

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

JANUARY – FEBRUARY – MARCH 2017



A Wolseley Summer - North Island members enjoying a picnic on the shore of Lake Rotoma.

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.



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Lindsay Patterson.

EDITOR'S STUFF

Well, here I am doing the first issue for the year, which should really be the second! The first two months of the year have gone by so quickly. Leading up to Christmas I was summonsed back to NZTA to be involved with the effort to get SH1 between Christchurch and Kaikoura opened again after the Kaikoura earthquake, which we achieved a week before the Christmas break. Quite a satisfying effort for the huge team we had involved, and it did mean that Kaikoura was able to start getting back



on its feet again over the Christmas period. My first trip up there was during the first week of the New Year, and there seemed to be plenty of people around. In reality there is a huge job still to do to get the full length of SH1not only open again, but to ensure it is safe and reliable as well. When you stand at the base of a slip that covers 200m of the highway and has thrown the railway line into the sea, you realise how insignificant the work we do is compared to what mother earth can unleash in a few short seconds.

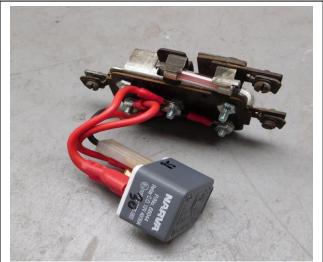
A week into the New Year I declined a chance to be involved in the Kaikoura rebuild, preferring instead to return to a business-as-usual position in the highway operations team in the NZTA Christchurch office. After more than 5 years being involved in the Christcurch earthquake rebuild, and with one of my NZTA colleagues being keen to have a turn, it wasn't a hard decision to make. I'm now working back in the heart of the Christchurch CBD, with the West Coast highways team. This will involve a trip to the Coast usually every week – it's not a bad day in the office at all driving over there and back!

The new working environment is very different to what I was used to before the Christchurch earthquakes. Completely open-plan office, with 'paper-less' (yeah, right!) desks that can be raised or lowered depending on whether one wants to sit or stand, and shared facilities with 3 other government departments working in the same building. Vehicles too, took me a while to get used to. Keyless entry and start, electric handbrakes, adaptive cruise control and auto-everything, and a very strict 100km/h speed limit took some getting to grips with on the first outing — a far cry from the crappy old ex-City Council 10-year-old Holden Barina's we had at SCIRT. Also, now being able to escape the city limits for work for the first time in 5 years.

Over the short Christmas break I managed to find a bit of time to spend on the Wolseleys. The 6/99 got a service, and I also attended to a few problems that have been bugging me for a while now. The first issue was the overdrive not working intermittently, a fault which I suspected was the relay, but couldn't really isolate properly. After the National Rally last year I replaced it with a better-looking used one. This improved it, but every now and then it too would play up – either not working at all, or sticking in the 'on' position and not disengaging the overdrive at low speed. I decided to try fitting a modern relay inside the

Editor's Stuff - continued

original relay case, which in the end worked very successfully and has cured the problem completely. It was a simple enough job, and just involved carefully drilling out all of the original internal parts, and then wiring the relay to the original contact points through the



Wired-up relay before the original cover is fitted



Finished product with cover on. Note that original fuse is also retained and in service.

original insulating material using very small nuts and bolts. The new (modern) relay only cost \$13 and was purchased from Repco.

The second problem that had been annoying me for years now (ever since we put the car back on the road in 1989!) was the rear brakes being slow to release, and sometimes when light pressure was applied to the pedal, sticking on slightly for quite a while with a bit of assistance from the brake servo. I had completely overhauled the brakes at that time, (and have since done them again) and I was certain I had put everything together again the way I found it. I had almost accepted it as just one of those things that was probably just a fault with the model that I would never get to the bottom of. About 6 months ago we had a query from a member wanting to know which side of the brake shoes the springs went on a 6/110, and after Ray got some information from Allan from the club library, we found that for the 6/110 Mk1, they should go on the *outside* of the shoes. This made me wonder if that was the way they should also be with the 6/99, so I pulled the drums off to do some investigation. As is shown in the 6/99 manual, I had indeed fitted the springs to the inside of the shoes. I then wondered if BMC had made the change to the 6/110 Mk1 to lessen the binding on the back-plate (to which they are also held by the shoe retaining springs), thereby assisting the brake shoes to release more freely. With this in mind, I pulled the shoes of both sides, and reassembled them with the brake springs on the outside of the shoes, adjusted everything up again, and tried it out. It had made no difference to the problem. I then wondered in the return springs were actually fitted correctly, as the two of them are slightly different lengths. Fortunately they are different in shape, so after carefully studying the drawing in the workshop manual, it indeed appeared as though they were fitted the wrong way around. I swapped them over front-to-back, assembled everything again (this time with the springs back on the *inside* of the shoes as is also shown in the workshop manual), and hey presto – perfect! Another lesson learned, making me wonder why I hadn't checked the manual properly back in 1989.

