

THE



WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC



JUNE - JULY 2013



Bryan Kelley from Invercargill gets his latest Wolseley project home.

OUR CLUB OBJECTIVES:

- To promote interest in Wolseley vehicles.
- To arrange social functions for the purpose of promoting the objectives of the club.
- To promote and encourage the efficient maintenance of members' vehicles.
- To render technical assistance to members.
- To produce a newsletter regularly as a vehicle for the exchange of owners experience, technical information, the sale and exchange of cars and spare parts, or any other matters of interest to members.
- To maintain a library of information on the history, maintenance, repair and modification of Wolseley cars, to be available to members.
- To maintain a central register and stock of spares which may be established to assist members.

Club website: www.wolseleycarclubnz.co.nz

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Grassmere, Invercargill 9180
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National Spare Parts Enquiries:

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Lindsay Patterson.

EDITOR'S STUFF

With only about three weeks since I put together my bit for the last newsletter, there doesn't really seem to be a lot new to report on this month. We have been flat out at work trying to get all the financial 'stuff' sorted in time for the end of the financial year, which ended on 30th June. We had been dragging the chain a bit trying to reconcile the costs of some projects, however as the countdown began, the pressure came on to get everything tidied up, and so there became more and more to fit in each day. The infrastructure rebuild

contracting teams have been hampered by the particularly bad weather and even had to put up with a skimming of snow on one morning. Being warm inside behind a computer screen, one couldn't but help feel sorry for the guys out in the trenches laying sewer pipes and trying to build retaining walls. I have to admit I also felt sorry for Matthew the same day, knowing that he'd be in an open workshop facing to the south. As it turned out, his boss felt sorry for him and began to worry that he may not be able to get home now that we live west of Christchurch where the snow can get deeper, so he sent him home!

All the wet weather has turned a number of Christchurch roads into a mass of potholes, as often temporary seal coats quickly deteriorate under the constant rain and poor drainage. There are also many formerly quiet streets that are being used as detour routes while some of the busier roads have services renewed or repaired, and they haven't handled the extra traffic at all well. It's all part of living in a city being re-built at the moment, I guess, but it's little consolation for damaged tyres and suspensions being incurred by the road users. I even got a taste of it myself the other night when I inadvertently drove the front-left wheel

on our modern car into an earthquake-damaged sump on the side of the road while I was parking the car in town, and ruined the front tyre. It's the first time I've had to change a wheel on the side of the road on that car, and I have to admit I struggled to get the jack out of its holding clamps in the dark, and even worse, get the spare wheel out. A previous owner had obviously used a 20-inch spanner to do up the clamping bolt, and it was a mission to get it undone without any tools.



Wolseley 2200 recently sold on Ebay in the UK

Editor's Stuff - continued

Fortunately I got there in the end, and even happen to know someone who works for a tyre shop, so it could have been worse.

Matthew happened to be 'surfing' on the Wolseley Forum the other day, and came across a Wolseley Wedge (Princess) for sale on Ebay in the UK. By the time he'd come across it, bidding was already up to £1850, so any illusion of importing it to NZ had already gone out the window. It looked a very tidy car, probably suffering a bit from the ravages of the UK, but the best thing was that it looked

100% complete and original and certainly worth someone in or close to the UK buying and rejuvenating. In the end it sold for £2,200 – probably a good buy for such a rare car. As a comparison, there is a very nice low mileage Austin Princess (1800HL) for sale on Trademe at the moment that only got to \$2,000. Perhaps not as rare as a Wolseley, but certainly a good car for a true Austin enthusiast to add to a collection?

The Wedge on Ebay tempted me to have a look and see what other Wolseleys were for sale in the UK, so I went to www.carandclassic.co.uk, which lists cars and parts for sale from all over the world, and had a browse. There were certainly some interesting Wolseleys for sale, some of which I've added photos here. I particularly liked a little replica 10HP Racing Wolseley.

