

August-September 2010

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Daimler & Lanchester Owners' Club in New Zealand Inc.

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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.

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YOUR CLUB WEBSITE NEEDS YOU !

To be successful and maintain interest, a Website needs regular updating.

I know our members will agree that our Website in its upgraded form has progressed significantly since Shane Gibson rebuilt it and offered his ongoing voluntary support as our Webmaster.

Shane has recently suggested that members could contribute to the content by sending in photos of their favorite vehicle, together with associated descriptive copy.

Additionally, members with a particular interest in any model, having researched its history, may care to contribute relevant photos and a supporting article.

We would like to encourage your support in this area and ask you to forward copy as outlined above directly to Shane at shane.gibson@portali.co.nz.

We look forward to receiving your contributions.

Peter Mackie

Getting up to Speed ...

A Word from your National Secretary



Where has the last two months gone! The knee recovery has gone well, now back at work and driving, still some problem with climbing under cars though! The more major catastrophe was the complete crash of my computer hard drive. The club membership files lost, so much of my recuperation time was spent reloading data into a new laptop! If anyone's address details are incorrect, please let me know.....

No new members this month, and almost all of last year's members have now renewed.

The October Rotorua weekend planning stages are well advanced, the details are included this month, please note we have changed the date to the weekend of October 15th, 16th, 17th to avoid school holidays. An invitation has been extended to the Wellington Daimler Enthusiasts and SP250 clubs to join us.

Here in the Manawatu, we have a mission to investigate and unearth the remnants of one of the 1953 Royal Tour open top cars. This car was destroyed in a fire, after which it was pushed over a bank. When the weather improves, we will attempt to remove what remains (if anything!).

2011 National rally preparations are well in hand, Peter Mackie has the ferry concessions finalized, remember that members will get the ferry paid one way. Winston Wingfield and Alex Meikle have put in many hours arranging accommodation, catering and venues. It promises to be a cracker!

Our best wishes go out to a number of members who have health problems. President Ed is recovering after some minor ailments, Arthur Jones is firing on all 12 after a recipe change to his pills and ointment. Also special thoughts for Rita Meikle, we wish you all the best at this time.

Do you have a project car at the moment, undertaken repairs or alteration to your vehicle? We would all like to know about it. Do you have any problems or require any advice to fix a problem? Jot it down (preferable as an email attachment) and send to me for inclusion in the magazine. Photos also accepted. Your contribution would be most welcome!

Mike King

Ken Stout Motors Ltd

113 Diana Drive, Glenfield, Auckland

Ph/Fax: 09 444 9290

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DAIMLER INVITATION WEEKEND

GET-TOGETHER & RUN

Rotorua

15th, 16th, 17th October 2010

All owners and enthusiasts of Daimler and Lanchester cars are invited to attend a get-together and run in Rotorua. Harvey James from the SP250 club has arranged the itinerary for the weekend with accommodation at the Rotorua Thermal Holiday Park. It will be a casual bring your own and do it yourself type weekend. Preliminary itinerary is as follows:

Friday 15th October 2010

Gather at Rotorua Thermal Holiday Park, Old Taupo Road, Rotorua

Organise own meal. NB, the Rotorua Citizens Club is next door to the Camp and you may be able to arrange a meal there.

Mix and mingle

Saturday 16th October 2010

0930 Photos at a Rotorua scenic spot

1030 Easy drive on country roads

- SH5 south towards Taupo
- Tumunui Road
- Hossack Road
- Te Kopia Road
- Tutukau Road
- SH5 towards Rotorua
- Vaile Road
- Broadlands Road towards, Rotorua,

1200 Lunch at Butchers Pool picnic area. There are some small hot pools here where you may be able to paddle.

1330 Continue drive

- Broadlands Road through Reporoa
- Settlers Rd
- SH5 towards Rotorua
- SH38 towards Murupara
- Okaro Rd

1400 Arrive Waimangu Volcanic Valley

Optional visit to Waimangu. Self guided walk \$20-00pp (Usual Retail \$34-50pp)
Lake Rotomahana Boat cruise \$30-00pp
(Usual retail \$42-50pp)

Return to Rotorua

- Waimangu Road
- SH5

1900 Evening function.

Self catering BBQ at the Lodge, Rotorua Thermal Holiday Park

Sunday 17th October 10

Optional sightseeing at the Caterpillar Experience, Fairy Springs Rd, Rotorua.

Accommodation

The Rotorua Thermal Holiday Park offer a wide variety of accommodation from lodge rooms to cabins.

Lodge rooms range from \$50-\$60 per night for 2 adults, cabins \$70 for 2 adults. Depending on your choice of accommodation, you may need to provide your own bedding.

We have use of the camp BBQ, communal kitchen and lodge dining room. You will need to bring your own utensils.

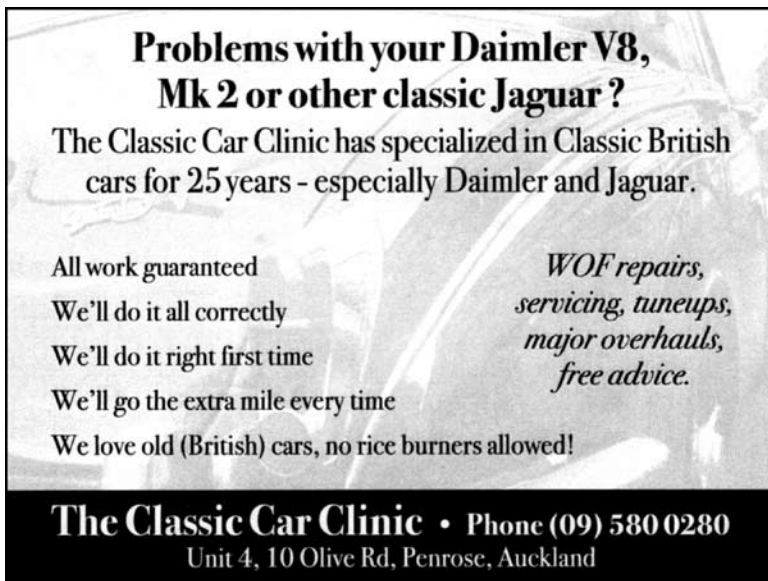
For more information go to www.rotoruathermal.co.nz or phone 07 3463140

Bookings are your responsibility.

This event is open to all Daimlerites, Lanchestabrians, SP250ians and their friends.

Come along to meet old friends and make new ones! All welcome.

