

## OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

#### **JANUARY 2019**



A Southern Region holiday. Gordon and Beryl Duthie's Christmas campsite in Alexandra with their 6/110 (centre), visited by cousin Bruce Duthie in his Westminster, and Bryan and Barbara Kelly, 16/60.

#### **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

#### **HOW TO CONTACT US:**

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#### **Southern Region:**

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Ph 03 4534008, or 0274048468 email fergus.sime@xtra.co.nz

#### **National Spare Parts Enquiries:**

Email: kitty.willo@xtra.co.nz

If unable to be handled by your local Branch, contact: Ray Willoughby (Wendy) 14 Leander Street, Christchurch 8052 Phone (03) 352 9016

#### **All Newsletter Enquiries:**

Send to: Colin Hey (Jenny) 34 Rossington Drive West Melton 7618 Phone (03) 359 8737

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

#### EDITOR'S STUFF

Welcome to 2019, and here's hoping for a good year of Wolseley activity! We don't normally do a January edition, but given I missed some editions last year, and I have some content ready to go, I thought it would be good to put out an early edition this year.

The lead up to Christmas was pretty leisurely this year for us, compared to the few months between August and November. Still plenty happening at work, but at least it was all fairly routine and relatively easy to keep on top of.



At the November Vintage Car Club noggin we had a visit from two of the production staff of the Court Theatre – they were there looking for someone who could provide a suitable veteran car for them to use for promotional photos for their forthcoming production of "Wind in the Willows". One of the VCC committee members sent them to see me, knowing that I had something along the lines of what they were looking for. After a quick chat about what they wanted, I offered them the choice of both of our veterans, and the next day sent them off photos of both cars. They chose the 1909 10HP, which was kind of good in a way, as it hadn't been out for at least six months as I'd been meaning to make a few changes to the throttle and choke controls, and also fit a starting switch inside the car. Up until now it's been necessary to open the bonnet and press the starter solenoid button, which was a real pain if the engine stalled. Several months ago I spotted a suitable (period) floor starter switch on Trade me, and I'd also collected together enough throttle linkages and shafts from swap meets and the club parts shed to connect the throttle pedal to the carburettor using shafts and joints running across the car and forwards. This was to replace a less than satisfactory cable arrangement that had been fitted to the car when it was restored.

A day or so of making brackets and working out how to make it all work saw the job done, and I also found an old-style choke cable with a brass knob and fitted that to the dash, so now the engine can easily be started whilst sitting behind the steering wheel.

After giving the car a good clean and polish, I took it out to the VCC grounds about a week before Christmas, and the photo shoot was successfully completed in about an hour. I'm looking forward to seeing the production poster now, although I've been warned that there will be more than just the car in it. Interestingly, the photographer mentioned that they were intending to build a replica of the car for the show, although it would of course not be a 'going' model, and it would be a bit smaller than the real thing. It will be interesting to see how it looks.

The Christmas holiday period was used to get a few outstanding jobs done on some of the other Wolseleys. I built up new oil cooler lines and fitted a new external oil filter to the 1500 race car, which wasn't a cheap exercise once all of the correct hydraulic fittings were

#### Editor's Stuff - continued

purchased. The new setup certainly looks neater under the bonnet though, and changing the filter will be a lot quicker and cleaner. Taking the old setup off was a messy business, as oil dripped out of everywhere as it all came off the car and apart. I've also now entered the Skope Classic meeting which will be run at Ruapuna during the first weekend of February, so it will be another good chance to get the car out and hopefully have a bit of fun.

The Mk1 1500 was the next car lined up for attention, as it had been sitting up on the hoist for a few weeks in my efforts to try and track down a persistent problem with it continually cutting out when cruising down the road. I removed the bung and filter on the bottom of the tank (note – to get the filter out you also need to remove the fuel outlet pipe from the forward end of the tank, as there is a tube with a fitting inside the tank that runs down into the filter that comes loose when the outlet fitting is undone, allowing the filter to be withdrawn through the drain hole), but there was absolutely no sign of any blockage so that was another possibility eliminated. I then turned my attention to the electrics, thinking there could be a dodgy connection in the ignition or fuel pump wiring. The fuel pump had a crimped connection that wasn't quite tight, so I got a new connector and soldered it together properly, and then I pulled all of the wires out of the fuse box connectors and cleaned them up as well. It was while I was doing that than I noticed there were actually two wires running to the switch side of the coil, one of them bypassing the loom and running straight to the fuse box. A test drive then confirmed that the problem was still there, but I found the engine would come back to life if I turned the ignition switch off and then on again. I then disconnected altogether the original coil wire running into the loom, and suddenly everything seemed fine. A good long and hot run didn't throw up any problem, so I can only presume (and hope) that there was some issue with the original wire (perhaps an intermittent short) causing the problem. Time and use will tell, I guess. (PS – it did, and I still have the problem, but I think I know what it is now). While the car was up on the hoist I also took the opportunity to replace the clutch hydraulic hose and renew the slave cylinder seal, fix a leaking steering rack gaiter, replace the flexible brake hoses, and renew one rear wheel cylinder that was just starting to show signs of leaking. I also re-torqued the cylinder head down and re-set the tappets, as it hadn't been done since replacing the head gasket a couple of months ago. It's now got a new WoF as well.

