

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

FEBRUARY - MARCH 2015



Merv and Marilyn Wayne's 6/80 and other members cars at the recent Christchurch Branch Picnic and Garden Tour.

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.



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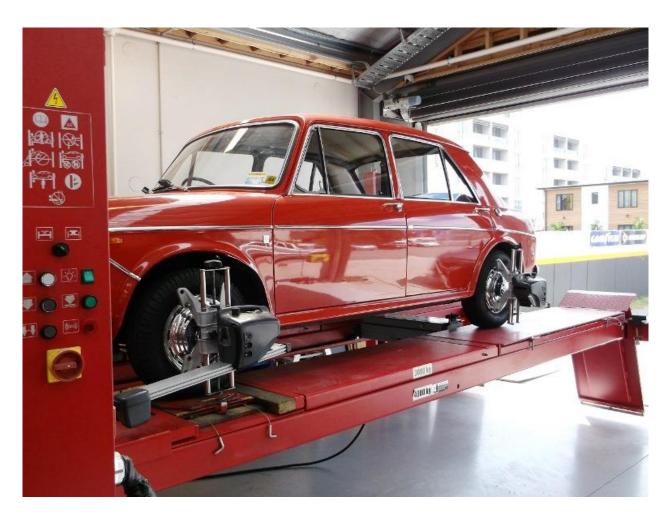
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EDITOR'S STUFF

From the mid-1970's and for the following period of around 20 year, our faithful white Wolseley 1500 was our everyday car and went literally everywhere. It was our daily commuting vehicle, and used for trips all over the South Island and into the North Island without any hesitation whatsoever. Usually the only preparation for a trip of hundreds of miles was a quick check of oil and water and tyres, and off we would go – kids, luggage, whatever. It would sit all day at 60mph if required, and even



if it was a bit slow on the hills and passing took a bit longer, the trips were always quite relaxed and there was no real pressure to keep my eyes on the rear view mirror to see who or how many were lining up to overtake us.

Because it hadn't been out for a couple of weeks, and because the 6/90 was part-way through being prepared for a wedding the following weekend, I decided to take the Mk1 1500 (this isn't our first white one) on our most recent branch run to Hanmer Springs on 22nd March. The weather also wasn't looking promising and it was a bit dusty anyway, so getting it wet and a bit dirty wasn't so much of an issue. After the usual check and filling the tank with petrol, we headed off to the start at Woodend at around 9.45am. The trip that far is easy going – not so much traffic that time of morning, and on quiet roads until we hit the northern motorway out of Christchurch. From there to Woodend it's almost all 4laned, so there is no problem going just a bit slower than everyone else if so desired. We met Graham Quate in Woodend (who was also in his 1500, travelling with his brother Gerald), and after a short wait, we decided to get underway. Unfortunately I have a bit more mechanical sympathy than I used to (probably too much), so cruising along at a steady 90km/h, I was very conscious of not holding up any traffic – especially as there were three of us all travelling together. Graham kept well behind so there was plenty of space for people to overtake, however even when there was plenty of clear road ahead people were reluctant to overtake, despite the fact that there were no passing lanes. I think overtaking is now a lost art for many modern-day drivers – either that or they were just as happy as we were, travelling at that speed. I couldn't help but think it's not as easy and relaxed as it used to be, and that it certainly was time I got the 6/99 back on the road again.

Last weekend was busy at home. For some years, Tony Shanks has had problems with bad clutch judder in his 6/80, but has managed to adapt a driving style that made it liveable, albeit somewhat annoying. A couple of months ago Eddie Bishop and Graham Quate were doing some work on it for Tony to sort out a brake imbalance problem, and both agreed that the clutch was so bad that it needed to be sorted properly. Graham took the car for a WoF at the garage he uses, and while it was on the hoist, he asked that they check the engine and gearbox mountings, universal joints and rear suspension or anything outside of

Editor's Stuff - continued

the clutch itself that could be causing the problem. Graham was pretty confident that the problem was actually the clutch itself, and this was confirmed when the garage told him that everything else seemed just fine. At the last working bee we decided that it was a job for the hoist at our place, so we set Saturday 28th February as the date to tackle it. Tony and Graham duly arrived at our place around 8am last Saturday. Graham would be directing operations, the plan being to hopefully get the job done in a day, but if it wasn't finished, the car could stay at our place until the job was completed. Although I was able to lend a hand occasionally, my attention during that morning was spent getting the 6/90 ready for a wedding that same afternoon with Allan Francis, who was also due to arrive at

home around 2.00pm with his 6/90 ready to go. After a couple of cars were moved out of the shed to provide room to get around the hoist, tools were found, and the job got underway. The bonnet was removed and the floor pan taken out, and everything that needed to be done before the car went up on the hoist (which wasn't much) was taken care of. Once up in the air, we struck what was to be the only real problem during the job. In order to tilt the