Another car that I immediately recognised was a 10HP Doctor's Coupe, being advertised for sale as "arriving in the UK soon from New Zealand". This car was restored in Christchurch about 7 or 8 years ago by

the Shadboldt family – and beautifully restored as well. What a shame it's now been sent to the UK, where obviously it would be worth more money. Lucky UK enthusiasts!

Here's hoping for some good weather and motoring coming up!

Regards, Colin Hey



Replica 10HP Racing Wolseley



10HP Doctor's Coupe restored in NZ

Deadline for next Wolseley Word:

Friday 2nd August 2013

CHAIRMAN'S REPORT

Hi Members from the cool south.

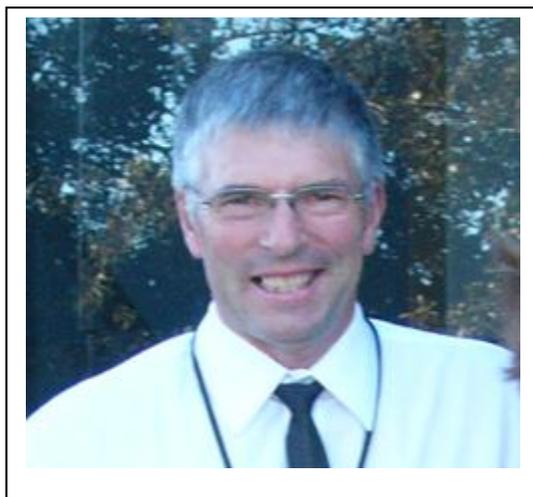
Ivan McCutcheon has been doing some good work on behalf of the club recently, and he has now been successful in gaining the club the official and now registered Trademark - Wolseley Car Club of NZ Inc. This protects our club from malicious threats such as one received recently via email from a very dubious source that indicated we were using our club's name illegally and threatening us with a fine.

I would like to offer my thanks on behalf of the club to Ivan for his work in seeing this Trademark registration through to its completion.

With our own Southern Regional Branch AGM happening on 7th July (see last month's newsletter and our coming events section in this one) I'm hopeful of a good showing, and perhaps some new ideas and offers to help in the running of our branch in the coming year. Although there is a bit of business to take care of at the meeting, I'm sure the meeting will also be an excellent social occasion, and may even attract a couple of Wolseleys to the car park.

To all our other members nationally – please note the date of your own branch AGM and make an effort to get there, if for no other reason than just to catch up with fellow enthusiasts and share your interests.

Regards, Gordon Duthie.



SECRETARY'S REPORT

We welcome two new members this month.

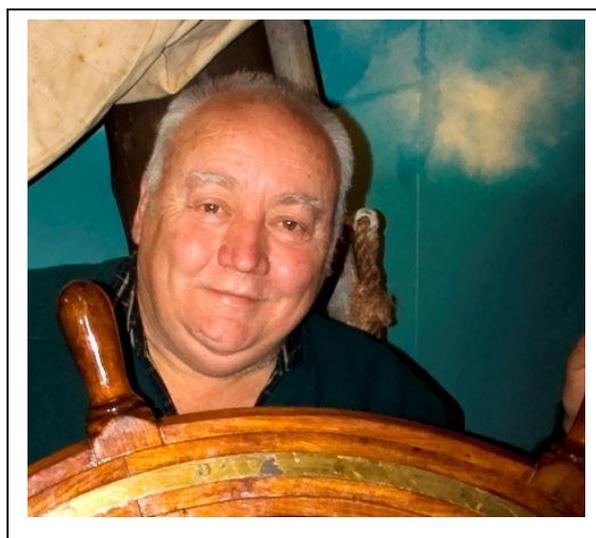
They are Richard Davey who was a previous member from Auckland, and Frank and Ainslee Keenan from Wanaka.

You might remember some time ago that we realised the Club web site was not registered. Well Ivan has taken care of that and I am pleased to say it is now registered.

