

*June ~ July*  
*2009*

June ~ July 2009

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

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**All membership enquiries** to the Secretary.

## CONTRIBUTIONS TO THE MAGAZINE

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

## DISCLAIMER

The views and opinions expressed in this magazine are purely those of the authors and are not necessarily those of the Daimler and Lanchester Owners' Club.

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

*June–July 2009*

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*From the Driver's Seat ...*  
*A Message from your National President*



I really enjoyed the A.G.M. it was great catching up and mixing business with pleasure. I would like to thank the Manawatu team for organising the weekend so well. The Racecourse is an excellent venue in all respects, I particularly enjoyed the catering! The evening meal was enhanced by Sheriff Win Wingfield twisting a few tails (mine included) which added to the fun and raised a few bob for Hospice, well done.

The Coach Museum was really interesting blending the District history with the Daimlers and utes of long ago. At our last visit 5 years ago the windmills were quite small in comparison with the monsters now keeping our light bulbs shining. Quite a feat of engineering but I wonder why they are painted white, it seems to make them more obtrusive than say green. Not to worry, I still enjoyed the Tiki Tour and was sorry to miss the visit to Pauline Goodliffe's interesting collection but Helensville is a long way away, particularly in the back of a V8 250!

The A.G.M. itself was very positive. We now have a new National Vice President and I would like to welcome John Penman on board and trust that he will enjoy serving the Club as much as I do.

I welcome the new method of selecting the recipient of the Founders Trophy. Thank you Patron Ian Hill for adjudicating for us.

Our long discussion on Affiliation fully explored the pros & cons. Much as I would like to see us all be of one company it appears that this is unlikely in the foreseeable future. However, our membership, finances and morale are all in good shape and we can confidently look forward to another year enjoying our cars and each others company.

Happy Motoring.

*Ed Hayhoe*  
*National President*

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## *Getting up to Speed ...*

*A Word from your National Secretary*



Welcome to this month's new members.

- Andrew Roxburgh of Amberley. He has a 1949 DB18 Drop Head Coupe and a 1939 DB17 Saloon.
- Alex Tsunenko of Pakuranga in Auckland has a 1957 Daimler Century.
- Paul Hickey and Jenny Cartwright of Whangaparoa have the ex Roi Wilson Daimler V8
- Graham and Sharmain Hardwidge of Taumaranui also have a DB17 under restoration. Along with Neville Nicholson's 1936 Streamliner (last month's photo) this makes 3 of this type being resurrected around the country – great to see.
- Michael Burt of Invercargill has a 1974 Series 2 Sovereign with a difference. He bought it in 1999 after it was repowered with a Chev 350 and has spent 2¼ years restoring the rest of the car. He would like to hear from other Daimler owners. Ph 0274482474.

There does appear to be a resurgence of interest in the older model cars. They still come up for sale on "TradeMe" etc in conditions ranging from cot case with complete restoration required or parts cars through to restored and roadworthy examples.

It has been a busy couple of months, apart from having a full work schedule, there have been car shows, AGMs, fishing contests, house painting and air shows! Easter Monday at Foxton was quite interesting with Blenheim Air Show aircraft going home. Great to see and hear the brand new Spitfire returning to it's Ohakea base. Also had a great day at Masterton's Hood airfield inspecting the fully airworthy WWI aircraft collection.

Welcome to those members who have taken up positions after branch AGM's. You will find the updated information inside the back cover of this magazine.

After the recent National AGM, we welcome John Penman to the National Executive as Vice President and Paul Edginton as Waikato Bay of Plenty Branch Delegate.

This month I have included an article from the V.C.C. relating to vintage rallies. It could well apply to some of our club runs. Read and apply, with consideration to other road users! To those carrying out restorations, it would be great to have any articles, photos, information to pass on to others via your magazine. We ARE interested in your projects!

### **AGM summary report.**

The meeting was attended by about 45 members with 20 apologies being tendered.

Minutes of the last AGM were confirmed and Presidents report read.

The Treasurer's report was presented and adopted. It was noted that reserves are still high, this will reduce this year with lower subscriptions and interest rates.

Two late nominations were received for Vice President from John Penman and Bruce

Gibson. After a ballot of members present, John Penman was elected to this position. All other positions remain unchanged.

Ian Hill was reaffirmed as National Patron, Doug Brown as Honorary Auditor and Phillip Redmond as Honorary Solicitor.

In general business, the Founders Trophy discussion paper from the Auckland Branch was carried. It was stressed that a detailed citation from the Branches would be necessary for the Patron to make an informed decision.

The discussion paper on affiliation was discussed at length. The consensus was that this should not be rushed into, but invitations be made to other clubs to join our activities, with particular reference to our National Rallies. It was suggested there should be an open invitation for all members to optionally join (or rejoin) DLOC. This would also enable them to take advantage of the travel subsidies offered, the Blenheim National Rally in 2011 is our next such event. National will be providing assistance for Ferry costs.

Members were advised of the reconstruction of the website. This will make it more user-friendly and will have a magazine archive, club contact details, membership application form, photographs and links to other websites.

The 2010 AGM and Mini Rally is to be hosted by Hawkes Bay branch.

This is the last magazine for un-financial members, please renew your subscription to retain your membership and let me know if you wish to resign.

*Mike King*

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## **Letter to the Editor**

Dear Mr King

I have recently been gifted a 1958 Daimler conquest Century 4 door saloon from a very generous uncle. The vehicle is in very good overall condition but will require some tuning and fettling before returning to the road. In conducting preliminary research on the net I have found your club website & and in particular the technical articles on your scanned newsletters extremely informative. Having previously been involved with a variety of early European motorcycles, I appreciate the time and enthusiasm required to compose, collate and post such information. Thank you and your members for making such a valuable resource available to a semi-computer literate novice to Daimler vehicles.

*Yours sincerely*

*Brennan Fraser-Bell*

*Darwin NT AUS*

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### **Club Caps for Sale**

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## *Round the Bazaars ...*

*Daimlers on the Run*



### **Auckland**

#### **Hampton Downs**

We met at Mercer at 11:00am, had our lunch and met up with Waikato members Colin and Maureen King. After lunch we travelled further South to Hampton Downs. It was a bit damp under foot, but skipping the puddles was relatively easy. A presentation was given by Tony Roberts of costs and state of progress so far.

The apartments are finished and the earthworks continue with the main track and other smaller areas already graded awaiting finishing. Various items such as shops, hotel, and other infrastructure are on time for completion. The track will be usable and available to all except Formula One which is far too expensive to even contemplate... All franchises are apparently sold and in place. There is some conjecture whether or not the facility will be finished by August which is their target date for opening, due to the inclement weather over the past week or so. The company has just negotiated a loan of 19 million from the BNZ to assist the project towards completion.

*Bryan Davis*

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### **Waikato-BOP**

#### **Mini Rally and National AGM 2<sup>nd</sup> and 3<sup>rd</sup> May**

Six members from our branch attended the AGM and mini rally in Palmerston North. We arrived early on Friday evening to be greeted by the lady at the motel reception desk advising your lot are through here eating pizza. She advised that she would take us through. It was great to be greeted by friends and tea was put in front of us. It was good timing ... we got the last of the Pizza. After a social hour or two we eventually made it to our unit.

