

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

APRIL - MAY 2014



Eddie and Nancy Bishop's 24/80 at the Ashburton Rotary Vintage and Classic Rally, 4th May.

OUR CLUB OBJECTIVES:

- To promote interest in Wolseley vehicles.
- To arrange social functions for the purpose of promoting the objectives of the club.
- To promote and encourage the efficient maintenance of members' vehicles.
- To render technical assistance to members.
- To produce a newsletter regularly as a vehicle for the exchange of owners experience, technical information, the sale and exchange of cars and spare parts, or any other matters of interest to members.
- To maintain a library of information on the history, maintenance, repair and modification of Wolseley cars, to be available to members.
- To maintain a central register and stock of spares which may be established to assist members.



Club website: www.wolseleycarclubnz.co.nz

HOW TO CONTACT US:

National President:

Gordon Duthie (Beryl) 13 Maryport Street Lawrence, Otago 9532 Ph 03 485 9543, Fax 03 485 9053

amail abduthia@ytra.co.nz

email gbduthie@xtra.co.nz

National Secretary:

Micheal Kruse (Raewynn) 297 Huatoki Street, New Plymouth 4310

Phone 06 753 9743 (hm) 0276600203(mobile)

email kruseco@xtra.co.nz

Auckland:

Noeline Billing (Paul) P O Box 23-393 Hunters Corner Manukau 2155 Email nbilling@ihug.co.nz

Phone (09) 278 3944

Manawatu:

Michelle Thompson (Andrew)

3 Neptune Street Danniverke 3910

Email: bellaprints@inspire.co.nz

Phone 06 374-8430

Nelson/Marlborough: Christchurch:

Bryan Stansbury (Gaylene)
113 Whitby Road
Wakefield, Nelson
Phone (03) 541 8255
stansburys@xtra.co.nz
E

Allan Francis (Betty)
19 Richard Seddon Drive
Northwood, Christchurch 8051

Phone (03) 323 7559

Email <u>allan.betty@xtra.co.nz</u>

Southern Region:

Bryan Kelly (Barbara) 136 Princes Street

Strathern, Invercargill 9812 Ph 03 2164586, or 0212624316 email mousebar@xtra.co.nz

National Spare Parts Enquiries:

If unable to be handled by your local Branch, contact: Ray Willoughby (Wendy) 14 Leander Street, Christchurch 8052

Phone (03) 352 9016

Email: kitty.willo@xtra.co.nz

All Newsletter Enquiries:

Send to: Colin Hey (Jenny)

34 Rossington Drive West Melton 7618 Phone (03) 359 8737

email: Colin.Hey@scirt.co.nz

Disclaimer: The views and opinions in this publication are personal to the authors, and not necessarily the official views of the Wolseley Car Club of NZ Inc.



PATERSON BROTHERS TYRE SERVICES

Now incorporating Beatson Motors, with a full Computerised Laser Wheel Alignment Service

196 Worcester Street, just East of Latimer Square, Christchurch.

Phone (03) 365-0876 Fax (03) 365-0875

Our building has now been rebuilt and we are up and running again.

Show me your Wolseley Club Car Membership Card
when discussing your tyre needs. I will still go out of my way to ensure your
vehicle is fitted with the correct tyres that suit your type of driving.

For your classic Wolseley or your modern car or 4WD, check with us at Paterson Bros.

Instant and quality service assured, with competitive prices guaranteed.

Lindsay Patterson.

EDITOR'S STUFF

It's been a very mixed month, not helped at all by the very wet weather we have been experiencing in Christchurch. All the media attention that has been given to flooding in parts of Christchurch is not blown out of proportion. We have known ever since the earthquake that flooding would be an issue, and now that we have had several big rain events one after the other, it is really starting to bite. It's a very difficult situation and it must be extremely hard to live with for people who are directly affected, and I do feel



particularly sorry for them. Last week a task-force team of around 20 people arrived in our office to begin work on finding some short-term and long-term solutions, so it will be interesting to see what they come up with.

The month also marked the passing of our very valued and long-serving Life Member Betty Francis – a very sad occasion indeed. I have included an obituary later in the newsletter, however I will say here that she will be sadly missed by many of our branch members. She had contributed so much to both the Club and to our Branch over so many years.