Next car up was the Hornet (Mini), which only needed a new heater tap, but I took the opportunity to flush and change the coolant too, and give it a good check prior to a WoF, which it now has too.

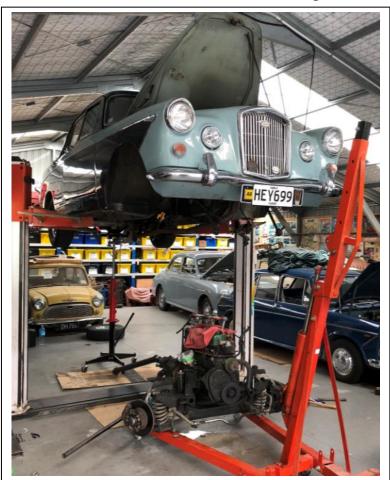
Last, but certainly not least, it was finally time to tackle the clutch job on the 6/99. Although it's easily possible to remove just the gearbox on its own, I chose to remove the whole engine and gearbox as one unit, complete with the front cross-member and suspension. I did this so I can replace the front suspension mounts, and also replace the rear frost-plugs which I thought (since proven correct) would be at the end of their life. This was a straightforward job using the hoist – just a matter of removing the generator and carburettors, disconnecting everything, then lowering the whole engine/gearbox/suspension assembly onto the floor with a crane, and then raising the body on the hoist. It took Matthew and I about 4 hours to get it all out, including splitting the

#### Editor's Stuff - continued

gearbox and removing the clutch. The clutch itself was not too badly worn – rather surprising given it's the original one and has done 110,000 miles, including some caravan towing. Instead the lip on the gearbox mainshaft seal had cracked and was letting oil

through and into the clutch, hence the reason for it slipping. I'm now in the middle of cleaning everything up and reassembling it, being very mindful of our planned trip to Brits at the Beach in Whangamata in February. I don't want it to be a 'night before we go' stint getting it finished.

Now, before I go any further, I must pay a tribute to Ray Willoughby and say how impressed I was with the spares supply for this job. Ray had absolutely everything I needed in stock, and here's the list: Clutch pressure plate, driven plate and release bearing, gearbox seal, bellhousing to gearbox gasket, frost plugs (brass), timing cover gasket and seal, antiroll-bar bushes, crossmember mounting bushes, engine mount, manifold gaskets, oil filter. All in the spares container, easily found, and available. Where else in the world would any Wolseley owner get that service?



6/99 with the engine and gearbox removed (complete with front suspension) and sitting on the floor.

The Hornet Special has been getting plenty of use lately – any excuse to take it out is good, and the weather has certainly been playing the part. Trips have been as short as around to the local BP for petrol, or as long as the New Year's Day picnic at Little River. Gordon and Beryl Duthie came and stayed with us when we had our branch annual Christmas BBQ in December, so on the Sunday (in perfect weather) Gordon and I took a trip to the Ruapuna raceway open day to watch a couple of races, before calling in to see Nick Stevenson on the way home to see how he's getting on with his 1500 project. Gordon drove it from Ruapuna to Nick's, and then back to home, and I have to say his driving (including his mastering of the crash gearbox) was flawless – even better than me! He needs to buy one himself!

In a couple of week's time Jenny and I are off to Dunedin with the 12-16 veteran to take part in the annual Dunedin to Brighton veteran run. There are a couple of jobs to do to the car before we go, but all being well I'll fit them in and all will go well. Once again this year the event has been organised by our own Colin Winter, so I'm sure all will go well. Colin and Judy called in to see us in December on their way back from the National

#### Editor's Stuff - continued

Veteran Rally in Nelson to collect a replacement hydrolastic bag for their 18/85 – it was good to catch up with them again, and of course they had the 1900 Wolseley in tow on its trailer, having successfully completed the rally.

Well, that's enough from me for this issue – I hope you enjoy it, and that you can all make the most of some summer motoring. There is plenty happening up and down the country, so I trust you can make the most of the good weather and enjoy a bit of time out motoring in it.

Colin Hey

#### CHAIRMAN and SECRETARY'S REPORTS





At the time of going to press, Gordon and Michael were still in Christmas holiday mode, so will catch up again in the February edition.

Deadline for next Wolseley Word:

Friday 1st February 2019

#### 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: <a href="mailto:heywolseley699@gmail.com">heywolseley699@gmail.com</a>

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.

#### BRANCH NEWS and EVENTS - North Island Branch

## North Island Branch News:

The first event this year will be in New Plymouth, and we will get this info out probably next month.

For those of you further north, please note the date and details (below) for the Brit and Euro Show at Lloyd Elsmore Park, Pakuranga on Sunday 3<sup>rd</sup> March. It is held adjacent to the Howick Historical Village, and last year there were over 830 cars and it is hoped to reach 1000 cars this year, so plan on attending if you can.