Saturday we gathered at the Racecourse for morning tea, followed by the AGM and lunch. Saturday afternoon saw us off to Feilding to view the Coach House Museum. This is a well laid out museum specialising in horse drawn vehicles, an excellent display from the earlier years. We then drove up to the wind farm lookout. It was great to have such a close look at these wind turbines. It is a very impressive sight above the Manawatu.

Early evening and back to the Racecourse for dinner and more socialising. Winston did a great job as sheriff and a number of us were fined for our misdemeanours. We knew we would be pinged as we had driven a Toyota to a Daimler event. All fines went to a worthwhile cause – hospice. The catering at the Racecourse was excellent.

Sunday morning we took a quick trip to Levin to look at some cars. Then it was back

to Pauline's place for a barbecue lunch. A big thank you to the Manawatu members for putting this on. It was then time to say goodbye to everyone and be homeward bound.

A big thank you to the Manawatu Branch for their hospitality and to all members present for their friendship. It was great catching up with you all. To Waikato/BOP members, next year it is in the Hawkes Bay, let's have a good turnout.

*Colin and Maureen King*

Photos from the Te Awamutu classic car show on Sunday the 5<sup>th</sup>. We had a great day, with 4 members' cars and about 8 of us from the Waikoto/Bop branch. It was a really warm day, busy with the public and a visit from the Bell 222 air ambulance. A real enjoyable day.

*Dave Dobbs*



# *Hawke's Bay*

## **Sunday 29th March**

We held our branch AGM at Mike and Robyn's new abode. The business session was held first and then we found out what a great entertaining home they owned as we tested the indoor outdoor flow. The day was perfect and we were all seeking shade while the BBQ was being prepared. As usual the excellent steaks and sausages were provided by our club and the food to share was an amazing spread.

*Ann Bowes*

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## ***Manawatu Meanderings***

### ***Taihape Ramble***

Sunday April 19th saw four Daimlers, one BMW and one Triumph 2.5 meet at Sanson to proceed to Hunterville. Here we met up with Barry Cleaver for a cuppa, then Barry led us off for a tour around some of Taihape's back country roads. Barry would stop frequently and provide us with an informative and knowledgeable background commentary of the fantastic scenery. The roads were winding, gravel and dusty, but well worth the effort, for the sight of this countryside with the autumn leaves in their colourful glory. Our vehicles were covered in dust by the time we arrived at Barry's for lunch at about 1.30. We were most impressed with Barry's Model T Ford and Triumph Dolomite. The warm and sunny day meant we could have our lunch on Barry's balcony whilst taking in the great view.

After lunch we were off again, this time, to the Mataroa radio and cellphone transmitter site. These sites are chosen for their elevation, the last stretch some of us walked, some hitched a ride in Barry's car. The view from up here was of course, extended, it is possible to see the South Island on a clear day. The next stop was a property Barry used to farm, a feature of which was an enormous 2-5000-year-old Totara tree. This involved a hike over the paddocks, a borrowed Quad bike certainly assisted those who wouldn't have otherwise made the trek. The final few metres was a scramble through thick undergrowth, but we were rewarded by the sight of this old and noble tree. After returning to the cars, we agreed a stop at "Gumboot Café" in Taihape would be a fitting conclusion to a wonderful day.

Thank you Barry for a memorable day out.

*Pam Coley*

### **Manawatu AGM**

We had a good number of members turn up for our Branch AGM at Pauline Goodliffe's residence. We all took a BYO lunch with time for a chat and catch-up with friends.

The AGM saw Gibby standing down after 3 years as President. The incoming President is Mike King with Ngaire Finkle, Charlie Coley and Ray Watling added to the new committee.

The National AGM and Mini Rally went well, it was our pleasure to host members from other branches. We look forward to the Hawkes Bay event next year.

# Otago

## DLOCNZ National AGM and Mini Rally 2009

We have just returned from a very enjoyable weekend in Palmerston North attending the Mini Rally put on by the Manawatu Branch of the Daimler Car Club.

Starting on Friday night we had a informal get together at our Motel with the other Daimler members staying there. On Saturday we met at the Awapuni Function Centre for Morning Tea followed by the Annual General Meeting. John Penman was voted in as Vice President, welcome to the Executive John. Our congratulations to Mike King on receiving the Founders Trophy which was presented to him by our Patron Ian Hill. Mike is a very worthy recipient

After a very enjoyable finger-food lunch we all motored to Feilding to visit the Horse and Cart Museum which was a wonderful display. A cuppa was supplied along with a delicious cake provided by one of the Manawatu ladies. We then drove up to see the Wind Farm, these structures are massive when you see them close by. There was a great view from up there of the surrounding countryside.

We all met up again in the evening at the Function Centre for a Buffet Dinner which like the rest of the weekend's catering was very much enjoyed and it was good to have time to mingle and talk with other members.

Sunday most of us travelled out to Pauline Goodliffe's property for a BBQ lunch. What a delightful setting Pauline's home is in and it was great seeing Pauline's collection of cars.

Our thanks to the Manawatu Branch for such a great weekend.

*Winston and Kaye Wingfield*

### BULL'S EYE

Down on the farm, there were three bulls. One day they overheard the farmer saying to his wife, "we must get another bull." The three bulls were furious on hearing this, the oldest bull said to the other two, "We have 100 cows, 60 of them are mine, there is no way I'm going to share with a newcomer!"

The second bull agreed, "I have 30, I will defend to the death, we will show this unwanted intruder the front gate!"

The youngest bull said, "I have 10 cows to myself; it's not many, but better than none at all."

Some days later, a huge truck roared down the road, big bulldog on the bonnet, turbo screaming, smoke belching from the twin exhaust stacks. It reverses into the loading ramp, out steps the biggest, meanest bull you have ever seen! He bellowed, he roared, he clawed at the ground, his eyes could drill holes through you. His head held high with needle sharp horns, he was massive.

The three bulls looked on with amazement and dismay. The oldest bull said, "Perhaps I could retire and spend the rest of my days eating the grass and smelling the flowers."

The second bull, trembling, said, "There is no way I am going to contest with that! What's mine is his and I will have to be content to watch."

The third bull then started to roar, paw at the ground and bellow as loud as he could.

"Are you quite mad!" the other two exclaimed. "He will have you trampled into the ground!"

"I know," said the youngster. "I'm just letting him know that I'm a BULL!"



## WELLINGTON'S DAIMLER AMBULANCE

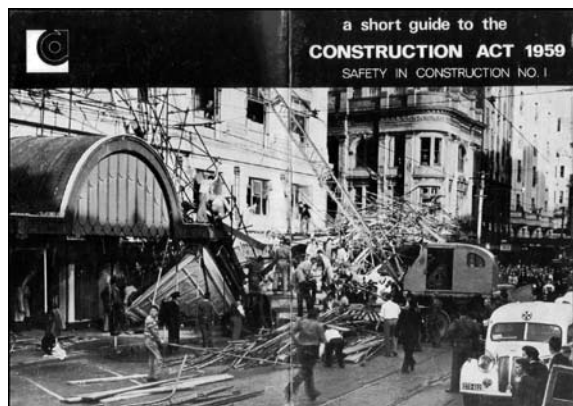
*by Roy Tilley, DLOCNZ*

When you talk to most people, well, Daimler enthusiasts anyway, about Daimler ambulances, they immediately think of the Hooper-bodied DC27 shown below, that was used by many ambulance services in the UK (acknowledgements to Brian Smith's book 'Daimler Tradition'), and models of which appear regularly on TradeMe, to say nothing of the two which survived through my childhood and my children's childhood.

