

February ~ March
2011

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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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

Thought for the month:

Politicians and Diapers need to be changed often for the same reason.

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



The Christmas Season has come and gone, hopefully the message of Peace on Earth and Goodwill to all Men will linger but with all the strife in the world it doesn't seem likely. I hope the man in the jolly red suit was kind to everyone without too much wine and mince pies and burnt sausages. The weather has been kind to some but not to others. I'm told it's not Global Warming but the difference between climate and weather. Crikey.

Plans for the A.G.M. and National Rally in Blenheim in April are well advanced and I hope to catch up with a goodly few of you. These events take a lot of organising and are worthy of your support, apart from which, it's great to catch up with old friends and have some fun. If you're not there you can't share.

In the meantime, Happy Motoring and every good wish for 2011.

Ed Hayhoe

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Getting up to Speed ...

A Word from your National Secretary



A warm welcome to this months new members, Colin and Lenise Bott of Hobsonville, they have a recently acquired Daimler V8.

We also farewell long-standing Auckland members, Olive and John Smith. A letter from them is included with this newsletter, we thank them for their contribution over the years and wish them well.

Also included with this magazine are the nomination forms for Branch and National executive positions. We would really welcome some "new blood" on committees for fresh ideas and viewpoints. If you would like to get more from your club, the best way is give a little of your time to your club and getting more involved. Tasks are not onerous, you will have some fun and meet a wide variety of great people!!

Peter Mackie is separately posting the subscription forms for the next financial year shortly. It would really be appreciated if you could forward payment as soon as possible, it's still only \$30, so it won't break the bank! Go on, do it NOW! Please update any details (email addresses, postcodes, cars owned etc), on the form.

Also, those attending the National Rally at Blenheim, the cut-off date was 1st February, but I'm sure Kaye will still take your late entry if you ask nicely.....Kaye, Winston and Alex have put in a lot of effort to make it a memorable event, they do a great job, remember Timaru? We sure do!

While there will be some very nice cars, your company is more important than the state of your car!!!

Next year is the 50th anniversary of the Daimler V8 Saloon. The DLOCUK is organising a commemorative rally to celebrate. To update their records, the V8 Registrar, Chris Seabrook, has circulated an international registration form along the same lines as the SP250 register. The SP's "Passport" is a very useful publication. There is no fee to register your car, if you wish to do so, I can email an on-line form or put one in the post. I hope to also have it up on the website. Chris's email is chris.seabrook@tiscali.co.uk.

Till next time, enjoy your Daimler,

Mike King

NOTICE OF ANNUAL GENERAL MEETING

Notice is given of the Annual General Meeting to be held on Saturday the 30th April 2011 at the Marlborough Club in Blenheim.

Any Remits or Notices of Motion must be lodged with of the Secretary by 1st March 2011.

Mailbox ...
Incoming



GJ & OM Smith

Re: Both our resignations

Having been enrolled since July 1986 we both have seen many changes, some good some not so good. Fortunately there have been more of the good times, like many great people we have met, and the lovely places we have visited.

All good things have to come to an end. Health is the big issue, but not the only issue. The cost of all things including the price of petrol is not helping us oldies much. So to survive there have to be cut backs. Being without a Daimler for several years does not help the cause. It is like joining a Motor Cycle club with a bicycle, you know what I mean.

Resignation will apply from January 2011, the end of this financial year for the both of us. Wishing you and the club the very best of luck. Do enjoy this Christmas with your loved ones.

Yours faithfully
GJ & OM Smith

REMINDER – REMINDER

NATIONAL DAIMLER RALLY

BLLENHEIM

29th–30th APRIL / 1st MAY 2011

Registrations close 1st February 2011, if you intend coming
please post your Registrations in now.

We will accept late entries for a short time after closing
date.

Organisers – Alex and Winston – Dunedin

“OUR CLUB MEMBERS’ CARS SECTION”

Our Webmaster and Host, Shane Gibson, has suggested that we could personalize our Web Site by including Photos and a Brief Description of our members’ favourite cars.

We think this is a splendid idea but to achieve it we obviously require your co-operation and input!

We would like you to provide us with a clear photo/image of your car together with a short description which can include, Your Name, Year/Model of your car together with brief comments on Years owned, Mileage, Present condition and Any Other Details you may feel are pertinent.

This information can be forwarded directly to Shane at shane.gibson@portali.co.nz who will include it on our site progressively, dependant on the amount of input received.

Please support your Club by forwarding your contribution and perhaps encouraging and assisting other members in your Branch to do the same.

We are looking forward to hearing from you.

Peter Mackie

peter.mackie@slingshot.co.nz



Ngairé Hancock and her wonderful garden

Round the Bazaars ...

Daimlers on the Run



Auckland

Auckland Branch Christmas Lunch

5th December 2010

On a beautiful warm and sunny day 25 members enjoyed an excellent Christmas lunch at St Margaret's Café and Gardens at Karaka in South Auckland. The meal which consisted of Bread and Dips for starters, to whet the appetite, was then followed by the main course of a choice of either "Hot orange glazed ham with caramelized onions" or "Oven baked Chicken with fresh herb stuffing with a plum & fresh ginger sauce". All served with new minted potatoes and fresh green salad. To finish we were served with sharing Platters consisting of lime tartlets, Christmas mince tartlets, grand Marnier truffles and rosewater and raspberry meringues. At \$37.50 per head everyone thought we had had an excellent meal and value for money and would be only too happy to return there again this coming year. The only problem which this venue has is shortage of parking but everyone seemed to overcome that. The gardens were lovely to walk around and have been vastly improved from our last visit there some years ago.

David Watt

Hawke's Bay

Sunday 28th November

The Gymkhana at Riverside Gardens was held on a beautiful day. It was well attended, 28 competitors who enjoyed the relaxing, fun competitions in their cars. Hamburgers were sold as a fund raiser for the caravan refurbishments.

Sunday 5th December

DLOC Christmas BBQ and committee meeting were held at Mike and Robyn Boyce's home. It was followed by a barbeque with juicy steaks and a delicious spread of salads and deserts. We had a good attendance and before leaving we inspected Mike's new carport extension. Perhaps there are more cars to come.

Sunday 12th December

The HB British and European Car Club end of year Christmas picnic lunch at Waipatiki Beach (north of Napier). A relaxing and well attended windup for the year.

Margaret Duncan

Manawatu Meanderings

November 21st saw about 25 Manawatu members take the picturesque drive from Feilding, north to Kimbolton for our end of year dinner. The destination was Hansens General

Store, now a popular café, restaurant and bar run by Christine and Steve Easthope. They had a wonderful buffet meal prepared and in a relaxed and friendly atmosphere. Despite cool temperatures and a few showers, the day was enjoyed by all.

December 12th was our Christmas Presidents BBQ with another good turnout of members. Once again, we held it at my son and his partner's property out in the country at Bainesse. Last year's wind was absent, we had a lovely hot and sunny day, so much so, most sheltered in the open shed for the shade! Members bought a great variety of salads and desserts, so with lots of BBQ'd meats, we were all well catered for. Philip and Claire distributed our collective gifts amongst the members, and after lots of convivial chat, we wished all a merry Christmas and headed home.

Many thanks to Philip and Claire for the use of their property, we may call again.

