

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

AUGUST - SEPTEMBER 2015



1912 Wolseley 16/20 belonging to Errol and Kathryn Smith, Christchurch

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

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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

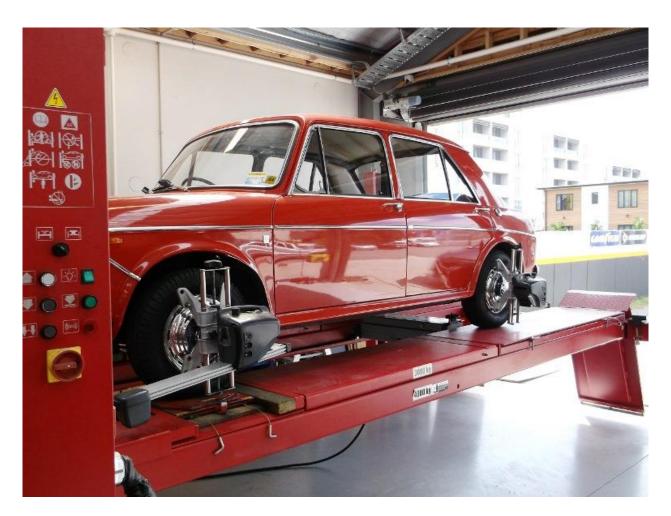
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Lindsay Patterson.

EDITOR'S STUFF

Last weekend Matthew and I joined with the members of the Banks Peninsula Branch of the VCC on their annual 'garage raid' outing, visiting three different premises, one of which was our collection at home. A good friend of mine had organised the run, and had asked me months ago if I would mind if our place was included on the itinerary, and at the time it seemed like a good idea. The Mini club had visited about a month ago, and that went particularly well, so we were quite happy for the VCC



members to come and see some Wolseleys for a change.

This time around the 'raid' started at Auto Restorations in central Christchurch, then moved on to the large veteran, vintage, and classic collection belonging to Errol and Kathryn Smith, and then finally moved on to our place.

It had been years since I last visited Auto Restorations, and at that stage they were in their old premises in Carlyle Street in Sydenham. It seemed like a busy place then, but their current building is about twice the size, and it's literally bursting at the seams with all sorts of projects underway for clients all over the world. Sometimes I wonder about the logic of the funds I 'invest' into our Wolseleys, but it would pale into insignificance compared with money being spent on some of the cars they have on their inventory. Early European sports cars seem to be their specialty nowadays, and there were several complete rebuilds going on, including an early Alfa Romeo which had been scratch-built, with everything new and remanufactured including engine, gearbox, supercharger, chassis, body – everything! It was only a few weeks away from testing, and then it would be ready for the client (a New Zealander) to collect and enjoy. Lucky man or woman! There were also many other British and American cars – some just in for some specialist bodywork or mechanical repairs, and even some just for routine servicing. It was fascinating seeing what was going on, and most importantly, how much turnover a business like this can bring to our economy, and how many people it can usefully employ.

Our next stop was Errol and Kathryn Smith's collection in Avonhead. We were last there about 12 months ago on the BMC rally, and believe me, it's a great collection. Errol has been restoring cars all of his life, specialising in Model T Fords, although many other interesting vehicles have found their way into his large shed (more of a private car museum, really). He has two veteran Wolseleys there at the moment – one being his own 1912 16/20 Landaulette (featured on the front cover), and another 1908 two-cylinder roadster which until recently was owned by Ron Duckworth from Twizel, and is now waiting for its new owner from Auckland to collect. I'm not sure how many cars were in his shed altogether, but it must have been at least 40, so it was really interesting strolling around amongst them all again.

Editor's Stuff - continued

Next it was on to our place. Matthew and I left the Smith's early so we could get things organised at home. I had spent the morning tidying up and polishing up a couple of the cars, so all we had to do was push a few of them out into the driveway to make a bit more room inside. Probably around 30 people had carried on to our place, and everyone seemed to enjoy having a look around. I spent most of my time answering questions.

The visit finished off what had been a busy weekend working on Wolseleys, including a

lot of time spent on Simon Verkerk's 16/60, which is now finished, and ready for a final road-test before he takes it. home. I last mentioned Simon's car two months ago, at which point the replacement engine had been re-built. At that stage we still had to remove the damaged one from his car, swap over the transmission and all ancillaries, tidy them up and fit them to the replacement



It's in and running – Simon Verkerk with his 16/60

engine, and then put it all back in the car. I mentioned then that it sounded easy, but would in fact take some time, which turned out to be the case. I've usually not done anything on it unless Simon is there, mainly so he can see and learn on the way, but also to allow him to (hopefully) get some pleasure out of doing as much as he feels capable of doing himself - which has been quite a lot.

Anyway, to cut a long story short, we got the 'new' engine back in the car and running on 24th August. We had a few problems with the gearbox cross-member – in particular with the gearbox mounts themselves which do not appear to be factory replacements. They proved impossible to either fit to the cross-member first and then fit to the gearbox, or to do the other way around. In the end I got around this by slotting the mount holes in the cross-member and it worked perfectly, is 100% secure, and will greatly speed up removal and reassembly if the gearbox every has to come out again in the future.

A few turns on the starter without the spark-plugs in soon bought up the oil pressure, and then with the plugs in it fired up straight away, with everything sounding just fine. There was a small oil leak out of the union on top of the oil filter, which just needed a bit more tightening. Unfortunately at this point it wasn't possible to road-test the car, as while the car (without engine) was back at Simon's, he had begun an overhaul of virtually the whole braking system, starting with replacement of the flexible pipes. He had successfully

Editor's Stuff - continued

replaced them all, however that did mean that the brakes no longer worked, and with new linings and re-machined drums to go on all round, and new rear wheel cylinders to fit, we needed to carry on and get that done also before we could get the car out on the road. That was last weekend's job, and by close of play on Saturday (about 6pm) everything was finished except for re-fitting the wheels and road-testing the car. That will be next weekend's job, so hopefully all will be well and Simon can take the car home and start to use and enjoy it.