An example of this is, or at least was, also used by the Daimler and Lanchester Owners' Club in the UK as a mobile office at their rallies.



*The Hooper built Daimler ambulance on the DC 27 chassis*



However when rummaging through some old books many years back, I came across the New Zealand Labour Department's 1959 Guide to the Construction Act 1959. Not the most riveting publication, save for a familiar face on the front cover. The scene shows the result of a scaffolding collapse at what was the DIC building (now known as the Harbour City Centre) on Wellington's Lambton Quay on

May 8<sup>th</sup> 1957. This was a very serious accident, causing the deaths of two people and injuries to several more. A more detailed report of this event was recently re-published in the Wellington Dominion Post of December 3<sup>rd</sup> 2005.

In the bottom right-hand corner of the picture is an easily-recognisable Daimler which is either a DE27 or a DE36. According to the records of the Wellington Free Ambulance, stored in the Alexander Turnbull Library (a branch of the National Library of New Zealand), and to the WFA's website, this vehicle was donated by the Sargood Trust in 1948, but the conversion took three years, so it did not enter service until 1951.

Other photos of the DE27/DE36 ambulance appear on the WFA website and in the Turnbull Library, and some are shown below to give a better idea of the shape and style of the body. And at that time, WFA also had three Humber Pullmans and a Packard to make up their fleet.



*(The photo on the left, above, is reproduced by courtesy the Alexander Turnbull Library, Wellington New Zealand, ref 114/321/18-G. The photo on the right above, and those below, are published by courtesy of the Wellington Free Ambulance).*

Shown below in front of the Daimler and one of the Humbers, is Ambulance Officer Sydney Barlow who died in 1964 in an attempt to save the lives of two boys who had crawled into a gas-filled tunnel in Khandallah. He received a posthumous Queens' Commendation for Brave Conduct.

Also shown below is the Packard ambulance with three unnamed ambulance officers.



But now of course the following questions are raised:

Who built the body on the Daimler? And where? Was it imported as a bare chassis? What was the chassis number? When did it leave the WFA fleet? Where did it go? Where is it now? Etc, etc. Answers please.

And of course it would be interesting to ask and answer the same questions for the Humbers and the Packard.

As a closing remark, I understand from Trevor Ward of Palmerston North, the owner of a Humber Pullman ambulance (not one of these, but originally from the Waipukurau Hospital Board), that about 11 such Humbers were imported as rolling chassis, with the

bodies being built by Kites of Napier, among others. As to their final state, Trevor says that they often ended up being cut down to make farm trucks, and then ending up in a demolition derby, with one at least in a river. Regrettably, this was probably the fate of the Daimler also, but if anyone has further information, or other photographs, please contact me on (04) 566-0850.

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## MY LIFE AT THE DAIMLER WORKS

*Colin Bromfield*

I was brought up at my parent's grocers shop about a mile from the Daimler factory in Radford, on leaving school everyone thought that I would go into the business, but I had other ideas as I could see the amount of hours needed in the shop. I had decided that I wanted to be an apprentice at the Daimler, prompted by the advertisements of the DE 36 St 8s in the Autocar.



I left school in July 1947, aged 16. It was a very hot summer that year following the terrible winter. I applied to be an apprentice but there were no vacancies at that time. Whilst waiting, in September I started as an improver milling machine operative in No 14 machine shop. A vacancy for an apprentice came up in the following February, so I commenced my 5-year apprenticeship at a princely sum of 33 shillings per week.

I was indentured as an Automobile Engineer covering Machine Shops, Assembly, Drawing Office, Service Dept, and Experimental Dept. at Radford and Browns Lane Plants. This was to be for 5 years with a one day per week release to the Coventry Technical College to study O.N.C. & H.N.C. The vehicles being manufactured were the bus chassis, Lanchester LD 10, DB 18, Special Sports, DE 36 chassis, DC 27 Ambulance and the Daimler Scout Armoured Car.

My time in the machine shops was spent mainly in the engine shop, machining engine and gearbox components for cars and the larger components for the bus diesel engine, this also included the engine test under Ted Perkins. On the assembly I only worked on the sub-assemblies. In the drawing office I was in the Fighting Vehicle Office, not on design but doing assembly drawings, I remember drawing the sub-assembly of the planetary reduction gear in the hub of the Scout Car, the time spent there gave good draughting experience.

In July 1949 I passed my driving test in my Father's 1934 Lanchester 10 so I was called upon occasionally to do driving jobs such as ferrying Consorts to Desford Airfield in Leicestershire for storage or driving between Radford and Browns Lane in the works taxi, a Daimler 15 estate car. The Service Dept was located at Browns Lane and my time spent there was refurbishing engines, grinding in valves, scraping in bearings etc. I remember a Daimler 15 coming in which had a fluid flywheel that had exploded, the car had been touring Switzerland and the oil level must have leaked to the seal level resulting in too much air, climbing the passes caused extreme heat and the resulting expansion of the air caused the flywheel to burst, the outer casing bursting through the bell-housing and the floorboards. Looking into the car you could see the driven member of the flywheel, I cannot remember the fate of the occupants but I think there was a fatality.

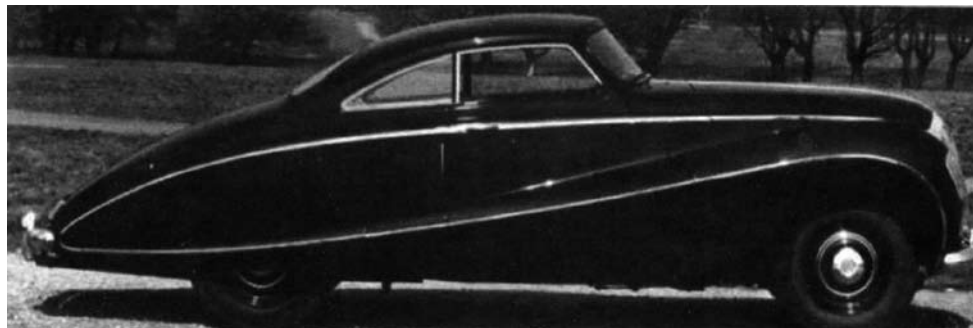
The last year of my time was in the Experimental Dept and I started there in early 1952. I remember being there when the King died, I was put under the wing of Bob Guillianotti who came from Scotland, he was one of the senior fitters and the foreman was Frank Walker. The first job I had was to accompany Bob to Hoopers in London and collect Lady Dockers 3-litre two-seater coupe in black, nicknamed the "Beetle" (pictured below). The object of the exercise was to improve the performance by boxing in the underside, tests were carried out at MIRA the proving ground near Nuneaton but at that time it was only an airfield with a control tower with timing straights, the banked circuit had not yet been built. As I remember the under-tray made little difference. Jobs were



*Experimental personnel about 1959. The three standing in 'white' overalls, are L-R: Sid Bowdler, myself and Bob Guillianotti.*

always varied and unexpected with ad-hoc jobs cropping up. I remember mid-morning one day Frank the foreman came to us and said "Would you just nip down to Kingston-upon-Thames" the Chief Engineers' sister's car was giving trouble and would we go and fix it, so off we went and found the address, the car, a Consort, was in the garage and all that was wrong was the ball joint had come off the carburettor. We fixed it and we were not invited in to wash our hands or given a cup of tea so we had to use the public toilets. On the way home it started to snow heavily and got worse, we arrived home about 10 o'clock!