Mike King

Ruapuna Outing, 9th January

After weeks of sunshine, there was a definite nip in the air as we gathered in Fielding for our monthly trip. Heading North, a stopover in Kimbolton for a catch up and hot coffee was appreciated. Our destination was Ruapuna Park and Museum at Rangawahia, approximately 35 km's North of Kimbolton, where our hostess Ngaire Hancock greeted us. Over lunch, she filled us in on the history of the area and



the property covering 5 acres. A private collection of early farming equipment was viewed and a replica colonial cottage built by her late husband intrigued us. A colourful herb and unusual perennials added to the atmosphere. The feature of the park is a 1000-year-old Totara, underplanted with rhododendrons and candelabra lilies seeded underneath. Maples and conifers of all shades and textures reminded me of Oregon.

After purchasing some plants, Cali Zillwood and I headed off home following Brian. Five minutes into the trip, he vanished and with Cali's help, we ended up in Hunterville, our meeting point, and no Brian! Refreshments over and Mike trying to contact him, 20 minutes later he drove into town dusty but okay. A lesson well learnt. If you're travelling in convoy, keep an eye on who is following who, but no harm done and an enjoyable day out for 17 members.

Pauline Goodliffe



On a recent trip to Gisborne, the local paper ran a feature on Jim Evans, the local funeral directors. This article is part of that feature, the other convertible mentioned is laying semi buried in the Manawatu, and will be the subject of a future investigation!

HEARSE CARRIED ROYAL COUPLE

(Gisborne Herald, Wednesday, 3 November 2010, p8)

THE old Royal Daimler that Jim Evans used as a hearse for funerals until 1973 has a colourful history.

A Daimler DE36 Straight Eight Open Tourer was shipped from the factory in 1948 and kept in storage until it was used during the Royal Tour of 1953/54.

This car was one of two Daimler Convertibles bought by the New Zealand Government for Queen Elizabeth's Royal Tour.

In 1957, Jim Evans bought it and converted it to a hearse. It spent 17 years transporting residents of Gisborne to their final resting place – until 1973, when it was sold to the president of the Daimler Club for \$500.

In 1974, it went to the Geraldine Museum in Australia but unfortunately was burned in a fire there.

It rose from the ashes when Mark Bearman's father bought the classic car and began restoring it.

Unfortunately his Dad died before he could finish the restoration, but Mark took it to Western Australia and continues to work on the project to this day. In fact, he's researching all the Royal Tour Daimlers.



The Daimler was the third Hearse used in the Gisborne region. It was introduced to the Evans fleet by Jim Evans in 1957 and carried the district's deceased for almost two decades.

The fleet of Daimlers brought to New Zealand for the Royal Tour The Gisborne Hearse is the only convertible in the photo but two were bought by the New Zealand Government for her Majesty Queen Elizabeth's 1953/54 tour.



THE BOURDON TUBE GAUGE, AND ITS REPAIR

Words by Bill Cockram

(*Beaded Wheels*, No. 301, Dec 2009-Jan 2010, p19)

Between the demise of the radiator-mounted motometers and the arrival of electric instruments, the Bourdon tube was a common system employed for temperature gauges.

The Bourdon tube uses vapour pressure transmitted in a fully enclosed capillary tube to cause deflection of a pointer at the gauge. While a reliable device when left undisturbed, it is prone to failure at the hands of careless mechanics. Though encased in a helical armoured sleeve, the very fine capillary tube linking water jacket and dashboard is easily fractured, causing almost immediate loss of the volatile fluid inside. Depending upon the route the capillary follows through the engine bay and dashboard, its length may be as much as two metres. Almost invariably however, breakages occur immediately adjacent to the unions at the manifold or the instrument head. Fortunately the manufacturer usually supplied a generous length of capillary, so it is generally possible to shorten a damaged tube while retaining sufficient length. Assuming no mechanical damage to the gauge mechanism, repair and recalibration is not difficult for anyone competent in using a medium wattage soldering iron.

The process is as follows:

Unsolder the gauge head from the capillary, ensuring that solder does not remain blocking the capillary or the hole into the gauge.

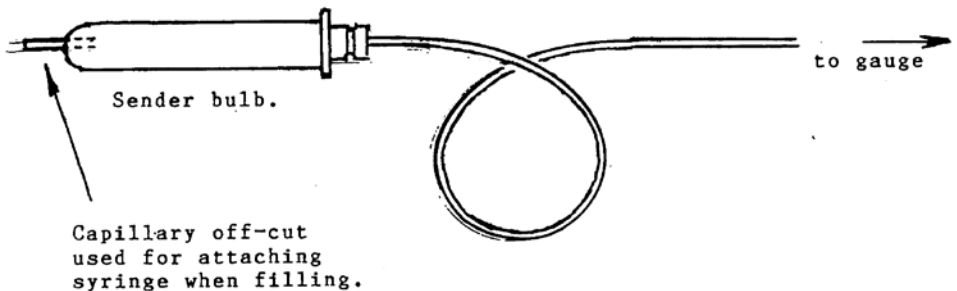
Thoroughly clean to a bright finish the brass sender bulb, and drill a small hole into the tip of the bulb capable of accepting a short off-cut of capillary (see diagram). Such an off-cut is permanently soldered in place.

Using a small syringe linked to the bulb by a slim piece of rubber tubing, slowly fill the bulb and capillary with ether until ether visibly appears at the far end. All air will most readily be expelled and replaced if the line is held above the syringe when filling.

Remove the syringe, and while lightly pinching the slim rubber tube still attached to the bulb, reattach and solder the gauge to the capillary.

Remove the rubber tube and firmly crimp with pliers the tip of the open stub of capillary.

Lastly, using as little heat and soldering iron contact as possible, flow a small blob of solder over the extreme end of the crimped tube to seal it.



Should a test of the gauge with the bulb immersed in boiling water reveal a low reading, then the bulb and capillary were not adequately filled or ether has again been lost. Should it read high, then the pinched tube can be nipped back and ether drawn off. Obviously the bulb must be cooled down in the cold water before nipping back and resealing is attempted.

You may have to shop around to find a chemist able to supply ether these days. Remember it is a poison, so you will probably be asked to sign for it. Don't buy a large quantity; a small pill bottle would hold enough for several repairs. Always ensure good ventilation when ether is uncapped, and replace the cap immediately after drawing the liquid into the syringe. Passing out on the floor is not the point of the exercise!

The critical part of the process and ultimate success lies in keeping heat to a minimum once the bulb and tube have been recharged with ether. This is why the gauge is reattached before the bulb end is tackled. Even hand-temperature around the bulb would be sufficient to eject ether from the line; hence the need for firm sealing by crimping prior to blob-sealing with solder.

V8 VALVE SETTING DEVICE

CLAYTON SPEAR

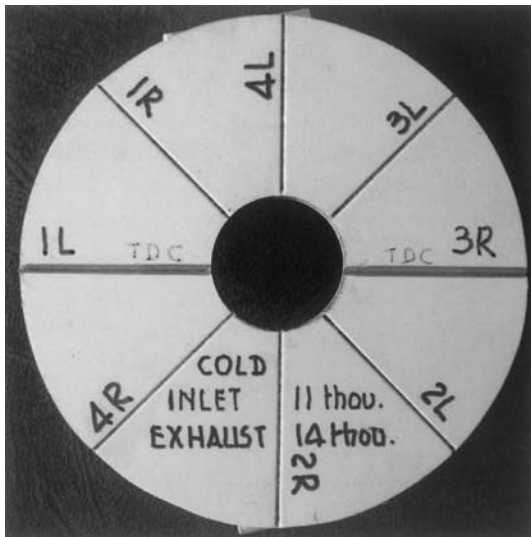
(The Driving Member, Vol.47, No.5, October 2010, p20)

This may be a case of trying to teach grandfathers and grandmothers to suck eggs, because what follows may have been devised before.