If you would like to attend, please advise your intention by contacting mwking45nz@hotmail.com or phone 06 3571237.



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Round the Bazaars ...

Daimlers on the Run



Auckland

Mini Rally and AGM at Havelock North

The weekend of 8th–9th May saw 10 members from the Auckland Branch brave the 6-hour trip (give or take a bit depending on mode of transport) to attend this year's mini rally and AGM.

We were all booked into the Village Motel which was very central for all activities resulting in us all being able to walk to the main venues such as the pub without worrying too much about the long arm of you know who.

On the Friday evening we all gathered in the "Irish Pub" for an unofficial gathering and to renew old acquaintances and partake of some liquid refreshments and a bit of supper.

On Saturday morning we assembled at the local Community center for the AGM and Financial reports, one of the highlights being a vintage Daimler parked at the entrance to the building which stirred up a lot of interest and comment, and perhaps more so than the actual meeting. We then partook of a very nice light lunch supplied by the staff of the Centre.

In the afternoon our mini rally took us from Havelock to Napier by I know not where, all I can recall is many hills and valleys on some back roads, and passing a local "Pub" obviously a gathering spot for the local motor-bike enthusiasts, much like our Puhoi one, before arriving in Napier where some of our members spent a very enjoyable time at the exceptional Faraday Museum Centre. Others never made it there having stopped at the Craggy Range Vineyard instead for obvious reasons. Very palatable too!

The evening dinner was again at the Community Centre where we were entertained by a magician, who managed to confuse us all including 2 branch members wearing silly hats trying to fathom out how to join metals rings together or take them apart. Something we have all seen before and still cannot fathom out. The Centre staff provided an excellent meal again.

Sunday morning we all moved to Beacham Jaguar for a look see at restoration work in progress, which was an eye-opener to all who had never been before, particularly the meticulous preparation that went into each job they carried out.

See <http://beacham-jaguar.co.nz> for any further info if you desire.

Most of the Auckland Branch members took off home from here foregoing the lunch venue which the locals had arranged for us, and all arrived safely back as far as I am aware that day.

On a personal note it was great to meet up with Ted and Ngaire Duffill again from whom I bought my present V8 last year after the demise of my earlier one through no fault of mine I might add.

Altogether a great weekend I am sure thoroughly enjoyed by all who attended, and well done the local branch.

David Watt

West Winds Theatre – 30 May

A good size group of members and friends met at this charming boutique theatre to enjoy another great social night out. This venue is a place we know well as we have been before and has an abundance of atmosphere and character along with producing a very fine roast meal. Our wives kindly brought along a variety desserts to add to the meal and our group seems to enjoy good fun and laughter whenever we get together like this. One of our most talented friends Graham, produced his trombone and gave us a short but entertaining rendition of 'Over the Rainbow' which was unexpected and very enjoyable.

The movie was 'The Yellow Rolls Royce' which incorporated three stories about the lives and loves of three separate owners of the 'Roller' including the Marques of Frinton, a gangster, and a socialite who unwittingly became caught up during the outbreak of WW2. It was an old movie (1964) with many celebrated actors and a good story.

Interestingly the car used in the film was a 1930 Phantom II Sedan de Ville, though originally painted a light blue, it was then given 20 coats of yellow paint and a few coats of black to the roof and wings by the film company, prior to screening. Given the movie name, it would not do to have the star in the original colour blue!!!

It was another great club night out, amongst good friends and at a venue that doesn't disappoint.

John Marsden

Waikato BOP

Report on the National Agm & Mini Rally in Havelock North, Hawkes Bay, 8th & 9th May 2010

Well, another wonderful, well organised DLOC weekend in Hawkes Bay. Always a beautiful part of the country to celebrate any occasion. It could be a nostalgic feeling that Zoe and I have with Hastings/Havelock Nth being our routes. We were both born in Hastings, went through most of our schooling there, married in the old St Columbus Church in Havelock Nth away back in 1968, worked and raised our family of 3 boys there, joined the DLOC while in Hawkes Bay and served on the committee, then moved to Hamilton in 1982 where we have been ever since. We had only been in Hamilton less than 12 months and decided to form a Social Group of the DLOC here. We started by putting an advert in our free paper stating our intentions and made a date and meeting place for a gathering which was the Hamilton Gardens. We had a very good turn out of Daimlers and it all went on from there. It started off as the Waikato Social Group, then about 3 years on we included the BOP. We then became the Waikato – B/O/P Social Group. Over the years we became a very active group and the National body approached us and said that we should now form a Branch as our membership was well over the 50 at that time, so that was what we did. It has been a lot of fun and enjoyment over the years. Our collection of Daimlers has now well gone (through changes in direction that we had) but

Zoe and I still get as much pleasure out of the club as we've always had. We have made many friends in our 30 years in our wonderful organization and will in the foreseeable future, continue our membership. We now very much look forward to the next National Rally next year in Blenheim.

Well, I have diversified a little haven't I, but thought you may all be interested in a little of our life. Now, back to the wonderful weekend in Hawkes Bay early May. On the Saturday, we all met at the Community Centre in Havelock Nth for morning Tea and a chit chat before the National AGM at 11 am. The DLOC AGMs of today go so smoothly and they are all over in no time. Very pleasurable. The troublemakers of yesteryear have gone which makes for a wonderful gathering of friends. Following the meeting, we were served up with delicious finger food for lunch and a lot more chit chat before having to head for our cars. The time had come for our drive in the country with an instruction sheet to follow. It was an overcast and coolish day but no rain. I went as navigator for Paul Edginton in his beautifully restored V8 (manual). It went superbly. Zoe went as passenger with Arthur and Mary Jones. We set out down Middle Rd down to Patongata, across the bridge spanning the TukiTuki River then returned on the eastern side of the river behind Mt Erin and TeMata Peak, up the TukiTuki Valley Rd, across the river again, into Clive then on through to Napier to the Faraday Centre. A very interesting museum. We didn't have enough time to check everything out properly, so will have to go back again sometime.

Well that was a fantastic drive through the beautiful Hawkes Bay showing off all the very brown countryside as HB at that time was in drought. Once back to Havelock Nth, it was time for a freshen up, putting on the gladrags for dinner and the evening function at the community Centre. The dinner was buffet and superb. Peter Rawstrone (an ex DLOC Hawkes Bay member) came and performed magic acts for us, very clever, leaves everyone astonished by what he did. A great day had by all.