Branches will be holding their local AGM Meetings shortly - I urge you to go along and have your say. The national AGM is being held this year in Christchurch and by giving you notice now the North Islanders can look out for those cheap airfares, The date it is being held is **Saturday 12th October**, which as usual is the weekend of the Canterbury swap meet. The AGM will be held on the Saturday night, venue to be advised in a future Wolseley Word. Please let me know if you want something put on the agenda.

Keep Warm and Dry

Winton



BRANCH NEWS and EVENTS - AUCKLAND

Auckland Branch

News:

The movie evening at Westwind Theatre is take place on the 7 July 2013 for our mid winter dinner and movie. We do need to know numbers for catering purposes please. We also ask that you take note of the date for our Branch AGM and make the effort to attend.

Coming Events:

Sunday 7th July 2013 - Mid winter dinner and movie at the Westwind Theatre at Riverside Road Avondale. The cost is \$25.00 per head and we are to be there at 4.00 p.m. for a 5.00 p.m.meal followed by the movie. Please confirm numbers to Noeline Billing 278-3944 *immediately*.

Sunday 28 July 2013 - Auckland Branch AGM to be held at the Ellerslie War Memorial Hall at 2.30 p.m.

This is to be held at Ellerslie War Memorial Hall in the Committee Room, Ellerslie, on Main Highway Ellerslie at 2.30 p.m. The hall is situated on Ellerslie Panmure Main Highway and plenty of parking is available in Arthur Street just behind the Town Hall. Please make the effort to attend this meeting. Note your diaries now,

Regards, Noeline Billing

Bay of Plenty Event:

**THE SUNBEAM CAR CLUB WAIKATO BRANCH
INVITES YOU TO THE BRITISH CARS BOP RUN FOR
AUGUST**



WHEN: August Sunday 25th 10.30am

WHERE: Looking Glass Garden

558 Te Puke Quarry Road (Follow signs from SH2)

Parking: Come down the drive to the house, or, up off the road

In what might be your last chance to see this nationally significant garden, Gail and Cedric Blaymires invite you to see it when the massed daffodil plantings are hopefully at their peak.

Bring stout shoes to do the garden justice. Hopefully Cedric will have his garage open to display his collection of stationary engines.

Bring your picnic lunch and a gold coin for entry.

For more information contact:

Ian Gerrard 07 549 2884

Manawatu Branch

News:

An update on the 24/80 project--- progress could be said to be steady.

I have recently been in the body shop and had a new hip joint fitted which has slowed me down a bit !!!

Now the Car !! The brake system is in bits, the rear axle should come out but it would be nice to listen to it first. The engine is still seized or stuck. There is no sign of moisture so hopefully dried sticky oil is causing the problem. Even the rockers were difficult to move. We are, with a bit of luck going to lift out the engine & gearbox together but there ain't much room !

Somehow I missed the deadline for the last magazine. Since then the axle is out, cleaned up, painted and 3 new seals fitted. The engine is out and still won't move even with the sump off and trying one piston at a time with hard wood and a hammer ---- another mechanic friend tells us that we are not using a heavy enough hammer !!! It is going to the engine reconitioner's who say it is not a problem.

I guess we have now reached the point where we can start to re-assemble the car.

Does anyone know where shock absorbers -- knee action type -- can be reconditioned ?
Steve Finch

Coming Events:

Manawatu Branch A.G.M.

July 28th at the Rangitikei Tavern -- The Rat Hole. The meeting will begin at 11am sharp, Followed by Lunch. We need ideas / suggestion for day runs -- perhaps overnights & places to visit.

Christchurch Branch

News:

The only event on our Branch itinerary during June was a run westwards out of Christchurch to Waddington, where we were due to visit the workshop of a model engineer who has recently completed a scale working model of a traction engine. There was also a nearby person with a very nice garden and a collection of miniatures which was more suitable for the women-folk to have a look at. The weather unfortunately conspired against us though, with nothing less than torrential rain all through the night and during the morning before the run, so a decision was made to postpone it. So that was that for the month! As yet we don't have a replacement date, but we'll probably aim for August or September sometime.