One noisy tappet had been annoying me for a few miles and was time to get down to trying to sort it out but being a little reluctant to break what was virtually an oil leak free joint between the rocker covers and the cylinder head the inevitable had been put off.

The workshop manual for the saloon car gives a rather long-winded procedure to checking all the clearances involving dodging back and fore and up and down movements just checking that you are on the right tappet to be adjusted.

The SP250 manual gives a much simpler method, where the engine once T.D.C. is set, the engine needs only to be turned 90 degrees at a time – which is reasonably easy with the fixed fan in place on the crankshaft even that needs to be carefully checked as a slight variance on the 90 deg. can easily magnify by the time all 8 cylinders are checked.

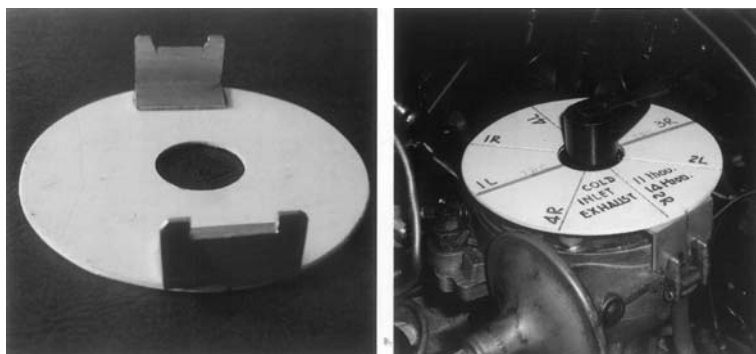


This is not so easy on the saloon as the timing mark is only accessible from below and the fan does not have a direct link to the crankshaft as the ratio of turns of the crank to the fan is not 1:1, anyway as we all know the fan turns freely via the viscous coupling.

One advantage that I have is that the original fan has been removed together with the fibreglass shroud attached to the radiator, these being replaced with a Kenlow unit, thus giving me access to the nut on the end of the crankshaft from above.

Therefore I can turn the engine with the aid of a spanner and at the same time keep an eye on the distributor.

A card disc of 100mm. dia. was cut, 8 sectors marked out on it at 45 deg. Each line then marked in turn as per the firing order in an anti-clockwise direction. Then a 25mm hole cut out of the middle, to clear the spindle of the distributor with the rotor arm removed, then the card placed over the spindle to rest on the body of the distributor. The crank was turned to T.D.C. and the rotor arm replaced, noting if the firing position is either no. 1L or no. 3R then the arm lined up with its appropriately marked line. The crank is then turned after each pair of tappets are checked or adjusted to the next in line and so on until the 8 cylinders have been completed.



Two small modifications have been made to the mark 1 version.

First the T.D.C. line has been marked in red just to make it easier to find. Second, has been to make two small angles to fit onto the two lugs which hold the spring clips that fasten the distributor cap down.

This last idea is to help keep the card in place as the rotor arm revolves and at the same time gives clearance on the underside of the card to the points and condenser and keeping the card horizontal. The depth of the legs should be around 15–20mm. Those with electronic ignition could well dispense with these brackets.

Care is needed to fix the brackets as I feel sure that T.D.C. is in a slightly different position on each engine. In my case two notches have been filed out to give a snug fit over the spring clip lugs, these then placed in position making sure that T.D.C. is still set, the card placed onto them, the rotor arm replaced, then the appropriate line lined up, a dab of super glue then glued the card to the brackets.

Once all this is done when in future the tappets require adjusting, the tool is placed in position and the rotor arm will point to the nearest cylinder (which will be at T.D.C.) to be attended to with the minimum amount of winding needed to the crankshaft.

GIRLING

Equipment on the Daimler DB.18 2½ Litre

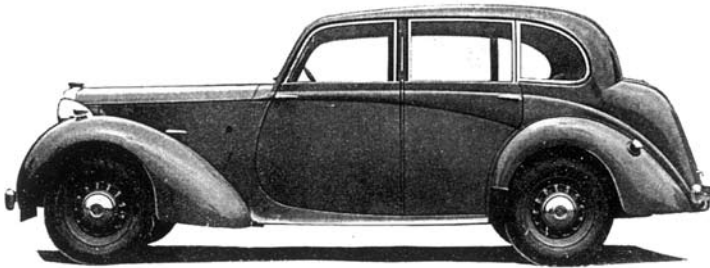
Chassis 50050 to 53749 (1946–49)

(Daimler Digest, p 12–13)

Drop Head Coupe by Charlesworth

Abridged Specification – Drop Head Coupe by Charlesworth

First class coachbuilt construction with composite framing of best ash and plywood; aluminium body panels; one-piece top-hinged windscreen; ventilating windows in both doors; spring operated folding head to collapse into a recess behind rear backrest with an intermediate 'DeVille' position arranged by hinged cant rails that fold across body; adjustable front seat with easy access to full width rear seat; superior grade leather upholstery; solid walnut cabinet work; polished fillet surrounds to screen and doors; all fittings in best quality chrome plating; large luggage boot with bottom hinged lid and separate compartment for spare wheel and tool kit.



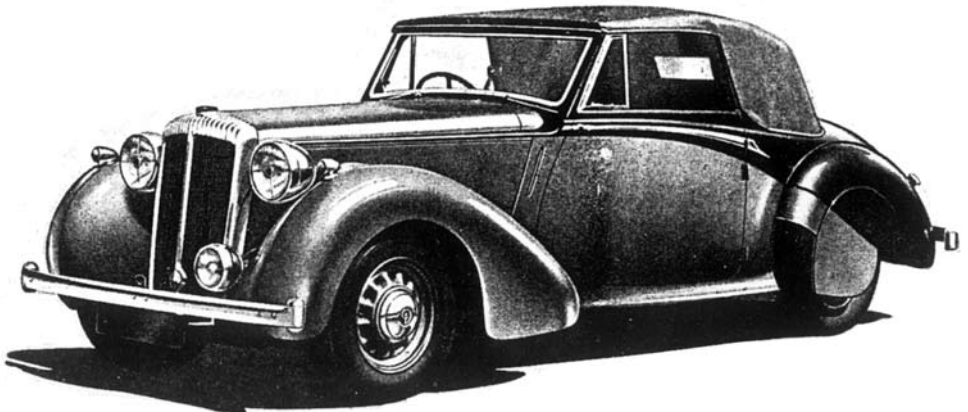
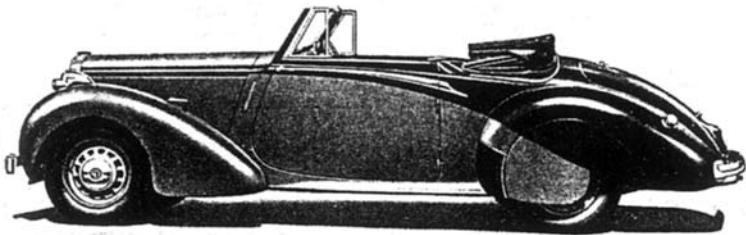
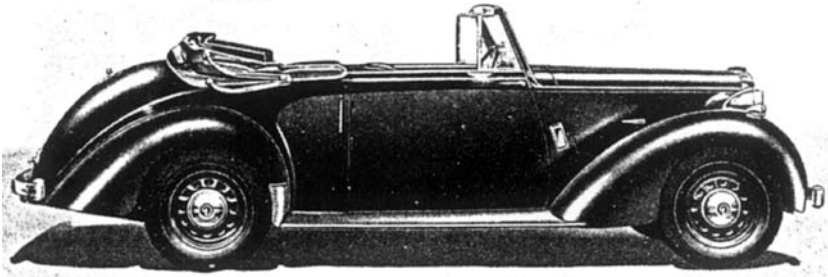
MODEL	FRONT AND REAR BRAKES
DB.18 2½ litre Chassis 50040 to 53749 1946–49	11 x 1½ GNS Section 2, Page 1



