

Daimler & Lanchester Owners' Club in New Zealand Inc.

June-July 2008

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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:

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From the Driver's Seat ...

A Message from your National President



I may be a tad biased but I thought the National Rally was a cracker and I would like to congratulate and thank Auckland for a fine effort. David Watt did a superb job as Rally Secretary, Neil Kruse with the Photos and others in the Branch who rallied round.

The venue worked well and it was great to catch up with old friends on Friday night and to be able to put faces to names of those we hadn't previously met.

The weather was very kind for the judging and photos and whilst congratulating the winners I must make special mention of Karl van der Wat's elegant and beautifully restored Limo which was in a class of its own and well deserved the prize for People's Choice.

The judges did a great job, with so many lovely cars, it can't have been easy.

Fortunately the weather stayed fine for the Glenbrook Vintage Railway trip, I've seldom seen so many smiling faces, clearly a treat for children of all ages. It was nice that we had plenty of spare seats for friends and family to enjoy the fun. I know my grandkids had a ball.

The visit to the workshops gave a whole new meaning to machinery restoration, makes working on cars almost a bit sissy.

The Prizegiving Dinner had all the ingredients for a really good evening. Good food, enhanced by Thelma's beautiful and tasty cake, good fellowship, a masterly and very fruitful performance by our Sheriff squeezed over \$100 out of us for the Starship Kids. The prizegiving and raffle were well organised and I would like to thank our sponsors for their generous support. The add-ons to the actual Trophies and the raffle prizes were quite spectacular and there were plenty more smiley faces.

Apart from all this there was a congenial atmosphere with a great deal of hilarity and fun, which is as it should be when a Club such as ours has a get together.

All in all, a splendid weekend. Roll on the next one!

Happy Motoring

Ed Hayhoe

Getting Up To Speed ...

A Word from your National Secretary



A warm welcome to our new members for this Month:

- Mark Stocker of Dunedin has a Daimler 104.
- Gavin and Kath Smith of Palmerston North have a Daimler XJ40
- David Hoyer of Auckland has a Conquest.
- Greg and Jacqui Bourne of Auckland have a 1964 V8
- Peter Thompson and Kate Wood of Auckland have a V8
- Peter and Coralie Burton of Rotorua have a V8

The National Rally is over for a further 3 years, we look forward to the next to be held at Blenheim in 2011. Next year's Mini Rally AGM is set down to be held in the Manawatu.

AGM Report

The AGM was held at 11am on the Saturday morning of the rally, all reports as per the agenda supplied with your last magazine with the following additions:

It is with pleasure that Ian Hill was appointed as National Patron.

Doug Brown again accepted the position of Honorary Auditor.

Phillip Redmond again accepted the position of Honorary Solicitor.

As Roger Hennabry declined nomination, Maureen King accepted the position of Vice President. Thank you Maureen.

Geoffrey Anderson of Dunedin, Keith Zillwood of Manawatu and Mike King were nominated for the Founders Trophy, with Geoffrey being drawn as the winner.

His citation reads:

"Geoffrey is a very keen member of our club, drives an immaculate V8 and he is seen on various club outings with his mother Yvonne.

Yvonne and her late husband Warwick were very loyal members for many years until Warwick died. Geoffrey took over the Daimler, which is very special as it is a one-family car. Geoffrey would be proud to receive this trophy."

In general business, Laurie McKearnan asked if it was possible to bring the rally date forward to take advantage of more settled weather. This was discussed, but problems arise with timing of our financial year. Difficulties are due to being able to complete all reports prior to AGM.

Bruce Gibson suggested we investigate changing the spacing of National rallies and mini rallies. To be investigated by Executive.

There being no further business, the meeting closed at 11.25am.

Owing to time restraints, the committee meeting report to follow later.

Rally Trophy winners were as follows.

Class 1, Pre 1960, Richard Prebble, Conquest.

Class 2, Post 1960, Arthur Jones was judged as the winner, but as the previous winner, wished to relinquish and pass on to the runner up, David Watt, XJ40.

Class Three, Workhorse, Peter Mackie, XJ40

Class Four, Best Jaguar, John Marsden,

Roy Tilley Trophy for best Conquest, Richard Prebble.

King Country VCC Best SP250, Neil Kruse.

Mary and Mark Hunter People's Choice, Karl Van Der Wat.

Smiths Regrind Trophy, 20 Questions, Mike King.

Rei Budden Sherriff Trophy, Bruce Gibson.

DLOC Gt Britten Overall winner, Richard Prebble.

Observation Run, Karl and Erna Van Der Wat.

Plaques:

Best Sovereign, Arthur Jones.

Best Open car, Neil Kruse.

Best V8 Graeme.

There was also a Trophy donated by Ken Stout Motors for pride of ownership, which was awarded to Graeme Kennedy.

Rally attendance was disappointing but those who attended really enjoyed the friendship and camaraderie. Our thanks to the Auckland committee, you organized a great event.

Following the rally, I caught up with several members to glean information. Firstly, Ian from Ken Stout Motors was able to enlighten me on several aspects of the V12 engine.

