



OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

DECEMBER 2017 – JANUARY 2018



A slightly dusty 6/110 Mk2 belonging to the Govans (Southern Region Branch), during a recent club run through the Catlins.

OUR CLUB OBJECTIVES:

- To promote interest in and use of 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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Lindsay Patterson.

EDITOR'S STUFF

November ended on a good note, when I took part in the VCC's annual Homestead Run. As fate would have it, it was also the same day as the new (and huge) Selwyn Motofest event in Rolleston which I would have also liked to have taken part in, but Matthew represented our household there, and had an enjoyable day. Jenny was also AWOL, with a trip around some houses decorated for Christmas being her preferred entertainment for the day.

This year we were warned that there



would be about 20km of gravel road to cover on the day, due to the homesteads we were visiting being rather isolated and well away from any sealed routes. After pondering which car to take, it came down to which one I least minded getting dusty. With the 4/44 still waiting for its re-paint and still being warranted and registered, it seemed the best car to take, and it's rather dull paintwork wouldn't look too out of place once the dust had settled on it. It would also be its first good test as we were warned that this run would be a round trip of 230km, and the furthest I had driven it since purchasing it 3 months ago was the 20km from town to home.



One very dusty 4/44 on the VCC Homestead Run

With the run starting 45 minutes north from home, it was up early to check the 4/44 and get some tools packed and lunch made. The tank was filled at the local BP station and I set off, humming along nicely at a steady 50mph, passing quite a few classics heading in the opposite direction to the event in Rolleston. After collecting the route instructions at the start point, we headed north to Waikari, taking every back-road possible to keep

up off SH1. Then joining the alternative SH1 route, we mixed it with the trucks and heavy traffic for about 10km before going back onto local roads to carry on to Hawarden. From there we headed to the first homestead in the Pyramid valley, having morning tea there and a look around and a talk from the owner about the history of the home and the farm it sat

Editor's Stuff - continued

on. Already the 4/44 was covered in dust, but it was running perfectly and was actually proving really nice to drive – it sat nicely on the road (radial tyres make such a difference), was completely free of rattles, and it had more than enough power to keep pace with the rest of the VCC fleet on the event.

An hour later we were back on the road again, this time heading north to Culverden, and then about 10km east to the second homestead. Another interesting place, this one was now on a large dairy farm and was also in the throes of being developed into a function venue. The owners also owned and managed a gallery in Culverden, and had bought with them on the day a historical photograph from the gallery of the first motorcar in the Amuri district. No-one seemed to be able to identify what sort of car it was, but I instantly

recognised it - it was very obviously a Wolseley, probably about a 1903 model. I wonder what ever happened to it? Jenny actually did a bit of research for me when I got home, but couldn't really find out very much about the family named on the photo, let alone the Wolseley. By about 3pm the

homestead visit was over, so I headed for home, once again sitting happily on about 50mph, and



The first motor car in the Amuri district – a Wolseley, probably a 1903 model, driven by a Mr Edgar Jones

wherever possible letting the faster traffic go by, not that there seemed to be too much of it. Back at Hawarden, I turned left onto the Scargill Valley road, heading through to Scargill to call in on my brother at Greta Valley. This is gentle rolling country, and one of my favourite roads. After a chat and a cuppa, I headed for home, now about an hour and a half away. A very enjoyable day, and I was very impressed with the 4/44 and the way it went. All up I used almost all of the full tank of gas. There are a couple of oil leaks that will need attention, but apart from that I have no complaints at all – it's a smooth-running and comfortable classic, and once it's re-painted, I'm sure I'm going to enjoy it and use it even more. And yes, I've since given it a good clean inside and out, and it looks very respectable again!

Over Christmas I've got a few cars I want to get some work done on. The Hornet needs the brakes put together again, and a new CV and wheel bearing fitted to the RF wheel. Most importantly the 1923 15HP needs to be WoF'd and registered for our daughter Sarah's wedding at the end of January. Once that's done, the 6/80 needs to have the radiator removed for a cooling system clean-out and some cracks in the header tank repaired, the Mk1 1500 needs at least a new head gasket, and the 6/90 needs a service and tune-up. If I get all of that done in the two weeks I'll be very happy.

Editor's Stuff - continued

And speaking of being happy – one last thing to mention! I sincerely hope you all have a great Christmas and New Year, and that you take time out to enjoy some time with friends and family, wherever you may be. Thanks so much to everyone who has helped in whatever way with the newsletter and the club this year too, and if you can fit a bit of time either driving, cleaning, or working on your Wolseley over the Christmas break, so much the better.

