrome strip, (also fits 104, Regency (except Ladies model)).
- DB18 Windscreen rubber.
- Majestic Major rear windscreen rubber.
- Conquest/Century rear windscreen rubber (takes chrome strip).
- Special Sports and LD10 windscreen rubber (Barker body).
- Spectrum rubber in Sydney also have a dye to produce the windscreen rubbers for the Majestic, Majestic Major, and Ladies Model.

Colin Cox from the NSW Club is the contact for orders, email [daimler1@tpg.com.au](mailto:daimler1@tpg.com.au). Cost is approximately AU\$150.00, depending on size of order!

Wishing you all the best for the festive season.

*Mike King*

## **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

*Only Five Months to Go*

### **11<sup>th</sup> National Rally 2008**

*Hosted by Auckland Branch*

**Register your intention to attend now!**

2<sup>nd</sup>–4<sup>th</sup> May 2008

## **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.

# *Round the Bazaars ...*

*Daimlers on the Run*



## AUCKLAND

### **Thank you to our Auckland Branch Patron**

Our Patron, Neil Kruse, has donated for the Branch's use a 3 by 3 metre Pavilion.

### **Garden Visit**

There were only 9 members who came to our outing but they were the lucky ones. The day started out fine enough for our outing to two of the best gardens I have been to.

"Mincher" – a rural garden in Coatesville is inspired by the British roots of one of its owners. Angela and Bruce Spooner took us around their vast gardens with obvious pride at their achievements. Old orchards, ponds, formal and informal plantings with native trees as a back drop surround a Georgian styled home in this delightful large and rural garden. They also had a walled vegetable garden that is Angela's latest passion and two glass houses have recently been added.

As a slight drizzle of rain had started we had our own lunch under cover, in their purpose built entertainment area.

We were joined by another two members and went onto yet another beautiful garden "Woodbridge" also in Coatesville. When we arrived we were supplied with large umbrellas to enable us to explore with owner Christine Peek her wonderful country garden created by superb planting and thoughtful co-ordination with many features including a vegetable/potager, a croquet lawn surrounded by roses and perennial gardens and a tranquil pond. Beautifully maintained hedges and a new rock garden which overlooked their park-like grounds. We were joined by her husband and concluded our visit with home style afternoon tea.

Those who did not come missed out on a special, if a little wet, day.

*Valerie Denman*

### **Classic Car Clinic on V8 Daimlers**

An informative evening was at Nigel Roskilly's "Classic Car Clinic" at unit 2, 673 Great North road in Grey Lynn. Nigel showed us how to disassemble the steering column and pointed out components that were most subject to wear. Most importantly

how to rewire the horn circuit which runs down the centre of the column and also how to replace the slip ring.

The handbrake was next, one of the most important points here was to start at the rear wheels and work forward. The next, was that the lever on which the hand brake cable pulls should start off at approximately 45 degrees to direction of the cable and as the handbrake is operated travel through 90 degrees, finally ending up approximately at 135 degrees. This adjustment allows for greatest mechanical operating range and effectiveness.

The tappets were next, this involved removing the tappet covers and removing the low tension lead on the distributor and the spark plugs. The engine was turned over by the starter motor and with an exhaust valve fully open the corresponding inlet valve would be closed enabling the clearance to be adjusted. This involved loosening the locknut and turning the tappet in or out until the prescribed clearance of 11 thou' for an inlet valve and 14 thou' for an exhaust valve, was measured by a set of feeler gauges.

---

## WAIKATO / BAY OF PLENTY

### **Outing Sunday 4th November**

Unfortunately with the weather this was a washout. Five members turned up at the Te Awamutu Rose Gardens. It stopped raining briefly and we had time to look at the roses find a table and have our picnic lunch.

Once again the heavens opened up so we abandoned our drive in the country and went back to Bruce and Zoe's in Hamilton for a coffee and a chat. Many thanks to Bruce and Zoe for their hospitality.

*Maureen*

### **Down South Labour Weekend**

Four members from our branch made the trip south for the Timaru rally. Lynn and Thelma Jones from Tokoroa and us the Kings from Hamilton.

We were lucky to have good ferry crossings both ways and except for some rain on the way down the weather was great.

A bonus for us as we travelled between Picton and Christchurch was to see a passenger train being hauled by a steam engine, not a common sight these days.

There were many highlights of the rally for us.

The visit to Geraldine where the girls went shopping and took time for a coffee and the boys went to the museum which had machinery, tractors, cars etc. This is on Colin's wish list to return to one day.

The Pleasant Point Vintage Railway where Colin conned a ride in the driver's cab.  
The visit to Te Waimate and the lovely county garden.

The dinner on Saturday night and the visit to The Chinese Restaurant on Sunday night.

Seeing the snow on the Southern Alps – what great views we had during our travels.

Once again the organisation of the rally was 1<sup>st</sup> class. Congratulations to the Otago Club. Thanks to everyone who attended. We had a great time and everyone was so friendly.

*Colin and Maureen King*

---

## HAWKES BAY

Sunday 16 September our club hosted an event for the combined clubs associated with the HB British and European Car Club.

Graeme had a very old book given to him with various gymkhanas and rallies and we chose to do a "Poker Run". This involved a simple run with playing cards available to draw at the various checkpoints. The overall winner is the person holding the best poker hand. As the route between checkpoints could be determined by the navigator, we also had winners for the shortest mileage and also the best comment from the driver to the navigator.

We completed the run at Ngatarawa Wines where the rain which had been threatening came down, just at the crucial time of collecting the cards and finalising the winners. We had a very nice room available to us for the afternoon tea which we all brought with us. Special mention must be made of the ladies who had the whole works, including lace cloth, lovely china and an Art Deco cake stand. Our club also provided a sausage sizzle which went well as the showers had cooled the temperature.

*Ann Bowes*

---

## MANAWATU MEANDERINGS

### **Spitfire & Feilding Steam Museum**

Sunday 23rd September saw an amazing 56 people, from Manawatu Daimler, Rover and Jag Car Clubs, plus the Wellington Daimler enthusiasts, meet up at Taonui airstrip. What a wonderful collection of cars we had turn up!