Drop Head Coupe by ABBOTT

Abridged Specification – Drop Head Coupe by Abbott

Constructed of best quality ash framing, panelled in aluminium; single panel sloping winder type windscreen hinged at top; two wide doors hinged on rear pillars and fitted with anti-draught windows; hand operated, spring balanced folding head of fully open or fully closed type; adjustable bench type front seat with folding arm rest and hinged back for easy access to rear compartment in which one off-side mounted occasional seat faces across body; best quality leather upholstery; cabinet work, fillets, window surrounds and panels on door tops in polished walnut; valance skirt fitted to rear wings; large luggage boot with lid to open upwards and separate locker for spare wheel and tool kit.





Blokes BBQing @ Rotorua weekend.



Catapillar Experience, Rotorua.



Claire distributes gifts to Faye and Brian Wolfsbauer.



Lineup of Manawatu cars.



Manawatu end o year Dinner.



Manawatu visit to Ruapuna Park, John Palliser inspects the museum collection.



Manawatu visit to Ruapuna Park, Keith Zillwood inspects the huge Totara.



Members at Manawatu BBQ.



Members relaxing at Rotorua weekend.



Our magazine printer, Penny May, relaxing at Manawatu BBQ.



Ray Watling and Mike Daly compare gifts at Manawatu BBQ.

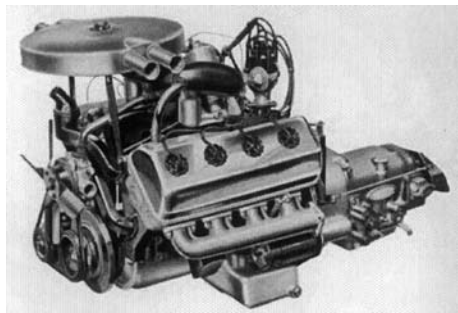


Valerie Penman at Caterpillar Experience, Rotorua.

A NEW SLANT ON THE 'DAIMLER 450G'

The best Daimler that never existed

(DLOC Victoria, *Journal*, October 2010)



If you're handy with a mouse and a search engine, go to www.aronline.co.uk/index.htm?xj5storyf.htm sometime. You'll find yourself at 'Austin Rover Online', and specifically at a fascinating page recounting the history of the 'Zenith' project at Jaguar in the 1950s – the code name for what we know today as the Mk X Jag.

Superbly written by Ian Nicholls (we trust he won't mind us nicking his words, now that we've praised his skills so fulsomely!), the page offers confirmation of the almost apocryphal yarn about Daimler's magnificent 4.5 litre V8 engine, and how it very nearly made it into the top-of-the-range Jaguar. Indeed, it probably would have – if only it wasn't so bloody good!

The Mk X/420G could be described as the forgotten Jaguar. It lacked the sporting image of the smaller Mk II saloon and the glamour of the contemporary E-type. Its bulbous styling did not make it one of the iconic cars to emerge from Browns Lane and it never received an image boost by being used in a cult film or television series.

When it was launched in 1961 the big Mk X saloon was a cutting edge design. With a 120mph top speed, it was faster and better handling than the rival Rolls-Royce Silver Cloud III and considerably cheaper. And yet customers never really took to the Mk X and sales were, in contrast to its now outdated predecessors, slower. The Mk X was designed to replace the separate chassis Mk VII, Mk VIII and Mk IX as the top of the range luxury Jaguar.

By abandoning the separate chassis and going over to unitary construction Jaguar hoped to save weight and make a lower profile car. The first unitary construction chassis Jaguar had been the 2.4-litre Mk1 saloon of 1955 which had had its body shell manufactured by Pressed Steel Fisher Ltd. PSF would help in the engineering of the Mk X's very stiff – some would say over engineered – body shell, and Jaguar would gradually become dependent on PSF for its body shells, which would lead to mergers that would threaten the future of the company.

The Mk X was earmarked the same engine as the E-type, a triple carburettor 3.8-litre XK unit. This developed 265bhp (SAE) at 5500rpm, and was to give a most impressive performance. The steering was Burman power assisted and there were disc brakes on all four wheels which were independently suspended. The independent rear suspension was similar to that found on the E-type and would feature on most Jagua models until 1996. There was a choice of Borg Warner DG automatic transmission or a 4-speed manual Moss gearbox with overdrive, although the latter was an ageing and in many ways unsatisfactory design.

Autocar magazine did not manage to get their hands on a Mk X until November 1962 when they tested 8172 RW, an automatic. Top speed was 119.5mph, the 0-60mph time

was 10.8 seconds and fuel consumption was 14.1mpg. A year passed before the rival *Motor* magazine tested a manual overdrive Mk X, attaining a top speed of 120mph and a 0-60mph time of 10.8 seconds. Overall fuel economy was 13.6mpg.



The Mk X Jag (or the later, near-identical 420G).



The brilliant Daimler Majestic Major.

When Jaguar bought Daimler in 1960 it inherited a failing car range, but two excellent overhead valve V8s designed by Edward Turner. The first was a 2.5-litre unit producing 140bhp and 146lb-ft of torque, more than the equivalent 2.4-litre XK engine. Furthermore, when slotted into the Mk II body shell to produce the Daimler 2.5-litre V8, it produced a faster car than the smaller-engined Mk II 2.4, and in the opinion of most critics, a more refined car.

The second V8 engine was a 456cc unit which produced 220bhp at 5500rpm and an impressive torque figure of 283lb-ft at 3200rpm. This V8 was fitted to the Daimler Majestic Major which was in production from 1959 to 1968. Sales of the Major were low but it could match the Jaguar Mk X for top speed and beat it on acceleration quite handsomely. The logical next step was to try and fit the 4.5-litre V8 into the big Jag's body shell to create a Daimler version of the Mk X, which was duly done. Physically the V8 fitted into the engine bay quite easily, and ex-development engineer Ron Beaty recalled how it performed.

"It lopped six seconds off the 0-100mph time, and that was with square-cut exhaust manifolds and an air cleaner you wouldn't put on a lawnmower. It buzzed around MIRA all day at 133/134mph in the hands of anyone who happened to be about."

Around this time Jaguar Technical Director William Heynes wrote to chairman Sir William Lyons on the subject of the larger Daimler V8.

"There is no question that the horsepower can be brought up by redesign of the valve ports. At the same time I feel it is desirable to increase the capacity of the engine. I have therefore arranged with Daimler to revise the design to bring the capacity up to five-litres which, with revised valve ports, should produce 280/290 bhp at 5000 rpm with a 30% increase in maximum torque over the Jaguar 3.8 engine. The unit in this condition would give a satisfactory alternative unit for the Mk X, and also a satisfying performance in the big Daimler saloon."