The brake overhaul didn't happen without issues though, all caused by some very poor and unprofessional work carried out by a previous owner or garage. The rear brake cylinders have been replaced at some stage in the past, and the brake pipe ferrules had been done up so tight that the ends of them had been squashed inside the wheel cylinders, flaring them out and making it impossible to screw them back into the new wheel cylinders. The only solution was replacement brake pipes for both sides of the rear axle, so I sent Simon off to Idlewood with a few tools to get the ones off the spares 16/60 out there. He returned about 45 minutes later with the bits we needed and we were able to carry on. Another problem was that the rear hub on one side had been leaking oil, so we removed it to fit a new oil seal kit, only to find that once again, someone had been there before and monkeyed things up. At some stage it appears as though two of the wheel studs needed replacing, so instead of getting the correct ones (or a replacement hub) someone had fitted ordinary bolts (fortunately the right length and thread), and then arc-welded them onto the rear of the hub. The welding process has slightly distorted the face of the hub, so getting a good oiltight seal between the axle shaft and the hub may be a problem now (I used two gaskets and plenty of Hylomar sealant as an interim measure, but ultimately a replacement hub will probably be required). To cap it off, presumably the same person has used a coarse emery paper to 'hone' the running surface for the seal on the rear axle housing, and quite possibly ruined it. If this proves to be the case, the only solution will be a whole new diff housing. It's definitely a case of fingers crossed at the moment!

Another problem we've currently got is that the bonnet was accidentally damaged in the period the engine was out of the car, so Simon is having another one painted at the moment. Unfortunately it was raining last weekend when we were ready to do the test-drive and hopefully delivery back to Simon's, so we've had to postpone that to next weekend now. I'll report on the outcome in the next newsletter.

During the times when I've not been helping Simon I've managed to get the work I was doing on the 6/99 finished off, and it's now driveable again. As I write, it's in at Vintage Car Repairs, where Grant Theile has replaced the cross-member under the driver's floor, and is now tidying up some minor damage to the left-rear door and rear valance, and attending to some minor rust in the lower edge of the boot-lid. Hopefully we'll have it back in about a week, and then I can put it through for a WoF. And....unfortunately I do need to find a new place to take our cars now, as Tim and Paul Abbot have closed their business – Tim has retired, and his son Paul has gone to work in a dairy factory, so that's that! There is another small garage not far from work which I will try out – one of my team at work has a very old Hyundai and took it there, and they gave her really good service, so it's worth a go I suppose.

Editor's Stuff - continued

During the month I also spent a full day on our Veteran Wolseley, as I wanted to get it running again (for the first time in over 3 years) before the VCC visit last weekend. All

that was really needed was a clean-out of the fuel system to remove the stale petrol, and with a new battery fitted it started easily. It seems a bit reluctant to run on just the magneto at the moment, but it went long enough for me to drive it out of the shed and leave it idling for some time to warm up a bit. I was tempted to take it around the block, but decided I had better not get too excited and checked a few things first. I found the gearbox oil level was very low, and unfortunately I didn't have enough to top it up. Not wanting to make a special trip into town to get some more then



New front cross-member ready to fit to our 6/99

and there, the test drive is on hold at the moment, although the gearbox is now topped up, and everything else is checked and ready to go. I spent the rest of the day giving the car a good clean and polish-up, and it looks so much better now. I've since sent away the VIC forms for the car to the Vintage Car Club so I can get the car's VIC number re-allocated to



stage it to take it to the Vero Rally in Dunedin in January, and the number was needed on the registration form for the event. I still need to sort out the revinning session though, and I may need to take a day off of work to do that, so I will book it in soon to give myself a deadline to work to. Also before the VCC guys came, I managed to spend a couple of hours on the 15HP Tourer. I got it cleaned and polished, but ran out of time to get it running so that's another job on the horizon now, because I know it's got a leaky water pump. I'm never going to run out of things to do!

Jenny and me, as the intention at this

In this month's newsletter you will find an article I've taken (with permission) from the Jowett Car Club's "Flat Four" magazine. It details Vic Morrison's journey through the years with his home-built Bradford truck, and it's something all old-car enthusiasts need to read. I hope you enjoy it as much as I did.

Have a good month.

Colin

CHAIRMAN'S REPORT

Hi Members,

The months seem to be tearing around quickly with the days lengthening and spring around the corner. I think most of us have had enough of winter. It has expressed itself well this year with prolonged cold wet and down here hard frosts that did a bit of damaged to pumps and plumbing in some houses. I have seen this year frost burst pipes that had been well lagged. On the 20th we went across to Brandon which is south of Townsville in Australia for a



few days to see our latest granddaughter. Shorts tea shirts and sandals confirms the temperature in the low to high 20s. The area is a sugar cane area and is 60% through harvesting. Every afternoon cane blocks are burnt to get rid of dead foliage, these fires are farce and will burn a 10 hectare block in about 20 minutes. A lot of the burnt ash is taken well up in the air with the heat and smoke and comes back down a kilometre or 4 away and makes things black. Brandon is in the Burdikin shire or county, they call the ash "The Burdikin Black Snow". Harvesting starts at around 3 in the morning and stops around 1 in the afternoon.