Now for Sunday, it was a gathering at Greg Beachams premises. I think everyone knows about this gentleman and what he does so I don't need to say much here except to say it is always very interesting to see what this man and his team perform in the art of restoring and rebuilding exotic motorcars. Absolute craftsmanship and in many cases, better than the vehicles were when new. From here, Zoe and I broke away and did our own thing, but many went on out to Clifton Café for lunch. We had a very pleasing turnout from our Branch which was good to see. It was great to see Thelma there after her tragic loss of her husband Lyn. She really looked well, good to see you Thelma. Thank you Hawkes Bay for another fabulous, well organised weekend function.

Bruce and Zoe Henderson

Hawke's Bay

Sunday 4th July we held our Mid-Winter Dinner at "Off the Track" a modern restaurant on the Havelock Road. We had a good attendance of all but two of our members for the dinner on a very chilly night, with only one owner bringing their Daimler and entering in to the spirit of the evening. More lovely cars will arrive on outings with the warmer weather.

While we enjoyed a very special and generous menu there was a presentation of the Mystery Inspection Shield from Graeme Bowes, the previous winner, to Mike Boyce for completing the restoration of his red V8 to such a high standard. Just maybe the shield will protect Mike from his wife's barbs (the loving ones!!).

The ladies of the Club are arranging the run for September in association with the British Car Club and that brought up some good ideas and chatter about food and suggested trips. (Scones and cheese were a favourite.) This is being finalized and will be advertised soon.

Thank you Ann for arranging a good evening.

Margaret Duncan

Manawatu Meanderings

On June 20th we went to Murrayfield a few Km's North of Levin for our mid year dinner. About 20 of us met at about midday, although the weather was not the best, with quite a few showers.

Everybody seemed to enjoy a good variety of food and drinks. After our meal, we could look back on our history, with a tour through the museum free of charge.

The miniature town and buildings built by Helen Pratt, previously housed at "Flaxville" in Shannon are now displayed here, the detail on these is quite fantastic, and all to true scale.

The day was most enjoyable and I'm sure everyone else agrees.

Brian Wolfsbauer

Otago

Shortest Day Mid Winter Run

This was an Otago Jaguar Club run to celebrate the shortest day. Unfortunately it was a miserable day with constant drizzle and showers which kept most Jaguars/Daimlers in their nice warm garages, a real shame as the previous day had been picture perfect. Anyway a small group of dedicated members met at The Oval in Dunedin on Sunday 20th June for a run to Milton. On the way we stopped off at J.& A. Finch and Sons where we were greeted by a huge collection of farm machinery and a massive shed full of memorabilia. The shed was full of all kinds of things that everybody could relate to from the past, everyday items that are mostly now obsolete and would have been thrown out in your yearly spring cleaning when you hire a skip. There were hundreds of shelves full of what most people would consider rubbish, but it is most interesting that these sort of things can have value in a collection as vast as this one. Also as part of the collection were some very old Farmall tractors and early implements, all lovingly restored.

From here we drove into Milton to Provincial Antiques to view their great selection of collectables and antique furniture, some good sales being made on the day. The lady owner was most interested in the line-up of Jaguars and Daimlers outside, as she had just purchased a rather nice Series 2 Jaguar XJ6. By now we were all feeling rather peckish, so it was across the road to the Lola Cafe for afternoon tea. A very enjoyable afternoon despite the weather, and a big 'Thank You' to Kaye and Winston for arranging the event.

Kevin

12th NATIONAL RALLY – BLENHEIM

29th, 30th April, 1st May 2011

As previously advised in the last magazine we the Otago Branch are well under way with the organisation for next years National Rally. If the reception we received from the people we contacted on our visit to Blenheim is any indication the weekend could be the outstanding National Rally that Otago Branch has had the pleasure to be associated with.

The Marlborough Club is “something else” with plenty of room for all events and easy walking distance from the booked Motels.

The Club will be the centre of the weekend starting on Friday night with Registration and a get together – to Dinner and prize giving on Saturday night. After the National AGM and lunch at the Marlborough Club on Saturday morning we intend to leave on a run round Golden Bay. We will finish back at Blenheim after passing through Picton with some of the greatest scenery on hand at the top of the South Island with photograph opportunity all the way

On Sunday morning we will leave for a short run down to Seddon on SH1 to visit the Yealands Estate, New Zealand’s largest privately owned vineyard where we can have lunch etc. The Vineyard has featured on television and is a very successful farming operation well worth visiting.

In the afternoon we travel back to Blenheim to conclude our Rally with a visit to the Vintage Car Club which is outstanding with everything from a steam train, vintage machinery and a fully restored 1915 racing car (which caught our eye). A BBQ tea at the Vintage Car Club will end the Rally.

We will as you can see the Rally has the makings of an outstanding weekend so we hope to see you there! We are also encouraging any one with a Daimler to join us, member or not. It might be sometime before we have another Rally organised by the Otago Branch in the South Island.

Prices for the Bella Vista Motels are as follows.

Family units, Queen bed and separate bedroom with 2 single beds, \$180.00.

Super King, \$145.00.

King studio, \$140.00.

Queen studio units plus single bed, \$130.00.

Compact Queen, no cooking facilities, \$120.00

Contact details 0800 235 528 and ask to be put through to Blenheim, email bvblenheim@xtra.co.nz. Our contacts are John and Wendy Gray.

More information in the next magazine. Entry forms will be sent to members later in the year when costs are finalised.

Alex Meikle

President Otago Branch

D.L.O.C. NATIONAL A.G.M & RALLY

BLLENHEIM 29th 30th APRIL, 1st MAY 2011

Interisland Ferry Travel Arrangements

As discussed at our 2010 AGM in Havelock North we have now secured Group Concession Rates for Members use when travelling from the North Island by the Interislander Ferries.

Members will be able to secure the applicable fares when booking their travel by quoting the Group Code as detailed below.

The Special Rates negotiated are valid from the 22nd April 2011 to 11th May 2011, both dates inclusive.

Following the conclusion of the Rally your National Executive will reimburse the cost of members Inwards Ferry Travel Group Rates Costs to the Rally for One Vehicle together with One Adult.

This reimbursement is restricted to the first Fifty Applications from DLOC Members, financial as at the 31st October 2010 and at the date of the AGM. Members must apply in the first instance to National Treasurer Peter Mackie, by post or email then, following the conclusion of the Rally, forward him a clear photo copy of their Interislander Ticketing, together with a stamped addressed envelope for the return of their reimbursement cheque.

