

June ~ July
2011

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Daimler & Lanchester Owners' Club in New Zealand Inc.

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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



Well, another very successful Rally and AGM was held at Blenheim and for me the start of my term as President. I would like to start my report with a note of appreciation to our now "Past President Ed" for his leadership over the past 10 years, Ed and the hardworking committee have the club with a strong and growing membership and in good heart.

I would also like to thank the Otago Branch and the committee of hard working organisers who have made the Rally an outstanding success, Blenheim is a great location and everything including the weather was just great.

For my wife Maree and me we had planned to take our Daimler 1954 Regency to the Rally but as with old cars it developed an overheating problem a few months ago, followed by the thermostat housing crumbling away (rotten alloy). By chance a 1962 Daimler Majestic Major located in Christchurch came on the market and sight unseen I purchased over the phone after many long discussions with the owner establishing its condition and service record. Great I thought we would fly to Christchurch, pick up the car and drive to Blenheim. All went well the car is in very good condition we settled the deal and off we went. Approximately two kilometres from the place of purchase the car sputters and stops. Maree was not impressed. Fortunately the previous owner drove by with his grandson, saw us on the side of the road and stopped to assist. Bit of a saga but the problem was tracked down to no fuel even though the tank was $\frac{3}{4}$ full. We found out that provided the tank is full everything is all good but once the fuel level dropped to $\frac{3}{4}$ the car stops. Temporary solution is to keep the tank full. On the road again we are driving alone nicely for about an hour and the temperature gauge starts to rise? Being unfamiliar with the car and not knowing where the temperature gauge is supposed to run at, I phoned the previous owner for advice. Fortunately the evening was cool and although the temperature was higher than I was comfortable with we kept going. By now the fuel gauge was getting close to the dreaded $\frac{3}{4}$ mark so the next Petrol Station which happened to be at Cheviot we purchased a 5-litre Jerry can for "piece of mind" insurance. Well 50 kilometres out of Blenheim, the car starts to sputter and stops, not a gas station in sight, out comes the Jerry can and we are on our way again to arrive safely in Blenheim.

All things considered a great trip and it's the apprehension that you experience when driving an old car that makes the point of difference from driving a new modern car.

Great fun!

Dave Patten

Getting up to Speed ...

A Word from your National Secretary



I must apologise, I missed a new member last month, a warm welcome to Jim Boag and Donna MacIntosh of Auckland, they have a Daimler V8. Jim actually introduced himself to me at the Levin swap meet, small world.

This month's new members are Richard and Janet Bennett of Napier, they have the ex Jackie Kirkland Century.

The AGM and National Rally are now behind us, a great weekend was had by all who attended. It is with pleasure that I can welcome Dave Patten as our new National President and Bert Empson as Vice President. You are stuck with me as your Secretary/Editor and we have our ever reliable Peter and Winston as Treasurer and Club Captain respectively. Keith Zillwood was the worthy recipient of the Founders Trophy, his citation is included with this magazine. Doug Brown and Philip Redmond have continued to offer their professional services as Honorary Auditor and Solicitor. Our thanks go to them.

Two items were raised at the meeting, the first regarding the printing of the magazine. Doug asked if we had considered distributing this as a PDF file by email. This would save printing and postage costs. The consensus at the meeting was to continue with the printed format, but if anyone would prefer to receive but email, let me know. Currently, the club can well afford the printing costs involved!

The other question raised related to the timing of our Rally. It was felt that it could take advantage of longer days and better weather if it was earlier, say February/March rather than April/May. This would involve a rule change to alter our "end of financial year" to be voted on in order to bring the AGM forward as well. Opinion was split, as, for many, it would interfere with other events and work traditionally held at that time. We would welcome any comment and opinion you have in order to get a feeling from members who wish to attend our National and Mini Rallies. Discuss it with you Branch Committee or make a submission to the magazine. My personal preference is to retain the status quo, Autumn is a lovely time to travel, the weather is as good as any other time, perhaps just a little cooler, all the busy summer events are over and the roads are quieter, a more relaxed time for a rally!

Next year's Mini Rally is to organized by Waikato Bay of Plenty Branch, they are looking at Rotorua I believe.

Next year is also the 50th anniversary of the introduction of the Daimler V8. This Rally will be the time to celebrate this, all those with V8s, running or those under restoration, this is the event to get too! How many can we get.....

The Executive meeting rattled through the nuts and bolts to "keep it all together" at the top. In addition to matters brought up at the AGM, the usual question of support of Branch activities was raised. Manawatu seemed to be better off than most in this regard, while Auckland, the biggest Branch, sometimes struggling for support. We realize that

branch outings aren't everybody's cup of tea, we ask members to contact their Branch committees with any suggestions they may have. Committees work hard to cater for all, please give them your support. The more involved you get, the more fun you have!

Some special words of thanks, Alex Meikle, Kaye and Winton Wingfield, thank you for your efforts organising a great Rally. Gray Crawford, thanks for your music contribution and staff of the Marlborough Club, we enjoyed your hospitality.

The Manawatu Branch is working on organizing another North Island Get-to-Gether in October, destination under consideration is TAIHAPE, could be interesting!

Finally, special thanks to our retiring National President Ed Hayhoe. I believe he has been our longest serving President having held the position since 2002. Ed, we wish you well and look forward to your continued involvement with our club.

Also Thelma Jones, her involvement goes back MUCH further. She made this year's rally cake, that means EVERY cake for EVERY rally since the very FIRST!

Thank you Thelma for making the effort to attend and bake the cake, we all enjoyed it!

Mike King

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.

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12th National Rally 2011, Blenheim April 29th – May 1st

Most of the 60 members, 26 Daimlers and 5 other cars arrived in Blenheim on Friday afternoon. We got our motel sorted and proceeded to the Marlborough club for an evening meal. At 7.00 we were ushered to an upstairs room where we were welcomed by Rally organiser, Alex Meikle. Those on the late ferry arrived at this time and our Rally packs were distributed. A light supper was provided as members circulated, meeting old friends and greeting those who were previously names, not faces.

Saturday morning dawned with perfect weather, no wind and a cloudless sky. We took our cars to the local school for photographs, cars and people being manoeuvred and aligned to the satisfaction of the local photographer. The cars were then left in the charge of the Concours Judges while we walked the short distance to the Marlborough Club for morning tea and our AGM. Lunch followed then back to the cars for our afternoon run. This took us on the main road towards Nelson as far as Havelock. Here we turned off onto the scenic Queen Charlotte Drive, which winds and twists around the Sounds with some marvellous viewing spots to stop and admire. The route took us on to Picton and then back to Blenheim. There was then a rest period in preparation for the evening activities while the Executive held their committee meeting. At 6.30 everyone reassembled at the Marlborough Club for the social hour, meal and prize giving. Alex was our Master of Ceremonies, Past President Ed awarded the prizes and Thelma was joined by Keith to cut the Rally Cake. All the while Bert Empson, unbeknown to all, had been busy observing all misdemeanours. All transgressors were then called to order and fined appropriately, the proceeds going to the Christchurch earthquake appeal. Philip Redmond had his business in the Christchurch CBD and gave his first hand experiences of the disaster, a reality check for most of us. We were most fortunate to have Gray Crawford bring his keyboard and saxophone and he played much to the enjoyment of members.

