

Daimler & Lanchester Owners' Club in New Zealand Inc.

August/September 2007

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From the Driver's Seat ...

A Message from your National President



I have written elsewhere about our National and Auckland Patron's passing. It was a privilege to have known this outstanding man.

I was also saddened to hear that long time member and technical expert Dempsey Harford had passed away. At the A.G.M. in Palmerston North some years ago I first saw a picture of a Special Sports on the wall of the cosy bar he had in his home. It wasn't just the whiskey, I couldn't take my eyes off the elegant lines of the car and determined to have one someday. I still get a kick out of owning and driving 52 DAME. Thanks Dempsey.

Preparations for the National Rally in May next year are well in hand. The venue in Pukekohe was selected to avoid the traffic and drag through Auckland. The Counties Hotel has all the requisite facilities with ample accommodation nearby if required. The Glenbrook Vintage Railway has been chartered and an interesting programme has been formulated for your entertainment and enjoyment.

What we now need is a few more entrants to swell the ranks, it,s going to be a Cracker! If you're not there you can't share.

Ed Cayhoe

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Getting Up To Speed ...

A Word from your National Secretary



A warm welcome to our new members this month.

- Grayton Crawford of Palmerston North, has a Daimler V8, also has a reputation as a Saxophone player of some note!
- Andrew Williams of Colyton (Manawatu) is another young enthusiast, a student who is looking for his first Daimler, at present drives a very tidy 1300.
- John Deborah and Zara Gleeson of Bulls have a Daimler Century undergoing restoration (one of about 20 cars I believe).
- Charlie and Pam Coley of Palmerston North have a Mk7 Jaguar, an XJ40 and have just acquired a Daimler V8.
- Steve and Faye Griffin of Mt Manganui have a Daimler V8.

I'm sure all members who had the pleasure of knowing Athol Hawkey will be saddened at the news of his passing. We were honoured to have him as our Patron.

Also this month, a long-standing Manawatu Member, Dempsey Harford, passed away after a brief illness. Dempsey will be remembered for the cars he restored and owned over the years, his generous hospitality and his assistance and knowledge of all things Daimler. Our condolences go out to his family.

Two other long-serving members who have sold their cars are Lynn and Thelma Jones of Tokoroa and Peter and Denise Hosie of Picton. Lynn and Thelma have owned their Conquest for many decades, Thelma being renowned for her magnificent Rally Cakes. Peter phoned me offering a set of magazines from 1974 if anyone would like them. Contact Peter at 03 5736033 or myself if interested.

The shed has seen some winter activity, the SP interior is now tidied up, the rescued Century is now mobile, but now the Consort has taken to spilling its diff oil into the brakes! Never a dull moment!

We are looking forward to the South Island get-together, hope to see you there.

Mike King

Round the Bazaars ...

Daimlers on the Run



AUCKLAND

A Sunday River Cruise

After meeting at Albany and having an early morning coffee a leisurely to Warkworth was undertaken. Having arrived early we eagerly awaited the appearance of our next mode of transport, a motorboat built in 1929 at Dargaville as a tow launch, which recently transported to Warkworth and refitted and repowered with a 107 year old 65HP Simpson-Strickland coal burning Compound Steam Engine.

After its arrival we boarded and proceeded to cruise down the Mahurangi river past the lime works, the old cement works, marina and boatyard and the million dollar plus riverside properties. On the return trip many members took up the invitation to steer the boat, John Marsden being complimented by the regular master on the straight course he steered.

At the completion of the trip we alighted and meandered up to a restaurant and had a very delightful lunch from a varied menu. We then left for our return journey home, a very relaxing and enjoyable day was had by all.

Laurie McNeman

Go Kart Daimler/Jaguar Challenge

The Challenge was held at the Auckland Raceway, with two Daimler teams and five Jaguar teams competing. We drew with the Jags (thanks to the Prebble Family) and they graciously allowed us to have the trophy for the first six months.

Bryan

Auckland Branch Tenpin Bowling Report

On the day there were 11 of us and 22 of the Jaguar Team. The score for Daimler was an average of 104 points and for Jaguar 98, resulting in a win for Daimler. After the game we regrouped at Albany for lunch at Speight's Ale House. After lunch the results were given to the Jaguar Team and the trophy was presented by Jaguar President to the Daimler President as per tradition. To the Jaguar Team, thank you for the good competition that you gave us and we will see you next year. Leaving Albany we followed Laurie to Brown's Bay to view Karl's Daimler 1937 straight 8 that had come from South Africa. Around 19 feet long and weighing 2½ tons, what a magnificent beast. Karl hopes to have it ready for outings next year with some help generously provided by Laurie.

Bryan Davis

WAIKATO / BAY OF PLENTY

Burst to Burt's and Back

We got home in Hamilton on Saturday night from our weekly trip to Tauranga and released we had forgotten all about the Sunday run to Kataikati for a Pot Lunch with the Burt's and then on to the Heritage Museum at Kataikati.

The weather forecast did not look good and we did not have anything for lunch. Ruth had also arranged for a number of people to come and look at cats for home placing – she runs a shelter for the Cats Protection League in Hamilton – so she was not going.

I woke just before 5 am and did not feel tired so ventured into the kitchen for a cuppa and ended up baking a loaf of bread. It was not raining and the cloud was high so after the cuppa another squiz at the sky and the decision was made – I would go for a drive. Half an hour later to accumulated junk removed from behind the Daimler, a shower etc and off. Darn – the bread, to go with some Waitemata Feta and my home grown and dried tomatoes, had failed. I know, I'll stop somewhere and get some Vogels or something.

Stop one – Repco for some Motorup, chucked in straight away. The Daimler is a 1964 V8, done 125,700 miles and hardly been touched. The car has been in the Club since 1979 when my parents Noelyn and Des Maulder of Napier bought the car and joined. At that time they refurbished the automatic gearbox, but the rest of the engine has not been apart although it was out when the car was stolen (another story). So she, the Daimler is somewhat tired and is running a rather low oil pressure – like 1 or 2 psi at idle when hot, and yes, the gauge has been checked. I was fortunate to have inherited the car when Mum passed on in 2002.

Stop Two – heading off from Te Rapa I did not know where I was going so back home and grab the latest club magazine and off south across town.

Stop Three – Cambridge BP. Somewhat auspicious – one Police car at the intersection just before the petrol station, another in the station! No just filling up, so I did too. Somewhat more expensive to do so than our diesel Nissan Pathfinder Z30 though. Bread too.