It's been reasonably quiet at home on the Wolseley front at home this month also. Early in the month we bid farewell to John Mallia's 18/85 as it began the first leg of its trip to a new home in John's collection in Melbourne. It had been at Allan Francis' place



John Mallia's 18/85 departing for Australia

since the National Rally, so I called over there one evening and collected it on our transporter so I could deliver it to Jeffs Transport the following morning. Allan removed the registration plates and label for handing in to NZTA as required, before it was loaded on the trailer. Jeffs were to steam clean the underside and engine bay, and then take it to Port Lyttelton a few days

later and load it on the ship. It departed Christchurch on the 22nd April. John has since called me to let me know it was somewhere in the Pacific, heading to south-east Asia, where no doubt drop-offs and pick-ups would be made, before it finally heads south again

Editor's Stuff - continued

to Australia and Melbourne. Apparently he is able to track the ship on the internet as it navigates the oceans of the world. It will be good to hear from John when it does arrive – hopefully clearing it through customs and the licencing authorities will be straightforward. We didn't stash anything in it – promise!

Matthew and I spent a day or so over the Easter break preparing his 1500 for its repaint, and it's now in at the paint shop hopefully with work well underway. I'll be calling later this week to check on progress, so hopefully there will definitely be something positive to report next month. It's going to be repainted in its original beige and maroon colour scheme.

Preparation consisted of removing all of the exterior chrome-work, including all of the trim clips, door handles and interior door trim. We left all of the door glass in place as disturbing it was going to create a great deal more work and also things like quarter-window rubbers can be a real headache if they are damaged or broken in the removal process. They were not in too bad a condition, and best left alone — hopefully the painters will do a good job masking them up. The front and rear windscreens were



Matthew's 1500 nearly ready to go into the paint shop

also left in place, although we did cut the rubbers right back to the very edge of the metal so the paint will go under the new rubbers when they are fitted as we put things back together again.

When the car does come back we'll try and get everything put back on as quickly as possible so we can get it back on the road again. Matthew is planning on having the upholstery tidied up after that, so it is good having it as a rolling rebuild project and to see it improving all the time.

Both our own Mk1 1500 and the 6/90 have gone through a WoF check during the last couple of weeks – both went straight through, which was pleasing. The last two times the 6/90 has been, the garage has told me that one of the front fog lights isn't working. When I've checked it before taking the car away, I've found that it is working, and I can only think that when they've checked them, they haven't realised that the fog light knob has two positions on it – pull it out to turn on one, and then turn it slightly and pull it out the second stage to turn the other one on. I don't know what the law says, but I'm guessing that one switch should turn them both on at the same time, however the switch and wiring is all original. I never have had a need to use them anyway.

I did come a little bit unstuck in the workshop two weeks ago when I was giving Sarah's friend Jonathan a hand with the brakes on his Landrover. He had renewed the hydraulic hoses, and I was giving him a hand to bleed the brakes after this was done. All went well until we got to the last wheel, where the bleed valve was seized in the wheel cylinder and I

Editor's Stuff - continued

broke the end of it off flush with the wheel cylinder when I was trying to loosen it. It was late in the day, and we were in a hurry to get the job finished, so I went and got an 'easy-out' and tried to get the remains of the valve out 'in-situ' using the hole in the valve (which of course wasn't that big). This meant that the easy-out was a relatively small one, and surprise-surprise, I broke it off in the hole. This meant we had to remove the brake drum, shoes and cylinder, but we were still stuck because it was impossible to drill out the broken easy-out. On the bright side, the wheel cylinder was at the end of its life anyway and was showing signs of weeping, so it did really need to be replaced. I should have followed my first instinct and removed the cylinder first, and carefully drilled out the remnants of the valve on the bench. Lesson learned.

Interestingly, the main reason the Landrover was getting some attention anyway was because it also needed a new radiator. Jonathan had priced having the original one recored locally, and it was going to cost \$620. He was able to buy a brand-new heavy-duty radiator out of the UK from a firm called Paddocks Landrover Spares and have it shipped here for \$400. It only took 2 weeks to come.