Tony (left) and Graham mid-way through a clutch replacement on Tony's 6/80. The gearbox is on the transmission jack (left)

engine backwards so the gearbox can be removed, the exhaust needs to be undone at the manifold and lowered slightly so it's not in the way. Graham attempted to remove the exhaust manifold nuts, but they were well and truly frozen on, and he feared forcing them was going to break the studs off, which would have been a major bit of work to fix. After trying to drop it at the rear instead, and working around it at the front, finally a decision was made to cut through the exhaust at the gearbox, and then weld it up again later. The gearbox was finally out of the car and sitting on a transmission jack by around 11.00am. Graham soon had the clutch off the back of the engine, and found that the problem was indeed the clutch itself. At some stage the linings had become contaminated by oil, most likely from a worn gearbox that had been changed a number of years ago. There were bands of very sticky and greasy deposits on the pressure plate, and it was obvious that it had been grabbing in various places around the plates as drive was taken up. Graham had collected a new pressure plate and one each of a new and a relined driven plate from the club spares during the week. The release bearing was virtually as-new, and didn't need replacing. Being the experienced mechanic that he is, Graham checked the fit of the new driven plate on the gearbox input shaft splines before he went any further, and

Editor's Stuff - continued

immediately noticed that there was a lot play, even though the clutch plate was brand-new and the gearbox shaft wasn't looking worn. The re-lined plate was just the same – also sloppy on the input shaft. He got the old one, and found that it was still a good fit on the splines, so we concluded that either the listed part number for the plate was incorrect, or that the 6/80 gearbox could perhaps have been an early model one with a different sized input shaft. The latter was highly unlikely though.

After a quick call to Ray Willoughby, we decided that the best thing to do was to go to the spares shed and see if we could find a new plate with the correct spline size. I noticed that it looked very similar to a 1500 one, and I fetched an old gearbox input shaft I've kept and use for aligning 1500 clutches. We found that both the splines and spigot shaft sizes were identical to the 6/80, so not only would we be able to check sizes on other plates at the spares shed, we also would be able to use it to align the new clutch when we finally had one available.

We got cleaned up a bit and jumped in my car for a visit to Idlewood, which is only 10 minutes from home. Graham soon found another new one that was the correct fit, which meant we would be able to continue and hopefully get the job finished in one day. The only other option would have been to get the old driven plate re-lined during the week. Back at home, we had lunch, and were just finishing it when Allan arrived with his 6/90. The wedding was for some friends of ours who live just around the corner from home. We had enough time before we left to give Graham a hand putting the gearbox back into the 6/80, then all I had to do was deliver our 6/90 to our friends for them to drive themselves with the bride and father, with Allan transporting the bridesmaids in his car. This meant that I could walk home after dropping the cars off, and carry on giving Graham and Tony a hand with the 6/80. By the time I got back home (about 3pm), Graham and Tony had the cross-members bolted back in place, and all that was left to do was reassemble the handbrake brackets and connect up the gear linkages and other miscellaneous stuff. We had a bit of difficulty doing up the top two bell-housing bolts, but got there in the end. Graham used my mig-welder to join up the exhaust again, and then it was time to try it all out.

The first test was to drive over the 40mm step between the hoist posts – something that would have set the old clutch juddering badly. The 6/80 went over them smoothly, and everything seemed just fine. The bonnet was put back on before a good road-test, and that was it – job done! Having the hoist was a huge advantage, but just as useful was a full-height transmission jack that I bought the week before, knowing the job was coming up. I know it will get more use, and even if it did cost just over \$200, it saved hours of labour and back-breaking effort. All up, it was a successful day.

Matthew had a spot of bad luck with his 1100 during the month. When he arrived home after the Rangiora RSA run on 8th February, he noticed the engine wasn't running smoothly, and there was a bit of what seemed to be white smoke coming out of the exhaust. I wasn't home at the time, so while the engine was still hot he did a compression check, and found it had lost about 20lbs on number 2 and 3 cylinders. We both concluded it probably had a blown head gasket, which was a bit surprising as the engine has only done about 3,000 miles since being reconditioned. The next day he took the head off and

Editor's Stuff - continued

found that our suspicions were correct, so we set about trying to find out why it had failed. There was a lot of coolant in the combustion chamber and ports on no.3 cylinder, so we took the valves out, suspecting that the problem may have been due to cracked head. Nothing was obvious. The head gasket itself seemed to have failed around the large coolant hole beside the two centre cylinders, so we decided the best thing to do was to take the head and gasket to my brother so he could cast a professional eye over things and also do a crack-test on the head. This was done last week. The crack-test showed no problem, however he was suspicious of the gasket and asked me a few probing questions about how we had tightened down the head when we put the engine back together after he had done the machining. It seems we had done nothing wrong. He then skimmed the head again, but it only needed about two-thousands of an inch off it to clean it up, so it wasn't warped. We had already checked to see if the block was true (and it was), so everything was pointing to the gasket itself – a composite type rather than the old copper-asbestos type. Robert then cleaned up the valve faces, and we headed home to put everything together again. That was finished off last week, and I'm pleased to say the car is running very nicely again now.