David Curry described his upgrade to the V12 "Opus" ignition system and the likely source of a transmission vibration. (Loose bolts securing differential to rear subframe.) The inspection of Clive Butler's collection of BSA cars and bits along with his other wonderful "toys". A visit to our newly appointed Patron, Ian Hill's home to see his collection of the more rare models of Daimler. A very interesting couple of hours with SP250 guru, Steve Carr, who detailed how to set up the steering rack to prevent "bump steer" and the installation of 3 point seatbelts. He has some very interesting projects in his shed! Thanks guys.

Subscriptions are now 3 MONTHS overdue. Please get that cheque in the post asap!

Please note that this will be the final magazine for un-financial members! It would help to let me know if you wish to resign from the club.

Other news,

I had an email from Robin Thomas after the sale of his SP250. He placed it on TradeMe at a fixed price and sold to the first caller within 10 hours. He couldn't believe the level of interest, he had a further 50 calls from as far away as Singapore, USA and England!

Ford Motor Co. has agreed to sell Jaguar Land Rover to Tata Motors. The sale is expected to be closed by the end of June, the total amount paid approximately US \$2.3 Billion.

Mike King

This will definitely make your day.



An older couple is lying in bed one morning.

They had just awakened from a good night's sleep. He takes her hand and she responds, "Don't touch me."

"Why not?" he asked.

She answered, "Because I'm dead."

The husband asked...

"What are you talking about?"

We're both lying here in bed together and talking to one another!"

She said, "No, I'm definitely dead."

He insisted, "You are not dead."

What in the world makes you think you're dead?"

"Because I woke up this morning and nothing hurts."

Round the Bazaars ...

Daimlers on the Run



AUCKLAND

A night at the BSA Scout Den

On Thursday the 27th March Clive Butler opened his workshop for the members of the Auckland Branch to view his collection of BSA cars and hear a little of the history and innovations of the BSA Company.

The members gathered at 7.30pm and were invited to have a look at the workshop and cars in various states of rebuilding. These consist of:

- A 1938 Scout 2-seater roadster which is fully restored and in usable condition.
- A 1937 Scout 4-seater tourer which is in the process of being rebuilt and is about 90% complete.
- A 1936 Scout Coupe which is in the early stages of restoration with the chassis, suspension, steering, brakes and wheels completed. This is a rare car with only about 6 left in the world.
- A 1936 Scout 2-seater roadster which has the chassis, Suspension and steering completed.
- A 1931 FW32 which was converted to a sports racer in the late 1940s and has a racing history in New Zealand from the early 1950s. This has a new steel frame but is yet to have a body fitted.
- A 1935 rear wheel drive saloon with preselector gearbox. This car was only received the previous day and was still covered in all the dust, dirt and rust accumulated over the last 44 years that it has been stored in a barn.

On display was also some of the inner working of the cars. Namely a drive system showing the inner and outer flexible joints of the front wheel drive, a two bearing crank shaft, cork inserted clutch, a steering box and a gearbox.

In total Clive has the remains of 9 BSA cars, one restored, five in the process of being restored and three written off.

The evening continued with Clive giving an interesting description of the formation and growth of the BSA Company from it's early beginnings as the Birmingham Gunsmiths of 1692 supplying muskets at the rate of 200 per month costing 17/6d each to William the third, through to its final take over by Jaguar in 1960. Of particular note was that the first car produced by the company in 1907 predated the first motor bike by two years. The Daimler company was purchased in 1910 and all BSA car manufacture was in the hands of the Daimler branch until 1929

when the motorcycle division announced the front wheel drive three wheeler. This was to continue for 7 years during which time 6650 cars were made. The first front wheel drive four wheeler was introduced in 1931 and continued in production until the outbreak of the war in 1939. A total of approximately 3000 were manufactured. Known to still exist are 315 three wheelers and 259 four wheelers (1996 figures).

The evening concluded with a look at Clive's other vehicles which are all roadworthy. A 1923 Alvis 12/40, a 1958 Daimler Conquest Century, a 1965 Daimler 2.5V8 and a 1977 Aston Martin AMV8.

Pukemiro Bush Railway Trip

The BP Motorway Station car park was moderately busy, a favourite meeting place for classic cars on a Sunday. The Chevrolet Car Cub was great in numbers, their fins circled but did not enter the Daimler enclave. We numbered, three V8's, one SP, a red XK8 and a Century belong to our new members. Ten thirty, take off time arrived, motors were started and a stately procession travelled for about an hour down to Rangiriri.

The Rangiriri Pub serves simple, well cooked food, two full adult servings per plate at a very economical price. After lunch another Century arrived, soon a comparison started, what bits were missing and where they should be sited.

Crossing the Waikato River at Rangiriri we turned South to Huntly, a welcome change to the well trod vista's and traffic of the State Highway. Just past the Power Station we ventured inland on the Rotowaro Road, here we passed open cast coal mines, farm land and mysterious gorse covered hills. Without warning, about 8kms from Huntly, a sign appeared: "Pukemiro Bush Tramway". On brakes, hard left and up the hill and there a 1920's style Railway Station beckoned us. Tickets were purchased, seats taken, smiles switched on and nostalgia here we come. The trains, there were two of them, both diesels, one up front and one behind, grunted away like old bull terriers, pushing us up through the hills and braking our way down again. Unfortunately it was the Dry Season and so the much loved steam locomotive was still safely tucked up in her shed. The carriage we travelled in, was still being used by NZR in the late 1950s; much the same as I remember travelling to Wellington for Cadetship Training. The track disappeared off in both directions from the station for about two or three kilometres into the bush, with a level crossing that was treated with the normal toot and a slowing in speed to cross a quiet country road. Arriving back at the station, a cup of tea and a biscuit was offered for the price of a \$1.50 and we assembled at the picnic tables to talk about the events of the day. I questioned the station staff for directions to travel back to Auckland via the west side of the Waikato River. After missing the critical turning we ended up in Ngaruawahia. Turning North the remaining Daimlers travelled on the West side of the River up to Huntly, seeing very little traffic. Crossing the River at Huntly we rejoined the State Highway and motored in convoy back to Auckland.