Great run along Karapiro, through Hinuera Valley and two more Police cars at Te Poi. They had someone so were not too interested in passers-by for the moment. Now came the test – my oil pressure was climbing as the Daimler's pressure stayed the same at 15-19psi, not quite 20psi as I climbed the western side of the Kaimais. Watch the water temperature too! From just under 70 degrees, rising to 85 over the top Great run up through the sweepers. The gradient just right for the car and cornering perfectly to maintain a steady 50 mph, passed the slow truck by the lookout and then all the modern stuff found a straight piece of road without too much slope and roared passed. Oil pressure and water temperature OK. My

pressure fell as the water temperature dropped back to 70 degrees falling. I knew then that I should not really have any problems, especially as Mum had been driving the car all over the North Island like it was.

Arriving at the Burt's I took the squeezed in beside the palm tree being the fifth club car to arrive although a number of non-Daimlers were already there. The Kings white V8 was obviously there early enough to have turned around along with two of the older Daimlers. I am not yet familiar with the various models; I'm actually a classic MINiac (Mini fanatic).

There were apparently some 24 members for a great lunch including a lesson on cracking macadamia nuts using Murray Burt's home made nut crackers.

After lunch and a great chin wag Murray took some of us down to his shed. His Graham Brothers truck was under restoration and almost crowded out of the shed with all sorts of interesting blokey stuff.

The walk back up the hill included a discussion of why there was no longer a jet boat or horse gear, and bungy jumping at Queenstown! Yes, they are all very closely related, but we'll leave that with Murray and Jan. Thanks for hosting us for a great few hours.

Next it was time to move on to Kati Kati and about 19 of us made it to the Heritage Museum. It is mostly a private collection the proprietors had purchased, housed and opened to the public. It is well worth the visit as there are many early electrical household appliances, a smithy, audio-visual department dating from the 1800 with working 3D imaging and sound. If you drink at all then you will recognize some of the bottles in the huge bottle collection – including a beer commemorating the Kaimai Tunnel and the Police 100 Years celebrations. There is also a section on the claimed only Irish town planned in the world – Kataikati. This was interesting as my mother's family were part of this community, and finally a video of felling and extracting some of the huge trees for timber in the local area.

At the end of the tour the rain had started. Some of the party contemplated the restaurant, but as there was still some daylight left I opted to get on my way. Up through the Waihi Gorge (well straight now), cut across to the Karangahape Gorge bypassing Waihi, and south from Paeroa. Another Police car at the Tahuna turnoff. He was busy too! A crashed car on the traffic island. On through Te Aroha, Morrinsville and home in the dark with Ruth opening the garage before I got there.

The oil pressure held up OK-ish. I will have to do the pump and bearings sometime soon, but returning across Hamilton the indicators started being intermittent and the high beam indicator was out. Some some repairs and a wash and polish on the TO DO list before the next WoF. At least the rego is affordable with 40+ years old cars so I have no excuse for not doing the lighting repairs.

All in all a grand burst from Hamilton to the Burt's and back.

MANAWATU MEANDERINGS

Sunday the 15th of July was our Wellington trip. The appointed meeting place at Ohau saw 8 Daimler members and a like number of Jaguar and Rover club members assemble. A brief stop at Otaki, then on to Wellingtons "Tugboat" restaurant, moored in Oriental Bay. Here we were joined by a further 4 Wairarapa members, over 20 of us for lunch. It was a great opportunity to meet our new members and members of other clubs.

The drive to the Cable Car Museum was an interesting one for members unfamiliar with Wellington's inner traffic system. It is very hard to form any sort of convoy or "follow the leader" system, dammed traffic lights! Who says you can't go through an amber light?? Eventually, we all made it through to the top of the Botanic Gardens, with the aid of a couple of handheld radios, to the museum complex.

The Cable Car Museum is indeed an interesting place, with information and displays of cable cars and machinery from the earliest eras of Wellington's history. We were able to sit on, look over, under, around, through the various cars, inspect the cable mechanisms and watch an informative audio/visual presentation. Of course, the day wouldn't be complete without a ride on the latest version, so we all took the scenic ride down to Lambton Quay and back again. We must be a greedy lot, the call to the café was irresistible, we topped up with food and beverage before making our way down to the city, and home.

Another entertaining "Daimler Day", thanks Val and Mike for making it happen.

Mike King

The August get together was a trip to Wanganui to visit the Auto Barn Museum.

When we left Feilding, we went through torrential rain and were surprised how the poor old wipers coped on the V8. I thought no one would turn up in this weather and upon arrival in Sanson for morning coffee (breakfast for some) we met 27 other Daimler enthusiasts and 12 cars including some new members.

We did a tiki tour through Marton stopping for a chat to interested locals, then travelled on to the museum with very well presented cars. Anything with wheels, you name it, they had it. Also various displays to keep the ladies interested.

By this time the weather had cleared and we journeyed on to "Pickwick Parlour" to enjoy lunch and fellowship before doing a 25 hectare tour at "Bason Botanic Gardens" then home.

A very enjoyable day.

Eris Collier

OTAGO

Outing Saturday 25th August

The Wingfields organised a mystery run which included scenic views of Dunedin city, down Three Mile Hill to the Taieri Plains back on the motorway to Green Island then to the Mosgiel Railway Cafe for an excellent meal. Our President Alex Meikle got lost, he should have done better as he had two women navigators. We were pleased to welcome Shayne and Andrea Spicer to their first outing with the Otago Branch. They were travelling in their immaculate maroon Daimler V8.

Garden Tour

Our annual Daimler and Jaguar Garden Tour is coming up. Keep Saturday 10th November free – we will ring all members with details. We have some interesting gardens to view – plus good weather we hope. If you require details contact Kaye – Phone 4762323

Timaru Rally

Entries are now closed but I am sure we will take a late booking. We are planning a good weekend.

Kaye Wingfield

Obituary

Athol Hawkey, 1912–2007

A large turnout of members farewelled our esteemed National and Auckland Branch Patron on Friday 10th August at All Saints Chapel, Purewa Crematorium, Auckland. The service was beautifully conducted by the Reverend Catherine Thorn. She had officiated at Rae's funeral two years ago, knew the family well and was a great comfort to them.

Athol joined the Club in 1977 and was passionate about his Daimlers and the Club. He became Auckland Branch Patron in 1992 and National Patron with his brother Alan in 1997.

He was extremely generous and supportive of the Club at all levels throughout his long membership. He in turn was ably supported by the late Rae, his wife of over 60 years.

Condolences were received from all over New Zealand with apologies from those unable to pay their respects personally.

