

August ~ September
2011

THE Daimler & Lanchester OWNERS' CLUB
IN NEW ZEALAND, INCORPORATED

NATIONAL EXECUTIVE

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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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JAGUAR – DAIMLER – ROVER – LANDROVER – RANGEROVER

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



Being the new boy on the block with respect to the role of President I'm not really sure of what our members expect the content of my report to be let alone of what knowledge I have that I am able to write about and that may be of interest to members? With this in mind I thought that I might provide a brief insight to my interest in Daimler cars and how my car collection evolved.

I have always had an interest in old cars, machinery and history so I guess that's got to be the basis but it all started to get serious in 1997 when I noticed a Mk 2 Jaguar driving past, I became interested followed by a little reading then I purchased my first Daimler a 1964 Mk 2 in 1998. I purchased this car from Nelson and at the time didn't know anything about the mechanicals of the Daimler cars and at that point I had not joined the Club so did not have the contacts to be able to talk to anyone about the points to watch for, apart from being aware of the obvious rust, smoke out of the exhaust pipes and any odd noises from the motor or running gear. I still have this car and it's been used for weddings and general use and over this time and I have learnt a lot about the peculiarities of the model.

From here I purchased a 1974 Series 2 Sovereign I saw advertised in a local paper, the car was in Palmerston North and I convinced my wife (well I think I did) that it would be good to have a car like this so we travelled from the Wairarapa to check it out. The decision was not made on the spot but a couple of weeks later following a little haggling over the price I picked it up and drove it home. It's a great car and we have travelled to Rallies from Twizel in the south to Pukekohe in the north.

This was followed by another Nelson based car a 1954 Conquest Century; I flew to Nelson and checked the car out, liked what I saw and arranged with the venter to drive it to Wellington, I travelled by train from the Wairarapa to the Wellington Railway Station where we met, exchanged the car and both then went our separate ways. I have used this car on lots of local trips and the odd trip over the Rimutuka Hill to the Trentham British Car days. This is another car I enjoy driving, unfortunately its off the road at present due to a sloppy steering box, this will be sorted sometime in the near future.

Without putting a little thought into it I cannot remember the sequence of when all the other cars arrived but the fleet has grown to include the oldest car a 1936 Lanchester, this is in good condition for its age but as it is not running it does require full restoration, 1968 Century, 1967 Sovereign, 1954 Regency, Majestic Major's Conquests, Consorts and to the newest of my cars a 1988 XJ40 in full working order and also a great drive. I have two major restoration projects on the go at present; one is a 1946 DB18 and the other a 1952 Special Sports. Both are progressing well albeit a little slower than I had originally anticipated but we are getting there.

Over the years I have been in the Club I have met many very knowledgeable people that have helped me to resolve some of the brain teasers one comes across from time to time, a benefit of being in the Daimler Club.

Great cars, great people and great fun!

Dave Patten

Getting up to Speed ...

A Word from your National Secretary



Welcome to our new members this month.

- Nelson Turner of Kurow, he has a Daimler Century.
- Peter and Rebekah Stock of Hamilton, Father and Daughter, they have been donated a Conquest as a project for their Church group. We would like to hear of your progress, I'm sure you will find it a rewarding experience. They would like a service manual if anyone has a spare copy, it will save me photocopying one! You can contact Peter at stocky64@xtra.co.nz or phone 07 8431989.
- Peter and Charmayne Whitton of Marton. They have "repurchased" a Series 1 Jaguar XJ6 which they previously owned many years ago. Peter has reconditioned the running gear and is now working on the cosmetics, a nice looking car.
- Dave and Carrie Wright have a Daimler V8. They have relocated to Foxton from Wellington.
- Mark and Vicky Dickerson of Napier, they have the ex Mike Boyce Daimler V8.
- Martin James and Vanessa Siddins also have a recently acquired V8, they live on Waiheke Island.

Rally Trophies. There has been some discussion re criteria for the awarding of our National Rally trophies. The National committee will be looking at the trophy list and updating the classes to cater for the more modern cars now in our club. Full information will be in the magazine prior to each rally.

This year's North Island get-together will be in Taihape on the weekend of October 15th and 16th. **PLEASE NOTE CHANGE OF DATE** owing to clash with other events! Barry Cleaver is organising the weekend events, he knows the area like the back of his hand, and will lead us to all the interesting and scenic spots in the region. Recommended accommodation will be at the Taihape Motel, they have good rates, phone Con on 0800 200029 to book. Also let Manawatu club Captains, Lew & Gayle Clinton know you're coming. Email clintons2@clear.net.nz or phone 06 3235526.

Included in this edition is a legislation update on vehicle rego and licence changes. It gives the powers that be authority to seize your number plates!!! It concerns vehicles with rego on hold, read and take note...

I wish to convey our thanks to our National Patron of the last 3 years, Ian Hill. Ian is a past National President and has been a DLOCNZ member and supporter for many years.

Our new National Patron, Pauline Goodliffe, has provided a profile of herself which is included this month. Pauline is a pivotal Manawatu member, Branch Vice President and Patron, Manawatu Branch foundation member, advocate and supporter of all things Daimler. Thank you Pauline.

That's all for now, keep warm,

Mike King

Pauline Goodliffe's Profile

Greetings to all my Daimler friends.

Unfortunately I was unable to attend the Rally in Blenheim but with the excellent coverage Mike gave, it filled us all in on a successful weekend. It was some what of a surprise to be informed I had been awarded the role of National Patron. Originally I said is this what happens when you hang around for so long but really I am thrilled and find it an honour and a privilege.

For those that don't know me, I joined the Club in 1975 after my late husband bought me a 1954 Daimler Century and there my affair with Daimlers began. Over the years Denis bought other models which I still have in my Museum. My current mode of transport is a 2000 V8. I try to attend our Manawatu outings and I enjoy being part of our committee meetings held in my Club rooms. I consider myself very lucky to be surrounded by such a supportive group of friends especially in the last 10 years. I'm sure Denis would be pleased that I have kept our interest going.

I live on a 10-acre block just 5km from Feilding and 10 from Palmerston North where I have a large garden. I also belong to a Foral Art group and Women's Institute so keep busy. I open my garden AND Museum to the public and would be delighted to welcome any members passing through the Manawatu.

My only moan is that sometimes on a run we don't use our rear vision mirrors enough and as the old adage says "The Family that plays together stays together".

Happy motoring everyone.

Pauline Goodliffe

LEGISLATION UPDATE

A round-up of planned legislative changes that may affect club members:

Demerits introduced for vehicle rego and licence offences

From 1 May 2011, it will be possible for drivers to receive up to 20 demerit points on their licence for driving an unregistered or unlicensed motor vehicle.