Everyone was keen to see the progress that has been made on the Spitfire. So far they have spent 22,000 hours and estimate that they still have about another 8,000 hours to complete it! The owner of the Spitfire wants it to be restored to the original specifications, so aluminium has had to be brought in from England. Every nut, bolt, rivet, etc has all had to be replaced.

We then went on to Feilding to visit the Rail Steam Museum. Some of us didn't even realise that it existed so were shocked to see how big their building was and how many carriages and engines they have there. We were broken up into 3 groups and given a guided tour with lots of info on the restoration work that has been done. They also have the old turntable from the Palmerston North Railway.

Afternoon tea was to be a mystery. We followed the leader, but unfortunately some didn't turn up, so guess they must have got lost on the way. Those that did, enjoyed tea, coffee, pikelets, sandwiches and sausage rolls in the lovely garden at 'Bloomsberry Cottage' on Makino Rd. Tables had been placed all round the cottage gardens, so we were able to sit and enjoy the beautiful surroundings. Those that were interested, got a conducted tour of the beautifully restored 130-year-old cottage. It has been restored over a period of 28 years, while being lived in by the present owners and their family.

We would like to say a very big thank you to Mel & Eris for organising everything for us. It was an awesome afternoon, thoroughly enjoyed by us all!

*Nal Daly*

### **MTA parade in Feilding, 13th October 2007**

Recovering from the dreaded lurgy I was most relieved to see Andrew Williams, our newest young member, turn up in his trusty Morris and set to and polish my 200 V.8. After weeks of wind the day was lovely and sunny and we were off to join the 90th Anniversary of the Motor Trade Association, Parade of Classic Car and Motorcycles, in Feilding where the Association was first formed. There were eight of our Daimlers attending, an SP.250, consort, Conquest, 64.V.8., three different year Sovereigns and my V.8. I was looking forward to us putting on a good display travelling in convoy in order of year through Feilding. Somehow the message didn't get through and we ended up scattered throughout the nearly 160 cars. Poor Andrew suffered my tirade as I sounded off and he climbed into the back seat and wished he had brought his Morry. Sorry Andrew. Eventually by a fluke we all ended up together in the Square and I had to eat humble pie, as our display brought quite a lot attention.

The hour-long parade was led by a Model T. Ford which had been beautifully restored, followed by every make and model car and motorcycle. Feilding as usual looked lovely with its beds of pink, white and mauve stocks, the perfume I'm sure disguising the petrol fumes, and the people, hundreds of them flocked to see the display. On reflection it was a good morning out, good company, good weather, great vehicles. The people's choice, well it was a 1976 Cadillac E. Dorado, professionally restored, No. Plate Elvis Prsley. There is no accounting for taste is there.

*Pauline Goodliffe*

## **Timaru 2007**

The Timaru Daimler “get together” was attended by 39 members and Daimler owners over Labour weekend, 26 from the North Island. Jan and I left Palmerston North in the V8 the previous Tuesday to catch the 2.15pm Ferry, the weather cold wet and very strong wind. However, the crossing was fairly flat, thanks to the wind being from the Nor’west! On arrival in Picton, we called to the home of Peter and Denise Hosie in the Sounds. They have sold their V8 and requested a home for their collection of DLOC magazines. Back to Picton for dinner and on to Seddon for our 1<sup>st</sup> stop-over.

Wednesday morning the rain cleared to a sunny but still windy day. The V8 was running too hot, due to the combination of tail wind and inadequacy of the electric fan I had fitted. Fortunately, I had packed the regular fan, swapping it back to alleviate the problem. We travelled across the new bridge at Seddon, the iconic combination road/rail bridge having been closed the previous Friday. A roadside stall provided fresh crayfish for lunch in Kaikoura, views of snow covered mountains and blue sea, magnificent on a fine day. Before leaving the coastal road, we called into the Oaro Pacific Motel to book a night on our return trip. Really neat place! Continued on to spend night in Amberley.

Thursday much cooler and a few overnight showers. Collected some parts for my Rover from Kaiapoi, then a punctured tyre. I carried 2 spares, having been caught out before! A new Tony’s Tyres branch in Papanui repaired for me, free of charge! Good service.

Continued on to spend night in Akaroa, great road, lovely little town with lots of character. Weather perfect!

Friday morning, fine and sunny, back over the hill and a brief visit to Birdlings Flat, an interesting stony surf beach. On to Timaru where we stayed with friends for the weekend.

Friday evening, we went to the Benvenue Hotel to meet up with the other Daimler members. Great to catch up with old and new friends, Alex welcomed all and outlined the program for the weekend. A social time and supper concluded the day.

Some Christchurch members joined us on Saturday morning, the car park at the hotel was fair “burbling” as we departed for the Geraldine Vintage Car and Machinery Museum. The Museum dates back to the mid ’60s and has over 1400 exhibits. These include 101 tractors from 1912 onwards, 30 Vintage and Veteran cars from 1905 and many items of farm machinery. Also hanging from the roof is a 1929 Spartan Biplane, possibly the only one in the world. Of special interest to us was the massive Daimler Limousine used for the 1953/54 Royal Tour.

Next on the agenda was Opihi Vineyard who provided us with a lovely lunch after which we arranged the cars for photographs.

Our next visit was to the Pleasant Point Museum and Railway. On arrival, we were briefed on the World's only Model T Railcar which is fully restored and operational.

This was followed by a trip on the Pleasant Point Railway and Historical Societies two kilometre track. Seating was in three of their restored carriages, motive power provided by their AB699 Steam Locomotive. The sounds and smells of a bygone age. Fantastic! We were then ushered into their vintage theatre for some old times movies. Jan was thrilled to meet up with a family member; most unexpected.

It was the back to Timaru with time to change for our evening meal at the Hotel. Lots of time to chat and socialize.

Sunday dawned sunny again. We travelled to Waimate with a stop on the way to look at the stone "White Horse" near the top of a hill in the distance. A variety of cars, 7 V8's, 2 SP250's 1 Conquest, 1 Lanchester LD10, 4 various XJ's and 5 "foreigners" made an impressive sight parked in a line on a country road! Our destination was Te Waimate, the Studholme family 750 acre station. Michael and Jan Studholme told of the family history from the pioneering days (1860's) and invited us to inspect the historic two room "Cuddy", totara and mud construction with thatched roof. They then gave a tour of the garden, a large brick harness shed built in 1888 and historic woolshed before treating us to a beautiful lunch.