Sunday morning was overcast but no sign of rain. After assembling at the school grounds, it was off in convoy to Sedden to visit the vast vineyard of Peter Yealands. There are about 1000Ha in grapes and still growing. We were given a guided tour of the winery with wines available for tasting and purchase. It was here we were served an excellent finger food lunch.

The next feature was a visit to the Aviation Heritage Museum at Omaka, on the outskirts of Blenheim. Here we were treated to a great static display of World War I aircraft. The finale was right next door at the Vintage Car Club rooms. We could browse at their collection of vehicles and such, followed by a meal they prepared for us. Thus concluded a memorable weekend, well organised, weather perfect, with no serious problems reported. Great company, lovely cars, Kaye, Winston and Alex, you did us proud, thank you.

Mike King

National Rally 2011 – Blenheim

This year I travelled to the National Rally with Lindsay and Cathy Donoghue from Rotorua who kindly offered me a ride in their 1966, 2.5, V8 Daimler. My car is presently on axel stands in preparation for the fitting of power steering.

We set off from Rotorua on Thursday morning with me ensconced in the back seat with a travel rug around my knees (V8 owners will know that the heater is marginally effective at best) and a pillow for extra comfort. The weather had been shocking as evidenced by groups of pine trees that had been blown over on the Taupo-Rotorua road, fortunately we had a good run through to Wellington that day.

Lindsay cruised along at an indicated 70 with bursts up to 80 to pass the odd slow coach. We were booked to stay in Upper Hutt that night so out came the 'sat nav' and due to the wonders of G.P.S. the motel was quickly found. The only disadvantage off the navigation system is the intrusion of the mechanical voice telling you that the speed limit is being broken. It must have been faulty as it seemed to come on quite often!

Up early the next day for the ferry crossing which was very smooth and where we caught up with several other Daimler owners.

The main venue for the Rally was 'The Marlborough Club' which is a very impressive facility. A great place to catch up with old friends and make some new ones. It was especially busy as that wedding was being screened in the main bar/dining area.

Saturday dawned crisp and cold but with a brilliant blue sky, a perfect day to be out in a Daimler. 26 cars and owners lined up for a group photo and the cars looked superb glinting in the sun.

Not being in my own car turned out to be something of an advantage as I was able to hitch a ride in some interesting cars during the course of the Rally. David and Maree Patten's newly acquired 'Majestic Major' was an obvious choice as it is a car that has all ways intrigued me with its 'Jekyll and Hyde' nature – conservative looks that mask a sports car performance. I thoroughly enjoyed sitting in the back looking at the Marlborough countryside rolling by as the large V8 motor rumbled away in the background. Further on the journey Maree kindly relinquished the front seat so I enjoy a different view of progress.



Next I was to meet and ride in 'Olive' part of Mike and Jan King's stable. Sitting in the back of a 'Consort' I was surprised just how much space the passengers have to relax in. More leg room than the 'Major' and certainly much more than a V8 saloon. I started to think that the 'Consort' had some design advantages of newer models until I noticed how hard it was for Mike to do a 3-point turn.

Sunday was a full day with a visit to Yealand's Winery which can

only be described as magnificent – all 1000 hectares of it. A very well managed operation. Our tasting was followed by a superb gourmet lunch. On to Omaka Aviation Heritage Centre which is a Vintage Aeroplane Museum combined with what looks like a film set of the 'Great War'. It is easy to see that Weta Studios were heavily involved in the creation of this wonderful exhibit. The replica aeroplanes all look as if they could fly – apparently some of them do – you can tell which ones by traces of mud in the landing wheels.

A memorable and enjoyable weekend. My sincere thanks go to the organising committee and my various chauffeurs.

Paul Edginton

Citation for Founders Trophy Nomination 2011

It is with pleasure that the Manawatu Branch of the Daimler and Lanchester owners Club recommend Keith Zillwood as the recipient of the Founders Trophy.

Keith joined the club in 1983 and over the years has owned many Daimlers. These include V8's, a 3.8 Majestic, both Series 1 and Series 2 Sovereigns, a Century and a Conquest to name but a few. He currently owns a Century and XJ40.

.As a keen supporter of our Branch, he has been a Committee member holding the positions of Club Captain and Vice President over a period of many years. At present, he serves on committee, his input is always constructive and appreciated.

An enthusiastic member, he has attended National Rallies and Annual Meetings in both the North and South Islands as well as joining overseas trips with other club members.

With the support of his wife Cali, he never hesitates to help a member in need, in a calm and positive way. He has a great deal of local knowledge, always on the lookout for potential new members and contacts for branch events. Keith is a person that you can always rely on, making new members welcome.

Keith is very much a club man, always actively promoting our club to the many people he crosses paths with, he is a "people" person, he regularly contacts fellow members for a chat, to lend a helping hand, just to keep in touch.

It is therefore that we consider Keith to be a most worthy recipient of this prestigious Trophy.

Pauline Goodliffe.

Vice President and Patron, Manawatu Branch.



Trophy winners

Class 1	Alex Meikle 1953 Conquest	
Class 2	Ken & Patricia Whyte 1967 Daimler Sovereign 2nd Peter Mackie 1987 Daimler XJ40 3rd Kevin Phillips & Jenny Newstead 1969 Daimler Sovereign 420	
Best V8	Philip & Phillipa Redmond 1964 Daimler V8 2nd Graeme & Joan Kennedy 1965 Daimler V8 3rd Mike & Robyn Boyce 1969 Daimler V8	
Best Post 1990	John & Valerie Penman 1998 Daimler XJ8	
Roy Tilley Trophy for Best Conquest or Century	Alex Meikle 1953 Conquest	
Smiths Regrind Trophy for written competition	Philipe Redmond	
Wingfield Trophy for a V8 over 100,000 miles	Mike & Robyn Florence 1969 Daimler V8	
People's Choice	Graeme & Joan Kennedy 1965 Daimler V8	
Sheriff Trophy	Bert Empson	
Concours Plaques	Best Sovereign	Ken & Patricia Whyte
	Best Majestic Major	David Patten
	Best Daimler V8	Philip Redmond
	Best Conquest	Alex Meikle
	Best Consort	Mike King
	Best Daimler XJ8	John Penman

What can possibly go wrong!

Stories and observations that came out at the Rally!

Pam and Charlie Coley. V8 (Daimler that is) Pam and Charlie didn't make it to their front gate! Brake pedal straight to the floor! Implement plan "B", reload everything into the other V8 (Jaguar) and off to enjoy the Rally with no further problem.

The Patten Major V8. Who on earth would buy an old car, sight unseen, and hope to drive from Christchurch without a problem! Would only maintain momentum when on the top ¼ of the tank! Just as well it's a big un. Also gets too hot when driven too fast.... Message there! Control of right foot, might fix both problems. Also Dave must learn to tell Maree what he's up too!!!