It's amazing how much you don't know about people until their funerals! Apparently Athol had his own midget racing car and drove in the early days of the Western Springs Speedway in the 1940s when it was a cinder track... However, because he knew that the local business community would not approve of such a harum scarum activity, he called himself Keith Cowells (Keith being his middle name and Cowells his mother's maiden name). Thus this young scallywag preserved his dignity and anonymity with goggles, helmet and a cunning pseudonym.

This however was not how the speakers at his funeral remembered this fine gentleman. They spoke of his invariable immaculate appearance, even when gardening or working on his engines, his unfailing courtesy, his wicked sense of humour and sense of fun, his valued friendship and firm loyalty, and of the respect and esteem in which he was held. All spoke of how privileged they felt to have known him.

Ed Cayhoe
National President

Obituary **Edwin Cecil 'Dempsey' Harford** **26 March 1927–5 September 2007**

Dempsey died at Palmerston North Public Hospital recently after a short illness. He was the founding President (1977) of the Palmerston North Branch of the Club and a former member of the National Executive.

Dempsey would have been well known to members of the Club throughout New Zealand during the late 1970's and all of the 1980's. He wound down his involvement in the 1990's. He just loved Daimlers, owned many and restored a number including a Consort, a Century, a Sovereign and his beloved Special Sports. At the time of his death he has a Mark II Regency in his garage.

Dempsey had an extra friendly, warm and engaging personality, was a most welcoming and sociable host and had a great sense of inclusivity when with a number of others. He easily engaged children and senior folk alike. He was on the organising committee of the second National Rally held in Palmerston North in 1979 and was a prime mover in introducing the Club in a Wedding Car service which greatly promoted the Club for many years. His cars were always beautifully presented and he and the Club received many grateful acknowledgments from married couples who said the spacious Daimlers made their big day ever so more memorable.

Dempsey was a real roadside samaritan. He helped selflessly, in all weather conditions, many Club members and the public when he sensed he was needed. He always had the spare battery, the jumper leads, the tow rope and especially the skill and knowledge to get them on their way. He helped many Club members with their cars/projects without expectation of reward. He was indeed an interesting, generous and kind human being.

He had interests other than 'cars', namely motor bikes and racing TQ midgets in his younger days and aircraft and the love of flying in his later years.

His cheerful demeanour will be sadly missed especially by his team mate and beloved wife of 58 years, Corleen, his son Tony and daughter Judy.

Dempsey you enriched many lives for which we thank you. Rest in Peace kind friend.

Terry Gamber

The Hassle of Hubs!

The rear hubs on Daimlers can present a real challenge as many members can attest. I recently purchased, or more correctly “rescued”, a 1957 Century, which was in good running condition until it broke an axle half-shaft. The owner decided (wisely) to relinquish ownership requesting the car be returned to its former glory.



The only way I could get it home from Wellington was to “A” frame it. After removing the rear brake shoes and drive shaft, I towed, or rather “dragged” it back to Palmerston North. It sat for a while, awaiting the time and inclination to do the job. The only problem was the removal of “THE HUB”! The book suggests it’s quite a simple operation, fit the factory supplied puller and wind it off! YEAH RIGHT! Having destroyed my heavy puller on a V8 hub a couple of years back, alternatives had to be found. Several arrangements of chains, jacks, heavy leavers, slide hammers, were tried, the wheel bearing retaining bolts were removed, and still the hub had an inseparable relationship with the rear axle! All I achieved was cracking the brake drum. This was calling for much more drastic measures..... This called for the h-e-a-v-i-e-s!

What was the heaviest thing in the arsenal? A sizzling sp250, to frail (and expensive). A trusty Transit, to big, mothers mini, wouldn’t dare. Answer, the rampant Rover, this would test the metal!! Multiple chains were arranged (see photo) between “the rock and a hard place” the first attempt resulted in a broken chain and the Century moving sideways about a foot! Second attempt, a little more of that V8 power applied, and “BANG”! What a commotion. With fear and trepidation inspected the carnage, but, behold, there’s the hub on the ground (see 2nd photo). What happened next wasn’t anticipated, the Driven Member appeared at the back door, straight from the shower, asking if I was okay, bless her. (No photo!) I wasn’t quick enough at this point. I should have feigned dead, I might have received “the kiss of life”!

The hub came off complete with bearing and piece of half-shaft, my engineer mate removed the offending tapered keyed shaft in his press. The 30 ton press indicated 34 tons; he had to then heat the hub whereupon it flew off with explosive force sufficient to rip the loosened nut off the end of the axle.



The car has new axle and is now for sale. CHEAP to a good home.

The Driving Member
Mike King

Articles of Interest ...



Daimler Straight-Eight Convertible Daimler Sales Brochure from the Library

(From Fluid Driving, Volume 37, No 10)



BODY STYLE: 2-door, 5-seater Convertible Coupe with power-operated drophead. 3-seat adjustable bench type front seat has hinged backs to outer seats giving access to a rear compartment in which are placed two seats with armrests, the seats being positioned so that passengers have a clear view forward between the heads of the front seat passengers. The seats in the rear compartment fold up to provide extra luggage space when required. Power-operated folding top when lowered is concealed by a metal panel which closes automatically on the completion of the lowering operation. Drop windows to the two doors are electrically operated. Wide, curved one-piece windscreen provides maximum driving vision; rear wheels are partly covered by aluminium covers operated by spring balanced arms; painting and upholstery to choice with specially styled interior finishing to harmonise. Interior fittings include – radio set under centre of instrument board; one electric lamp in each rear quarter; electric lamp at each doorway operating automatically with door opening; side armrests on doors for driving seat; sun visors; car heater on the back of dash; cigar lighter and ashtrays; floor covered with carpet and felt underlays throughout; large luggage boot at rear with separate compartment underneath for spare wheel; tools carried in portable box in spare wheel compartment. Custom built bodywork in very best style of English coachbuilding by Hooper of London.

ENGINE: 8-cylinder, bore 3.35", stroke 4.725" with displacement of 333 cu. ins., compression ratio 6.3 to 1, brake horsepower 150 at 3,600 r.p.m.; 5 bearing crankshaft statically and dynamically balanced; 5 bearing camshaft driven by roller chain, cams of harmonic acceleration type with special opening and closing ramp; overhead poppet type valves; full length dry cylinder liners; pistons fitted with 3 compression and 1 scraper rings; full pressure lubrication to all main, connecting rod, and camshaft bearings at 40 lbs./sq. in. through a full flow oil series litre mounted directly to engine, oil capacity 15 quarts; vibration damper ensures smoothness at all speeds.