Another big and interesting job was the conversion of the DE 36. There was trouble with the wings flapping when the chassis flexed, particularly on the "Gold Car", so a team of four, two fitters and two apprentices went to Hoopers in London to carry Out the



*Lady Dockers 3-litre two-seater coupe nicknamed the "Beetle".*

work. We would go down on Monday morning, returning on Friday afternoon, another apprentice ferried us down in the "Grey Lady" which was the works straight eight, it was grey because it was still painted in the grey primer and it used 20 gallons of fuel each way. The conversion consisted of removing the Girling piston shock absorbers and brackets, and the wing stays. Telescopic shock absorbers were fitted and the wing assembly was mounted under the radiator on a silentbloc mounting which meant that the chassis would be able to flex without moving the wings. It took a week to convert each car and it was hard-work hacksawing and chiselling the s/a brackets. We were there for four weeks staying at B & B's. We did the Gold Car first followed by the Royal Cars, and it cured the problem. The reason that the work was done at Hoopers was so that the body-makers could remove the wing assembly.

One job that I was asked to do was to drive to Darlington and back to hand-deliver a bus contract to Darlington Council. The car I was given to use was a Lanchester 14. There were no motorways only the A1 and this was before the advent of screen-washers, I remember driving close behind lorries to get some spray on the screen as the roads were wet and not raining, I did it in the day though.



*DE36 'Gold Car' (now in the USA)*



*Lanchester 14*

Another project that Bob and I did was to fit a 6 cylinder engine to a Lanchester 14, we managed to shoehorn it in by moving the radiator forward, the difference in smoothness between the two engines was remarkable and that gave the idea for the Conquest. Early in 1953 I received my call-up papers for National Service which had been delayed because of my apprenticeship. I finished my apprenticeship in February and joined the Royal Engineers doing my basic training at Norton Barracks, Worcester. I finished my training at Aldershot and was posted to Barton Stacey near Andover in Hampshire as a Vehicle Mechanic. Here I met my future wife Joy.

I was discharged from the Army in February 1955 and went to see Frank Walker in the Experimental Dept to ask for a job. My first job was to do a 1,000 hour test on the new 11.6 litre diesel engine which had been developed for the large earthmovers which the Daimler had developed. These were large 4 wheeled tractors with 7 foot diameter wheels, there was also a caterpillar version. This was an Army Contract and the 1,000 hour test was to satisfy the Ministry. First of all the engine was stripped down and all components measured. The engine was re-assembled and put on the test-bed, it was



*A lovely Autumn day for a BBQ at Pauline's after National AGM.*



*Another sunny Autumn day, Manawatu AGM.*



*Car lineup at National AGM.*



*Members at National AGM.*



*Once again, Awapuni Racecourse provided excellent food.*



*Lineup of Sovereigns at Pauline Goodliffe's.*



*Lunch at Barry's.*



*Barry Cleaver describes the area.*



*Intrepid travellers and The Tree.*



*Daimler Century at TeAwamutu car show.*



*New member Michael Burt's Series 2 V8.*



*Manawatu Taihape trip with lovely Autumn colours.*

run between 6 am and 10 pm on two shifts, I had the late shift from 2 pm to 10 pm and it went on for about 3 months, after which the engine was stripped again and measured. By now it was June, not February and because the ambient was much warmer some of the measurements had grown. After the test I was moved to the car side of the Dept. A few things had changed since I had been away 'On Her Majesty's Service'. The Conquest, Leda, 3 litre Regency, Lanchester Sprite, DK 400 and the Daimler Armoured Car with the Rolls Royce engine had appeared, also the factory had changed, Browns Lane had gone to Jaguar and a new assembly shop had been built at Radford. The Experimental Dept was divided into two parts, the car section on one side and the buses on the other side with engine test cell block in the middle. Being a fitter there you could be asked to do anything except bodywork or electrical. This could range from machining, engine test, engine build and repair, chassis build, vehicle performance and endurance testing and on Friday afternoons, washing the Chief Engineer's car, it was a pleasure to go to work because it could be something new every day.



*Lanchester Sprite (recently advertised on e-bay)*



*Regency Sportsman*

Models being developed were the Mark II Century and the Lanchester Sprite with the Hobbs automatic transmission (photo below left). Borg-Warner automatic gearboxes imported from the USA were being fitted to the Century's and Regency models. Frank Walker asked me to strip down an automatic gearbox and get to know it, so I became the automatic gearbox expert.

When the Mark II Century was introduced it was decided to fit bigger engine mounts and delete the torque reaction buffers, however when it was tested there was violent scuttle shake. This meant that the original engine mounts had to be refitted and to reinstate the rubber buffers. This caused a problem with the automatic version as the engine backplate did not incorporate the buffer plate like the pre-selector so a separate bolted on bracket was fitted. Nearly all Daimler models before the Majestic suffered with scuttle shake. I had the job of modifying a 3½ litre Sportsman by fitting a sheet of steel over the bulkhead and mounting it on to the chassis. This cured the scuttle shake and this feature was incorporated on the Majestic bodies.

During 1956 not a great deal of exciting things happened, the Hobbs automatic

gearbox was being developed for the Lanchester Sprite and the Regency 3 litre. One important thing that happened was my marriage to Joy in August. We are still together and still living in the same house. Towards the end of 1956 Bob Guillianotti was given a secret job, every day he left with his tools to a special place which had been erected inside the main assembly shop. He was very secretive and would not tell anybody what he was doing. It transpired eventually that he was dismantling a Triumph TR3 so that the parts could be copied in the drawing office, this was the birth of the SP 250 and the engine was being designed at the Triumph Motorcycle Works at Meriden. Edward Turner was the new MD of Daimler since the shake up of the Daimler Board when "The Dockers" lost control.

In 1957 it was rumoured that a new car was to be developed but it was not until parts started to appear in the stores that we realised that it was to be different. When the engine block appeared it became apparent that it was to have eight cylinders. Finally all the parts arrived and we began assembling the engine. Each part was examined and weighed and any assembly problems reported to the drawing office. The engine was completed in July and I was asked if I would postpone my annual holiday and go in and run the test-bed. At that time the whole of the factory would shut down for a fortnight so I was the first person to run the new V8 engine. After running-in the full power test gave 140 bhp straight off and this was with the Solex-Zenith carburettors. It transpired that Solex were not able to supply production quantities so SU semi-downdraught carburettors were incorporated. Most people know that the engine was based on the Triumph motorcycle engine, various configurations were tried including fitting 8 Amal carburettors, one bolted to each cylinder with a very complicated throttle mechanism. Another time a special camshaft made to the same profile as the Triumph Bonneville World record breaking machine. Below 3,000 rpm the engine was spitting back through the carburettors and was still pulling power in excess of 8,000 rpm but we were advised to stop as the crankshaft was in distress due to the torsional vibrations. Neither applications were practical so not pursued.