In the event the company decided not to proceed with a big Daimler V8 version. The official reason was that the Daimler production line was not tooled up for quantity production, but it had no trouble supplying demand for the smaller 2.5-litre V8. Perhaps

the real reason was one of prestige. A 5-litre Daimler Zenith would have embarrassed the XK-engined Jaguars in the performance stakes. Jaguar's engine designers also had a blind prejudice against the V8 configuration, which they thought could not match six and twelve cylinders for refinement, and they thought they could design a superior V12 engine. In the event it took until 1996 for Jaguar to produce a V8 engine.

In the meantime Jaguar decided to enlarge the XK engine from 3781 cc to 4235 cc. In October 1964 Jaguar announced the new 4.2-litre XK engine for use in the Mk X saloon and E-type. The new engine boosted torque from the 3.8-litre's 260lb-ft at 4000rpm to 283lb-ft at 4000rpm. The quoted power output remained at 265bhp (SAE), but now at the slightly lower 5400 rpm.

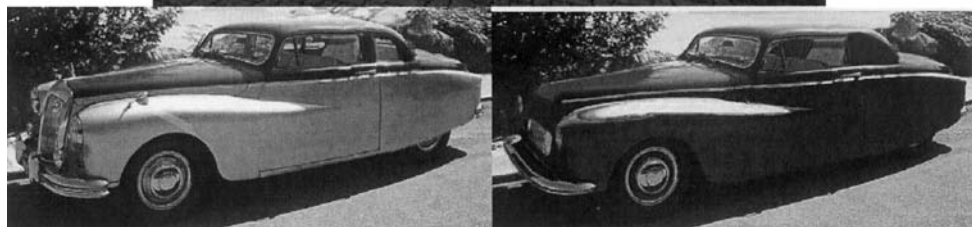
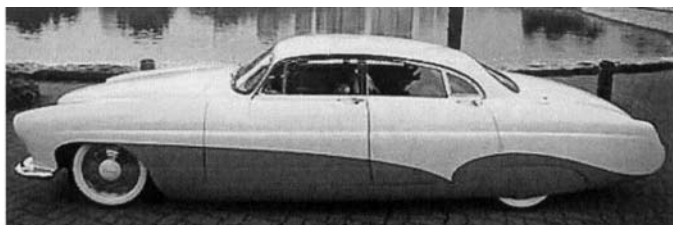
Autocar magazine tested a revised 4.2-litre Mk X automatic in October 1964. They managed a top speed of 121.5mph, fuel consumption of 14.5mpg and a 0-60mph time of 9.9 seconds, which fulfilled Jaguar's ambition to create a faster car than the Daimler Majestic Major.

All of which leads one to wonder: how easy would it be (if one could find a Major engine sans car) to boost the capacity to 5 litres, drop it into a derelict Mk X shell, bolt a crinkle-cut grille onto the front – and create an automotive masterpiece, a mere half-century too late?

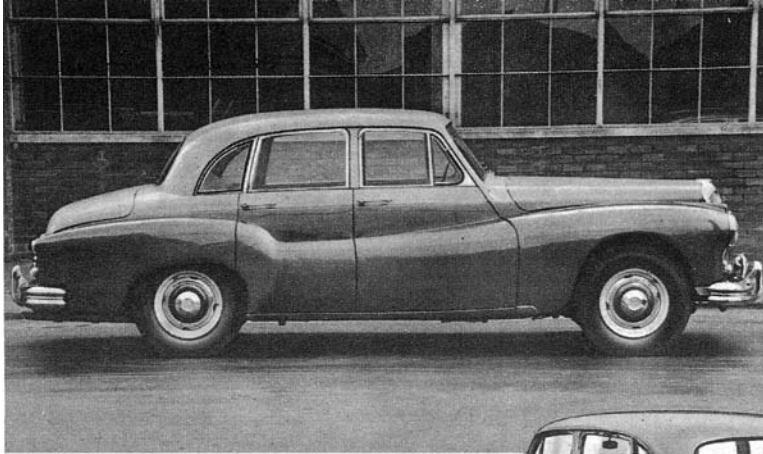
And while we're at it....

On the left is a remarkable custom-car take on the venerable Mk X – a 'led sled' built to the order of Canadian shoe designer John Fluevog. Love it or hate it, it certainly turns heads.

And on the right, Tony Porter's twisted Photoshop take on a Daimler Majestic Major, also given the led sled treatment – 'mild' on the left, 'wild' on the right. Oh, dear....



NO. 1553:
DAIMLER REGENCY MARK II 3½-LITRE
(Daimler Digest, pp 50–53)



The lines of the bonnet and luggage locker give the Regency a well balanced appearance, and the large glass area provides good all-round visibility. All the doors are hinged on their leading edges.

The bumpers extend round the wings to provide increased protection and have substantial over-riders. The spare wheel is carried in a swinging tray below the luggage locker floor.

The
Autocar
ROAD
TESTS



One of the first 1955 models to be road tested by *The Autocar* is the 3½-litre Daimler Regency Mark II introduced at the London Show to complement the 2½-litres of the Conquest range. Two saloon styles are available, the Regency and the Sportsman, and both can have 3- or 4.6-litre engines. The 3½-litre Sportsman saloon has a more powerful engine than that of the Regency of the same size, which is designed as a town carriage; but it should not be thought that the 3½-litre Regency lacks performance. Nothing could be further from the truth, as the performance figures show.

In keeping with the purpose of the design, no attempt has been made to give the car a very high maximum speed—a mean of 83 m.p.h. was recorded—but it has brisk acceleration. This results in a very lively car, yet one that is large enough to seat up to six persons comfortably. It has a standard of detail finish in keeping with Daimler tradition, and handling qualities which surpass even those of the Conquest Century—a sports saloon that has earned a fine reputation in competitions such as the production touring car race at Silverstone last May; Daimlers came first and second in the 2- to 3-litre class.

The 6-cylinder 3½-litre overhead-valve engine is of orthodox design. It is robust and built to stand much hard driving without losing its tune; at the same time it is smooth and silent. It is large and powerful enough to provide an ample reserve, yet with the size

and weight of the car it propels in mind, it does not have an excessive thirst for fuel. On one test run of 100 miles, averaging 30 m.p.h., a consumption of 18.6 m.p.g. was obtained.

On the crowded highways in this country it is difficult to do justice to a powerful car in respect of average speed, as the roads and traffic congestion are the limiting factors, but on one well-known run of 80 miles, the Daimler's time was almost a quarter of an hour less than average. This is, no doubt, almost entirely owed to its very good acceleration and ability to get off the mark really quickly. A figure of 0-30 in 4.7 sec for a car weighing 37 cwt is no mean feat.

The Regency has the standard Daimler transmission of a fluid flywheel and four-speed preselective gear box. This system is well suited to a car of this type, particularly for town use, where the fluid flywheel permits slow moving in traffic without the need of frequent gear changes. On the car tested it provided a very smooth take up from rest, and on a level road the car will move from standstill in top gear without distress. In normal driving, second gear proved adequate for starting from rest, and first gear can be regarded as an emergency ratio that is required only when ascending the steepest hills with the car well laden.