FUEL SYSTEM: Two down draught carburettors; oil-bath air cleaners and silencers; mechanical fuel pump with hand priming lever; 24 gallon gas tank, including a 2-gallon reserve controlled from instrument panel.

COOLING SYSTEM: Thermostatic by-pass temperature control; centrifugal type water pump combined with four-bladed fan; full-length water jacket cooling; water distributing tube in cylinder head directs water on to exhaust ports and sparking plug bosses; thermosyphon water circulation in cylinder block; cooling capacity 28 quarts. Pressure valve is fitted in radiator to prevent loss of coolant.

ELECTRICAL SYSTEM: 12-volt system; high capacity generator voltage controlled and ventilated; two batteries with a capacity of 110 ampere hours at 20 hours rating; automatic advance mechanism; starter motor with solenoid control switch; sealed beam headlights, back-up light, turn indicators front and rear with tell-tale light on instrument panel, two combined tail and stop lights.

TRANSMISSION: Hydraulically operated through fluid coupling combined with a pre-selector epicyclic gearbox; four speeds forward and one reverse, ratios 4.174 to 1, 2.360 to 1, 1.527 to 1, and 1 to 1, with 6.270 to 1 for reverse. Lubricant capacity 8 pints. Pre-selector change lever works on quadrant positioned under steering wheel.

FRONT SUSPENSION: Independent front suspension with coil springs and links; hydraulic piston type shock absorbers; torsional anti-sway stabilising bar.

REAR SUSPENSION: Semi-elliptic springs; hydraulic piston type shock absorbers; torsional anti-sway stabilising bar.

FRAME: Boxed and cruciform braced.

DRIVE: Hardy Spicer open propeller shaft fitted with roller universal joints; hypoid bevel rear axle, three-quarter floating with four differential pinions, rear axle ratio 4.09 1 to 1.

STEERING: Worm and double roller type steering box with centre arm steering; 19" diameter spring steering wheel mounted on a telescopic column adjustable for length; turning circle diameter, 50 feet left and right. Left or right hand driving controls available.

BRAKES: Daimler-Girling hydro-mechanical two-leading shoe type with servo assistance; independent mechanical hand brake.

WHEELS AND TYRES: Disc type bolt-on wheels with semi-drop centre rims with detachable flanges and 8.00 by 17 tyres; provision is made on the wheel rim for balancing each wheel; spare wheel and tyre is provided and carried in special compartment under the luggage boot.

CHASSIS LUBRICATION: Chassis lubrication is provided by automatic pump with regulated supply.

DIMENSIONS: Wheelbase 147"; track-front 60", track-rear 63"; overall length of Coupe 240", overall height 67", overall width 77"; ground clearance 7".





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6.

1. Auckland Mahurangi River.
2. Auckland Mahurangi River.
3. Auckland Mahurangi River.
4. Auckland Steamboat trip 05.08.07.
5. Auckland Steamboat trip 05.08.07.
6. Machine room, Wellington Cable Car.



7.



8.



9.



10.



11.



12.

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- 7. Manawatu members at Wellington.
 - 8. Restored Cable Car.
 - 9. Dorothy and Gibby at Waikanae Museum.
 - 10. Ed Boyd's Auto Barn.
 - 11. Waikato BoP event report.
 - 12. Wellington Cable car.

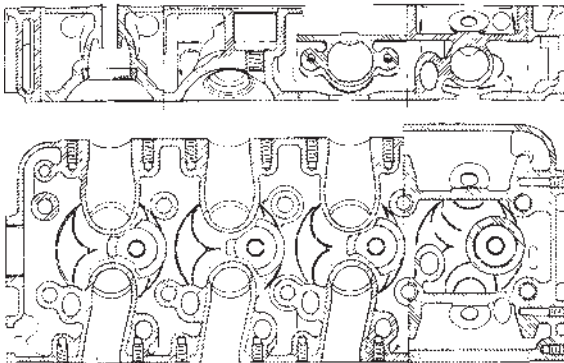
DAIMLER V-EIGHT ENGINES

(From Daimler SP 250 Sports & V-8 250 Saloon Gold Portfolio 1959–1969)
(Continued from last issue)

Cylinder heads

For the sand cast cylinder heads, LM4 aluminium alloy is employed. The two castings are identical, interchangeability being made possible by having water outlet openings at both ends: the opening not in use is covered by a blanking plate. Although the water spaces do not surround the exhaust valve guides, they do encircle the exhaust ports outboard of the valves. It is noteworthy that, in order to accommodate these passages round the exhaust ports – and similar ones round the inlet ports – the head castings are appreciably wider than the jacketed portions of the block.

Each head is held down on the block by five pairs of studs: one pair is situated at each end, and the intermediate pairs are equally spaced between them. The waisted studs, which also secure the diecast LM24M aluminium pedestals for the rocker shafts, are of high-tensile steel; at the ends, the threads are of $7/16$ in diameter on the smaller engine and $1/2$ in on the larger, and the waist diameters are 0.401 and 0.464 in respectively. Accurate location between the heads and the block, and between them and the rocker pedestals, is ensured by the use of dowel sleeves, through which the studs pass. There are two of these dowels at the middle of each head-to-block joint, and one for each rocker pedestal. Tightening torques of 40 to 45 lb-ft and 55 to 60 lb-ft respectively are applied to the nuts. The gaskets between the block and the heads are of the corrugated steel type.



These two views of the cylinder head of the SP250 engine show the disposition of the sparking plugs in relation to the valve seats, also the offset of the inlet ports and the layout of the water passages.



The iron valve seats are cast into the aluminium head, and the part-spherical combustion chambers are, of course, fully machined. There is an included angle of 70 deg between the stems of the valves, and it is bisected by the cylinder axis.

An ordinary cast iron is employed for the cast-in valve seats, which have a slightly dovetailed section to ensure their complete security. The inlet and exhaust valves of each cylinder are disposed in a transverse plane through the cylinder axis, which bisects the 70 deg included angle between the valve stems. Because of the small gap between the valve seats, the sparking plug holes are offset longitudinally from the cylinder axes, to which they are parallel; for internal symmetry in relation to the porting, the direction of offset is forward on the left-hand bank and rearward on the other.

As viewed in end elevation, each inlet port is straight from the manifold joint face as far as the valve guide, and has no downdraught angle relative to the cylinder axis. However, the plan view reveals an appreciable offset of the ports, to promote induction turbulence and, incidentally, to bring them adequately clear of the pushrod tunnels. Any possibility of an obstructive step in the inlet tract is avoided by slight bell-mouthing of

each port, to a diameter a little greater than that of the outlet from the manifold. The joint face is parallel with the plane through the cylinder axes.