Editor's Stuff - continued

By the way, do you ever struggle keeping the springs in their holes in the brake shoes when reassembling them back onto the car? I find the best way to do it is assemble the two shoes with the springs fitted on the ground, then wedge the springs in their holes with plastic clothes pegs (or cutting some rubber or plastic tubing into a wedge-shape also



Return springs held in place with pegs for reassembly

works well). Then slide the assembled shoes over the hub, position either the top or bottom shoe into place on the wheel cylinder on one end and the adjuster (wound right out to its 'least' position) at the other, then carefully lever the other shoe into place at each end. The central locating retainer springs can then be fitted (not fitted to all Wolseleys), the wedges removed, the shoes centred enough to put the drums back on, and then both sides re-adjusted again.

The third problem with the 6/99 was the throttle being too stiff, causing some jerky gear-changing sometimes. This

was simply fixed by releasing some of the pressure off the spring on the spindle of the front carburettor.

We've since been on a few runs with the 6/99, and it's so much nicer to drive now with those 3 issues sorted. Unfortunately, on the last run (to the Hanmer Motorfest last weekend), the wipers stopped working, so that will be the next thing to attend to. There is always something to fix, or something that can be made better!

Over Christmas, I also spent a couple of days working on the 1912 Wolseley, preparing it for the Dunedin-to-Brighton Veteran Rally at the end of January. Last year we found it suffered from a lack of fuel when going up-hill due to a lack of gravity feed in the system, so I decided to fit an air pump to the fuel tank so it could be slightly pressurised to overcome that problem. I managed to find an outfit in the UK selling them new on-line for about \$180 – less than it would have cost me to make one. It duly arrived and was successfully fitted, although I did find I had to remove the whole rear section of the body in order to remove the fuel tank, to plumb it in. A few other items were also fixed up on the car, and I also made up a brass air-cleaner as there was nothing fitted. Believe it or not, this was made out of an old brass garden sprayer and now has air-filter foam fitted inside it, but it looks correct and works well.

Jenny and I trailered the veteran down to Dunedin on Friday 27th January, and spent the weekend down there. After a wet trip there, we went out for dinner with a number of the Southern Branch members on the Friday night, having a great night with them all. The next day (after struggling to get some life into a wet magneto on the veteran) we successfully completed the Dunedin-Brighton Rally on the Saturday, and then really enjoyed the company of the whole rally contingent on Saturday night and then again for morning tea and lunch on the Sunday. This year the event was organised by our very own

Editor's Stuff - continued

Colin Winter, who did a sterling job. It was great to catch up with Colin and Judy again, and Gary and Sara and their young son Braxton (who were this year given the



Jenny all ready to leave Dunedin Octagon on the Dunedin to Brighton Veteran Rally.

responsibility of ensuring the 1900 Wolseley completed its 63rd year of the event successfully).

The final note-worthy adventure was a solo trip I made to Invercargill early in the New Year to collect a spare engine for the veteran I had purchased from fellow veteran Wolseley owner Rob Eunson from Invercargill, prior to Christmas. I drove down on a Friday, leaving Christchurch early enough to ensure I arrived in Invercargill by 3.30pm, to leave me enough time to visit the new Classic Motorcycle Mecca museum there. Honestly, it would have been worth the trip just to drive down there and see that alone – it

is fabulous. I was just starting to have a look around, and who should I run into but Richard Smith from Rangiora. Small place, New Zealand! Anyway, after enjoying the museum, I had dinner with Richard and Elizabeth, then went out towards Riverton to catch up with Rob Eunson and collect the engine. I then went back into Invercargill and managed to catch up with Bryan Kelly, who was busy at a friend's shed painting his recently-purchased caravan. It was good to see him doing what he likes doing, and we chatted for an hour or so about cars, the club, and family. Bryan and Barbara and their family suffered a family bereavement late last year, so we talked for a while about how important it is to not take life, the things we enjoy, friends and especially family for granted – do it and enjoy it while you can! On the way home the next day I called in to see some family friends near Gore, then a friend in Tapanui, and was lucky enough to then catch Gordon and Beryl at home in Lawrence, so had lunch with them. I finally got home about 7.30pm on the Saturday evening.