Also, don't forget the Brits at the Beach weekend in Whangamata from Friday 14<sup>th</sup> To Sunday 16<sup>th</sup> February. Registrations are now open – for more details refer to https://www.britsatthebeach.co.nz/





## Brits at the Beach weekend, Whangamata Friday 14<sup>th</sup> To Sunday 16<sup>th</sup> February.

Registrations now open – for more details refer to <a href="https://www.britsatthebeach.co.nz/">https://www.britsatthebeach.co.nz/</a>

Note: if anyone is going and needs accommodation in Wangamata, there is a self-contained unit spare at a holiday home booked by Colin Hey and Tim Dunningham. Please contact Colin Hey on 03 358-8738 if you would like more details.

#### BRANCH NEWS and EVENTS - Nelson/Marlborough Branch

#### **Nelson/Marlborough Branch - News:**

Firstly, congratulations to Ollie Reid, who was a winner in the Local Heroes category as part of the 2019 Kiwibank New Zealander of the Year Awards. She was presented with her award recently for services to St John and the community at a special medal presentation ceremony held at the Monaco Resort in Nelson. She is pictured here 3<sup>rd</sup> from right in the back row.



#### BRANCH NEWS and EVENTS - Nelson/Marlborough Branch

Coming up in the New Year there is the VCC Swap Meet on 9<sup>th</sup> February (see notice below). There is always the opportunity to display cars at this event – hope to see both local and other South Island members there.

## **SWAPMEET**

Saturday February 9th 2019





Entry \$5 Per Person
Accompanied Children Free

Site Bookings \$15 (Includes One Person Entry Only)

Car For Sale Site \$10 (Includes One Person Entry Only)

Held Rain or Shine. Starts 8am At Speedway Assn Grounds
Lansdowne Road, Richmond

Free Parking Entry Off Lansdowne Road Site Enquiries Merilyn 03 548 3899 Email: swapmeetnelson@gmail.com

#### BRANCH NEWS and EVENTS - Christchurch Branch

#### **Christchurch Branch**

#### **News:**

The 2018 year ended on a high note for the branch with our annual shared Christmas BBQ at Idlewood on 8<sup>th</sup> December. The day always starts off with the monthly working bee, which being the last one for the year tends to focus on giving the place a tidy-up, then having a longer than normal morning tea, then the monthly committee meeting, and finally getting prepared for the BBQ. This year the mid-weekly team had been in beforehand, and the place was looking immaculate with a fresh coat of paint on all of the doors, the garage floor re-painted, and even a new garden seat installed adjacent to the Penny lawn! What a great effort by everyone concerned.

By 4pm everyone had arrived, Noel Nevin cranked up the BBQ, and Nancy Bishop had the pots of new potatoes on the boil in the kitchen area. Around 30 people enjoyed a great meal, with a great array of salads and desserts contributed by everyone laid out on the tables. It was so good to see everyone there and our club facilities being so well utilised and enjoyed. A special mention needs to be made about Gordon and Beryl Duthie, who travelled up all the way from Lawrence in Otago just to be there – it was great to be able to catch up with them again. Thanks too to Eddie and Nancy Bishop who did so much of the preparation work, and then ensured everything was cleaned up afterwards.





Scenes from our Christmas BBQ – left, Stuart Penny talks to Jan and Bruce Parker and Annette Nevin, and above-the presidential table with Gordon and Beryl Duthie sitting centre left.

#### BRANCH NEWS and EVENTS - Christchurch Branch, continued

Earlier on the same afternoon, Sharon O'Malley celebrated her 65<sup>th</sup> birthday with a surprise party on the other side of town put on by her family. Somehow Danny managed to keep it a secret, and gave a very enlightening speech at the party about how Sharon has somehow managed to keep him on the straight and narrow (well, sort of!) all of their long married life. Congratulations Sharon!

The only other event to report on is the New Year's Day Picnic at Little River domain. Eight cars attended from our club, and it was a most enjoyable day spent sitting in the shade of the large oak trees, talking to people from other clubs, and wandering around the domain chatting to friends and strangers and looking at cars. The great thing about this event is that it seems to bring out a number of cars that are not typically seen at other events during the year, including some of them very, very nice recent restorations. We were amongst the last to leave the venue in the late afternoon, and it was still around 20 degrees.

On the member's front, unfortunately Anthony Dacre has been in the wars again, recently suffering a bad injury to his right shoulder whilst trying to break up a fight between his two cats. Unfortunately this has meant that he can now only drive cars with very light steering until he gets some surgery for it, so he's feeling pretty frustrated at the moment. Graham Quate brought his recently completed Wolseley "special" out to the last working

bee for the year, and now it's done he's thinking about selling it. For anyone who is interested, the car now needs to be LVV complied, but it is well built so it should be possible to get it through the process without too much hassle. It's based on a Triumph Herald chassis, and has a Cortina 1600 engine and gearbox. Although the lights and grille are about all that belong



Graham in his Wolseley 'Special'

to a Wolseley, it's a good-looking wee sports car and would be a lot of fun for someone who is prepared to take it to the next stage. We would certainly be keen to see it stay in the club. Contact Graham on 022 135 9124 if you're interested.

