

April ~ May
2011

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



It's that time of the year again when we review what we've achieved since our last A.G.M..

I think we've had a good, steady as you go year. Lots of outings with our treasured cars, and our finances are healthy enough to keep our subs at much less than the cost of a tank of petrol, and also return a rebate of \$200.00 to each of our branches. Your National Committees determination and commitment to keep costs to the bare bones has kept us well in the black. The continued economy of the reduction of issues of the Magazine is working well. Now that everyone is used to the change, in my opinion the Magazine is of such a high standard that everyone looks forward to it even more than before. I know I do. It continues to inform, entertain and occasionally inspire.

I hope all the Daimlers, people and cars, in Christchurch are safe. It must be very hard to be without power, water and sanitation and the aftershocks must be very stressful. We can only hope that the generous financial support and Kiwi spirit will see them through these trying times.

It's National Rally time again and everything is on track for a special weekend in Blenheim. My arrangements have fallen through and I will be flying down but I'm sure that will not detract from the fun and fellowship of catching up with old friends and making some new ones.

See you there.

Ed Hayhoe

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JAGUAR – DAIMLER – ROVER – LANDROVER – RANGEROVER

Getting up to Speed ...

A Word from your National Secretary



A warm welcome to our new members this month.

- Geoffery and Adrienne Chilton of Nelson have rejoined after an absence.
- John McDermott of Auckland has also rejoined us.
- Ian Hodgkinson of Manawatu, he is looking out for a Daimler to purchase.
- Jack Elder of Auckland, also looking for a good V8 Daimler or Jaguar to purchase.
- Chris and Ros Woods of Tauranga, they have a V8250.
- Brian Rooke of Napier, has a Daimler V8

Our thoughts are with those in the Canterbury area, our sympathies to all those who have lost family, friends, homes, livelihoods or property from this terrible event.

It has been a busy time for me, apart from working 6 days a week, members updates entered in the database and preparations for the forthcoming AGM have to be seen to. Sundays have been busy with various activities, an excellent day at Trentham for the Wellington British Car Day, a Manawatu Branch event at Raumati with the miniature trains and a trip away to Hastings for their British Car Day.

The AGM agenda and reports are also enclosed with this magazine.

I have an enquiry from Dave Williams in Australia, he is trying to track a 1958 Daimler Majestic which was owned by his father, Bert Miles, who lived in Farnham St, Wellington. He purchased it in about 1964 from Williams and Adams and was sold when he passed away in 1970. The licence plate was CH4160. If you can help with any information on this car, email dave.williams@az1.bp.com

Have you paid your subs yet? If not, you are now UNFINANCIAL!!!! If you can't remember or don't know if you have paid or not, contact Peter Mackie or myself by email or phone to confirm. No pay, no magazine! DO IT NOW.

It is a small world. On a recent visit to Wellingtons British Car day, I was chatting to Wellington's Enthusiasts Club President, Garry Nichols, and mentioned that fellow Manawatu member, Gray Crawford accompanied me down. "There can only be one Gray Crawford" says he, eventuates that they were muso's in the same jazz group many, many years ago! They had a good catch-up, even found a supply of bits for Gray's V8 overhaul job! Amazing!

I look forward to meeting many of you at Blenheim later this month.
Safe motoring,

Mike King

Mailbox ...
Incoming



Dear Daimler Club

Unfortunately I must tender my resignation from the club as I sold my Conquest last year and committed the ultimate heresy by replacing it with a Mazda MX5 roadster – late life crisis I'm afraid!

In 12 years of ownership the Conquest proved to be a totally reliable, honest car. Also, the Daimler Club members here in Dunedin were just the greatest group to be involved with, and we made some stunning friends during our time with the club. However time rolls on and I was determined to get a MX5 before I got too dottery to get in and out of the thing! mind you a SP250 would have been nice

All the best to the club for the future.

Cheers

Neil Gamble, Outram

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

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“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

Round the Bazaars ...

Daimlers on the Run



Auckland

Galaxy of Cars

At an early hour on Sunday morning I arrived at Clive's Workshop to drive his Daimler Conquest to Keith Park Airfield; he followed in his silver 2½ Daimler V8. Ten cars turned out for the day which was muggy and overcast. We had a bonus of two extra cars, a beautiful Rolls Royce and a green SP250. As a team we erected the Marquee, courtesy of Richard and settled down to enjoy the day, protected from the vicious sun. It was from this haven we could make forays out to peruse the car displays, investigate the Swap Meet and forage for food and drink. The rest of the day was spent over a leisurely lunch, answering questions about Daimlers and in deep discussions about Richard's door sealing rubbers on his Conquest. This car show gets better every year and the proceeds go to Charity.

Bryan Davis

Waikato Wanderings

The Morgan Club in conjunction with the British Cars BOP run to the Tirau Museum.

The usual assortment of British cars arrived at the starting point in Tauranga. I had to cadged a ride with Steve Griffin and we traveled in the airconditioned style afforded by his Daimler V12 Double Six.

It was good to see Peter and Coralie Burton there in their newly repainted 1966 V8 Saloon. It was resplendent in a sage green metallic.

Once over the Kaimais we used the rather nice country roads which are always scenic and often in good condition in the Waikato.

The Museum is a bit off the beaten track but is well worth seeking out. It represents one mans passion for collecting almost everything since the age of 9. He has amassed an amazing collection of agricultural machinery, house-wares of yesteryear and regional artifacts. The Museum covers over 13,000 sq ft.

On the way home Steve very kindly let me have a drive which as you can imagine I thoroughly enjoyed. The impression I came away with is that for a large car it felt smaller from the driving seat and it had a more sporting feel to the ride rather than being soft. There is plenty of power from 6ltrs of V12 but the car didn't feel as fast as expected but then I didn't feel I should red line it thru the gears!

Paul Edginton

Hawke's Bay

Sunday 6th March

Our AGM of the HB Branch started with a drive-thru-coffee on a damp morning, with ten members. We drove to Grant Dixon's home on the hills at Enfield south of Hastings. Colin our master mechanic has helped Grant with his cars, which include his first MG, two Mini Coopers, an E type Jaguar and his wife's Porsche. We are so lucky to have access to this private car collection in pristine condition and housed in such a beautiful shed.

We returned to Mike and Robyn's for our AGM meeting followed by our usual Pot Luck barbeque lunch. It is always a great get together and thank you to our hosts.

Sunday 13th March

The Daimler group joined the British and European Car Club, on their 20th Anniversary of their wonderful car display, Wheels on Windsor. A warm day meant a big turnout of people, who just love looking at cars. Lots of makes and models from all over the country were on display.