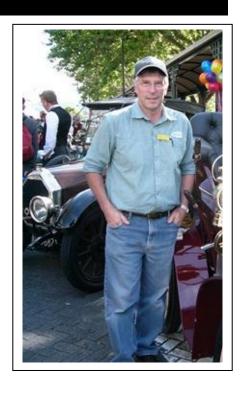
Matthew and I went down to the Ashburton Swap Meet last weekend to have a look around, and although we didn't find much, we did manage to find a small chrome trim part that finishes off the end of the grille surround for a Mk1 Mini. This was missing off my late grandmother's Mini which is sitting in our shed for a restoration one day. Apparently these are like hen's teeth to find, so it was worth scratching around in a box of Mk1 Mini parts to see what was there. It certainly helped to make the trip worthwhile, and I guess it is this sort of find that keep these events interesting. It was also good to catch up with a number of people there, including Les and Viv Broughton who had come from Blenheim with lots of stuff (including some furniture items Les had made) to sell on a stall. We also attended the Rotary Club Vintage and Classic Run there the following day, which was a very good event indeed this year. More of that later....

CHAIRMAN'S REPORT

Hi Members,

First I wish to acknowledge the death of Betty Francis. Betty has represented and involved herself many ways in the Wolseley Club. She was National Secretary for four years at the same time as Secretary for the Canterbury Branch. We also know the effort Allan puts into the club with the support of Betty. They have travelled to many Rallies here and in Australia clocking up many of miles and many more friends. The last time many of us would have seen Betty was at the National rally in New Plymouth where we celebrated her 80th birthday with a surprise party.

On behalf of the Club I wish to pass on our condolences to Allan and their extended family and looking forward to



CHAIRMAN'S REPORT - continued...

celebrating Betty's life at a memorial service in Christchurch on the 14th May at 2pm at Westpark Chapel, 467 Wairakei Road, Burnside.

I wondered if many of you were traveling at Easter in the wild weather. Beryl and I headed through to Blenheim to see my mum. We left Lawrence on the Thursday afternoon to stay at Ashburton that night, it rained all the way. On Friday we headed off for Blenheim catching up on my sister Angala and husband who were down from Motuaka visiting his mother in Dunsandel. We then stopped off in Christchurch to catch up on my younger brother Murray and his partner who were over from Austrailia. Murray came over for the New Zealand Army Band's 50th anniversary.

Leaving Christchurch around 11am we heard that the Kaikoura Coast road was now open. As we headed north of Greta Valley, in heavy rain, we were aware of how wet it had been with the amount of water everywhere. Our first hold-up was up the hill after going over the Hurunui river. A large part of the road cutting had come across the road and although the work team were letting traffic through from time to time we were there for some time. From here on there was a lot of damage to the road with pot holes and slips. We got to Kaikoura to find that the coast road was closed. We were very, very lucky to get a bed for the night. All phone services were out so I couldn't notify mum what the story was and we had to pay for everything with cash as all of the Eftpos machines were down. Saturday was fine as we drove up the coast. There was a lot of water, rocks, slips etc across and on the road, works teams were very busy working on the worst bits including the railway road which had been washed out near Kekerengu. It's amazing how close vehicles follow behind you at times. With the road being so bad I kept a good distance behind so as to see any road damage in time and steer clear of it. One car following me at one stage followed too close to avoid the road damage and I think hit every hole there was to hit, I don't know how the wheels weren't torn off it.

Our trip back home on the Monday was in fine weather but the car looked like we drove the whole distance on a gravel road.

Take care,

Gordon Duthie.

Obituary – Betty Francis

It is with huge sadness that I have to report on the passing of Betty Francis, one of our Life Members, on Saturday 19th April, after a long spell in hospital battling with a broken hip. Betty was a real champion to the cause for our Club, and had played a pivotal role in keeping the Christchurch Branch running until she was no longer physically able to manage the job a few years ago. She was our Branch Secretary and Treasurer for a total of 14 years – dedicated to the job keeping the records straight and the books correct right down to the last cent in all of that time. There was hardly a run or event would ever go by without Betty being there with Allan. As well as looking after Branch affairs, she also served as National Secretary for a total of four years – this being at a time when Wolseleys were far more plentiful and our membership was about double what it is today.

Betty always went out of her way to make sure all of the necessary catering arrangements were looked after at our events, and made a point of ensuring everything was cleaned up, and also paid for after any event. It was the detailed stuff she was good at, and she looked after it well.