I think that's enough from me now. Hope you enjoy this edition. Colin

Deadline for next Wolseley Word:

Friday 31st March 2017

CHAIRMAN'S REPORT

Hi members,

We are all into the New Year now and I wish you all the best. I hope most of you were able to get your cars out and enjoy the ride. Beryl and I did a day drive from Lawrence through to Ophir via Alexandra, which is near Omakau to the Pitches Cafe and Accommodation for lunch. Although I am at the Pitches from time to time to service their water treatment system Beryl hadn't been there so that's the reason for the day out in the Wolseley. We then



over the hill to Poolburn and up the Ida Valley and on to Ranfurly. While in Ranfurly, I wanted to find out the possible whereabouts of a Wolseley 1500 that may have been in the past owned by the the Omonds family at Olveston in Dunedin. I got some contacts and at the same time came across a yard of cars etc which included two 18/85's and some 1100's. Olveston management are looking for past cars to get and restore to become another part of their collection and history. After having a yarn and a look around headed off for home detouring via St Bathans and a cool drink at the Vulcan Hotel. Also visiting St Bathans were a group of riders from Geraldine on a horse trek through the area. They were all riding 1/4 draft horses and lined up in front of the historic hotel for photos. From here we headed home. It was a really nice day made better by the people we met who wanted to talk reminisce about Wolseley cars.

I hope to be meeting up with the Graham & Jenny Ryder who are traveling around NZ particularly the South island at the moment. They are parking up at Colin & Judy Winters in Dunedin on the 31st. We will catch up with them there. Safe Travelling,

Gordon Duthie.



SECRETARY'S REPORT

Hi Fellow Wolseleyites,

The Christmas period has been quiet with not much on the Wolseley front for us. I have been working on our section trimming the shrubs and keeping the lawns mowed.

A Lower North Island Member noticed a NEW Wolseley book for sale on the internet - "Wolseley a Very British Car" by Anders Ditlev Clausager.

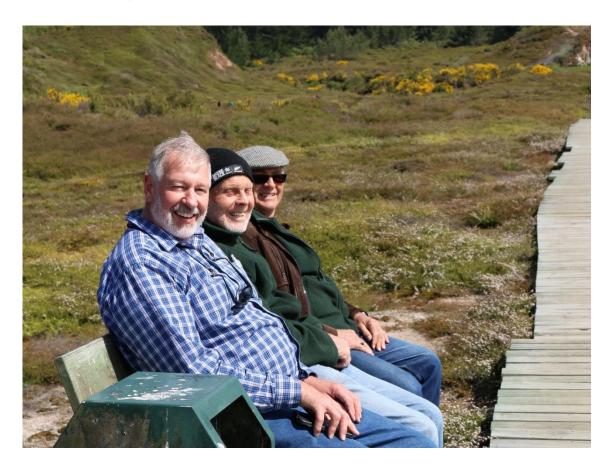
It looks an interesting book with descriptions of all models with specifications, contemporary opinions from the motoring Press, and comparisons with the competition. For those with the internet just copy this link and it will take you to the web site.



https://www.bookdepository.com/Wolseley-Very-British-Car-Anders-Ditlev-Clausager/9781906133733

While away at the joint branch run in Taupo. I took this photo at Craters of the Moon of Hugh Mackenzie LNI President, Trevor Burnnand & Stephen Belcher, Auckland members. I have dubbed this picture

"Three Wise Wolseley Men"



Happy Wolseleying Michael Kruse

BRANCH NEWS and EVENTS - Auckland Branch

Auckland Branch News:

This month the Auckland Branch hosted an event for Jenny and Graham Ryder from the Wolseley Register in England. We travelled to the Greenstone Museum on Sunday 8 January at Te Kauwhata and several members purchased items at the Shop. From there we proceeded to Rangiriri for lunch. The venue that we hoped to have lunch at no longer opens on a Sunday and therefore we went to the Rangiriri Tavern. Following lunch we travelled up the Manukau Heads to Grahams Beach and then to the Awhitu Lighthouse. It was a great day and a pity not more members joined us.

Welcome to new members - Kevin Goudie and Colleen Litchfield, 26 Wharf Road, R.D. 1, Paeroa 3671. They purchased the 1965 Wolseley 6/110 from the Savage auction held in Wellington late last year.



Graham Ryder leisurely leaning on the sign at Grahams Beach.

Report on The Lakes Run – 12th February

We had Ann & Euan, Singer Vogue; Janice & Stephen, Adele & Trevor W 18/85; Shaun & Adam, Shona & Bryn, W 18/85; Ray & Caryl, W 6/110; Colin, W 1500; Lyn & Dave, W 6/110, From Tauranga. It dawned a beautiful morning, we departed from the BOP Council car park at 9.15 on our way to Hamaurana Springs, via the Pyes Pa route, which reminded us a bit of the drive through the Karangahake Gorge. We enjoyed morning tea at the springs, the head spring being the biggest in the North Island, very cold and clear. The

BRANCH NEWS and EVENTS - Auckland, continued

water travels down from the Mamaku plateau, thru aquifers, (taking 70 years, unbelievably) into Lake Rotorua, then thru the Ohau Channel into Lake Rotoiti, then over the Okere Falls and down the Kaituna River. It enters the Pacific Ocean at Maketu. We drove from the springs, along the Whakatane Highway, along the banks of Lake Rotoma to visit Vic Jenkins to see his "Work in Progress", the restoration of a W 6/110, (looking good) and then on along the Lake Front to find a picnic spot. We found a huge tree which looked perfect to our requirements, until we realised why no one was parked there! Wasps buzzing around, although they did not actually worry us. It was in fact a beautifully calm spot to enjoy lunch. Taking Highway 30 we drove on to Nola Neils Paper Mache artworks. You wouldn't ever feel lonely in this house! returning to Tauranga via the costal highway. We called in to see Dave's two W 6/110's and picked up a few Avocados lying on the ground – we are still enjoying them.