Last week also saw the return of Matthew's 1500 from the trimmers, and it looks fantastic inside. It was a complete remove-and-replace of everything – headlining, seats, door trim and carpets. All that is needed now is for the wooden trim to be re-done (now in progress), and some new velour trim (which has now arrived from the UK) to be fitted around the doors, and it's all done. The re-trim certainly wasn't cheap, especially as new leather was used in the seat inserts and all the original patterning was copied exactly as it was when the car was new, but it's a job that will only be done once so was worth doing properly. Matthew is very pleased with it anyway, and he paid the bill!

Not much progress on my own Wolseley's this month, given what else has been going on. I still haven't fixed the gearbox seal in the 6/99, although I did give the engine-bay a thorough clean-up last weekend to at least make it presentable for a WoF when I do get around to taking it in. I also found time to check out the rear brakes on the black 1500 to make sure I hadn't done any damage on the run last month when one rear brake became very hot. Fortunately all was well, with no sign of seals or linings failing due to the heat. This coming month I'm really looking forward to heading over to Melbourne – first for my annual trip with some good friends to the Melbourne F1, and then a week later the Australian Wolseley Car Club National Rally which Matthew will join me for. Should be lots to write about next month too!

Best regards, Colin Hey

Deadline for next Wolseley Word:

Friday 28th March 2015

CHAIRMAN'S REPORT

Hi Members.

I hope you are able to take advantage of this good summer we are all having. As an ex-farmer I am fully aware of the stresses of managing feed and stock during dry times. Decisions to be made were often difficult but if made early generally paid off.

I was due for a new warrant for my Wolseley this last month. Our local garage has changed hands and the mechanic who has always



done the warrant has retired. I needed 2 new tyres on the back which were fitted while I was there. The back right wheel when taken off had a small amount of oil inside the rim



Stuart Milne's and Gordon's 6/110s on wedding duties.

indicating a leak from ether brakes or bearing seal. So with the oil showing and the finding of a small hole in the muffler I had work to do before getting a warrant, however the car was taken for a road test etc and I was

to take it back for a recheck when work was done. It was interesting the results of the break test with a different person operating the car. Although the back right had some oil on the linings all brakes worked evenly, the new person was only able to get a 74% reading. The retired tester was always getting a reading of around 96%, he was also familiar with breaking in older vehicles.

On the 21st Feb Stuart Milne and I had a wedding to do. The afternoon started in fine conditions but ended up with heavy rain towards the evening. We still had a good afternoon and were looked after very well.

CHAIRMAN'S REPORT - continued

I have been looking in the Web site recently and have got some good laughs from it, those jokes are good.

You will also notice that you don't need to use a Password to access the Wolseley Word. This was passed at our last AGM, the password was causing access problems for members. You now only need to click on the Wolseley Word volume you wish to look at then click open at the bottom.

Safe driving,

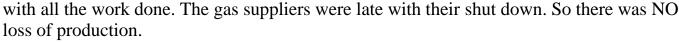
Gordon Duthie.

SECRETARY'S REPORT

Dear Fellow Wolseleyites,

The last couple of months have been very busy at work, (Natural Gas Treatment Plant) preparing for Emergency Shut Down day. This is the only time each year we shut down the whole plant with the big red STOP button. We then perform all the maintenance we need to do on the plant. This year it was a 36 hour shut down. That required more the manpower than usual as it was 2-day shifts and 1 night shift.

It went very well and we were only 1 hour late



Now getting back to Wolseleys

This month we went and picked my uncle who was recently widowed. He was a very active member of the Taranaki Car Club in a Morris Minor in the 1950's .

We travelled to a Display day at Inglewood High school in our 1500 and in the afternoon attended the "Mini-vin Tour", a VCC event. Cars were let go at 1 minute intervals and were following a set of instructions:

- 1. Speedo reading to be taken at the start and at the end.
- 2. The average speed for the Tour was to be 35 miles an hour.
- 3. All no Exit road to be ignored.(had some issues with this)

After 1 hour of motoring with Eric Bird (my Uncle) navigating after instance from Raewynn, we returned to the finish at Colin Johnson's Museum for afternoon tea and a chat.

Then Prize giving took place and we took SECOND PRIZE!

Not bad for someone who has not been on a Touring event for over 50 years.

The following weekend we visited the Taranaki Vintage Tractor and Machinery Club's "Hay Day" at Waitara. We displayed our 1500 and set up a1960s picnic, where our Brexton picnic set was used.

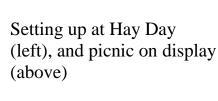


SECRETARY'S REPORT - continued

This was an interesting day where the club set up all sorts of displays. Baking scones in a coal range, washing in a copper and wringing the clothes out in a mangle (active displays with children giving it a go), and building a hay stack the old-fashioned way.