From here, we convoyed into Waimate's Victoria Park and wallabies, the woolen wear Factory Shop did a great trade with many of our group making purchases. We raided the local coffee shop before returning to Timaru. The Southern members departed at this point, rather than having to double back. Others gathered at a Timaru restaurant or went their separate ways in readiness for departure on Monday morning.

Jan and I continued down to Dunedin for a couple of days, Winston and Kaye making us very welcome, providing a "tiki tour" of Dunedin's more notable spots. Once again, the weather was very kind to us, apart from that persistent wind that plagued the whole country. Sunday was a treat with Kevin Phillips organizing for us to travel on the Taieri Gorge Railway. The wind provided some moments with lots of stops/starts to clear telegraph poles, wire, bits of tree and other wind-borne debris from the tracks. While we only got half way up the Gorge, it was great experience with fantastic scenery.

Wednesday morning was an early start, with stops only for food and fuel until we reached Oaro on the Kaikoura Coast once more. A lovely picturesque place to stay.

Thursday, a leisurely trip to Picton and home.

We did a total of 1460 miles/2336 Km's, used about 278 litres (61.7 gallons) of fuel, works out to approx 24mpg/11.9L/100km's. Can't be too bad for an oldie?

South Island roads are fantastic, relatively quiet and in good condition making for very enjoyable travelling.

Special thanks go to Alex and Rita, Winston and Kaye, and all other members who made this weekend a special experience. Next year, Auckland here we come!

*Mike & Jan King*

---

## OTAGO

### **South Island Daimler Rally**

Timaru was the venue for a very successful South Island rally, held at Labour Weekend. It was organized by the Dunedin branch, led by stalwarts Alex Meikle and Winstone Wingfield. The event was planned in memory of the late Daimler Club patron Alan Hawkey, of Timaru, who was a great supporter of the club over many years. Around 40 enthusiasts attended for all or part of the weekend, which was based at the Benvenue Hotel in Timaru, where most of us stayed. It was great to see so many from the North Island had made the effort to travel south, several staying on for longer to do some sight-seeing.

Friday evening started with registration and a welcome to all those attending, followed by supper. It was good to catch up with folk we had met before, and to meet a few new ones.

Saturday morning was fine, if rather windy. We headed to Geraldine, where we had the choice of visiting the marvelous Vintage and Machinery museum, or just enjoying the ambience of the local shops and markets.

Then it was on through some delightful countryside to Hanging Rock, and the Opihi Vineyard. A very impressive spread of food was supplied for our lunch, and we were able to sample some of this season's wine. It was also an ideal opportunity to take a group photo of the cars, and there were many discussions about restorations, parts, motors, etc. As we were leaving, guests were arriving for an afternoon wedding, at the picturesque spot.

Next, we were treated to a ride on the vintage steam train at Pleasant Point, which was a highlight for me. Nothing beats hanging out of an open carriage immediately behind the engine, although in this instance we were spared the coal soot, as the boiler is fired by wood. There was also a comprehensive museum, and a small picture theatre, reminiscent of the sixties, run by a very enthusiastic gentleman who showed us several old movies. Another novelty was an early 'railcar', a 1925 Model T Ford mounted on wheels.

We returned to the hotel, where the rally dinner was held later in the evening. Good company and interesting conversation helped make it a happy evening, with some entertaining awards to various drivers.

On Sunday morning we stayed in Timaru long enough to watch the Rugby World Cup final, before heading South towards Waimate. We visited Te Waimate, home of the Studholme family for several generations. The owner and his wife gave us a very informative tour of the older buildings still in use, including the original thatched hut the Studholme brothers lived in for the first 6 years. They told us the story of one of the brothers walking down the coast to Dunedin (before there was a road) to buy cattle. He took a cheque, but the seller wouldn't accept it, so he walked all the way up to Christchurch to the bank for cash, and then back to Dunedin to pay for his cattle and drive them home. Our hosts then provided an excellent lunch, which we ate on the front lawn, with a magnificent outlook over the property.

Back in Waimate township, we paid a visit to the botanical gardens, which house several wallabies, as well as lovely flower beds. Then on to the Postie Plus woollen shop, where several of us bought some good bargains. To keep the gentlemen happy there was also a visit to a model shop in the main street, where we also found some interesting antique shops.

Graeme and I said our goodbyes then, along with several other folk who were driving south. Others headed back to Timaru overnight, and then dispersed from there.

We all had a very enjoyable weekend, largely due to the excellent planning and organization which had been done beforehand.

---

A man wakes up in hospital, bandaged from head to foot. The doctor comes in and says "Ah, I see you've regained consciousness. Now you probably won't remember, but you were in a pile-up on the motorway. You're going to be OK, you'll walk again, everything seems to be OK, but something happened. I'm trying to break this gently to you, but your willy was chopped off in the wreck and we were unable to find it."

Now the bloke groans a bit but the doctor goes on, "You've got £9,000 compensation coming to you and we have the technology now to build you a new willy that will work as well as your old one did, better in fact. But the thing is, it doesn't come cheap. It's a thousand pounds an inch."

The bloke perks up at this.

"So the thing is," the doctor says, "it's for you to decide how many inches you want. But it's something you'd better discuss with your wife. I mean, if you had a five inch one before and you decide to go for a nine incher she might be a bit put out. But if you had a nine inch one before and you decide only to invest in a five incher this time she might be disappointed. So it's important that she plays a role in helping you make the decision."

So the bloke agrees to talk with his wife and the doctor comes back the next day.

"So," says the doctor. "Have you spoken with your wife?"

"I have," says the fellow.

"And has she helped you in making the decision?"

"She has," says the bloke.

"And what is it?" asks the doctor...

"We're having a new kitchen."



**A SHORT AUTOBIOGRAPHY OF BERT MUNROE  
1895–1873  
And his record-breaking 1920 Indian Scout**

*(From "Dart Talk", No. 362, Nov. '07)*

Well it is a bit hard to cram a brief history and spec of a bike I brought new in 1920 for 140 pounds cash and have been developing since 1926. It has gone 3 mph faster each year for 44 years which is about average for some factory bikes over the same period.