Margaret Duncan

Manawatu Meanderings

February and March are always busy days for the Manawatu classic car fraternity. Here is a summary of our summer outings.

Wheels with Attitude in Dannevirke 6th Feb 2011.

We woke to a grey drizzly day but decided to go anyway. As we headed north conditions gradually improved so when we met the others at the Gorge car park it was looking more promising. When the six cars got to Dannevirke it was a fine warm day. Des & Phil Symons had arrived earlier. Faye Wolfsbauer's family joined us with her dad's original Model A truck which created a lot of interest as it was still just as he had driven it. This show is a combination of Vintage, Classic, Modern, Hot rods, Trucks and a swap meet. I believe this year was the largest they have had. A half decent sound system would be a great improvement but a great day was had by all.

Bert Empson

All British Car Day, Trentham 13th February 2011

It was a lovely warm morning when Graydon Crawford and I helped Mike King set up the sound system at Trentham Park in the Hutt Valley.

The venue soon filled with all makes of British metal, some of them in original condition and some beautifully restored. One young guy even turned up in a customized Mk2 Cortina with, of all things, a Mazda rotary engine!

There was an especially good turnout of Triumphs and Minis. Also present were some rare cars like a Jensen Interceptor in pearl black and a couple of P76's.

The British High Commissioner, Vicki Treadell, arrived in a Chauffeur driven brand new Jaguar 3 litre diesel.

At the end of the day, the people's choice was a Jaguar D Type in British Racing Green, which is quite a rare sight in New Zealand.

We broke our trip home with a coffee stop at the Red House Café at Te Horo to conclude another great day.

Ray Watling.

Raumati Trip, Sunday February 20th

We had a good turnout for our outing to Kapiti Coast Miniature Railway open day at Marine Gardens, Raumati Beach. We had a fine display of Daimlers and had a great parking spot under a large pohutukawa tree. Everyone had their picnic lunches and it was a good catch-up time for all the members. Several of us took the opportunity to have a ride on the miniature trains which were steam and diesel and also listened to the musical entertainment.

A great day was had by all.

Lew Clinton.

Hawkes Bay British Car Day, 13th March 2011

We had 4 cars set out from the Manawatu in bright sunshine only to be greeted by cloud after leaving the Manawatu Gorge. On arrival at Hastings Windsor Park, the sun soon came out, a perfect day for a car show. This year, the organisers opened it up to include cars other than British to add to the spectacle. They had record numbers of cars, spot prizes throughout the day and many visiting spectators.

In addition to being able to view a large number of classic cars, these days provide a great opportunity to talk to all manner of people, mainly centred round our common interest in cars and a catch up with friends from around the country. As well as our Hawkes Bay neighbours, the Wellington Daimler Enthusiasts were also present, they were having a weekend away in the Bay.

The trip home in the sun with the SP's top down concluded a great day.

Mike King.

Otago Oratory

Otago members had a very pleasant day on Sunday 13th March, a drive in lovely sunny weather. We had organised to meet at the oval but had not allowed for a cricket match that was playing on the oval that morning and there were no parks. After a bit of confusion, we all eventually met up and all headed off in a convoy of five cars.

Travelling south along the coast road, we passed through Brighton, then on to Taieri Mouth. Member Mark Stocker was in our convoy driving his 104 Daimler which he had christened "Juliet" and this was the first club outing he had been on. Juliet went very well until she had to go up some of the hills on the way to Waihola. After a few stops and starts she performed well and we all arrived at the Waihola Tavern on time. Here we met up with other members who had driven down from Mosgeil.

We then held our Annual general Meeting at the Waihola Tavern followed by a lovely lunch and a good get together of Daimlers, members and Friends.

At the Annual Meeting, our President Alex Meikle retired from his position. Alex has been our President for many years and has done a sterling job, organising rallies and outings. Fortunately, Alex will remain on committee as past president with his help and advice.

Our elected new president is Geoffrey Anderson who we welcome onto the committee. Winston presented Mark Stocker with the Otago Branch Annual Restoration Trophy for the work he has done on his Daimler 104.

Kaye Wingfield



CONSORT REBUILD PART 5

To remove the engine from the Consort, it is necessary to remove the bonnet and front assembly comprising the grill, radiator, side panels and guards. The bonnet is easy, remove the rear hinge pivot and slide it out. The front assembly is secured by 3 bolts on each side inside the front guards at the back plus 2 nuts and bolts securing the radiator cradle to the front cross member. These are easy to access from underneath. Identify and disconnect all light wiring and remove radiator hoses and stay rods, in the case of the top hose remove the thermostat housing as well, the bottom involves a bit of juggling to clear the top or bottom rubber coupling from the solid copper pipe! It is also easier to remove the front bumper to clear the front assemble from the car without damage.

It requires 2 or 3 people to remove the complete assembly so I used a plate which locates under the inside lip, photo 57, and used the engine lifter to lift it clear and wheel it out of the way. The book says the engine and gearbox must be removed together, but after studying the situation, I decided the engine would come out on its own. The sway bar needed to be removed first with just 4 bolts to remove, the bell housing bolts were readily removed with the gearbox weight supported by a trolley jack. Next the engine stabilizer was removed and engine mount bolts were removed. This was entirely unnecessary as the rubber blocks had completely separated from the mounting plates! The motor has just been sitting there by gravity and its own weight (and there's plenty of that)! The inlet and exhaust manifolds were unbolted from the head and the exhaust manifold tied clear and left in the car.

I slung the motor from a couple of chains, photos 59, 60 and with a bit of juggling, wheeled it out. What's left in the engine bay is many years' worth of oil, grease, dirt, previously lost nuts and bolts and general crud. The headlight wiring also runs across the front and had seen better days. Several hours of prodding and scraping, soaking and spraying, left it pretty clean, the wiring insulation was actually quite sound so it just got some protection in the form of some heavy plastic sheathing.

Refitting the engine was a straightforward reversal of the removing, with new engine mounts. (I like the way service manuals take many paragraphs describing how to dismantle something complicated, then describe the equally complicated reassembly by simply stating "it is the reversal of the above!!!***) Yeah right!

Refitting the front assembly is not as easy as the removal, an extra pair of hands would definitely prevent bad language. A couple of things to do that I didn't, remember to refit the sway bar BEFORE refitting the front assembly and get the radiator cleaned and checked BEFORE refitting, no matter how good you think it is! It is possible to remove later but certainly a lot easier before!!