The introduction of demerits, in conjunction with lower fines, is designed to crack down on vehicle owners who deliberately avoid paying their vehicle licence fees. With the cost of licensing some vehicles at over \$600 a year, some owners prefer to risk the maximum \$200 fine rather than re-licence it. With the bulk of the licence fee being compulsory ACC levies, the Minister of Transport, Steven Joyce, says its unreasonable for the majority of motorists to subsidise the accident insurance costs of a minority.

"There is a segment of drivers and motorcyclists who put their vehicle license on hold while continuing to drive their vehicle as a way of avoiding payment. That's unfair to other law-abiding motorists. Demerit points can act as a stronger deterrent than fines as repeat offenders will face the loss of their drivers licence," says Mr Joyce.

The fine for one of the more common offences – failing to display a current licence label, even though the owner may have renewed it but forgot to replace it – reduces from \$200 to \$75, with no demerits.

The new penalties apply only to those tickets served personally by a Police officer. The standard \$200 fine still applies to infringements issued by parking wardens, who don't have the power to issue driver licence demerits. Police will also continue to give a person ticketed for the first time with an unlicensed car a two week grace period to license their vehicle, meaning no penalties will apply if they do so within that timeframe.

In another change, owners caught driving a vehicle with its registration on hold will be required to hand in their number plates if they have abused this right in the past. This is to stop owners driving a unlicensed vehicle, in theory because it will be obvious without any plates. Alternatively, the NZTA could refuse the application to put the rego on hold, meaning they will have to pay. And if they don't, they will incur backdated charges and risk the registration being cancelled after two years.

This new penalty caused some upset in the classic car community when the Ministers' press release was issued in early April, with some people (including the media) misinterpreting this as applying to everyone who puts their rego on hold. However, it only applies to those who tell NZTA they don't plan to use the vehicle for at least 3 months, and are then caught doing so more than once.

The changes to penalties are:

Offence	Current penalty <i>(will continue to apply to offences enforced by parking wardens)</i>	New penalty <i>(only for tickets personally served by a police officer)</i>
Unregistered	\$200	\$150 plus 20 demerit points
No plates affixed	\$200	\$150 plus 20 demerit points
Driving while licence on hold	\$200	\$150 plus 20 demerit points
Unlicensed vehicle	\$200	\$100 plus 15 demerit points
Current licence label not affixed	\$200	\$75

Attention All Club Members

We can now advise that we now have stocks of *Daimler* Jacket Badges, "D" Key Rings and our *Daimler & Lanchester Owners Club in N.Z.* Custom Grille Badge.

You will see from the photo that the Grille Badge has been reproduced from our original Die but has been cast in a lighter Alloy (originally Brass), with a Chrome Enamelled Centre section as opposed to the earlier Resin finish, some of which were subject to crazing and fading over the years of exposure to the elements.

The unit cost, including postage is

- **\$6.60** for either the Jacket Badge or Key Ring
- **\$55.00** for the Grille Badge.

Please forward your requirements and cheque to:-
 DLOC in NZ
 Peter Mackie
 PO Box 8446
 Havelock North 4157



Round the Bazaars ...

Daimlers on the Run



Auckland Amblings

May 22nd – Karioitahi Beach Run

Cornwall Park glittered in the morning sun, the remains of last summer creating a beautiful day.

A small band of the faithful assembled, chatted and motored off to the next meeting point; BP Papakura where Peter and Marilyn would be waiting and satisfaction provided for the coffee addicts. From here on Laurie had devised a gentle motor ramble. Every one got lost for some of the time but eventually all were delivered to the safe haven of Castaways Restaurant for lunch.

The ramble encompassed the northern slopes of the Bombays, passing South of Waiuku and finally to Karioitahi Beach, via a number of quiet country roads. We passed through the tiny village of Buckland consisting of a hall and a garage. Arriving at the beach around one o'clock we made our way to the restaurant perched up on the cliffs overlooking the vast expanse of the Tasman. We took over the sun deck sipped our drinks and watched the Paragliders waft to and fro in the light breeze.

Eventually the waitress reminded us about Lunch and we assembled at a table inside to enjoy our meals. Steak and seafood sizzled on hot stones accompanied by more conventional foods. All tasted equally delicious.

Satisfied we made our way home after enjoying the delights of the day.

Bryan Davis

June 18th – Mid Winter Dinner

What an excellent night we had. Helmut's "informal restaurant" is so warm, cosy and full of atmosphere, generated in part by all the European memorabilia that adorns the room, one could easily imagine themselves seated in a genuine German restaurant. There were no surprises for the members who have dined there previously, as Helmut's three-course meal was superb and exceeded our expectations.

Our group made for almost a full house and some members had put in a real effort by travelling from far and wide to attend. It was wonderful to see everyone including George and Janet from Manly Whangaparaoa.

As expected we had a lot of fun and laughter, making for a very successful night out.

John Marsden

Hawke's Bay Highlights

June 18th

The AGM and drive with the HB British Car Club which several of our members participated in. The drive along the Tuki Tuki river valley is always picturesque and we saw the damage

caused by the Easter floods as we drove to the coast and passed the Elsthorpe village. The drive took an hour and we had lunch at the RSA Hastings followed by the AGM. This was well attended. There were twenty three cars out and a nice lot of models.

June 25th

We met for our Mid Winter dinner at the restaurant, "Off the Track", between Hastings and Havelock North. Twenty members attended and there were two Daimlers in the car park on a chilly night, one more than last year which shows how much we love the heaters in our modern cars, this was the second year here as everyone enjoyed it so much last time. The meal was a treat and very substantial so with the good company what more could you wish for.

Manawatu Meanderings

Our May event was special, a visit to Dave and Maree Patten's "Daimler Den". The Manawatu contingent met up with Pater Mackie from Hawkes Bay in Woodville, and after a coffee we motored to Carterton to join the Wellington Enthusiasts members for lunch. We all encountered rather wet conditions so the Devine at Clareville café was a very welcome relief. Good food and a hot fire made it a good spot to catch up with friends. We had a great convoy of cars as we all headed off to Martinborough, as we went, the weather continued to improve, just as well as Dave marshalled us into a paddock adjacent to his new "Daimler Den". A number of his cars were lined up outside including his recently acquired Majestic Major, Mk 2 Regency, Century and immaculate Morris 10. Inside, several project cars, DB18 close to completion, Special Sport well under way, another Major, 2 V8's, XJ6, Conquest, S type and XJ40.

That's just the first shed. The list goes on, Consorts, a pair of sacrificial Majors, Conquests and Centurys, many well past their "use by" date, others potential future projects. A bloke could fossick around for hours amongst the treasures. Dave also has a work area where he manufactures stainless hub caps skins to order for almost any model of car.

After a good old stooze around, we were all treated to a lovely afternoon tea spread organised by Maree. It was great to catch up with our Wellington colleges, in total we had about 40 people present for the day, we must do it again sometime.



Manawatu and Wellington clubs combined.