Full details of the Rates Quoted are as follows.

Off Peak Fares 27th April to 11th May 2011 inclusive.

Adult	\$ 38.00	Each Way
Children	\$ 23.00	Each Way
Vehicle	\$120.00	Up to 5.5 metres
	\$ 15.00	Each half metre over 5.5 metres

Peak Fares 22nd to 26th April inclusive

Adult	\$ 45.00	Each Way
Children	\$ 23.00	Each Way
Vehicle	\$138.00	Up to 5.5 metres
	\$ 20.00	Each half metre over 5.5 metres

Booking Conditions for members are:

Each reservation must be made direct with Interislander. For accuracy & auditing purposes, the **preferred method of contact** is by email – groups@interislander.co.nz and members must quote **Group Code FA5463** when booking.

If you do not have access to email, bookings can be made by phone on 0800 878 898.

Group Desk hours are Monday to Friday 8.30am to 5.30pm
Saturday 8.00am to 12.00pm

Each reservation will be given an expiry / payment date, required to be paid in full by members on or before that date.

Space is subject to availability at the time of the booking request.

Fares quoted are GST inclusive and 90% refundable if cancelled prior to check in time.

It is our present intention to offer concessions, similar to the above, to our South Island members when we hold the next National Rally in the North Island.

Please direct any queries you may have re the above information in the first instance to Peter Mackie via email – peter.mackie@slingshot.co.nz

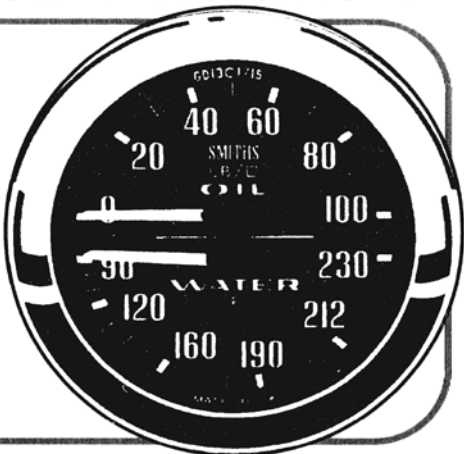
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RAIN & DRIVING

(Contributed by John Penman)

GOOD VISION IN A DOWNPOUR

#1: How to easily achieve good vision while driving during a heavy downpour...

We are not sure why it is so effective; just try this when it rains heavily. This method was told by a Police friend who had experienced and confirmed it.

Note: It is useful, even when driving at night.

Most of the motorists would turn on HIGH or FASTEST SPEED of the wipers during heavy downpour, yet the visibility in front of the windshield is still bad... Don't do it. Listen:

In the event you face such a situation, just try your SUNGLASSES (any model will do), and miracle of miracles occurs! All of a sudden, your visibility in front of your windshield is perfectly clear, as if there is no rain.

Make sure you always have a pair of SUNGLASSES in your car, as you are not only helping yourself to drive safely with good vision, but also might save your friend's life by giving him this idea. Try it yourself and share it with your friends! Amazingly you still see the drops on the windshield, but not the sheet of rain falling! You can actually see where the rain bounces off the road. It works to eliminate the "blindness" from passing semi's spraying you too. Or the "kick-up" if you are following a semi or car in the rain.

They ought to teach that "little" tip in driver's training... It really does work!

Check out the next one below:

CRUISE CONTROL

#2: This warning is another good one! I wonder how many people know about this.

A 36-year-old female had an accident several weeks ago and totalled her car. She was travelling between two North Island towns. It was raining, though not excessively, when her car suddenly began to hydro-plane and literally flew through the air. She was not seriously injured but very stunned at the sudden occurrence!

When she explained to the highway patrolman what had happened he told her something that every driver should know – NEVER DRIVE IN THE RAIN WITH YOUR CRUISE CONTROL ON. She thought she was being cautious by setting the cruise control and maintaining a safe consistent speed in the rain.

But the highway patrolman told her that if the cruise control is on when your car begins to hydro-plane and your tires lose contact with the pavement, your car will accelerate to a higher rate of speed making you take off like an airplane. She told the patrolman that was exactly what had occurred.

The patrolman said this warning should be listed, on the driver's seat sun-visor – NEVER USE THE CRUISE CONTROL WHEN THE PAVEMENT IS WET OR ICY, along with the airbag warning. We tell our teenagers to set the cruise control and drive a safe speed – but we don't tell them to use the cruise control only when the pavement is dry.

The only person the accident victim found, who knew this (besides the patrolman), was a man who had a similar accident, totalled his car and sustained severe injuries.

NOTE: Some vehicles, like the Toyota Sienna Limited XLE, will not allow you to set the cruise control when the windshield wipers are on. Good for Toyota. Other car manufacturers should integrate this life-saving feature.

KEYED UP

I imagine that many members find themselves in the same position as I did recently. My ancient car came to me complete with an equally ancient key plus a modern one copied from that original. Both of course had the same characteristics. The ancient one fitted the ignition lock better and neither could be relied upon to open the boot lock. In fact, the day came when the boot simply refused to pop open.

Oh dear, should I risk forcing the key and possibly snapping it in two? That had happened to me before, with another old car.

I decided to take my problem to Armstrong Locksmiths at East Tamaki and was told that if I could provide them with the original lock-code, then their latest computerized key-cutter could generate a new original. How about that!

My old key had the code stamped upon it – it's an FA 500 series one. The locksmith jotted down the number and a minute or two later returned with a new-original. Of course, there is an additional cost involved.

I took the key home, held my breath and tried it in the boot-lock. Click! Magic! I next fitted it in the ignition lock. It fitted very snugly, you can feel each tumbler operating, just like a new one.

The old key has been put away safely with the car's papers to preserve its number, and its copy thrown away.

I now have a key guaranteed to open my heavy boot.

Armstrong can generate new keys for any British Leyland, Jaguar or Morris-Minor. If there are country members who cannot get to an Armstrong outlet, I would be willing to arrange a key. Cost is 23.50 plus p+p.

Hope this information may be of assistance

David Hoye



Blenhiem rally motel proprietor and his new car!



Flaxville models are true to scale in every detail.



Gibby's series 1 on its way to Nelson.



Heavyweight engine at Napier's Faraday centre.



Manawatu members admire the Flaxville display at Murrayfield.



Otago – A pair of magnificent 420's.



Otago mid winter run.



Otago shortest day run.