The following day we went to an open day at the Tauranga Elm Park, where the local clubs display their cars, the Mini club was there, with 2 Riley Kestrels as well. There was an Austin Healey 100m look alike as well. Stephen's XJS, and a host of other cars were displayed by their proud owners. A great weekend that should be repeated.

Adele & Trevor Burnnand.

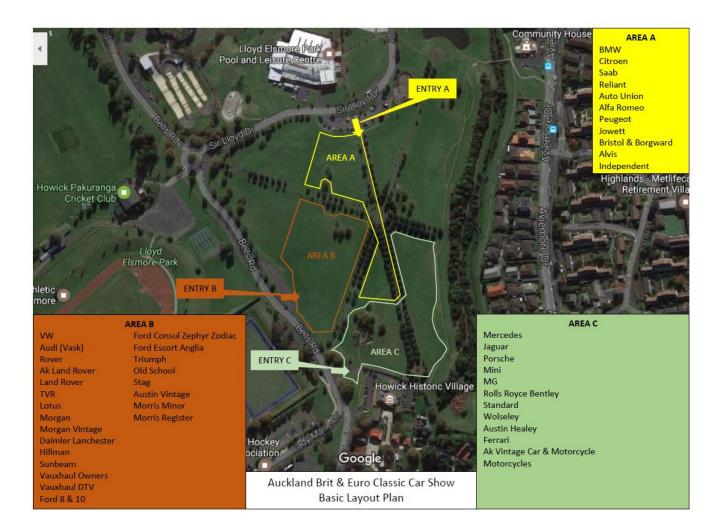
Coming Events:

British & European Classic Car Show - Sunday 5th March 2017 from 10a.m. to 3p.m. at Lloyd Elsmore Park, Pakuranga.

<u>Details</u>: See <u>www.briteurocarshow.nz</u> We have space for 4 cars. Contact person is Noeline Billing on 2783944. **Please see the map on the next page for the location of our display area.**

BRANCH NEWS and EVENTS - Auckland, continued

This map shows the location of our display area at the British and European Classic Car Show on 5th March.



Christchurch Branch News:

Our traditional annual Branch Christmas barbeque followed the last working bee for the year at Idlewood on 10th December. The working bee itself was a busy one, spent breaking down some more parts, a bit more building work in one or the containers, and then a good tidy-up in preparation for the BBQ in the afternoon, and for the coming holiday period. Around 20 people attended the BBQ – not by any means our best turn-out, but it is a busy time of year and there were a few apologies. Noel Nevin once again looked after the sausages, and we were treated to a great variety of salads and desserts, complimented by some freshly-dug new potatoes cooked in a pot in the clubroom. To conclude the afternoon, the Christmas Cake was cut, and distributed to all present. All up, a good social occasion enjoyed by all present.

BRANCH NEWS and EVENTS - Christchurch Branch, continued

Just as we finished the year with a BBQ, so we also started the 2017 year with one, once again at Idlewood, this time to host some visitors from the Wolseley Register in the UK – Graham and Jenny Ryder. Graeme and Jenny had spent January touring New Zealand in a campervan – starting in Auckland, and gradually making their way around the country. After a good look around the North Island they crossed into the mainland, taking in the West Coast and Central Otago areas of the South Island, before heading to north to finish their holiday in Christchurch. Along the way they called in to see a number of our members, and Jenny has promised an article for the next newsletter detailing their journey and everyone they visited along the way. They finally arrived in Christchurch on the 3rd February where they were hosted by Allan Francis, who arranged the BBQ as a meet-and-greet event for them on 4th February – a fitting way for them to end their time in NZ.



Graham and Jenny Ryder (6th and 4th from right) at Idlewood with some of our branch members. Quite a few had left by this stage.

Once again we had around 20 people turn up, including Joe Barker who came up from Ashburton to join us, and Paul and Noeline Billing who came all the way from Auckland to say goodbye, as it was them who first greeted Graham and Jenny NZ when they arrived in January. Most came in Wolseley too, which was good for Jenny and Graham to see. They were shown around

Idlewood, and it would be fair to say that both (Graham especially) were very, very impressed with what they saw. The Wolseley Register itself does not carry any stock of spare parts, mainly because there are specialist suppliers in the UK, but as Graham commented, there is no one-stop shop anywhere there that has the selection of parts we have. As it was for the Christmas BBQ, there was once again a great selection of food, and no-one went home hungry. A successful event, and because the Ryder's get the Wolseley Word, they can now put faces and places to names and places in NZ when they read about what is happening on this side of the world.