I have been riding since 1915 and owned a Clyno V-twin in 1919–1920, which I sold to a blacksmith and then bought the 1920 Indian scout, engine No. 508627.

I have made five heads for it, countless pistons and con rods, carburettors, magneto parts, scores of cams, valves, flywheels, frame mods, fork changes, many wheels were built as tyres and rims changed. The last one was for the front wheel last July when I changed from 19" to 18" as I cannot get high-speed 19x2-75 tyres anymore. This I cut the tread off with a knife then smooth it down to bottom of non-skid groove.

For the first 22 years, after 1926 it was weekends and nights getting ready for hill climbs, trials and standing  $\frac{1}{2}$  and flying  $\frac{1}{4}$  mile events, and 1 mile dirt sidecar races at Penrith Speedway in N.S.W. Aus. Between 1926 and 1929 I had records in hill-climb, standing  $\frac{1}{2}$  and flying  $\frac{1}{4}$  and petrol consumption runs, one of 116 mpg. This covers the start of my tuning efforts and has continued to the present time. I rode second next to Les Weatherby in the world's first mile at Chatswood in North Sydney. The track was cut out of the bush with stumps and roots left, and a high jump out of a steep creek.

Then in 1927 solo on Aspendale Speedway, Melbourne Aus., I jumped off at 90 mph in a bad speed wobble at the end of the straight with one hand on the oil pump. We hit a deep gutter and took off on the bend, landed with the bars pulled around a little and my 29" tyre just kept the wobble and was heading for the post and rail fence. The 10,000 spectators were told in the paper that I was unhurt but pretty sick in bed for a week or two with concussion and many bruises. The Saturday before this at the Inverloch beach in Victoria my flathead Scout made the Gold medal at 90.1 mph.



1.



2.



3.



4.



5.



6.

1. AB locomotive, Pleasant Point Railway Museum.
2. Daimler Limo, Royal Tour 1953 at Geraldine museum.
3. Her Majestys limosine chair!
4. Members enjoy lunch at Opihi Vinyard.
5. Model T railcar, Pleasant Point.
6. Some of the Daimlers at MTA Parade in Feilding.



7.



8.



9.



10.



11.



12.

- 
7. Spitfire Taonui.
  8. Spitfire wing assembly in jig.
  9. Stuart and Delilah Brown inspect the Cuddy at Te Waimate.
  10. 2TWO50's.
  11. Graham, Stuart and Delilah Browns LD10, Alex and Rita Meikles Conquest.
  12. DA Loco and turntable, Feilding.

From 1929 I returned to N.Z. after four years in Aus. When work finally could not be had (this was the great depression) I spent the next ten years as a motorcycle travelling salesman. This was finally given up around 1941 when one of my rare (by this time) crashes put me off for eleven months.

When I returned to N.Z. I was invited to join the local M/cycle Club and am now a Life Member and have been for many years. After joining I just lived for the beach races, grass track, mile and ¼ mile, hill climbs, speed trials, trials, road racing, drags and I think the beach was the greatest in 1940. About seven years ago averaged 83.43mph in a six-mile race which I won. This was on a championship fancied course a few miles from Invercargill. This is where I do most of my testing nowadays.

In 1948 I decided to give up work and concentrate on getting a good run out of my old bike as by this time I thought I was getting better at designing parts and would go to the Canterbury Speed trials held each year north of Christchurch. Well I went for 22 years, this was a 1000 mile round trip from home. I broke N.Z. records more than once but was only three times satisfied I had gone as good as I could go at the time, and those three times their timer failed for me. The last time was 10 or 11 years ago and the ACU rep said "Never mind, next year we will have cable buried in the side of the road." Then they could not get it any more because of increased use of this long straight road known as Boystram Road, North Canterbury, N.Z.

I will try to give us a rough specification of the past and present of the engine and cycle. I have and still hold some records in the 37ci class, and the under 750cc class, 55ci class and lastly 61ci class, all with my flathead Scout.

My first major record was the N.Z. open record established on the Aylesbury straight in 1940 at a mean 120.8 mph. This was held for twelve years. The under 750cc road record at 143.43 and the NZ Open Road record at the same time. Also N.Z. Beach record in 1957. Although this is still attempted each year it remains unbroken at 132.38mph. 55ci AMA world record 1962 at Bonneville, engine was 51ci at this time. 1966 engine 56ci 168.06mph. American 61ci record 1967 193.6, best run 190.07 qualifying. 1969 record number of runs for a streamliner, 14 in 4½ days. I had magneto and carburetion troubles and finally burned-up pistons when gas tap shut off on the last chance qualifying run. I have hauled bike or engine to U.S.A. eight times in my attempt to get one good run, but this has always eluded my greatest efforts.

The last 22 years have been full-time as I could never get enough hours to do things. After finally getting 94 mph from the flatheads running on Borneo Aviation gas I had a go at making OHV heads. A foundry told me how to go about making patterns and I finally had them finished after a year of work until the first day it ran. Believe it or not the first runs were slower than my best on the side valve but over the years I gradually got it going faster 'til in 1937 I was getting 110mph from it,

also breaking con rods. About then a mate and I were returning from a distant beach meeting and another pair of rods broken, and he said why not write to the Indian factory and get special rods. This got me thinking and I acquired a broken Ford truck axle and carved out two rods in five months. These were in it for 20 years and were standing up to 140mph. By 1950 I was getting 150mph unstreamlined.

I have had many terrific blow-ups, the last two were during the last 11 months. I will describe one I had at Muriwai beach, Auckland in April 1969. I hauled my Munro Special up there 1130 miles and blew a piston (I had just made thirteen new ones for 1969), the rod and pin tore up and down, put tram tracks and split both cylinders, punched a large hole in front of cases, bent mag armature, broke slip ring and magnets on ML into five pieces. I hauled home and eight and half weeks had it running again. Eight more new pistons, two home made rods, magnets cut from old Bosch.