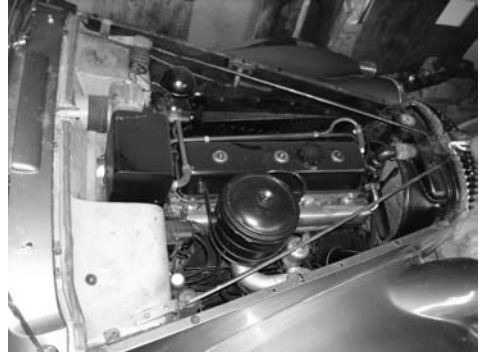
The light wiring was straightforward to reconnect, but I took the opportunity to modify

the turn indicator wiring so I now have trafficators as well as blinkers. It involves fitting a second flasher unit. Belts and bracers as they say.

The car started instantly and ran quiet and smooth with 45lb oil pressure. The oil pressure now rises instantly on startup as opposed to the delay previously. It is important to re-torque the cylinder head and reset tappets when engine is hot. On the first trip the radiator problem manifested itself with the temperature running somewhat hotter than normal. Other than that, all is well, now need to get some miles behind it before the trip to the National Rally in Blenheim.

As to the cost, I won't say here other than "lots", but if anyone would like to know what this sort of exercise is worth today, I would be happy to oblige.....

Mike King



56. Bonnet removed.



57. Front assembly removed.



58. And moved away for safety.



59. Old engine out.



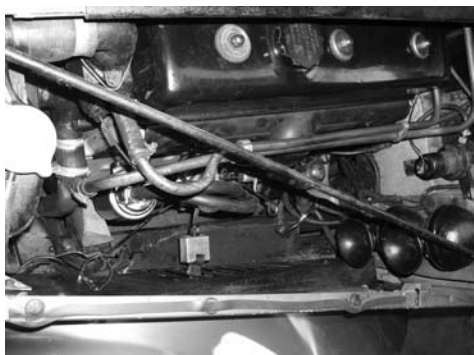
60. out with the old motor.



61. Lots of cleaning to do here.



62. New engine installed. Note oil filter (left) is accessible from under bonnet.



63. Note electronic ign module on inner guard and electric fuel pump on firewall at right.



64. Engine bay RHS.

ETHANOL FUELS FROM THE DAIMLER AND LANCHESTER CENTRE WEBSITE

Author: Dave Bennett

I spent 45 minutes today talking to the helpful people at SU carbs about problems with my carbs and the comments of other forum members. I discovered a load of stuff about modern day petrol that I never knew. Here's a brief summary of what SU told me:

1. The "copper coloured" residue all over the inside of my carbs is probably due to increasing levels of ethanol in petrol.
2. The darker "sludge" is probably the effect of the ethanol content of the petrol on the entire fuel system. It affects tank seals, various gaskets, rubber diaphragms and rubber-based fuel lines.
3. Right now in the UK the ethanol content varies between 0.1% and 5% without any obligation of the provider to disclose the content level. It's referred to as E5.

4. By 2013 the level of ethanol will rise to 10%, referred to as E10, and will have to be declared at the pump at point of sale. France and the USA already have E10 petrol.
5. Some petrol companies in the UK will offer both E5 and E10, others won't.
6. E5 and E10 allegedly cause other problems by nature of the burning process. They burn later and with more heat. This will cause problems for car engines built before 1999. Classic car engines won't have much of a defence against the extra heat, but retarding the ignition will help to accommodate the later burn.
7. E5 and E10 have allegedly caused the collapse of fibreglass fuel tanks.
8. The ethanol content is hygroscopic: it absorbs moisture.
9. If left standing, E5 and E10 will separate into layers (bottom layer water, middle layer ethanol, top layer petrol). They estimate 1 month for full separation. The less air in the tank the less moisture it can absorb. So drain your tank if you leave the car for more than 3 or 4 weeks.
10. E5 and E10 are corrosively galvanic. They are so aggressive that SU are no longer making brass needles, they're making them out of a nickel compound. They are experimenting with an electroplated protective layer on aluminium to protect carburettors – but anywhere that there are two different metals adjacent the effect is accelerated.
11. Two companies in the US are working on an additive that will prevent fuel separation.
12. E5 and E10 burn "drier" as well as hotter, so upper cylinder head lubricant additives may become increasingly important for classic cars.
13. Ethanol increases the volatility of petrol, likely to cause more air locks if the fuel lines get hot.
14. A major defence contractor (QuinteQ) has apparently produced a report for the government looking at the future of "green" additives like ethanol and came to the conclusion that there's a time bomb ticking.....

In summary: it seems the more ethanol that there is in petrol, the more problems for classic cars: from 2013 this could cause further problems.

The Federation of British Historic Vehicles Clubs has a paper on its website expressing concerns about bio fuels, and the internet is awash with alarmist articles.

What price "green fuel" I wonder?

IMPORTANT INFORMATION ON CALCIUM/CALCIUM CAR BATTERIES

Mike King

Almost all new car batteries are of the recently introduced "maintenance free" calcium technology type. These have brought about increased performance and reliability, however, battery chargers designed to charge standard lead-acid batteries will not charge a calcium content battery.

Modern batteries containing calcium in the battery plates require special charging if they have been deeply discharged or after extensive use (i.e. after you've left those lights on! Also bear in mind many modern cars will flatten the battery if parked up and for a time and not locked!)

This is necessary to avoid acid stratification or separation, in the electrolyte (PbSO4 crystals forming within the plates) resulting in a low hydrometer reading after being charged.

Special 4 stage automatic calcium chargers are specially designed to achieve this. A 4-stage charger specially designed for calcium batteries, is controlled by way of a microcomputer. Stage 1 (constant charge) quickly charges the battery, while stage 2, the absorption mode (constant voltage), ensures the battery is thoroughly charged. A third stage is the critical stage for calcium batteries. It charges the battery to 16 volts to remove any acid stratification and returns a full hydrometer reading. The final stage in the charging process (float) maintains the battery at a safe voltage ready for use.

Your car's charging system will maintain the batteries normal charge, but if it is run down to a low charge state, the 4-stage charge is necessary to return to full performance. This may take a couple of days. On flooded batteries (those with vented caps), use a hydrometer to accurately measure state of charge.

100%=1270, 75%=1240, 50%=1210, 25%=1180, 0%=1150.

Only add distilled water (if required) AFTER charging the battery to prevent overflow.