Request to explain why I removed the spark plugs when replacing the clutch. In my first Centennial Rally report I explained that the clutch in the Wolseley had to be replaced before leaving for the rally. In doing the job I removed the spark plugs to make the job easer. I removed the clutch by moving the engine forward and the gear box as far back as far as it would go within the body without removing it from the car. This meant I was able to just slip the clutch plate past the end of the gearbox shaft and out the bottom. Removing the spark plugs meant that I could turn the fly wheel, engine, around freely so as to undo the bolts to release the pressure plate so as to slip out and refit the clutch plate. You can't get to undo the bolts without turning the engine over as there is not enough room to get your hand between the bell housing and fly wheel.

That's all from me for now.

Safe travels, Gordon Duthie

Deadline for next Wolseley Word:

Friday 25th September 2015

Buy and Sell

1954 Wolseley 4/44. Restoration was underway when the owner tragically passed away, with bodywork basically done and the car undercoated. The upholstery is out of the car but all there – nothing is thought to be missing. Registration is on hold, and the car could be made to run with little difficulty. Seeking a reasonable offer up to \$1,000. Contact Val Fergusson on 03-473-7622, or Scott on 027 255 2313. The car is in Dunedin.

SECRETARY'S REPORT

Hi fellow Wolseleyites,

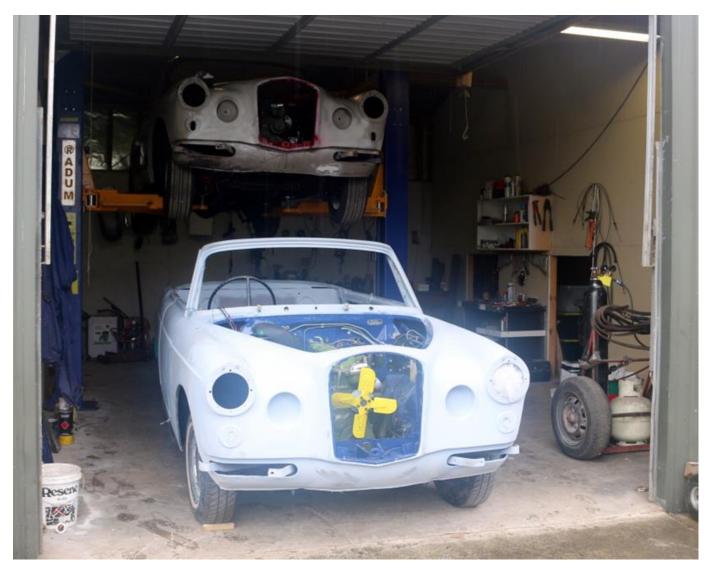
Please send in your Subscriptions along with your Vehicle Information to your LOCAL Secretary. After I have collated this year's information I will send out a copy to all members and from then on. I will only require updates or changes.

Thanks to the members whom have already renewed their subscriptions.

As I was interrupted in writing my report last month by my darling wife Raewynn's contribution, "A women's story" I will carry on now with the Tauranga trip.



During a visit to Dave & Lyn Pickering place to pick up the 18/85, I noticed two restoration projects in the shed. One was a 6/110, and the other something VERY SPECIAL - a 6/110 TWO door convertible.



It is hard enough doing one restoration project let alone two at once. This is certainly a

SECRETARY'S REPORT





great effort Dave!
Dave had drawn up some
plans and discussed them
with the NZTA compliance
people to ensure certification
upon completion.
The doors have been
lengthened and strengthened,
the door pillars reinforced
and strengthening the floor
under the car also
strengthened. The rear
window ia altered to
incorporate the soft top roof.

6/110 in existence. I would love a ride, on a lovely Bay of Plenty summer day.

As far as Dave knows this is the only two door convertible

Happy Wolseleying Michael Kruse National Secretary New Zealand Wolseley Car Club.

FOR SALE

For Sale - Classic Car Steering Wheel Covers.

Quality reproduction hand-made 1940 to 60's style vinyl covers with foam backing for driver comfort, made to measure with a choice of colours. Includes stitching cord, a bodkin and fitting instructions. The diameter of your steering wheel and its rim required. Good value at \$63 each. Phone Roger Honey on 06 8684846 or 0274780872. email rohoney@clear.net.nz (Club Member)



Photo shows one of Roger's steering wheel covers fitted to Gordon Duthie's 6/110.

Would all **Branch Secretaries** ensure that a copy of your annual Branch accounts for the year ended 30 June 2015 are forwarded to the National Treasurer PO Box 23-393 Hunters Corner Auckland 2155 after you have held your Branch Annual General Meetings.

These are required to enable the National accounts to be prepared for the National Annual General Meeting to be held in Christchurch in October.

Thanks

Paul Billing, National Treasurer

BRANCH NEWS and EVENTS - Auckland

Auckland Branch

News:

Our visit to MOTAT on 16 August was a live day and there was plenty happening to keep visitors entertained. Those who attended has a most enjoyable day and the weather was good.

Our Branch is holding regular meetings and the National Rally in February next year is looking to be very interesting. A variety of trips are proving to be promising with interesting little side tracks.

Don't forget to send in your Rally entry form with \$35.00 to PO Box 23-393 Hunters Corner Auckland 2155.

Coming Events:

Saturday 10 October 2015 – National Annual General Meeting of the Club to be hosted this year in Christchurch to coincide with the Swap Meet at Macleans Island.