She was always a starter for a bit of adventure, and literally travelled the world with Allan well into her later years. She was never afraid to have a go at something different, and even had a go at paragliding in her 70's and absolutely loved it. She especially enjoyed her many trips to Australia to see family and to take part in Wolseley Car Club events over there – a place where she made lots of friends, as she did here. Jenny and I had the pleasure of travelling with her and Allan, and Bill and Margaret Williamson on a 'pilgrimage' of sorts to the birthplace of Wolseley manufacturing in Wallget, Australia, in 1988. It was a marvellous trip and one that we will always remember. Betty was determined to make the most of every hour of the day we had available, so we saw and did

Allan and Betty at Betty's surprise 80th birthday party at the 2012 National Rally in New Plymouth.

lots together. In recent years Betty has battled with a number of health issues, and always seemed to be able to get on top of them and live to enjoy life a bit longer – much to the amazement the medical staff who cared for her. Somehow we always got to expect that she would eventually get well enough to return home. Alas this did not happen this last time. We extend our heartfelt condolences to Allan and the wider family. Due to the timing of Betty's death during

Easter and the school

holidays and the fact that it would be extremely difficult for her family to travel from Australia at that time, and because Allan was due to depart on a visit to the US the following week, Betty was given a private cremation soon after her death.

A memorial service for Betty will be held on Wednesday 14th May, at 2.00pm, at Lamb & Haywards Westpark Chapel, 467 Wairakei Road, Christchurch.

We are planning to have a line-up of Wolseleys at the venue in her honour, so if you can attend, please come a little bit earlier and bring your Wolseley.

Deadline for next Wolseley Word:

Friday 30th May 2014

BRANCH NEWS and EVENTS

Auckland Branch News:

First our Branch wishes to extend our sympathy to Allan Francis and the family on the death of his wife Betty. Members will remember Betty as a former National Secretary of our Club and also a former secretary of the Christchurch Branch.

We wish to welcome new members to our Branch and we look forward to seeing them at an event in the near future.

They are:

- 1. Peter and Bridget Thrussell from Hauraki, Auckland who have a 1952 Wolseley 6/80
- 2. Roger and Yvonne Honey from Te Hapara, Gisborne with a 1969 Wolseley 1300. On Sunday 27 April we attended an excellent event at Pirongia at the suggestion of club member Rodney MacDonald. We commenced by going to the local market there where we caught up with Rodney who gave us the local sightseeing places to view including the Redoubt. After attending the market and viewing the local areas of interest, we went onto to Rodney's home where he has an excellent collection of vehicles and we had a barbecue lunch at his home. His gardens are also well worth the viewing. Approximately 30 people attended, viewing his gardens and collection of vehicles mainly from the 1970's. Thank you Rodney for being such an excellent host.



Some of Rodney's collection.

BRANCH NEWS and EVENTS, continued



Also some spares on Rodney's property.

On Sunday 4th May several Wolseley members attended the run to Warkworth to partake a ride on the steam boat Kapanui. However due to the illness of the owner of the steam boat, this did not happen. The weather was so gorgeous we ended up

going to the Brick Bay Wines at Snells Beach and enjoyed the company of other fellow Wolseley, Rover and Triumph enthusiasts. We were very pleased to see and meet Peter and Bridget Thrussell turn up to the starting point at Silverdale. They are looking forward to attending more events in the near future.

Coming Events:

- 1. **Mid-Winter Dinner & Movie on** Sunday 29 June 2014 at 4.30 p.m. at 177 Riversdale Road Avondale. Please contact Noeline Billing 278-3944 for details. The cost is \$25.00 per adult and children up to the age of 12 are \$1.00 per year. Please advise numbers for catering purposes no later than the 22nd June 2014.
- 2. **Sunday 20 July 2014 Auckland Branch AGM** We hope to hold this at the Ellerslie War Memorial Hall at 2.30 p.m. More details next month. Reserve this date on your calendars.

Regards Noeline Billing



Windshield washing equipment is a standard fitting. Jets of clean water are played onto the windshield so that mud sprayed up from leading vehicles is quickly wiped away by the wide-sweeping wipers.

BRANCH NEWS and EVENTS - Manawatu

Manawatu Branch

News:

We went to the VCC North Island Easter Rally in Waipukurau. The weather cleared up on Saturday and we all had a great time. It was a lot of fun staying at Pukeora Estate and the rally was very well organised and different. Instead of having a park-up of the cars and

gymkhana on Sunday, we were given the option of five different runs - we did one in the morning and another in the afternoon!

Kind regards

Ruth

Coming Events:

Saturday 24 May

Working Bee at Parts Shed, Pohangina Road. 10.00 am Branch Committee Meeting

Saturday 28 June

PS Waimaire cruise on the Whanganui River and mid-winter evening meal in Whanganui, with the option of an overnight stay and visit to two car collections on Sunday morning.