If your present battery isn't a calcium type, the next one certainly will be! Calcium batteries usually have a "CC" (calcium/calcium) in their type number (do not confuse with CCA, = cold cranking amps), or have the built in green charge indicator. The 4-stage chargers are now becoming more readily available, prices start at about \$70.

SERVICE BULLETIN NUMBER D.5

Section: Cooling System

Date: June, 1964

Belt Tension – Water Pump to Dynamo (2½ litre V.8 Saloon)

Several cases have been reported of bent or fractured water pump spindles and an investigation has led to the opinion that the failures resulted from excessive tension of the water pump to dynamo belt.

It is possible that in the course of servicing some personnel have noticed the slipping fan and applied excessive tension to the belt in an effort to stop this, but of course the "Torquatrol" fan unit is intended to slip under certain operating conditions (see Service Bulletin No. D.1) and only normal tension should be applied to the belt in accordance with the instructions given on pages 27/28 of the Owners Handbook. These instructions are repeated below:

"The dynamo drive belt is adjusted by slackening the three dynamo mounting bolts moving the dynamo until it is possible to depress the belt about ½" (12mm) midway between the dynamo and water pump pulleys. Tighten the mounting bolts."



Auckland Galaxy of Cars.



Hawkes Bay British Car Day. Daimlers on display.



Hawkes Bay's British Car Day.



Hawkes Bay's Colin Campbell's talents extend to Rock 'n Roll demonstrations!



Lindsay D and Steve G looking happy.



V8.s of the Donahues and the Burtons.



Wellington British Car day.



Manawatu members at Raumati Miniature Train open day. Sir Richard Taylor's new toy.



Manawatu members at Raumati Miniature Train open day. All the sounds and smells.



Manawatu members at Raumati Miniature Train open day. Daimlers on Display.



Manawatu members at Raumati Miniature Train open day. Relaxing in the sun.



Manawatu members at Raumati Miniature Train open day. Young and old enjoy the ride.

DAIMLER-LANCHESTER PLANS

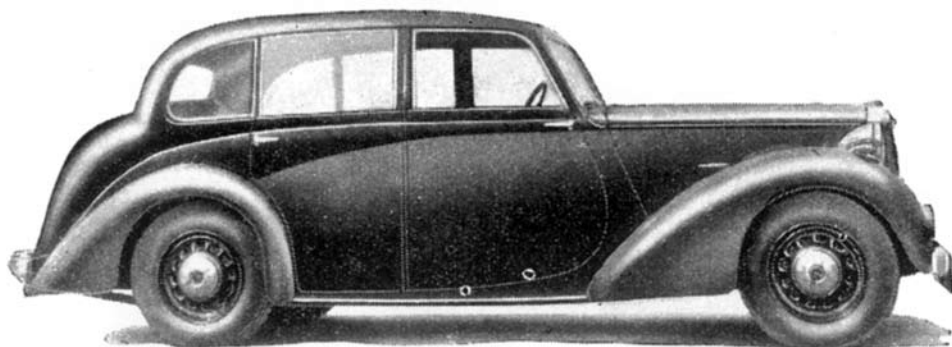
Advance Details of the New Programme

(Daimler Digest, 28 September 1945, p6)

First of the Daimler range to make its appearance will be the Fifteen. This has the 2½-litre six-cylinder engine which proved highly successful during the war in the Daimler Scout car, and as a result of the experience thus gained a number of improvements have taken place and will be incorporated in the Fifteen, delivery of which is expected to commence in a matter of weeks.

The modifications which have been made have resulted in greatly improved engine efficiency with a higher b.h.p. output and a fuel consumption estimated to be 25 per cent better than that of the pre-war model, a figure of 21.6 m.p.g. having been obtained on test at an average speed of 50 mph.

Features of the new six-light saloon body are thin pillars to allow the maximum of vision for all occupants, greater width for more comfortable seating, and improved luggage accommodation. The body is metal framed and use is made of laminated wood to obtain the desired curvature.



The latest Daimler Fifteen standard six-light saloon has a well-balanced appearance. Excellent visibility is obtained by the use of thin pillars. A large luggage locker is provided.

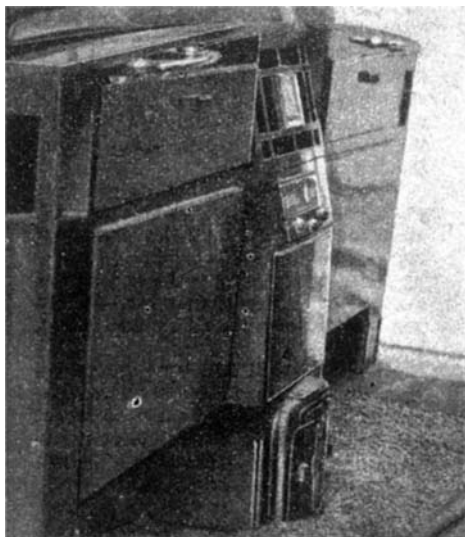


Among interesting chassis features are independent front-wheel suspension, automatic chassis lubrication, and built-in mechanical jacking. Fluid transmission will, of course, continue to be a feature of both the Daimler and the Lanchester ranges.

The programme will also include the 27 h.p. six-cylinder and 36 h.p. eight-cylinder models, some examples of which are expected to be available early in the New Year.

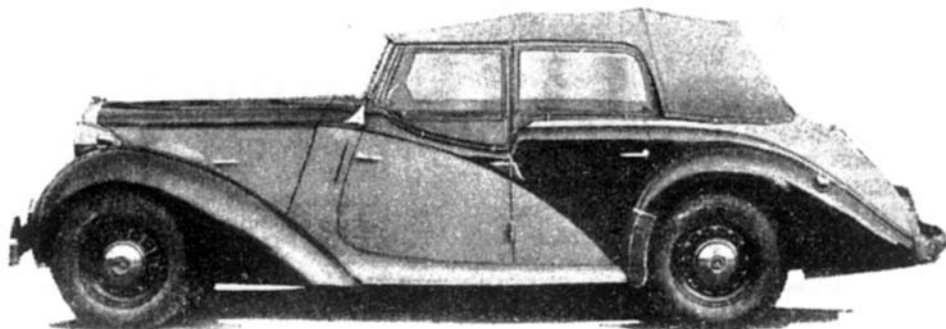
As regards the Lanchester, an entirely new 10 h.p. four-cylinder model is in production, with pressed-steel coachwork, independent front-wheel suspension, and a number of engine refinements which have resulted in increased power and lower fuel consumption. Increased luggage accommodation is another good point. Delivery of this model will commence towards the end of the year. Production is also commencing of a 14 h.p. six-cylinder model, delivery to be early in 1946.