The next few months are particularly busy with activities, many of which are organised by other groups but which we'll attend as a club. I would encourage everyone to make a note of the dates on a calendar or in your diary, and definitely start to plan around the ones you want to attend. For anyone who has email and is not on Stuart Penny's email list, please either call him or email him on <a href="mailto:stu.jude@gmail.com">stu.jude@gmail.com</a> so you can be added to his list, as he always sends out email reminders about 5 days before each event to remind everyone what's coming up — very handy indeed as it's easy to forget dates and events. If you don't have or regularly read emails, then let Stuart know anyway, as arrangements can be made for a phone call instead.

Colin Hey

#### BRANCH NEWS and EVENTS - Christchurch Branch, continued

#### **Christchurch Branch Coming Events:**

#### Saturday 12th January 2019 - Working Bee at Idlewood

If you've not gone on holiday and want to fill in a couple of hours, then please join us. Might be more social than work, and straight after lunch we will take a drive into town to have a **visit to Dutton's Garage** to have a look through their showroom. There will be no committee meeting in January.

#### Sunday 27th January - Afternoon Run

Afternoon run to Cust. Depending on the day, the run will finish in the Cust Recreation reserve, or at the Route 72 Café Bar Emporium.

For those coming south of the Waimak, meet at the Belfast Hotel at 1.30pm, for those north of the Waimak, meet in Mount Thomas Road, Fernside, just on the South side of Route 72 (ie turn left into Mt Thomas Road heading west from Rangiora), at 2.00pm.

## Wednesday 6<sup>th</sup> February (Waitangi Day) - Annual RSA Classic and Vintage Tractor and Car Rally.

Registrations from 9.15am at the RSA in Victoria Street, Rangiora. Cars depart at 10am on a run which will finish at the Loburn Domain for lunch. BYO lunch – there will be a community-run BBQ and cake stall operating at the domain. Entry fee \$15 per car, with all proceeds going to the Rangiora RSA building fund.

#### Saturday 9th February - Working Bee at Idlewood

Working Bee at Idlewood. Everyone is welcome to come along to help with spares or maintenance, collect parts, or just socialise. From 9.30am at 761A Mcleans Island Road. Morning tea provided, BYO lunch if you want to stay on for the Committee meeting after lunch.

#### Saturday 23<sup>rd</sup> February 2019 - Hanmer Motorfest

This is a great event to attend, attracting more and more cars every year. In the February newsletter we'll have a couple of options – either leaving from Christchurch early in the morning, or meeting in Hanmer somewhere so we can all go into the domain at the same time and therefore be able to park together.

In the meantime, please go to their web page:

https://www.facebook.com/pages/category/Event/Hanmer-Motorfest-1649118238449271/ to register for the event (this makes the arrival and check-in process much quicker on the day), or for more information. If you would prefer us to do the registration for you, please contact Colin Hey.

If you would like to get their early and/or stay afterwards, please arrange your accommodation now, as it's likely to get hard to get.

#### BRANCH NEWS and EVENTS - Christchurch Branch, continued



CLASSIC CARS, HOT RODS, BIKES, ALL VEHICLES WELCOME

Saturday 23rd February 2019
HANMER SPRINGS DOMAIN, JACKS PASS ROAD, HANMER SPRINGS

## Sunday 10<sup>th</sup> March - Twin Rivers Motoring Extravaganza at the A&P Showgrounds.

Arrive by 10am if possible – we will try and get a spot where we can all park together. After the display and prizegiving, we will travel out to Prebbleton or Lincoln for a coffee, perhaps even staying on for a pub dinner. For more details see their web page: <a href="https://www.facebook.com/TwinRiversCarParade/">https://www.facebook.com/TwinRiversCarParade/</a>

Don't forget about the Australian National Rally in Bermagui, NSW,  $5-10^{\rm th}$  May 2019. Details and an entry form can be emailed to anyone wanting more information. Please contact Colin Hey or Michael Kruse if you might be interested in attending.

#### BRANCH NEWS and EVENTS - Southern Regional Branch

#### **Southern Region Branch News:**

Hi Members,

Happy New Year to you all!

A very warm welcome to our new members: Bruce Duthie of Waihola, Peter Oliver of Otautau, Wayne & Noel Ruscoe of Mataura and Evan Currie of Gore. I hope you will enjoy being members of the club and we look forward to meeting you.

Bryan Kelly our President and I have been discussing our next event. We are planning to visit the Croydon Aviation Heritage Centre in Mandeville just out of Gore on Saturday 9 February 2019. The plan is to arrive at 12 noon for lunch at your own cost in the Miss Cocoa Coffee Café. This will be followed about 1pm by a look around the Croydon Aviation Heritage Centre and the aircraft workshop with a tour guide to tell us about what is there. The cost is \$15 per person to be paid on the day. Once that has concluded we can return to the Café for afternoon tea at your own cost. There is a shop with some interesting items to look at and purchase if you wish to. There is plenty of parking and if we can all park together we could take photos of the cars for our own interest and for the Wolseley Word Magazine. There will be plenty of time to get to know each other and discuss common interests including our vehicles.

Some members do not have their vehicles in operational condition as they are under restoration, repair etc. Bryan and I have both been in this situation and know that it can feel a bit awkward coming to events without your own Wolseley. Please don't let that be a barrier to coming on any outing. You are very welcome to bring your 'modern' car, or have a ride in another club member's car. Please feel free to contact me or any other member to ask for a ride to this event.