All the best for March, Michael Kruse

BRANCH NEWS and EVENTS - Auckland

Auckland Branch

News:

The 8th of February saw 5 cars participate at the Intermarque Concours d'Elegance at Ellerslie. One of our members Brian Mudge entered his Wolseley 1300 in the unrestored category and he came third. Congratulations Brian on a wonderful result.



As you can see from the photo, it is a very nice car.

Your committee has held meetings commencing organisation of the Rally for next year. We will definitely be hosting it in the Waikato area. At present different committee members are sourcing events and still to confirm accommodation.

We wish to welcome the following new members to the Auckland Branch:

- 1. Colin Cavanagh from Matua in Tauranga who has a 1960 Wolseley 1500
- 2. Bastiaan and Ben Paanaker from Glendowie with a Wolseley 4/44.

Coming Events:

Sunday 15 March 2015 – Bayswater Auto Show and Family Fun Day from 10 a.m. to 3 p.m. at the Bayswater School, Bayswater Avenue North Shore with free entry to exhibitors. Proceeds from spectators to view is \$5 per person or \$15 per family. For further information see: www.schoolground.co.nz/bayswaterautoshow This event is an optional event for anyone wanting to attend.

Sunday 12 April 2015 for Te Awamutu Annual Classic Car Show & Swap Meet at Te Awamutu Racecourse, Racecourse Road, Te Awamutu. Gates open 7:30am. Show cars & drivers gold coin donation. Passengers & public \$5 each. Children under 12 free. Proceeds to Waikato Westpac Air Ambulance.

Remember if your Wolseley is not on the road, do not let that prevent you from partaking in any event, come in another vehicle.

Regards

Noeline Billing

Lower North Island Branch Events:

Sunday 8th March – Wheels on Windsor Car Show in Hastings – see poster on Page 18 (not an official club run)

Sunday March 15th - Meet at Club Shed at Barnes for SHORT MEETING at 10-00am. followed by a scenic run, 50 miles, now all tar sealed to Mangaweka and a picnic lunch.

April 26th or May 3rd - Club Run – Wanganui Area

Christchurch Branch News:

We had two runs during February, unfortunately neither of which were particularly well

attended.

The first was the Annual Rangiora RSA Waitangi Day run, which Jock and Judy Dunn (members of our branch) help to organise as a fundraiser for the RSA. This year it didn't bring out a typically large contingent of cars, possibly because of the showery southerly that blew up that morning. Jenny and I went in the 6/90, and were shadowed on the route



RSA run, at the Loburn Domain

BRANCH NEWS and EVENTS - Christchurch Branch

by Matthew in his 1100, and Simon Verkerk in his 1300. Chris Hengst also turned up at the finish point in Loburn Domain early in the afternoon with the Series III 18/85. The run began in Rangiora, headed out through Ohoka, and Eyreton, before crossing back through Rangiora and on to Loburn. About 50 cars attended in total, and perhaps a dozen or so tractors (which went on a separate route). There was a sausage sizzle with great sausages and food available at the finish, plus home baking and a raffle also on offer. Although cool, the weather stayed dry, with the sun poking through the clouds on a number of occasions.

The biggest surprise on this run was to learn from Judy at the start the Jock had suffered a minor but significant stroke in the week leading up to the event. Although he is mobile, Jock cannot drive at least for now, meaning the 6/110 might have to be parked up for a while. We're thinking of you both Judy and Jock, and hope your rehabilitation goes well Jock.

The other run was a trip to Hanmer Springs, which was held on 22nd February. Once again the weather was very doubtful, and it even rained during the night before the run. We certainly didn't mind that though, as we continue to be in the grip of a drought in this part of the country. It was obvious however that the showers were going to continue all day, which combined with the long run, was probably why only four cars turned out (two of them from our family). With Matthew's 1100 still being out of action, and his 1500 still being at the trimmer's, he came in his modern. Simon Verkerk did the same, so the pair of them travelled to Hanmer in Matthew's car, leaving just Graham (and brother Gerald) and us, both in 1500s.

The trip up to Hanmer was pleasant but uneventful – wipers on some of the way at least. We originally planned to have lunch at the Forest Park, however it was raining lightly when we arrived there (heavy enough so that the trees were not offering any protection), so we opted instead to go and have lunch at the local Robbies restaurant, which was jolly nice. In the afternoon I went for a dip in the pools, while the others strolled around the

local shops and galleries. We headed for home about 3.30pm, so we were able to enjoy our picnic lunches for dinner that night watching cricket on television. Simon Verkerk has now collected his spare parts 16/60, and is beginning to take what he needs off of it. He expects it will be a few months before he is ready to tackle a rebuild on an engine for his good 16/60, so at least he will be able to



The 'No Petrol, No Diesel" star car, now in Danny O'Malley's ownership, made an appearance at Idlewood last month.

BRANCH NEWS and EVENTS - Christchurch Branch

stay occupied on the spares car until he's ready to get going on that.