Best regards Colin Hey

CHAIRMAN'S REPORT

Hi members,

Well what a great spell of weather we are having at the beginning of summer. We have had the Wolseley out three times since my last report. First was a great day out that was well attended, organised by Fergus and Mary-Jane Sime for the Southern Region. The next was the South Otago VCC annual Rally. This was well attended, and included five Wolseleys, four 6/110's plus Brian Stroud's Hornet from Invercargill. The next was the South Otago A&P Show, where once again the SOVCC members



supply cars to transport the Show Queens. I for the third year in a row ended up carrying the newly crowned Queen. The SOVCC has been supplying cars for this event for 47 years and next year is the 50th year of the Show Queens. Three Wolseley club members - myself, Stuart Milne and Jay Paterson, were included in the line-up of cars. This afternoon I have had the car out again. This time with the Lawrence Car Club, to take some of the



The Duthie's and Paterson's 6/110's ready for Show Queen duty

residents from the local Health Centre out to the Beaumont Hotel (16km away) for an afternoon tea, which our club pays for. We also at that time presented the Health Centre management a donation of \$4000.00 which was raised from

CHAIRMAN'S REPORT - continued

the car show we run every year.

That's all from me other than to wish you all a very good Christ Mass and hope you can enjoy an outing or two.

Merry Christ Mass,

Gordon & Beryl Duthie

Deadline for next Wolseley Word: Friday 26th January 2018

Wanted:

Photos of your Wolseley, your restoration project, or just good photos of an outing you've been to with the club. Please just email them to me at: *heywolseley699@gmail.com*

or post hard copy to me to 34 Rossington Drive, West Melton 7618. Please provide me with a simple caption. If you can pen together a quick story to go with it, so much the better.

SECRETARY'S REPORT

Hi Fellow Wolseleyites,

It is a very warm evening here in New Plymouth while writing this at 6.30 in the evening, it is 25 deg C inside. We have had a nearly a month without any rain, which is very unusual for Taranaki, since it rained nearly all winter. Raewynn and I have been out in our Wolseley 1500 last month, travelling to Stratford to attend Taranaki VCC "Potters Paddock" gymkhana. There were 7 tasks to complete, including tossing a newspaper into a hoops, parking your car close to a closed gate then opening gate and being still be able to open it fully; and towing an empty wine bottle on a wooden board for 50



metres without the bottle falling off the board. This was great fun. At the prize-giving it even got better, with Raewynn and I being presented with the "Potters Paddock" Silver Plate.

Have a Merry Christmas and Happy New Year, and Happy Wolseleying Michael

BRANCH NEWS and EVENTS - North Island Branch North Island Branch News and Events:

Hi everybody, hope this time of year finds everybody well and enjoying this beautiful



weather that we are having. We had Michael's 60th birthday on Saturday night, we were able to stay outside on a beautiful evening and have a good time with family and friends. I don't have much to say this month but I understand that those people that went on the Sweet

I Contraction of the second se

Georgia Cruise had a great time. There are photos and report below, kindly penned by Hugh Mackenzie.

You would have received your Registration for the National Rally with your last newsletter - I hope that we can have a good contingent from the North Island attending this event. Looks like it will be a fantastic rally.

I would like to wish everybody a joyous festive season with your family and friends and an amazing 2018. Thank you to everybody who has supported the club this year.

Enjoy the sunshine and your car. See you all in 2018.

Kind regards

Raewynn.

THE SWEET GEORGIA CRUISE

We started getting organized for the cruise and numbers slowly trickled in. Nearer the time I still had not got to the magic 50 number and put it out to others. And once we got to 50 all of a sudden everybody wanted to go - 73 in all on the night!

It comprised of Many different sectors:		
The WOLSELEY CLUB	The Leyland Club	
Wellington Cross Country vehicle Club	Our Wine Club	
Rotary Porirua	Porirua Club	
My work end of year and some Customers	Berry and Mexted Auto Electricians	
Various Friends and relatives		
This Gave us a great Cross section of people.		
The 12 WOLSELEY CLUB MEMBERS WERE:		
Winton and Ruth Cleal	Steve and Janice Belcher from Tauranga	
Gary and Heather Wall	Ray and Loris Whitcombe	
Michael Johnson and Friend Robyn	Hugh Mackenzie and Bronwyn	
It was a really good night, a bit crowded at first but when everybody got their first drink		
the bar area cleared a bit and people found places to settle.		
We cruised around the Harbour being fed nibbles and bits and pieces which were really		
tasty. Paul was happy to drop the bar prices a bit as we had a large volume of people.		

BRANCH NEWS and EVENTS - North Island Branch, contd

Once we cruised around for an hour or so we anchored up beside the fountain near Fryberg Pool for the Main food - a sumptuous ham and salad. We all managed to eat the 11 Kg ham, a lovely feast we all thoroughly enjoyed.

Desert to follow and more drinks from the Bar with lots of different stories being told all around. The boat finally cruised back to the Berth - a few more stories and drinks. Some went to town for more action and some (including us) went home

A Great night enjoyed by all which definitely makes all the effort to organize these things a pleasure and well worth it.

