



June / July 2023 Newsletter

Presidents Update

With Winter setting in I hope everyone is keeping warm and cosy.

No one put their hand up to help organize a run last month, so we have missed that run but we have a run arranged by John and Jacque for June 25th. There will be more info in the newsletter regarding that run. Kevin Carter is organising next month's run; details will be out shortly.

Committee is starting to get organized for the AGM which will hopefully be held on the 19th August either at Rosebank Lodge in Balclutha or Lawrence. Further details and voting papers will be out in due course.

The Committee is in the throes of organizing a display at the Auto Spectacular on the 14th October 2023 which is held at the Edgar Centre and anyone that can offer assistance please contact Kevin Carter phone 03 4767753. Don't forget my technical articles and if anyone can contribute to next month's Newsletter, please do that through our Secretary.

I would also like to start a Parts for Sale column in the newsletters and if anyone has anything they would like to sell MG wise of course or if they are looking for something with regards to MG's, please contact our secretary and we will get it in the next bulletin.

That is all for now wrap up and keep warm, we hope to see the most of you 25th June on the combined car run.

President Bill.

New Members

We welcome new members to the Club.

There were no new members to welcome this month.

Recent Activities

No activity reports were received for this newsletter.

Coming Events

25th June Combined Run to Waihola

A combined mid-winter outing with members of the Otago Morris Minor Club will take place on Sunday 25th June 2023

Kick off will be from the old Main Road in Fairfield (opposite the old Shell Service station), 1pm should be a good meeting up time departing around 1-15pm (give or take + or -).

A leisurely drive down to Lake Waihola with no instructions other than obey the road rules.

BYO afternoon tea requirements etc

If the weather turns pear shaped and inclement there is always the Black Swan or the Waihola tavern as a backup.

Jacqueline and John Noble

23rd July Run Details to be separately advised.

Mark the date in your calendars.

19th August – Annual Meeting – Venue to be confirmed

The Annual meeting will be held in Balclutha commencing at 11.00am. Lunch for those that wish at 12.30pm. Note the date on your calendars. The Concours Cup will be presented chosen from those in MGs.

Now time for a little humour




**No GPS
No ABS
No Airbags
No Injection
No Stop Start
No power steering
No Central Locking
No Air conditioning
No Electric windows
NO PROBLEM**



I SPENT 20 YEARS RESTORING THIS CAR. IT'S A BEAUT, HUH, SON? CAN YOU THINK OF ANYTHING BETTER?

COLLEGE WOULD'VE BEEN NICE!



Vitamin B


When taken reGularly
Increases the risk of Smiling



"it's easy, lady...just follow the oil leaks!"




"What do you mean you were having so much fun with the MG you lost track of time? You've been gone all summer!"




Why shouldn't your MG be underwater?

It's not a SUV-marine!



BEWARE



MG CAR ENTHUSIAST DISEASE

HIGHLY INFECTIOUS TO MALES OF ALL AGES

THE SYMPTOMS : The sufferer becomes confused and bewildered when not driving an MG. Will be observed wandering around with a blank expression, muttering strange words. Rapid rise in temperature at the sight of any type of MG. Behaviour then becomes very erratic: much rushing about and waving of arms. Foaming at the mouth is not unusual. The patient spends much time and money on MG magazines and books and constantly polishing their MG. Seems not to notice "normal" people.

THIS CONDITION IS NOT FATAL

THE TREATMENT : The patient must be kept well supplied with items of MG interest. Should be encouraged to go on as many MG rallies as possible and to MG gatherings where he can meet lots more victims of the illness and exchange ideas with them. Friends and relations can aid recovery by talking constantly about MG cars. In case of an emergency take the patient to the nearest MG spares day or MG owners club meeting.

National Rally 13 to 21 January 2024

Information from Andrew Walbran on Rally.



New major sponsorship announcement, and updated registration information

Hi all,

This is a reminder that 30 June 2023 is our close off for the early bird registration of \$425 per person for our national MG100 event in January 2024.

From 1 July 2023 registration will be \$525 per person for the full event.

We would like to take this opportunity to share some great news for the event. Our MG100 Committee has been working hard and we are excited to announce that we have secured some financial sponsorship for the event from **MG Motor New Zealand** as principal sponsor plus **CRC** and **Global Security** as associate sponsors. It is fantastic to have these sponsors on board and this is great news for the once in a life time MG event you will not want to miss! Please support all our sponsors who are helping to make this event unforgettable.



We have also had some queries about those who wish to attend just part of the event. Prices for separate legs have now been included in the attached registration and are as follows:

Auckland leg only \$180

Taupo leg only \$160

Napier leg only \$270

Auckland and Taupo legs \$320

Taupo and Napier legs \$390

Accommodation and Registration details

We have arranged discounted rates, please quote MG National Rally 2024 when booking to get the special rates.