COMPILER'S NOTE: Period magazine captions were not always accurate. Readers will note that two of the three cars shown are incorrectly titled.



DAIMLER DELIVERIES

The 4½-litre Daimler limousine seen on the previous page was presented to H.H. The Aga Khan by his followers on the occasion of his recent Diamond Jubilee. On the right are some of the lavish interior fittings, which include radio, foot warmer, and electrically operated blinds. Below is the 3½-litre sports model which accompanied the 4½-litre and was used by H.H. Prince Ali Khan during the celebrations.



THE DAIMLER 2½-LITRE SPECIAL SPORTS COUPÉ

A medium-sized fast touring car in the grand manner
(*Daimler Digest*, 14 June 1950, pp25–26)

The performance figures for the Daimler 2½-litre Coupé (abridged) singularly fail even to hint at the whole truth concerning the character of what an all-too-brief test in England, France and Belgium showed to be one of the most charming of modern cars.

In assessing the merits of modestly-priced cars, it is of primary importance to record their actual capabilities. Where a car of high quality is concerned, however,

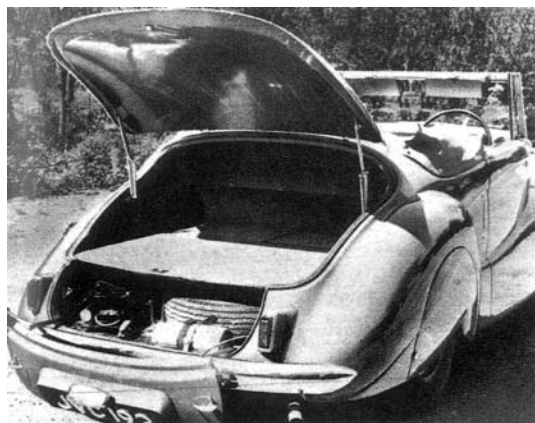
performance figures are to be regarded as merely confirming that the car is fast and economical enough for a particular job, the important criterion of value being the degree of refinement and durability, which is offered in comparison with the standards set by cheaper vehicles of perhaps equal speed.

It is fair to say that the engineers responsible for designing and making Royal cars have produced in this medium-sized model a car of almost unique character. There are all the most modern refinements of suspension, transmission, and the like, but yet the car retains the individual charm of the handsome, easy running touring cars of a past age.

Unostentatiously finished in dual shades of grey, and proudly carrying a fluted Daimler radiator devoid of name or mock-heraldry, the Barker drop-head body is outstandingly handsome, exploiting to the full the opportunity provided by a chassis of unusually graceful proportions. Inconspicuously as it may travel, the car nevertheless attracts

unceasing favourable comment from passers-by, comment which mechanical silence renders almost embarrassingly audible to driver and passengers. If the quality of finish occasionally falls just short of the best standards of traditional craftsmanship, interior and exterior detail work is nevertheless far above the standards of today.

The reason why this model should be designated “sports” frankly escapes us. Granted that it has speed in excess of 80 m.p.h plus excellent road holding and cornering qualities, it is nevertheless essentially a smooth and inconspicuously fast touring car rather than a vivid sporting one.



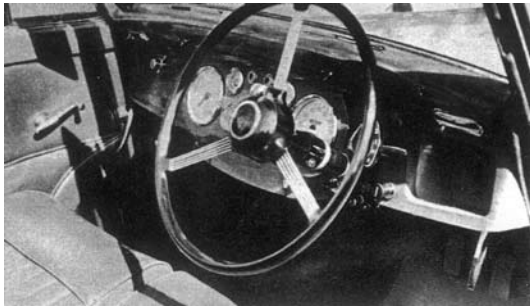
ACCESSIBLE MOUNTING – In view of the special demands of long-distance touring the spare wheel is mounted with fully adequate space around it and is disclosed by swinging clear a large section of the rear panel. The dimensions of the luggage locker above the wheel can also be clearly seen in this photograph.

Balanced Excellence

The standard of smoothness set is, in every respect, very high indeed. The engine can be felt only when it is idling, and is also inaudible unless exceptionally high r.p.m. are used in the lower gears. The Daimler transmission represents in this instance a fluid flywheel and preselective gear box perfectly matched to engine power and car weight. The suspension system

maintains riding comfort over a wide range of car speeds and road surfaces. The whole essence of the car is that no single shortcoming mars the overall standard of excellence.

The performance provided by the Daimler lines up with what would be expected from an efficient 2½-litre engine working on unusually high gear ratios to propel a car of good shape, but of luxuriously unstinted weight. There is quite a high maximum speed, almost 85 m.p.h. attained on 85 b.h.p.: there is good fuel economy, more than 30 m.p.g. being attainable when necessary: acceleration, however, is only average for an 18 h.p. car from a standstill up to 50 m.p.h., well maintained up to 70 m.p.h. and more if required, but relatively gentle, if the overdrive top gear ratio is kept in use down to town speeds.



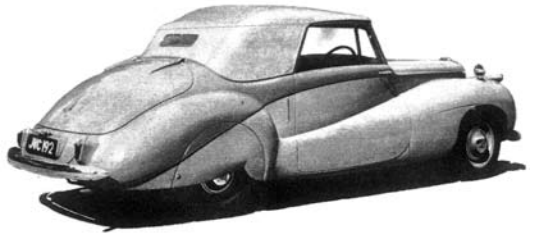
CLEAR COCKPIT – Attractive lay-out of the front seats and fascia panel with pre-selector gear lever mounted on the steering column are well shown in the adjacent photograph.

speed, and top gear being an overdrive on which 101 m.p.h. would have to be attained before the engine would turn at 4,200 r.p.m.

Selection of the ratio to be used at any time is entirely a matter for the driver, no automatic control usurping this privilege. Engagement of any ratio preselected by the quadrant control behind the steering wheel, however, takes place smoothly in response to a kick-down" motion of the left hand of the car's three pedals.

Silent Travel

Until a newcomer becomes familiar with the car, the wide ranges of speed over which the lower gears may be used are not appreciated, but in fact a start from rest in 2nd gear, followed by upward changes at 25 m.p.h. and 38 m.p.h., will only take the rev. counter on the fascia panel halfway towards its red maximum indication at 4,500 r.p.m. and will scarcely render the engine audible. Although 3rd gear (being a direct ratio) is perfectly silent, and is perhaps the best traffic ratio, it is perfectly normal practice to use overdrive



ATTRACTIVE COMPROMISE – The free flowing lines of the Daimler coupé are allied, as shown here, with the traditional form of the high grade British carriage.