Our monthly working bees continue to grow in popularity, with many members making the trip out to Idlewood to see what is going on and what they might be able to help with or buy while they are there. A surprise arrival at our February working bee was the ex-club Wolseley 1300 that was bought by Danny O'Malley about 9 months ago, driven by Danny



Refurbished interior of Danny's car



Chris McLaey's 1300 (front) gets close up and personal with the film star car.

himself. Soon after he bought it, he sent it in for a full re-paint and an upholstery tidy-up, and has just got it back on the road again. The re-paint alone turned out to be a major exercise, as many panels had scrapes and scratches on them, so there was lots of preparatory work required. The end result is very, very good though, and the car now looks very smart both inside and out.

It was also good to see Chris McLeay at the working bee in his 1300, finally sorted after lots of problems getting the brakes bled properly. Apparently the problem was in the end a warped brake rotor, which took a lot of finding. As mentioned in my own report, Matthew's car is now back from the trimmers, and it too is looking pretty smart. No doubt it will make an appearance at a run very soon. For those of you who read the Buy and Sell column first, you will have already noticed that Danny O'Malley has decided to sell on some of his very extensive car collection, including 4 of his 8 Wolseleys.

His intention in advertising in the newsletter is to give our club members first opportunity to purchase them before placing them on the open market, so if anyone is interested in any of them don't delay contacting him.

Also, just a note that we've postponed our Garage Raid due to a clash with the "Day in the Dirt Display". See next page for details.

Christchurch Branch Coming Activities:

Sunday 8th March - Twin Rivers Motoring Extravaganza at the A&P

Showgrounds. This year the event is a full public display and is a fundraiser for the Child Cancer Foundation. Please meet at the showgrounds between 10.30 am and 11.00am, where we will have the club shelter up and a club display going. There is entertainment on and food available, with a prizegivng around 2.30pm. After the event we will have a short run to a café to finish the afternoon off. See the flyer on the Page 17 for further details.

Saturday 14th March - 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.

Sunday 22nd March - Day in the Dirt and Classic Display at Ellesmere Speedway

Meet in the Supervalue Car Park in the main street in Leeston at 10.15am – from there we will make our way to the Speedway to arrive as a group. This is always an entertaining day of displays and 'try if you like' racing which is well worth watching,

Future events:

April – trip south to Ashburton – details in next newsletter.

Southern Regional Branch News:

Jeez, it's March already and this is my first report for the year. Been a bit slack I suppose but the Xmas/ New Year break wasn't really a break with work being extremely busy we really didn't get much of a break at all. And then the weekends (read Saturdays after work & Sundays) were spent catching up with family or my other duties as chief photographer for the Southland Sports Car Club at their race meetings etc. Still, that's no excuse, so I apologise for the lack of articles.

However, I did get a flying visit from Gordon Duthie who was staying in town for a few days and we had a good chat and cuppa. I was a wee bit embarrassed when said he wished to see 'Winnie' our 16/60. The garage looks like a bombsite at the moment but no problem. Some words of encouragement from Gordon and I didn't feel so bad. Made me determined to spend some time in the garage every week, and already started de-cluttering the garage by buying a decent garden shed for the non-garage items!

At the January race meeting I camped on site from Friday until late Sunday afternoon. On the Saturday evening we were having our usual meet and greet with the other regular

BRANCH NEWS and EVENTS - Southern Region Branch

campers as we do every year. We were joined by a gentlemen and his wife whom we know reasonably well, he drives a very quick AP6 Valiant in the pre-65 racing class. The conversation turned to our classic cars and I asked about his late Aunties Wolseley 15/60, this having been inherited by his brother and himself. Because he already has a mint

condition 1954 Vauxhall Velox, the 15/60 became his brothers. He wanted to upgrade the 15/60's engine and the wheels to a set of Superlites (Minilite copies - nice looking wheels) but, his brother was not having that. A while ago he had done a motor swap on a MGB and its original motor/gearbox was now sitting in his garage. Long story short, we got offered said motor/gearbox combo for our 16/60! 1800 motor complete with twin-carbs and all linkages complete from fan to gearbox. What

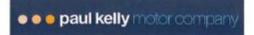


15/60 in Invercargill

to say???..but YES!!and the price was extremely good. Plus the offer also included the fitting of said engine and gearbox. This man is a very highly regarded engineer/race-car builder so this offer is not to be treated lightly. So now what to do?. Some people have advised me not to fit it but just as many can see merit in doing it. With slightly bigger engine and overdrive on 3rd and 4th gear it will be an awesome cruising car but am I taking it away too much from original? The same question is being asked about out proposed colour scheme...original Dove Gray/old English White or Cherry Crush Metallic (beautiful cherry red colour) and Sterling Silver. It is really starting to annoy me, but with all due respect, it is our car and what we intend to do can be changed back. At the end of the day another Wolseley is back on the and NO!!..it is NOT a Hotrod or boy racers car (2 terms that have been used by 'purists') Another option is to just fit the head and twin carbs. At least the bigger valves will help her breath better. The idea is to enjoy our cars and this was what I saw in Palmerston North last year at the AGM. Driving the Kruses'kool wee 1500 and seeing the other cars being used and loved really was a pleasure.