Waikato. It was worth coming out in the rain for a roast pork lunch.



Attentive members at AGM.



2 views of 1913 Daimler at AGM (1).



2 views of 1913 Daimler at AGM (2).

CONSORT ENGINE REBUILD, PART 2

Many of the Consort engine components are now at the reconditioners. The crankshaft has been ground to 10 thou undersize. The main bearing shells have been white metal sprayed and line bored in the block. The bores have been machined out to take the replacement liners which will then be bored to 20 thou oversize to match the new pistons. The camshaft is to be reground and the pitted followers refaced. The head is to be planed and valve seats refaced for the new valves. The rocker gear is dismantled for cleaning and rockers refaced. All engine internals were in a very dirty state no doubt due to the broken rings and a distinct lack of oil changes in the past. A lump of something nasty has been sucked into the oil pump, completely jamming the pump gears resulting in a stripped oil pump drive and bent shaft! Fortunately, I have a spare shaft and gear, one of several parts given to me by Lyn Jones some time ago. The oil pump has survived!!

Bruce Ardell at Mechanical Restorations in Fordell was able to supply a complete top gasket set and sump gasket, the remaining gaskets will be quite easy to make from gasket paper. Bruce can also supply an alternative water pump seal but it will involve machining the pump body by $\frac{1}{16}$ ". Fortunately, the bearings are in good condition, I believe they are also rather scarce.

I have stripped and checked the starter and generator, the only part required was a generator bearing. Graydon Crawford has the SU carburettor to see if it can be resurrected.

Photos of the various machining stages are included.

CONSORT DATA. PART 2 (continued from last month.)

Sump flange continued over front and rear bearing gaps by bridge-pieces screwed to crankcase. Oil return thread on rear flange of crankshaft runs in rear cover bolted to rear of crankcase by 5 setscrews, and 2 long Whitworth setscrews inserted through bridge-piece from inside, locked by tab washers. Clearance between cover and shaft must be at least .003 in.



Main bearing shells after metal spraying.



Main bearing shell after metal spraying.

CRANKSHAFT AND CONNECTING ROD DATA

Main Bearings

	No. 1	No's 2 & 3	No. 4.	Crankpins.
DIAMETER	2¼	2¼	2¼	2"
LENGTH	1.801"	1.55"	2 ¹ / ₈	1¾
Running clearances:				
Main bearings	.001-.005"			
Big ends	.00075"			
End float:				
Main bearings	.002"			
Big ends	.002"			
Undersizes:	.010, .020, .030, .040.			
No. of teeth on ring gear / starter pinion	117/10.			
Con rod centres	9.25"			

CONNECTING RODS

Big ends white metallised direct on early rods, later thin wall, steel backed, white metal lined, flanged shells located by tabs. Replacement metallised rods finished to size, but may be hand scraped for final fitting. No hand fitting permitted on shell bearings.

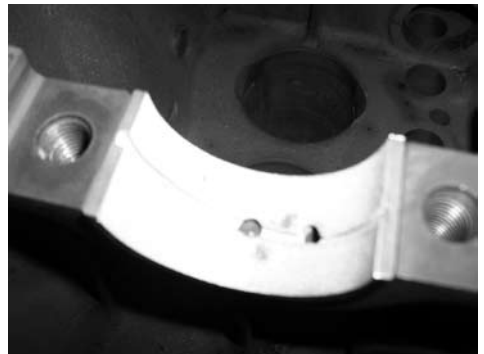
Gudgeon pins cotter clamped in small ends.

PISTON DATA

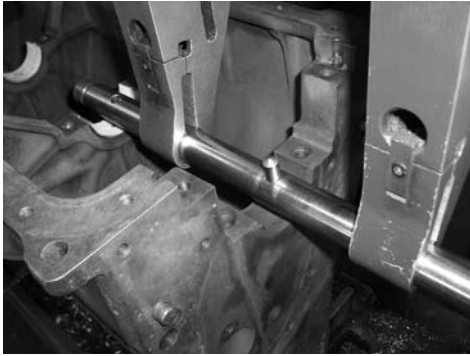
Clearance	.0017- .0023"	
Oversizes	.010, .020, .030, .040".	
Weight with pin but without rings	14oz + 1-3 dr.	
Gudgeon pin diameter	.850 plus/minus .001"	
fit in piston	.0002"	
Compression height	1.95 plus/minus .002"	
No. of rings:	3	oil control. 1
Gap	.006 - .010"	.009 - .013"
Side clearance in grooves	.001 - .003"	.002 - .004"
Width of rings	⁵ / ₆₄ "	³ / ₁₆ "



Block aligned and set up for line boring.



Remetalled shell in position. Note centre locating dowel and oil feed hole.



Setting up line bore.



Main bearings after machining. Note thrust surface on No. 1 journal.



Main bearing in block after line boring.



Main bearings after line boring.



Main bearing journal being reground.

PISTONS.

Aluminium alloy, T- slotted. Fit with slot to near (camshaft) side, and bleed hole in conrod big end to offside, away from camshaft.

Compression rings are taper faced. Fit with side stamped "TOP" towards crown. If oil consumption increases after high mileage, Wellworthy Duaflex rings may be substituted for standard slotted oil control rings.

Big ends will not pass through cylinders, but pistons will pass crank throws. Remove and assemble through bottom. No's 1, 3, 4, and 6 assemblies will come out easiest on camshaft side, but No's 2 and 5 must be taken out on side away from camshaft, after the crankshaft has been turned so that the lower edge of the counter balance web is horizontal.

CAMSHAFT DATA

	No. 1	No's 2 and 3	No. 4
Bearing journal:			
Diameter	1¾	1¾	1¾
Length	1 ⁵ / ₈	.8"	1.3"
Bearing clearances		.002"	
End float		.002"	
Timing chain:			
Pitch		3/8"	
No. of pitches		62.	

SERVICE BULLETIN NUMBER C.7

Section: Carburetters and Fuel System

Date: April, 1965

Changing of S.U. Petrol Pumps

In a great number of cases where petrol pumps have been changed to overcome fuel supply troubles, there has on investigation found to be nothing wrong with the pumps returned.

In the event of trouble with the fuel supply no attempt should be made to change the pump or to clean the internal filter until other possible causes such as blockage of the tank breather mentioned below have been investigated.

In future, no warranty claims will be met against petrol pumps returned as faulty if on examination nothing is found to be wrong with them.