Regards Noeline Billing

Lower North Island Branch News:

Hello all Wolseley enthusiasts my name is Raewynn Kruse and I am the new Secretary for the Lower North Island Wolseley Club. I am writing this as an introduction for those folk that do not know me. I am married to Michael and we have 3 adult children all away from home, we have 5 Wolseley's and 2 moderns. I should say my husband has 5 Wolseley's and I have on modern, my hobby is probably just as expensive, collecting Beswick china, I need to stay off trade me for while now because I don't have anymore cabinet space, never mind still got wall space. As I look outside it is raining, dark and cold but I am sure that summer is just around the corner, so it may be time to think about taking those covers off your pride and joy and give it a bit of a polish, shine the bumpers, check the spark plugs

BRANCH NEWS and EVENTS, Lower NI Branch - continued

etc for the great summer runs that we have planned.

Please don't hesitate to phone me....

About anything but I am no good at carburettor's or fan belts.

I can put you right on to the club experts who can help or just pass the phone over to the Wolseley enthusiast husband. That's me for now, have a great month hope to see you at the "Taranaki Fringe Garden Festival" On the 31st of October in Stratford.

Get out and about in your cars and take care.

Keep Smiling

Raewynn (Not quite a Wolseley, but I drive a beetle)



Coming Events:

Club Events

5 or 6 September 2015 – CHB The Festival, Pukeora Estate

A run to Waipukurau to take in the annual craft fair at Pukeora Estate. On the way home, stop to pick some daffodils at Taniwha Daffodils – 20 acres of them! Actual date to be confirmed – let us know, asap, if you have a preference for the Saturday or the Sunday.

31 October 2015 - Mort Andrews Memorial Rally, Taranaki

An overnight weekend coinciding with the Taranaki Garden Spectacular. Cars will be judged and the Mort Andrews Memorial Trophy will be awarded to the winner. For details please see Page 13.

November/December 2015 - Christmas Dine-out, Wellington

Date to be advised. Will possibly include a look around the retired ferry, Arahura.

Sunday, 14 February 2016 – British Car Day, Trentham

It's the 30th anniversary of this event. Trentham Memorial Park, Upper Hutt, 10am.

Other Events

Sunday, 8 November 2015 - Southward's Car Museum Auto Jumble

From 8:00am, Otaihanga Road, Paraparaumu (turn right at new roundabout). General admission \$10, sellers' plots \$10 including driver (passengers \$10). Preferential parking for visiting classic cars.

Saturday, 12 December 2015 – Lake Ferry Excursion

36th Annual Lake Ferry Excursion, organised by the Sunbeam Car Club. Meet by the Fell Museum in Featherston at 11am for an 11:30am departure to Lake Ferry.

Sunday, 31 January 2016 – Wheels with Attitude

Dannevirke A & P Showgrounds, Neptune Street, 10am-2pm.

BRANCH NEWS and EVENTS, Lower NI continued

Lower North Island Wolseley Car Club Invite All Wolseley Car Club Members

To Visit the Friendly Taranaki Fringe Garden Festival

Enjoy a run to Taranaki in your Wolseley with added extras:

- 1. A car trial
- 2. Visit pleasant colourful gardens
- 3. Visit a Museum of general household items
- 4. Visit to "The Possum Factory" (Shopping For the ladies)
- 5. Visit Famous Hollard Gardens
- 5. Friendly Taranaki Hospitality

WHEN: 1.00pm Saturday 31st of October Staying Overnight in Stratford

Saturday night's meal will be at the Stratford Club

Accommodation is tight in Taranaki during the Festival and it would be great if we all could stay at the same venue.

I have had contact with Antonio Mews (Motel) and they have enough units to accommodate us at present.

06 753 9743, Cell 027 243 8565, Email kruseco@xtra.co.nz









BRANCH NEWS and EVENTS, Christchurch Branch

Christchurch Branch

News:

It almost seems as if I should say it's been a quiet month for Christchurch, but that's only what I think. Lots has been happening, especially at Idlewood, where the new club-room has now been finished off and officially opened.

At our last working bee on 9th August (which was a week before the opening), I arrived to find that a lot of the finishing work was already well underway. The kitchen area was freshly re-painted, and only some minor work such as flashings and painting was required on the new extension to get it finished off completely. We had set aside Sunday 17th for an opening ceremony, and our plan was to have a short run, and finish there with afternoon tea and a few words of thanks to mark the occasion.

These plans changed a bit during the week, when Danny O'Malley suggested we should re-visit a friend of his out at Waddington who had just completed the building of a working scale model traction engine before heading back to Idlewood. Having last seen it when it was 80% complete, it was agreed that this would add a bit of interest to the day, so this is what we did. The weather first thing in the morning on the day of the run was nothing short of miserable, and at one point I rang a couple of committee members to discuss whether we should postpone it a week, but in the end we decided to proceed, as we would have shelter both at Waddington and Idlewood, and this time of year there was no

guarantee that the following weekend would be any better. We met at the New World supermarket in Peer Street at 1.30, and by 1.40pm we were on our way to Waddington. Short detours were taken through the back of West Melton and through Kirwee to keep off the busier roads, with the trip up there taking around 40 minutes, and without any rain either. The traction engine was run up on compressed air for us all to see (a very impressive bit of work),



The new clubroom extension at Idlewood

and after thanking Rex for his time, we were back in the cars and heading back down the Old West Coast Road to McLeans Island and Idlewood for afternoon tea.

BRANCH NEWS and EVENTS, Christchurch Branch, continued

By the time I got back there the hot water had been put on, and all the tea-cups were laid out ready for everyone to arrive. Jenny Hey arrived soon after with four-dozen hot savouries, and the rest of the food was put out and the proceedings got underway. Unbeknown to Eddie and Nancy, we had made a decision without them knowing to call the new room the "Bishop Room" to recognise their input not only into this new extension, but also the vision and hard work that they in particular have put into everything we now have at Idlewood. We had a special plaque made which is now above the doorway into the room, which was unveiled by Eddie to his and Nancy's complete surprise – it went down a treat.