2 V8's, Majestic Major and Special Sport engine and gearbox in foreground.

Many thanks to Dave and Maree for having us at their place, we did really enjoy our visit.



Conquest, S Type and Daimler XJ6.



Majestic Majors parked up for spares.



Daimler V8's.



Dave's very tidy Morris 10.



Daves Special Sport is taking shape.



Dave and Brian in deep discussion.

June 19th is pretty close to the shortest day, time for our mid year dinner. Thirty of us, including our new members Peter and Charmayne, met for lunch, this time at Rendezvous Restaurant just out of Palmerston North. A good meal in a warm environment was enjoyed by all. We then took the short drive to Tokomaru's Crooked Horse Shoe Cafe for

after dinner coffee in the country. A time for a chat at a lovely spot in a scenic reserve concluded another successful club day.

Mike King

The following letter was sent to the Manawatu Club Captains, Lewis and Gail Clinton, on the purchase of their latest acquisition...

Lewis S Clinton
Squire of Tui Mill Grove
Feilding 4702
NEW ZEALAND



Dear Sir

It has come to my attention that you are a regular purchaser of jaguar, Daimler, and other Cars of Distinction. It is therefore my privilege to provide to you and Lady Clinton, a special offer which is available only to our most Prestigious Customers.

We are able to offer to you, for a limited time only, an XF or XFR luxury sedan for half price, with each XK 5.0 V8 Convertible or XKR Convertible, which you buy at list price. I enclose a copy of the Jaguar magazine, which has full details – refer to ‘The inside story of the world-beating new XFR and XKR’.

I have also enclosed our New Zealand price list, with a full list of the options available to you. Please note that we no longer provide the optional blond with each convertible, but we do recommend the Rear seat entertainment which we believe to be extraordinary value for money at only \$NZ4500.

We understand that Lady Clinton manages a chain of very up-market hair styling salons. Your growing fleet of late model Jaguars will provide elegant transport to her premises for her special guests. Please disregard the price list if you wish to make multiple purchases, as I am sure we can come to some arrangement for a bulk discount.

We do look forward to hearing from you shortly. In the meantime, your relations in Washington – Bill and Hillary – send their regards, and look forward to you popping in when you are next in town.

I thank you and Lady Clinton for the sterling job you are doing as President of the Daimler Club of NZ (Inc), and am sure your new XX convertible will look magnificent at Club events.

Kind regards,
Dr Adrian Speth
Global Brand Director
Jaguar Cars Limited
Whitley, Coventry
UK AB114TX

PS. We can arrange payment discreetly by credit card, or international bank draft. However, we are unable to accept free haircuts as a down payment.

Otago Outings

Club Trip to Hyde, Central Otago

The club's recent outing was on Sunday May 29 when 21 people met at the Mosgiel Railway station cafe to set off on the hour's journey up to Hyde.

There was the usual interest taken in the assembled vehicles – this time quite a range from British [5 Daimlers and 1 Rolls Royce], German [1 BMW] to Japanese and 1 MX 5

The owner of the red, racy BMW caused some mirth and derision when she arrived complete with bike. One staunch Daimler owner asked if the BMW was unlikely to last the distance, hence the supporting 2 wheel addition! All will be revealed!

A leisurely drive began through unusually green farming countryside as we drove through to Middlemarch and then Hyde, arriving at midday.

Hyde is a very small, quiet rural township that serves its local farming community. It once was a busy township with hotels, stores, 2 churches and a school to serve the gold miners, railway workers, rabbit board employees and farming families. However by the early 1990s it was almost a ghost town with the closing of the railway line, store, school, and a very dilapidated old hotel. The opening and development of the Central Otago Rail Trail has been the salvation of Hyde along with many other rural communities along the route to Clyde. We dined in the Central Otago Hotel which has been completely restored and refurnished by the innovative, hard working Ngaire Sutherland. Hyde is back on the map as a very desirable stopping place for bikers and walkers completing the rail trail and it is just the right distance between Ranfurly and Middlemarch to necessitate either a lunch stop or an overnighter. By May only a few bikers were to be seen but the hotel cafe was busy with passing tourists and ourselves swelling the number of patrons.

After a leisurely lunch and a catch up chat with old and new friends, we deliberated as to where we would explore. For those feeling fit enough, there was a walk on the rail trail towards Daisy Bank, Prices' Creek and rail tunnels. This is a very picturesque section of the trail but the aging amongst us felt a less strenuous option was to either walk or ride the one kilometre to the old disused railway station. The station building and some railway line and accompanying rolling stock complete with signals had been purchased from the government of the day by a young, visionary man about 18 years ago. Over time he has acquired and added other original railway memorabilia so that it appears a quite authentic station. Unfortunately, the owner does not live on site and we were unable to see inside as it was all closed up. It brought back memories to some of us, particularly this scribe, as I recalled childhood memories of arriving by railcar from Dunedin for family holidays on the farm and hearing the roar of the Ford twin spinner as my uncle raced to pick me up - he having waited until he heard the train rumble through the cutting which ran through his property, before departing!

From here we returned to Hyde township to take our leave for home. Some of us decided that we would fancy ourselves as landed gentry as we opted for a ride in Club Captain, Kevin's Rolls Royce! There the royal wave to passing sheep was to be seen as the car purred along the short trip! Thank you Kevin.

This was the almost the end of a lovely Sunday outing on a fine, cool winter's day as we said our farewell and thanks to Kevin Phillips for arranging the event. Now to return to

the bike. The scribe decided that the weather and time were suitable to ride the 23 km on the rail trail to Middlemarch, so her passenger took the wheel and drove the BMW back to where the cyclist was due to arrive 2.5 hours later. What a pleasant, quiet ride it was with the Rock and Pillar mountain range looming on one side and passing sheep farms on the other.

Carole Randall [ex owner of a 1964 Daimler V8 and series 2 sovereign]

NORTH ISLAND GET-TOGETHER 2011

WHEN: Weekend of 15th and 16th October 2011.

WHERE: Taihape, Gumboot capital of NZ, centre of North Island,

WHO: As many Daimlerites as possible.

WHY: To enjoy each others' company, take in the wonderful scenery the region has to offer, eat, drink and be merry.

WHAT to do: Call Con at the Taihape Motel, 0800 200029, book your room
Call Lew or Gayle, clintons2@clear.net.nz or 06 3235526 to confirm your attendance, prepare your Daimler (or "other" steed) for the adventure.

WHAT to bring: Your wife / husband / partner / favourite car / sense of adventure, Gumboots (for throwing??)

WE look forward to seeing you there!

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Articles of Interest ...



A9 NOW AVAILABLE IN NEW ZEALAND

Some years, probably about ten, I bought from Renan Biro, three 60ml tubes of A9 product for my DS23 Citroen. One tube was for adding to the engine oil, one for addition to the gearbox and differential, and one for the hydraulic suspension.