Cheers Hugh



Everybody enjoying the great food on board

Upper North Island Coming Events

Sunday 11th February 2018 – Ellerslie Classic Car Show and Inter-marque Concours D'Elegance

On at Ellerslie Racecourse

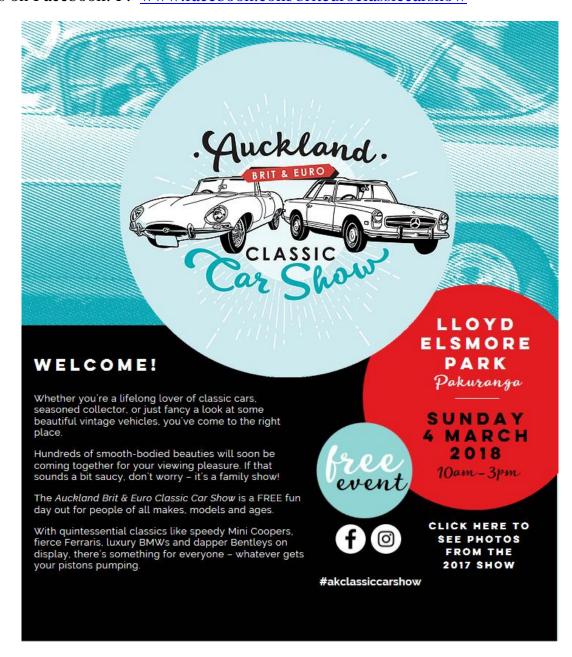
Special Advance Notice for the 2018 Auckland Brit & Euro Classic Car Show.

This year's event is set to be the biggest to date, with close to 50 classic car clubs and 750 vehicles expected to join in the free fun.

Registrations are now open and we would like to invite the *Wolseley Car Club members* to register. Please note, we would welcome all registrations by 14 February 2018 and we

BRANCH NEWS and EVENTS - North Island Branch, contd

look forward to receiving your registration soon. Many thanks Richard Leech Registration Secretary M. <u>0291201505</u> E. <u>richardbriteuro@gmail.com</u> W. <u>www.briteurocarshow.nz</u> Like us on Facebook: F. www.facebook.com/briteuroclassiccarshow

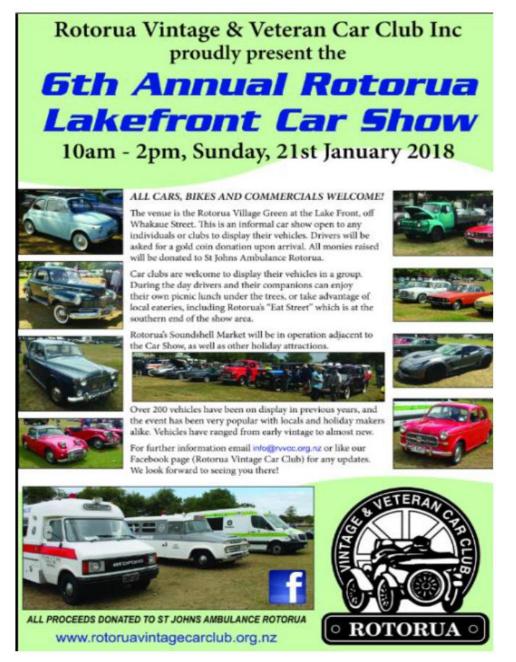


Lower North Island:

- Horopito run/Smash Palace to be organised early in New Year, date TBA
- LNI/Auckland run to be organised
- Working Bees and committee meetings still to be organised.

BRANCH NEWS and EVENTS - North Island Branch, contd

Sunday 21st January 2018 - Annual Rotorua Lakefront Car Show – see below for details



Nelson-Marlborough Branch News:

Planning for the National Rally continues. Our day in Nelson will be Thursday 8th March, so for any branch members that are not able to take part in the full rally, this will be your best opportunity to see the cars and people and perhaps join in for the whole or part of the day. Remember that it is not too late to register for the whole Rally yet – just get the entry form filled out and sent away.

Also note the date for the VCC Swap Meet and display – Saturday 17th February

BRANCH NEWS and EVENTS - Christchurch Branch Christchurch Branch News:

Branch Report

Our first run this month was not an official club event, although we did have 5 members attend, plus Alistair Lobb and his wife from Ashburton, in their Mk1 1500. Organised by Trevor Stanley, one could be sure that it would be an interesting day, and would generate a good turnout of classics as well. The run began at the Ashworth's Rd café near Leithfield, where we could arrive any time between 9am and 11am. This was an ideal venue, with plenty of space for cars, and also a good place to have a morning coffee fix for those who require such a thing after the 30-odd minute drive north from Christchurch. It was also obvious that we were to get another fine and sunny day as Canterbury's pre-Christmas mini heat-wave continued, which saw temperatures reach up to 30 degrees during the day.