Brian Wolfsbauer. Thought he had untrustworthy relations, "I'm sure that RH tank was full" Gauge said empty, car spluttered to a standstill. When help arrived in the form of a petrol can, it overflowed after transferring about 2 litres! One must check the changeover switch Brian!

Andrew Roxburgh. Who in their right mind would drive a VERY conspicuous old (the oldest at the Rally) car with no warrant or rego AND wearing Pommy plates to a Daimler Rally! I believe he got away with it – I wouldn't have!!! Also couldn't resist jacking it up and taking the wheels off in the Motel car park!

Gray Crawford. Unfortunately, his V8 is still in a thousand pieces, so he borrowed mine. All well until he smelt petrol. Being the A Grade mechanic that he is, pulled the carb to pieces only to find a split diaphragm! Fortunately, the Kennedy car had a couple of spares in the boot... Phew. However, the Music was GREAT thanks Gray.

The Kennedys. Don't trust their car, they carry lots of spares, just as well for other V8 drivers.

The Hendersons. No one else came to the Rally in a CAMPERVAN! At least you were travelling in a quality car (with the Kennedy's).

Alex Meikle. You did a great job! Did you BRIBE the Judges?

Philip Redmond. Were you breaking the law breaking into your own business? Hard hat, high vis, steel capped boots indeed!!! (Some lawyer!)

Doug Brown. NOTHING WENT WRONG! Am I right? (See heading) Did I hear something about a headlight?

Janice and Bill Tomlin. The only non members to attend. Please tell your friends you enjoyed yourself! Lovely car!

Kevin and Jenny. BRIAN WANTS THAT CAR BACK!

Ron and Pam Bavage. By my reckoning, you travelled the greatest distance. Well done! Did anything go wrong?

Mike and Robyn Florence almost didn't make it, forgot to register! They SAY they lost their forms while moving house!

Thelma Jones and daughter Caroline. I have a picture in my minds eye of them crawling from the back of their station wagon through to the front door to unlock it! That damned lock's jammed! We found them an easier way to get in (Jap car too!). Lovely cake - must have been popular - all gone!

Lindsay and Cathy Donahue. What needs recalibrating, the speedo or the GPS? (See Paul's story). Able to pass 2 cars and a truck in one go! What mods have been done to your car!

Paul Edginton. Hitched a ride with whoever would take him. Didn't seem to stay in any one car for long.....Does that tell you something? He also pimped on the Donahues.

Des Cooper. Still practising getting lost? Des, you need a GPS!

Peter Mackie. Trying to un-loose Des. Not with a lot of success!

Ed Hayhoe, he cheated – he flew!

John and Cheryl Palliser. You were in a Series 3. I know petrol has gone up but what happened to the XJSV12 the book says you were supposed to come down in? Also Cheryl caught nodding off instead of taking in the scenery.....zzzzzzzzz

Kaye and Winston. Magnificent! Jolly good show! Car's excellent too.

Mike Boyce. Watch out, this clown has reportedly acquired a "Boy Racer" sports car! He is hell bent on growing old disgracefully.

The Penmans. Nothing ever goes wrong with theirs! Got GPS so never get lost.....Boring!

Colin and Maureen King. Halleluiah. The V8 made it this time. You got home ok?

Leslie Tomlinson. Is there anything you don't know about V8's. Great to see you at the Rally again.

Ray and Lyn Watling. Bought their “Modern”. Not brave enough to bring the oldie?

Bert Empson. Managed to lock himself out of the boot! Had to drill a hole behind the number plate to get in – really! Also made himself unpopular with some, Just as well there’s a trophy for Sherriff!

Newest members were Ian and Lovey Hodgkinson. They had the pleasure of driving one of our earliest, Keith and Cali Zillwood. Welcome to our Rally.

Jan and I in Olive, the Consort, well, it just went just perfectly.....What more can I say!

For those who still believed the place for this magazine is in the outhouse, the next edition will be on extra shiny AND extra thin paper!

(After this, the Editor’s job is available for anyone brave enough to take it on!)

Questions and Answers for Smiths Regrind Trophy

1. Who was the designer of the Daimler V8 engines and what were his previous notable design achievements?
2. What is the exact capacity in cc’s and number of cylinders of a standard Daimler Consort engine?
3. Which famous Australian race was won by which Daimler car?
4. Name the type of differential used in Daimler and Lanchester pre-war cars?
5. How many carburettors does a 4.2L Series 3 Daimler have?
6. Where is the fuel pump located in a Daimler V8 and what is its typical output pressure in PSI?
7. What type of clutch couples a Daimler engine to its preselector gearbox?
8. A fleet of Daimler cars were imported for the 1953-54 Royal Tour. One was converted to a very different role. What was that role?
9. What was the type (non electric) of temperature gauge used in earlier Daimler models?
10. What is the firing order of a Daimler V8?
11. What is the name given to the “non fixed” thermo-coupled fan coupling?
12. Name the brake manufacturer of the DB18-Consort range of cars?

ANSWERS:

1. Edward Turner, Aerial Square Four and Triumph twin motor cycles.
 2. 2522cc’s, 6 cylinder.
 3. Bathurst, SP250.
 4. Lanchester Worm.
 5. None....Fuel injected.
 6. In Boot, LHS, 3-5 psi
 7. Fluid Flywheel.
 8. Hearse.
 9. Bourdon Tube.
 10. 1L, 4R, 2R, 2L, 3R, 3L, 4L, 1R, OR 1, 8, 4, 3, 6, 5, 7, 2.
 11. Viscous.
 12. Girling.
-

Round the Bazaars ...

Daimlers on the Run



Waikato Wanderings

Sunday 20 March

A very pleasant Sunday outing for the Waikato BOP group.

A meeting place to suit those travelling from both sides of the Kaimais/Mamakus, of Waikino, was well chosen. This meant a, not too early start and well warmed up Daimlers for the challenge ahead. The reality was it was no challenge for the selection of V8s and a Sovereign but was for the drivers and navigators.

Our main man Paul had sorted out an interesting little drive through the country side and devised some questions to check our attention to detail. With the drive out of the way we got down to the important part of the day, lunch at the Ohinemuri Winery. The menu was eagerly studied and orders placed, which left just enough time for a quick AGM. Before the meals arrived we managed to keep Paul as secretary, Steve as president and also convince Lindsay into taking on the club captain role.

Significantly both Lindsay and Steve managed prizes with 2nd and 3rd respectively but, thanks mainly to Darienne's navigating skills 1st went to your humble writer, who was promptly volunteered to produce this report of the day. No such thing as a free lunch but I can recommend the fare we enjoyed especially if you wash it down with the local wine or ale.

Ian Voyle

Hawke's Bay

Sunday 17th April

Three of our Club Daimler's joined the HB British and European Car Club for their annual time trials at Pukeora, Waipukurau. The course was nicely varied with some hills and a good stretch of highway. Twenty-one cars took part with a nice variety of models. We are proud that our President Mike took the honors and came home with a lovely trophy. It was a beautiful autumn day with stunning views from the top of the hill.