July – Branch AGM – date to be advised.

Sunday 7 September:

Meet at Carterton for Daffodil Day. Pick daffodils at local farm and visit craft and produce stalls with picnic lunch or café an option.

Labour Weekend Run: Organiser Michelle Thompson

Saturday 15 November:

Run from Feilding to Cross Hills Garden Country Fair, Kimbolton. Over 140 high quality gift stalls for early Christmas shopping. Café or picnic lunch and stroll through 18 acre rhododendron and azalea garden.

Future run to Waipawa, starting at Woodville, mostly on country roads, maybe visit to Waipawa Settler Museum and Onga Onga.

Contact: Ruth Cleal tel. 04 293 3369 or fincle@clear.net.nz

BRANCH NEWS and EVENTS – Nelson-Marlborough and Christchurch

Nelson-Marlborough Branch News:

Not a lot to report this month. We have just received a new membership from Alistair Wright and Sue Holmes. They have a maroon 1951 6/80, and we welcome them to the club.

Philip is progressing well with his 1969 Hornet project. He has fitted a reconditioned 1100 Head to the 1000 motor and fitted a double-row timing chain.

It is just about ready for a VIN.

Regards

Bryan Stansbury

Christchurch Branch News:

The month has gone by quickly, but despite Easter and Anzac weekends breaking it up, we've still managed two events, despite the very wet month we've had. Unfortunately it has also marked the passing of Betty Francis, our highly respected member and friend of many, many years.

The first event for the month was a visit to the Christchurch Model Engineers Society facilities in the Halswell Domain on 13th April. The weather was looking decidedly dodgy right up to the meeting time in the afternoon, so a booking was made at a café in Lincoln where we could retreat to if we needed to. Before the run, I rang Margaret Williamson to let her know that we would be going right past her place soon after 1.30, so she could get Bill to the window to see us go past. She did better than that, and had him sitting at the front gate with a blanket around him, so it was good to give him a toot and a wave as we passed by.

With 8 cars present, our run took us around the Heathcote Valley to Halswell, and the rain kept to a very light drizzle – hardly enough to even need the wipers going. On arrival, we first all took a ride on one of their trains which circulate on about 800m of track on the fringes of the domain. Although one could argue it's a kid's thing, the club facilities and set-up are definitely not, and having only been there 8 years, it is indeed impressive what they have achieved in that time. There is a fully operation unloading and service area where members can bring and use their own locomotives, the fully constructed track which suits 3 rail gauge sizes, a station and platform area with a large pedestrian overbridge, spacious members rooms with full catering facilities, and a large workshop/storage area where all the club-owned locomotives, rolling stock and other equipment is stored.

After the train ride we all marshalled in the workshop area where one of the members told us a bit about their society, their activities, and the development of their facilities. Like our own facilities at Idlewood, it came down to the determination and hard work of a number of members all pitching in with their time and skills.

BRANCH NEWS and EVENTS - Christchurch

Due to the damp and cool weather, we decided to make use of the café booking we had a Lincoln, so we headed off there (a run of about 15 minutes) to enjoy the rest of the afternoon indoors. The café was originally an old house in the centre of town, so was very warm and homely. We enjoyed a good yarn and good coffee and tea all sitting around a large table in what would originally have probably been one of the bedrooms of the house, finally departing for home about 4pm.

Our second event was held this last weekend, and was the annual Ashburton Rotary Vintage and Classic



Train ride at the Model Engineers Society run

Run. This is run the day after the Ashburton Swap Meet, and is therefore always the first Sunday in May. Being this time of year, there is always the risk of poor weather, but this year Jim Hickey got it right and we struck a near perfect day - about 20 degrees, with no wind at all. It was actually foggy as we left Ash-vegas, but we ran out of it about 2km into the run, and it stayed fine the rest of the day.

The run always begins at 10am, so it's necessary to get down there no later than about 9.30 to register and have a cuppa before the start, so it's a fairly early start from home. This time we took the 6/90, and Matthew followed on behind solo in the 1100. SH1 was actually fairly busy that time of the morning, perhaps because it was the end of the school holidays. The Police were certainly out in force and busy.