A9 product is an invention by the Biro family of France, the family that invented the ballpoint pen (biro), and the dry powder fire extinguisher.

The claim was that the engine of the DS would run smoother, use less oil, and generally perform better. With the addition of the gearbox additive I was told that the slight whine in top gear would markedly diminish, and the shift from first gear to second would be smooth and crunch free even when the gearbox oil was still cold.

The claim for the suspension treatment was that the pump noise would largely disappear, the suspension would rise more quickly and the car would remain in ride position for longer after the engine was switched off.

The products met or exceeded every claim and as product was available from an agent in New Zealand we continued to buy and add to all our family vehicles, as we required it. When product was no longer available here we attempted to purchase without success from the agent in Australia.

Almost three years ago when spending time in Paris we met with Renan and purchased enough product for the family vehicles, packed it into the suitcase and brought it home. Last year we imported a part container load of A9 products and treated every engine, gearbox, and differential we own.

Our love of the product(s) is based on its ability to preserve our vehicles. Once metal has reached 43°C a remnant film is formed on the metal that protects it against further wear and deterioration. This means that regardless of how long the vehicle sits without use deterioration of metal surfaces and seals is largely eliminated.

There is a website www.technologie-a9.com and although it contains much useful information it is not in English.

THE EFFECTS of A9 usage, as claimed by the manufacturers are as follows:

“The presence of the **remnant film reduces the oil bath temperature** of the order of 20%. For internal combustion engines (the major market for automotive oil producers), the following improvements in performance are achieved:

ECONOMIES

In addition to ecological characteristics, A9 TECHNOLOGY brings about important savings to the user. It **reduces fuel consumption by 5–10%** in town driving and **reduces oil topping-up by 70–100%**.

ANTI-POLLUTION

Significantly reduces toxic exhaust emissions.

For **petrol engines, CO emissions are reduced by 75% at deceleration and by 20–30% in town driving.** (Carbon monoxide is a heavy gas and therefore more dangerous in built-up areas).

For **Diesel engines, particle emissions and smoke** are reduced by **40%** during acceleration.

ANTI-WEAR

The presence of the **remnant film** produces a **significant reduction** of the friction coefficient of metallic parts. It **avoids metal to metal contact**, responsible for over **70%** of the engine wear at cold starts (car manufacturers statements) and brings about an **important increase** in the **life of engines.**"

Contact Peter Burton at peter@dolomite.co.nz for further information.

SERVICE BULLETIN NUMBER G.2

Section: Propeller Shafts

Date: July, 1968

Propeller Shafts

Recent investigations into complaints of severe propeller shaft vibration have shown that in virtually all cases, the condition arises from incorrect re-assembly of the sliding joint following engine removal and refitting.

It is the practice of some Service Personnel to divide the shaft at the sliding joint to facilitate engine removal, but not to take sufficient care when recoupling to ensure that the arrows on the yoke and shaft are in line.

This throws the propeller shaft completely out of balance which in severe cases, can be DANGEROUS.

Quite apart from the risk of incorrect re-assembly, dividing a propeller shaft at the sliding joint may allow loss of lubrication from the splines and permit the ingress of dirt and water.

The correct method is to remove the four bolts and nuts and disconnect at the transmission coupling flange.

IT IS THE RESPONSIBILITY of all Distributors and Dealers to notify their Service Personnel to this effect.

My husband phoned me the other day and proceeded to tell me he had purchased a new car for me. Well I was not thrilled I wanted the new 4-door SUV.

"What kind is it?" I asked.

"A Triumph Spitfire, a BRITISH car ... I've always wanted one!" he exclaimed. Well I knew nothing of these British cars. I love Coronation Street – does that help? No?

Well, family told me to be grateful, he only bought it because he's going through a MID LIFE CRISIS. "They either buy sports cars or trade the wife in for a slimmer newer model."

He got BOTH. We've had the car now for days and I'm slimmer already ... I've had to push it home every time we go out!



Auckland Castaways.



Blenheim rally. Members inspect a Marlborough Vintage Club car.



Manawatu members enjoy a meal out.



National Patron Pauline Goodliffe and her 2000 Daimler V8.



2011 August–September \ New Manawatu members Peter and Charmayne Whitton's Series 1 XJ6.



2011 August-September \ Otago outing to Hyde. Some of the cars lined up.



2011 August-September\Some of our Otago members who walked down to view the old Hyde



Visit Dave Patten's car collection.



The Majestic Major attracted the blokes, like bees around a honeypot!



This old Ford tractor has been modified to work backwards!



Dave has the ex Dempsey Harford Regency Mk2.



Dave, Keith, Pauline and Eris take a keen interest in Dave's many projects.



POWER STEERING CONVERSION ON A V8 SALOON

When the 2.5 V8 Saloon was introduced the contemporary road tests praised many aspects of the car, especially the engine, however the steering was criticized for being both heavy and low geared with 4½ turns lock to lock. The optional power-assisted steering was also not without its flaws being considered too light, rather vague and having little or no feel and still with the same low gearing.

During the rebuilding of my car I opted to have the standard manual steering box rebuilt rather than go to the expense of converting to power steering. Chris, my wife, was strongly of the opinion that the steering should be converted but I didn't have my 'listening ears' on at the time and had the steering box rebuilt at a cost of about \$500. With the tires pumped up to 39psi I could drive the car comfortably except for maneuvering at low speed. The rebuilt steering box was smooth and there was good road feel but it wasn't oil tight due I suspect to a porous body. I was not going to strip the box out so I put something called self leveling grease in it (a sort of thin grease used in vintage gearboxes) and that worked quite well.

I wonder how he got the grease in I hear you ask? I cleverly had a grease nipple fitted to the filler plug during the rebuild and was then able to use a grease gun to fill the box once most of the original oil had dripped out on to the garage floor.

However after 2 years motoring I decided that the driving experience could be made more enjoyable by retro fitting power steering. There are number of power steering kits available in the UK and it is possible to find the parts of a donor car to retro-fit the original optional power steering. I decided to go with a rack and pinion kit from **John Finlay Motors of Christchurch**.

The Kit

Is comprehensive and well made however the paint finish on some of the fabricated items was poor and for the price should have been powder coated or at least more durably painted. The rack is of Toyota origin while the pump is Mitsubishi. These parts are not new but have been fully rebuilt.

Fitting

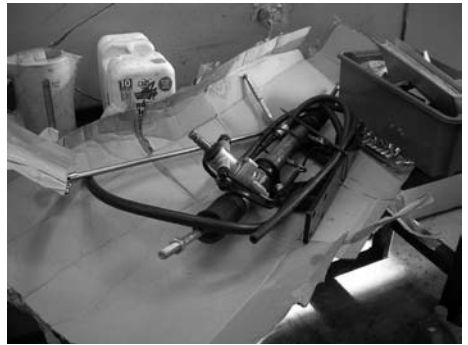
There is an instruction sheet but this is rather brief so below is a more detailed version.