Margaret Duncan

Manawatu Meanderings

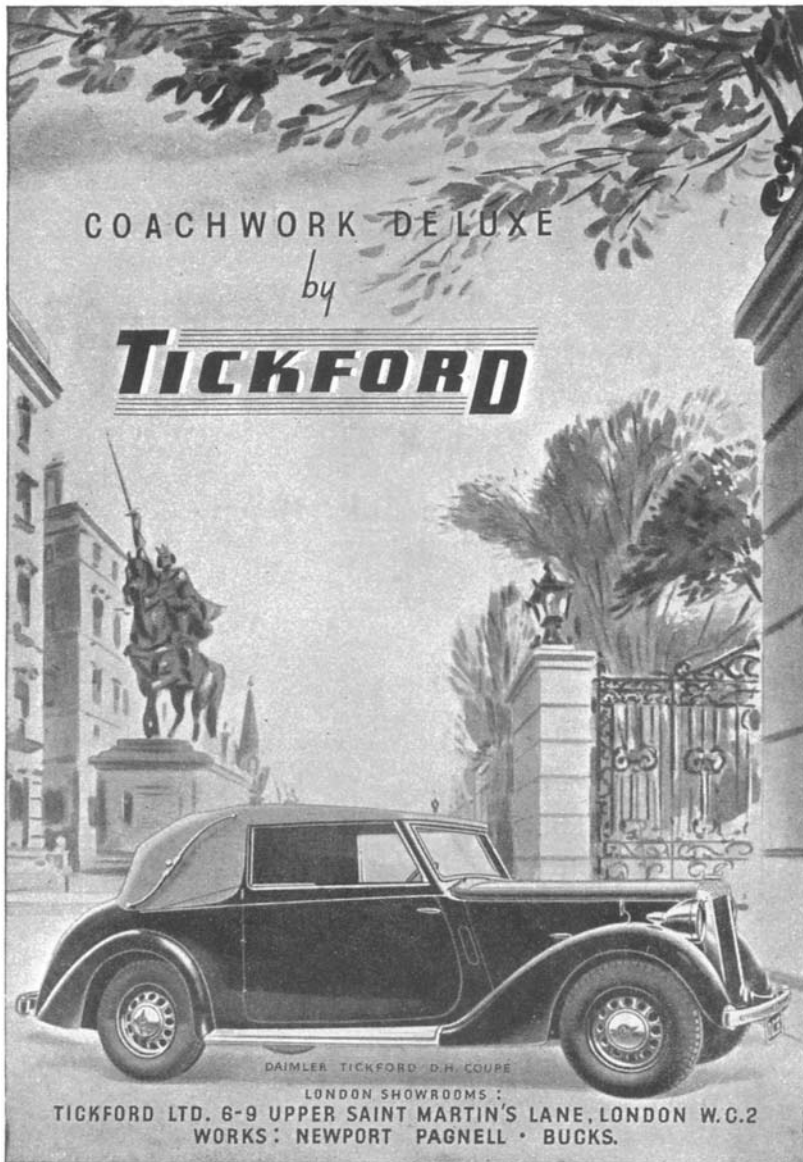
Pauline Goodliffe's property has many attractions. Apart from the motorized type, her spacious garden is a wonderful place to be on a nice day. Thus it was for our Branch Annual General Meeting. We had a good turnout of members, one or two with new cars to scrutinize, and relaxed BBQ in the garden. The chooks arrived to steal the odd tasty morsel, but we managed to keep them at bay.

The AGM produced no fights or arguments, the office bearers were returned for another year, but we did see some very welcome new faces on committee. We discussed some options for the coming year and look forward to some interesting outings.

Many thanks to Pauline for the use of her property once more.

Mike King

(Daimler Digest, 29 August 1947, p14)





Andrew Roxburgh's DB18 DHC Queen Charlotte Drive.



Andrew's DB18 still wears its UK plates!



Club Auditor, Doug Brown, and Ed Hayhoe.



Club Solicitor Philip Redmond describes the Christchurch earthquake.



Dave Patten's Major, Leslie Tomlinson's V8 & Mike King's Consort.



This photo was submitted by Peter Mackie to give renewed hope to older rockers. Classic model Bird catcher. Colin Elvis Presley Campbell reborn at 75. R.



Incoming President Dave Patten and Past President Ed Hayhoe.



Manawatu's Gray Crawford entertains us.



Mark Stocker receiving the Otago restoration Trophy from Winston Wingfield.



Mike Florence, Ed Hayhoe and Kaye Wingfield.



Paul addresses the Waikato BOP AGM.



Peter Mackie is presented with his award from Ed Hayhoe.



Rally members await their meal at the Blenheim Vintage Car Club.



Rally organiser Alex Meikle relaxes on his throne.



Sherriff Bert Empson recieves his trophy.



Thelma Jones and Keith Zillwood cut the Rally Cake.



Thelma's Rally cake.



Winston & Kaye's V8 with protective Bra.



Daimler cars at Blenheim rally.



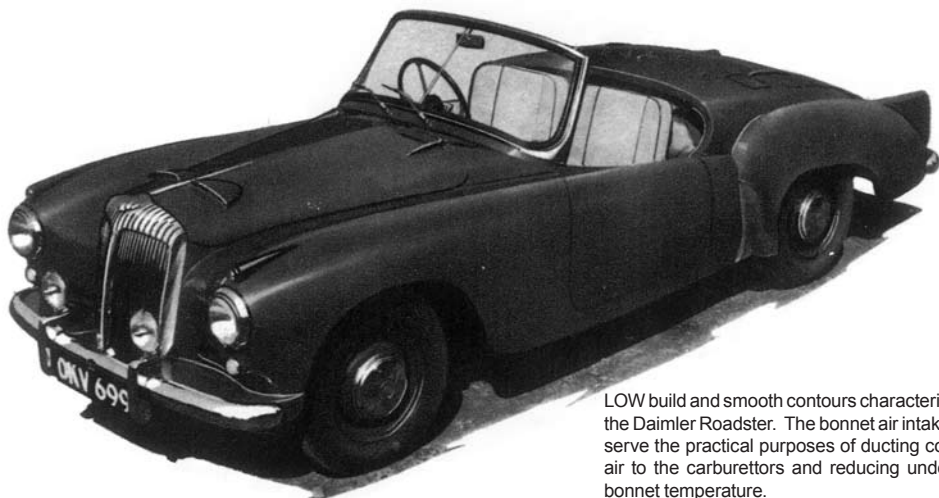
Relaxed atmosphere at Manawatu AGM.

Articles of Interest ...



THE DAIMLER CONQUEST ROADSTER

New open edition of the 2½-litre offers three-figure maximum, very lively acceleration and responsive handling characteristics
(*Daimler Digest*, 30 June 1954, pp69–71)



LOW build and smooth contours characterize the Daimler Roadster. The bonnet air intakes serve the practical purposes of ducting cool air to the carburettors and reducing under-bonnet temperature.