Eddie had also invited out the neighbours who supplied the bay-window and flooring from their house (which was an earthquake demolition), and a friend of his who was a builder and had helped sort out the finer details of the construction. They were very impressed with the way it had turned out, as was everyone else who saw it for the first time in its finished state. Stuart Penny I'm told also went the extra mile and put in a garden in front of the room; Tony Shanks had been flat-out getting it all painted inside and out, and others (including Merv Wayne and Chris McLaey) also had been there making sure it all came together. It all looks very professional and very finished now, and I'm sure it's going to be used a lot from now on.

Also this month, new member Derek Brehaut has been busy taking parts home from the 6/90 he purchased off Anthony Dacre (which has been garaged at Idlewood), and last weekend he trailered the body home so he can start getting busy on it. It will be a large-scale project, but Derek has a plan put together and I'm sure he will soon get his head around it all. If not, we're here to help.

Another thing I can report on is that the late Alex Lauder's two Wolseleys have found new homes in the club. It just so happened that Anthony Dacre saw the 1300 when it was in a garage being warranted, and enquired as to who it belonged to. He soon found out that it was being prepared for sale, and purchased it straight away. Likewise, the Hornet has been purchased by Danny O'Malley, and added to his now smaller collection of classics. Both are therefore in good hands.

Coming up this month, we have a run out to Rangiora this coming Sunday (6th September), finishing at the Station Café in Blackett Street (see details below), followed by our regular working bee on Saturday 12th September. Hard on the heels of that is the Annual BMC rally, which is this year being organised by the Morris 8 Tourer Club. Preparations are also getting underway for our display at the Classic Car Show on the weekend of 26th and 27th September. And, another reminder - don't forget to think about anything you might like to donate for our site at the VCC Swap Meet in October. Items can be brought out to Idlewood at the working bee this month (12th), or preferably the following month on 3rd October. Note that any typical garage sale types of items are fine and will be well-received. Also note that the October working bee is a week earlier than normal (on 3rd October) because of Swap Meet the following weekend. All the details are on the next page.

Colin Hey

BRANCH NEWS and EVENTS, Christchurch Branch, continued

Christchurch Branch Coming Activities:

Sunday 6th September (this coming weekend) – Run to Rangiora to the Station Café.

Meet at the Belfast Hotel at 1.30pm. We will first visit the Rangiora Museum for a look, and then proceed on to the café in Blackett Street to finish the day off. It's all inside, so no need to worry if the weather is wet and/or cold. Entry to the museum is \$2.00, and then it's the normal café charges if you want tea, coffee or food.

Saturday 12th September - Working Bee at Idlewood, McLeans Island.

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. Also bring your garage sale items if you have any.

Weekend of 12 & 13 September - Dunedin Autospectacular

If anyone is still interested in making a trip to Dunedin to see and/or take part in the Dunedin Autospectacular with our Southern Regional members, please let Colin Hey know asap. At this stage two cars are going down. For more information go to:

www.otagoclassicmotoring.co.nz/index.php?pr=Autospectacular

Sunday 20th September - BMC Rally 2015.

Assemble in the University Car Park, off Clyde Road, at 10.00am for a 10.15am start. The run will be through Christchurch and North Canterbury finishing at a country

Domain for a picnic lunch. Bring own lunch. This rally is being organised by the M8TCNZ and all BMC aligned car clubs are being invited.

26th and 27th September - Classic Car Show at the Pioneer Sports and Recreation Centre, Lyttelton Street.

Our club will be displaying - some free passes will be available to anyone who can help set up and/or dismantle the display. Entry fee is \$10 – thoroughly recommended to visit.

Saturday 3rd October - Working Bee - note that for October, our working bee will be held on the **first** Saturday of the month (3rd October), because of the VCC Swap Meet and National AGM the following weekend. Note that this will be the day to bring any saleable goods to Idlewood so we can prepare for our Swap Meet sale and fundraiser (see notice at the end of the Christchurch Branch Report).

Weekend of 10th and 11th October - VCC Swap Meet

Offers for display cars and help on our site will be needed – please contact Graham Quate on 323-6167 if you can help. See next newsletter for full details.

Special Notice for Christchurch Members

Need to have a clear-out in the Garage or House?

A great idea for fundraising was raised at the Annual General Meeting. We are going to take a site at this year's VCC Swap Meet in October, and sell off donated car parts and general household goods that anyone wants to donate to the cause. Any money raised will be put towards the ongoing upkeep and improvement at Idlewood. We are asking members to have a look around home or in your shed or garage, and bring any saleable goods out to Idlewood on Saturday 3rd October. We will transport them to the Swap Meet the following weekend. Anything not sold will be taken to the Resource Recovery Centre straight after the Swap Meet. If you have anything heavy you need a hand with, please contact Graham Quate on 323-6167

Southern Regional Branch

Greetings from the Deep South. Hope everyone is well. OK the AGM is over...done and dusted. I've been given the pleasure of being the chairman/delegate for the Southern Region for another year. We have an interim Secretary/Treasurer in Gordon Duthie. Committee is Fergus Sime, Stuart Milne, and subject to his acceptance Colin Winter. A small turnout but an enjoyable mid-afternoon was had by all. Was really good to catch up with everyone again and real good to see George and Jean Brown. Good to hear everyone is feeling a bit better and on the mend. George was telling me that some work has to be



done on the rear springs on their 16/60 and then they'll have it mobile again. Plans are for next year's AGM to be held in Mosgiel and Fergus is going to check out a venue. Fergus and Mary Jane bought 'Iris', their recently restored Austin A110 Westminster down to Gore and boy does she look magnificent. Their passion for 'Iris' and their other project car (Fergus is restoring a 1965 Ford Fairlane) is clear to see and it's infectious!! All I wanted to do was go home and get stuck into my own car! And it might happen as I have

BRANCH NEWS and EVENTS, Southern Branch, continued

the next week off...a deserved holiday break. First one in a while. So wave bye to Christina going to school and Barbara going to work at about 8.30, then make a coffee and head for the shed. No one else knows I'm on holiday so should be no interruptions.....I hope. Well that's the plan!