The engine preceded the chassis, so in order to road test the engine one was fitted to a Century car which was WHA 606, this was an old rally car which was driven by Ken Wharton. The engine was married to an automatic gearbox and I was asked to take the car for Edward Turner to test. I took it to Meriden and Mr Turner took one look at it and said "it is not possible to evaluate an engine with an automatic gearbox" so I took the car back. When I told Frank Walker he told me to get on and fit a manual box which I did, this was an Austin Healey 3000 4 speed gearbox as the Daimler had not yet produced their own manual box. Things were a little slow as no chassis were available yet. We did fit a V8 engine to a Vauxhall Cresta PA (next page top left) in preparation for the proposed DN 250 saloon, this was to be a 4-door saloon based on the Vauxhall Cresta PA and using the Vauxhall body parts.

Early in 1958 chassis were becoming available and these resembled the Triumph TR 3 but lengthened by 4 inches. On one chassis Bob and I fitted a plywood shell which was used to test Daimler chassis before bodies were mounted. This had two seats with a windscreen and two doors with the engine compartment open to the elements. Bob and I were the first people to drive the first SP 250. Eventually two bodies were made, the black car in fibreglass and the red car in steel by Carbodies. The black car WDU 654 was



Vauxhall Cresta PA. One of these was fitted with a Daimler V8 engine and road tested.



SP250 Chassis was based upon the Triumph TR3, seen here in LHD, the car was a huge success in the USA.

a two-seater with two doors and no windows just sidescreens. The black car was to be subjected to a 50,000 mile 'Type test' covering 600 miles a day. During the daytime the car was driven from Coventry up the A5 to Shrewsbury then branching off to Welshpool and on to Dinas-Mawddwy then turning off the main road over the Bylch-y-Groes pass to Bala Lake. The pass was very steep and narrow and driven at full speed with the apprentice noting gear changes, oil and water temperatures. We rejoined the A5 and returned via Llangollen, Shrewsbury back to Coventry, a total round trip of 250 miles. Apart from the Shrewsbury bypass all roads were single carriageway but no speed limits apart from villages, here it was important to observe the limit as going through every day you would have been caught.

On returning to the works about 4.30 the car was refuelled and another crew took the car overnight down to Devon climbing Porlock Hill, Countisbury Hill finishing at Lynmouth and returning home, this was a 350 mile trip making the 600 miles a day.



Roger Garnett taking notes in the black car, on test in Wales.

Then the next day, the day shift took over and so it went on. I never drove the night shift but did most of the day shifts. There was very little trouble but the cars had the Austin-Healey gearbox and Dunlop disc brakes.

The brakes were early versions and there was a mechanism to withdraw the pads from the discs, this made the



SP250 prototype (black car)



SP250 prototype (red car)

brake pedal have a long initial travel and needed pumping. Production commenced with Girling brakes however. The second car, the red one, with a steel body made at Carbodies (photo next page lower right), was carrying out high speed continuous running at MIRA high speed banked track to test the durability of the valves. This was being driven by Sid Bowdier, another fitter. It is not known what happened but the car spun and went backwards up the banking taking out 13 posts at the top of the banking but was restrained by the wires. The nearside of the car was ripped out but fortunately the apprentice (Dicky Stewart) was thrown out of the car when the car spun, so no one was injured. This was the first major accident at MIRA as the high speed circuit had not long been opened.

Speaking of apprentices, there were many that passed through the Experimental Dept. The ones that I can remember are: John Box, the Jowett aficionado, who owned a Bradford Van, John Wheeler who used to chase the Chief Engineer's secretary! Neil Evans, David Hobbs, son of the Hobbs Gearbox designer who went on to be a racing driver, Roger Garnett, John Marsh, Neil Evans, Sid Hartsilver, Eric Dowdall, Terry Howlett, and Dave Gleed.

Testing of the SP 250 prototypes continued throughout 1958 with various changes being made, namely longer front suspension springs, wider main bearings, modification to the balance of the engine. There was high frequency vibrations on the engine and Dr Tait went away and recalculated all the rotating masses and came up with a solution to cut so many ounces off the front damper and add some extra weight to one of the clutch bolts, this cured the problem and Dr Tait was widely praised for his solution, bearing in mind that there were no computers then and all the calculations were long hand. A great deal of development was put into the manual gearbox as this was a new departure for Daimler, getting the angles right on the synchromesh cones proving difficult.

Another model that was being transformed was the 3½ litre Regency, this was made as the Ladies Model and then, with about 1 cwt of plasticine on the side was remodelled as the Majestic. One problem was with the 4½ litre Sportsman, it was found out that the extra power of the engine was causing the fluid flywheels to over-heat, so they were recalled and the engines were changed back to 3½ litres and rear axle ratios were changed in the Experimental Dep't initially and then continued in the Service Dept, not all cars were done so one or two cars escaped!

Later that year a new engine was emerging which was the 4½ litre V8, I helped to build the first engine and carried out the first engine test and most of the development testing. This included sorting out the air cleaner, the original one was noisy, so I spent a lot of time making and testing various configurations of the twin inlets to maintain the power and keep it quiet. I arrived at the present version which has the twin inlets on each side. This engine gave more torque than any other production engine at the time and Borg-Warner had one installed on a test bed at Letchworth to test their automatic gearboxes.

Another test which I had to carry out on the test bed was to do a full throttle power curve test on the engine with open exhaust pipes, the exhaust manifold was reversed so that the exhaust was blowing out into the workshop. As this was going to be very noisy I was to do the test at about 6 pm when everyone had gone home. I did the test and I was the only person there. I completed the test and shut the engine down and went home. I found that I had great difficulty walking up the slope to the gatehouse and I realised

that I was suffering from carbon monoxide poisoning, Health and Safety was not around in those days otherwise I would not have been left to do the test on my own, but I did survive.

Early in 1959 I was asked if I would like to go to America and accompany George Fabel on his proposed sales tour across the USA with an SP 250 after the New York Show, to help with the driving and the maintenance. This would have been for about 3 months so obviously Joy was none too pleased. However the trip did not materialise for me as it was decided that the Company could not afford it and would be done by American personnel. After that I never got excited about going abroad until I was either on the plane or the boat. Although I did not go abroad for Daimler I did in my subsequent employment. I went on 25 overseas trips visiting 13 countries and flying on 19 different aircraft with visits varying from one to eight weeks, covering Australia, India, USA, Canada and the whole of Europe, so I consider myself fortunate.

In November 1959 Frank Walker asked me to go to see the Sales Manager at Browns Lane. Here I was told that the SF250 Press Car had broken its rear axle whilst being tested by a journalist at Bicester Aerodrome. "Would I go down and repair it and then deliver the car to his flat in London?" I took an apprentice and a Majestic with a new axle for the SP and proceeded to Bicester arriving mid afternoon, we changed the axle in the SF and then drove the two cars to an address in South Kensington, arriving about 8pm. The journalist gave us a meal then very thick fog came down. The M1 motorway had only just been opened so we asked him if he would guide us to the start of the motorway which he did. We then drove back home in thick fog for the first time on the M1, the fog cleared about halfway and we arrived home about 11pm.