WAIKATO-BOP

March 30th

A small group of members met at Te Awamutu race-course for the All Car Clubs Car Show and Swap meet. The weather was on our side with a lovely fine day.

Although small in number we were full of enthusiasm and managed to con a few extras to park in our display.

The gazebo went up and we set up our information desk with Daimler memorabilia etc. This created an interest for passers-by and a number of people stopped to have a look and ask questions. Our gazebo proved quite a social point and there was always someone who knew somebody popping in for a chat.

We did not win any prizes but enjoyed the day. There was a good attendance from the public looking at the cars and a great representation from the different car clubs.

A highlight is a visit from the Westpac Helicopter. All proceeds from the day go to the Westpac Helicopter Trust.

Maureen King

11th National Rally, Pukekohe May 2008

The Rally in Auckland will be covered in detail by Auckland so I won't go into great detail here. Members that attended from our Waikato-BOP Branch, really enjoyed the fellowship that such an event generates. The usual high presentation of cars was evident which always makes the judges job difficult. It was disappointing that so few members from the Auckland region attended considering it was held on their back door step. A sign of the times no doubt. With the next National rally to be held in Central NZ at Blenheim in 3 years time, we sincerely hope that the members will put their best foot forward for this event. Start planning now, it's never too early!

Bruce Henderson

HAWKES BAY

Sunday 6 April we had our branch AGM, beginning with lunch at a Country Café where we had a table in the garden. It was a typical early autumn Hawke's Bay day, sunny, warm and a perfect venue for eating al fresco. The food was tasty and everyone enjoyed the occasion.

After lunch we went to the nearby Kirkland's rural weekend escape property, to hold our meeting. Several times the club has been organized to visit this property but the weather has not co-operated and each time we have had to go to an alternative venue. Not so today, although they now have a shelter large enough to hold a group if the weather was unfavourable. The meeting was held over a welcome

cuppa, and after the formalities we all walked down to their original tiny cottage and on around the native bush and gardens which incorporate water and ducks. We can all appreciate why Peter and Jackie are so keen to spend as much time as possible here and we hope to return for another meeting in the future.

Ann Bowes

MANAWATU MEANDERINGS

March 16th Wanganui Charity Motor Show

Once again I was running late. I picked up my friend and we motored North (keeping within the speed limit of course), and arrived in Sanson with the rest of the cub, having 3 minutes to spare. We travelled in convoy to wonderful Wanganui and parked up on the Wanganui College grounds. The chilly morning began with the lengthy task of putting up the gazebo, but it was worth it as the sun was soon pushing the clouds apart and shone its warmth down on everyone.

The Daimler Club had 2 V8's, an SP250, 2 Sovereigns, an XJ40, an X300, a Mk 5 Jaguar and a '47 Ford(!?), which created an impressive display, especially with our infamous banner. The other displays ranged from such makes as Ford, VW, MG, Mercedes, Jaguar and a couple of Ferrari's, Rolls Royce's and Alvis's. Time flew and soon my friend and I travelled back home, stopping to look at the marvelous Ohakea Air Show which was on at the same time. The petrol gauge was soon reading empty so I pushed a button and the needle magically went up again to full (I love Sovereigns) and we made it home.

Once again it was another great day.

Reinhardt Bester

Manawatu Trip to Songbird Gardens

The Daimler Club was joined by some Rover members for an interesting drive out to the Pohongina Valley to visit the Songbird Gardens. We were lucky to get a warm day and the weather was looking really good when we met up in the Village Church car park in Ashhurst. There were 16 cars in total, 12 Daimlers and 4 Rovers. We headed off and as we travelled along the windy road, getting closer to the hills, the weather became more changeable.

We turned off into No 1 Line, to find the last of the trip was on a metal road, to the despair of some! Driving up the hill and looking back on the line of cars was impressive. But then, the following vehicles were quickly lost in the dust!

It was a lovely drive out there with some really good views. We all arrived safely and were met by Raewyn and her husband, Kerry. They asked us to line the cars up so that they could get a good photo. The only problem was, they had to climb up the hill to get them all in!

We were all told a bit about the place and were then left to wander at our leisure. They even have a cute little cottage, with an open fire that can be rented out, for a real peaceful break. The gardens are rambling with plenty of space and interesting garden ornaments. Unfortunately it was getting cool so most people didn't wander for too long.

Everyone headed back to the main house to enjoy delicious scones, teas and coffees, enjoying the views from the lovely deck, with plenty of chatting being done. Another successful day enjoyed by all.

Val Daly

OTAGO

On Saturday 17th May, a lovely calm sunny day we headed off to meet up with members at the Oval in Dunedin. What we forgot was Saturday at the Oval is busy with sports. Never the less we all found each other then travelled to Outram where we met up with the remaining members and then motored on to Hyde.