After paying the entry fee, we were free to leave at our leisure on the morning run of approximately 57km. This took us into Rangiora, passing on the way what looked like a nasty accident involving a car (not on the



Three Wolseleys on Trevor Stanley's Christmas Run – Chris Hengst's 18/85, Colin & Jenny Hey's 6/90, and Matthew Hey's 1500

event) and a cyclist, with the latter being loaded into an ambulance, her arms and legs covered in gravel-rash but otherwise sitting up and conscious. Our first engagement of the day was a very slow drive into and around the new (and huge) Charles Upham rest home complex on the western fringe of Rangiora. The route there took us through a maze of narrow roadways to all corners of the complex and then in front of the main building entrance, where residents were out in force to see us come through. The narrow roads proved quite a challenge for larger cars, so progress was slow, meaning some of the residents were able to have a brief chat through the window as we waited in some of the tighter places. It was interesting that most of them were clearly able to recognise a Wolseley.

Once on out on the road again, we carried on through the Rangiora CBD, and then left town to head out and well beyond Loburn, eventually re-tracing our steps on the other side

BRANCH NEWS and EVENTS - Christchurch Branch, continued

of the valley to finish up at Breendenbroek gardens in Ashley. With over 200 people picnicking in the grounds on a day of around 28 degrees, there was room for everyone in the shade of the many trees in and around the garden. The chance of a walk around the manicured garden and lawns after lunch was well received.

Leaving there around 2.00pm, we headed back to the Woodlands café for the prizegiving, stopping off on the way at a 4th-generation family farm where there was a nice collection of vintage farming machinery and memorabilia, and a large collection of dolls and dolls-prams to look at. Unfortunately none of the Wolseley contingent won any of the spot prizes, but we did all enjoy the day. Present were Colin & Jenny Hey (6/90), Matthew Hey (1500), Christ Hengst (18/85 SIII), Bruce and Jan Parker (6/110), and Simon Verkerk (Cortina).

Last Saturday we had our annual Branch Christmas function, and it was a cracker. The day



The Christchurch Branch Christmas Social dinner – a great evening!

began around 10am with the normal working bee, but in reality we only managed a few small jobs. By 11.00am it was already around 30 degrees, so we had a longish morning tea, did a bit more, and then had our normal lunch and committee meeting. Some disappeared home to change and collect wives and food and drink, whilst others stayed until midafternoon tidying up and preparing for the

Christmas meal. Everyone started arriving again from about 3.30pm, and by 4.30 about 30 had gathered to join the festivities. As usual, Eddie's friend Noel Nevin looked after the BBQ, and a huge selection of salads and desserts (contributed by everyone) appeared on the table, and we had a beaut dinner, finished off with some freshly dug new potatoes from Eddie's garden. Jenny and I left early about 5.15pm as we had to get to a live show that evening, but I'm sure everyone enjoyed the occasion – helped somewhat by the warm and balmy evening, meaning everyone could sit outside and stay perfectly warm. It was especially good to see Cecily Shanks there, plus Rex and Valmai Welsford, who were kindly picked up by Danny and Sharon O'Malley and brought out to Idlewood. They have been unable to get to any club outing for a couple of years, and they loved being there as much as we did catching up with them again.

BRANCH NEWS and EVENTS - Christchurch Branch, continued

Things will now naturally slow down a bit for what is left of December and then January, but no doubt there will be the odd visit to Idlewood to keep the shrubs watered and to keep an eye on things, and to collect the inevitable parts that people will need for their Christmas projects. Recently someone stole a large caravan from the caravan club grounds, gaining access by cutting the chains on both the road and driveway gates, and then getting into the rear of the caravan club grounds through the track shared by us and the Jowett Club. Everyone has naturally now become a bit more aware of security which is a bit of a shame, but we need to ensure we stay vigilant, and especially take note of anything that looks even slightly suspicious out there.

Already events are stacking up for the New Year, as we count down for the National Rally. Check out the list of events coming up, and mark the dates in your diary now. All that remains now is to wish all of our branch members, and club members all over the country and overseas, a really great Christmas and a very Happy New Year. Colin Hey

Christchurch Branch Coming Events:

New Years Day - Inter-Club Picnic at Little River

The first event of the New Year is an Inter-Club picnic run at Little River Domain. This started off a few years ago as an informal run organised by the Banks Peninsula Branch of the VCC, but it has grown into a large event now, and is attended by many car clubs. Please feel free to come out and join in – some Wolseley Car Club members will be going, and we'll have the club shelter up to protect us from the sun or rain, or both! Pays to get there by about 11am at the latest, as it fills fast and the good sheltered spots soon disappear (but there is plenty of room!!). As well as the cars and people to keep us interested, a brass band plays throughout the day. There is a donation requested as you arrive.

Saturday 13th January - Working Bee at Idlewood. Morning tea provided – come and do what you can, buy your parts for the Christmas project, or just come out for a yarn. From 9.30 onwards, followed by BYO lunch if you want to stay a bit longer. Note: no committee meeting in the afternoon.

Sunday 21st January – Picnic Run to Whitecliffs

Pack your picnic lunch and chairs and join us. Meet at the West Melton Pub car park, at 10.30am, for an easy run to Whitecliffs via Glentunnel.