4th in town, keeping a lower ratio pre-selected for instant kick-down engagement should quick acceleration be wanted. In days of high-priced fuel this use of overdrive down to low speeds is a sensibly frugal practice for using 3rd gear reduced somewhat surprisingly measured m.p.g. by from 3½ to 6 over the 30–50 m.p.h. range of speeds.

The character of the Daimler is indicated by comparing its performance figures with those of a popular-priced 1950 British saloon, identical in rating of 18 h.p. and noted for high performance. Using a fierce clutch start in place of the smooth fluid flywheel take-off of the Daimler, the popular car can attain 30 m.p.h. in 1½ seconds less time, but is no quicker between 30 and 50 m.p.h., is 2 seconds slower from 50 to 70 m.p.h., and has a maximum speed which the Daimler driver can match without needing to change into top gear. As an incidental detail, the Daimler has substantially the same fuel consumption as the much lighter quantity-produced steel saloon.

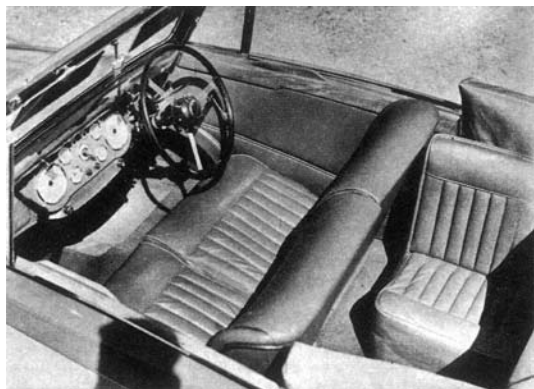
Road driving confirms these figures, for in the confined quarters of busy roads near town the Daimler merely keeps step with the fastest normal traffic, but when the country is reached it strides ahead without fuss or regard for long hills.

Chassis characteristics match the power unit excellently, the car being rarely slowed by road conditions. Although the springing is not of the most extreme softness, it absorbs everything except the worst of bumps encountered at low speeds giving a beautifully steady ride when the car is running at a normal pace.

Quite high geared for a car of substantial weight, the steering is fairly heavy at traffic or parking speeds, but becomes lighter as the speed rises. It gives good feel of the road, without transmitting excessive reaction when Belgian cobblestones are negotiated at 70 m.p.h., combining with the roll-free suspension to make the rapid negotiation of winding roads a pleasure equally for the driver and for his passenger.

As a final touch, the latest Girling braking system ideally matches the velvet gloved character of the car. At any speed, the response to initial pressure on the pedal is gentle, retardation building up in pleasing progression either to give a satisfactory emergency stop when necessary or to check the car smoothly in any available distance without jerk or tyre howl.

A Road Test Report is not essentially a coachwork review, but details of the Barker body cannot go unmentioned. First, it is quiet, structurally and in regard to wind noise.



ALTERNATIVE SEATING – Although it is possible to carry three persons on the front seat the aft-mounted transverse seat will be found particularly useful for long distances. With two persons carrying a large amount of luggage the seat can be removed and the whole rear space made available for suitcases, etc.

Secondly, it provides real comfort for 3 or 4 people on its divided bench seat and single rear seat. Thirdly, its hood folds down very completely without threatening to tear, and goes easily into its envelope, leaving an open car which (blessed with an interior heater) can be used pleasurably in very varied weather. Finally, it is well equipped in addition to being handsome.

Smooth Speed

The light-coloured polished wood fascia panel carries neat instruments of plain circular form, well calibrated and with variable-brilliance translucent illumination at night.

There are cubby holes, door pockets, sun visors, an internal and two external rear-view mirrors, a reserve petrol tap, two separately-switched fog-lamps, and powerful headlamps. The spare wheel and a very complete tool kit are accommodated in a compartment below the luggage locker, of which the lid is spring counterbalanced. Engine accessibility also appears good, despite rather clumsy bonnet-catch arrangements, but in accordance with Daimler practice the battery is rather too well concealed under the floor.

Strikingly good looking, and with a talent for rapid and exceedingly smooth long-distance travel, the Daimler is a car which anyone can appreciate. Responding also to intelligent handling of the controls by giving the ultimate in smoothly quick progress, it is a simple-to-drive car which, nevertheless, has a very special appeal for the keen driver.

SERVICE BULLETIN NUMBER C.7

Section: Carburettors 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.

1954 CARS – THE DAIMLER CONQUEST CENTURY SALOON

An additional model offering higher performance, more leg-room at the rear, and extra equipment

(*Daimler Digest*, 10 March 1954, pp52–53)



Unusual in these days of large luggage boots and small rear compartments is the ample leg room provided for rear seat passengers on the Conquest Century, even when the driver's seat is well back on its adjustment.

Since its introduction last May the Daimler Conquest has proved itself admirably suited to the day-to-day requirements of business and professional men, both at home and abroad. Now, a more highly-developed version of the Conquest has been introduced to meet the needs of the keen motorist who wants a car with an even higher performance than the 80 m.p.h.-plus maximum of the standard saloon and who requires a car fully equipped for long distance touring. Known as the Conquest Century, the new model supplements but does not replace the standard Conquest saloon. Basic price of the Conquest Century is £1,172, and its total price including purchase tax is £1,661 9s. 2d.

Naturally, the new model greatly resembles the standard Conquest saloon on which it is based, but under the bonnet the Century owes much to the development work carried out on the Conquest engine for installation in the 100-m.p.h. Daimler

Roadster, which was one of the surprises of the 1953 Motor Show.

Like the Roadster, the Conquest Century engine has an aluminium cylinder head instead of the cast iron pattern fitted to the Conquest. It also has the Roadster's 7.75 to 1 compression ratio instead of the standard 7 to 1 ratio, the inlet and exhaust valves larger by $\frac{1}{8}$ in., the twin S.U. horizontal carburettors and the high-lift camshaft. As a result of these modifications, the 2,433 cc. six-cylinder engine develops 100 b.h.p. at 4,400 r.p.m. compared with the 75 b.h.p. produced by the standard engine at 4,000 r.p.m. As this latter output is sufficient to give the normal Conquest saloon a maximum speed of 81.6 m.p.h. and enables it to accelerate from 0 to 50 m.p.h. in 16.3 seconds, the 33% increase should make the Century version of the Conquest a somewhat difficult car to overtake.