Hyde is a small country town in Central Otago, 29K from Middlemarch and 37K from Ranfurly, and in the very early days was a popular place for gold mining. On the 4th June 1943 there was a tragic train accident at Hyde and 21 people were killed and many injured. There is a monument built there in memory of those killed.

In those days the main Central Otago railway route from Cromwell to Dunedin went through Hyde.

Today Hyde is better known as a favourite stop over for folk who bike the Rail Trail. The Hotel where we enjoyed our lunch, caters for food and accommodation for people biking the Rail Trail and can accommodate 26 overnight.

It gave Otago Branch much pleasure seeing Geoffrey Anderson presented with the Founders Trophy by our President Alex Meikle. It was a thrill for Yvonne, Geoffrey's mother, to see the Anderson family receive this trophy.

In total 26 members and friends joined in for the outing. We had five Daimlers, one Jaguar, one Rover, one BMW, and one Mazda MX5.

Thanks to Kevin Phillips for organising this very enjoyable run and also for the lovely weather.

Kaye and Winston Wingfield



“WHAT ARE MATES FOR?”

My son Jonathan has always been keen on motorbikes, has had over a period of time several of those horrible things called Harley Davidsons. When he had the last one he had made enquiries in the States about custom handlebars (why I don't know) but had sold the bike before doing anything about it. The chap he was in touch with got in contact in the end and in correspondence mentioned that a girl who had something to do with a dealership in the States was at that time touring NZ on a hired bike. Mentioned it to his bikie mate and he knew of the girl, they had contact details so got in touch, she was still in the SI.

It was arranged they would meet up down somewhere in the Ekaetahuna/Masterton area and escort her up to Auckland. Without a bike Jonathan decided to take the Dart. They met up OK, travelled up and stayed over-night at Hastings, all going OK, the next stop to stay with a mate at Pauanui. The Dart played up no end after Hastings, stalled every time on idle, ran as rough as a dog but managed to make it to Pauanui OK.

This was late Saturday, he was on the phone to me pronto, what could it be? Thought it was starved of fuel. Too late to do anything that night but Sunday morning he phoned again and by luck he taken the distributor cap off and the centre carbon electrode had broken and the area around where it was had been was eroded away by the arcing. How it kept going as long as it did I don't know. What to do?

Mate no 1. Phone Laurie knowing he has some surplus parts, “got one in the draw, had bought a new one for his saloon when they were on special at Spares”, this was the old one but OK, Made a meeting place to get it. Phoned Jonathan.

Now mate no.2 who they were staying with. He has several planes, the one he had at Pauanui was the Bird Dog Spotter plane, he would fly to Ardmore and meet me there to collect the Dis. Cap, I had spare points etc to go as well. The American Girl had never flown in a small plane before so with her on board (lucky girl) he sets off and I head to Ardmore.

I beat him there as he had to prepare the plane first, handed over the parts and head home. Would you believe he was back in Pauanui and they had it installed before I had got home. A great courier service.

Outcome of all this I ordered a new one from Spares and fitted it when it arrived. Even though I had examined the cap many times the resulting better running shows this must have been something wrong for a long time. The SP is running so much better than it ever has before.

Just a matter of interest, the Spares parts book I have come with the car a long time ago, it shows a handwritten price for the cap as \$25.00 the new one was \$140.00 plus GST, how things have changed.

There seems to be no end to thing you can find to do on these old cars, the work done on the rear shocks was well worthwhile, now the replaced Distributor cap, I only wish the newish Rover I have was as easily to fix as the SP though, the engine management unit has started to act up, intermittent, and that makes it worse.

Well happy Darting.

Neil Kruse

DAIMLER APPRENTICE, Part 2

(Reproduced with permission from Jaguar Heritage issue 11)

Starting at Daimler

On Monday morning Oscar and I pedalled to the factory and stowed our cycles with hundreds of others in the bike racks to the right of the main gates opposite the works fire station. I took in the gigantic new assembly shop being completed by Higgs and Hill, the contractors, and the office block and showroom, as we walked the length of the main drive around the corner by the surgery and left and up the stairs to Jack Fuller's office.

There I met Mike Cary, a fellow apprentice from London who was the only other starting at the same time as myself. We were given a briefing on dos and don'ts and the location of the clocking-in machines and were then put into the care of Bill Bibby, the foreman of the SPD shop. The spare parts Department was a surviving piece of the factory adjacent to the office block and contained a vast variety of machines spitting out copious shiny bits and pieces in a heady atmosphere of hot cutting oil. We met our fellow apprentices, John Marsh working with Jack on the vertical drills, John Wheeler with Les on the grinders, Brian Gamer in the white metalling, Ray Salsbury, Derek Hardie and others, seven or eight of us altogether. I was to work with Harold on the turning. He was a Yorkshireman with thick glasses who did not like apprentices very much. I had already caused great hilarity by having white overalls – you had to provide your own – when everyone else had blue or brown ones.

Most of the machines had identity plates on them and I noticed that my lathe was a lease-lend machine from World War One. It was all piece work, so machinists with an apprentice were in a position to make more money than those without, providing



Karl & Erna Van Der Wat's magnificent Straight 8 Limo.

Waikato display at Te Awamutu.



Waikato display at Te Awamutu.