Because we haven't had an outing for some time now, there are now two scheduled for July, both that will be well worth attending. Details can be found in the coming events section.

BRANCH NEWS and EVENTS – Christchurch, contd

And now for a bit of news about what one of our members has been up to. Les Nell, who lives in Balcairn (mid-way between Rakaia and Methven) is now well underway with the restoration of his Series II 25HP Saloon, and a few weeks ago I was able to call in on him and check out progress.

He's now working on it pretty much full-time, and the chassis and running gear was all but complete when I visited. He will soon be replacing the body on the chassis and then it will be off to be painted and upholstered. At the moment he has the National Rally in mind for a completion date, which is, of course, happening just down the road from his place. I wish my own was progressing at even 25% of the pace he's managing.

Les is also a collector of John Deere tractors, and actually holds the NZ register of all John Deere tractors sold in New Zealand right up to the time when four-cylinder models started to be produced, which I understand was the 'end' of the vintage John Deere era. Not only does he have the records, he has books and information galore,

models, and a network of other collectors all over New Zealand and the world at his fingertips. Also in one of his storage containers is a restored and working 1927 Leyland Fire Engine. It never ceases to amaze me what people have tucked away.

The wet and stormy weather this month nearly got the better of Danny and Sharon O'Malley who live pretty close to the centre of Leeston township. In its flooded state the Main Street even made national television two weeks ago. Apparently water was lapping the front doorstep of their house and the shed housing Danny's car collection, and it was only the actions of the local fire brigade that saved it from being flooded by protecting it



Les Nell's 25HP Saloon restoration – chassis finished (above), with the body waiting it's turn (below)



BRANCH NEWS and EVENTS – Christchurch, contd

with sandbags, despite the fact that it's about two feet above surrounding ground. According to Danny, the biggest threat was people out rubbernecking in 4WD vehicles, who were creating large bow-waves that were surging in against their buildings. Eddie and Nancy Bishop also suffered some damage to their garden when a large macrocarpa tree blew down.

At our June working bee, Danny turned up in his most recent purchase, a VW Beetle (classic body) convertible. It is ex-USA and one of the last original Beetles built, but low mileage and in great order. He's carrying out some cosmetic refurbishment on it, and it will sit alongside his other classic collectibles for occasional use on a good day.

Some more good news is that Betty Francis will come out of hospital on Thursday 4th July. We certainly hope it will be a long time before she has to return again.

A couple of weeks ago I was approached by Simon Verkerk, who asked me if he could have the suspension sorted on a 1300 he was looking at purchasing if it was bought out to our next working bee at Idlewood. We now have a hydrostatic pump at Idlewood, so at our next working bee we're going to get it out to hopefully sort out the 1300 for Simon, and while it is out, we will also make it available to any other members who need to have the ride-height adjusted on their FWD Wolseley. As far as we are aware, there are only a couple of workshops in Christchurch that can still offer this service, and a pump-up now typically costs upwards of \$80. The genuine fluid is still available through a supplier on Trademe, so as long as we can get our pump to operate, members need not be stuck for somewhere to get the job done.

Before I sign off, a special plea to members to make an effort to get to the Branch AGM on Saturday 27th July. Even if you feel like you cannot make time available to help during the year, it's important that you attend the meeting to vote on a committee, and to keep in touch with the running of the branch and the club. With the National Rally coming up next February, we have a good year coming up ahead of us and it's important that we keep everyone up to speed with what is going on.

Have a good month,

Colin Hey

Christchurch Branch Coming Activities:

Sunday 7th July – Optional run with the Classic Motoring Society

Meet in the Princess Margaret Hospital car park at 10.30 am for an easy run to a country destination. Bring some lunch with you, and join in with a variety of other makes and models for a change.