Accommodation booking details and links are [here](#).

Te Pania Scenic Circle Napier booking form is [here](#).

For accommodation queries you can also email us info@mgrally.nz

Registration

We have been working hard to put together a spectacular rally that provides excellent value for money. The registration fee includes;

- Welcome pack
- Route book
- Entry to all events, including the track day and motorkhana
- Meet and greet function in Auckland
- Entry to Opening Ceremony, evening function and Auckland Cloud open day.
- Lunch at one of Napier's best vineyards
- Napier car show on Marine Parade
- Prize-giving dinner and end of rally party and live band

Registration form: [plain pdf](#)

Registration form: [fillable pdf](#)

Registration form: [word doc](#)

Please note: not all pdf readers are compatible with electronic signatures, and hence don't display a signature box.

If you are having this issue, please return the form anyway and you will be asked to sign it during registration on the rally.

Completed forms should be emailed to registrations@mgrally.nz.

For further information, please contact us at info@mgrally.nz

Entry Forms attached to the email containing this Newsletter

<https://www.mgclub.org.nz/includes/download.ashx?ID=163479>

<https://www.mgclub.org.nz/includes/download.ashx?ID=163480>

<https://www.mgclub.org.nz/includes/download.ashx?ID=163481>



Something A Little Different

The Daimler DN250 and the Vauxhall connection.

Daimler were the quintessential British pompous, stuffy, upper crust car company who operated in their own isolated and Royal patronised bubble that by the latter half of the 1950s were fast becoming separated from the reality of the changes taking place in the British & European car market. The story of how a company like Daimler ever got around to thinking about basing the replacement for their Conquest model on the Vauxhall PA Cresta, possibly the most un-British car ever launched by a British car manufacturer ever, is an interesting insight into just how far a cash strapped company in the 1950s would go to achieve a particular goal.

This particular story is centred around one very special V8 engine which was also unlike any other power unit Daimler had ever produced. Daimler had been owned by BSA since 1910, had swallowed up Lanchester in January 1931, and up to the outbreak of WWII had a very loyal, and also Royal, customer base. After the war, Daimler was ill equipped to deal with the austerity conditions that prevailed in Britain and struggled with too many models that were in production for too short a time and failed to sell in sufficient numbers. Daimler announced the introduction of the moderately sized Conquest in May 1953 which was apparently developed in just four months from the four-cylinder Lanchester 14, or Leda, with minor changes and a Daimler style front grille. But somehow it was all too little too late, the company's image had changed in the public eye and even Royalty deserted Daimler for Rolls-Royce.

Shortly after being appointed Managing Director & Chief Executive of BSA's Automotive Division in 1956, Edward Turner was asked to design a new saloon car powered by a V8, thought to essential for sales in the now vital US export market. Turner and his design engineer Jack Wickes began considering the initial concept of their new engine by examining the workshop manual and spare parts list of a Cadillac V8, most likely this would have been the 331ci or possibly the 365ci introduced in 1956. Turner also owned a Cadillac V8 at the time but it is unknown if the engine from it was stripped down and used as any type of template. However, the bottom end was very similar to Cadillac designs. Using a pushrod OHV system kept down design, development and production costs and allowed Turner to base the design of the cylinder head on those he had developed for Triumph motorcycles, including the use of hemispherical combustion chambers. Adapting the Triumph head design for use in a saloon car engine required much work in reducing noise, friction, vibration and improved timing accuracy. By October 1956 detailed drawings were presented to Cyril Simpson and the engineering team at Daimler, within eight months the first test engine (89001) was running on the test bed. Much of the development of the prototype engine was carried out by Dr J.N.H.Tait. Proper fuel metering and adjustments allowed power curve measurements to be taken eight months later in August 1957 and gave 116bhp @ 4400rpm. The final result was a 90 degree V8 engine with part-hemispherical combustion chambers, overhead valves operated by push-rods from a single chain-driven camshaft positioned centrally high up in the "V". It used aluminium alloy pistons with steel connecting rods run in a cast chrome-iron block with sand-cast high-tensile light alloy heads and crankcase housing with a short stiff dynamically balanced crankshaft carried on five main bearings. The nose of the crankshaft carried a torsional vibration damper, a four-bladed cooling fan, and the pulley for the triangulated thin belt drive for the dynamo and water pump. The dynamo was located between the cylinder blocks and at the rear the drive was taken from the back of the camshaft for the distributor positioned high above the unit behind the two semi-down draught SU carburettors. There was a separate exhaust system for each bank of cylinders. Light alloy was used for the valve covers, tappet blocks, sump and inlet manifolds. Cooling was conventional by pump and fan with a thermostatic by-pass control.