1. Raise the vehicle leaving the front wheels in the straight ahead position.
2. Remove all steering linkages which may require a ball joint splitter however the linkages on my car came apart easily with a few well placed hammer blows.
3. Remove the steering box and idler by undoing the bolts holding the parts to the cross member. The steering column needs to be disconnected from the steering box. The lower steering column which is the shaft that includes the two joints is replaced by a new unit in the kit so that has to be removed too.

4. Clean and repaint the sub frame as required before fitting the new steering rack using the 8x3/8 unf bolts supplied. It will be easier to position the new unit if the anti-roll bar is either swung out of the way after removing its chassis mounts. The bracket and rack are easily mounted as a unit onto the sub-frame.



5. The new steering shaft with its two universal joints is now fitted after making sure that the steering is centered both at the steering wheel and the rack itself. By counting the number of revolutions at the steering from lock to lock and then dividing this number in half you can find the central position. There are about 3½ turns lock to lock on this unit.



6. Remove the lower fan belt and the crankshaft pulley nut. This is a large nut and will be tight however there is not enough room to use a socket spanner without removing the fan shroud but a ring spanner worked well. The pulley and attached engine damper can now be slid forward. Again there is not enough room for removal because of the shroud; however all that is required is enough room to gain access to the bolts and their lock tabs at the rear. If these bolts had been inserted from the front originally life would have been a little simpler as you are working blind.



7. With the old pulley removed the new pump pulley is placed on the crankshaft and then the old pulley is put back. This has to be on the outside as it has the thread into which the 6x3/8 unc bolts are screwed and locked in place using spring washers ('Loctite' could also be used.)

8. Now the left hand engine mount bracket needs to be removed and the engine supported. John Finlay modifies this bracket to allow the pump to be mounted and then exchanges your old bracket with the new bracket supplied with the kit after conversion. The pump can now be mounted and both belts can be fitted with the steering pump being driven by the outer most pulley.

9. The reservoir for the automatic transmission fluid (ATM) is now mounted on the left hand inner guard using 2x1/4 unf bolts. Make sure that it ends up being vertical and above the pump so the hose has a direct path to the pump.

10. Attach the hoses making sure that there is no possibility of chaffing or kinks. It is a good idea to use cable ties or similar to secure the hoses.
11. Nearly finished. Fill the reservoir with ATM fluid, start the engine and operate the steering going from lock to lock to remove the air from the system. Check the fluid level as it will be necessary to top up now all the air has been expelled. Check the belts and adjust if required.
12. The front wheel tracks and alignment needs to be checked followed by road testing to make sure the steering wheel is aligned. Any adjustment to the steering wheel alignment must be made at the bottom steering shaft universal.

It should take a competent mechanic 6 to 7 hours to do the work.

What it cost

The Kit	\$2550.00
Fitting	\$ 635.00

The car now needs to be certified which I expect to cost \$350 to \$500

That is quite a large investment to make so was it worth while?

The simple answer is **YES**. This conversion will be the single biggest change you could make to the cars dynamics. The car goes from being a lumbering heavy steering vehicle with slop at the straight ahead position to a light direct and responsive vehicle that turns better. The under steer seems to have gone. All this change takes a little getting used to but soon starts to feel normal. I have reduced the tire pressures down to the recommended level so the ride is a little better also. The only negative is that the turning in circle is larger so that a 3 point turn will now be a 4 point turn.

Paul Edginton

SERVICE BULLETIN NUMBER D.16

Section: Cooling System

Date: April, 1970

Water Pump – Removal (2.8 litre Sovereign)

Introduction of the 'Holset' damper on the 2.8 litre engines necessitated deletion of the bottom centre mounting stud and nut which were replaced by a "Poqidrive" countersunk screw. This screw is made inaccessible by the position of the damper. It is therefore necessary to first remove the damper in order to gain access to the screw after removal of the remainder of the fixings, when the pump unit can be withdrawn.

A number of water pumps, removed from 2.8 litre XJ.6 cars, have been returned to the Works for replacement under Warranty or as exchange items with irreparable damage to the pump body, thus making them unfit for reconditioning. It is apparent that this damage has occurred by the use of undue force being applied during the removal of the pump and this may well be attributable to the lack of knowledge of the existence of the "Poqidrive" screw. Will all concerned please, therefore, circulate this information to mechanics immediately and note that ANY DAMAGED WATER PUMPS RECEIVED IN THE FUTURE WILL NOT BE ACCEPTED EITHER AS A WARRANTY CLAIM OR ON AN EXCHANGE BASIS.

CHURCHILL'S DAIMLER

Peter Wallage tries a famous Daimler that had fallen into neglect, but is now superbly restored.

Pictures by Valerie Wallage

(Driving Member, Vol 47, No 1, pp16-19)

In the late 1920s and early 1930s, Winston Churchill was in the political wilderness because of his refusal to toe party lines, and he found himself without a seat in Parliament and with no income. So he embarked on writing and lecture tours, tours which included the United States in the late 1920s.

While in the US, he was advised, most unwisely as it turned out, to invest in the then booming stock market. The financial climate following the spectacular Wall Street crash of 1929/30 made these shares virtually worthless, which left Churchill, by Churchillian standards at least, somewhat strapped for money.

However, he was not short of influential and wealthy friends, and after his return to this country he was presented with a suitably imposing limousine by a group of friends headed by Brendan Bracken, with which to carry on his political campaigning in the style to which both he and the public had become accustomed. At that time, there were only two makes of car considered worthy to fill the post, Rolls-Royce and Daimler. Rolls-Royce had undoubtedly built itself a superb reputation, but Daimler had the big advantage of Royal patronage, and it was no doubt felt appropriate that Churchill's car should also be a Daimler, and they chose the 5.5 litre 35/120 chassis on which they commissioned Barker to build an imposing landaulette limousine.

After its time with Churchill, the history of the car is rather sad. It fell into neglect after it left Churchill in 1952, and when rediscovered a few years ago, was looking decidedly unkempt and sorry for itself, rather like an aristocratic gentlewoman who had, to use a phrase not uncommon in the 1930s, fallen upon straightened times. However, it was essentially complete right down to the small details, and the bodywork had been partly



Churchill, in typical Churchillian stance, emerging from the car in the early 1930s.



The Daimler is an imposing machine by any standards.