Saturday 13th July Working Bee at Idlewood

Arrive any time after 9.00am – come to help, buy parts, just chill out and have a yarn or solve your Wolseley problems over a cuppa. Morning tea provided. We will have our Hydrostatic suspension pump available if anyone needs to get the ride-height adjusted on a FWD car – cost is only for the fluid used.

BRANCH NEWS and EVENTS – Christchurch, contd

Sunday 21st July – North Canterbury Run

This will be a combined run with the Morris Clubs organised by the Mini Club. Meeting point will be the Belfast Hotel at the start of the motorway, at 10.00am. Please bring a picnic lunch. An indoor lunch venue will be available if the weather is wet or cold. Please put the date in your diary now.

Saturday Night 27th July – Branch Annual General Meeting.

To be held at the Sydenham Community Centre, Hutcheson Street (off Colombo Street opposite Sydenham Park), starting at 7.30pm. It's something we need to do, so come with any ideas or offers to help – a good turnout would be appreciated. Also a good time to pay your subs and pick up any regalia you may want.

For your diary:

September 15th: Display of vehicles at Ferrymead Heritage Park from 9 a.m. Includes free rides and entry. A Radio Ferrymead notified promotion. **ALL** makes of Morris origin including MG, Wolseley, Riley, Austin and Morris are welcome!

September 29th: Annual BMC Rally. This year gather at The Peg Hotel @ 10 a.m. for a competitive run to Ohoka Estate with prizes.

October 13-14th: VCC Swapmeet, Cutler Park.

October 27th: All British Day from VCC grounds at Cutler Park. This is a picnic run, from 10 a.m. Leading the all British fleet will be Wolseley, Riley, MG, Austin and Morris.

BRANCH NEWS and EVENTS - Southern Region Branch

Southern Region Branch

News and Coming Events

ANNUAL GENERAL MEETING:

The Branch Annual General Meeting will be held on Sunday 7 July. This year it will again be held in Balclutha, at the South Otago Vintage Car Club rooms in Crown Street, starting with lunch at 1200 noon. Some delicious soup will be available to have with your lunch, so bring your lunch along and have a jolly fine time while eating, and then the meeting. Afternoon tea will be served after the meeting.

As a treat, we will have a showing of a DVD 'Round Australia in 9 Days' - the story of how a standard 1962 Austin Freeway was driven around Australia in record breaking time.

**Wolseley Car Club, New Zealand
2014 National Rally
Methven, South Island, February 2014**



We have had contact from Ski Time ,Methven who are our principal accommodation providers, and they have advised that they are starting to have limited rooms of some types available due to the number of bookings for the rally. The message is, book now if that is where you would like to stay. If you are unable to get suitable accommodation there, try:

Methven Motels & Apartments 197 Main Street Ph 03 3029200 WWW.methvenmotels.co.nz ...Email methvenmotels@xtra.co.nz

Mount Hutt Motels 205 Main Street Ph 03 3028382 WWW.mthuttmotels.com Email mounthutt_motels@xtra.co.nz

Both these Motels are walking distance to Ski Time

As of one week ago there are 27 confirmed accommodation bookings but just 6 Rally entries. Please, if you intend going to the fill your entry form in ASAP, it will help the rally committee plan the activities and catering.

Other than this, planning is progressing well. From next month we will start to firm up the daily itineraries and will bring you more news of the actual programme on a day-to-day basis.

If you missed the registration form in the last newsletter or you want more information enquiries can be sent to Colin Hey, email c_jhey@xnet.co.nz , phone 03 3598737, or Allan Francis, email allan.betty@xtra.co.nz, phone 03 3237559.