Although this club is first and foremostly about Wolseley cars, there is a small but increasing number of members that own Austin cars like I do, so I am particularly keen to see these as well as the Wolseley cars, so don't be shy about bringing your Austin as we will be there in our Austin Westminster.

If you would like to come on the outing please email me back to advise numbers as I need to know for catering purposes. I need numbers as soon as possible, but no later than Thursday 31 January 2019.

I am looking forward to seeing as many of you as possible at this event.

Yours sincerely

Fergus Sime

Secretary/Treasurer

Southern Region

#### And from Bryan Kelly...

Afternoon everyone, Bryan here. Thought you'd like to know the 16/60 is well and truly settled in at our household! In fact we now look for an excuse to use her. A BBQ lunch with Gordon and Beryl on Boxing Day, my sisters 65th birthday celebration meal and afternoon coffee and chat (and a chance to check out 'THE FAIRLANE') with Fergus and Mary-Jane on Friday afternoon. All fantastic and enjoyable outings. Coming home from sister Kathy's do, driving through centre of town we were subject to a young fella in his

#### BRANCH NEWS and EVENTS - Southern Regional Branch

late model Mitzi eyeballing the 16/60 for a couple of city blocks then yelling "what a cool car" and giving the thumbs up!

Regards to all

Bryan



Fergus' Ford Fairlane and Bryan's 16/60

#### OTHER REGIONAL EVENTS

#### WELLINGTON

#### **BRITISH & EUROPEAN CAR DAY**

10th February 2019

This year features a special display of classic race cars.

Trentham Memorial Park, Upper Hutt
Use Barton Road, off Fergusson Drive, Upper Hutt
10am to 4pm

OPEN TO ALL BRITISH AND EUROPEAN CARS.

Entry \$10.00 per display vehicle

Contact Ric Tyson, Phone: 027 449 1980 Email: manager@britishcarday.nz or go to British-Car-Day-Wellington on Facebook

Sponsored by Ray Hartley Motors Wellington

#### **THAMES**



#### OTHER REGIONAL EVENTS - continued

Registrations are now open for the 2019 Brit & Euro Classic Car Show - go to <a href="https://www.briteurocarshow.nz/register">https://www.briteurocarshow.nz/register</a>

Also follow or like us on FACEBOOK to keep up to date with show happenings <a href="https://www.facebook.com/briteuroclassiccarshow/">https://www.facebook.com/briteuroclassiccarshow/</a>
It would be great to see Wolseley represented at the show again.

Rotorua Vintage & Veteran Car Club Inc proudly present the

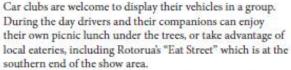
### 7th Annual Rotorua Lakefront Car Show

10am - 2pm, Sunday, 20th January 2019



#### ALL CARS, BIKES AND COMMERCIALS WELCOME!

The venue is the Rotorua Village Green at the Lake Front, off Whakaue Street. This is an informal car show open to any individuals or clubs to display their vehicles. Drivers will be asked for a gold coin donation upon arrival. All monies raised will be donated to St Johns Ambulance Rotorua.









Over 300 vehicles were on display at last year's show, and the event has been very popular with locals and holiday makers alike. Vehicles have ranged from early vintage to almost new.







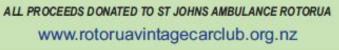














## Restoration of a 1965 Ford Fairlane 500 Sedan as well as a 1964 Austin Westminster A/110

#### By Fergus Sime

In the July-August 2015 Wolseley Word I wrote an article about how Mary Jane and I came to purchase Iris, our Austin Westminster, and about her restoration. However, in the background there was another classic car, a 1965 Ford Fairlane 500 sedan being restored. Here is its story.

My grandfather Sime was a farmer and had Ford tractors and cars. No other grandparent of mine ever owned or drove a car. Just before my parents were married in 1959, Dad sold his Austin A30 to his brother so he could afford to get married, but borrowed it back from him for the honeymoon! From then until the late 1960's our family had no car until my parents could afford to buy an Austin 1300. Granddad Sime had a car, and what a car it was! It was a lovely shiny big red 1965 Ford Fairlane 500 sedan. We went on holidays to his farm in it. I thought this car was absolutely fantastic! I even made a birthday cake in the shape of this Fairlane as a young boy for one of my early birthdays! After Granddad Sime retired and lived much nearer to our family, he would take us on trips to places of interest to him and us and we would all go in the Fairlane. He had two in succession in his retirement. They had plenty of room for up to five people (six when it was a column change) and plenty of legroom in the back seat. They rode well and were very comfortable to sit in.

One day in the early 2000's when I was walking down the drive at home with my second nephew about to take him somewhere, he said, 'Uncle Fergus, I would like to do something with cars with you.' I knew he was already quite competent at fixing cars so replied, 'What did you have in mind?' He replied that he didn't know. I said, 'Can I think about it and get back to you?' He said, 'Yes.' I could see that his offer was genuine and I thought it would be a good thing for an uncle to do with a nephew given his proven ability with cars.