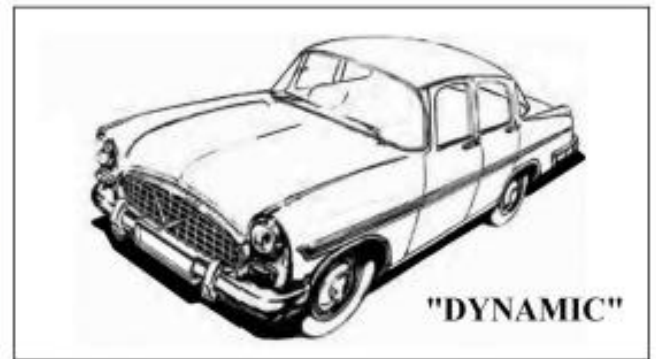
The compact & powerful Daimler 2.5litre V8 engine was a design masterpiece.

The engine made its first public appearance in the Daimler Dart, but Chrysler had already registered the name and so it was called the SP250 and was a fibreglass bodied sports car specifically aimed at the American market. The 2.5litre engine was only 30 inches in length and developed 140 bhp @ 5,800 rpm which was exceptional at the time. But that wasn't the reason the jewel of an engine was developed, it was for a V8 Saloon to replace the antiquated Conquest which ceased production in 1958. Prior to the SP250 launch the new engine was tested by the engineering team headed by Cyril Simpson with the engine in the Daimler Conquest Century body, although fast & quick if it had been produced it would have still have done little to change Daimler's image.



The first sketch for the Daimler DN250 V8 Saloon by Jack Wickes dated November 1958

After briefly flirting with a project with Panhard, the engineering team took a standard Vauxhall Cresta PA and fitted the V8 which easily occupied the space normally reserved for the Vauxhall straight six, the result was probably the fastest PA ever built but, with relatively small drum brakes all round - no disc option in 1958, it couldn't stop! It did, however, give Turner the idea of using the Vauxhall body shell, with suitable modifications to "Daimlerize" the interior with copious amounts of wood, leather and Wilton. An exterior with modified front and trademark Daimler grille, later a new more formal roof was fitted and smoothed out rear wing - minus the fins. Mechanically, apart from the V8 engine, disc brakes were fitted with significant suspension upgrades. Turner also entered into tentative private negotiations with Vauxhall Motors Ltd with a view to producing a new Daimler based on the Vauxhall Cresta.



The second sketch for the Daimler DN250 V8 Saloon by Jack Whites based around the Vauxhall Cresta PA dated January 1958



A wireframe mock-up of the proposed Daimler DN250 V8 Saloon based on the Vauxhall Cresta PA Series bodyshell



A flying mock-up of the proposed Daimler DN250 V8 Saloon based on the Vauxhall Cresta PA Series bodyshell

A chassis designation of DN250/1 was assigned to the new project and one prototype was reportedly completed but, for whatever reason, Vauxhall were not moving quick enough - probably because they could sell all the PA models they could build themselves and the project dragged on until in the end Daimler were taken over by Jaguar and the whole project was cancelled. There are no pictures of the completed prototype, and what happened to it is also unknown but in all probability, it was just scrapped.

Now, one would think that would be the end of the story but it isn't. A very enterprising enthusiast purchased a PA Cresta without an engine, fitted a Daimler 2.5 V8 complete with automatic gearbox and then altered the bodywork of the Cresta to match as near as possible to that of the original artist drawing of the DN250. The interior has been refitted in Daimler style so is as near to the original prototype - if it ever was completed. Would it have been a success? Probably not - Daimler purists would have been put off by the "humble" Vauxhall origins. Nice car all the same. More information about the remarkable build of the car can be found at - www.daimler-dn250.net
 Pictures below of the modern reproduction car in the build stages.



<http://www.daimler-dn250.net/>



The amazing replica of the Daimler DN250 V8 Concept based on a Vauxhall Cresta PA



The amazing replica of the Daimler DN250 V8 Concept based on a Vauxhall Cresta PA

Club Committee

2022 / 2023 Year	Name	Location	Contact Number
President	Bill Botting	Dunedin	021 435 181
Vice President	Russell Hawkes	Invercargill	021 970 997
Secretary	Ngaire Donaldson	Dunedin	022 049 7821
Treasurer	Ross Middlemass	Wanaka	027 236 4306
Club Captain	Alistair Falconer	Kakanui	022 601 8509
Committee	Don Carter	Invercargill	027 345 8985
	Clive Donaldson	Dunedin	022 678 4500
	Kevin Carter	Dunedin	021 181 6126
	Doreen Carter	Dunedin	
	Tom Price	Palmerston	021 899 510