It is expected that many drivers will take full advantage of the increased power output of the engine, and steps have therefore been taken to ensure that the transmission shall be equal to the new demands now being made on it. The propeller shaft has been increased in diameter from $2\frac{1}{2}$ in. to $2\frac{3}{4}$ in. and the normal two-star differential has been replaced by one of the four-star type.

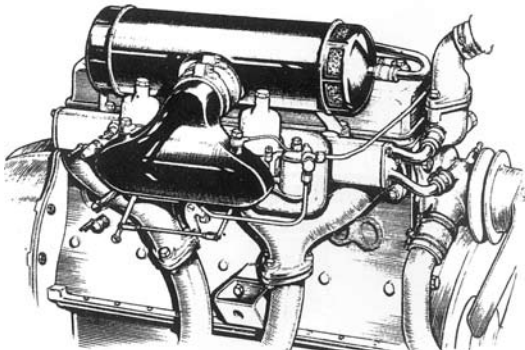
Good brakes are essential if the higher performance is to be usable in safety, and the drums of the Girling Hydro-mechanical brakes have therefore been increased in width by

half an inch, thereby increasing the friction lining area from 148 sq. in. to 184 sq. in.

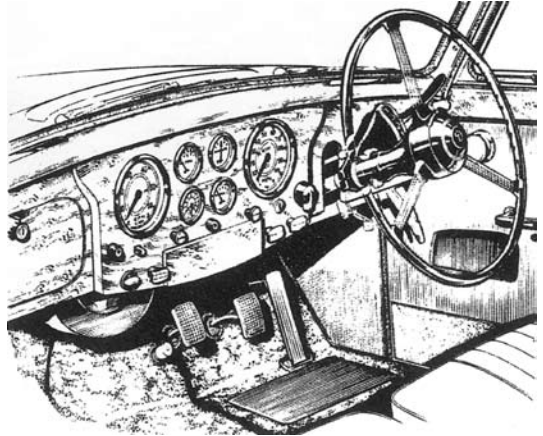
No other departures from the standard specification of the chassis have been made, and the new model retains all the outstanding Conquest features including independent front suspension by laminated torsion bars and unequal length wishbones, the famous Daimler transmission system of a fluid flywheel operating in conjunction with an epicyclic gear box, with pre-selector control, and the Girling Bijur automatic lubrication system.

There is, therefore, little in the new model which has not already been tried and tested in the hands of thousands of owners. Even the new chassis features have already proved their worth in arduous conditions, for they were all incorporated in the seven Daimler Conquests which competed in the 1954 Monte-Carlo Rally. It will be recalled that no fewer than five of the seven cars finished in the first hundred, and the performance and handling of these five cars during the five-lap high-speed test on the difficult Monaco Grand Prix circuit greatly impressed the many knowledgeable spectators present.

Only the most lynx-eyed car spotter will be able to distinguish between the Conquest and the Conquest Century from most angles, for few exterior alterations have been made to the body. At the front of the car the windscreen surround is now of chromed metal instead of black rubber. Vertical strips of glass at the rear of the front windows have been added to act as draught excluders, and the rear light also has a chromium surround. The rear of an overtaking Century is also identifiable by a chromium motif of the boot lid above which appear the words "Daimler" in chromium letters. Incidentally, this is believed to be the first Daimler model to carry the name of its manufacturers.



Gas flow is aided by the fitting of two S.U. horizontal carburetors on an unusual water-heated manifold now characteristic of Daimler design, and by the adoption of a two-branch exhaust manifold.



The redesigned instrument panel with the speedometer on the right and the rev. counter on the left, and the enlarged steering wheel are features of the Century cockpit.

Making More Room

Most important interior modification to the body is the re-positioning of the rear seat further back in the body to give four inches more leg room for the rear passengers. The result is that, even when a long-legged driver is occupying the driving seat and has pushed it sufficiently far back to make himself comfortable,

there is still ample leg room for a six-foot rear passenger.

At the front of the car the addition of a rev. counter to the speedometer, petrol gauge, clock, ammeter and thermometer normally fitted has been accomplished by a rearrangement of the instruments, the speedometer now being on the right of the panel and therefore nearer the driver's line of vision than when in its normal position in the centre. The rev. counter has been

placed on the extreme left of the panel where it is rather out of the line of sight of the driver. A very welcome addition to the Century model of the Conquest is a telescopic steering column, while the provision of an 18-in. steering wheel instead of the 17-in. wheel normally fitted gives just that extra sense of control so valuable for the handling of a high-performance car. This feeling of being very much in control of things is aided also by the squabs of the front seats which, on the Century, are shaped to fit the occupants' backs, thereby lessening the fatigue of the driver on long runs and preventing his passenger from being slung sideways against him on fast bends. Both front and rear seats have also been given even greater comfort by the addition of foam rubber cushions beneath



Distinguishing features in the view of the Daimler Conquest Century are its deeper bumpers, the chromium surround for the windscreen and the narrow anti-draught strip at the rear of the front window.

the upholstery. Extra equipment fitted as standard to the Century also includes that invaluable modern accessory, the windscreen washer.

Equipment for the rear-seat passengers now includes spring-loaded pull-straps which spring up into the roof when released and an interior light switch mounted on one of the door pillars instead of on the light itself.

An attractive feature of the Century's standard equipment is the provision without extra charge of two suitcases, one lined and equipped to suit a lady and the other a gentleman, which have been specially designed to make the best possible use of the space in the boot without, however, filling it completely. Even when the cases are being carried, therefore, plenty of space is still available for all those unpackable oddments which usually are stowed loose in the boot.

It is the attention paid to such small but important details as this that make the new Conquest Century a car which will appeal greatly to the experienced motorist.

COACHWORK SURVEY

(Manufacturer's figures)

Interior length

(a) Facia panel to rear squab. 72 in.

Front seat

(b) Overall width. 51 in.

(c) Brake pedal to edge of seat. 16 in.

(d) Cushion depth, front to rear. 19 in.

(e) Total length (c) + (d). 35 in.

(f) Seat height above floor. 14 in.

(g) Head room above seat. 35 in.

(h) Total height (f) + (g). 49 in.

Rear seat

(i) Minimum width of seat. 43 in.

(j) Knee room. 15 in.

(k) Cushion depth, front to rear. 19 in.

(l) Total length (j) + (k). 34 in.

(m) Seat height above floor. 16 in.

(n) Head room above seat. 35½ in.

(o) Total height (m) + (n). 51½ in.