The brief history is almost impossible to put together but I best give us a rough idea of some of my best crashes. In 1916, out all day after landing on my head. 1921, riding standing on the seat of Scout waiting for Uncle Aif to get his King Dick going. I looked 'round woke up that evening after a whole day absence from what was going on. 1927, jumped off on dirt track Aspendale Speedway at over 90mph, concussion and bruising from feet to back of neck. 1932, stopped to get a rider going in Western southland when on my travelling job. I told the guy I would follow him in case he stopped again. We came to a farmhouse at a cross road, a dog ran at him. I caught it on the rebound and came 'round concussed and bloody from a deep scalp wound. 1934, crashed in Clifton Gorge, struck a wash-out before could pull up. Came around concussed.

1927, in 20-mile beach race, doing 110 when H. Currie B5A Special, the last rider I had to catch, turned in front of me. I hit the 6" brake and tried to steer behind him but hit him as he banked over to turn. My bike climbed up and over his and sailed 120 foot clear of beach before landing. He was knocked out and had broken collarbone. My bash hat was split from crown to rim in two places. Weeks later he told me what knocked me out and split the hat. The underside of the engine landed square on my head. When he was repairing his bike he found the varnish marks from my hat on the cases. I had all my teeth knocked out and my brother picked up numerous gold filled ones from the sand. This was one of the saddest moments of my life when I found my priceless teeth no more.

1940, running on home-built gas producer. Still traveller for some motorcycle firm and running at top speed 56mph on coal. I hit a ridge of wet gravel and ran off to side of road but regained control on fence-line. But before I could let go of bar and shut off gas and air lever I hit a 13" cutting into a farm house, the bike struck the far bank and shot right up into the air and back to the gravel road. My head hit the road; I was unconscious for 1½ hours and came-to blind from dried blood in eyes. I had haemorrhage of brain for a week and concussed, and was off work for 11 months. I had

part concussion headaches for about 15 years from this so I gave up the travelling as I did not care to travel by bus or car to sell bikes.

1959, was a drag at Teretonga International Track when at 110 mph the bike got into sudden fast speed wobble. I jumped off the side and rolled and skidded and bounced 15 feet high they tell me. I finished up in hospital for 7 weeks. When I finished the crash I had the bash hat still on, waistband of pants, tennis shoes and pieces of socks. I was only slightly concussed. It was missing flesh, and skin took building up again. One finger was ground half-way through the bone, but still works, but one joint is crook. All the other crashes involved just bones or scars or burns and one arm ripped apart at the shoulder. In 5½ months it grew back but still hurts at rest when I lie on it.

For this year I have made new cylinders and pistons to the largest bore ever, it is now 3.192" x 96mm giving 60.54ci. For eight years I have carved out new rods, cylinders and pistons and cams, and work full time on either my 1936 Velo or the Indian. For ten years I worked 16 hours a day in the shed and was told to slow up a few years ago and now work 7 days and about 70 hours a week. The flywheels I made from 5" axle hammered out under steam hammer. Just finished pistons. I had these eight heat treated for the first time. Crank in 1928 Scout turned down to ¾" and then sleeved. I make this from oil hardening steel and squeeze on and pull up with standard nuts. I leave the taper on one end and then make another taper with .¾" hole in it to fit drive side flywheel. The rods of course now have bigger eye and smaller rollers. The main shafts right up to about three years ago were standard, about 13/16" with four sets of caged genuine Indian rollers 4 x 5/16" running on the shafts. Well, as speed mounted-up over the years I got visions of them breaking, and in 1857 I had a new pin, crank pin that is, given to me in Springfield on a visit to Indiana. This I fitted to the timing side with big end bearings. Then the drive side looked so thin. I looked around and had a spare gearbox mainshaft. So I ground the four outside splines of it and made up two drive shafts from it, then had them ground and hardened locally. I bored out the taper in flywheel in my 3½" Myford lathe. By the way, I completely made new cylinder heads in the same lathe. The only change is to cut off gap in bed for flywheels. This probably weakens it a bit but I still work it every day and have since it was new 22 years ago. I am on my second set of back gears, worn out 12 years ago and my third lead screw is now badly worn.

Cams, I made by file and saw since 1926 but now have built a cam grinder and make them in pairs as I spent 800 hours in 1963 making the engine into a four cam set-up.

After I time them I pin them to the ¼" hole in the standard cam wheels on the Scout. Cam followers are filed from axle steel and I make a fork to take ¾" x ¼" roller running on needles and an oiler to keep good flow from the 1933 Indian oil pump I had given to me in 1956. This I modified to pump the oil to the big end, and was when I made my steel flywheels.

The 1920 scout frame and my third streamliner shell are still in the U.S.A. The first full shell I built took me five years to hammer out of sheet aluminium. I could only work at it when I had my bike ready for testing then if it blew up I would work on the engine until running again, then hammer away at it again, or suddenly think of some new scheme to get more speed. Of course these brainwaves often made it slower or just more blown parts. By the way, I have read of F. Fernihough's death and perhaps I can offer a reason for him running off the road that day. I have several times had similar experiences caused by a side wind of only 2-3 mph. If one is travelling over 180mph as on most occasions with me, the bike steers over to one side but I start to steer it back at once. But I have had to go 12 feet over the outside of the black line before getting it back to centre of the track. This I have known to take about a mile from start of swerve to be back on centre of track. If this were on a road of course there is no chance of survival.

The first shell I took with me to Bonneville in 1962 was the second I had built. The first one of aluminium was too hard to ride, too neat a fit and I had great difficulty getting the gears. So I modified it and used it as a mould for number two of fiberglass. I had my first run on it at Bonneville in 1962, and was ordered to have a test run with officials following in a car. It just veered from side to side at all speeds. I said to myself I may as well ship it back home, they will never let me run the thing like this. When they came up with me they said, "Handles OK". I said, "What?" They repeated, "Handled good."