Sometime after this I was giving serious consideration to the transport needs of some people at our church that I transported to church services and meetings. Some were struggling to get into the back seat of my Ford Laser hatchback that I had at the time due to physical disabilities or being too tall and needing more leg room. My Grandfather remarried and his second wife died in 2004 and I had been appointed trustee and executor of her will. When I was cleaning out her house I found a black and white photo of Granddad and his second wife standing near the back of the 1965 Fairlane. On seeing the photo, I then remembered the trips Granddad had taken our family on, the good leg room and therefore how suitable a Fairlane might be for transporting people to church services and meetings. I also remembered my nephew's offer. I phoned him to see if the offer was still good, and yes it was. He was quite excited about the prospect of doing up an old Fairlane. The search began on Trade Me for a suitable vehicle. Eventually a one owner 1965 Ford Fairlane came up for sale in March 2007 in the North Island. It was warranted and registered, turquoise colour and originally had a column change manual gearbox but the owner due to a bad back had installed an automatic floor change that looked like it was from an early 1970's Toyota! It looked terribly out of place and could not go into Park. The Fairlane had most of its chrome and some of the door trims and other parts were 'tired', which the owner's daughter described as 'if you had worn a dress for 42 years it is what you would expect after wearing it for that long.' My nephew flew up to check out the car and was happy with what he saw

and found out more about the car. My nephew did the bidding on Trade Me as I had not bought anything on Trade Me by that time. There was another bidder so I remember sweating away as I watched my nephew bid for the Fairlane. We won the auction so my nephew went to collect the Fairlane and drive it back to Gore where he was based and where he would do the car up. The trip was eventful as about two hours down the road the radiator caused trouble and he recounted to me later that he was annoyed at himself for not bringing the appropriate tools with him to fix this, but from his previous inspection of the Fairlane he hadn't thought these problems would arise. There were other problems encountered on the way but every time there was a problem someone turned up to help him. He phoned me from Christchurch on the Sunday afternoon to say he didn't expect to make it past Timaru so could I come and pick him up, which I did. He arranged suitable storage in Timaru and on Monday the Fairlane was transported to Gore. On a Saturday soon after I went to Gore to see the Fairlane and drive it for the first time.

By June 2012 the restoration process was finally underway with the first job being the rust proofing of the body. In February 2013 there were some discussions about what colour the Fairlane should be painted. A 'committee of experts' in Gore including the car painter had discussed this topic. My nephew phoned me to discuss their deliberations. They thought red would be a better colour for the Fairlane to be painted rather than the turquoise colour it was. I was keen for this as my Grandfather's 1965 Fairlane was red and I had liked that colour. When I mentioned the suggestion of having the Fairlane painted in red to Mary Jane she replied, 'so you are going to get your red Fairlane after all.' She agreed it would look good in red, so I searched the internet for an original colour chart for 1965 Fairlanes. I found one with a lighter and darker shade of red. The lighter one was Rangoon Red, but when the car painter supplied a metal test square of that colour, it was too dark a red compared to the photos I had of Granddad's Fairlane. What red colour would be appropriate? Mary Jane and I liked the Colorado Red colour of our 2008 Mondeo Station Wagon so I took a photo of the code numbers inside the front door of the Mondeo and emailed it to the car painter. That is the colour it was painted and it looks great in that colour.

The Fairlane at purchase had a 302 Windsor motor in it rather than the original 289 motor it would have had. I found the carburettor made it difficult to start the motor. I asked my nephew if modern day carburettors were easier to start. He thought probably not. He did some research and found that the engine bay could hold a much more modern fuel injected motor as the basic shape of the Fairlane engine had not changed in 30 years, so he sourced a 1995 Fairlane 5 litre V8 engine from a Fairmont Ghia Station wagon and eventually installed it in the 1965 Fairlane.

By July 2013 the main paint work was completed so the upholstery was the next stage in the refurbishment. The painted body without the motor was trucked to the Upholster in Balclutha for this to be done. The seats were completely recovered in material as near to the original as possible, door cards replaced, new carpet installed, hood liner replaced, boot liner replaced and a cover for the spare tyre made. The result was excellent, with my nephew commenting that it was by far the best car upholstery job he had ever seen and was thrilled with the outcome. Mary Jane and I visited the Fairlane back in Gore in August 2013 to see it for ourselves. We were very impressed too.

In September 2013 the motor came out of the Fairmont Ghia Station wagon but it would be almost a year before it was installed and operational in the Fairlane.

November 2013 was when we purchased Iris the Austin Westminster and had her restoration process begin in Christchurch. We kept it a secret from my nephew and the wider family so that when she was restored and on the road we could present her completely restored to the wider family as an older sister to the Fairlane.

By Christmas 2013 the new disc brakes were starting to be fitted. A late 1980's EA Ford Falcon had been found with the appropriate size wheel inners to fit the new braking system and to fit the 1965 Fairlane hubcaps.

We took delivery of Iris in July 2015. This is well documented in my previous article.