Weekend of 2nd, 3rd and 4th February – Skope Classic Race meeting at Ruapuna. Not a club event, but some might like to go along and watch.

BRANCH NEWS and EVENTS - Christchurch Branch, continued

Saturday 10th February – Working Bee at Idlewood. Morning tea provided – come and do what you can, buy your parts, or just come out for a yarn. From 9.30 onwards, followed by BYO lunch if you want to stay a bit longer. Working bee will be followed by the first committee meeting for 2018.

Saturday 24th February – Hanmer Motorfest.

A great day for any car enthusiast to join in the display of over 500 classics and collectable motor vehicles. More details in the February Wolseley Word, but mark the date now, as we intend to mount a display there. For more information and to pre-register, see https://www.facebook.com/Hanmer-Motorfest-1649118238449271/ It's likely that some will want to stay the night before or after in Hanmer – if so, please arrange your accommodation now.

Sunday 25th February – Twin Rivers Classic Car Show and Parade

Organised by the Avonhead Rotary Club as a fundraising event for the Child Cancer Foundation, this is another event well worth attending. More details in the next newsletter. Not sure how we will handle two events so close together yet, but we'll work something out, I'm sure.

4th - 10th March 2018 - National Rally - See Pages 20 and 21.

It's definitely not too late to enter!!

Sunday 18th March - To be confirmed - Visit to the amazing private classic collection belonging to Daniel Smith in Rangiora. More details later.

Southern Region Branch News and Coming events:

Doesn't seem that long ago I was filing the last report for the Word and here goes another one in time for Xmas reading.

Fergus Sime organised a fantastic day out for our branch on the 18th November so that our Otago & Southland people could meet up together for a catchup before Christmas. A trip around the Southern Senic Route was planned with everyone meeting in Owaka at around 12 noon, Everyone duly arrived and met at the Lumberjack Cafe & Bar where after a brief chat and natter, we all enjoyed a enjoyable lunch. Total number of cars - three 6/110s (the Duthies, The Patersons and the Govans) one Austin Westminster (Fergus & Mary Jane Sime) , one 16/60 (The Browns) , a Toyota Camry(the Strongs) and a Ford Falcon(My lot)! Yep, I thought I'd better join in but really I was looking forward to getting out of town for the day and catching up with the members. But we gotta do something fast!!!...these 6/110s are taking over...better get some more 16/60s on the road!!!(really

BRANCH NEWS and EVENTS - Southern Region, continued

hint to myself!!) After lunch we proceeded south to Papatowai to 'The Lost Gypsy Gallery'. Really this is a guy that makes all sorts of weird and wonderful creations out of, well, recycled junk. Some of his creations? are out of this world. I'll save those pics and descriptions for a later Word.

After some time spent looking around and some laughter at some of the more wacky art?..we all then headed south again to the turnoff for on of the many waterfalls that are in this area. At the turnoff to the McLean Falls is ' The Whistling Frog Cafe'. We were joined here by Ray & Kathie Jack who had travelled up to join us for afternoon tea.

FANTASTIC!!...thats all I can say about this place...fantastic food...fantastic

venue...fantastic staff....great sense of humour...parking sign in car park reads....FROG PARKING ONLY ALL OTHERS WILL BE TOAD!!! A great place to wind down and relax. Gordon said a few words to thank everyone for making the trip and wish everyone the best for the festive season. I would like to add my thanks to all that attended and a big thanks to Fergus & MaryJane for organising the outing. I think I speak for everyone when I say an enjoyable day was had that's for sure.

All thats remains to be said, is I hope all members have a safe and enjoyable Christmas and New Year.

All the best from the Deep South Bryan



The line-up at the lunch venue – very Farina-ish!



Triple SU's for a 24/80 by Alistair Pegg

I decided to embark on this project, as the old Zenith was getting very tired and in need of attention. One thing I very much dislike about the Blue Streak engine was the use of the single Zenith, coupled to a poorly restrictive manifold (very Aussie, just look at Holden Grey motor of same era, almost a carbon copy!). Such a shame since all other BMC stuff of same period is running the superior SU. So it was either do-up the original or do something different...I chose the latter. I remembered reading somewhere that twin SU's do not work well on Siamese ported 6-cylinder engines, so triples it had to be. Of course this was made more straightforward owing to the fact that BMC (and others) actually offered this 'hot up' option, so the jetting and needle information was there (the hard bit...). Any 'mods' I do to my cars are ones that could have been undertaken back when the cars were new. After a bit of research on the net, Wolseley Forum and various carb books I felt I had enough to get started; and talked myself into going ahead despite my slight misgivings about actually tuning well enough the finished product (if it got to that point!). I carefully designed it so that it could be put back to original if wanted, and was determined not to alter any other parts from where they should be; such as the brake servo which is mounted halfway along the engine bay on the manifold side. I had three 11/4" carbs saved up that I had collected over the years (2 ex 16/60's, and another of unknown origin). First task was to strip and clean these up, they were quite worn. Putting these aside for now I used just the body and started to fabricate the new manifold. Knowing that the carbs were 30 deg. semi-downdraught made working out the angle easier (and allowed easier fitting, straight side draught would not have fitted easily in the engine bay) I laboriously cut and drilled flanges for each end out of plate steel; head end same as original manifold, carb end to match stud pattern etc of carb flange. I used