In 1960, the main project this year was the Fleetline Bus, a rear engined bus based on the Leyland Atlantean. I did quite a lot of work on this including building the show chassis during the summer holidays (it was quite common to be asked to postpone your holidays). The chassis was built in preparation for the Commercial Show and all the bolts and fittings were chrome plated, tightening them up with cushioned spanners to prevent damage.

This year we noticed a white haired gentleman walking round the plant, this was of course Sir William Lyons and it became evident that Jaguar was interested in taking Daimler over. It soon became evident what it would be like under the new regime. Superintendents and Foremen in the machine shops were told that Jaguar personnel would be taking over and they would have to either go back on the machines or leave. I started to look for another job and got one in Coventry at Auto Transmissions. My leaving date was January 26th 1961. This date was the official takeover date for Jaguar to take control. On that day it was announced that all the Experimental fitters were to receive a £5 a week rise in pay, I began to wonder if I had done the right thing but I stuck to my guns, after 13 years with the Daimler I left and it turned out to be the right decision.

Auto Transmissions was taken over in 1968 and closed, so I left and started at the Rover and was there for 20 years until I finally retired in 1988. I have always had an affinity with Daimler and in 1964 bought a Consort. I had heard of the Daimler & Lanchester Owners Club and went to one of their meetings one June Saturday afternoon at Stone, Staffs., along with my brother Graham where we met Duncan Saunders. We joined the club and

soon became Committee members, I was the Club's technical adviser for many years and then became Chairman and then Vice-President until the position was dissolved when the Club became a Company.

I hope this is of interest. I was involved with the motor industry during its Golden Years and feel very fortunate to be a part of it. Some of the dates may be inaccurate but it was all down to my memory.

Colin Bromfield, 38 Clayton Road,  
Coventry CV6 1FE

Tel: 02476 596072      E-mail: colin.bromfield@talktalk.net



*Colin's current Daimler.*

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## STOP VINTAGE RALLIES – NOW

*Scott Thompson (From Beaded Wheels)*

I've come to the reluctant conclusion that if I am to continue to enjoy using my older cars, the VCC National Executive may need to require all branches to stop road rallies as we know them.

The trigger for this outburst is an entirely sensible piece of advice in my branch magazine. "Don't hold up the traffic." I seem to have seen similar bleatings in *Beaded Wheels*. Vintage sheep following too closely and modern sheep all hunched behind. I leave on one side the possible attitude of the police, except to observe that it is the function of police to administer the law as it stands. If the police are also an interested party in shaping legislation, then the VCC has every right to be another.

### **In The Beginning**

The VCC rallies we all know have taken their familiar form largely because they emerged when rallying in the wider motorsport context had reached a certain stage of its development.

Much earlier, rallies diverged from races in an attempt to show what the car could do in tough everyday conditions. By the time the Vintage movement gathered ground – say 1950 – the modern cars had become so good that still tougher events were needed to find a worthy winner.

There were three obvious ways to do this. A rally might be tougher on the driver, it might be tougher on the car or it might be tougher on the navigator/timekeeper. Public safety was already making it difficult to test the driver by pushing up average speeds. A more car-punishing approach from steadily improving roads to remote places like Australia or East Africa – or off-road entirely. The easiest possibility was to make rallies tougher on the navigator. The result was unsatisfactory in terms of driver challenge or car development. Long boring road sections at normal traffic speeds were timed to a second. Navigational tricks were thrown in. What had started as a test of cars became a test of mathematics. May the best computer win!

## **Vintage**

Rallying at large did not stay stuck in this format. Vintage rallies did. In New Zealand, VCC rallies essentially just followed the then current motorsport practice of navigator/timekeeper events. New Zealand was slower to change than many. At the very end of the 1960s a noted circuit driver expressed surprise when he was told to take a crash hat to a car trial.

No Problem? But even in the open spaces moderns catch up and powerful commercials close in.

Vintage rallies clung to the navigation/timekeeper format and for a long time it did not greatly matter. Vintage motoring in Britain was more diverse – thanks to their larger pool of cars and drivers. There were Veteran displays, the London-Brighton being the best known. In the 1950s and 1960s, the more sporting Bentley or Bugatti could usually keep up with open road traffic. The more sedate cars enjoyed driving test gymkhanas. A few insisted on still doing mud trials. New Zealand's Vintage founders also showed considerable imagination. Take the 24-hour relay race at the 1972 International Rally, for example. My point is that rallying – Vintage a otherwise – has historically had many aspects. It has evolved and now must continue to evolve.

As a step in that evolution, we of the VCC of NZ now need to consider two factors – our heritage cars and our roading environment.

## **Heritage Cars**

The cars our movement caters for are perceived to be slow, and in overall performance they are slow.

Even the fastest cars of thirty years back are no longer fast in terms of road performance. In 1973 we bought one the fastest 2 litre sports cars available. In 2003 we bought a less potent 1.6 litre. I was staggered that my familiarisation run over hilly country was comfortably equal to the 2 litre's best ever. Next trip, I took off a whole minute without seriously trying – and I have left it there.

Our former 120 mph 2 litre is now of course in the VCC eligible category. So are real Veterans, 'Edwardians', low-powered 1930s saloons and all the variety of post war possibilities. We have a wide scatter of performance levels in our club. The average club rally hopes to cater for all.

I think the most obvious difference compared to the moderns is acceleration from rest. My present 1929–1964 cars are seriously slow by current standards and on top of that I am kind to transmissions, brakes and tyres. It follows that I give the impression of being dodderly and in a slow car. I may work up to a 90–100 kmh cruising speed but that doesn't count. Mr Modern has already formed his opinion. He is anxious to pass, before slowing down again, in front of me.

## **Current Environment**

Let him pass! Unfortunately, the modern traffic environment is controlled by people who can only understand very simple concepts. Speed kills. Slow drivers cause delays. Conformity is everything.

Actually, I would be not too displeased with the 100 kmh speed limit if it were policed with a more intelligent attitude. It does suit most of the Kiwi vehicle fleet. It reduces the constant need to overtake. Unfortunately, overtaking is becoming a lost art. Few want

to take the risk of prosecution – or maybe they just consider that slow is good.

How you behave in your car – Vintage or modern – is your business. Vintage rallies, however, reinforce the public perception that old is in the way.

- Typical Vintage rallies choose or allow a very slow average speed.
- Typical Vintage rallies make no attempt to separate fast and slow competitors. There will therefore be bunching of the rally cars themselves.
- Typical VCC members seem to believe that it is bad form to overtake. They are conditioned to conformity, although that is not how Vintage motoring was.
- Typical road users bunch up anyway. Vintage rallies make this worse.
- Typical Vintage rallies start cars far too close – 30 second intervals.

### Now The Solution

First: National Executive needs to legislate. Should all branches cease events based on set average speeds and mental gymnastics? The history of motorsport is not being rewritten on VCC runs. The criteria of these rallies may as well be performed in a modern car, on a bicycle or on foot. In terms of enjoying Vintage cars among friends they are meaningless.

Second: Obscure navigational conventions mastered by a small minority and confusing to new members should also be abandoned. Everyone should have a map, a clear idea of where to go and get on with it. There is much to be said for the briefing at the world's first organised race. "Gentlemen, this is Paris and Bordeaux is that way. Now go!"