This year's run took us north-west from Ashburton – easy driving on sealed and very quiet country roads. The countryside looked very pristine – verges all mowed and green, crops pretty well all in and paddocks green and lush or freshly worked up for the next crop. Lots of healthy looking cows in the paddocks, and sheep that looked like they had just had a shampoo and set in the recent rains. Although many are not happy about the general trend to dairy conversion, it seems to have had a knock-on effect of cleaning up the landscape views with many of the old macrocarpa and pine hedgerows now gone, meaning it's possible to see for miles and miles now even though the landscape is pretty much dead flat. It's pleasing to see that some farmers are now planting out lots of native plants to replace them in rows that can be traversed by the now-huge centre-pivot irrigators. In the distance, the foothills and Southern Alps had a fresh dusting of snow on them, and the closer we got to the finish in Methven, the more they seemed to tower above us. Add into the mix a long line of classic cars cruising at a leisurely 80km/h or so along dead straight roads, it was as near to classic car run perfection as one could wish for. Our final destination was Methven Domain, so it was back to where we were for the National Rally 10 weeks ago (it seems so long ago already). Here, one of the community groups put on a fundraising barbeque, and most people just got out the picnic chairs and

BRANCH NEWS and EVENTS - Christchurch



At Methven Domain - spot the Wolseleys

sat in the sun and chatted. We were parked in the order we arrived in, so our club cars ended up in different locations around the grounds, however we pretty much congregated to one point for lunch and enjoyed a good yarn together. One of the good things about this event is that it attracts a great variety of cars – everything from a Model T Ford right through to a very new Bentley – so plenty to check out and take in for the enthusiasts amongst us. One of Matthew's mates had come along in his very original early

80's Toyota Corolla and managed to win a prize for the best Japanese car, just proving that there was room there for everything. It was also good to meet up again with Keith Lister who has recently purchased a really original 4/44 from the North Island, and another young fellow, Russell Ellis, who has just begun work on a 16/60 with the aim of getting it back on the road again. Both are from Ashburton, and both intend to join the club. The prize-giving was held about 1.30pm, and from then on people and cars gradually departed. We left about 2.00pm, enjoying an easy run home to arrive in plenty of time to mow the lawns before the next onslaught of rain. A very good day out indeed. Our spares working bee for April was well attended. Ray Willoughby has recently had an operation on his left arm and shoulder, so is on very light duties at the moment while the healing process is underway. Les and Malcom Nell arrived with the very rusty remains of a Series 2 Morris 10 or 12HP on a trailer, which will yield a few useful parts for some of the smaller early models (no engine or gearbox). We were also donated the remains of an Austin Westminster (A/110), which is all there apart from the engine and it's 14-inch wheels. This car used to be owned by a friend of Simon Verkerk, and was in pristine condition when he sold it about 15 years ago. Unfortunately a subsequent owner had used it for a year, and then left it sitting outside unused – the rest is history. During the month a very complete 4/44 was also collected from the Hinds Garage (again a car that was partly restored (stripped and painted) and then left sitting outside for several years to the point where it is now rusty and ruined), so we now have plenty to keep us occupied in the months ahead.

Before I finish too, we wish Eddie Bishop all the best for his coming hip operation on 28th May. Nancy tells us he is a very reluctant and unwilling patient, however he knows it's got to be done. Apparently he's got a couple of mates that will drag him there kicking and screaming if need be!

Colin Hey

Christchurch Branch Coming Activities:

Saturday 10th May - Working Bee at Idlewood

Arrive any time after 9.00am – come to help, buy parts, just chill out and have a yarn or solve your Wolseley problems over a cuppa. Morning tea provided, bring your lunch if you want to stay a bit longer.

Sunday 18th May - Proposed visit to Antonio House, Riccarton Road.

The plan is to visit this earthquake damaged historic convent before it is finally demolished, which is it's very likely fate. We will be able to get inside the safe areas so we can appreciate some of its history before it's lost forever. Meet in the New World car park in Peer Street, Ilam at 1.30pm. After the visit we will go to Harringtons in Riccarton for coffee and a good yarn, so bring a few dollars with you.

Sunday 1st June - Timaru All British Day (Queens Birthday weekend).

Travel to the start at the Caroline Bay car park in Timaru in your own time. There is a public display between 9.30 and 10.30am, after which a run will be held to a lunch venue. Entry fee is \$15 per vehicle, and the event will be run wet or fine. Many spot prizes on offer, plus prizes for best car from each continent. Promises to be a good day out. Please bring a picnic lunch.