Each exhaust port is disposed transversely, and its axis has a continuous curvature, of varying radius, from the valve seat to the manifold joint face. The purpose of this curvature is, of course, to minimize the overall width of the power unit, by keeping the exhaust system relatively close to the block. Since there is an angle of 25 deg between the manifold joint face and the plane through the cylinder axes, the face is at 20 deg to the horizontal.

Camshaft and valve gear

As has already been mentioned, the camshaft is installed relatively high in the angle between the cylinder banks; a Renold endless duplex chain drive, of $\frac{3}{8}$ in pitch, is common to both sizes of engine. The 19-tooth crankshaft sprocket is of En.15R steel, while the 38-tooth gear on the camshaft is an iron casting to B.S.S.1452, Grade 17. A Renold SCD automatic tensioner, actuated by engine oil pressure, is incorporated, bearing on the slack run of the drive. It is bolted to the front of the block casting and its slipper pad is of synthetic rubber. A nylon anti-whip bracket is mounted close to the loaded run of the chain. The nominal distance between the axes of the crankshaft and camshaft is 6.921 in on both sizes of engine, and the chain has 66 pitches.

Six Glacier steel-backed white metal bearings of the wrapped type carry the camshaft, which is a case-hardened En.32B steel forging. There are two cams between each of the end two bearings, and four between each of the other pairs of bearings. The spiral gear for the distributor and oil pump drive is situated immediately behind the rearmost cam. Axial location of the shaft is effected by means of a sintered iron plate behind the sprocket. In the 2½ litre engine, all the journals have a nominal diameter of $\frac{19}{16}$ in, and the four intermediate bearings are 0.525 in long; the front and rear bearings are 0.85 in and 0.70 in long respectively. A more robust camshaft is, of course, employed in the larger engine: its journal diameter is 2 in, but the bearing lengths are identical with those of the SP.250 unit.

In each engine, the inlet and exhaust cams have a common profile. There are, however, differences – other than those of scale – between the sets of cams of the two units: this is because of the different purposes for which the engines were conceived. The cam form adopted, which is asymmetrical and complex, has been specially developed to provide approximately harmonic accelerations, thus minimizing the likelihood of spring surge. Measured with a valve clearance of 0.010 in – as against the normal cold clearance of 0.012 in – the valve timing of both engines is as follows: inlet opens 13 deg before t.d.c, and closes 65 deg after b.d.c; exhaust opens 55 deg before b.d.c, and closes 23 deg after t.d.c. Valve lifts are quoted in the accompanying table of valve data.

In the section dealing with the crankcase and cylinder casting, mention was made of the separate aluminium tappet block. This block has a cross section approximating to a letter W; the outboard arms terminate



The $\frac{3}{8}$ in pitch duplex chain of the camshaft drive runs on 19-tooth and 38-tooth sprockets. It is tensioned by a Renold SCD automatic adjuster, and a nylon anti-whip bracket is mounted close beside the strand under load.

in horizontal flanges, which seat on and are bolted to the attachment flanges projecting from the upper inboard edges of the cylinder banks. Although the basic geometry of the valve gear of both models is similar – in that the pushrods are splayed to enable the inclined, opposed valves to be actuated from one camshaft, there is an important difference between the two layouts, in respect of the tappet dispositions that have been adopted.

On the 2½ litre engine, the tappets for each bank of cylinders are in line, and their axes lie in a common plane inclined at 15 deg to the horizontal. This plane bisects the 17 deg angle between the planes containing the inlet and the exhaust pushrods. In contrast, the axes of the inlet tappets and pushrods of one bank of the DQ.450 unit lie in a common plane, inclined at 22 deg to the horizontal, and those of the exhaust tappets and pushrods lie in a different plane, inclined at 11 deg to the horizontal.

The second arrangement, clearly, is preferable in theory, in that side thrust on the tappets is negligible, but it does present problems in production. In the case of the SP.250, engine, which was designed first, the in-line tappet arrangement has proved entirely satisfactory in service because of the large guide area and relatively light valve gear. A modification was thought to be advisable for the 4½ litre engine, however, because it was intended to use tappets and guides of the same areas in conjunction with larger valves and longer pushrods; the Daimler engineers considered that, because of the higher inertia of the valve gear, an in-line disposition of the tappets would have resulted in a higher side thrust than was commensurate with long life.

For the tappets, which operate in Clevite bushes, En.32B case-hardening steel is employed. The stems have a diameter of ½ in, and are hollow to reduce the reciprocating weight of the system. On the head of each tappet is machined a flat that registers against a face on the tappet block, to prevent rotation. The rubbing ends are faced with Delchrome material and are ground to a radius of ¾ in. Pressed into the end of the stem is a hardened steel ball-fitting, on which seats the cup-component – of a similar material – that is an interference fit on the inboard end of the 5/16 in diameter, solid Duralumin pushrod. At the out-board ends of the pushrods are cup-components similar to those already mentioned. On the SP.250, the nominal length of the inlet pushrods, between the ball centres, is 5 11/16 in, and on the DQ.450 it is 6 ¼ in; for the exhaust pushrods the respective lengths are 7 ½ in and 8 3/8 in.

The rocker shafts, which are of case-hardened mild steel, have already been mentioned as being carried in pedestals secured by the head-retaining studs. Axial location is effected by a cotter bolt. The shafts have a diameter of 9/16 in on both engines, and are hollow with plugged ends. Because the stems of each pair of valves are disposed in a transverse plane, the arms of the rockers are set at a small angle from the normal to the shaft axis, though they are straight and in line. The rockers are of En.32 steel, hardened at the pad ends and in the bores, which run directly on the shafts. In the leverage ratio of 1.5:1, the figure of unity refers to the pushrod-actuated arm, which carries the usual ball-ended adjuster. The rockers are separated by coil springs and plain washers, in the normal manner.

In the accompanying table are the principal data for the valves and springs of both engines. The head of the inlet valve is of tulip shape,



The hollow tappets are common to both engines, and their block is bolted between the cylinder banks: whereas the tappets of the SP.250 unit are in line, those of the DQ.450 are alternately inclined.