Those wishing to book accommodation can do so straight away. The contact details for Ski Time are as follows:

Ski Time Conferences, Apartments & Restaurant
Mt. Hutt Methven
Ph 64 3 302 8398, Fax 64 3 302 8394
res@skitime.co.nz,
www.skitime.co.nz



Be sure to mention that you are booking for the Wolseley Car Club National Rally

Trip to Beaulieu and European Motor Museums – Part 5

by Allan Francis

After leaving Brooklands, we still had a little time to explore the many shops back in Dorking. We were soon back at our hotel, and it was a short walk to an area where most of the Antique shops were. Many took up the entire floors of what would have been a 2 storied home. John Mallia was tempted to make a purchase for his wife Sandra, but was concerned about weight. I did make a few small purchases for Betty. This evening would be the last in England - we will be going to Munich tomorrow so it will be pack up and the usual charging camera batteries, a couple of beers before dinner, and an early night.

Tuesday morning we had a late departure 9.45am. Although we weren't departing from Heathrow until early afternoon, it was a guess as to how long it would take to travel the 30 miles (about) to the airport and we did have to drop off two of our group at a hotel near the airport. We were soon on our plane to Munich, looking down we could see miles of green pastures. Once we were off our plane, no problems with luggage and finding our bus that transferred us the 30km to our Hotel. All went well – the speed limit from the Airport was 120km/h for most of the way - some parts were tree lined. Our hotel was down a narrow street with road works blocking one end off, making no turning for large vehicles, thus having to reverse out or back down into a busy street. At the road works I did see a compactor working off a large digger's boom, such versatility. John and I had a very large room to ourselves. After checking into our room there were still a few hours before dinner, so I did a quick walk around the local streets. Although it was drizzling this did not deter me. A short walk and across the road was a large Railway station, about 40 taxis were waiting - all Mercedes and one Mitsubishi, all painted cream. I walked down the underground entrance to the station and was interested to find out why the steps had a gap of about 6 inches from the wall. I found out it was so you could guide your bicycle up/down the steps. I came to a 1 Euro shop (like our \$2 shop). Already quite a few of our group were making purchases. I bought several long handled shoe horns about 620mm in length, great for the older person. Great dinner then bed. We woke up to light rain.

Breakfast was a little different.

They had what they call filling stations. Milk was in 1.5 L bottles in the fridge at the end of the line. First was a sole 2-slice toaster for the 60/70 people wanting breakfast, maybe not many locals have toast for breakfast? There was a great selection of foods. One of our group was unwell and was going to miss today's outing. We were taken on a short sight-seeing tour by an out of town driver that didn't know Munich, then to



New Rolls Royce in a German showroom??

Trip to Beaulieu and European Motor Museum – contd

the BMW Sales showroom - very modern and large, built about 2002. Two floors with sales cars. The latest were on display including Hybrids, one was called a Coupe, but I would have said it was a 4-door sedan. Also a Rolls Royce on a turntable with a well-dressed woman showing it off to the prospective buyers. I was told the chassis etc were built in Germany then delivered to Goodwood, England, to finish assembly. We went across a walkway



Modern and spacious BMW showroom

connecting the sales showroom to the museum, this was above a busy road. The Museum was in another grand building with an unusual design in the shape of 4 pistons, about 19 stories high. On entering the foyer there were the usual souvineers, lots of them, then a long walk up to the many cars in the Museum. All were just like they had come out of the sales showroom, no expense spared. The first car on display was a Dixi (Austin 7). Most cars on display were 2-door or convertibles, not too many family-type cars until some started come onto the NZ market.

More next month.

Allan Francis

Last of the Summer Wine (or our Wolseley 16/60)

by Bryan Kelly Invercargill Southern Region



It all started with my second marriage three years ago , when we were very privileged to use Bill Obers Snrs Wolseley 16/60, George and Jean Browns Wolseley 16/60 as our

Last of the Summer Wine, continued

wedding cars. Combined with my nephews Mini 1000, they looked fantastic and were admired and had plenty of positive comments made about them.