Saturday 14th June - Working Bee at Idlewood

Sunday 15th June - proposed visit to Homebush Estate, Hororata. Full details next month.

Southern Regional Branch News:

Greetings from the Deep South and I must apologise for not getting a report in for the last issue of the Wolseley Word. Everything happened at once and it was really a few days when you wished there were more than 24 hours in a day. Working long hours, a family event and another club I'm involved with had a fundraising event. Boy what a long weekend! But we got through it.

I received an invitation from Allan Dick at Highland Park Motorsport Park in Cromwell for owners or the club to put on a display at the Highlands Classic and Racing Car Show in the grounds of the facility. This was going to be at the same time as their Highlands Festival of Speed event at Easter. The invite arrived with days to spare and not enough time to try and organise anything.....BUGGER!!! All is not lost however, as the event is set to be a yearly event and is well worth a shot of arranging something for next year. On a more positive note, Dunedin's Autospectacular is coming up in a couple of months time so I will try and find out some more info ..date..theme..etc and we'll see if we can organise to

BRANCH NEWS and EVENTS - Southern Region

display there. Last time we had a ball so let's do it again. Also the branch AGM is coming up shortly, so any views/ideas whether to go to our normal venue (Balclutha) or somewhere different would be welcomed.

Our own project 16/60 has really slowed down as I don't seem to have too much free time to get out to the garage to her lately. I've pulled the clutch master cylinder out and brought a kit for it so that's waiting for me to do, then the brakes are waiting to be done as well plus some small touching up to the repair panels to be finished off....so I better make an effort to get out to the garage I think, after all, It won't do itself. Plus a couple of friends are putting pressure on me to get 'Winnie' on the road so we can all go for some 'Sunday Drives'. I really can't wait. The aim is to get the car roadworthy so we can use her as opposed to a full restoration at this stage, but we all know what can happen

All the best from the Deep South Bryan Kelly

Technical Topic 1 – Adjusting the Choke on twin SU carburettors.

From Chicagoland MG Car Club website

Mixture adjustment and synchronisation of SUs seem to be widely understood. Of equal importance is the adjustment of the choke mechanism. If set too rich, the choke will fill the cylinders with raw fuel and dilute the engine oil causing premature bearing, piston ring and cylinder wear. If set too lean, the car starts hard, which drains the battery and overheats the starter motor and the owner.

Of first consideration is the fit of the clevis pins in the choke levers. If these holes are worn larger than the pins, the chokes will not operate through their entire range. New levers and clevis pins are the cure for this problem.

Once the new parts are fitted, adjust the slack out of the choke linkage at the interconnector link. Slacken the top and bottom nut so the linkage is "relaxed", then tighten the bottom nut so that just a bit of pressure is brought to bear on the lever. Do not overcompensate, as this will "pre-load" the chokes and cause over-rich mixtures. Once set to your satisfaction, run the top nut down on the fitting to lock the adjustment. You may want to use an extra nut on the bottom as a lock nut. Now, hook up the choke cable. Give it a turn to the right to help the cable lock work, and don't get the cable too tight; leave a little slack.

The choke cam may be adjusted to suit weather conditions by moving the link rod to the appropriate hole. #1 opens the butterfly a small amount slowly, #3 opens it a large amount quickly. #3 is intended for colder weather, #1 for warmer climes. Yours may be set at #2

Technical Topics - continued

where the majority were set to begin with. If so, you may want to leave it alone, as the #2 setting seems to work in just about any climate.

The choke adjusting screws should be set last of all, and should be backed off completely when setting the idle, and synchronizing the carburetors.

Set the screws equally so they are just shy of the cam, about 1/32". Smear a dab of light grease on the cam face. If the chokes and idle screws do not hold their settings, new tension springs may be in order.

Technical Topic 2 – **Driveshafts and U-Joints**by Tom Sotomayor

From Chicagoland MG Car Club website

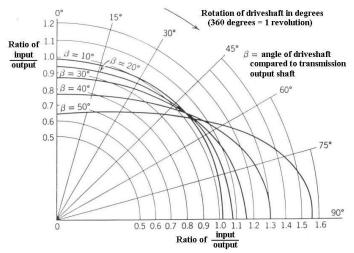
The universal joint (or U-joint - originally known as a Hooke's joint) has been with us for quite a while. As you know, they are used to connect two or more shafts together that otherwise don't line up, but intersect at a point. The typical configuration has two "U"s, or "yokes" connected with a "cross", or "spider". A driveshaft uses a U-joint assembly at either end, with an intermediate shaft in between, to connect the transmission with the rear axle.