Valve data – Principal Dimensions and Specifications

	SP.250		DQ.450	
	<i>Inlet</i>	<i>Exhaust</i>	<i>Inlet</i>	<i>Exhaust</i>
Valve material	En.52	XB	En.52	XB
Head diameter	1.50 in	1.437 in	1.8125 in	1.6875 in
Throat diameter	1.375 in	1.312 in	1.6875 in	1.5625 in
Stem diameter	0.3119 to 0.3113 to	0.3113 in 0.3744 to	0.3119 to 0.3107 in	0.3113 in 0.3738 in
Diametral clearance in guide	0.0011 to 0.0025 in	0.0016 to 0.0030 in	0.0008 to 0.0022 in	0.0008 to 0.0022 in
Seat angle	45 deg			
Face width	0.066 in			
Spring material	En.49D			
Wire diameter –				
outer	0.144 in	(9 s.w.g.)	0.160 in	(8 s.w.g.)
inner	0.104 in	(12 s.w.g.)	0.116 in	(11 s.w.g.)
Internal diameter of coil –				
outer	0.861 in		1.10 in	
inner	0.621 in		0.824 in	
Number of effective coils –				
outer	4¾		4	
inner	6½		5	
Free length –				
outer	1.60 in		1.74 in	
inner	1.52 in		1.59 in	
Installed length –				
outer	1.31 in		1.355 in	
inner	1.23 in		1.235 in	
Spring rate –				
outer	130 lb/in		118 lb/in	
inner	68 lb/in		62.6 lb/in	
Valve lift	0.295 in		0.375 in	
Operating clearance at valve (cold)	0.012 in		0.012 in	

and its back, or shoulder, has a part-spherical convex form; this form is also employed for the inlet valves of Jaguar engines, and has been found to give an appreciable improvement in flow characteristics as compared with those obtained with the more conventional concave form. There is a relatively small dimple in the middle of the exhaust valve head. Both valves operate in heat treated, cast iron guides of the shouldered type, shrunk into position. On the SP.250 engine, the only provision found necessary against oil seepage down the valve stems is a knife edge at the top of the guides. In the case of the DQ.450 unit, however, the collet assemblies of the exhaust valves incorporate rubber sealing pads.

The rocker gear covers are aluminium diecastings, with a polished exterior. They are ribbed internally for stiffness, and each is secured by four large-diameter diecast aluminium hand nuts with scalloped rims: these nuts register on shoulders in the cover and screw on to the threaded ends of steel sleeves that are pressed into the sparking plug recesses in the head. Access to the plugs is, of course, by way of these sleeves. Each cover seats on a gasket of Corrub material, and the joint face width, of 3/8 in, is generous. A small groove round the middle of the face prevents the gasket from moving.

Lubrication and cooling systems

A gear type oil pump with helical pinions is employed. It is manufactured by Daimler and has a nominal delivery of 16 gal/mm at 6,000 engine r.p.m. The oil sumps of both engines are aluminium castings, but their shapes differ considerably: on the DQ.450, the sump is much shallower than on the other engine, to clear the steering linkage, but is widened and deepened at the rear; the bottom of this wider portion is corrugated instead of having the external cooling ribs of the SP.250 sump. By means of this variation, the larger engine is very little taller than the other. The sump capacities are 12½ and 12 pints respectively.

Oil is drawn from the sump through a gauze strainer and is delivered by the pump through a ball relief valve to an AC full-flow paper element filter mounted on the right-hand side of the engine, near the rear end. The relief valve is set to blow off at a pressure of 45 to 50 lb/in². From the filter, the lubricant enters a longitudinal gallery in the block casting. Since this gallery is situated immediately above the crankcase, in the angle between the cylinder banks, it is ideally placed for the provision of short, straight drillings downward to the main bearings and upward to the camshaft bearings. Lubrication of the camshaft chain is effected by the controlled leakage from the tensioner. The two supply holes for each main bearing are horizontally disposed diametrically opposite each other. For each big end, there are two diametrically opposite holes disposed at right angles to the plane of the throw.

From the camshaft bearings, the oil drains into the angle between the cylinder banks, to form a bath into which the cams dip. It was found that the oil trough shown in the transverse sectional view of the SP.250 engine did not provide sufficient capacity, so the spaces round it now also form part of the bath. A weir arrangement ensures the correct level: in the 2½ litre engine, the oil returns from the front of the block casting through the timing drive case to the sump; in the other unit, it drains from the rear end.

An oil outlet from the top of the camshaft rear bearing is connected by drillings and external pipes to the rocker shafts. At each rocker station, the oil passes through a radial drilling in the shaft to the bearing, and some of it is led through further drillings in the rocker arms and the adjuster screw to the ball-end and pad. The tappet bearings are lubricated partly by splash from the camshaft, and partly by drainage down the pushrod tunnels: this drainage, of course, lubricates the ball-and-cup joints at the bottom of the pushrods.

On the DQ.450 engine, the water pump is mounted centrally in front of the heads, but on the smaller unit it is situated in front of the right-hand bank of cylinders; both pumps are belt driven in the conventional manner. Connected to the coolant outlet manifold at the front of the cylinder heads is a longitudinal rail that lies beside the right-hand head. A branch pipe leads from this rail to the rear face of the jacketed riser portion of the inlet manifold; from the rear end of the rail, coolant is fed into the heater circuit. The outlet from the riser jacket is at the front, and a pipe leads from it back to the pump. This pipe embodies a T-piece, to which the return from the heater circuit is connected. A cross-flow radiator is employed, and the capacity of the cooling system is 22 pints in the case of the 2½ litre engine and 25 pints in the other.

Carburettors and manifolding

On both sizes of engine, two S.U. semi-downdraught carburettors are employed. They are mounted transversely, one facing in each direction, and the axes of their throttle barrels make an angle of 30 deg with the horizontal; this angle is regarded as the maximum that is practicable with this type of instrument. On the 2½ litre engine, the carburettors are of the HD6 type, with 1¼ in diameter throttle barrels. Those of the 4½ litre version are HD8 instruments, and have 2 in diameter barrels.



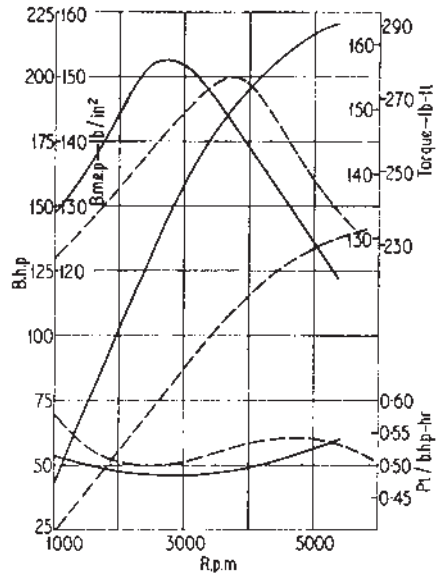
Carrying the rocker shafts are diecast aluminium pedestals, secured by the cylinder head nuts and located by sleeve dowels. The risers of the aluminium divided type induction manifold are both jacketed.