While dropping off framed photos of the cars for their respective owners, Bill Snr asked if we had enjoyed using the cars and I remarked that it reminded me of my days of owning a 1965 Morris Oxford and the two A60 Cambridges I had owned. Really I still have the last A60 and had only recently decided to 'recycle' it for spares. She is pretty much past it in the body department, but worth keeping the mechanical bits and pieces. Bill Jnr then informed us that there was a 16/60 parked in his driveway that he had purchased from Christchurch, and it was too good to dismantle. So off we went to have a look and to cut a long story short, we purchased it from him and Kathy (my sister...have to mention her!!) for the same price he paid for it. Also part of the deal was we had to join the Wolseley Car Club, which we have and what a great bunch of people they are. Made us very welcome and made to feel very included.

Loaded up behind the faithful Bluebird wagon and away to our abode we went. A good scrub down to remove dead leaves and a few years of dirt and crap off her and she looked quite respectable. Bonus is she runs with real good oil pressure and if her logbook is to be believed, had a full engine recondition 14,000 miles ago. The way she ticks over, I tend to be positive about this...Plus her rego is on hold!!

So far we have rekitted the clutch master and slave cylinders and acquired some new tyres for her. I have to admit I have been a little lapse with her for a few months, but after a house purchase she has her own brand new garage which is shared with my Early Mk 1 Morris Mini. See it is true, most



people have more than one car project!! After a bit of looking at different colour schemes it has been decided to stick with her original colours of Dove Gray (really a mushroom sort of colour) and Old English White. One deviation is the wheels. They have been done in Satin Black with stainless trim bands (off a 1971 Ford Falcon!!!...they fit perfectly!) and standard hubcaps. I have a box of bits that I have taken off cars that I have owned and some are very period accessories of the late 60's and 70's , so a few will find their way onto

the car. Suppose I better explain the title of this article...well my two friends that are

Last of the Summer Wine, continued

helping with the 16/60, and myself, are all older than she is plus we are often referred to by that title by our wives!

So now the last big push to get her ready begins, as we really want to go to Methven next year. Both front guards have small areas to attend to plus a few smallish dents and battle scars will have to be fixed. Panel beater has been arranged and it will be down at our own address and then my own trade will kick in. Paint will be done by myself and be very closely watched by my old boss who has kindly threatened to kick my ### if it is not up to his standard!!

Also on list to do is replace all water hoses and brake cylinders and shoes. I also intend to change her to negative earth. So still a bit to do but looking forward to spending quite a few nights and weekends in the garage. Will send updates as we progress if Colin will let me, so I'd better get away and do something. The Boss (read wife) is kicking me out to the garage!!!!.

Timaru All British Day – The Club's Wolseley 1300 Returns Home!

Being on a long weekend (Queens Birthday Weekend) and at a time when there isn't much else on, one event I usually try to get to is the Timaru All British Day. It offers a good run in different countryside, and there's no need to get home early as the next day is a holiday and there is still a day left to unwind or get those chores done around home. The latter is also relevant as there is no clue as to where the run will finish up until we arrive and collect the instructions for the day. Some years we have ended up as far south as Oamaru, and last year the destination was Tekapo, meaning a 150 mile run home once the afternoon is over.

Normally one or two other members come along as well, and even though it's run in winter, we often get good weather on the day. Last year we took the Six, as it is right at home on the open road and very comfortable as well for the longish trip, so we decided to do the same this year. Matthew was determined to take his 1100 rather than come with us, and Simon Verkerk also wanted to bring the club's 1300. Matthew also has a good friend (Andrew) who has just purchased an Austin 1300GT (with Christchurch being a small place, he purchased this off Tim Dunningham), and he decided to come along as well, taking his mother, Shirley, with him. Shirley also happens to be a good friend of ours. And so the scene was set for a Landcrab Run to Timaru.