Whilst in Christchurch, Allan also took Graham and Jenny to a number of local attractions, including Danny O'Malley's collection in Leeston, and to our place the morning they were due to fly out. I got the Veteran and our 1922 Tourer out so they could have a short ride in both, which they enjoyed (it was good for me too, because it was an excuse to get the

BRANCH NEWS and EVENTS - Christchurch Branch, continued

Tourer running again, after a number of years sitting unused). I'm sure we will see them



Matthew Hey, Ray Willoughby and Graham Ryder checking out one of the spares containers

back for a national rally or another tour in the future.

The next event on the calendar was the Rangiora RSA Veteran, Vintage and Classic Run on Waitangi Day. We had 6 cars to that one – Matthew's 1100, our Mk 3 1500, Simon Verkerk in his 16/60, Chris Hengst in his Series III 18/85, Anthony Dacre in his beaut recently-painted 6/60, and Danny and Sharon O'Malley in the 1800 Ute. The event did have a good turnout overall though, with around 150 cars registered.

The final event to report on is the Hanmer Motorfest, which was held in Hanmer Springs last weekend on 25th February, on a sunny and

hot day in the domain there. All I can say is that it was the best variety of cars I think I've ever seen at an event – everything from a fully-hand-built authentic reproduction 1932 Alfa Romeo, classic hot-rods, classic American and Australian cars (most of which were

modified in some way), and a few 'modern classics' and performance cars – around 500 vehicles altogether. I found it interesting (if not slightly alarming) that there were probably less than 50 British vehicles on display – mostly Zephyrs and Minis. There were only four Wolseleys present – Jenny and I took the 6/99



The Quate's (front) and Brehaut's 1500's at Hanmer Motorfest

up, Graham and Judy Quate and Lee and Derek Brehaut each took their 1500's up there, and Simon Verkerk took his 16/60. Already next year's event is looking like it's going to be bigger, so we need to pencil the date in now – perhaps we can tie it in with the National Rally in some way?

As far as personal news goes, we were all extremely sad to learn of the passing of Judy Barker in Ashburton during January. Always a welcoming and smiling friend at so many of our events, she will be missed by us all, and we pass on our sincere condolences to Joe and his family.

BRANCH NEWS and EVENTS - Christchurch Branch, continued

On the Wolseley (car) front, Eddie Bishop and Chris Hengst have just carried out a full brake overhaul on the Series III 18/85, Les Nell has cured a leaking manifold problem on his 25HP, and Simon Verkerk has decided to sell his very nice 1300 so he can concentrate his efforts on the 16/60 and a recently-purchased Hillman. Nick Stevenson is also making good progress with his 1500, and as I write, it's in having some body surgery done to put it on course for a WoF.

We also have two new members to welcome – Mark Freme who owns a Austin Westminster A110, and Lyn Parlane, who recently purchased a MG 1100 from down south. Great to have you on board!

Christchurch Branch Coming Events:

Sunday 5th March - Picnic Run to Ashley Gorge

Meet at the Belfast Pub at 10.30am, or in the New World car park off Ashley Street at 11.00am, for a run out to Ashley Gorge picnic area, via Loburn. Bring all the usual picnic goodies – we will have the club shelter there for shade if needed. Let's enjoy some summer while we still have it.

Saturday 11th March - working bee at Idlewood.

Come to help out, buy spares, or just chat, any time after 9.00am. Bring your lunch if you would like to stay into the early afternoon. Morning tea provided.

Sunday 12th March - Twin Rivers Motoring Extravaganza at the A& P Showgrounds. See www.facebook.com/TwinRiversCarParade for all the information. We would like to make up a good show of club cars this year, so if you're free, please turn up at 10.30 am at the Showgrounds so we can all park together as a group. Food and entertainment provided, with a prize-giving followed by an optional parade run at 2pm.

Sunday 25th March - Ellesmere Vintage Fair, Leeston.

If you can only attend one event during March, this is the one to go to. Entertainment all day, as well as a huge display of vehicles and machinery, market and craft stalls and food vendors. Many one-make clubs are planning on being there. Meet in the main street of Springston (The Leeston Road) just south of the dairy, at 9.00am, so we can drive and arrive there together. More information can be found on www.facebook.com/ellesmerevintageclub

Saturday 1st April - Winchester Swap Meet.

Saturday 8th April - Working bee at Idlewood

Sunday 23rd April - possible run to Ashburton to visit the new gallery and museum. To be confirmed next month.

Southern Region Branch News and Coming Activities:

Southern Region Christmas Run Report.