AUTOSPECTACULAR...September 12th Saturday...it's all on. Cars have been sorted and no surprises 'Iris' will be there and with her 'cousin' Gordon and Beryl's 6/110 parked alongside should be a kool sight to see. Other cars are being confirmed so should be another good display. Photos and report will follow in due course. Colin Hey has informed me that some Christchurch members are coming down on the Saturday for some support and/or help, so will be a good day out. We hope to all go out for a meal with the Christchurch members afterwards so let us know if interested. Theme is 'Car Sales' so could be interesting to see some of the other displays as well. Well worth coming for a look I can assure you. Only problem is the day goes real fast.

National AGM is also coming up in Christchurch on Saturday 10th October and same day as the annual McLeans Island Swapmeet. Should be good...I'm going...ya coming???? All the best

Bryan Kelly

Notice of National AGM - Saturday 10th October 2015 Hosted by Christchurch Branch

This year's National Annual General Meeting will be held in Christchurch on Saturday 10th October – the same weekend as the VCC Swap Meet at McLeans Island, Christchurch. The National Executive Committee will meet at 3.00pm in the new Bishop Room at our clubrooms at Idlewood, which is one minute's drive down the road from the Swap Meet. The AGM will then be held in the dining room at the Hornby Club, Carmen Road, Hornby, Christchurch, that evening, commencing at 7.30pm. All members and partners are welcome to attend. Meals will be available before the meeting at 6.00pm for those who wish to join us beforehand – cost will be around \$20 per head. An indication of numbers will be required beforehand.

Opening of the Tauranga Eastern Link, By Stephen Belcher

There was a big event for Tauranga on the 30th July, when the Tauranga Eastern Link was officially opened by John Key and 169 other officials. This magnificent 4-lane highway begins at the Papamoa turn-off and is a direct link to where the Whakatane route begins at Paehangoroa, which is on the route to Rotorua. This new route completely by-passes the town of Te Puke. Apart from a 10-mile saving, it is designed to take heavy traffic (especially trucks) away from passing through Te Puke.

The Bay of Plenty VCC were privileged to be asked to supply their much-loved vintage and classic cars to be the first to drive over this motorway, and take along with them some of the officials for a ride. There was an impressive line-up of motorcars from a very early veteran to cars of the early 1980's – 100 cars in total. Shaun and Adam Belcher were in Shaun's 18/85 Mk1, and of course Janice and myself were in our 18/85 MkII. We all enjoyed every minute.

Your Wolseley Car Nut Stephen Belcher.

Why We're Wolseley Wise Part 1 – by Russell and Kaye Harris

It all started in 1962 when my bank manager uncle bought a new 1962 6/110 and my parents bought a new Wolseley 24/80 Mk2 in 1965. My uncle died in 1968 and my father suggested I buy his 6/110 as it was a 'good' car – I was 18 years old; between us we paid \$1000 which at the time was an enormous sum considering I was earning \$1,100 a year as a very junior bank officer. Because we took it home to Gore before my uncle's probate was finalised, I was not allowed to drive it for several weeks but I used to walk around to where it was stored, start it up, smell the polished wood and listen to the motor purring away. Obviously I couldn't wait for the legalities to be completed so I could take it out and cruise the streets of Gore.

Maintenance costs and the price of petrol at \$2 for five gallons and the fact that I didn't really appreciate the car I had, caused me to trade it for a new Morris 1300 costing \$2,400 in 1970 – what a bad mistake that was – it ran well but leaked like a sieve! Meanwhile my sister and brother-in law bought my Wolseley from the Morris garage and have it still, it's a bit sad and in need of restoration but it's in good company with several vintage tractors, a 1924 Chrysler and a couple of Model Ts.

For the next 10 years I wandered in the wilderness car-wise, owning a 1968 Peugeot 404, (a great car), and a Hillman Hunter, (a real lemon!), got married in 1975 and became a two Hunter family, mine a manual 1971 model and my wife's a 1970 automatic, but somewhere in the recesses of the distant past there was a longing to have another Wolseley.

Being in the bank, required transfers around the country for promotion, and 1978 saw us living in Inglewood in the old Bank of New South Wales manager's residence where one day I happened to see an advertisement for a 1964 Wolseley 6/110 with a mileage of 64,000 for sale at Urenui just north of Waitara. My wife and I duly made contact with the owners who were a lovely older couple whose only reason for selling was that it was too heavy and difficult to manage without power steering. After much discussion and reluctance on their part due to our young age, (I was 28 at the time!), we agreed on a price of \$1,750 but not before we promised never to put on a tow-bar and the signing of adoption papers – well almost! They loved their Wolseley and were most upset to see it go. We promised to love and care for it as they did, and we named her 'Victoria' after a friend's 1953 Alvis.

Our adventures with the Wolseley started shortly after. A friend who lived in Stratford bought a 1947 Rover from the Waikato, and, on his approach to Inglewood, found he was low on petrol, (no late night service stations open in those day), so he phoned me to meet him on the highway with the idea to siphon petrol from our car into his – not a great idea and certainly not to be recommended unless one has a strong stomach. The night ended well with the vehicles and their owners safely despatched to their respective homes; I've never siphoned petrol since and even the thought of it nearly 40 years later...