Graeme Kennedy the proud recipient of the Ken Stout Trophy.



Thelma and Club Patron Ian Hill cut the Rally cake.

Manawatu cars at Wanganui.



Manawatu members relax at Songbird Gardens.

Another of Thelma's Rally cakes.



Rally 2008.

Pest control, Sheriff Gibby recieves the Rae Budden trophy.





Karl and Erna receive the People's Choice trophy from David Watt.

Auckland's Pukemiro Train trip.



Lineup of rare Daimlers at Auckland rally.

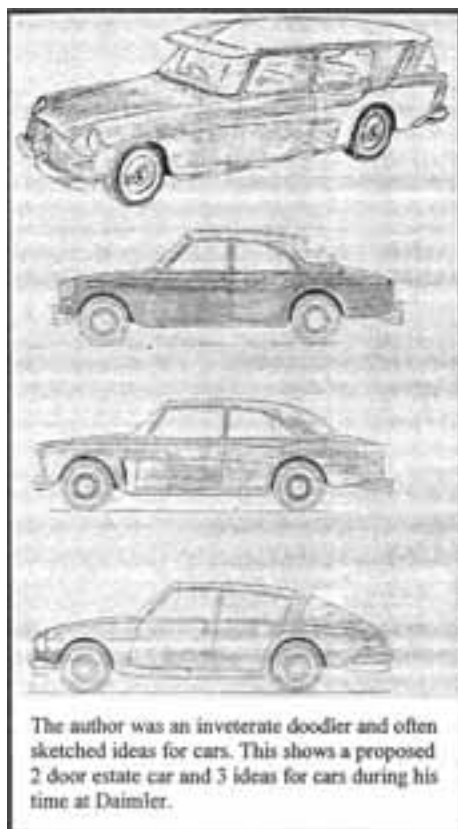
Laurie McKernan counting the spark plugs!



the learners did not produce too much scrap. I soon settled into producing threaded bronze road spring bushes and before long was making enough to gain a five bob tip (25p) from Harold, almost unheard of. We had a surfeit of Harolds in the shop, one on the milling section, one turning tracta housings and another doing the white metalling. You progressed to different machines every few weeks until you had a comprehensive idea of what did which to what and how.



Most of the spares output was still being used by the Ministry of Defence for the maintenance of Daimler Scout and Armoured Cars but there were also parts for cars, amongst which were pistons. This was the province of Percy the piston maker. His was a pinnacle of accuracy beyond the assistance of apprentices. He



had gauges for testing every conceivable measurement housed in brown Bakelite with delicate needles trembling over plus and minus tolerances like an insect's antenna. My assessment was that only one out of four exceeded Percy's expectations, the copious rejects would return to the foundry for recycling. Harold the white metallor was regarded as a good egg and could be relied upon to stump up five bob tips on Fridays so, despite the satanic conditions of his workplace, it was a popular choice for us to work. The general atmosphere was good humoured in the shop and schoolboy pranks were tolerated to a degree. However, machine tools can be dangerous and safety standards of the day fell far short of what is now acceptable. Jack the labourer was prone to get teased quite a lot but on one occasion as he was sweeping up he backed into the revolving traverse spindle of a lathe which wound up his pants in its spline. The machine was stopped but not before jack was firmly gripped to it with his feet off the ground.

To rapturous applause a seat-of-the-pants-ectomy was carried out with a knife and Jack disappeared aglow with embarrassment. I was once trapped at the wrist by a tub grinder which reversed traverse before it could sever my hand, but not before I had yelled blue murder and brought half the shop running to find out what was going on. This episode put me off machine tools for life but I still marvel at their complexity and capabilities.

Our morning and afternoon tea breaks were taken sitting on sacks of swarf in a corner and a full meal was available at lunch time in the canteen for about one shilling and threepence (6.3p). Sometimes there was spare time left for a little exploration and it was on one of these occasions that I found the Company's collection of historic vehicles. There was a fenced-off area close to where we clocked in alongside the bus experimental shop. It contained, to me, a fascinating assortment of early cars and World War One vehicles; probably 15 or more packed in like sardines. Even then I could not understand why they were not all in pristine condition and properly exhibited but an opportunity was to arise in the future to rectify this situation. Within a year the toolroom was relocated to this area and the

collection dissipated, some of which I have not seen since. Although you were pretty tired at the day's end you joined the fleet of cycles that burst out of the gates onto Lydgate Hill, the sound of thousands of swishing wheel spokes like that of the flight of arrows in Henry V. Following a meal it was back on the bike and down to the Technical College for the evening session three days a week. Sometimes we ate at the British Restaurant opposite the College in Albany Road. You had to purchase your own drawing instruments, paper, etc at the College book shop which was on the opposite side of the road next to 'Roach's scrapyard, later to become a mecca for a penniless would-be car maker.



PRODUCT BULLETIN

Trouble Shooting Schedule

Depending on which OEM (*original engine manufacturer*) you talk to they all agree that a large percentage of engine related problems can be traced back to the cooling system. This percentage is somewhere between 50%–60% depending upon the OEM questioned. You can then add another 10% for problems that we as mechanics or fitters cause or contribute.

The durability, reliability and efficiency of an engine depends on the quality of its maintenance. Cooling systems have changed dramatically over the past decades and it is important that when carrying out inspections or maintenance that we have a good understanding of the system on which we are working.