In Brief

Price £1,180 plus purchase tax.....	£492 15s. 10d., equals £1,672 15s. 10d.
Capacity	2,433 c.c.
Unladen kerb weight	25½ cwt.
Fuel consumption	21.4 m.p.g.
Maximum speed	100.7 m.p.h.
Maximum speed on 1 in 20 gradient.....	91 m.p.h.
Maximum top gear gradient.....	1 in 8.1
Acceleration:	
10–30 m.p.h. in top	9.1 sec.
0–50 m.p.h. through gears	10.6 sec.
Gearing: 18.9 m.p.h. in top at 1,000 r.p.m.; 81.2 m.p.h. at 2,500 ft. per min. piston speed.	

In the course of barely a year, the old-established name of Daimler has come to bear a new significance in which performance is accented as well as the traditional Daimler characteristics of quality and sound engineering. The process started in May last year with the introduction of the 80-m.p.h. 2½-litre Conquest. In October, this model was

supplemented by a striking Roadster with a special two-carburettor edition of the engine and various other special features, and, since then, two more variations of the Conquest have appeared in the shape of the Century saloon with a high-efficiency two-carburettor engine, and a four-seater drop-head coupé, also with the special Century engine.

An example of the latter formed the subject of a road test in this journal three weeks ago, and we are now able to supplement this with a test of the Roadster.

This new open model belongs to the still-select group of cars capable of a genuine 100 m.p.h.. In this respect the Roadster proved itself a good 10 m.p.h. faster than the more roomy and luxurious coupé, and it is worthy of note that the Roadster is not only 10 m.p.h. faster in maximum speed, but, by an interesting coincidence, is almost exactly that degree ahead in acceleration in the upper ranges. Thus, the coupé reaches 80 m.p.h. from rest in 39 sec., which is within half a second of the time required by the Roadster to reach 90 m.p.h., there being similar parallels at all speeds from 60 m.p.h. upwards. This interesting 10 m.p.h. comparison can be carried even further if the top gear acceleration figures are examined, the 60–80 m.p.h. time of the coupé, for example, being remarkably close to the 70–90 m.p.h. figure of the Roadster.

Such comparison between the coupé and the Roadster has been deliberately stressed because both offer open motoring, but whereas one provides luxurious and fast travel for four, the other is a two-seater pure and simple with a reduced degree of comfort and a considerably increased degree of performance.

Wide Speed Range

Despite its two carburettors, high-lift cams, high compression and modified timing, however, the Roadster offers very notable fuel economy, reaching the excellent figure of 34½ m.p.g. at a constant 30 m.p.h., and it is not until 80 m.p.h. is exceeded that the consumption drops below 20 m.p.g.. Despite the hard driving which a car of this type invariably invites, an overall figure of 21.4 m.p.g. was recorded for the 833 miles over which consumption was checked.

Except in two respects, the Daimler Roadster achieved these results with none of the penalties which are associated in many people's minds with a high efficiency engine. Perhaps its faults had better be disposed of at the outset. They are an exhaust note which is amusing when one is in the mood, but which becomes tiresome on long journeys and, in practice, often discourages full use of the fine performance of the car. Of less importance – and perhaps peculiar to the particular car tried – was a rather irregular tick-over.

In all other respects, the performance of the engine proved very satisfactory. It is smooth and effortless through out its entire range and rapidly swings the needle of the rev. counter round to the 5,000 mark at which a cautionary red line is inscribed. In practice, another 500–600 revs. are obtainable (making 72 m.p.h. possible in third gear), but such engine speeds are neither desirable nor necessary since the unit is



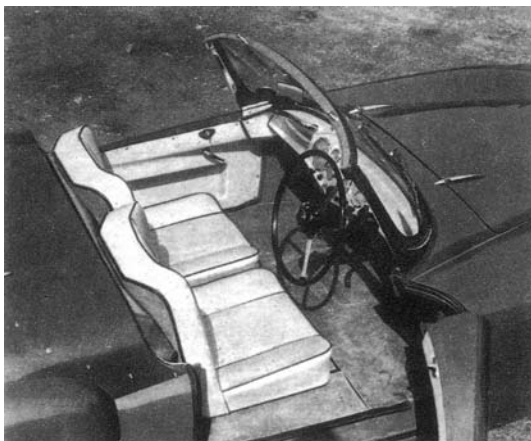
TWIN rear lamps, reversing lights and flashing direction indicators are built into a fin extending from the rear wings. The large expanse of the luggage boot lid is a noticeable feature of this view of the car.

remarkably flexible and provides a wide performance overlap on the nicely-spaced gear ratios.

On the open road, the car reaches a genuine 80 m.p.h. quickly and holds it well, gradients of 1 in 15 being easily within its capabilities at this speed.

Thanks to the flexibility of the engine, the Roadster will also trickle along sweetly at 10 m.p.h. in top gear and, if the fluid flywheel is allowed to do its work, will even start from rest in top and accelerate away smoothly and far from sluggishly right up through the entire range to 100 m.p.h.. In this connection, the top-gear acceleration figures are significant, showing an almost exactly constant rate of acceleration from 10 m.p.h. to 50 m.p.h. with very little tailing off above that speed until maximum is approached.

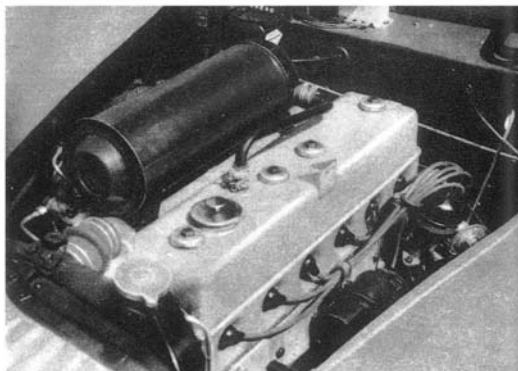
Other virtues of the power unit which may be summarized briefly include easy starting, quick warming-up, adequate cooling even under adverse conditions (performance tests failed to raise the temperature above normal), an entire absence of running-on and mild pinking at low speeds only on some premium grade fuels. Accessibility through the rear-hinged bonnet (provided with two safety catches) is generally good and full marks must be given for a very well-placed dipstick. The two raised air vents in the bonnet top are no mere ornaments; one is ducted direct to the air cleaner intake and the other serves to reduce under-bonnet temperatures.



INDIVIDUALLY adjustable seats and a telescopic steering column combine to allow comfortable positions for both driver and passenger. The instruments are grouped in the centre of the fascia panel, flanked by small cubby holes.

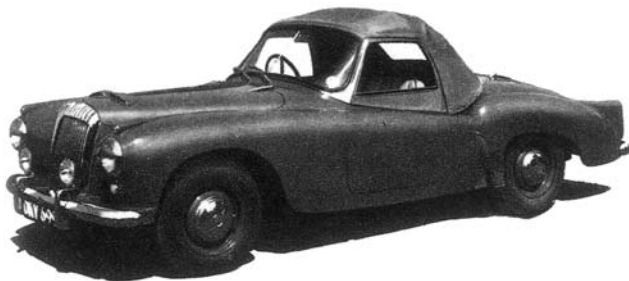


LARGE enough to accept a considerable amount of luggage, the boot also has recesses at the sides into which odds and ends may be stowed. A trapdoor in the floor gives access to the spare wheel.