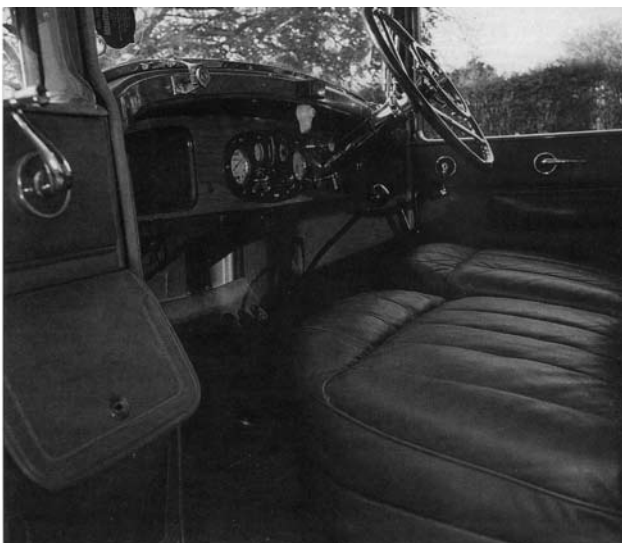
restored before it was bought by that great enthusiast David Holland who decided that it should be fully restored to its former glory.

Unfortunately the engine was in a worse state than had at first been anticipated, and full restoration demanded that new sleeves should be fitted to the Knight sleeve-valve engine.

Trying to find sleeves for a 1930 Daimler would have had about as much success as trying to find a nest of Great Auk's eggs, so the only thing to do was to make them. This work, and indeed the whole of the restoration, was entrusted to Archers of Dunmow in Essex. The precision with which this company carried out the work was immediately evident as soon as we started the engine. Almost from the word go the engine settled down to a very quiet burbling tickover, and there was absolutely no sign of the oil haze from the exhaust which has become one of the legends associated with these engines. Can anyone say for certain whether or not this oil haze was present on most sleeve-valve Daimlers from new, or whether it developed with advancing miles?



Top: Inside the back there is almost room to hold a political meeting.

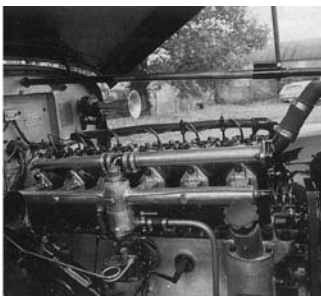


Above left: Even with the face-forward occasional seats down there is still plenty of leg room.

Above: The front compartment is nothing like so cramped as some limousines of the period.



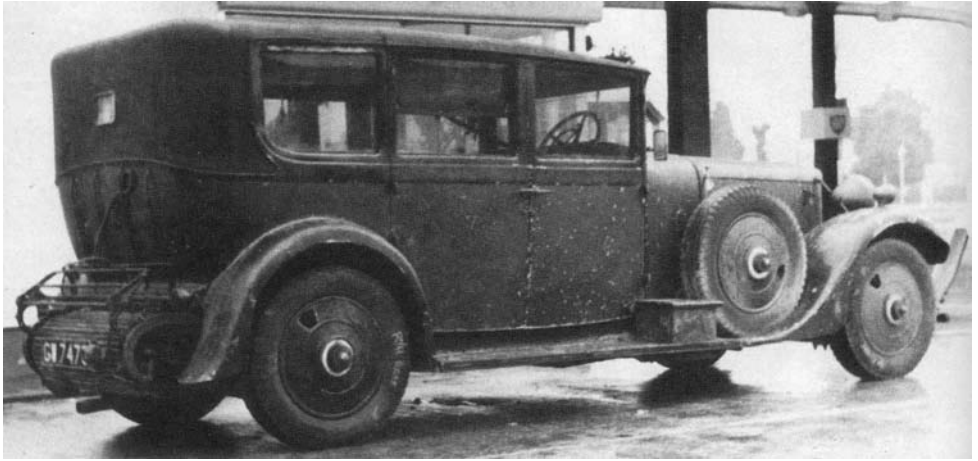
From the front, the car looks squat, purposeful and powerful, despite its size and height.



The magnificent sleeve-valve engine, which was rebuilt by Archers of Dunmow.



Familiar to many Daimler owners is the slatted protection across the fuel tank at the rear.

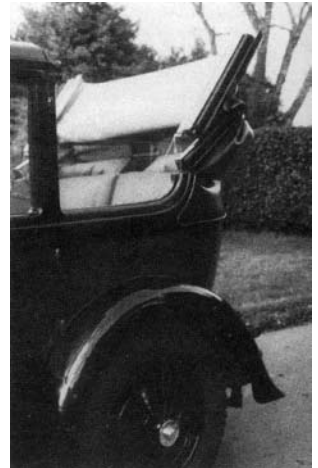
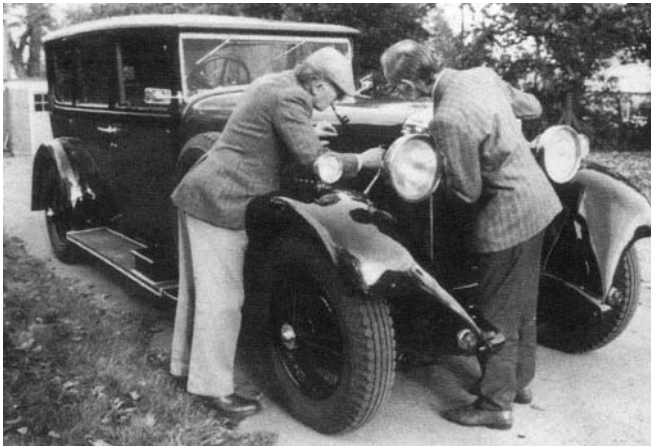


The car as it was found, sadly neglected, years after leaving Churchill in 1952.

We were privileged to be present, not at the first firing up, but at the first time the car was taken on the road out of Archers workshops. When we arrived, the first thing which impressed itself about the car was its size, its stateliness and its essentially good proportions. So many Daimlers up to and including the 1930s had been lumbered with the most ungainly bodywork ever to see the light of day, possibly because King George V preferred rather dated designs, and quite a few of the nobility who bought Daimlers saw fit to have bodywork in the same general style. Unlike many limousines, the room in the driving compartment was spacious, and though it was not trimmed and fitted out quite so luxuriously as the rear compartment, there was none of the servants quarters atmosphere which you find on many limousines of the 1920s and even later. With regard to the rear compartment, this can only be described as vast. When you sit back in the seats the limousine division seems an awfully long way away, and there is ample – even

Below: David Holland, left, demonstrates to the Editor how easy it is to undo the bonnet fastenings.

Right: We didn't force the landaulette top right down for fear of cracking the original leather.



more than ample – leg room when the two occasional seats are unfolded. Communication with the driver is by what must be quite an early example of an electric telephone with a microphone in the back and loudspeaker in the front. This was the only part of the car which wasn't working when we turned up, as the vintage radio specialist was still rebuilding the amplifier.