Third: Starting intervals should be a minimum of two minutes – five minutes would be better. That way, our cars could still be an interesting presence on the road, not a blockage.

Fourth: The combined wisdom of our membership should reconsider the issue instead of perpetuating an apparently growing problem.

There are lots of other options to use our cars in good company. The simplest is just to go for a drive. Gymkhanas, farm and forest tracks and mud trials are possible. Each branch could run (or support?) a speed event. The Banks Peninsula Branch's Monte Carlo to Akaroa is tremendous fun with minimal concentration of VCC cars until the final few miles. Some branches could see fresh cars by inviting one of the now regular overseas one-make tours to join in some local happening.

If there is any truth at all in the suggestion that old cars are a real – as opposed to imaginary – problem, we need to take action NOW. A form of rallying that has outlived its usefulness should not risk our right to drive our own cars on roads we have paid to use.

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*Hitting the Road ...*  
*Daimler Events Diary*



## **Auckland**

### **June 7<sup>th</sup>**

Visit to Clevedon Markets, followed by lunch at the Pub.  
Meet Botanical Gardens at 0930 for coffee and depart 1000  
**Email or Ring 6305172**

### **July 12<sup>th</sup>**

*Mid-winter Lunch* (Old Flame Memory Lane)  
Meet 1200 for 1230 sit down. 64A Walter Strevens Drive Conifer Grove.  
**Confirm attendance to Valerie Penman at 521 2011**  
<http://www.eatout.co.nz/old-flame-memory-lane-restaurant.html>

### **July 26<sup>th</sup>**

*10 pin Bowling* will be at Tenpin Takapuna Fred Thomas Drive  
Meet at 10:00am.  
**Email or Ring 6305172**

### **August 23rd**

*Go Karts* to be held at Henderson Raceway 2pm  
**Email or Ring 6305172**

### **August 11<sup>th</sup>**

*Technical Evening* – At Auckland Speedometer Services  
Meet at 6 Treetops Way, Glenfield, at 8:00pm. A talk and demonstration will be given on the repair of automotive instruments. New Smiths instruments are available. If your speedo has a waving needle at low speeds you may need a new cable, bring it along, a new cable can be made. Numbers are limited to about 12 so get back to me asap.  
**Email or Ring 6305172**

### **September 12<sup>th</sup>**

*Film evening at West Wind*  
Details later.  
**Email or Ring 6305172**

The story about the West Wind's Picture Theatre is that it is situated in a restored Victorian Village in Avondale. It is a small theatre which can show film and DVDs, so we can show any thing we choose. Depending on numbers it costs between \$20 and \$25 per head and you get a roast meal as well. It is BYO and the ladies bring along a dessert to share. It is located in 177 Riversdale Road, Avondale. The film we propose to show is "The Yellow Rolls Royce". For the plot => <http://www.imdb.com/title/tt0059927/plotsummary>

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

*Tom's Wild Ride* – a Mystery Run with a difference

Meet at Albany Pub Car Park at 1:00pm. There is a place to have Afternoon Tea at the end.

**Email or Ring 6305172**

## **October 18<sup>th</sup>**

A car run out to a garden or a place of interest, could be Richard Langridge's Rolls Royce Collection. Details later.

**Email or Ring 6305172**

## **October 24<sup>th</sup> and 25<sup>th</sup>**

*Waiuku British Car Day*

The event is designed to complete the last circuit, Hampden Downs, for the 2009 Waiuku Flying 50 on Sat 24th Oct finishing up at Massey Park on the Sunday 25th Oct with Concorso Euro.

**Email or Ring 6305172**

## **November 17<sup>th</sup>**

*Technical Evening*

Peter Collins from Quality Rebuilds offers a service for rebuilding distributors and mechanical fuel pumps. He also has a new ignition product for Daimlers which will make conversions from points ignition easier. Peter will give us a talk and demonstration on these three subjects. The Technical Evening will be held at Clive Butler's Workshop on Tuesday 17th of November at 8:00pm, 54B Sir William Avenue, East Tamaki.

**Email or Ring 6305172**

## **November 22<sup>nd</sup>**

A run out to the country, *Whitford Bird Garden* (530-8807) 100 Trig Rd, Whitford.

Away from the hustle and bustle of the city lies the tiny village of Whitford. It is here where world-renowned wildlife artist Blake Twigden, magically transformed bare paddocks into a sub-tropical paradise for pheasants, finches, ducks, turtles and fish. This delightful artist's love for birds is evident and his excitement contagious as he personally shows you.

**Email or Ring 6305172**

## **December 13<sup>th</sup>**

At 1:00pm *Christmas Lunch* at "The Falls" Henderson.

By unanimous acclaim a really great place for celebration.

<http://www.thefalls.co.nz/html/Restaurant.html>

**Email or Ring 6305172**

## **January/February 2010**

*Wild Bill Hickok Poker Rally*

All entrants will be given a list of places to visit, these have to be visited in the same order as the list. There entrants will be asked to choose a card. At the end of the Rally the best hand wins the prize. After the prizegiving we have a picnic.

**Email or Ring 6305172**

## **FUTURE EVENTS**

The Daimler Club is going to visit Richard Langridge's Rolls Royce Collection. Other Clubs are being invited. The Collection is heavily booked at the moment and I have been asked to ring back mid July to make a booking. September is the most likely date at the moment.

Email or Ring 6305172

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## ***Waikato–Bay of Plenty***

### **Sunday June 14th 2009**

*Restoration visit and pot luck lunch*

Venue: 10.30 am meet at Dave Dobbs place, 34 Cowley Drive, Cambridge.

See Dave's restoration of a V8 1968. This will be followed by a barbecue lunch. Please bring a salad or a dish for a pot luck lunch the meat will be provided.

Any enquiries and numbers attending to **Dave 027 448 5488 or Paul ph 07 8293032.**

### **July 2009**

*10 pin bowling*

Date and venue to be arranged.

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## ***Hawke's Bay***

### **Sunday 21st June**

Slot Car Event

Details to be advised by mail.

### **Sunday 19th July**

Triumph Trophy Event – Something different.

### **Sunday 16th August**

Tommos Trophy CHB Rally.

### **Sunday 20th September**

DLOC Organised Event.

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## ***Manawatu***

Manawatu Branch committee meet at **Pauline's at 9.30 on the 1<sup>st</sup> Sunday of each month** for their meeting. All members are free to join us, just bring a plate for morning tea, your input in deciding events and dates will be appreciated.

**June 28<sup>th</sup>** is our mid-year dinner, this time at the new "Bethanys" restaurant in the Square. This is situated in the Council building overlooking the Square. This is a midday meal, cost is \$28 per head, please confirm your booking with Ngaire or Mike by 19<sup>th</sup> June.

**July 19<sup>th</sup>**, a Garage raid day, several members are to be targeted here, a chance to see what's going on in blokes sheds!!!! If your shed is a contender, contact Mike. Members

will be advised details by email or phone.

Other suggested events, a weekend visit to Hawera hosted by Graham and Joan Kennedy.

A visit to catch up with Dave Patten's expanding collection in Martinborough.

A visit to Waihi Falls in the North Wairarapa region.

A visit to a Kilbirnie WW1 Aircraft factory.

Other ideas have been put forward, if you have any suggestions let us know – please!