In view of the different duties for which the two units were designed, there is a major variation in respect of the air cleaning and silencing arrangements. Each carburettor of the SP.250 carries an AC pancake type filter with an oil-wetted woven wire element. In contrast, the intakes of the carburettors of the DQ.450 are fitted with cast aluminium elbows leading to a large-diameter but shallow Cooper filter with a paper element. This filter embodies two pairs of short silencing tubes, one pair at each side. It is mounted above the engine, immediately ahead of the carburettor dashpots. In both engines each rocker gear cover vents into the air filter.

The inlet manifold is of LM4 aluminium alloy, and is a sand casting formed with shell moulded cores. It follows the now-familiar divided pattern, in which each carburettor supplies the inner two cylinders of one bank and the outer two of the other. Each half of the manifold has the plan form of a letter H, the uprights of which have a double crank in opposite directions; the riser feeds into the middle of the bar of the H. Approximately equal tract lengths to the various cylinders are ensured by the fact that each carburettor supplies the outer cylinders of its adjacent bank. An internal duct between the risers forms a balance pipe. Four pairs of in bolts, arranged in line, secure each manifold flange to its cylinder head; to ensure air tightness and freedom from distortion, the two bolts of each pair are situated relatively close together, one on each side of each port. Cooper G.63 gaskets are interposed between the manifold and the heads.

On the SP.250 engine, the interchangeable exhaust manifolds are of symmetrical design. They are, of course, iron castings and have the so-called "bunch of bananas" formation, with relatively easy bends and a single off-take immediately below the point of confluence of the individual port-branches. Each branch has its own flange, held down by two $\frac{5}{16}$ in studs and Palnuts. The gasket is of Cooper Cemjo material. Three equally spaced $\frac{5}{16}$ in bolts secure each exhaust pipe to its off-take flange on the manifold.

In the case of the DQ.450 engine, because of the reduced emphasis on performance, the exhaust manifolds are of a more compact type, with sharper bends; they are, in fact, of an orthodox four port-



Performance curves of the two engines: the dotted lines refer to the smaller unit. In both instances, useful torque is available at relatively low speeds. The minimum specific fuel consumption of the $\frac{4}{2}$ litre engine is commendably low.

branch design. Although both off-takes are at the rear, the castings are interchangeable by virtue of the straight branches. The method of attachment to the heads is as already described, but the off-take flanges differ in having four bolt holes, in a square disposition.

Electrical equipment

With the exception of the sparking plugs, the electrical equipment is all of Lucas manufacture. As has already been mentioned, the model 20D8 type BS distributor is mounted vertically at the rear of the engine, between the cylinder banks. It was specially developed by Lucas for these engines. Because the high firing frequency of an eight-cylinder engine results in a very short build-up period for the flux, the distributor has an 8-lobe cam and twin contact assemblies, one of which breaks the primary circuit and the other makes it. On both engines, the distributor incorporates vacuum and centrifugal automatic advance devices, but the actual characteristics are not the same. The basic timing is 10 deg before t.d.c.



The diecast aluminium covers for the rocker gear are stiffened by internal ribs; each is secured by four hand nuts, screwed on the sparking plug tubes.

A model HA12 coil is installed on both engines and the high-tension leads are of the suppressor type. Champion N8 14mm long-reach plugs are fitted as original equipment. Each plug lead passes through a plastics moulding that forms a combined shield and retainer and is a push fit into the steel sleeve surrounding the plug. The cross-sectional illustrations on page 500 show two different types of plug shield; that of the larger engine has been found the more satisfactory in service and is to be standardized.

Types C40-1 and C42 ventilated dynamos are fitted to the SP.250 and DQ.450 engines respectively. That of the first-mentioned unit is mounted between the cylinder banks, at the front, and is driven by a single $\frac{3}{8}$ in wide V-belt, which also drives the water pump. On the $4\frac{1}{2}$ litre engine, the dynamo is carried on the right-hand side of the crankcase; because the belt, in this instance, also drives the fan, its width is $\frac{1}{2}$ in. On both engines, the belt is tensioned by swinging the dynamo on its mounting. The starter motor, which is M418G unit, is installed on the left-hand side of the engine. It has an end flange for bolting to the adaptor plate between the crankcase and the bell-housing.

Heat-Treatment Practice

A summary of the Proceedings of the British Iron and Steel Research Association's Conference on Heat-Treatment Practice, held at the Old Swan Hotel, Harrogate, on 5th and 6th July 1960, is now available free to members, and at a charge of £1 to non-members. The theme of the Conference was carburization, and the summary comprises six papers on this general subject, together with reports of the subsequent discussions. The following papers were presented: Direct quenching of carburized steels; Influence of heat-treatment on the properties of case and core of carburized steels; Mechanical properties of certain carburizing steels, mainly nickel-free; Theory of carburizing; High-temperature carburizing; and Practical aspects of carburizing. This publication is obtainable from the Information Officer, BISRA, 11 Park Lane, London, W.1.

Hitting the Road ...

Daimler Events Diary



AUCKLAND

22nd September

West Winds Theatre film is "Howards End" and a roast dinner cost about \$20 to \$25 depending on numbers. Ring Olive 4452007 or ring Neil 6205000 to book.

Two Technical Evenings

THE FIRST

Nigel Roskilly of The Classic Car Clinic has offered to give us a practical instruction on repair and adjustment of hand brakes and steering columns. There may be also time to include tappet adjustment. The Daimler V8 Mk2 Saloon will be the example but this instruction could be relevant to other Daimlers.

THE SECOND

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.

19th to 22nd of October

South Island Fun Rally, members will have their ferry passage paid both ways.

Garden Visit and Run

To be decided by survey.

18th November

Run and Garage Run combined. An afternoon run, followed by an interesting visit to Roy Sharman's property, in Waiuku District, please bring a plate of cakes, tea is being provided by our host. Meet at the Sunken Gardens, Cornwall Park, time Ring Bryan 6305172 or ring Neil 6205000 to book.

24th/25th November

Waiuku Heritage Festival 24th and 25th of November with a special area set aside for British Cars at the centre of the Festival with easy access in and out. Circulating the Surrounds of Massey Park in Central Waiuku, plans for a Heritage Festival week are well underway that include for the first time a novel Classic Car Pursuit, a Classic Motor Scooter Relay, Classic Car tours, and Concorso Euro Exhibition.