I had a personal and private hope that I had not shared with anyone that I would like to drive my 1965 Fairlane as the wedding car at my nephew's wedding given that it had been a joint project between the two of us. The Fairlane was not finished by the time my nephew got married in August 2015. However, unknown to me, my nephew had the car cleaned and polished and with most of the chrome and other body work added except the number plate for the occasion. One of his workshop staff that had been working on the Fairlane drove it to the church and parked it in the 'Disabled Park' beside the Hall which I thought was quite humourous as the car park was for disabled people rather than disabled cars! The motor was installed and working but the automatic column change gearbox had not been sourced by then, so he drove it in one gear! After the ceremony and before the Wedding Breakfast he tried to find me to invite me to have a ride in the Fairlane back to the workshop, but I had gone back to the motel with my parents for a break before the breakfast, so missed that opportunity.

Many parts had to be sourced for the Fairlane from all over New Zealand as sources were found. Several trips were made to Horopito Motors in the North Island for parts, Basis in Nelson supplied the door and boot rubber while other parts were sourced from various outlets around NZ, both businesses and individuals. The proper original column change automatic gear box was sourced from a local person and because they would not sell the plastic piece that shows which gear you are in to my nephew, he made a replica.

Mid December 2015 was when my third nephew was to be married. He and his fiancé originally wanted the Fairlane as the wedding car, his father's family early 1970's Valiant as the car for the Bridesmaids and my third nephew's mid 1960's Valiant as the car for the best man and groomsman. When Mary Jane and I visited my third nephew and his fiancé several months before their wedding and showed them photos of Iris, they were keen to have Iris as the car for the bridesmaids as her colour was close in colour to the lower part of my third nephew's Valiant. Since my second nephew's wedding in August 2015 much work had been done on the Fairlane as the aim was that I would drive it in its finished state as the wedding car then take it home to Dunedin for my use. My second nephew worked on the Fairlane for several days and well into the morning of the wedding, arriving at the wedding venue about 12.30pm. The bride was to be picked up at 1.15pm at a property just up the road. I was keen to have a practice drive of the Fairlane as I had not driven it in over 5 years and not at all in its restored condition. I started it and put it into drive, took off the handbrake, put my foot on the accelerator and it didn't move. This puzzled me that a modern 5 litre V8 engine didn't allow the Fairlane to move with what I thought was quite adequate pressure on the accelerator. My second nephew suggested that I should put my foot down further which I did and the Fairlane moved off slowly but in a 'bunny hop' fashion. Still being a bit puzzled by this, I asked my second nephew why it lacked power? He replied, 'oh it only works in one gear at present.' I enquired which one as it didn't seem like first gear to me.

My second nephew informed me that it was third gear. I drove across the car park and onto the road outside the venue. All of a sudden, the Fairlane motor stopped. I tried to restart it with no success. What had gone wrong? My second nephew tried to restart it with no success so he looked under the bonnet but nothing seemed wrong initially. Wedding guests were passing on their way to the ceremony asking if they could help. Time was passing and pressure was mounting. Would my second nephew find what was wrong? Should I ring my friends who lived nearby to ask for the use of their Rolls Royce I wondered? Then my second nephew finally had a solution. The solution was to let the engine cool down a bit and the Fairlane should start again, and it did. I suggested that given the problems my second nephew should drive, so he did and I sat in the front beside him. My second nephew admitted to me on the drive to the bride's house that trying to find the problem of why the Fairlane didn't start easily was the worst 5 minutes of his life! We arrived at the bride's house on time. There was enough time for the engine to cool and to successfully restart when the bride, her father and mother were seated and ready to go to the venue. We had not expected to be giving the bride's mother a ride to the venue, so I shifted to the front seat of Iris and the three bridesmaids comfortably fitted in the back seat of Iris. As Mary Jane followed the Fairlane driving Iris on the highway she said to me 'why is the Fairlane not going faster than 80kph?' I informed her that the Fairlane was only working in third gear so that might be why. Iris easily did 100kph coming up to the venue. After the wedding ceremony and before the reception some photographs were taken by a professional photographer. The last location was a grass area surrounded by trees down a short and steep road. At the conclusion of the photography session my second nephew was keen to get the Fairlane up the short steep road first. He opened the glove box, fiddled with some wiring then off we went. I asked what he had done? He replied, I have put the Fairlane into first gear to get up the road. At the top of the road he pulled over, opened the glove box, fiddled with some wiring again then off we went. He told me that we were now in third gear again for our trip back to the venue. The Fairlane returned to Gore for further work rather than me taking it home the following day to Dunedin.

The Fairlane was delivered to me in working order on Boxing Day 2016. After the guests had left I started the Fairlane to put it in the garage. The alarm wouldn't go off so I drove it into the garage and turned the engine off. The alarm still wouldn't go off after I pushed various buttons on the control on the key ring. I phoned my second nephew who was camping in Geraldine by then and not in the best of cell phone reception. He wasn't sure what to do, so Mary Jane and I closed and locked the garage and left the Fairlane with the alarm going. In the morning the alarm had stopped but the battery was dead. My second nephew said he was passing regularly so he would drop in to fix it. In the meantime Mary Jane and I tried to jump start the Fairlane from Iris, but the alarm went and couldn't be stopped. Finally my fourth nephew, now working locally suggested he could have a look at the problem. He came in mid October 2018 and got the Fairlane started and after some time managed to get the alarm turned off. He took it to his workshop and with the help of others got it fixed and returned it to us a month later. Since then the Fairlane has been used regularly. All the time and effort that has gone in to getting it on the road is very much appreciated and well worthwhile.