11/4" steel pipe for runners, putting angle on the head end, with the carb end just at right angles; as this was easier to make and fitted the limited space better. I only had an arc welder to use, so the heavy walled pipe was chosen to facilitate construction. Working around the brake servo was a constant headache and lots of trial fitting and head scratching ensued! In the end I had 3 (reasonably) identical runner tubes. Next I drilled side holes for the balance tube. This was once again heavy 1/2" galv. water pipe, as it would also provide structural support and bind the 3 runners together to make the complete manifold. With short lengths cut to approximate size I bolted up the runners to the engine and ensured they were all evenly spaced, properly orientated and mated to the ports well (very difficult!). Covering the engine and bay as best as possible I managed to tack it all together in situ, thankfully there are no computery bits to get fried buy the welder! I then removed and bolted down the manifold as best as possible and completed the welding without it warping unduly (phew!). A steel vacuum takeoff was machined up and welded in place for the brake servo now also.

Next was to work out the throttle and choke linkages; which took many hours of careful thought and experimentation. Since each carb was individual and not able to be linked by joining the throttle shafts as normal, I decided to run each through a separate adjustable link arm to run off an idler shaft. This would make setting each throttle easy. Since it moves a lot, the throttle idler shaft I have in brass bushes for a good running surface. Another pivot arm was arranged with a relay shaft to connect this to the accelerator arm via nice brass ball joints (providing hours of entertainment getting it all right...). I then

Triple SU's for a 24/80 Continued....

decided the 'chokes' could be similarly arranged, so I incorporated another shaft with arms to pull each shortened 'choke' cable in unison. With manifold completed and looking promising, I sand blasted and painted it – and was now looking resplendent! Next was to recondition the carburettors, which I did fully re-kit. Machining the body to take the throttle shaft bushes was an act of its own, which I did using a very unorthodox jig in my lathe, but the end result was quite accurate and got the job done. With the carbs all to the same spec and standard, I knew that tuning them up would be easier and not troubled by varying airflows and mixtures through worn throttle shafts and the like. Getting all the assembly bolted up into the car was a milestone. But more had to be done: heater pipes needed to be moved and rearranged, fuel lines made up, a new choke Bowden cable bracket made and vacuum advance pipe fitted to one of the carbs (the others are



blanked off).

Setting up the carbs as equal as could; I nervously cranked over the engine. It started and ran almost instantly, with little need for cold starting enrichment. After warming up, little adjustment was necessary; just minor butterfly equalising with the flow meter, and a check of each carbs idle mixture with the Colourtune. The first road test was both exciting and disappointing; it was quite sluggish, but seemed promising. After some ignition timing advancement (normal is TDC), things began to move! I tried up to 8 deg., but was too much with pinking apparent, in the end I have settled for 6 deg.; which seems just right. At

this stage I was just running on our quiet street with no air cleaners; not wanting to go to this effort if the manifold setup wasn't to be successful – but alas it was coming together nicely!

One of the hardest bits to work out was what to do for air cleaners. I really wanted to only have one element with a cold air intake; but no matter how much I looked at it I could not find a satisfactory solution with the limited space (without going to enormous efforts). So I opted for what basically the factory set up was – with three separate air cleaners under the bonnet. Once again the brake servo hindered ease of fitting slim pancake filters, so I made up 3 air intake boxes which mate the SU flange. One of the boxes had to be offset to get around the servo. The boxes have a 11/4pipe coming off at an angle and three nice silver motorbike pod filters were purchased. These fit nicely over the pipe and are fastened with a hose clamp. Not quite perhaps as it would have been in 1965, but it looks the part. The crankcase breather off the rocker cover was coupled to two of the boxes with hose. After a final retune with the air cleaners in place; a decent road test was in order. Initial tests showed the old SU fuel pump was not quite keeping up, so I purchased a larger capacity SU pump which did the trick. After this the result being that the engine runs quieter, smoother and cooler. It is much less fussy at speed. Even the brake servo is more effective (for whatever reason!) It has much more 'go' it, not so much in the lower rev range, but once over around 1500-1800 RPM it fairly wants to fly, and gets a satisfying snort on too! Fuel economy has been affected somewhat, particularly around town, but is not bad; and after all it isn't an everyday commuter. One just has now to be mindful of the gearbox (BMC 4 speed); I don't push it too hard in the lower gears, since after all it was only designed for 50-60 HP.