On the 10th of December we had our scheduled X Mass run to Gore. Six cars and fifteen people came for the day out. Doug and Karen Voice with their 15/60 from Roxburgh us and 6/110 from Lawrence, Fergus and Mary-Jane Sime and passengers Paul and Jan Hooper in the Austin Westminster from Mosgiel, Stuart and Noeleen Milne in their 6/110 from Milton, Jay and Sheila Paterson and passenger Margaret in their 6/110 from Balclutha and George and Jean Brown in their 16/60 from Invercargill. The theme for the day was to dress up your car for X Mass. We met at the big Trout in the park at the



Jay and Sheila Patterson's 6/110 decked out in the Christmas theme

entrance to Gore and decided to go to the show grounds to be in some shelter from the wind to have a picnic lunch. After lunch we went to the Hokonui Moonshine Museum where we watched an 8 minute video on how moonshine became established in Southland and the effect it had on the district for some years. It basically started with Owen McShane in the mid

1800s and added to when Widow Mary McRae a trained domestic distiller from Scotland with 7 children arrived in 1872. From the mid 1800s until the turn of the 20th century active temperance groups brought about a dramatic change to the drinking culture of Southland, so much so Prohibition was passed in the Mataura Electorate in 1902. It closed down 15 licensed hotels and a drought for 51 years. The Museum displays very good examples of the history of Moonshine. We then went to the Cafe in the old Gore railway

BRANCH NEWS and EVENTS - Southern Region, continued



At the Gore showgrounds for a picnic lunch.

station for a cupa and a chat.
Runner up prize for the car
X Mass theme were Doug
and Karen and first were
Jay, Sheila and helper
Margaret. This car had it all.
Two Santa's, one tied to the
grill and one in the back
seat, a Star on the Ariel a
bell hanging from the tow
bar and tinsel all over the
place. Jay said that the
ladies did it! O yeah! All in

all it was great to get together with the fine day on our side.

Gordon Duthie

Southern Region Branch Coming Events:

Sunday 12th March - Best of British Motoring Charity Day.

Car Trial, gymkhana, Concours and barbeque. Choice of a short or long run finishing at Livingstonia Park, Taieri Mouth. Departing: 9am - 10.30am Ice Stadium carpark, 120 Victoria Road. Entry fee: \$10/ bike, \$15/ car, Organised by local British Car clubs Enquiries: Mark 0274 352 517 mark@southair.co.nz All proceeds are going to the Taieri Beach School.

Wanted:

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

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

FROM THE EMAIL IN-BOX

From Mike Johnson, Wellington Hi Colin

You will recall my previous messages regarding running problems on my car. Despite all the actions I have taken the problem of erratic running continues to create a problem for me.

The car will sometimes run for 60 km in a perfectly normal manner having plenty of power provided I have a clear road. As my journey continues the engine will then splutter but fortunately will not cut out. Sputtering will continue for a short time and then the engine will pick up again. I often travel between Wellington and Palmerston North. A journey of 150km. This is now a challenge and I am reluctant to travel this far while my present problem persists. Sometimes engine spluttering happens at the start of a journey if I run into slow moving traffic or strong northerly head wind. For journeys of say 25 km I may not have any problems at all on the outgoing leg but will strike problems on the way back. It's very hard to track down what the cause could be.

- 1) I recall reading recently in Wolseley Word that Mathew had a problem with a head gasket. Were the symptoms of this detected by water getting into the Engine Oil system or through erratic running? I consulted a garage about my problem and they discounted a faulty head gasket causing a short between cylinders as a likely cause of erratic running. I am not convinced that they are correct.
- 2) Another possible cause of my problem is water being picked up in the petrol tank. People tell me that the water will fall to the bottom of the fuel tank and only cause a problem when the fuel level is low in the tank. Normally I run on 91 Fuel Octane. At one point I pulled into a fuel station shortly after having engine spluttering and put in a higher octane level fuel. This improved performance for a while but this may not have been a significant factor.
- 3) I now suspect the fuel system as being a possible cause of poor running performance. Previously I have had the distributor and timing checked out and confirmed as being ok. I now have a new coil and the sparking plugs have been replaced. This suggests that the nature of the present car fault I have may not be electrical. The car always starts ok.
- 4) The fuel pump is an electrical one which I am assured does not have contacts. There is also a filter in the fuel line on the input side of the SU carburetors. People tell me that SU carburetors seldom give problems.

Are you aware of other possible factors which could be creating engine spluttering and then self clearing? Your feedback would be much appreciated.

Regards

Mike Johnson

Continued next page...

From Colin Hey

Hi Mike

This is a tricky one. I think I remember you saying that you also had the condenser replaced - if not I would start there. It's a cheap part, and any garage can get one easily and fit it in about 10 minutes.