Engines are changing all the time in the OEM's quest to be market leaders in providing maximum horse power and greater fuel efficiency. The same rules apply whether it be the engine that powers a small passenger vehicle or the power plants that are used in off-road applications.

Some of these changes include the introduction of light weight metals, plastic and other polymeric components into the make-up of engines. You will also notice block casting along with cylinder head casting becoming thinner all the time. Engine manufacturers are also shrinking the capacity of oil and cooling systems. By doing this a lot more strain is being put on oils and coolants that are being used to protect them.

Today's engines no longer wear but, they are corroding out! The modern day diesel engine is now capable of lasting well over a million kilometres if properly maintained.

Unfortunately if we journey back to trade school days very little if any education or guidance was given in relation to coolants or coolant related problems. We had a tendency to rely on the older mechanics or trades people for guidance in the correct usage of coolants. Correct usage of coolants being tested and monitored, correct dose rates, using the right product for the job at hand are all critical issues in cooling system maintenance.

Cooling system or coolant related problems include overheating, head gasket failure, blown hoses, radiator failures, heater core failures, cylinder liner cavitation, any form of corrosion, split plastic radiator tanks, thermostats failure, the list goes on and on.

Anybody can replace a failed water pump or a blown radiator hose, **the skill is being able to diagnose what caused the component to fail.** Not diagnosing a problem correctly could see the same failure in a very short period of time.

Cooling System Failure & Diagnostic Checklist

■ HOSE FAILURE

Blown hoses are caused primarily through coolant failure. A coolant is not only required to stop an engine from corroding it must also keep all hoses durable and pliable during their serviceable life. We see this time and time again, the life of hoses being reduced through poor coolant maintenance.

■ HOSE LEAKAGE

This is normally caused by coolant depleting between the hose and the housing to which it is attached. If this is missed or allowed to go back into service leakage will occur. A visual inspection would have identified this problem. You should remove hoses and inspect condition of housings and pipes. If any of the componentry is corroded you will not get the seal that is required.

Never use silicon sealants or gasket cements under hoses to try to establish a seal. If a seal cannot be achieved with the hose, clamp and clamped surface you have a problem. Hoses are not sent into service with sealants under them when new. You also have the problem of compatibility of the sealants with the hose composite materials.

■ THERMOSTAT HOUSING CORRODING FROM OUTSIDE

This is caused by **incorrectly positioning** of hose clamps. A clamp should always be positioned as close as possible to the lip on the thermostat housing. Allowing the clamp to be positioned back away from this lip will result in coolant leaking between the hose and the housing when the system is operating under pressure. The coolant trapped between the hose and the thermostat's housing depletes. Depleted coolant is acidic and corrodes the housing from the outside. If appearance is the reason for setting a hose clamp back from the lip on the neck of the thermostat housing fit a second clamp.

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.

■ RADIATOR AND HEATER CORE FAILURE

Blocked radiator cores. This is caused by depleted coolants/corrosion products, hard water scale and silicate drop-out. As a conventional coolant depletes, the chemicals that are used in their manufacture begin to attach to the componentry that it should be protecting (*cylinder liners, thermostats, water passages etc.*). Over a period of time this chemical build-up breaks away and is free to move throughout the cooling system until it comes into contact with radiator cores causing blockages and resulting in overheating.

■ HEATER TAP FAILURE

Heater taps and external fittings failing through corrosion. Coolant related failures.

■ HEAD GASKET FAILURE

Normally, caused through an engine overheating. Why did the engine overheat in the first place? When an engine is put into service whether it be a passenger vehicle or a heavy-duty vehicle the engine manufacturer will not give the cooling system one more litre of water than is required to keep that vehicle at its recommended operating temperature. If you have coolant that has been poorly maintained you will find build-up around all the componentry throughout the cooling system which in turn will greatly reduce water flow. A build-up of rust and scale around cylinder liners and bores results in engine overheating due to poor heat dissipation.

■ THERMOSTAT FAILURE

Rusted or corroded thermostats. These components don't just fail. Thermostats stick open or closed due to poorly maintained cooling systems. Once the coolant begins to deplete, the chemicals used in its make-up attach themselves to whatever they come into contact.

■ SPLIT PLASTIC TANKS ON RADIATORS

As stated before the coolant must perform several tasks. Not only must it protect the engine against corrosion, it must keep all plastics durable. As a coolant depletes so do the additives provided in the coolant designed to keep plastics and hoses serviceable.

Ken Stout Motors Ltd

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■ WATER PUMP SEAL LEAKAGE

This can be caused for a variety of reasons, the most common causes are depleted coolant causing the water pump seal to go hard. Scale that has been attached to various components in the cooling system breaks away and passes through the cooling system until it comes into contact with seals in both water pumps and seals around cylinder liners. When a conventional coolant depletes the silicate may begin to fall out and is passed through the cooling system until it comes into contact with water pump seals causing premature wear.

Note: It is not uncommon to experience water pump seal leakage after a cooling system has been flushed and then filled with new product. This problem normally occurs in a short period of time. The cause of this is scale and accumulated chemical products still attached to water passages, liners, thermostats etc. It must be remembered that what has taken several years to build up inside the cooling system often will not be removed with a 30 minute chemical flush let alone a flush with a water hose.