Petrol Starvation Due to Blockage of Petrol Tank Breather (2½ litre V.8 Model)

Cases have been experienced of petrol starvation due to the petrol tank breather becoming blocked with road dirt and also water entering the tank through the breather pipe.

In this event the breather pipe should be cleaned and if positioned to rear of the filler neck the pipe should be re-routed to the front and clipped to the petrol tank flange as shown in the illustration.

Petrol Pump Washers (2½ litre V.8 Saloon)

AUF 301 series petrol pumps are now fitted with rubber seals (Part number 10767) for the valves and filter in place of the cork washers (Part number 10187) used previously. Pumps so modified are marked B.4.

If valve trouble is experienced or if a pump with cork washers is being overhauled the latest type of rubber washers should be fitted.

DAIMLER SP250 – BATHURST WINNER ...

The world has forgotten these racers

(Jaguar Magazine, Edition 145, pp22–23)

WE WERE SHOCKED WHEN DIGBY COOKE TOLD US a Daimler SP250 V8 powered, fibreglass bodied sports car won the very first endurance race at Bathurst ...

How could that be? The Bathurst race is one of the most documented and established series of races in the world, but we couldn't doubt Digby either because he competed in the same race against the winning Daimler!

Added to that, the SP250 was driven by probably the most famous brothers who have ever raced in Australia, Leo and Ian 'Pete' Geoghegan

Well it was definitely true. The six-hour race was held on September 30, 1962 – the same weekend of the year which would become synonymous with the 500 mile race from 1962, and later the James Hardie 1000 kilometre classic and all of its subsequent sponsor titles.

This event has been forgotten, but according to Chris Haigh, owner of the ex-Geoghegan 'Mk1', and a good friend of the brothers: "They always claimed they had won four Bathurst endurance crowns. This one was forgotten, while another was scored incorrectly and they lost a lap – and the race." That set us thinking that if the Daimler SP250 (sometimes called the 'Dart') was so quick and competitive, how many others raced in Australia that we don't know about, and what has become of them?

This story is a work in progress. We don't know all the answers yet, but what we have unearthed is nothing short of amazing. There were lots of Daimler SP250s which raced in Australia, and their record is astounding.

Chris Haigh has been a mine of information, and there have been many phone calls to and from Merv McDonald, Bruce Thomson and Alan Hunt, all prominent members of the Daimler & Lanchester Club of Australia who have unearthed a surprising amount of detail.

The first well known Daimler SP250 to race in Australia was campaigned by the Geoghegan brothers, 'Pete' being the main driver of this car which was not the six-hour winner, but an earlier red car. In actual fact it was the demonstrator owned by NSW Sydney Daimler dealer Hercules Motors!

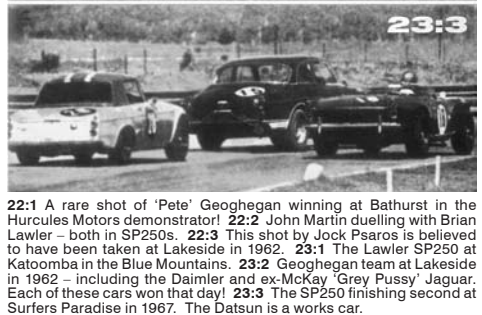
In July 1961 this car was second in the Queensland GT Championships driven by 'Pete' who finished just behind his brother in a Lotus Elite.

'Pete' set four lap records in the red car, and won a number of races, then in July 1962 Virginia Lighezzulo was second in Division 2 of the Australian GT Championships staged at Lakeside in Queensland. It is probable that is her seen driving car 23 into the pits at Lakeside that day (22:3), but nothing else is known of her or the car she piloted.

The Geoghegans were an unstoppable family of racers and dealers in those days, led with an iron fist by taxi company owner, father Tom. On September 16, 1962 it is recorded that 'Pete' went to Melbourne to meet the P&O liner Oriana in order to pick up a brand new black SP250.

We don't believe the car was specially prepared for racing at Browns Lane, but research has shown the very next chassis was also on the Oriana. By picking up his car in Melbourne 'Pete' got it three days earlier than if it had been ferried on to Sydney.

'Pete' drove his back to Sydney with Sydney Morning Herald motoring journalist friend Clyde Hodgins. To help his racing sponsor Total petrol, he performed an economy test on the Daimler by driving from Sydney Road, Brunswick, to Sydney at an average



22:1 A rare shot of 'Pete' Geoghegan winning at Bathurst in the Hurcules Motors demonstrator! 22:2 John Martin duelling with Brian Lawler – both in SP250s. 22:3 This shot by Jock Psaros is believed to have been taken at Lakeside in 1962. 23:1 The Lawler SP250 at Katoomba in the Blue Mountains. 23:2 Geoghegan team at Lakeside in 1962 – including the Daimler and ex-McKay 'Grey Pussy' Jaguar. Each of these cars won that day! 23:3 The SP250 finishing second at Surfers Paradise in 1967. The Datsun is a works car.

fuel consumption of 36.3 mpg! Not bad for a car claimed to be quicker to 60 mph than an EType. 'Pete' was a heavy man too, even in those days.

The would-be racer was run-in on that trip, and only days later won the six-hour event at Bathurst!

A young Melbourne racer by the name of Peter Woodward, whose family had a furniture making business, and who would later be a very successful driver in many Lotus cars, and on Australian Sportscar Champion, purchased and raced an Identical Daimler SP250 on board the Oriana. It carried the next chassis number to the Geoghegan car. Brian Lawler a Sydney school teacher later purchased Woodward's Melbourne car and was said to use it as daily transport when not racing. It was also claimed he clocked up 18,000 miles around the streets of Sydney.

John Martin in another SP250 had many a race battle with Lawler, and at one meeting held on the short Katoomba track, both cars lapped the field en route to finishing first and second!

Brian Lawler and Harry Gapps drove the Lawler car into a fine second place in class (Improved Production Over 2000cc) at the 1966 Surfers Paradise 12 Hours Race in 1966. They came in behind Ron Thorpe and the legendary Tom Sulman in Thorpe's fearsome AC Cobra.

In 1967 a Daimler SP250 ran again in the 12 Hours race there. Which car is not certain at this time, but it was driven by P. Whitelaw, I. Jenkins and P. Ganderton to finish with the same result as the year before.