However, I think things are pointing at a fuel problem, and I would suggest you start by replacing the fuel pump. It may be an electronic one, but I suspect that it might be breaking down after being running for a longish period, and perhaps not pumping for short breaks. The fact that filling it at one stage helped things may confirm this, as with the tank level higher it wouldn't have been working quite as hard. I'll send you a link to a common one that sells on Trademe - I've had one of these in our 6/99 for about 15 years now and it's been fine. I would get it and have it fitted and see what happens. Make sure you keep the one in it now - always handy to have a spare one in the boot. I that doesn't help, it could be water in the fuel, and I think it might be worth having the tank removed and cleaned out. You really have to proceed with a process of elimination now. I think it's important to try one thing at a time, as changing many things will mean you may not find out what the problem really was.

Regards

Colin Hey

Hi Colin.

Thanks again for helping me by giving me sound advice. My latest car problem was found to be caused by a partially blocked fuel line near to the petrol tank. Rust was getting into the fuel line. When the tank was taken out it had started to rust out but was flushed out for me and coated to protect it. Some water had also got into the fuel tank from the filler cap which has now been sealed. I now have a fuel filter installed on the input side to the fuel pump in addition to the one in the fuel line close to the SU Carburettors. The pump was obviously struggling to feed enough fuel at times of low fuel level as you suspected. Everything looked ok from the boot and top of the filler cap. The pump is ok but I will purchase one as you suggested as a back up. Only by running the car was I able to detect the fault.

Thanks too for your support by arranging to have the Wolseley Car Club Objectives updated in the Wolseley Word. It was good to see the November-December 2016 issue state as the first Objective:-"To promote interest in and use of Wolseley vehicles".

Kind Regards

Mike Johnson

Hi Mike

That's good news. Another member in Christchurch recently had the same problem with his 1300. Good that it's sorted now, and hopefully you'll have a good clear run for a long spell now.

Regards, Colin

-----Original Message----- From: Jenny and Graham Ryder

Sent: Monday, February 6, 2017 12:21 PM

Subject: RYDERS NOW ON TO AUSTRALIA!

Hello New Zealand Wolseley friends

Just to let you know we have now arrived in Melbourne for part two of our grand tour having left glorious sunshine in Christchurch to land in pouring rain here! Thanks again for all your wonderful hospitality and taking time to show us your Wolseleys (and other cars!) - we were overwhelmed with your generosity and kindness.

Once we return home in mid-February we shall write up a report of our travels, which we hope Colin H will include in your club magazine. That is if we have time once the grandchildren arrive!

Allan and Colin - please thank all the Christchurch Branch members who turned out to greet us on Saturday at the BBQ - just one of the many highlights of our first visit to New Zealand.

Gary - please pass on our thanks to Murray Parker in Martinborough and remember us to Ray and Loris. We don't have email addresses for them.

John and Vaughan - sorry we didn't meet you in person this time but thanks for all your advice when planning our trip.

We were also sorry to miss Ivan McCutcheon but Mary and Geoffrey made us very welcome at very short notice! No email address for them either if someone can forward our thanks.

We promise a warm Wolseley welcome to any of you that get over to the UK - be sure to let us know if and when you are coming!

Jenny & Graham

From: Buchanan, Fraser [mailto:Fraser.Buchanan@justice.govt.nz]

Sent: Friday, 23 September 2016 12:30 PM

To: Michael <kruseco@xtra.co.nz> Subject: RE: Wolseley car membership

Hi Raewynn

Many thanks for the email with the newsletter. It will be great to keep abreast of the information on events and happening and hopefully participating in road runs. I thought you and Michael might be interested in the story that belongs to my Wolseley.

The Wolseley was purchased by my Grand Mother in Dunedin on the 6th of April 1964. My Mother accompanied her for the test drive on the 19th of March (Mum was four months pregnant at the tine with me and my twin sister). I use to drive my Grandmother around the village of Tapanui and the surrounding district of West Otago in my early teenage years when she left Dunedin to live closer to us at 76 (the Wolseley was now 12 years old). After her death in 1981 the car was passed to her Son who sold it to me approximately 12 months later at a discounted price of \$1000.00, which was quite a bit of money at the time as I had just left school and I was earning \$100.00 a week before tax!

I moved to Wellington in 1986 and eventually put the Wolseley up on blocks in 1994 on a relative's farm shed in Cheltenham in the Manawatu. At this stage the Wolseley was in need of some engine work, although I had purchased a younger car, I was reluctant to part with the Wolseley. However the car was spied and rigorously sought by a car enthusiast who having successfully acquired the Wolseley in 1994 for (\$3000.00) and did some work on it whilst it acted as a car for his Daughter, eventually putting the Wolseley into storage. As the years passed I often wondered what had happened to it. I have been a member of the West Otago Vintage club for over 30 years, and from time to time as I progressed with the restoration of the original Ferguson TEA tractor that we had on the farm, which took me 10 years to track down, was asked often about the whereabouts of the car? Last year whilst randomly searching through TradeMe on a Sunday night I spotted (by coincidental accident) a Wolseley for sale with the Number plate AE 8025. I thought this was rather interesting and decided to have a look at it, as this was only two digits off the Number plate of my Wolseley. Upon opening the photos on TradeMe I realised that this was a typo and the Wolseley was indeed the celebrated AE 8023. After consultation with my beloved wife of twenty years plus we decided that I should bid, as this was an opportunity that we would never see again. By this stage the bidding was already at \$5000. The auction was due to close on the Wednesday night. The Wolseley had come out of private collection and was being on-sold by a dealer based in Taupo who had spotted the potential.