■ WATER PUMP CAVITATION

Today's engines no longer see water pump impellers corrode, we are now seeing more and more water pumps fail through cavitation. Any signs of cavitation on a water pump and the pump should be replaced. **Never** send a water pump back into service that has any sign of wear or corrosion.

■ COOLANT DISCOLOURS

This is a common occurrence after a coolant change. **The new product is acting as a cleaner.** If this occurs it is recommended that you repeat the change-out procedure as soon as possible.

■ COOLANT LOSES COLOUR

Coolant that loses its colour during service does not indicate that the coolant being used has failed. If a coolant is found to have lost its colour, the product should be tested. This test can be carried out with a strip test. Once a test has been conducted and the condition of the coolant (**pass or fail on a Cooltrak™ test strip**) has been established, a decision can now be made as to whether a coolant change-out is required.

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

Raise a glass to her!

A SENIOR MOMENT – An elderly lady actually wrote this letter to her bank. The bank manager thought it amusing enough to have it published in The Times and this newspaper thanks him most sincerely.

Dear Sir,

I am writing to thank you for bouncing my cheque with which I endeavoured to pay my plumber last month. By my calculations, three nanoseconds must have elapsed between his presenting the cheque and the arrival in my account of the funds needed to honour it. I refer, of course, to the automatic monthly deposit of my Pension, an arrangement which, I admit, has been in place for only eight years. You are to be commended for seizing that brief window of opportunity, and also for debiting my account £30 by way of penalty for the inconvenience caused to your bank.

My thankfulness springs from the manner in which this incident has caused me to rethink my errant financial ways. I noticed that whereas I personally attend to your telephone calls and letters, when I try to contact you, I am confronted by the impersonal, overcharging, re-recorded, faceless entity which your bank has become. From now on, I, like you, choose only to deal with a flesh-and-blood person. My mortgage and loan payments will therefore and hereafter no longer be automatic, but will arrive at your bank by cheque, addressed personally and confidentially to an employee at your bank whom you must nominate.

Be aware that it is an offence under the Postal Act for any other person to open such an envelope. Please find attached an Application Contact Status which I require your chosen employee to complete. I am sorry it runs to eight pages, but in order that I know as much about him or her as your bank knows about me, there is no alternative. Please note that all copies of his or her medical history must be countersigned by a Solicitor, and the mandatory details of his/her financial situation (income, debts, assets and liabilities) must be accompanied by documented proof.

In due course, I will issue your employee with a PIN number which he/she must quote in dealings with me. I regret that it cannot be shorter than 28 digits but, again, I have modelled it on the number of button presses required of me to access my account balance on your phone bank service. As they say, imitation is the sincerest form of flattery.

Let me level the playing field even further. When you call me, press buttons as follows:

1. To make an appointment to see me.
2. To query a missing payment.
3. To transfer the call to my living room in case I am there.
4. To transfer the call to my bedroom in case I am sleeping.
5. To transfer the call to my toilet in case I am attending to nature.
6. To transfer the call to my mobile phone if I am not at home.
7. To leave a message on my computer. (A password to access my computer is required. A password will be communicated to you at a later date to the Authorised Contact.)
8. To return to the main menu and to listen to options 1 through 8.
9. To make a general complaint or inquiry. The contact will then be put on hold, pending the attention of my automated answering service. While this may, on occasion, involve a lengthy wait, uplifting music will play for the duration of the call.

Regrettably, but again following your example, I must also levy an establishment fee to cover the setting up of this new arrangement. May I wish you a happy, if ever so slightly less prosperous, New Year.
Your Humble Client

Addendum from The Editor:

IMPORTANT to REMEMBER that this letter was written by a lady who is a 98-year-old woman.

DOESN'T SHE MAKE YOU PROUD!!!

Hitting the Road ...

Daimler Events Diary



AUCKLAND BRANCH PROPOSED CALENDAR

June 29th

Mid Winter Lunch

I have booked The Daimler Club for June 29th Mid Winter Christmas Luncheon

Old Flame Memory Lane

Conifer Grove

12.00 noon for 12.30

Fully licensed

Decorated for the occasion

Turkey

Christmas Crackers for all on the table

Christmas mince pies and cake

\$35.00 per head Ring Neil 6205000 or Bryan 6305172

27th July

Ten pin Bowling – Jaguar Club to organize.

24th August

Go Karts – Jaguar Club to organize.

September

Film evening?

October

Run to visit Westbrook Vineyards for lunch or picnic via an interesting route.

November

Garden Visit, South of Auckland perhaps, and afternoon tea.

Waiuku Heritage Festival, support by displaying our British Cars.

December

Christmas Lunch and Run.

January 2009

Picnic, possibly invite the Rolls Royce Club.

February 2009

Galaxy of Cars and The Ellerslie Concours.

WAIKATO/BAY OF PLENTY

JUNE

Saturday 28th/Sunday 29th June

Saturday: Mid-Year Dinner and 10 Pin Bowling at the Bowlevard Sky City Casino Hamilton. Meet at 5.30pm at the Bowlevard.

Dinner will be held at REBO restaurant at 7.45pm.

Sunday: A mystery car run Sunday morning, followed by lunch at 1pm at the Prince Albert Old English Pub Victoria Street Cambridge.

As we need to confirm numbers for the bowling and meals, please phone Maureen 07 8552434 or Bruce ph 07 8540636 before 13th June.