I received an e-mail early January from a guy in Dunedin who was cleaning up his father's property and wished to know if anyone was interested in a 6/90 that was there. It was very rusty but complete and some other spares were included. A few e-mails later and with the help of Bill Obers a home was found. I hope it proved to be useful.

I hope to have an update of events down this way next month All the best from the Deep South Bryan Kelly







AVONHEAD ROTARY CLUB PRESENTS



ALL MAKES, MODELS, TYPES, SHAPES, STYLES AND AGES ARE WELCOME - IF IT HAS WHEELS, BRING IT!

A FAMILY DAY OUT

Prizes for best British, American, Australian, European & Japanese cars MUSICAL ENTERTAINMENT THROUGHOUT THE DAY FOOD, REFRESHMENTS AND COFFEE

RAIN DAY: THE FOLLOWING SUNDAY - UPDATES ON RADIO AND OUR FACEBOOK PAGE











EVENTS



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.

From the email box

From: Ronald Mayes [mailto:randgmayes@gmail.com]

Sent: Thursday, 29 January 2015 10:55 a.m.

To: Colin Hey

Subject: 1100 CV Joint Boots

Dear Colin,

Here is a snapshot of a drive shaft from my Vanden Plas Princess 1100, taken after splits in the boot were discovered at its WoF check in January.

New CV joints and boots, obtained from Earlpart in the UK, were fitted in February 2014 and the car had been driven less than 500 miles since then. The other boot is also showing signs of breaking up.

Earlpart say they have had no other complaints about these boots and



immediately sent replacements and it remains a mystery as to why the material should break down.

Before the replacements arrived I had already thoroughly cleaned and fitted one of the boots originally fitted in 1995 and which are still in perfect condition. It is interesting to see that the replacement boots appear identical to these - the faulty ones carried a quite different profile.

Ronald Mayes, Secretary, Vanden Plas Owners' Club NZ

24/80 Restoration update - contributed by Steve Finch, photo by Lance Fitness

In case you are wondering if this project was ever finished, this is the latest news. A few weeks, probably months ago an update either was not sent or not received anyway vanished.

The paint job was finished by early September & I thought that by early November the car would be close to going to Palmerston North for compliancing.

It did not happen, somehow work (part time) firewooding & gardening plus a few other things seemed to come first, so the target to be on the road legally was Wrong again.

I had forgotten how long it takes to re-assemble a car - it is not quite the same as

dismantling it which happened over 18mths ago. Surprisingly we did not lose anything & could always look at the 4/72 or even a Workshop Manual if I had temporary brain fade or could not see which way was up. We, that is Lance and I, had a few hassles, problems with the electrics but with the windscreen out there was easy access behind the dash.



Feilding Glass came over and fitted the windscreen, The boss Brian, said he had fitted a couple of screens to Farina bodies and it might pay to have some valium and Jamiesons handy just in case --- he made the job look easy.

I was having a quiet pint with a friend who is converting a 1974 Bedford Bus into a motor home and we were asked how many hours have you Classic vehicle nuts spent on these projects. We said over 1000 hrs each, it's therapeutic and keeps us off the streets, but not always out of the pub.

The car is now almost ready for inspection. I have done about 100 miles and it drives very well. The steering is a not quite right so I will have to get a wheel alignment, and the brakes, at present without the booster, are near enough. We shall find out very soon. Two Club Members have asked what shall do with all my spare time - is the 6/80 in the shed my next project ??

Steve Finch

The AUTOCAR ROAD TESTS

No. 1,183.—25 h.p. WOLSELEY DROP-HEAD COUPÉ

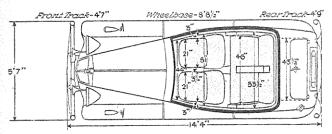
SPECIALISED in character, the 25 h.p. Wolseley drop-head coupé has been introduced for those who appreciate the benefits of a style of coachwork that gives both openand closed-car motoring, and an engine providing plenty of power.

This new model, described on the two previous pages, has a short-wheelbase chassis—8ft. 8½in. as against 9ft. 9½in. for the Twenty-Five saloon—and thus with the lighter form of body the weight is appreciably lower.

It has been made plain during a strenuous long-distance test by *The Autocar*, totalling almost exactly 1,000 miles in three days, that this is a fine example of high-performance British car at a reasonable price. It provides strong top-gear acceleration—especially at the middle and higher speeds, as the test figures show—is stable on the road and under good control, backed up by powerful hydraulically operated brakes, and holds a very high maximum speed in reserve.