The Australian Club estimates around 110 SP250s survive in there, about half of which are on the road. Further investigation has indicated the red Geoghegan racing SP250 is one of those survivors, but has been under restoration for about ten years. It is unclear how far it is from being completed. Sadly, the black Bathurst six-hour race winner appears to have been wrecked in the late 1960s, and it seems no remnants of that significant car remain.

The sister Lawler car though has had a colourful life, having got through its racing career safely, only to be very badly burnt in a fire on the way to a rally in 2000. The pieces changed hands a number of times, but now it is being restored, by Alan Hunt, who owned it as a teenager! He is using a new body made from a mould taken off the original by Dalro Jaguar owner Les Wright. This story will grow ...

SERVICE BULLETIN NUMBER C.14

Section: Carburetters and Fuel System

Date: March, 1970

Carburettor Adjustment 2.8 and 4.2 Litre Sovereign Overdrive Cars

The linkage between the two carburetters on Sovereign cars equipped with manual transmission incorporates a "lost motion" device designed to ensure that the rear carburettor operates slightly in advance of the front one.

The correct method of adjustment is as follows:

1. With both butterflies in the fully closed position, adjust the coupling rod between the two carburetters to give the maximum designed lost motion when operating the throttle. When correctly adjusted, the operating pin on the front carburettor lever will be in contact with the bottom of the fork in the lost motion lever.
2. Adjust the accelerator cable, ensuring that the throttle control lever is in contact with the stop on the stop bracket, with no lost movement between the accelerator pedal and the rear carburettor butterfly.
3. Adjust the slow running to 700 r.p.m.
4. Set the full throttle stop on the toe board to synchronise with the full throttle stop on the carburetters.
5. Check for free actuation. Test the car on the road when an immediate increase in engine speed should be noted with minimal pedal movement from slow running.
6. Incorrect adjustment may introduce delayed pedal operation, or symptoms resembling tyre surge.

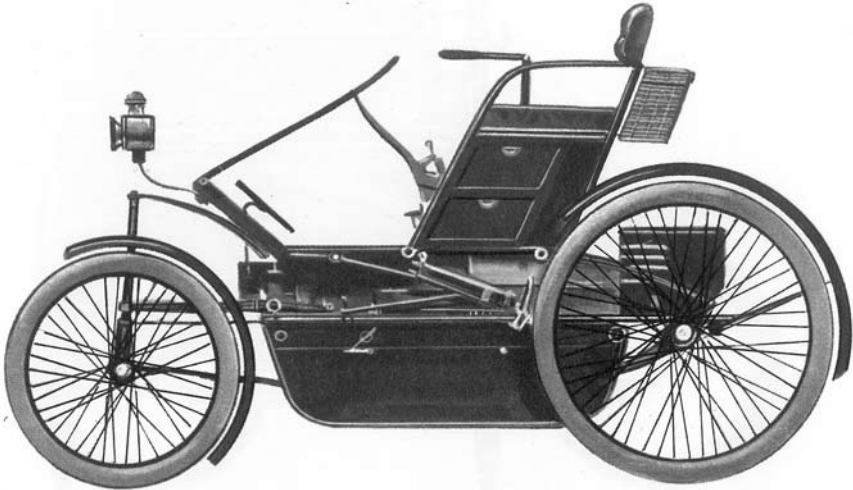
EARLY LANCHESTERS

(Passenger Cars 1863–1904)

LANCHESTER, 1897–8, Great Britain



Lanchester. 1897–1898. Great Britain. Rear engine, air cooled. Two horizontal cylinders, 127 × 115 mm., 2914 cc. Mechanically-operated inlet valves. Low-tension magneto ignition. Wick carburettor. Two forward speeds, epicyclic gearbox, direct drive on top gear. Live axle, worm final drive. Side lever steering.



Frederick William Lanchester had one of the most original minds in the pioneer motor industry, but he came to automobile manufacture by default. The works manager of a gas engine firm, he occupied himself with the theory of aerial flight. By 1893 he had

come to the conclusion that a flying machine would need a far lighter engine than any then existing, and he was dissuaded from pursuing this line by the remoteness of its possibilities. Instead, he turned to the nearer prospect of the motor-car. In the same year Lanchester made a gasoline engine that ran successfully in a boat for many years. He studied French and German cars, saw that they were all derived in one way or another from stationary engine, bicycle or horse-carriage principles, and decided to design a car from scratch. The result, which was on the road in 1896, was a completely new concept. With its live axle, direct drive on top gear, mechanically-operated inlet valve, low-tension magneto ignition, and self-centering lever steering, it was well ahead of its time. There was a single-cylinder, 5-h.p. air-cooled engine. It was centrally located, and drove to an epicyclic gear-box. There was chain final drive. The car was underpowered, so in 1897 it was given an 8-h.p. flat-twin engine, mounted at the rear. The final drive was now by worm gears, and on this car only, experiments were carried out with a raked steering wheel. These features were novelties. A second car, that illustrated (and kept in the Science Museum, London), was built in 1897 and was running in the following year. At different times in its career, it wore the differing bodies and wings illustrated. This two-passenger phaeton had the 8-h.p. engine, rear-mounted. For its day, it was an extraordinarily smooth-running unit, thanks to its twin crankshafts and flywheels rotating in opposite directions, and other care paid to balance. The quite considerable power output of a large engine was developed at the high speed of 1200 r.p.m., and enabled this car to reach 30 m.p.h. One journey of sixty-eight miles was covered at an average speed of 28 m.p.h. This was a very high average for a passenger car in 1898. One replica with a four-passenger body was made, but until late 1900 no other Lanchesters were constructed. The Lanchester Engine Company was launched in 1899 to market motor-cars.



Space available
for
YOUR
contribution !!!

Hitting the Road ...

Daimler Events Diary



Auckland

August 15th

Meet at the Devonport Delicatessen for morning coffee. Ferry to the city and visit to the Maritime Museum followed by lunch either in the city or back at Devonport. Details later.

August 22nd

Go-Kart challenge against the Jag. Club.

Now to be held at East Tamaki, Kerwyn Avenue. \$55 per person.

Email or ring 6305172 ASAP to give an indication as to who is interested

December 5th

Christmas Lunch.

This year we are returning to St Margaret's Gardens at Karaka, the scene of some marvelous lunches in the past.

Lunch is at 1.30pm and whilst the menus have not yet been finalized, it is anticipated that they will be somewhere in the \$35–\$40 bracket with BYO(Wine only).

The gardens have been extended since we were last there and reports received are that they are well worth a visit anyway.

Details later.