I haven't quite cured a low idle speed miss (not bad), but have a few ideas to try and will get sorted eventually (maybe a tiny vacuum leak somewhere or something). I hope this has been of interest to readers; see pictures accompanying.

N.B. The only change I have really had to make was to rid one of the choke pulls. Three return springs acting was too much for the cable and knob. I am now just using the outer two carbs for cold starting; with no problems. Some may notice in photos the centre arm with no cable.

Alistair Pegg

Wolseley Club National Rally, Marlborough 2018 Sunday 4th March to Saturday 10th March - Update # 5

We will soon be able to notify the final price for participation to all those who have already registered (aiming to get this done before Christmas). Registration forms are now rolling in steadily, with a couple now arriving every postman day.

A reminder that the Rally bank account is now operational, and we can now accept payment of deposits and rally fees. The account details are "Wolseley Car Club", and the account number is 03 1593 0008597 01. (Please be sure to include your name on the deposit).

NATIONAL RALLY UPDATE, continued

Motel accommodation at Cherylea is now full, and bookings can now be made at Middle Park Motels (email: middle-park@xtra.co.nz). They are approximately 400mtr away from Cherylea and Springlands Tavern.

Please note that we are leaving registrations open as long as possible, and it is **definitely NOT TOO LATE to register yet**. We would love to have you there, even if you cannot attend in your Wolseley for some reason. If you have misplaced your registration form (sent out in the last newsletter), please just give Colin Hey a call,

<u>"Marlborough Meander" Wolseley Club National Rally 2018.</u> <u>Rally Programme</u>

<u>Sunday 4th March</u> Springlands Tavern, Bleheim <u>Monday 5th</u>	 3pm Registrations, Meet and greet and drinks. 6pm Evening Meal. Visit to Yealands Family Wines, 10am Video (10minutes) Drive the White Road through the Vineyard. Car and Group Photo.
Afternoon,	Lunch. Ron & Shirley Hebbard private museum, featuring a motorcycle collection of 140 bikes, and Shirley's collection of Sewing machines, Irons, etc. Also Lake Grassmere Salt Works, but only takes 24 people at a time, so not everyone will be able to take this option Return to Blenheim Via "Redwood Pass" (optional). Gravel Road. 3.30pm Visit to Basis Auto Spares, Renwick, or casual afternoon around town. Evening Meal at Springlands Tavern, Blenheim.
Tuesday 6 th	Drive to Picton, visit Historic Edwin Fox Ship, Picnic lunch to be supplied, take and have on site.
Afternoon,	Drive Queen Charlotte Drive to Havelock Visit "Slip Inn" for afternoon tea. Return to Blenheim, Evening Meal at Springlands Tavern,
<u>Wednesday 7th</u> Afternoon,	The Vines Village, Sea Chest, Sounds Reflections, "Makana Confections" Chocolate Factory, Brayshaw Park (Heritage park and VCC headquarters, Parts Shed will be Open Lunch at Brayshaw Park, Concours judging, Car-mar-ama and Group Photo if need be.
	Evening Meal at Club Marlborough (buy your own)

NATIONAL RALLY UPDATE, continued

<u>Thursday 8th</u>	Drive to Nelson, early start departing Blenheim 8am, World of Wearable Arts (WOW), and Car Museum,
	Lunch, Buy your own at WOW.
Afternoon,	
	Visit to Hoglund Glass, Appleby, Richmond.
	Return back to Blenheim options are returning via the same highway you came, or via "Top House Historic Inn", Tophouse Road St Arnaud and the
	Wairau Valley.
	Fish n Chips Night, Buy your own.
Friday 9 th	Tish n Chips Tught, Duy your own.
<u> </u>	Visit to Omaka Aviation Heritage Centre - Knights of the Sky WW1 aircraft collection, and Dangerous Skys WW2 Collection, followed by the Private Omaka Classic Car Museum.
	Lunch (provided)
Afternoon,	
	Wine Tour, or Boat Trip on the Taylor River.
	Evening meal, Prize Giving at Springlands Tavern.
<u>Saturday 10th</u>	
South Mill IV	Breakfast and depart.

Please note that when booking your accommodation in Blenheim, you will need to book 6 nights from Sunday 4th to Friday 9th March inclusive.

For those travelling from or south of Christchurch, we are currently arranging an *optional* overnight stop in Hanmer Springs on Saturday 3rd March. From there we can either take the Lewis Pass route if SH1 through Kaikoura is looking unreliable, or go through Kaikoura if all is looking good. The preference is definitely for the latter.

With only 3 months to go, time is disappearing quickly. If you require more information, do not hesitate to drop me an email or give me a call – contact details are inside the front cover of this newsletter.

Regards

Colin Hey

Seen for sale on Trade Me few months ago. Comment posted: Should polish out!