THE clean layout of the engine, the accessible dipstick and large air silencer into which air is fed from the intake on the bonnet are notable features of the engine compartment.

The Daimler transmission, which combines a fluid flywheel with an epicyclic preselector gearbox, is too well known to need a description here: what does need emphasizing is the excellent way in which its characteristics harmonize with the sporting qualities of this



ADEQUATE rearward vision when the hood and side curtains are erected is permitted by the large rear window. Signalling flaps are provided on both sides.

car, not only enabling very quick changes to be made, but also making it possible for the driver to preselect a desired ratio before entering a corner or negotiating an obstacle and then, by a mere kick of the pedal, achieve the desired change at the exact moment required, leaving both hands free. When stationary in neutral, the usual epicyclic whine is present, but by no means obtrusive, and generally speaking the gears may be regarded as very quiet.

As the figures show, the brakes provided good stopping power with very moderate pedal pressure and they gave every confidence at high speeds. A car of this type, however, does deserve a better handbrake than the simple pistol-grip type tucked away right under the fascia.

Precise Steering

The suspension possesses a certain degree of sports-car firmness without being actually harsh, and roadholding is at all times above reproach. Steering and cornering are in every way in keeping with the performance. The steering is fairly high geared but, with the big nicely-placed wheel (with a column adjustment to suit drivers of varying heights), the effort required is moderate and the driver always has the feeling of being able to place the car accurately. Cornering characteristics are devoid of vices and the car can be held in both slow and fast corners in most reassuring fashion.

This feeling of confidence is augmented by major controls which, apart from the handbrake, are well placed, and by minor controls which are readily reached and not liable to confusion.

A further undoubted aid to accurate handling is the excellent view over the front wings and low bonnet. The wing lamps (with their red tips clearly visible at night) can both be seen from the driving seat by even a short driver and the field of vision is wide, thanks to the curved screen, the considerable wrap-round of which causes no noticeable distortion. The view to the side and rear with the hood and side screens in place is also very satisfactory, but one could wish that the seats were a little lower in relation to the top of the screen, particularly when the wipers are in action. A further point about the screen is that its pronounced slope produces irritating reflections of the instruments.

The individually-adjustable seats have high squabs set in an alert position and are shaped to give some lateral support; it would be better, however, were the leading edges of the cushion provided with some form of roll to give more support to the thighs.

As an open car, the Daimler is pleasant but would be improved by lower seating in relation to the body sides, an alteration which would probably make the interior less susceptible to back draught.

Two-man Hood

With hood and sidescreens erected, the Daimler is particularly snug – almost too much so in fact, because there is no provision for admitting fresh air and when travelling fairly slowly in hot weather it is necessary to prop open one or other of the signalling flaps with an elbow to keep reasonably cool. Some hood rattles were noticeable on Belgian pavé surfaces.

The hood folds down very neatly behind the rear squabs, but the operation of raising and lowering it is a job more easily performed by two people than by one. Captive nuts would be an improvement on the present detachable wing nuts used for securing the side screens. Stowage of the latter is particularly neat, the divided envelope provided for them fitting into a horizontal recess behind the seats. The battery is also neatly accommodated in a special compartment behind the seats, where it is easy to reach but well away from the heat of the engine.

Luggage accommodation is first class. The main area of the boot has a flat floor which will accommodate the largest of suitcases and although there is a step up at the forward end, the increased height of the tail at this point makes a second layer of suitcases possible. There are also very useful and quite sizable recesses in the rear wing which provide ample stowage for tools and oddments. The large boot lid makes access easy and the fact that its hinges are spring-loaded prevents it being cumbersome to open. The spare wheel is carried beneath the main floor of the boot.

So far as the stowage of oddments within the body is concerned, there are two small cubby holes in the fascia panel and a pocket in each door. The latter are quite sizable but would hold more if the trim-panels were extended upwards to make them, in effect, deeper. Both with and without the hood erected, there is room for a considerable quantity of odds and ends behind the seat.

As will be gathered from the tabulated data, the fascia board is very well equipped, but many sporting drivers would prefer to have the revolution counter in front of them and the speedometer on the passenger's side instead of the opposite arrangement which has been adopted. A useful detail is a grab handle on the fascia for the passenger, but a surprising omission is the absence of an ash tray. Another point of criticism is the arrangement of the door handles (internal only) which are awkward to use both from within and without, but particularly so with hood up and side curtains in place.

Good headlamps are of the utmost importance on a high-performance car and this Daimler is fitted with the latest Lucas "Le Mans 24" type which combine range and spread to a most praiseworthy degree. Normal cruising speeds of the car are well within the range of the lamps and 90 m.p.h. proved possible after dark. Supplementing the main headlamps are a long-range auxiliary and a fog lamp, whilst good marks must also be given for a most adequate pair of reversing lights.

MECHANICAL SPECIFICATION

Engine

Cylinders	6
Bore	76.2 mm
Stroke	88.9 mm
Cubic capacity.....	2,433 c.c.
Piston area	42.4 sq. in.
Valves	Overhead (push rod)
Compression ratio.....	7.75/1
Max. power.....	100 b.h.p.
at	4,400 r.p.m.
Piston speed at max. b.h.p.	2,570 ft. per min.
Carburettor	Two horizontal S.U.
Ignition	12-volt coil
Sparking plugs	Lodge 14 mm. CLN
Fuel pump	AC mechanical
Oil filter	Tecalemit full-flow

Transmission

Clutch	Daimler fluid flywheel and epicyclic pre-selector transmission
Top gear	4.1
3rd gear.....	6.05
2nd gear	9.05
1st gear	15.7
Propeller shaft	Hardy Spicer, open
Final drive.....	Hypoid bevel with 4-star differential
Top gear m.p.h. at 1,000 r.p.m.	18.9
Top gear m.p.h. at 1,000 ft./min. piston speed.....	32.5

Chassis

Brakes.....	Girling hydro-mechanical
Brake drum diameter.....	11 in.
Friction lining area.....	184 sq. in.
Suspension:	
Front	Independent by laminated torsion bars and wishbones
Rear	Semi-elliptic
Shock absorbers:	
Front	Girling telescopic, DAS 5/45
Rear.....	Girling telescopic, DAS 6/40
Tyres	6.00 x 15 Dunlop Road Speed

Steering

Steering gear.....	Bishop cam
Turning circle:	
Left	34 feet
Right.....	34 feet
Turns of steering wheel, lock to lock	2½

Performance factors (at laden weight as tested):

Piston area, sq. in. per ton.....	29.2
Brake lining area, sq. in. per ton.....	127
Specific displacement, litres per ton mile	2,660
Fully described in <i>The Motor</i> , October 21, 1953.	