This 90 m.p.h. figure was shown two or three times by stop-watch over the usual measured quarter-miles on Brooklands track, the speedometer reading not exceeding 93-94 on this particular car, whilst at 70 the instrument was 3.6 fast, at 50 1.6, and at 30 was accurate.

Driven with the definite intention of hurrying, this car put nearly 50 miles into an hour at night, and, on another journey, 126 into three hours over strange roads, also at night. Largely on account of the quick acceleration, it can still secure a good average on a journey complicated by speed limits and other traffic. At the same time it is a

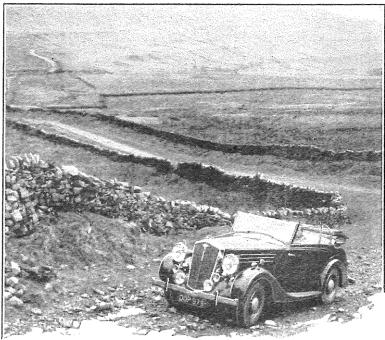


pleasingly docile car for occasions of more moderate motoring.

The engine is quiet mechanically, and decidedly smooth anywhere above a crawl. Slight roughness is evident below 10 m.p.h. on top gear, and, on the indirect gears, there is a suspicion of unevenness at the lowest speeds in close traffic. At a maintained 60 m.p.h. the engine is scarcely noticed, and the whole car is happy on suitable roads at 70 to 75. When travelling fast a curious "tearing" note can be heard from the exhaust wherever there are any surfaces at the roadside to act as "sounding boards."

It is a satisfyingly solid-feeling car; it holds the road well for fast driving, cornering steadily and safely. For the very fast work which the engine power sometimes encourages, still more damping of the springs would be an advantage, as, in these more extreme conditions, a certain amount of "leaning over" occurs on corners. That is not in any way to detract from the comments already made upon the stability at speeds high to the great majority of drivers

Shocks are absorbed well, the suspension compromise



between stability and comfort having been struck in just about the right degree for general purposes. Passengers describe the back seat comfort as decidedly good during fast driving.

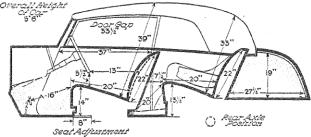
Most of this car's work outside towns can be done on top gear, and normal gradients are stormed without a change down. If the car is checked—or on occasions when the driver feels exuberant—it can take them still faster on third, this gear giving 60 m.p.h. with ease. In town a second-and-top method of driving is satisfactory, though actually to start from rest on first gear gives a smoother take-up. Synchromesh is provided on second as well as third and top in the four-speed box, and affords sure changing—quite quickly if required.

"Playing" With a 1 in 4 Hill

The gears are very reasonably quiet. A more positive form of stop against reverse gear position would be worth having. In its movement the lever is a little "sticky." The clutch pedal is somewhat heavy to hold down for any appreciable length of time in traffic. With a lever well placed between the front seats, the hand brake is powerful as regards holding the car on a steep hill. The I in 4 test gradient afforded an illustration of engine power, for the Wolseley would "play" with it.

Quite high-geared steering is found, as befits the per-

Quite high-geared steering is found, as befits the performance capabilities, only 2\frac{3}{4} turns of the wheel being needed from lock to lock. It has strong self-centring action, and its accuracy and positiveness give confidence



Seating dimensions are measured with cushions and squabs uncompressed.

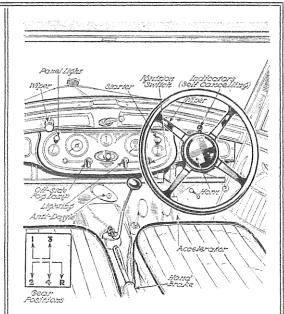
" The Autocar" Road Tests DATA FOR THE DRIVER

IN H.P. WOLSELEY DROP-HEAD COUPÉ. FRAE with resources beed coupé body, \$498. Tax, \$18 15s. WESCHEL without pessengers, 33 cwt. 3 qr. 19 lb. LB, PER C.C.: 1.09. TIME SIZE: \$36 / 16in. on bolt-on perforated pressed-steel wheels. LIGHTING SET: 12-voit. Automatic voltage control. TANK CAPACITY: 15 gailons; approx, normal fuel consumption, 16-19 m.p.g. TURNING CIRCLE: (L. and R.): 40ft. GROUND CLEARANCE: 63in. ACCELERATION m.p.h. From steady m.p.lt, of 16 to 30 20 to 40 30 to 50 Mean maximum timed speed over 1 mile 85.51 #20 to 1 10.2 sec. 10.0 sec. 9.0 sec. 5.4 sec. 7.4 sec. 5.4 sec. Best timed speed over | mile ... 90.00 Speeds attainable on indirect gears (normal and maxi-mum):— From rest to 30 m.p.h. through gears ... 5.8 sec, To 50 m.p.h. through gears ... 13.9 sec, To 60 m.p.h. through gears ... 19.1 sec. To 70 m.p.h. through gears ... 30.2 sec. 1st ... 2nd ... 33-41 3rd ... 25 yards of I in 5 gradient from rest 4.5 sec. Speed from rest up 1 in 5 Test Hill (on 1st and 2nd gears) ... BRAKE TEST: Mean stopping distance from 30 m.p.h. (dry concrete), 32ft.