Well for the next five or six years I had some of the worst out-of-control rides on record. The worst was for 5 miles late in 1962 when in an effort to stop wheelspin at 160mph I built a 60lb lead brick and bolted it in front of the rear wheel. By the time I got to three mile marker the top of the shell was swerving 5 feet and wheel marks were 5" wide and snaking 30" every 200 yards, measured and lined up later. Well when you figure you can only die next skid you try anything, so I wound it all on for another 1½ miles and when I found out it would go on that way forever I rolled it back and got it stopped. When the gang arrived and found me laughing and asked me the joke, I said I was happy to still be alive. The cure is to sit up and let the body strike the air. This shifts centre of pressure back behind centre of gravity. I learned this the hard way. Lead brick should have been in front of the front wheel and shell higher off the ground. At rear, air packed under tail and lifted weight off the rear wheel and thus caused wheel spin.

More specs. I have mods in clutch, the standard Raybestos plates are long gone and I have 17 standard steel plates, hardened and ground. I fit 24 standard clutch springs giving a pressure of 1360 lbs on the pressure plates, and the standard thrust race and withdrawal screw haul this free for freeing and gear changing.

I have a left hand lever and wire to operating arm and a small foot assist lever on the clutch worm shaft. I only use this for low gear engagement during test runs without shell. Over the years I made four chain drives having finally ground helical teeth off clutch body and filed out 46 half-inch pitch teeth by hand and now run a

three-row chain on a 22 engine sprocket and still the 46 clutch sprocket. This Reynolds in London told me 15 years ago would be impossible and would never work but it has run in there for the last 35 years or so in 10 SAE oil.

The gearbox is original but I was unable to get new sliding dog and was visiting an old acquaintance in Sydney in 1948, he had bought out Mr Bidens stock of Indian parts. I bought a set of 1916 Power plus Indian gears, lay shaft cluster and sliding dog. The cluster I shortened  $\frac{3}{8}$ " and have run on them this past 22 years.

Cylinders I usually make from very old city gasworks pipe, cast-iron condemned because of very large pits. I manage to get short lengths without too deep marks and because of the thickness, about  $\frac{1}{2}$  to  $\frac{5}{8}$ "; I can have enough thickness for a base. The barrels are old pistons melted in a small pot on the two-gallon can furnace I use for melting-down for making pistons. The muff casting I turn down in the Myford, bore undersize, then heat-up with blowlamp and drop onto liners.

Pistons I redesign every year and make about half a dozen or so and take with me to U.S.A. for spares. Some years I have used every one and even welded up burned-out ones there. When Jim Enz and his wife wanted to help me with fuel I said I would like to try alcohol and they brought me five gallons of best brand Mickey Thompson alcohol. Boy it sure was the best piston burner! I guess it had Nitro or TNT in it. Every run the pistons vaporised. No alloy heads on my heap.

Carburettor is 1924 Indian Chief. I have sawn a cut full length on top of it, bent it out and welded piece of brass in gap and run it in normal position with a T shape manifold made from  $1\frac{3}{8}$ " steel tubing. I have tuned five carbs for my bike since 1927 when I swapped the Schebler H for a Schebler be Luxe, and all others I have tuned and modified have been be Luxe Scheblers as fitted to the Indians made later than mine.

This year since arriving home from USA five months ago, have put in 560 hours on the Munro Special. The main jobs were two new alloy rods – two weeks, two new cylinders and barrels – one week, eight new pistons and much work on old dies for same – three weeks. I am making two new sets of cams for this year.

Making a 180-degree Bosch mag into a 42-degree by making new brass cam ring. From old ball race the two cams were made, filed and timed accurately then quenched in oil. As this 20-year-old magneto rotated backwards I had to make up a drive different from standard. This I finally got working by taking out the two idler pinions, and fitting a big cam wheel from a late model Indian. This has four teeth more than my engine and by cutting  $\frac{1}{8}$ " off base of mag and cutting into cases a little and jamming it back and boring new holes and tapping-out in same.

I finally got the drive fixed. I also made a movable shaft to run the large pinion on and thus get a close tooth adjustment.

Since finishing the above I have been testing at the beach and have been out 17 times and had 11 blow-ups. This consisted of mostly broken pistons of older

designs. I was testing out a steel rod and a new carb I had made these last two or three years. I ran it on 20 to 1 to test the rod, then built better pistons and ran three in it, one after the other, until I had one that should stand-up to 13 to 1. As soon as I lowered the compression to 13 the rod which had stood-up to all the broken pistons finally shattered top end when I was accelerating hard in top at 5,500, I took it down, the new piston was in many pieces, pin broken in half, cylinder scored and split at skirt and hammered out wedge shape and locked in cases. One rocker arm broken, one twisted, one push rod broken, one buckled.

Other breaks were cam follower I had made from magnesium four or five years ago, another rocker and pushrods bent and both valves bent.

Development goes on all the time and has been full-time these last 22 years. I would like to make another dohc set up. I still have the one I made and ran in quarter-mile grass track races about 1951. This fitted on front cylinder and rear was blanked-off. It was just an exercise as everyone was talking double knockers at the time.

It is only lately I have had ideas to try to fit up one for the rear as well but have so far failed to get time.

Pulled the head off this morning and am starting two new rods from DC6 propeller. I hope to find it strong enough. It was sent to me from Auckland, as I cannot get the 70-70 or 20-24 alloys in N.Z. I like to improve design every year in the cams, carbs (just finished a new one yesterday), conrods, pistons and sometimes valves and guides when they wear a little, and cylinders.

About Photos, I have many given over the last 40 years but most early ones were lost when my fairly new house burned down over 25 years ago. I will have a look around. Most are stuck in books and are not available. I will see if I can get one of the engine but if I can't get this posted this afternoon it will be another four days gone.

Have had a quick look round but things are all over the place. It is almost impossible for me to give you a true picture of the time I have spent on my cycles. The last 22 years have been full time and for one stretch of ten years put in 16 hours every day but Christmas, I only took the afternoon off.

I have a berth on SS *P&O Oriana* for U.S.A. on June 15th but will not go if cannot pass the doctor.

I am yours sincerely

**H.J. (Bert) Munro**

**Footnote:**

Bert never again competed at Bonneville, due to declining health, but to this day he enjoys the distinction that his Indian is the fastest the world has seen, 190.07mph at Utah in 1967.

Bert died peacefully in 1973 at the age of 78.

Daimler Cars are steeped in tradition with a history dating back to 1896. Our club shares this tradition, with its history dating back to 1971. Here are a couple of articles from the earliest magazines which are still of interest today. These cars were only 15 years old then!