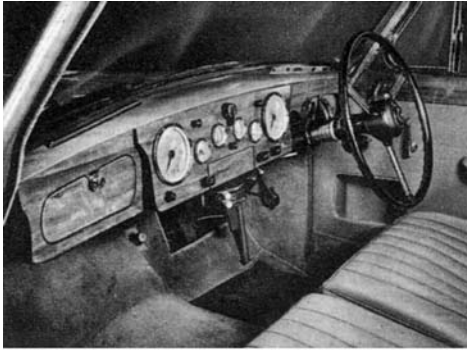
The normal technique of gear changing consists of selecting the desired ratio by means of the lever on the steering column, and engaging gear by operating the gear change pedal, which takes the place of a clutch control on cars fitted with fluid flywheel transmission. The gear change pedal is fairly light to operate, although it requires slightly more effort than that needed to operate the clutch on some cars of a similar size, and the amount of travel varies slightly with the particular gear engaged. It is possible to adjust the brake bands on the epicyclic transmission to vary the "take up" when a change is made and, in the interests of performance, the bands on the test car had been set to give a fairly fierce engagement, with the result that a certain amount of jerk was experienced when the gear change lever was operated quickly (with the throttle fully open) when changing from third to top gear. This was noticeable after a great number of gear changes had been made during the performance section of the test; under these conditions it is possible to accelerate the very slight wear that takes place so that it exceeds the amount provided for by the automatic band adjustment. However, this was quickly rectified by operating the gear change pedal a number of times in each gear with the car stationary.

Hand throttle

In top gear the transmission is quiet; there is slight gear noise in the indirect ratios and a familiar noise which can best be described as a slight growl when the car is ticking over



The familiar fluted radiator grille maintains the traditional appearance. Twin fog lamps are mounted near the over-riders. Circular grilles on each side of the radiator supply fresh air to the beater, and ventilation for the driver in hot weather. The front pair of jacking sockets can be seen below the bumpers outside the over-riders.



The minor controls are convenient and well spaced so that the driver will not inadvertently operate the wrong knob. The small lever on the side of the body to the right of the throttle pedal controls the fresh-air ventilator.

in neutral. On a car fitted with this type of transmission, difficulty is sometimes experienced in reversing slowly out of a garage when the engine is started from cold. On the Daimler a hand throttle is provided so that, for this operation, the driver's right foot is free to operate the brake to check the car, the engine speed being controlled by the hand throttle. By using this method it is possible to manoeuvre a cold car very slowly indeed.

To say that the ride is good and the car handles well is an understatement. Over all types of road surface the Daimler suspension irons out the bumps and

provides a very smooth and level ride that is completely free from pitching, and there is remarkably little roll on corners. The handling qualities enable an enthusiastic driver to control the car like a fast sports saloon. The driver feels that he is handling a small nimble car, not a large, six-seater luxury saloon. The weight distribution is just about right; the car has a desirable degree of understeer and can corner very quickly without fear of either front or rear end beginning to skid. Under the influence of fast cornering there is noticeably little squeal from the tyres, which are of the new Dunlop tubeless type. The steering is light and accurate and gives the impression that there are fewer than the measured $3\frac{1}{2}$ turns from lock to lock. It is also quite light for manoeuvring the car in a confined space.

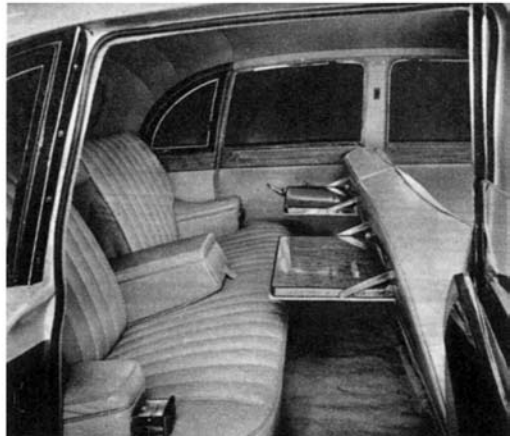
The Girling hydro-mechanical brakes are well able to cope with the demands made on them. They are smooth and progressive, and during the performance testing they could be relied upon to stop the car in a straight line, although when the car is lightly loaded there is a tendency for the rear wheels to lock slightly before the front ones.

The ease of driving is, no doubt, partly brought about by the very good driving position. The seat is relatively high, and the flared-in side lamps which form the tops of both wings can be seen from the driving seat. The steering wheel is nicely raked, is adjustable on its column, and is well placed in relation to the brake and gear changing pedal. One point of criticism is the angle of the organ pedal throttle control. It is very comfortable in the fully open position, but seems too near to the vertical when closed or only slightly open, with the result that the driver's ankle is at an uncomfortable angle when the car is driven slowly. The transmission does not project unduly into the floor space, so that there is plenty of room for the driver's left foot, and the dipswitch control provides a convenient foot rest. The driving seat is comfortable and gives good support; it is well sprung, has a near-vertical squab and is fitted with a folding centre arm rest.

The Regency has very good all-round visibility, with a large glass area at the sides and relatively small screen pillars; the arrangement of the glass at the rear avoids a serious blind spot in the three-quarter rear direction. The rear view mirror is fitted high on the windscreen so that it does not detract from the driver's normal forward view, but at the same time provides satisfactory rearward vision.



The interior of the Daimler is trimmed in leather and polished hardwood, with pile carpet. Pockets are provided in all the doors, and combined pulls and arm rests are fitted to the front pair. Folding picnic trays are built into the backs of the front seats.



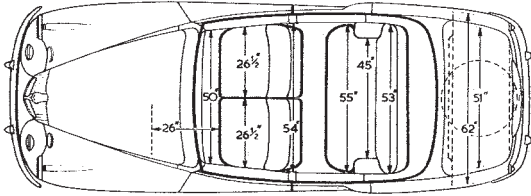
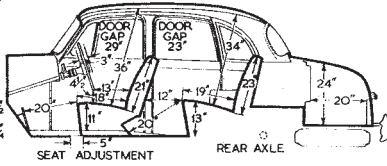
The instruments fill the centre section of the fascia panel, and a tachometer is provided in addition to a speedometer, ammeter, fuel gauge, clock and water temperature gauge. All the instruments have clearly marked, circular dials. There is a rheostat control to vary the degree of instrument illumination at night; the lighting does not cause reflections in the windscreen. Warning lights are provided to indicate low oil pressure (green), ignition (red), head lamp main beam (red), and flashing indicators (amber). These are arranged so that one red and one green light are placed in the lower portion of the tachometer, and the other pair in a similar position on the speedometer; this layout prevents the possibility of confusing the significance of any of the lights. The minor controls are spaced out on the fascia and have different shaped knobs so that the driver will not inadvertently operate the wrong one at night. The choke, hand throttle and petrol reserve have rectangular knobs, for example, while a serrated knob is used for the two-speed, self-parking windscreen wipers. The wipers themselves are powerful, and the blade arcs overlap in the centre section of the screen to form a large clear area. Screen cleaning is assisted by screen wash equipment, fitted as standard.

If it is to be driven mostly on short journeys and for town work, it is likely that a car in the Regency class will be chosen because of the appeal of the interior finish and items of detail equipment, rather than for the way it performs on the open road. On this valuation, the Daimler will more than hold its own. Apart from the provision of large doors providing easy access to both compartments, all the seats are well sprung and are of ample proportions. There is plenty of head room, and a generous amount of leg room in the rear compartment even when the front seats are placed as far back as possible.