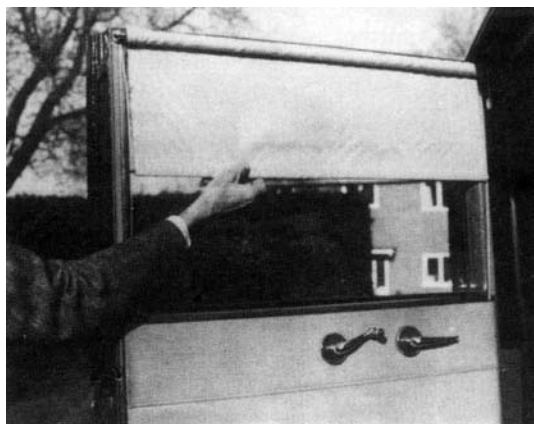
It is difficult to decide whether Churchill habitually sat on the left or the right of the car – possibly, being Churchill, he decided to emulate several occasions in Parliament, and planted himself firmly and almost immovably in the middle, the microphone for communicating with driver is on the right hand side of the rear seat, whereas the large ashtray which was no doubt considered an essential accoutrement to Churchill's cigars, is on the left.

An unusual feature is the rear compartment, which can be cut off completely from the rest of the world by pulling down blinds on all the windows, including the glass of the limousine division and the rather small rear window. Whether or not Churchill wanted this feature so that he could sleep during strenuous campaigning tours, or whether it was for political purposes so that the general public and the news-hounds of Fleet Street could never be certain who was riding with him, is a matter for conjecture. Today, the equivalent would be darkened glass, usually favoured by show-business personalities and oil Sheiks rather than politicians.

There is a landaulette style hood to the rear compartment which does still open, though we had a little struggle as David had decided that the original leather was in such good condition that it could be treated with softening rather than stripping out and the mechanism completely rebuilt. The mechanism still works perfectly, but it was a little stiff, and we did not want to force it to the fully open position which might have damaged both it and the leather. According to the original buff log book which David has, the car's first colours were blue and black, but these were changed to brown and black in 1935 when Churchill still owned the car, so David considered that it would be better to keep the car in those colours.

After the long restoration period, it was only fitting that David Holland should be the first person to take the car out on the road, but after about two miles he most unselfishly

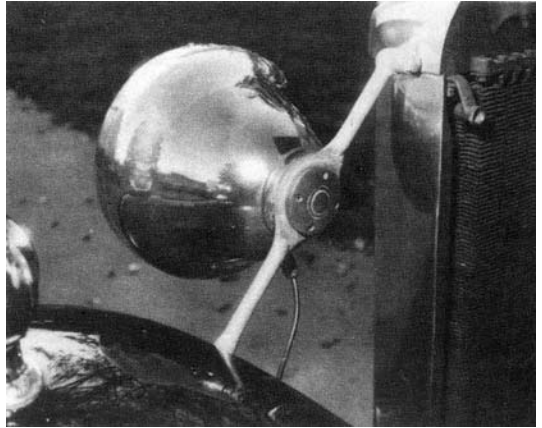
pulled into a layby and said, "Right, it's all yours." In the driving seat I made my usual preparations of 'working all the levers' and generally familiarising myself with the driving position before setting off. The unusually five-spoked steering wheel was large with a surprisingly comfortable thick rim, and unlike some limousines, it was positioned just right for the seating. The clutch felt a trifle heavy and the brake pedal was reassuringly firm. I fully appreciate why David has retained the outside mirror which had been added to the left of the car, because any view through the



Blinds can be pulled down on all the windows of the passenger compartment.

miniscule window would reveal little of the road behind.

The engine started on first touch of the button, but I found that I had to move the mixture control over almost to the fully rich position to avoid spitting back through the carburettor when revving up. David has since confirmed that enriching the mixture at the carburettor had improved this, and has eliminated the flat spot and occasional spit-back when accelerating. He has also advanced the ignition slightly, and the car is now doing about 11mpg. Being a perfectionist, he is also a



Typical of Barker practice are the headlamp mountings diagonally down from the radiator to the front wings.

little unhappy with the tickover which, smooth by many standards, is, he feels, not smooth enough. He is considering having the engine stripped yet again for re-balancing.

The car sat on the road in a reassuringly firm, almost battleship-like manner, but after mile or so did not feel particularly big or massive. I was still conscious of its weight and momentum, as though the brakes were adequate by today's standards, and must have been more than adequate in the early 1930s, the pedal pressure required was quite high. The acceleration was not startling, but it was progressive and smooth, and the amount of torque available at low rpm meant that I could be quite sparing with the gear changes. Even on hills, depressing the accelerator further brought in more power to maintain speed without changing down. This was just as well, as I cannot say that the gearbox was the easiest I have ever used. Indeed, I found it one of the more difficult to get used to. The ratios in the box did not seem to be logically spaced, and even after several miles and frequent changes, I was still a little unsure of the amount of acceleration necessary to give the engine when doubled-clutching on downward changes. Changing up was much easier, and the changes were quite fast as the engine slowed down quickly, possibly because it was still a little tight from its rebuild.

What was most surprising was the lightness of the steering at anything over 15mph. It is not power assisted, yet there was no need for the 'shuffle-shuffle', or arm winding, which sometimes happens on heavy vintage cars because the designer has had to reduce the gearing of the steering to make it physically possible to turn the wheel without having one the size of a bus. By modern standards, yes, the steering was on the heavy side, but it was superbly direct and neither the car nor wheel was deflected by rough road surfaces.

I have no idea what the top speed of the car is as we kept to the minor roads and I did not feel sufficiently at home with the car to push it beyond an indicated 50mph. In any case, I would not push a newly rebuilt engine, and the 50mph came up on the speedometer more because of the momentum of the car on level straights rather than pushing it with the engine. I have no doubt that Churchill's chauffeur until after the war, Mr Robert Muir, must have been very pleased with it, and no doubt he, and Churchill himself, would be delighted if they could see how the car has been so superbly restored.

Hitting the Road ...

Daimler Events Diary



Auckland

July 31st

Open day at Hampton Downs Raceway

9.am to 11.a.m. Have a drive around the circuit in your own car (under 100Km/h) behind a safety car (\$20 per car)

11 a.m. to 2.p.m. Drive around the circuit in small groups at a faster pace. Drivers will have to wear helmets and overalls (available for hire) \$30 per car..

2p.m. to 5p.m. Experience the track in a race car with an experienced race driver for \$40 Proceeds to the Brain Injury Trust. Skid pan and food available all day.

Apologies for late notice of this outing which has only just come to my attention.

August 14th

Visit to the Devonport Naval Museum

In conjunction with the Alvis Club, this day's outing is one of driving and/or ambling around Devonport's attractions. Meet at Narrow Neck car park at 11.00 am. This park is opposite the Narrow neck Beach and adjacent to Woodall Park.