After some discussion with an impartial friend I hit the buy now button (sight un-seen) at \$6,500.00 and once again the Wolseley was in my Ownership. I had the car transported back to Wellington as work commitments meant I couldn't get away for a long weekend.



It was evident that the car had not been driven for a while and was clogged up with carbon and was pretty sluggish. Once up to speed the Wolseley held here speed well and was responsive to acceleration. However on the hills she quickly lost power and at a standing start could only crawl along (uphill) at a max of 20mph. I have just had the head reconditioned with hardened valves, new valve stems and

valve seats and the head machined. I am currently in the middle of putting it all back together and have included in the scope of this phase of the project the opportunity to refurbish and tidy up the engine bay. Fair to say I am having the time of my life working

on my beloved car. The best therapy to dissipate stress and reconnect with the wonders of British motor engineering which in its day truly led the world.

I've attached a picture of the Wolseley taken at Christmas this year when we had her out for a run around. The Wolseley still had the same tyres on her that I put on her 35 years earlier and still has the standard tyre on the spare that I remember paying \$84.00 for and thinking how expensive that was! As a much younger Lad I can remember driving to the Service Station with my Grandmother where she could request either "\$5.00 please or fill her up please", both of which meant the same thing! How times have changed!

Well that my story (to date). I will be looking for some parts along the restoration journey and for that matter have been looking for the front indicator lenses (part # L634) for many years as mine have been chipped and held together by gel, which has worked pretty well so far!

I look forward to being a part of the Wolseley club with fellow Wolseley enthusiasts. Kind Regards

Fraser Buchanan

Buy and Sell

For Sale

Wolseley 1500 Mk I built May1957 but first registered 10 March 1958 to the original owner The South Island Motors Ltd of Christchurch. Car was rewired in 1994 with wiring loom supplied by Auto Sparks of United Kingdom. Head reconditioned with hardened valve guides for unleaded fuel. The car had panelwork done but taken off road in early 2000 due to rust in the left side outrigger which I have never got around to fix. Original motor but needs reconditioning. Second Wolseley 1500 imported into New Zealand; hence low chassis number WAI/L570. Selling for approximate value of the diff \$450.00. Have spare Riley 1.5 motor with carburettors and gearbox if wanted for additional \$300.00 which was going well when removed from vehicle. Car is in Auckland. Phone Paul (09)278-3944 or 0274-531049.

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

Wolseley 1300. Engine, clutch and (manual) gearbox overhaul about 2 years ago. Pictured on Page 3 of this newsletter, having a wheel alignment done. In great order throughout, with a recent new WOF and 12 months registration. \$5,000. Contact Simon Verkerk on 021 115 4789.

Wolseley 6/110 Mk2. It is with mixed emotions, I've decided that it's time that my 1965 6/110 should stop languishing in my garage and find a new home. It was my daily runner from 1987 until 2008 when overseas work commitments made me give in and buy a 'modern.' It's a manual 4-speed with O/D and registration on hold. Although not perfect, it

Buy and Sell - continued.

is complete and, together with the garage-full of spares (engine, gearbox, doors, lights, electrics, glass, etc, etc.) that comes with it, would be a great candidate for restoration. \$1,500 and a promise to give it the future it deserves and it's all yours! Please contact Ian Webb - 021 0259 9590 or iwebb@paradise.net.nz"





Wolseley 1500 front quarterlight rubbers. The Wolseley Register is investigating reproducing Wolseley 1500 front quarterlight rubbers, as these are unique to the 1500 and Riley 1.5 and have been unobtainable for years now. Special tooling will be required, and an order of around 100 pairs is required to make it a viable proposition. Colin Hey is coordinating possible orders for New Zealand, and would like to hear from all 1500 owners, with a yes, no or maybe regarding ordering some. Indicative pricing is around \$260 a pair. So, if you own a 1500, please call Colin on 03 359-8737 or drop him an email.

For Sale: Blue 1970 Wolseley 18/85. \$2750 ono. A solid car, that needs a little more TLC to turn it into a really nice car. Current WOF and Rego. Comes with some spares including an engine (in pieces). Give me a call and I can describe her in more detail. Car is located in Dunedin. Contact Andrew Stone (member) on 03 552 0703 or 021 1403 871



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