As well as being extremely comfortable, the Daimler is a quiet car, and at speeds around 30–40 m.p.h. the general silence and smooth running create the impression of gliding. As the speed increases, wind noise, of course, becomes more noticeable, particularly if one of the quarter lights is opened, although at about 50 m.p.h. it was found that opening both front quarter lights tended to reduce slightly the amount of wind noise. The suspension also provides a good measure of sound insulation so that relatively little road noise can be heard inside the car.

DAIMLER REGENCY Mk. II

WHEELBASE 9' 6"
 FRONT TRACK 4' 8"
 REAR TRACK 4' 9"
 OVERALL LENGTH 16' 4"
 OVERALL WIDTH 5' 10½"
 OVERALL HEIGHT 5' 2½"



Measurements in these 1/2 in to 1/4 scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

DATA

PRICE (basic), with four door saloon body, £1,640. British purchase tax, £684 9s 2d. Total (in Great Britain) £2,324 9s 2d. Extras: Radio £48. Heater, standard equipment.

ENGINE: Capacity: 3,468 c.c. (212 cu in) Number of cylinders: 6. Bore and stroke: 82.55 × 107.95 mm (3.25 × 4.25 in). Valve gear: overhead, pushrods and rockers. Compression ratio: 6.5 to 1. B.H.P.: 107 at 4,000 r.p.m. (B.H.P. per ton laden 52.7).

Torque: 180 lb ft at 1,600 r.p.m. M.P.H. per 1,000 r.p.m. on top gear, 19.2. **WEIGHT:** (with 5 gals fuel), 37 cwt (4,144 lb). Weight distribution (per cent): F, 51; R, 49. Laden as tested: 40½ cwt (4,544 lb). Lb. per c.c. (laden): 1.31.

BRAKES: Type: F, Two leading shoe; R, leading and trailing. Method of operation: F, Hydraulic; R, mechanical.

Drum dimensions: F, 12in diameter; 2½in wide. R, 12in diameter; 2½in wide. Lining area: F, 103½ sq in. R, 99 sq in (100 sq in per ton laden).

TYRES: 6.50—16in. Pressures (lb per sq in): F, 28; R, 30 (normal).

TANK CAPACITY: 18 Imperial gallons (including 1½ gallons reserve).

Oil sump, 12½ pints. Cooling system, 25 pints.

TURNING CIRCLE: 42ft (L and R). Steering wheel turns (lock to lock): 3½.

DIMENSIONS: Wheelbase: 9ft 6in. Track: F, 4ft 8in; R, 4ft 9in.

Length (overall): 16ft 4in. Height: 5ft 2½in.

Width: 5ft 10½in. Ground clearance: 6in.

Frontal area: 25 sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 64 ampere-hour battery.

Head lights: Double dip; 48-48 watt bulbs.

SUSPENSION: Front, Independent, coil springs and links. Rear, half-elliptic leaf springs. Anti-roll bar position front.

PERFORMANCE

ACCELERATION: from constant speeds. Speed Range, Gear Ratios and Time in sec.

M.P.H.	4.3	6.76	10.0	17.55
10—30	9.9	6.7	5.1	—
20—40	10.0	6.9	—	—
30—50	10.7	8.3	—	—
40—60	12.4	—	—	—
50—70	15.1	—	—	—

From rest through gears to:

M.P.H.	sec.
30	4.7
50	12.9
60	19.1
70	27.7

Standing quarter mile, 21.1 sec.

SPEED ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean) 83 (best) 85	133.58 136.79
3rd	52—58	84—93
2nd	30—38	48—61
1st	18—20	29—32

TRACTIVE RESISTANCE: 30lb per ton at 10 M.P.H.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	10	20	30	40	50	60	70	80	85
True speed:	10.5	20.5	30.5	40.5	50	59.5	69.5	80	85

TRACTIVE EFFORT:

	Pull (lb per ton)	Equivalent Gradient
Top	228	1 in 9.8
Third	335	1 in 6.6
Second	445	1 in 5.0

BRAKES:

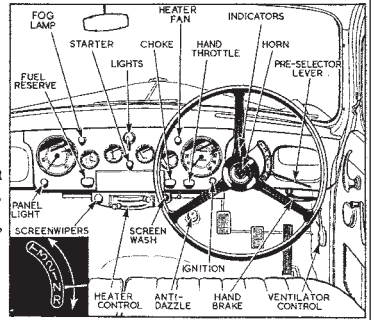
Efficiency	Pedal Pressure (lb)
80 per cent	100
70 per cent	80
52 per cent	50

FUEL CONSUMPTION:

17 m.p.g. overall for 170 miles (16.6 litres per 100 km). Approximate normal range 14—19 m.p.g. (20.2—14.9 litres per 100 km). Fuel, First grade.

WEATHER:

Fine, dry surface, very slight wind. Air temperature 48 deg F. Acceleration figures are the means of several runs in opposite directions. Tractive effort and resistance obtained by Tapley meter. Model described in *The Autocar* of October 1, 1954.



In keeping with the spacious interior, the detail trimming and fittings of the Regency label it as a quality car. The seats are upholstered in leather and there is an abundance of polished hardwood, not only for the facia but also for the door cappings, while the floor is covered with a thick pile carpet. The details fittings generally are very well made. Pockets of useful size are provided in all the doors, in addition to two glove boxes in the facia, the one of the passenger side being fitted with a lockable lid. On the particular car tested the spring-loaded catch on the lid made it rather difficult to open.

A rather unusual feature is the use of a single key to operate all the locks, which include ignition, facia locker, door, petrol tank and luggage locker. It would perhaps be better if a different type of lock was used for the facia and luggage lockers, so that these could be secured even if it was necessary to leave the ignition key in the car, as is often required when vehicles are parked in public garages.

In addition to the screen wash other standard items are heating and ventilating equipment, and twin fog lamps. The heater, even without the fan, made the interior



Three small lockers, built into the vertical wall of the luggage compartment, contain a comprehensive kit of tools, including a foot-operated tyre pump. The wheel brace and its extension are shown in use to lower the spare wheel tray.

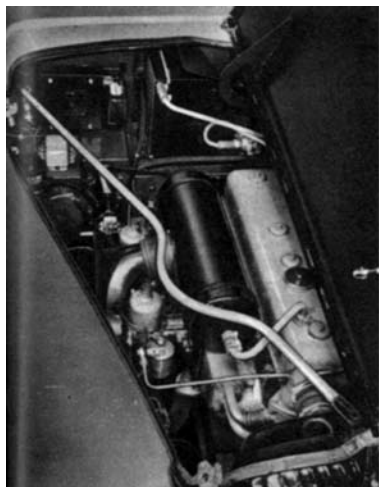


The luggage locker is of a useful shape and free from projections.

very comfortable when the external air temperature was around freezing point. It was also effective in clearing the windscreen. To assist ventilation in hot weather, a forward facing cold air duct discharges air on the driver's side of the toeboard; it is controlled by a small lever on the right-hand side of the body interior.

The fog lamps are wired to the main lighting switch, which is provided with an extra position so that a single operation switches off the main head lamps and brings the fog lamps into use; an additional switch enables the right-hand lamp to be switched off if only one fog lamp is required. The main head lamps are more powerful than average, and have a satisfactory spread of light in both positions but, for fast night driving, a slightly longer range would be appreciated.