Part 2 next time Russell and Kaye Harris

A BRADFORD BY JOWETT BY JOVE

Vic Morrison

In 1989 Maureen and I bought an old cottage in the country in a place called Whitecliffs. On one of the paddocks was a pile of rubbish, resembling a dump. I said to Maureen, "what we need is a big truck to get rid of that rubbish."

Now it so happened that tucked away in my Mum's garage were the mechanicals of a Bradford that I had inherited from one Denis Maxwell after his marriage went sour and he left Christchurch. I decided I would make a truck from these parts. I had not long finished restoring a nice Bradford deluxe Utility wagon for son Richard, (that's another story) and as anyone who has done this knows the amount of woodwork in one of these, so the thought at this time was to follow the lines of the Australian bodied truck on the Bradford chassis that had a soft top. This I did but rather than the traditional flat deck over the rear wheels I built a well side type deck. This gives a lower loading height and when the tailgate is dropped to the horizontal it increases the load area significantly.

It didn't take long to have a rolling chassis as Denis had it assembled in the basement of the Christchurch Press Co. when he was working there. It had to be taken apart to get it out! So we had a rolling chassis and now needed to fit the engine. Now his wife had taken her anger out on this Bradford motor which Denis had fully reconditioned by taking to it with a pic axe smashing the lug off the timing chest which mounts the generator exposing the timing chain in the process. By this time she must have been on roll as she smashed a large hole in the front of the crankcase so you could see the shaft driving the oil pump! I mixed some two pot boat-building glue to bridge the hole into the timing chest, then made a plate for the generator mount and bolted this to a couple of nearby studs. I then glued and screwed a 4" square plate on the front of the crankcase, finally fitting the engine and gearbox to the chassis.

Time now to build a suitable body and I started by locating a bulkhead with damaged windscreen supports. I cut these off making my own windscreen pillars and door posts etc. The two doors were cut off where the glass went and was capped along the top with wood. For the well sides I used oil tempered hardboard (great stuff – can you still buy it?) on a suitable frame and again for the tailgate. I used wagon inner-guards inside the deck which later proved to be just the ticket for supporting sheets of ply etc. with a suitable temporary frame screwed to the tailgate which when down supported the rear of the sheets. If I was building a shed for example then the iron wood go on the floor of the deck beneath the ply above – a very versatile little vehicle! A bench seat from a Subaru 700cc van was perfect for the seat, the back of which was the start of the deck thus giving a good load area without having to have the deck as long as a standard truck. A soft top and perspex folding windows completed the body with a the standard bonnet, grille and front guards. The hood does not fold, (it's not a sports car!) It is a work horse as it has proved to be over the last 26 years.

Not only did it make short work of moving all the above mentioned rubbish at the end of 1989, but when we decided to live permanently in Whitecliffs it moved all our furniture and effects from Christchurch, albeit with many trips! This reminds me of a chap saying to me at the time, that he saw a great big wall unit travelling down Russley Road with a little wee truck underneath it!

Our daughter Debbie shifted many times before she married and of course the Bradford was pressed into service each time. On one of the moves we were travelling together, Debbie out front in her Starlet loaded with the small stuff and me in the Braddie with the big stuff. Shortly after two letters came in the mail from the Police with speeding tickets from a camera on a pole! Starlet 68 K's \$80 and Bradford 72 k's \$120! God those Bradfords are fast. I now drive with the handbrake on 3 or 4 clicks!

During the nineties I fitted a Javelin gearbox to the Bradford to give it 4 speeds and this has been a huge improvement over the years for how I have used the Bradford. I was careful to make a suitable gearchange lever sprouting from the gearbox cover on the floor so everything looked original from inside the cab. It's a tricky little mechanism which converts the Javelin column change levers to give the standard floor change pattern.

When we built our new house at the end of 1999 I lost count of how many of the approximately 100 mile round trips the Bradford did getting building supplies, iron, timber, concrete kerbing, round stones, crushed metal, coloured stones, farm gates etc. The longest load was fence rails at 4.8 meters long, the overhang was nearly as long as the Bradford itself! Luckily Mr Plod wasn't about. For some of the heavier loads it was necessary to tie the doors shut as there was so much flexing that the doors would keep popping open. In addition to all this it has carted hay bales (20 bales at one time), full loads of horse manure all around Whitecliffs and Christchurch too.

Not only has it been a marvellous little work horse, the thing that has surprised me is that it is great to take on Jowett Rallies, all in the South Island, have not ventured into the North Island as yet but who knows, time yet.

We now get to 2015 and in all this time it has only needed the odd set of plugs(only 2!) and points, an oil change and filter when I thought it might need it. I have never touched the valves, can't even recall checking the tappets! This is the year that we moved back from our beloved Whitecliffs lifestyle and yes once again the Bradford was loaded with as much as it would take to again transport our gear and furniture to our new home in Christchurch in its' usual uncomplaining way, that little 2 cylinder just purring quietly in front of your feet with their relaxing gait! There was one time not long ago when I was bringing a load of wet horse manure (very heavy) for around the trees at Idlewood when I felt the Bradford pull back as though it was about to seize. I stopped to find no water in the radiator. Blast — lack of maintenance! I let it cool and fished around under the seat to find a litre of water and then carried on but it wasn't running right. It had burnt the head gasket so this was replaced at Idlewood before the trip home again. All was well with the world again.

Imagine then, the sudden jolt I got on one of the last loaded trips to Christchurch for our move when approaching Darfield at the usual cruising speed (45 to 50mph) the Bradford suddenly damn near went out of control as it shivered and shook so violently as I fought to bring it under control and stop on the side of the road. I had a pretty fair idea what had happened and opening the bonnet confirmed it when I saw the crankshaft pulley sitting out from the timing case. Yep – broken crankshaft. I was as shattered as the shaft! But what a great run I'd had with that motor, 26 years of virtually trouble-free motoring.