If a car had a rigidly mounted engine, transmission and rear axle perfectly in line, the driveshaft would not need any U-joints. However, engines and transmissions are rubber mounted to keep annoying vibrations from being transmitted to the vehicle occupants. Since the rear axle is normally part of the suspension, it has to move to deal with varying loads and road conditions. All of this movement means the driveshaft needs to work with components that are constantly changing position.

The problem is a single U-joint has a "dirty little secret". As you increase the angle between the shafts, the angular velocity of the two halves is not constant.

So, what does this mean? If an input shaft runs at a constant speed, an output shaft connected to it through a single U-joint will run at the same constant speed only if the output shaft is directly in line with the input shaft. As the chart below indicates, as the angle between the two shafts change, the output shaft will speed up for one quarter of a full revolution, and then slow down the following quarter revolution. In other words, it will speed up and then slow down twice for every full revolution of the driveshaft.

There would be a real problem with component longevity if only one U-joint was used. The speed variations would be felt as vibration. The U-joints, bearings, clutch, gears, etc. would be getting constant, reversing impact loads. As the angle of the driveshaft increases, so do the speed variation and the impact load.

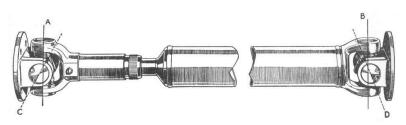


Graph for rotation error of driveshaft.

To solve this dilemma, two U-joints are put into the driveshaft in series, one at either end of the shaft. As one U-joint increases speed, the other decreases speed. The net effect is constant speed in, constant speed out.

Looking at the diagram below, "C" is connected to the transmission and "D" is connected to the rear axle.

The main purpose of the U-joints is to allow the rear axle to move up and down while still getting power. This doesn't come for free though. As the axle moves vertically (up) and the driveshaft angle lessens, the driveshaft needs to get shorter. The vast majority of British cars including MG, Austin Healey and Triumph use a sliding splined joint between



the U-joints on the shaft itself. One of the exceptions is the Sprite / Midget. It uses a sliding spline on the end of the driveshaft where it slides into the gearbox.

To work properly the U-joints must

be in proper "phase" with one another. Unfortunately, Murphy's Law rears its ugly head. Occasionally some enterprising person will disconnect the driveshaft at the splined joint to save unbolting the four driveshaft flange bolts during a clutch job. When it gets reassembled no attention is paid to the "phasing". If they are not in phase the speed change effect will be cumulative, making the situation much worse. It can get twice as bad as a one U-joint system!

To make matters more confusing, many repair manuals show the phasing incorrectly. Referring to the sketch above, the "fixed" yokes (A and B) must always be parallel. Roughly ¾ of the cars I've worked on with driveshaft segments, have them out of phase. Check your own car out, you'll be glad you did!

FOR SALE

Wolseley 6/110 Mk2 – 4 speed manual, with serious engine problem. New Tyres, battery, and clutch, with WoF and registration. Body and interior need work. Expired on the way to the National Rally from Auckland, and is currently in Kaikoura. \$1,000. Contact Goetz (owner) on 021 287 2525 or at work on 09-377 2525

Wolseley 6/110 Mk1. Original 118,000 miles, 3 speed with overdrive, upholstery and leather in good condition, good chromework, fitted with original push-button radio plus modern Sony with CD/tuner and aux-imput.

Radial tyres, "Gold Seal" rust proofed 1987, No knowledge of any major mechanical

work.

Vehicle to be supplied with - Original ownership paper, Other historic papers, Original 6/110 mk1 handbook, Genuine BMC workshop manual covering this model, Upper and lower engine new gasket sets, Spare hoses and belts, spare starter motor.

A much treasured straight and tidy touring classic. Selling to reduce size of vehicle fleet.

The car is located in Alexandra. Asking \$8,200.

Please contact Roger and Robyn Marshall, email <u>r.r.marshall@xtra.co.nz</u> or phone 0-3-448 6886





Stuart Milne, Southern Regional Branch, with his 6/110 selling some of his craft items at the Lawrence Car Show in March.

Mord Word

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

Registered at Post Office HQ Wellington as a Magazine If unclaimed, please return to: The National Secretary New Plymouth 4310 Michael Kruse 297 Huatoki Street,