## **Technical topics – The fluid flywheel**

*(From Vol 1 No. 2 DLOCNZ Magazine April 1971)*

The Daimler Fluid Flywheel which was first used on Daimler cars in 1930 is generally accepted to be one of the smoothest methods of transmitting torque by providing a completely flexible coupling between the motor and the gearbox. To give newer owners of Daimler and Lanchester cars an idea of how this works I will endeavour to explain in simple terms how it functions.

If you try and imagine two saucer shaped plates about twelve inches in diameter, subdivided into sections with radial vines cast in each part and if one of these saucer shaped plates is attached to the rear of the crankshaft and the other to the front of the gearbox and if you enclose these two parts in a housing and fill the space between these saucers with oil then you have a very rough idea of what a fluid flywheel is like.

Now when the engine is started the saucer attached to the crankshaft is revolved and this rotation stirs up the fluid in the housing between the two saucers. When the motor is idling this fluid is not moving around very fast but when you speed up the motor the fluid really starts to churn around at speed and so grips the rear saucer that is attached to the gearbox and so moves the car. Of course the faster you rev, the motor the faster the fluid spins and grips the rear saucer until there is virtually no slip at all between the two saucers, I hope this is clear but if any member would like it explained more fully let me know and I will give you a drawing of the fluid flywheel.

### **General maintenance**

Maintenance is confined to the simple task of checking the oil level at intervals of 3,000 miles. This is done when the flywheel is cold otherwise a false reading is obtained. The oil does not deteriorate with use and NEVER NEEDS CHANGING in the flywheel. To top up though proceed as follows:

Remove the front carpet and inspection cover from the floor in middle of front seat. Turn the engine with the crank handle until one of the two filler plugs appears opposite the inspection hole. Remove the plug with the special square ended tool in the tool kit taking care not to let the plug or washer fall into the flywheel housing. Top up to overflowing with the filler gun in the tool kit or also fill with a small funnel if the gun is missing. SAE 30 oil is the correct grade and straight oil and not detergent oil is satisfactory.

Replace filler plug and copper washer and tighten securely. Providing the seal in the rear of the flywheel is not leaking (you will notice a pool of oil on your garage floor if it is) this topping up is hardly ever necessary as oil is not used in the flywheel as it is in the engine. Also while you can be let down if you let the oil level drop too low you cannot do any damage to the flywheel. You will be let down in the respect that the car will not move although you rev up the engine as with no oil or low oil there will be no grip to drive the gearbox.

Next month I will explain how to remove the gearbox and flywheel from the car for the benefit of any member who wishes to renew the oil seal.

\*\*\*\*\*

TIP. Any member who finds that he is not getting positive gearchanges on his DB18 or Consort due to excessive backlash will find that the bearing unit attached to the bottom of the right hand chassis railing behind the front wheel is probably worn. This bearing is a weak spot on these cars as it is in an awkward place and no means is provided for lubricating. Also it is in a position where mud and water is flung up on it from the front wheel. A new bush will be needed and it is a good idea if replacing it yourself, to drill a 1/16th hole through the top of the unit on the inside of the chassis rail so that a drop of oil can be given each time you have the car greased or the oil changed. It is also wise once that you have renewed this part to wipe it over with a rag to remove any caked mud each time you wash the car.

\*\*\*\*\*

Back in Leathergoods shops in Christchurch after many years is a shipment of genuine "Properties" Specially prepared Leather & Saddle Soap. This is in tins selling for 75c. I have tried it on the leather in my car and can thoroughly recommend it as being the best leather softener I have tried. It really brings the leather back like new and removes the cracked look that all leather gets.

### **First Club Outing, Taitapu Domain, 29th March 1971**

Christchurch weather was at its very best for the first club run and with a total of sixteen Daimlers lined up on the Domain at Taitapu it was an excellent response and with the enthusiasm shown there is no doubt that the success of the club is assured. Models ranged from the Post-war DM8's, Consorts, a Special Sports, Conquests and Centurys, a Majestic Major, three Daimler VS's and not forgetting a very nice Lanchester LD10 with only 39,000 miles on the clock. It was unfortunate that our member with the oldest car, a 1937 EL24 as on holiday.

A garaging test was held and also a slow race which was interesting as owners had to walk beside their cars and steer them. This test showed the advantage of Fluid Drive over the Automatic box.

Placings as follows: Garaging test, Des Murfitt, 1st, 33 sec.; Des Worsfold, 2nd, 35 sec.; Grahame Stowe, 3rd, 41 sec., Gordon Somerville, 4th, 42 sec.; John Smith, 5th, 48 sec.

Slow Race. Des Murfitt 1st; Gordon Somerville 2nd. The above goes to show that a 1947 Daimler can still do a good job. Actually the DB18 idles beautifully.

In all – very successful outing and we look forward to the next run which will be on Sunday May 2nd if fine, otherwise on Sunday May 9th. The destination will be decided by popular vote at our meeting on the 21st.

\*\*\*\*\*

#### TEN THINGS TO PONDER

- #10 Life is sexually transmitted.
- #9 Good health is merely the slowest rate at which one can die.
- #8 Men have two emotions: Hungry and Horny. If you see him without an erection, make him a sandwich.
- #7 Give a person a fish and you feed them for a day; teach a person to use the internet and they won't bother you for weeks.
- #6 Some people are like a slinky ... not really good for anything, but you still can't help but smile when you shove them down the stairs.
- #5 Health nuts are going to feel stupid someday, lying in the hospital dying of nothing.
- #4 All of us could take a lesson from the weather. It pays no attention to criticism.
- #3 Why does a slight tax increase cost you \$200, and a substantial tax cut saves you 30 cents???
- #2 In the '60s, people took LSD to make the world weird. Now the world is weird and people take Prozac to make it normal.

AND THE #1 THOUGHT FOR 2007: We know exactly where one cow with mad-cow-disease is located among the millions and millions of cows in America, but we haven't a clue as to where thousands of illegal immigrants and terrorists are located. Maybe we should put the Department of Agriculture in charge of immigration.