Welcome for part or whole of our Mid-Winter Celebration.

AUGUST

Sunday 31st

Outing to Tirau: Details in next magazine.

HAWKE'S BAY

Friday 20 June

Fish and Chip & Film Evening

Sunday 13 July

DLOC Mid-Winter Dinner.

Meet at Waterline Family Restaurant, Clive at 6.00pm.

Keep this date free as this is always a popular event.

Sunday 20 July

Triumph hosted event

Details to be advised.

Sunday 17 August

Central Hawke's Bay Rally

Sunday 21 September

DLOC hosted Event

MANAWATU

June 22nd

Mid year dinner at Tokomaru RSA.

A terrific meal at the previous occasion so we're going back for more! \$20 per head, meet at 11.00am at Tokomaru.

Visitors welcome, phone numbers attending to Andrew Williams, 06 3287078 at least a week before.

July 27th

A visit to Southwards Motor Museum.

Admission is \$10 each, the branch is going to subsidize by \$10 per members car.

This also MAY include a tour of the workshops (dependant on staff being available).

We meet at Ohau at 10.00am.

THE MIDDLE WIFE

(By an Anonymous 2nd grade teacher)

I've been teaching now for about fifteen years. I have two kids myself, but the best birth story I know is the one I saw in my own second-grade classroom a few years back.

When I was a kid, I loved show-and-tell. So I always have a few sessions with my students. It helps them get over shyness and usually, show-and-tell is pretty tame. Kids bring in pet turtles, model airplanes, pictures of fish they catch, stuff like that. And I never, ever place any boundaries or limitations on them. If they want to lug it to school and talk about it, they're welcome.

Well, one day this little girl, Erica, a very bright, very outgoing kid, takes her turn and waddles up to the front of the class with a pillow stuffed under her sweater. She holds up a snapshot of an infant. "This is Luke, my baby brother, and I'm going to tell you about his birthday. First, Mom and Dad made him as a symbol of their love, and then Dad put a seed in my Mom's stomach, and Luke grew in there. He ate for nine months through an umbrella cord."

She's standing there with her hands on the pillow, and I'm trying not to laugh and wishing I had my camcorder with me. The kids are watching her in amazement. "Then, about two Saturdays ago, my Mom starts saying and going, 'Oh, oh, oh!'" Erica puts a hand behind her back and groans. "She walked around the house for, like an hour, 'Oh, oh, oh.'"

Now the kid's doing this hysterical duck walk, holding her back and groaning. "My Dad called the middle wife. She delivers babies, but she doesn't have a sign on the car like the Domino's man. They got my Mom to lie down in bed like this." Then Erica lies down with her back against the wall. "And then, pop! My Mom had this bag of water she kept in there in case he got thirsty, and it just blew up and spilled all over the bed, like psshheew!" This kid has her legs spread and with her little hands are miming water flowing away. It was too much! "Then the middle wife starts saying 'push, push, and breathe, breathe. They started counting, but never even got past ten. Then, all of a sudden, out comes my brother. He was covered in yucky stuff, they all said it was from Mom's play-center, so there must be a lot of stuff inside there."

Then Erica stood up, took a big theatrical bow and returned to her seat. I'm sure I applauded the loudest.

Ever since then, if it's show-and-tell day, I bring my camcorder, just in case another Erica comes along.

You have two choices ... laugh and close this page or pass this along to someone else to spread the laughs.

Member's Market



WANTED

Parts for Consort. A pair on 7"Lucas tripod headlights and embellisher rings to go around them. A silver Eagle mascot. 1x for light for V8 Mk2. 1x Lucas fog light for Consort/Century. Phone Reinhardt Bester 06 3543183.

Right hand front shock absorber for Consort. Contact Mike King mwking45nz@hotmail.com or phone 06 3571237.

FOR SALE

Jaguar Parts

Overhauled 3.8 Distributor 9-1c.r. \$75
Rev counter + water output elbow excellent condition \$20
Cam timing gauge, NEW, \$20
Full set of valve shims.
Front cross member + closing point. NEW \$120.
Grill saddle panel. NEW. \$30
Radiator, disassembled, low mileage. \$75
Chromed air filter container, servo filter, fuse box. \$20
Pair of boot springs. \$15
Clutch slave cylinder resleeved with piston and new seals. \$40
Brake master innards. \$10
Hubs, discs, wheels and hubcaps. \$40.
Calipers \$10
Steering idler assembly reconditioned (sleeved) \$40
Front windscreen (used) \$25
Clutch alignment tools, gearbox needle roller alignment tools(shafts) \$20
Steering box (disassembled) \$30
Rear spring. \$10
Spring compressor \$15.
LOT PRICE, \$585 or near offer.

Tools

2x ring compressors. \$20.
Torque wrench ½ " drive 10–54nm, 6–40lbft, 80–560gcm. \$110
Torque spanner ½ " drive 20–110lbft (dual scaled imperial and metric). \$130

4" 3 jaw gear puller. \$10
LOT PRICE \$260 or near offer.

Contact Nick Carter 06 3571913 or view at 161 Monrad Street, Palmerston North.

There are a derelict Conquest and Leda at Don Nightingale's museum in Whangarei, if interested contact Don on 09 4376916 or nigs.cars@ihug.co.nz

RJR

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