COACHWORK & EQUIPMENT

Bumper height with car unladen:	
Front (max.) 19¾ in., (min.) 10¾ in.	
Rear (max.) 21¼ in., (min.) 12¼ in.	
Starting handle	Yes
Battery mounting	Behind driver's seat in separate compartment
Jack	Mechanical screw type
Jacking points	4 on chassis, front and rear
Standard tool kit: Foot pump, jack, wheelbrace, grease gun, oil gun (for fluid flywheel), 3 double-ended spanners, box spanner (for plugs), hub-cap spanner, adjustable spanner, flywheel oil-plug extractor, pliers, screwdriver, distributor screwdriver and feeler gauge, bleeder equipment (for brakes), hub-cover remover, tool roll and jack bag.	
Exterior lights: 2 headlamps (double-dipping), long-range auxiliary lamp, fog lamp, 2 side lights, 2 front indicator lamps, 2 rear stop/tail/indicator lamps, 2 reversing lamps, rear number plate lamp.	
Direction indicators	Flasher type, self-cancelling
Windscreen wipers	Dual, electrical
Sun vizors	None
Instruments: Speedometer (with trip), revolution indicator, clock, fuel gauge, ammeter, thermometer.	
Warning lights: For oil pressure, ignition, headlamp main beam and direction indicators.	
Locks:	
With ignition key.....	Petrol filler and boot
With other keys.....	None
Glove lockers	Two
Map pockets	Two (in doors)
Parcel shelves	None
Ashtrays	None
Cigar lighters.....	None
Interior lights	None
Interior heater	None
Car radio.....	None
Extras available.....	None
Upholstery material	Leather
Floor covering.....	Carpeting

SERVICE BULLETIN NUMBER C.16

Section: Carburettors and Fuel System
Date: March, 1971

Introduction of HS.8 Carburettors Fitted with Automatic Enrichment Device – Non-Exhaust Emission Engines

<u>Model Affected</u>	<u>Commencing Engine Number</u>
4.2 litre Sovereign	7L.26480

Commencing at the above engine number, S.U. HS.8 carburettors fitted with an automatic enrichment device were introduced.

This new feature provides easier starting when the engine is cold and improved operation during the warming-up period.

The automatic enrichment device is a fully automatic auxiliary carburettor having its own float chamber.

Air, passing over the rear exhaust manifold, is ducted to the automatic enrichment device where it is mixed with fuel, the air/fuel ratio being determined by the temperature of the engine exhaust manifold i.e. the colder the exhaust manifold the higher the ratio of fuel to air. The air/fuel mixture is passed in equal amounts to each carburettor where it is further mixed with the air and fuel supplied by the carburettor before passing into the induction manifold.

Servicing

Every 3,000 miles (5,000 km.) (Fig. 2).

Top up hydraulic piston dampers (1) with recommended grade of engine oil. Remove plug (2) and aluminium washer (3) from float chamber of automatic enrichment device, withdraw filter element (4). Wash element in petrol and dry with compressed air. Refit element and plug; DO NOT overtighten.

Tuning

The automatic enrichment device is a sealed unit, no adjustment being provided.

Before tuning the carburettors, check sparking plug gaps, contact breaker gaps, distributor centrifugal advance mechanism and ignition timing. Adjust as necessary. The mixture adjusting screws are located by locknuts and preset so that they should not require adjustment. Screw back throttle adjusting screws until they no longer contact throttle levers. Ensure that throttle butterfly in each carburettor is fully closed. Screw in throttle adjusting screws until contact is made with throttle levers then screw in a further 1½ turns.

Fault Diagnosis

Note: The automatic enrichment device is a sealed unit, no adjustment or overhaul is permissible and in the event of any malfunction the unit **MUST** be returned to Daimler Co. Limited and a replacement fitted.

Symptom	Possible Cause	Remedy
A Engine fails to fire when cold	1. Inadequate or no fuel supply to the A.E.D.	1. Slacken the filter plug on the A.E.D. Crank the engine; fuel should leak from the plug. If no fuel, check the system leading to the A.E.D. If fuel is present, tighten the plug. Then carry out check 2 under Symptom A.
	2. Inadequate or no fuel supply from the A.E.D. to the inlet manifold.	2. Crank the engine for several seconds. Disconnect pipes from A.E.D. to carburettors. If fuel is present, it indicates that the A.E.D. is satisfactory and the cause for failure to start must be traced to some other source. If no fuel is present this indicates a faulty A.E.D.
B Engine fires but fails to keep running	1. Sticking or faulty needle valve or float.	1. Check the following: <ul style="list-style-type: none"> a. Remove the vent pipe from the float chamber and check that fuel is not discharged when cranking the engine. b. If fuel is discharged, faulty needle valve is indicated – renew unit. c. Check vent pipe is not restricted.
	2. Faulty air flap valve.	2. Remove the air inlet elbow on the A.E.D. and check that the flap valve is free to move and return under spring load. If jammed replace unit.
	3. Inadequate fuel supply.	3. Check for lack of fuel as detailed under 'A'.
C Engine fails to start when hot or part warm or fires and fails to keep running.	1. Incorrect starting procedure.	1. Crank the engine and open the throttle slightly. If the unit is badly over-choked open the throttle fully, do not over-rev. If the engine starts but fails to keep running, carry out check '4' below.
	2. Leaks from the pipe layout.	2. Ensure that all pipes are correctly fitted, particularly the pipe between the hot air pickup and the A.E.D. Rectify as necessary, ensuring airtight joints. Check no air gap at manifold pick-up. NOTE: Air leaks at the hot air entry will result in excessive fuel consumption and the possibility of stalling at certain engine temperatures.
	3. Before carrying out further checks ensure that the A.E.D. is not the cause of failure to start.	3. Disconnect pipes from A.E.D. to carburettors, blank off holes in carburettors. If the engine starts this indicates that the A.E.D. is at fault, and further checks must be made. However, if the engine is flooded it may be necessary to crank for several seconds, with a slightly open throttle before the engine will fire.

4. Sticking or faulty needle valve or float.

4. Check the following:
- a. Remove the vent pipe from the float-chamber and check that fuel is not discharged when cranking the engine.
 - b. If fuel is discharged, faulty needle valve or float is indicated – renew unit.
 - c. Check that filter in A.E.D. is clear, see Servicing.
5. If above checks prove negative, an internal fault in A.E.D. unit is indicated; renew unit.

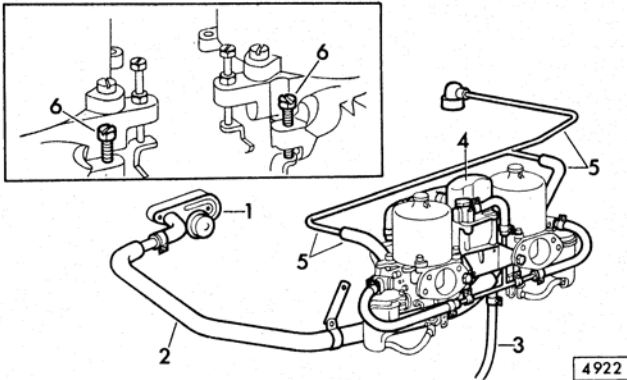


Fig. 1. Layout of carburettors with automatic enrichment device

- 1. Air pick up and sensor unit.
- 2. Air delivery pipe.
- 3. Fuel delivery pipe.
- 4. Automatic enrichment device.
- 5. Crankcase breather pipe.
- 6. Throttle adjusting screws.