To reduce the need for maintenance, automatic chassis lubrication is provided thermostatically every time the engine warms up. The propeller-shaft is not served by this system, and four points require attention every 1,000 miles. The propeller-shaft centre bearing, however, is prepacked with grease and does not require lubrication.



The coil and distributor are mounted on the left-hand side of the engine, with the dipstick between them. Most routine maintenance, including checking engine oil, radiator and screen wash bottle levels, can be done from this side; the right-hand side of the bonnet gives access to the brake fluid and one-shot lubrication reservoirs.



V8 50th ANNIVERSARY

(Driving Member, Vol 47, No 7, p12)

The V8 Saloon was first released at the October Motor Show, in 1962 at Earls Court London. To celebrate the model's 50th anniversary the club will be organising a series of routes from all areas of the UK and the Continent to meet up at The St Johns Hotel in Solihull, on Saturday 1st September 2012. That evening there will be a dinner at an interesting venue. On Sunday a rally will take place at again an interesting venue, around the Coventry area.

I have decided to separate this celebration from the International in June for cost reasons. It would be possible to attend the complete celebration, Dinner and Rally and only spend one night in a hotel, not seven nights, as would be the case if it were the weekend after the International.

I have also included in this issue of the DM a V8 Saloon Registration Form. This is not a commitment to attend the celebrations, but to update my records. I know many people who were already club members, having purchased a V8 Saloon, have failed to notify the registrar. If it would be more convenient to use e-mail, please advise me and I will e-mail you a form. Even if you know you have registered your car, please advise me of your e-mail address, as it is my preferred form of communication.

I hope to see as many V8 Saloons as possible at the celebrations in 2012.

Chris Seabrook
Registrar V8 Saloons
Chris.seabrook@tiscali.co.uk
Phone 0208 660 2607



Hitting the Road ...

Daimler Events Diary



Auckland

Feb 6th

Galaxy of cars at Western Springs. Cars required. Details by e'mail
E'mail or ring Bryan on 6305172

Feb 12th

Fun run from Ellerslie. Detail on website. (intermarque concours)

Feb 13th

Intermarque Concours at Ellerslie. Cars required. Details by e'mail
E'mail or ring Bryan as above

March 27th

Branch AGM. Venue details to follow. With the demise of the ten-pin bowling squad the use of their facility, which we enjoyed for a number of years, is no longer available for our use and we would appreciate any suggestions from our members where we could perhaps move to on a regular once-a-year basis, and not have to relook at this problem, every year.

E'mail Bryan or David

April 17th

Run to somewhere of interest. Details to follow.

April 29/30th and 1st May

National AGM and rally at Blenheim. Details in magazine.

Waikato–Bay of Plenty

February 6th

Join the Morgan Club run to the Tirau Museum and Honey Shop.

Meet at the Western BOP District Council car park, Barkes Corner, Cameron Rd, at 9:30am, heading off at 10am. The museum covers over 13,000 square ft and includes: Shop displays, Machinery, Housewares, Agricultural and Various Artefacts.

March 20th

Fun Run. Meet at the car park – reserve situated on the western end (Paeroa side) of the Karangahake Gorge SH2 at 10:00 am. This is the one on the banks of the river and is a large space with toilets. Bring a pen as there will be questions to be answered and prizes to be won. The run will be on rural roads so make sure the petrol tank is full. A cafe lunch and then a short AGM to follow.

April 29/30th – May 1st
National Rally Blenheim

Hawke's Bay

Tuesday 1st February

Due date for registration for National AGM and Rally in Blenheim.

Sunday 13th March

Wheels on Windsor.

Friday 29th April – Sunday 1st May

National AGM and Rally to be held in Blenheim.

Manawatu

Sunday February 6th

Dannevirke Wheels with Attitude.

Sunday February 13th

Wellington British Car Day, Trentham Memorial Park.

Sunday February 20th

Our official branch monthly outing is to Kapiti Coast Miniature Railway open day at Marine Gardens, Raumati Beach. We have arranged to have a static display of Daimlers within the park, and have a good spot under a very large Pohutakawa tree. This will be a great day with many steam trains running from all over the country. Bring your chairs and lunch etc.

We meet at the Ohau weigh bridge site south of Levin at 9.15am to be in Raumati at about 10am.

Sunday March 13th

Wheels on Windsor, HB British Car Day.

April date to be advised, Branch AGM

April 29–30 May 1st

NATIONAL RALLY BLENHEIM

Otago

Sunday March 6th

Best of British Charity Motoring Day

This year heading to Macares Flat. We are hoping to have tours of Oceana Gold Mining. Further information will be advertised soon. If you want to know details ring Winston 4762323. Hope to see a good turnout of Daimlers this year.

Coming up also in March is our Annual General Meeting.

Details of date and venue are still being organised.
A committee member will ring you with the information.

Members' Market ...



FOR SALE

Members' advertisements are at no charge.

Daimler V8 service manual, hard cover version. In perfect condition, phone Eris on 06 3236996.

Lanchester Leda? grill for sale in Palmerston North. Good order (see photo). Open to offers, phone Keith, 021 0613478

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

A car was driving very slowly down the highway. A State Trooper pulled it over. "What have I done wrong, officer?" the driver asked.

"You are going 26mph on a major highway. There is a law against that," the officer said to the driver. "You must go at least 50mph."

"But when I turned on the highway, the sign said 26!" the driver replied.

"HA HA HA!" The officer laughed out loud. "That is because this is Interstate 26! The 26 isn't the speed limit!"

The driver leant back in her car seat and the cop saw another woman sitting beside her. She looked as pale as a ghost.

"What happened to her?" the officer asked.

"I don't know, but she has been that way ever since we got off of interstate 160!"

There was once a small snail who always dreamed of becoming a race-car driver. One day he heard that an uncle of his had died and left him some money! Now his dream could be realized! He bought himself a car, souped it up, and then painted a large red "S" on it. When he was at his first race, a friend of his asked him why he had painted the big red "S" on the car?

"Simple," the snail replied. "When people see my car go zooming down the track I want them all to exclaim: Oh look!! See the S car go!!!!!!!!!!!!!!!"

DAIMLER & LANCHESTER OWNERS' CLUB BRANCH DIRECTORY

AUCKLAND BRANCH

President	Bryan Davis , 28 Shackleton Rd, Mt Eden	09 630 5172
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Club Captain (Acting)	Bryan Davis	09 483 6616
Sec/Treasurer	David Watt , 171 Postmans Road, RD4 Albany	09 426 3411
Committee	Ed Hayhoe (Past President), Olive Smith , Glenys Watt , Val Penman , Laurie Mckernan , J Smith	
National Delegate	Ed Hayhoe , E-mail: ed.hayhoe@ihug.co.nz	09 420 6390
Branch Patron	Neil Kruse	

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Club Captain	Roger Hennebry , 5 Charles Henry Place, Hamilton 3280 E-mail: janehennebry@yahoo.co.nz	07 854 0223
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National Delegate	Paul Edginton , E-mail: pledginton@gmail.com	

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Branch Patron	Reg Kilbey	

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Sec/Treasurer	Bert Empson , 8 Byrd Street, Levin 5510	06 368 0696
Club Captain	Lew Clinton , 16A Tui Mill Grove, Feilding 4702, clintons2@clear.net.nz	06 323 5526
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