WEATHER: Dry, mild, bright, wind strong, S.W. Barometer: 30.35in.

Performance figures for acceleration and maximum speed are the means of several runs in opposite directions, with two up.

(Described in this issue of "The Autocar.")



at high speeds. Though not particularly light for a lowspeed turn, it is not actually heavy.

If the driving seat could be raised a small amount, it seems that a far better outlook would be secured and driving confidence increased. Actual driving position is good, the steering wheel being well placed and adjustable telescopically, also for the angle of the column. The wheel is on the small side.

All the seats are very comfortable, and the back rests, though inclined rearwards fairly appreciably, are curved at the top and afford good support. The doors open and close nicely, and getting in and out is easy, the front seat back rests tilting to give access to the rear seats. Here there is good leg room, and a central folding arm-rest is provided. It is not really convenient for the driver to use the near-side door.

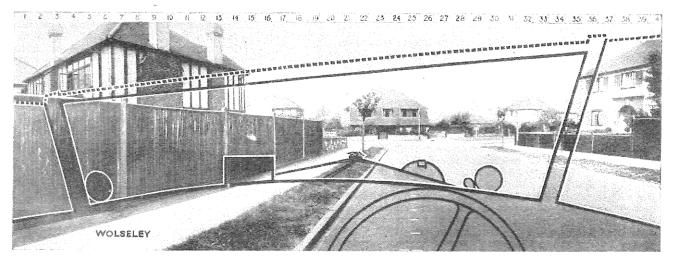
Two quick-acting clips having been undone, a matter of seconds, the drop-head goes down easily single-handed, and can be raised similarly. Owing to the provision of quarter lights, the rear seats are not as "blind" as is sometimes the case in this style of body, whilst a pleasing open-car effect is given with the head lowered.

In one or two positions of the windows, exhaust fumes were noticed inside, but this was not a permanent condition. The fabric head is not entirely free from "flap"

at speed, but is not disturbing to the occupants in this respect.

The instruments are clear to read at night as well as in the daytime. Interior finish is done well, and the leather upholstery is obviously of excellent quality. small interior mirror gives a good view behind with the head raised, but not when it is down; there are also wing mirrors. Even though it is shallow, a blind for the rear window would be appreciated. Lucas P.100 head lamps provide a magnificent beam for the fastest driving at night, and the anti-dazzle change-over is to one of two low-mounted auxiliary lamps. The second of these can be used additionally by means of a separate switch, and is valuable when driving fast, though its use in this way seems to worry other drivers.

There is a thermostatically regulated starting carburettor, neither a strangler nor a hand throttle control being fitted. The engine fires at once, and it is best to drive straight off from cold. Once or twice when the engine was warm, apparently the mixture became overrich, to start taking several seconds. The oil filler is accessible; oil consumption was strikingly light during this severe test. The petrol tank is of useful capacity, but there is not a reserve supply. Jackall hydraulic four-wheel jacks are fitted.



With the head raised the windscreen becomes rather shallow, though it is very wide. A high scuttle and bonnet cause near-side vision to be decidedly cut off. The screen pillars are not thick; the top frame with the head lowered is indicated by dotted lines.

Buy and Sell

Long time car nut is going in another direction and will be selling approximately 30 different classic cars – amongst them are the following four Wolseleys:

Wolseley 8 1948 Great example. Travelled just 60,000 miles. Black. With immaculate leather interior. Drives exceptionally well. \$6000.

Wolseley 18/85 Mk2 1971 3 Mature owners. Automatic, Power Steering, Very tidy, Nice smooth driving car. \$4000

Wolseley 6/110 1962 Excellent original example. Travelled just 60600 miles. Possibly the best available. Manuel, Overdrive. \$12,000

Wolseley 16/60 Automatic 1970 Immaculate original car travelled just 47,000 miles. Grey with red trim. A better example would be hard to find. \$9000 ph club member Contact Danny O'Malley, Club Member, email dandsomalley@clear.net.nz, or phone 021498162

If you are looking for some other classic car in particular, please contact me as I may have what you are looking for.









Wanted

Rear brake parts – shoes, wheel cylinders and handbrake parts for a Pre-war Wolseley 9. Photos can be provided if needed. Contact Tony Thompson, email: agmm2@bigpond.com Any help would be greatly appreciated.

WORLD Word

OFFICIAL NEWSLETTER OF THE

If unclaimed, please return to: The National Secretary WOLSELEY CAR CLUB NEW ZEALAND INC Michael Kruse 297 Huatoki Street,

Registered at Post Office HQ Wellington as a Magazine

New Plymouth 4310