Doors

(p) Front door width, min./max. 30/33 in.

(q) Rear door width, min./max. 17/24½ in.

Windscreen

(r) Width between pillars. 45 in.

(s) Height at centre. 15½ in.

Hitting the Road ...

Daimler Events Diary



Auckland

April 17th

A visit to The Toy Museum, meet at 301 Clifton Road Whitford at 2:00pm alternatively you can meet at Pepper Jacks at Pine Harbour at 12:00 am
Lunch. Ring 521 2011 or email jandvpenman@clear.net.nz ASAP to give me an indication as to who is coming.

April 29/30th

National AGM and Rally in Blenheim

May 22nd

Run and Lunch to Kariotahi Beach (Agave Café).
Meet at Cornwell Park Sunken Gardens at 10:00 am, alternatively at BP Papakura at 10:45 am. A planned Navigational Trail included.
Email or Ring 6305172 ASAP to give me an indication as to who is coming.

June 25th

A Mid Winter German Dinner at Helmut Telle's, meet at 6:30pm at 86 Landscape Road Mt Eden. \$45 a head. This is a 4-course German Meal. Soup, Sorbet, Main Course, Desert, Coffee or Tea. It is BYO and it is held on a Saturday
Email or Ring 6305172 ASAP to give me an indication as to who is coming.

Waikato–Bay of Plenty

April 10th

The Annual Classic Car Show and swapmeet held at the TeAwamutu Race Course, Racecourse Road TeAwamutu. Last year our club won the prize for the best display. Lets try and do it again. The gates open at 7.30 for the light sleeps but the display should be up by 9.00.

April 29th

National Rally Blenheim.

May 29th

Midwinter lunch at Okoroire. Yes, the winter solstice comes early to the Waikato. Meet at that well known country pub at noon. Party hats optional.

Hawke's Bay

Sunday 17th April

Time trials at Pukeora, Waipukurau

Sunday 15th May

Pate's Pilgrimage

Both outings held in conjunction with the HB British and European Car Club.

Manawatu

April 3rd

Branch AGM at Pauline Goodliffe's, Green Road Awahuri. The meeting will be preceded at noon by a BYO BBQ, come along and meet your fellow members and share your ideas for the coming year.

April 21–24th

Palmerston North's SQUARE AFFAIR, A Festival of Miniature Attraction. Meccano & Die Cast Toys, Hornby & Scalectrix Trains, Cooking and Tupperware Parties, Fashion and Hair, Classic Cars of The Fifty's and many other attractions. We hope to have a display of 50's and 60's cars...

April 29–30 May 1st

NATIONAL RALLY BLENHEIM.

May 15th

As a result of discussions at Wellington's British Car Day, we have arranged a joint visit with the Wellington Daimler Enthusiasts Club to Dave Patten's "Daimler Den". We will meet at the Manawatu Gorge car park at 9.00, travel to the "Gladdy", Gladstone Pub for Brunch, then on to Dave and Maree's at Martinborough to catch up on "developments"!!! Afternoon tea will be provided!

An GT6 pulled alongside a Rolls-Royce at a traffic light.

"Do you have a car phone?" its driver asked the man in the Rolls.

"Of course I do," was the haughty reply.

"Do you have a fax machine?"

The Rolls driver sighed. "I have that too."

"Do you have a double bed in the back?" the GT6 driver wanted to know. Ashen-faced, the Rolls driver sped off.

That afternoon, he had a mechanic install a double bed in his car.

A week later, the Rolls driver passed the same GT6, parked on the side of the road with its back windows fogged up and steam pouring out. The arrogant driver pulled over, got out of the Rolls and banged on the GT6's rear window. "I want you to know that I've had a double bed installed," bragged the Rolls driver.

The GT6 driver rolled his window down and frowned at the Rolls driver. "You got me out of the shower to tell me that?"

Members' Market ...



WANTED TO BUY

Members' advertisements are at no charge.

A prospective member would like to buy a Daimler V8 in excellent condition. Please contact Bryan Davis phone 09 6305172 or email bg.davis@auckland.ac.nz for further information.

UK pattern air cleaner for Conquest, the "dry" type with the slots and wire mesh in the end, not the one with the oil bath.

Contact Roy Tilley, rmt@xtra.co.nz, phone 04 5660850.

FOR SALE

Daimler V8 1967 (wide bumper) auto. Power steering, good tyres, registered and WOF. Recent overhaul including new rings, crank grind, timing chain, valve grind, stem seals and head done. Tidy upholstery, excellent new red paint, woodwork great. Car in Palmerston North. Asking \$10000.00 ono, phone Des on 06 3573505



Five surgeons are taking a coffee break...

1st surgeon: "Accountants are the best to operate on because when you open them up, everything inside is numbered."

2nd surgeon: "Nah, librarians are the best. Everything inside them is in alphabetical order."

3rd surgeon: "Try electricians! Everything inside THEM is color coded."

4th surgeon: "I prefer lawyers. They're heartless, spineless, gutless and their heads and their butts are interchangeable."

5th surgeon who has been quietly listening to the conversation: "I like British car restorers... they always understand when you have a few parts left over at the end."

DAIMLER & LANCHESTER OWNERS' CLUB BRANCH DIRECTORY

AUCKLAND BRANCH

President	Bryan Davis , 28 Shackleton Rd, Mt Eden	09 630 5172
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National Delegate	Paul Edginton , E-mail: pledginton@gmail.com	

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Committee	Ann Bowes , Graeme Bowes , Robyn Boyce , Graham Clare , Vaughan Cooper , John Duncan , Peter Mackie , Tim Shaughnessy	
National Delegate	Peter Mackie , E-mail: peter.mackie@slingshot.co.nz	06 877 4766
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Club Captain	Lew Clinton , 16A Tui Mill Grove, Feilding 4702, clintons2@clear.net.nz	06 323 5526
Committee	Keith Zillwood , Ray Watling , Brian Wolfsbauer , Charlie Coley , Reinhardt Bester , Dorothy Harrison	
National Delegate	Mike King , E-mail: mwking45nz@hotmail.com	06 357 1237
Branch Patron	Pauline Goodliffe	

OTAGO BRANCH

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Sec/Treasurer	Kaye Wingfield , 7 Pioneer Cres, Helensburgh, Dunedin	03 476 2323
Club Captain	Kevin Phillips , 66A Factory Road, Mosgeil, Otago	03 489 5782
Committee	Winston Wingfield	
National Delegate	Winston Wingfield , E-mail: wingiewk@xtra.co.nz	