The Fairlane (right) and Iris (centre) doing the wedding duties.



## Instructions for Removing and Replacing a Speedometer – Wolseley 1100/1300 Range

I recently had to remove and replace the speedo on Peter Nixon's Wolseley 1300, which is not the first time I've done the job on one of these cars. Here's some notes on how to best go about it – something you won't find in the workshop manual.

• Disconnect the battery (you will be fiddling around with live wiring).

- Inside the glove box, (RHS) there is a plastic cap, rotate it counter-clockwise and it comes out/unclips.
- Put a soft cloth over the steering column shroud so it doesn't get scratched.
- Take the ashtray out from the front, then reach behind it (through the hole in the glovebox) and you'll find there is a bulb in the back of the ash tray which pulls straight out. It needs to be removed first, and then undo the wing-nut and clamp holding the ash-tray in place. This is also the retainer for the LHS of the dash panel.
- Put some masking tape around the ignition/key barrel, and undo the round slotted nut. A pair of circlip or small-nozed pliers work in the slot, but it's easy to slip and scratch the dash, hence the masking tape. This is also the retainer for the RHS of the dash panel.
- Ease the dash panel out slightly, then reach behind it (again through the hole), find the speedo cable. Wrap a bit of masking or insulation tape around it about an inch below the cable ferrule nut (to stop it slipping right down the cable to the firewall), and undo it from the back of the speedo.
- Mark and remove the wires from the fuel and temperature gauges (note there is one green wire connecting both the gauges which can be left in place), remove the warning lights from their sockets, and undo the earth wire on the back of the speedo.
- You can now ease the dash out further, and cable-tie it to the steering wheel (see photo opposite). This means you don't have to remove the wiring from the light and wiper switches, and speeds the job up considerably.
- You will see two set screws on the top side, and 2 on the bottom side of the speedo, holding it onto the dash panel. Loosen (only) the bottom ones (use a small Phillips bit inside the jaws of a small adjustable spanner to do this, then remove the top ones



- altogether. The speedo unit will now come out by lifting it upwards out of the dash.
- To remove the speedo head, you need to first remove the plastiglass front. Ease the crimped edge away from the surround very carefully with a screwdriver, and it will come out. Be really careful not to crack or damage the plastic face.
- To get the speedo out of its housing, undo the 3 small screws around the speedo cable head, and carefully remove the speedo unit. Be careful, as it has a rotary ribbon which can be easily damaged.

Reassembly is the reverse of the above. When it comes to re-fitting the speedo head into its housing, make sure you don't tighten the three screws until you have checked that the spools of the ribbon are not touching the housing. Also, don't do the speedo cable ferrule nut up too tight - semi-loose is fine.

Finally, don't forget to connect up the earth wire again or you will have no panel lights, and don't forget to reconnect the battery or you'll have no lights at all! Just take your time, and you should have no problem.

#### **Buy and Sell**



For sale. 1955 Wolseley 4/44. The car was repainted about 30? years ago and is still in very good condition. The interior is completely original and tidy although showing its age in a bit some places. Motor, gear box, diff and brakes were rebuilt and a brake booster, new battery and new radials were fitted approximately three years and about a thousand miles ago.

The car is very reliable and is pleasant to drive.

Registration expires October 2019 and car will come with a new WOF. \$14000.00 ono. Ph. Bruce 06 876 6161 or 027 246 9899. Email bmck@xtra.co.nz

I have a partially restored **1930 Wolseley messenger** for sale in New South Wales. I'll happily send images on request

David Mann – email davidmann2912@gmail.com

For sale - 1964 6/110 Mk 1 cross-over model, colour olive green. Present owner since 1978 therefore reluctant to part with a family member but not now used and just sits from one WOF to the next, presently warranted and registered.

After 40 years it needs some work to make it smart-looking again. The interior is tidy for its age but the exterior needs some panel and paint repairs along with chrome work. The engine runs sweetly and still needs the lead additive for the petrol. We would like someone from the club to take over our beloved "Victoria" and cherish her as we have done. We'd like \$3,500 for her but would look at any reasonable offer. Victoria is garaged in Henderson, Auckland. Contact Russell Harris - russellh@hendersonprimary.school.nz

**Wanted for 1935 Wolseley Wasp Coupe** - I need front and rear bumper bars. They do not have to be exact as the original, even if a later model would be close, they are a single bar. Not having much luck here in Australia. If you could help it would be appreciated. Please contact Des - <a href="desmarmc2@bigpond.com">desmarmc2@bigpond.com</a>

#### 1965 Wolseley 6/110,

Sherwood Green. Very reluctant to sell, Beran has owned this car for approx 25 years. Handles well, 4-speed, with overdrive that works nicely. Brake booster and SU carbs have been reconditioned. 4 new tyres. Body is tidy, but there are some



areas that will need attention for rust in the future. Car has always been garaged while we have owned it. The interior is ok, the veneer is flaking, and one of the seats has a split in it. Contact Brooke Beattie, Dooley Street Styling, 2060 Rings Rd, COROMANDEL 3506 Ph: (07) 8668079 or 021 513 095

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