Visits to various attractions in the late morning and afternoon are planned with lunch in the Torpedo café which is adjacent to the Naval Museum which is one of our visits where a guided tour is arranged. Entrance to the Museum is free but a gold coin donation would be appreciated.

Please let Bryan know if you are coming as guides and the Café would appreciate knowing how many they are catering for. Ring 6305172 or email Bryan.

September 11th

Visit to Waiheke Is.

Leave the city on the 10 a.m. ferry and return on the 4p.m.

As the 10a.m. does not call at Devonport it will be necessary to cross over from there to the City earlier. The afternoon return calls at Devonport.

Details later re sightseeing, lunch etc.

Ring Bryan 6305172 or email.

Saturday/Sunday 8th/9th October

BRITS at the Beach – Tairua

First held last year, this was reported to be a great success with many car clubs participating.

Highlights from the programme include:

Friday evening Registration 4–6 pm.

Great British Trivia Quiz, Drive in Movie, free concert featuring UK folk duo "Blackheart" who have received many highly complimentary reviews in various magazines and by the BBC.

Saturday

8 am–9 am – Last entries and grand parade muster.

9 am–2 pm – Grand Parade and display of cars and bikes.

10 am–4 pm – Great British Fete with stalls, games, music, Maypole and Morris dancing.

12 noon – Tiger Moth fly over and display.

2 pm – Pukekohe Light Opera, music Hall Matinee show.

5.30 pm – Grand Prize Draw (2 Rock Music and RWC quarter finals live on giant screen).

8 pm – Pukekohe Light Opera music Hall Main show, evening live entertainment at various venues. Park your car in the main street.

Sunday

8 am – Great British Breakfast at various eateries.

From 8.30 – Mystery Drive – stunning vistas.

12.30–2.00 pm – Joy Adams sings songs of the war years.

2.00–2.30 pm – Prize giving best original car, best modified car, best motorcycle, best costume etc.

October 15/16th

NORTH ISLAND GET-TOGETHER 2011

WHEN: Weekend of 15th and 16th October 2011.

WHERE: Taihape, Gumboot capital of NZ, centre of North Island,

WHO: As many Daimlerites as possible.

WHY: To enjoy each others company, take in the wonderful scenery the region has to offer, eat, drink and be merry.

WHAT to do: Call Con at the Taihape Motel, 0800 200029, book your room, Call Lew or Gayle to confirm your attendance, prepare your Daimler (or “other” steed) for the adventure.

WHAT to bring: Your wife / husband / partner / favourite car / sense of adventure, Gumboots (for throwing??)

WE look forward to seeing you there!

November 6th

Visit to “Landsendt” gardens in Waitakere.

Meet outside Springs Restaurant, Great North Rd opposite Western Springs for drive Ring Bryan 6305172 or email.

December 4th

Christmas lunch at St. Margaret’s Gardens, Karaka 1.30pm.

Keep this date free for a repeat of last year’s lovely meal and outing

February 5th 2012

Galaxy of Cars. An opportunity to display our cars for charity

February 12th 2012

Inter Marque Concours, Ellerslie

Display of our cars, to courage more members to join our club.

March 2012

Coast to Coast run with overnight in Raglan – details to follow.

Waikato BOP

August 7th

British Cars BOP A run organised by the Austin Healy Car Club.
Further details at a later date.

September 25th

A Mini Trial starting from the historic Woodlands Homestead at Gordonton in the Waikato. To get to Woodlands you first find Gordonton on State Highway 18 north of Hamilton and continue through the village for about 4km and do a right turn into Whitikahu Rd. You will see the entrance to Woodlands on the right almost immediately after turning the corner on the right.

The trial will be on the backroads and will last about an hour and will finish back at Woodlands for lunch. Prizes will be awarded.

After lunch take a stroll around this lovely historic homestead and enjoy the garden now that it is spring.

October 2nd

British Cars BOP A run organised by the Morris Minor Club. Details to follow

November 4th & 5th

Due to popular demand I am organising another Coromandel fishing trip on the mussel barge. It will be a morning trip this time on Saturday as this gives us ample time to have the fish cleaned and filleted before getting together for a meal on Saturday evening. I have had to reserve the smaller boat which holds 15 people so early booking is essential.

Accommodation is available at:- <http://www.coromandelholidaypark.co.nz/>

Your committee members are staying at the Coromandel Motel Holiday Park and it would be great if we were all together. We will be staying on the nights of the 4 & 5 Nov.

As always it is very helpful if members can advise me of their intention to come to any of the events.

Paul Edginton

Hawke's Bay

Sunday 21st August – Motoring with the Morrishes

Sunday 18th September – DLOC organized run.

A visit to the Police Museum, Dannevirke

Manawatu

August 21st

Rover challenge and mystery run. This year, it is organised by the DAIMLER club. We must win it this time surely. Ray and Lyn have loaded the question in favour of Daimler folk all we need is the numbers on the day! We meet at Bunnings Palmerston North car park at 1.00pm.

September 17th–18th

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. Taranaki members, we would love to catch up with you this weekend. Numbers are required, please contact Lew or Mike to confirm your booking.

October 7th–8th

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

There is more to Taihape than meets the eye, a place we usually steam on through while travelling the road North or South. We had a memorable day in Taihape some years ago, so this should be a cracker. Accommodation is to be at the Taihape Motel, do your own booking by phone, call Con on 0800 200029. Rates are very reasonable.

PROPOSED EVENTS

November

Christmas meal, date and venue TBA.

December

Presidents BBQ, ditto.

January

Summer picnic. Your suggestion for a popular spot?

Otago

4th September

We are having another Breakfast Out

Meet at the Alto Cafe, 32 Mailer Street, Mornington at 9.30

Members please ring Kaye 4762323 to advise if you are coming

6th November

Keep this day free

We plan to drive to Lawrence for their Gala Day.

More details later

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

Members' Market ...



WANTED TO BUY

Members' advertisements are at no charge.

Conquest service manual. Phone Peter Stock 07 8431989 or email stocky64@xtra.co.nz.

FOR SALE

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 good doors etc. Most of the chrome, (some damaged). Bumpers and hub caps good, if you're looking for other specific parts, ask. Contact Mike, 06 3571237.



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

Daimler V8 factory manual in good order. Contact Phill Ricketts email springdale@slingshot.co.nz or phone 0272801775.

Daimler Conquest, black, 1954. This car has been unused and under cover for some time and will need a little fettling and TLC to get back into running order. The car is in Cambridge, contact Debbie Dwyer on 07 8273304 or 0277491946 or email llewellyn-59@hotmail.com for more information



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 , 14 Advance Way, Albany, Auckland 0632	09 415 1549
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
Sec/Treasurer	Paul Edginton , 35 Uretara Drive, Katikati 3129	07 549 4569
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	

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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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Past President	Alex Meikle	
National Delegate	Winston Wingfield , E-mail: wingiewk@xtra.co.nz	