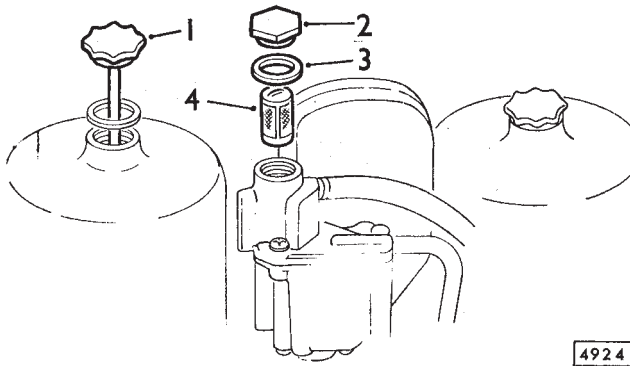


Fig. 2. Showing carburettor piston dampers and automatic enrichment device filter.

- 1. Hydraulic damper.
- 2. Plug.
- 3. Sealing washer.
- 4. Filter element.

Hitting the Road ...
Daimler Events Diary



Auckland

June 18th

(Note this is a Saturday evening) Mid-winter dinner at Helmut Telle's.
Meet at 6.30pm for sit down 7pm at 86 Landscape Rd. Mt Eden. \$45 per head
Menu: Pea soup with belly pork.
Beef pot-roast with red cabbage, potatoes and mixed veg.
Chocolate Mousse or Apple strudel
Tea or coffee.
Email Bryan or ring 6305172

July 17th

Outing to Matakana markets followed by a lunch somewhere local.
Meet at the Albany pub.
Details later

August 14th

Visit to the Devonport Naval Museum
Details later

September 11th

Visit to Waiheke Island
Details later.

October 9th

Visit to "Palmy days" Waitakere gardens
Details later

December 4th

Christmas lunch at St.Margaret's Gardens
Details later.

Hawke's Bay

Saturday 25th June

Mid-Winter dinner at "Off the Track," restaurant Hastings, 6.30pm
RSVP by June 18th to Club Secretary

Manawatu

June 19th

12.00pm. Mid year meal and get together. This time at “Rendezvous” restaurant, which is in Ruapehu Drive, Aokoutere (in the shopping Centre near the Japanese College). There are a variety of meals available from their Brunch and Lunch menu to suit your taste. Please advise Lew or Gayle by June 12th so they can confirm numbers with the restaurant. There may also be a short run to follow, to be confirmed on the day.

July

Visit to Foxton’s Audio Visual Museum. A most interesting museum and we take in a movie as well.

August

Visit to the Police Museum in Dannevirke.

September

We are planning a weekend in Hawera, Graeme and Joan Kennedy are to organise this event and will include a visit to Tawhiti Museum plus other attractions.

October

A North Island get together, this time we’re looking at a weekend in Taihape. Barry Cleaver knows this area intimately and we’re sure he will provide an interesting weekend!

TOP 12 THINGS NOT TO SAY TO A COP

1. I can’t reach my license unless you hold my beer. (OK in Texas)
2. Sorry, Officer, I didn’t realize my radar detector wasn’t plugged in.
3. Aren’t you the guy from the Village People?
4. Hey, you must have been goin’ about 125 mph to keep up with me. Good job!
5. Are you Andy or Barney?
6. I thought you had to be in surprisingly good physical condition to be a police officer.
7. You’re not gonna check the trunk, are you?
8. I pay your salary!
9. Gee, Officer! That’s terrific. The last officer only gave me a warning, too!
10. Do you know why you pulled me over? Okay, just so one of us does.
11. I was trying to keep up with traffic. Yes, I know there are no other cars around. That’s how far ahead of me they are.
12. When the Officer says “Gee Son.... Your eyes look red, have you been drinking?” you probably shouldn’t respond with, “Gee Officer your eyes look glazed, have you been eating doughnuts?”

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

The club now has "**D**" key rings and "Daimler pin badges for sale. (see photo) These are \$6.60 each including postage. Contact club Treasurer Peter Mackie to order. We also hope to be able to DLOCNZ bumper badges at a later date.



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

Daimler (slim bumper) V8 parts. Set of NEW carpets, red. Complete body shell in repairable state, some rust repairs done, some still to do. Complete with doors etc. Most of the chrome, some damaged. Bumpers and hub caps good, if you're looking for specific parts, ask. Contact Mike, 06 3571237.



Set of 4 Jaguar mag 16" wheels and tyres for XJ6 or 12. Need repainting.
Mk2 Jaguar hubcaps. Open to offers.
Also Conquest woodwork, free to a good home
Contact Mike 06 3571237

DAIMLER & LANCHESTER OWNERS' CLUB BRANCH DIRECTORY

AUCKLAND BRANCH

President	Bryan Davis , 28 Shackleton Rd, Mt Eden	09 630 5172
Vice President	John Penman , 25A Fancourt St, Meadowbank	09 521 2011
Club Captain (Acting)	Bryan Davis	09 483 6616
Sec/Treasurer	David Watt , 171 Postmans Road, RD4 Albany	09 426 3411
Committee	Glenys Watt, Ed Hayhoe, John & Valerie Penman, Laurie Mckernan, John Marsden, Clive Butler	
National Delegate	Bryan Davis , E-mail: bj.davis@auckland.ac.nz	
Branch Patron	Ian Hill	

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President	Steve Griffin , 136 Gloucester Rd, Oceandowns, Mt Maung E-mail: stevefay@xtra.co.nz	07 574 8474
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Club Captain	Lindsay Donaghue , 46 Petrie Street, Rotorua E-mail: dunnywho@xtra.co.nz	07 348 8796
Committee	Colin & Maureen King, Fay Griffin, Cathy Donaghue	
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
Branch Patron	Reg Kilbey	

MANAWATU BRANCH

President	Mike King , 21 Millar Street, Palmerston North 4410	06 357 1237
Vice President	Pauline Goodliffe , 194 Green Road, Awahuri, PN	06 323 7081
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
Committee	Keith Zillwood, Ray Watling, Brian Wolfsbauer, Barry Cleaver, Graydon Crawford, Des Symons	
National Delegate	Mike King , E-mail: mwking45nz@hotmail.com	06 357 1237
Branch Patron	Pauline Goodliffe	

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President	Geoffrey Anderson , PO Box 1259, Dunedin 9054	03 477 8798
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	
Past President	Alex Meikle	
National Delegate	Winston Wingfield , E-mail: wingiewk@xtra.co.nz	