Waikato–Bay of Plenty

August 1st

The Bay of Plenty Rover Car Club invites all fellow British car owners to a days outing including a river cruise on the Otunui paddle boat.

For more details contact Paul Edginton on 07 5494569 or Steve Griffin 07 5748474.

August 15th

A visit to Graeme Ireland Classic Car Restoration 181 Queen Street Cambridge.

Grab a coffee to go and be outside 181B at 10.30. Lunch afterwards in the country at the Lilly Pad Café 1242 Kaipaki Road RD3 Cambridge. The Lilly Pad also has a studio with giftware which is well worth browsing through.

October 3rd

British Cars BOP Alvis car club run. More details to come.

October 16th, 17th, 18th

North Island Get Together Rotorua.

November 13th

Fishing with www.musselbargesafaries.co.nz. Have a look at their website and come fishing. The barge accommodates 20 people and leaves at 1.00pm from Sugar Loaf landing 6.5 kms from Coromandel town. Bring your own rod or hire one on the day. Bait will be provided. Cost \$45.00 (equivalent to 1.5kg of snapper fillets) per person. I am reliably informed that there will be fish to be caught at that time of year.

Numbers are obviously limited so please book early and arrange your own accommodation if required as the barge is out until sunset.

Phone Paul on 07 549 4569 to reserve your spot on the barge.

December 5th

Tye Park Tauranga, The British Cars BOP picnic and car show. Polish up your cars for the club display. More details to come.

Hawke's Bay

Sunday 15th August

CHB Rally, Always a popular event

Sunday 19th September

DLOC organized run. Keep this date free for a fun day out with an event organised by the ladies.

Sunday 17th October

To be advised. Flyer in the mail.

Sunday 21st November

Gymkhana at Riverside Gardens on Highway 50.

Sunday 4th December

DLOC Christmas BBQ. Details to be advised.

Sunday 12th December

HB British and European Car Club end of year function.

Manawatu

August 15th

Daimler Rover challenge, Rover club are organising this year.

We meet at Bunnings Car park at 12.30 for a 1.00pm start. We finish with a coffee in Ashhurst. We need a good turnout to claim the trophy!!

September

TBA

October 2nd

Brian Wolfsbauer has invited all members to celebrate his "Big 7-0!! This will be held in the Whakarongo school hall on Napier Road. Brian has booked a 5-piece band (60's-70's music) and has requested your presence but no presents. Bring your own beverage of choice and ladies, a plate please for supper. (Gosh that dates us doesn't it!) All welcome!

October 16th, 17th, 18th

North Island get together at Rotorua. See details elsewhere.

November

Christmas dinner date and venue to be advised.

December

President's BBQ, Venue as last year and date to be advised.

May 2011

NATIONAL RALLY, BLENHEIM.

Members' Market ...



FOR SALE

Members' advertisements are at no charge.

Oil for Daimlers and Lanchesters with Worm Drive rear axle.

President Ed Hayhoe has managed to score a 20 litre drum of the special low sulphur oil for these components with a bronze content. Contact Dave Patten in Martinborough is you require any, phone 06 3069006

Number plate surrounds as per photo available from Manawatu Branch. \$25.00 per pair plus post, order through you Branch Secretary.



Daimler V8, 1967, 77500 miles.

Immaculate and original condition.

Regularly serviced by a classic car mechanic specializing in Daimlers. Marque appropriate number plate.

New transmission professionally installed 3 years ago. Complete Daimler tool kit is also original. Three point seat belts installed front and rear, but still have original 2 point seat belts for front seats.

All receipts available, along with original log book.

Genuine enthusiasts, please call 021 897326 angela.neely@xtra.co.nz

Daimler Sovereign 1982, travelled 132300 miles.

Excellent 4.2L motor, Interior fair condition.

WOF and rego both expired.

Has a fault in the Borg Warner auto gear box and some body rust.

Offers wanted, please phone Harry on 09 4836614 for further information.

Daimler Conquest Century 1957, 74532 miles.

Maroon and Silver, fully restored.

Current WOF and Registration, 3 owners, kept garaged and used on runs and special occasions.

Won "Best Presented" at National Rally Palmerston North.

This car needs a loving owner for regular outings. Full photos and history available.

Contact Graeme Bowes in Napier 06 8358469 or 021 476256 or graeme@bopac.co.nz

1939 DB18 Saloon

Needs full restoration, everything is there including a large number of spare parts including a spare engine, gearbox, grills and various other parts. I have the original handbook and ownership papers. Car has been dry stored for at least the last 30 years. We are asking \$5000 ono

Two 1964 Daimler V8 2.5L Saloons

Both cars are in need of restoration. One is completely stripped to the rolling shell, the other is untouched. Both were runners when taken off the road approximately 10 years ago. Most parts are still in good condition, motor is completely stripped on one. Both cars are 100% complete. I have two sets of new sills (purchased from RJR Services \$500 per pair) and the leather sets were replaced on one of the cars (light grey colour). I have a variety of workshop and car manuals, part tool kit and various other odds and ends. Need to sell both cars and are therefore not willing to split parts of the cars.

Asking \$7500 ono.

Contact details are: Peter Hodgson, 07 8297147 or 0226774050

Daimler Jackets and Caps for Sale

Manawatu Branch have stocks of Daimler Jackets and Caps. We now have a new stock of Jackets ranging in size from M to XXXL. They are very reasonably priced at \$50.00 plus p&p.

Daimler caps are in stock at only \$15.00 plus p&p.

All enquiries to Lew Clinton, phone 06 3235526
or email clintons2@clear.net.nz

Club Badges for Sale

These may be ordered through the Waikato-Bay of Plenty Club

Costs of the badges are: \$17.50 Unresined
 \$19.00 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:

Paul Edginton, 35 Uretara Drive, Katikati
Ph: (07) 549-4569

DAIMLER & LANCHESTER OWNERS' CLUB BRANCH DIRECTORY

AUCKLAND BRANCH

President	Bryan Davis , 28 Shackleton Rd, Mt Eden	09 630 5172
Vice President	John Penman , 25A Fancourt St, Meadowbank	09 521 2011
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National Delegate	Ed Hayhoe , E-mail: ed.hayhoe@ihug.co.nz	09 420 6390
Branch Patron	Neil Kruse	

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National Delegate	Paul Edginton , E-mail: pledginton@gmail.com	

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Committee	Winston Wingfield	
National Delegate	Winston Wingfield , E-mail: wingiewk@xtra.co.nz	