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## *Members' Market ...*



### **Wanted to Buy**

**Daimler Majestic Major** in good roadworthy serviceable condition or trade for Daimler V8250 Manual overdrive with wire wheels.

Phone Bryan Davis on 09 3737599 extn 87783 or email [bg.davis@auckland.ac.nz](mailto:bg.davis@auckland.ac.nz)

**Engine wanted** for Daimler Conquest. Must be a good runner, phone Jin-Ho Lee, 09 4419000 or [earlswool\\_antiques@hormail.com](mailto:earlswool_antiques@hormail.com)

**Clock wanted**, black face with chrome bezel, 55mm diameter. Any make acceptable. Contact Mark Stocker, 03 4760430 or [mark.stocker@otagoac.nz](mailto:mark.stocker@otagoac.nz)

**Wanted for V8**, petrol cap, jack, wheel brace and spare wheel securing screw. Contact Mike Boyce, Hawkes Bay phone 06 8789071

**Tow bar for V8**. Contact Mike at 06 3571237

**Consort DB18 keys and locks** for ignition, door handle, glove box, petrol cap and boot. Prefer FA501, FP685 or FP686. Contact Ian Hill, 09 8181793

### **For Sale**

**1964 Daimler V8 auto**. Genuine 69000 miles. BRG. 4 owners, 1 owner for 33 years. Full service history. \$14000 ono. Phone Ray on 06 3532059 or 021 02214022

**Daimler Conquest 1957**. 52000 miles!!? Silver over blue, in very good condition but in need of repaint Car originally from Cromwell area, phone 07 8702231.

**Majestic Major parts**, front bumper still in wrapping.

Unused brake pedal rubber, unused rubbers for quarter lights.

Good steering box with inner and outer steering columns, torque convertor.

Conquest/Century doors, front wings, bonnet and boot lid, bumpers and over-riders.

DB18 saloon (1946–1950) bonnet, radiator grill, rear number plate box, headlamps and

side lamp parts. All prices negotiable.

Contact Ian Hill, 09 8181793

**1965 Daimler V8** Completely refurbished, white, with red leather upholstery.

Suitable for a wedding car

Spare parts include 2 short blocks, 1 complete motor, 4 spare heads and 2 gear boxes.

Spare wheels with good SP radials, 2 axles. 2 modified and rebuilt steering boxes.

Numerous other parts including glass and instruments.

Price \$15,000.00 or near offer

**Also, 1968 Jaguar 420, British Racing Green.**

New leather, hood lining, wind lace and door rubbers.

Overhauled servo and master cylinder.

Both cars registered and warranted.

Price of Jag – prepared to negotiate

Both cars have their original tool boxes, complete with tools.

These cars can be driven away with confidence.

Phone 06 879 8493

**Jaguar XJS V12HE.** 1982, Blue.

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

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

Asking \$8500 or offers. Please phone Colin 07 8552434 or 07 8506348 (work) Hamilton.

**Daimler Jackets** (same as Manawatu 2005 Rally) and Caps, contact Bert Empson on 06 3680696 or [a.m.empson@clear.net.nz](mailto:a.m.empson@clear.net.nz)

**Consort parts.** Most parts from a complete car available. Also many Conquest parts. Contact Mike on 06 3571237 or [mwking45nz@hotmail.com](mailto:mwking45nz@hotmail.com)

**Free to a good home.** Extensive collections of DLOCNZ magazines dating back to the 1970's. These are from past members and will hopefully pass on to future members. Lots of good reading and information. Phone Mike King 06 3571237.

**RJR**

*Rodney Jaguar Rover Spares Ltd*

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### AUCKLAND BRANCH

President	<b>Bryan Davis</b> , 28 Shackleton Rd, Mt Eden	09 630 5172
Vice President	<b>Neil Kruse</b> , 12 Budgen St, Mt Roskill	09 620 5000
Club Captain	<b>Harry Tomlin</b> , 23 Tramway Rd, Birkdale	09 483 6616
Sec/Treasurer	<b>David Watt</b> , 171 Postmans Road, RD4 Albany	09 426 3411
Committee	<b>Daphne Flatt, Ed Hayhoe</b> (Past President), <b>Olive Smith, Glenys Watt, John &amp; Val Penman, Laurie Mckernan</b>	
National Delegate	<b>Ed Hayhoe</b> , E-mail: <a href="mailto:ednpat@ihug.co.nz">ednpat@ihug.co.nz</a>	09 420 6390
Branch Patron	<b>Neil Kruse</b>	

### WAIKATO/BAY OF PLENTY BRANCH

President	<b>Des Cooper</b> , 47 Matavai St, Mt Maunganui 3116	07 572 3249
Sec/Treasurer	<b>Paul Edginton</b> , 16 Duval Way, RD 9, Hamilton 3289	07 829 3032
Club Captain	<b>David Dobbs</b> , 34 Cowley Drive, Cambridge 3432	0274 485 488
Committee	<b>Bruce &amp; Zoe Henderson, Roger &amp; Jane Hennebry, Colin &amp; Maureen King</b>	
National Delegate	<b>Paul Edginton</b> , E-mail: <a href="mailto:pledginton@gmail.com">pledginton@gmail.com</a>	

### HAWKE'S BAY BRANCH

President	<b>Vaughan Cooper</b> , 4 Aintree Road, Havelock North	06 877 5698
Sec/Treasurer	<b>Ann Bowes</b> , PO Box 1074, Napier	06 835 8469
Club Captain	<b>Mike Boyce</b> , 12 Corwen Place, Hastings	06 878 9071
Committee	<b>Robyn Wicken, Colin Campbell, Graeme Bowes, Peter Mackie</b>	
National Delegate	<b>Peter Mackie</b> , E-mail: <a href="mailto:peter.mackie@slingshot.net.nz">peter.mackie@slingshot.net.nz</a>	06 877 4766
Branch Patron	<b>Reg Kilbey</b>	

### MANAWATU BRANCH

President	<b>Mike King</b> , 21 Millar Street, Palmerston North 4410	06 357 1237
Vice President	<b>Pauline Goodliffe</b> , 194 Green Road, Awahuri, PN	06 323 7081
Sec/Treasurer	<b>Bert Empson</b> , 8 Byrd Street, Levin 5510	06 368 0696
Committee	<b>Ray Watling, Brian Wolfsbauer, Charlie Coley, Keith Zillwood, Reinhardt Bester, Ngaire Finkle</b>	
National Delegate	<b>Mike King</b> , E-mail: <a href="mailto:mwking45nz@hotmail.com">mwking45nz@hotmail.com</a>	06 357 1237
Branch Patron	<b>Pauline Goodliffe</b>	

### OTAGO BRANCH

President	<b>Alex Meikle</b> , 221 Somerville St, Anderson Bay, Dunedin	03 454 4786
Sec/Treasurer	<b>Kaye Wingfield</b> , 7 Pioneer Cres, Helensburgh, Dunedin	03 476 2323
Club Captain	<b>Kevin Phillips</b> , 66A Factory Road, Mosgeil, Otago	03 489 5782
Committee	<b>Winston Wingfield</b>	
National Delegate	<b>Winston Wingfield</b> , E-mail: <a href="mailto:wingiewk@xtra.co.nz">wingiewk@xtra.co.nz</a>	