During a full week that includes the Waiuku art and Heritage festival, Manukau/Aphitu peninsular Tours, Vintage tractor/truck/car displays, Pyrotechnic display, Helicopter rides and exhibitors stands, plus the Glenbrook Vintage railway Steam Train rides, Food and Wine Festival, Antique Fair and Concorso Euro, the Waiuku Flying 50 promises to be the major drawcard for classic car buffs.

In the Format of Olympic Cycling, The Classic Car teams will start with cars at equidistant points on the street circuit, and attempt to post the fastest time in a pursuit that puts them against the clock and each other that will result in the fastest two teams competing in a winners knockout at the end of the day. Vespas and Lambrettas will also do battle in a classic motor scooter relay that adds to the spectacle in a rarely seen motorsport. Spectators will get a superb view of the action from the grounds of Massey park as the vehicles circle, and can take advantage of the stalls and displays of Vintage machinery within the grounds.

The weeks events:

Fri 16th Nov–Fri 30th Waiuku Arts & Heritage Festival, Waiuku Town centre.

Fri 23rd–24th Classic Car tours and vintage truck/tractor/car display, Stalls and Helicopter rides, Massey park Waiuku, Manukau Ferry and Awhitu peninsular Tours.

Sat 24th – Waiuku Flying 50 Street pursuit and Scooter race, Pyrotechnic display, Massey Park Waiuku.

Sun 25th – Concorso Euro, Food and Wine Festival, and Antique Fair in the grounds of Lotus Cars, with Glenbrook Vintage Railway Steam train rides, Waiuku.

Further information is available from Franklin Council information centres or to enter www.lotuscars.net.nz <<http://www.lotuscars.net.nz/>>
Ring Bryan 6305172 or ring Neil 6205000

9th 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

April 6th 2008

Pukemiro Bush Railway Trip
Ring Neil 6205000

2nd, 3rd, 4th 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 100yds 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

October 19th–22nd

South Island get together in Timaru.

Sunday 4th November

Outing to Te Awamutu Area

Meet at 11.30 am at the Te Awamutu Rose Gardens Gorst Avenue Te Awamutu.

Bring a picnic lunch. After lunch we will take a drive in the country.

All enquiries to Maureen 07 8552434

Sunday 2nd December

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

Lets 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 10am.

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

Sunday 20th 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.

Further details to follow in the next magazine.

Sunday 24th February

Visit to Tauranga aero Museum Mt Maunganui

This musuem will also be home to a range of military vehicles by this date.

Further details to follow.

HAWKE'S BAY

Sunday 16 September

Daimler Club hosted "Poker Run".

This event is the first one we have organized in conjunction with the British Car Club and it will be an interesting and fun occasion.

Sunday 14 October

British Car Club hosted short rally followed by golf croquet.

Sunday 18 November

British Car Club hosted Gymkhana Day competing for the Wicken Trophy in conjunction with the Garden Promotion on State Highway 50.

Sunday 2 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 December

Combined British and European Car Club Christmas function.

Venue to be advised.

MANAWATU

September 23rd

Meet at Taonui Air Strip at 1 pm followed by a visit to Feilding Railway Station to see the Steam Trains. Entry fee is a donation. Afternoon tea will be at a mystery destination \$7.50 each.

October 7th

Monthly meeting 10.30am at Pauline's.

Saturday 13th October

MTA Car Show in Feilding celebrating 90 years of motoring. Meet at Manfield at 8.30 am to join in the parade followed by a display of vehicles. Entry is free so should be a great day. More info still to come.

Labour Weekend 20th–22nd October

South Island get together.

November 4th

Monthly meeting 10.30am at Pauline's.

Sunday 16th November

Mystery run. Meet in Bunnings Car Park at 12.30 to get all the info and question sheets. We will leave at 1 pm sharp. Afternoon tea will be at the completion of the run. We will need numbers by 14th so please ring Val and Mike on 354 0582.

Sunday 23rd November

Christmas Dinner at Tokomaru RSA at 11.30.

Please contact Val and Mike on 354 0582 by 16th so we can confirm our booking.

December 2nd

Monthly meeting 10.30am at Pauline's.

February 17th 2008

Trentham British Car Day.

March 16th 2008

Wanganui 3rd Charity Classic Car Show.

May 2nd-4th 2008

National Rally hosted by Auckland.

Why females should avoid a girls night out after they are married!

The other night I was invited out for a night with "the girls." I told my husband that I would be home by midnight, "I promise!"

Well, the hours passed and the margaritas went down way too easy. Around 3 a.m., a bit loaded, I headed for home. Just as I got in the door, the cuckoo clock in the hall started up and cuckooed 3 times. Quickly, realizing my husband would probably wake up, I cuckooed another 9 times.

I was really proud of myself for coming up with such a quick-witted solution, in order to escape a possible conflict with him. (Even when totally smashed... 3 cuckoos plus 9 cuckoos totals 12 cuckoos - MIDNIGHT!)

The next morning my husband asked me what time I got in, and I told him "Midnight". He didn't seem pissed off at all. Whew! Got away with that one!

Then he said, "We need a new cuckoo clock."

When I asked him why, he said, "Well, last night our clock cuckooed three times, then said, "Oh ****", cuckooed 4 more times, cleared it's throat, cuckooed another 3 times, giggled, cuckooed twice more, and then tripped over the coffee table and farted."

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.

Member's Market



FOR SALE

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.

Daimler Century project car. Excellent mechanically, very little rust, needs cosmetic tidy up. Phone Mike 063571237

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

DLOCNZ magazines. From 1974, contact Peter Hosie 03 5736033.

CIGARS FOR THE JUDGE

A defendant in a lawsuit involving large sums of money was talking to his lawyer.

"If I lose this case, I'll be ruined."

"It's in the judge's hands now," said the lawyer.

"Would it help if I sent the judge a box of cigars?"

"Oh no! This judge is a stickler for ethical behaviour. A stunt like that would prejudice him against you. He might even hold you in contempt of court. In fact, you shouldn't even smile at the judge."

Within the course of time, the judge rendered a decision in favour of the defendant. As the defendant left the courthouse, he said to his lawyer, "Thanks for the tip about the cigars. It worked!"

"I'm sure we would have lost the case if you'd sent them," said the lawyer.

"But, I did send them."

"What? You did?" said the lawyer, incredulously.

"Yes. That's how we won the case."

"I don't understand," said the lawyer.

"It's easy. I sent the cigars to the judge, but enclosed the plaintiff's business card."