As I stood steering unbelievingly at the motor a car stopped and offered help. He towed me the 17 K's back to Whitecliffs for which I was most grateful as I think this was the first time in

all my Jowett motoring that I have not been able to coax this particular Jowett to go any further such was the drastic nature of the failure. I returned to Whitecliffs the next day in the CDR3 and A-framed the Bradford back home to Christchurch, ready to hoist the engine out and strip it down.

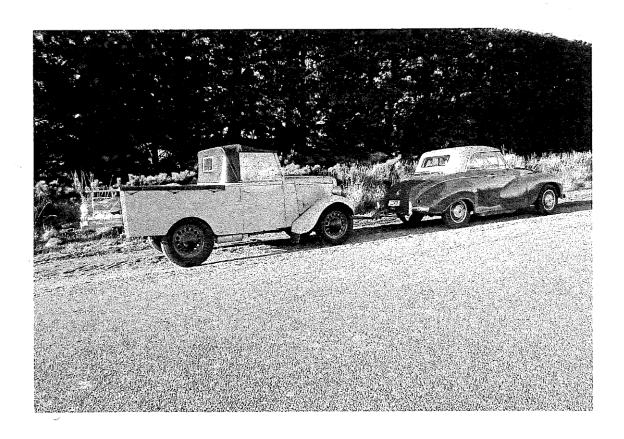
I felt sure the crankcase would have suffered especially around the front main bearing but there was no sign of trouble here, in fact the engine apart from the broken crank seemed to be in excellent order, front main perfect, big end bearings perfect, rear main bearing had cracked as the result of the trauma but pistons, rings and bores perfect though I could see some scuffing on both pistons caused no doubt by nearly seizing that time. I picked a crankshaft from the pile at Idlewood and it had a reasonable ring when tapping with a hammer, also a good looking used rear main bearing, then had the shaft ground to suit the original front main, the used rear main and the big end journals to minus ten. Because the engine had always been so smooth throughout the rev range I was worried I might lose this feature which I had always enjoyed when driving it. Bradford cranks cannot be dynamically balanced so I had the shaft statically balanced but the flywheel with clutch pressure plate dynamically balanced.

Now it was time to assemble. I tried the rear main an the newly ground crankshaft and it was perfect. I fed the crankshaft into the crankcase to try the front main, perfect. I used the original thrust washers and fitted the flywheel and checked the end float – perfect. This might sound strange but I did not remove the heads to check the valves as I figured it it had 2 nice even compressions why disturb things! I couldn't fault the rings so popped the cylinders on and bolted them up. Turning the motor over on the stand proved it had two nice compressions, after redoing the tappets. Time now to fit it back into the chassis. I left the inlet manifold off, fitting this once the motor was all bolted in. This just makes things that much easier.

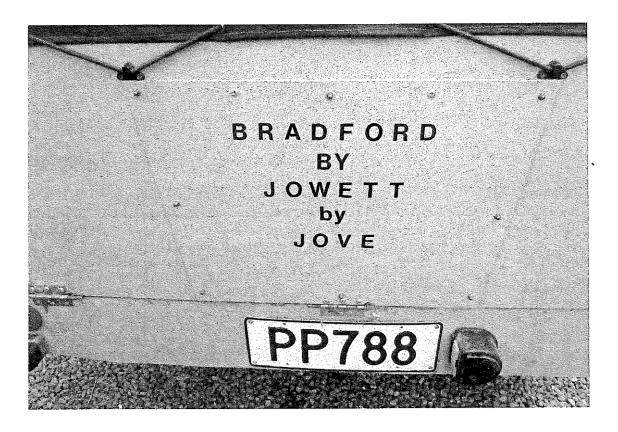
Time now to start it. I removed the plugs and spun it over on the starter to bring oil pressure up. Plugs back in, ignition on and press the the starter. It fired easily but only ran one cylinder. What the heck goes on here I says to myself. The passenger side cylinder wasn't doing its' thing at all so checked spark at the plug — good. Crankhandle in and absolutely no compression on that cylinder. I was gutted. What now — let's check the tappets — too much clearance on the inlet, strange I thought, must be something foreign stuck under the valve. Reluctantly I removed the head, (the one that had not been disturbed in 26 years) and yes there was something stuck under the valve. I turned the motor over to fully open the valve and with my tweezers attempted to remove it — but it just kept coming — couldn't believe it. Then the penny dropped.

The mechanic who assembled the motor had left a ball of paper towel pushed into the inlet port (I suppose to stop things falling in while he was working on it) and hadn't taken it out on this side. That meant I had to take the inlet manifold off again to pull this wad of paper out. Not only had he left this paper in but a similar wad was still in the water inlet! When I find out who he was I'll have his guts for garters! Caused me a lot of unnecessary work! Now I had to replace the inlet manifold and the head. As the gasket stayed on the barrel and looked good I just replaced the head. Back into the cab now to stab the starter again. Ah, running on two cylinders — great. A wee blip to bring the revs up and it seemed sweet and smooth so off around the block. The motor is lovely and just as good as ever it was so the balance was right. It idles very quietly as a Bradford should of course and there is no smoke from the exhaust. Phew! I am a happy chappie again.

Given the condition inside the motor I will keep on using Havoline 20W 40 oil at around \$15 when on special at the Warehouse!



ON THE WAY FROM WHITECLIFFS TO THE NEW JOWETT HOSPITAL IN TOWN!



THIS SAYS IT ALL!

WORLD Word

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