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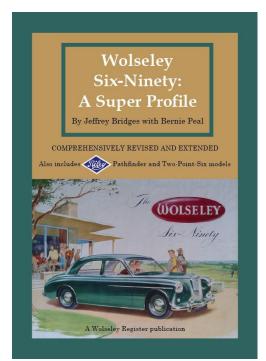
NEW BOOK – WOLSELEY 6/90

The Wolseley Register has just published a new book - Wolseley 6/90 - A Super Profile. Written by Jeffrey Bridges and Bernie Peal, the book contains all the background and technical information for this enduring model. It is not a workshop manual or a handbook,

but rather a detailed history of the model, it's production changes and specifications – a publication that any Wolseley enthusiast will appreciate – especially of course 6/90 owners. There are also many, many photographs and illustrations. Ten chapters supported by several appendices cover the history, specification (including Police livery), development and production of the Wolseley 6/90. Two additional chapters are devoted to the Pathfinder and 2.6 models. The pages contain many colour and black and white images including illustrations from sales brochures, advertisements and modern photographs of cars belonging to Register members.

Our NZ Club now has copies in stock, and these are available for \$35 plus \$7.50 postage.

Please contact Allan Francis (Ph 03 323 7559; email allan.betty@xtra.co.nz if you would like to order a copy.



A Message From Author Anders Clausager

Dear friends, colleagues, and fellow Wolseley enthusiasts.

You have all been very kind about my book Wolseley A Very British Car which was published now nearly a year ago. Therefore I wanted to share the news with you that the book has recently won two major awards.

Firstly, it got The Nicholas-Joseph Cugnot Award which is presented by the American Society of Automotive Historians each year for the best automotive history book published in the previous calendar year. This award was instituted by the SAH in 1972 and over the years has been given to some very distinguished recipients for some outstanding books, please see the website http://autohistory.org/awards/the-nicolas-joseph-cugnot-award for details.

Traditionally the Cugnot is presented at the SAH annual banquet and awards ceremony held at Hershey in conjunction with the famous flea market in early October. Because of a near conflict with an engagement in Munich I could not make it to Hershey, instead I expect to receive the award at the SAH dinner held in Paris during the Retromobile show in February.

Secondly, Wolseley got the Sedgwick Award presented by the Society of Automotive Historians in Britain, see http://thesahb.com/ This award is named after Michael Sedgwick who until his early death in 1983 was Britain's leading motoring historian, author of many books, and sometime curator of the Montagu (now National) Motor

Museum at Beaulieu; his memory is kept alive by the Michael Sedgwick Memorial Trust, which gave a grant towards the publication of the Wolseley book, see http://www.michaelsedgwicktrust.co.uk/ The SAHB gives this award annually according to similar criteria as the American SAH, but with the stipulation that the book must deal with with an aspect of British automotive history and should contain new research. In that context, I must pay tribute to the archives of the British Motor Industry Heritage Trust in the British Motor Museum at Gaydon, which holds most of the records which I used for research, together with the Wolseley photographic archive which yielded many illustrations, but I am equally grateful to those of you who helped me in so many ways, so that we finally realised the dream of having a definitive history published of the marque that we are all so much involved with. Thank you again for your help.

On a commercial note (!) I am pleased to say that the book has done rather well, with twothirds of the print run having sold in the first twelve months, but should you not yet have got your copy, it is still available from many sources including of course directly from the publishers, Herridge & Sons, website https://www.herridgeandsons.com/

Depending on how sales continue, we may look at reprinting a smaller quantity, in which case I hope to correct the errors of which I now realise there were a few in the book. I am sure you will let me know if you find any ...

If any of you should require it for editorial purposes, a photo was taken when I received the Sedgwick award at the recent SAHB AGM. Similarly I imagine there will be a photo taken when I get the Cugnot in Paris in February.

Kind regards, Anders

Anders Ditlev Clausager, 62 Viceroy Close, Birmingham B5 7UT

Buy and Sell

Wanted – rear window chrome surround and fittings for a Series 3 6/90, and also a complete heater assembly. Contact Derek Brehaut, phone 03 324 4450.

Wolseley Car Club window sashes for sale. Please contact Ivan McCutcheon, email windrode@clear.net.nz Ph 06 3746326 They are \$20 each plus \$3 postage.

Wolseley 16/60 For Sale – Auto, and white in colour with blue interior, in mostly original condition. Reconditioned engine approx. 2 years ago. Bodywork very good. Could could do with some cosmetic work to make it excellent, but on the whole a very tidy and reliable car that can be taken on any event with confidence. Contact Simon on 0211154789 for more details – car is in Christchurch. (Member)

Wolseley 12 Parts for sale - Full working motor, last fired up circa 1986, in dry storagesince. Motor, carb, starter (possibly), generator (possibly). (Possibly) means that I willkeep these if I have to scrap the motor and other parts. Also:Gearbox, still attached to motorRear axle incl diffFront axleSome chrome and wood interior parts tooWill need to pick up from Wellington. Contact Elmar Gailitis, Phone 027 247 2674.



OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

If unclaimed, please return to: The National Secretary Michael Kruse 297 Huatoki Street, New Plymouth 4310

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