# 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**

# *Hitting the Road ...*

*Daimler Events Diary*



## AUCKLAND

### Two Technical Evenings

#### THE FIRST

Clive Butler has kindly offered to give us a talk on the history and development of the BSA Marque of which he has a number of examples. In conjunction with this event we hope to arrange either a car grooming, a talk on leather care and restoration or a talk on the Daimler Marque.

We will gauge interest from the membership and assess their popularity.

#### 9<sup>th</sup> December

*Christmas Lunch at the Formosa Country Club at 1:00pm, and a Run.*

Meet at the Sunken Gardens, Cornwall Park, at 12:00 <http://www.formosa.nzgolf.net/location.htm>. Ring Bryan 6305172 to book.

#### January 2008

*Kauwau/Tiri Tiri Matangi Trip*

Ring Laurie 4781517 or ring Neil 6205000

#### February 2008

*Motat Galaxy of Cars and Ellerslie Concours*

Ring Bryan 6305172 or ring Neil 6205000

#### March 2008

*A technical evening for the repair of a car door panel.*

There are a number of problems that rust poses to door panels in the door skin folds (particularly at the bottom) where the external door skin is folded over the door frame. In the behind the sound deadening, normally a tar based material (normally near the bottom of the door); the removal of the tar will be dealt with. The external repair, finishing and painting with either a spray bomb or air brush. POR15 products will be used.

#### April 6<sup>th</sup> 2008

*Pukemiro Bush Railway Trip*

Ring Neil 6205000

## **2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> May 2008**

*National Rally on the first weekend in May in 2008*

The venue is Counties Inn in Pukekohe, it's only got 18 rooms but there are 2 Motels within 100 yds with plenty of rooms. The Counties has a conference room, restaurant and bar and a large open space at the rear for the photo. Fill out form.

## **May 2008**

*An English Car Parade down Tamaki Drive to Vellenoweth Green in St Heliers where the cars will be displayed.*

This will raise the profile of the English car Movement as it is estimated that over 5,000 people will view the spectacle. Ring Bryan 6305172.

---

# **WAIKATO / BAY OF PLENTY**

## **Sunday 2<sup>nd</sup> December**

*All British Day, Tye Park, Welcome Bay, Tauranga.*

Let's have a great attendance of members and cars for this event. Meet at 9.30 am at the park as we need to have our club display set up by 10 am.

Bring a picnic lunch, sun gear etc and enjoy the picnic atmosphere.

## **Sunday 20<sup>th</sup> January**

*A day at the beach. Keeping up with the Jones.*

A visit to Arthur and Mary Jones' place at 5 Kontiki Road, Whiritoa Beach, Whiritoa. Arrive 11 am onwards for a barbecue lunch. Bring a salad to share and our club will provide the meat.

Directions from Main Highway coming from Waihi turn right into Beach Road at Whiritoa. Follow Beach Road until T intersection. Turn right into Kontiki Road and 1st driveway on left. Limited parking up driveway.

If attending please ph Bruce 07 8568260 or Maureen 07 8552434.

## **Sunday 24<sup>th</sup> February**

*Visit to Classic Flyers Museum on Jean Batten Drive, Mt Maunganui.*

This museum is also home to a range of military vehicles.

We will hold our AGM during this outing – further details next magazine.

## **May 2<sup>nd</sup>-4<sup>th</sup>**

*National Rally hosted by Auckland Branch.*

Let's have a good attendance from Waikato-Bay of Plenty members.

---

# HAWKE'S BAY

## **Sunday 2<sup>nd</sup> December**

*End of Year BBQ.*

Club will supply Steak and Sausages and, as usual, members will need to bring salads, plates, cutlery, chairs and anything you wish to drink. Members will be contacted during the preceding week to ascertain numbers attending. Venue to be advised.

## **Sunday 9<sup>th</sup> December**

*Combined British and European Car Club Christmas function.*

Details to be advised.

## **Sunday in January**

*Social Outing for coffee or lunch.*

(Must be a fine day)

## **Sunday 3<sup>rd</sup> February**

*Harvest Hawkes Bay.*

The Glass Ticket is \$15.00 which gives entry to the 25 participating vineyards and food outlets. Meeting place to be advised.

## **8<sup>th</sup>–9<sup>th</sup> March**

*Hawkes Bay British and European Classic Car Day.*

Full details will be circulated on a separate notice.

---

## MANAWATU

## **December 9<sup>th</sup>**

*Monthly meeting, combined with President's picnic at Horseshoe Bend Reserve in Tokomaru.*

Club to supply meat, wine and juice. Members are to bring their own plates, cutlery and glasses, plus salads or desserts to share. Also, a \$5 gift. If wet we will meet at Pauline's place.

## **January 27<sup>th</sup>**

*Jan/Feb monthly meeting 10.30 am at Pauline's.*

## **February 3<sup>rd</sup> 2008**

*Dannevirke Wheels with Attitude 10 am to 2 pm.*

**February 17<sup>th</sup>**

*Trentham British Car Day.*

**February 24<sup>th</sup>**

*Shannon Show & Shine*

**March 2<sup>nd</sup>**

*Last meeting before the AGM 10.30 am at Pauline's*

**March 9<sup>th</sup>**

*Hawkes Bay British Car Day*

**March 16<sup>th</sup>**

*Wanganui 3<sup>rd</sup> Charity Classic Car Show.*

**March 23<sup>rd</sup> Manawatu Branch AGM**

*Time & place, still to be confirmed.*

**May 2<sup>nd</sup>– 4<sup>th</sup> 2008**

*National Rally hosted by Auckland.*

---

*Member's Market*



## **FOR SALE**

Offers are invited for the **1969 Daimler V8250**, owned since 1982 by our late Patron, Athol Hawkey. Only one other previous owner. Immaculate original condition, white with red leather upholstery. Well maintained and full service history. Phone 09 528 6117 or email [orbell@xtra.co.nz](mailto:orbell@xtra.co.nz)

**Daimler V8250** slimline in very nice order throughout. Only 74000 miles, iridescent blue, wire wheels. All receipts for the last 15 years. Asking \$17000 or near offer. Please contact Bryan Walden in Warkworth, Phone 021 425547.

**XJ6 parts.** The Manawatu branch are dismantling several cars with many good parts available. If you are after anything, contact anyone on branch committee.