Wanting to make the most of the trip, branch member Simon Verkerk also had another destination in mind for the club's 1300. As many will know, this Wolseley 1300 was the star car in a movie called 'No Petrol, No Diesel', a comedy-drama filmed in Temuka (just north of Timaru) in 2009 by a small production company called Darkhorse Films. The fictional story-line revolves around a garage in Temuka called Devlin Motors, where the Wolseley 1300 had been secretly modified to run on water by the owner of the garage, who had just passed away. The owner's nephew had come to take over the running of the business, and became suspicious of an agent who wanted to buy the garage by any means possible. The son discovered the Wolseley under a cover in the yard behind the garage,

The Club's Wolseley 1300 Returns Home!..contd

and found notes describing the modifications, and put two and two together. In the end, the agent (played by Mark Hadlow) steals the Wolseley and 'crashes' it, killing himself in the process. Fortunately the car wasn't really crashed – it was instead sold to Ray Willoughby soon after the movie was released, and Ray has since donated it to the club for members to borrow.

After watching the movie, Simon Verkerk thought the Timaru All British Day offered a great excuse to take the the Wolseley 'home' to Devlin Motors, so that a few photos could be taken and the scene could be checked out to see how it looked 4 years after the movie was 'in the can'. A great idea, we all thought. The only problem was, we didn't know if the garage used as the set still existed, or even where in Temuka it was. Being a small town though, the chances of finding it were pretty good.

And so it was, the trip was planned - an 1100, two 1300's, and the Six, all off to the Timaru All British Day on Sunday 5th June on our very own Landcrab run. The only problem was that it's a full-on open-road trip for the cars, and although I had no real worries about the Six or Mathew's 1100, the other two were a little bit of an unknown quantity, so there was always that nagging back-of-the-mind thought that something could go wrong with at least one of them, and that I was really the only one who could come to the rescue to try and sort any problem out. But all were checked just before the trip, and there wasn't really anything to suggest any problems might happen.

We'd arranged to meet at 7.30am on Sunday 5th, the idea being to set off the smaller cars first, with Jenny and I following in the Six a few minutes behind to also act as a back-up. The tools were all packed, along with a few essential spares, and off we went. We caught sight of Simon just before Ashburton, and he carried on while we stopped to fill up the tank at the BP garage at the north end of town. We didn't catch any of the cars again until we arrived at the meeting point for the All British Day in Carolyn Bay in Timaru around 9.30am. Matthew and Andrew were there waiting for us, and about half an hour later Simon arrived in the club's 1300, having already done the investigation work in Temuka on the way down, successfully locating Devlin Motors and finding it almost as it was in the movie. By then we had

found out that the All British Day run was finishing just west of Timaru in Pleasant Point, so we immediately hatched a plan that would see us all call back into Temuka on the way home so we could all have a look, and also get some photographs of the 1300 on its old 'set'.

There was an interesting array of cars assembled in Carolyn Bay by the time



Another landcrab at the start – a rare 2-door MG 1100.

The Club's Wolseley 1300 Returns Home!..contd

the All British Day run got underway. Everything from vintage to modern, probably the oldest being a delightful Austin Seven Ulster in glistening alloy bodywork, and a newly restored 1920's Crossley sedan which had been painstakingly and beautifully restored from a trailer-load of parts. Wolseleys included the ones from our party which I've already mentioned, the lovely two-tone green 6/110 owned by local Steve Keenan; and from Ashburton, Errol and Jennifer Stewart's 6/110 and Alistair Lobb's Mk1 1500. Not a bad showing, really.

The run was a very easy lope of around 50km, skirting the south end of Timaru before heading out towards Cave, Opihi, and then finishing right on the State Highway in the centre of Pleasant Point right outside the railway station. The weather got better and better on the journey, and as we arrived in 'the Point' a longish queue formed, meaning that some of the cars were getting pretty hot by the time they were parked. Everyone was happy though – the steam train and Model T railcar were operating, and there was plenty of space on the grass reserve to get out the picnic gear and enjoy lunch.

This year they held the prize-giving (which was by numbers drawn out of a hat) very soon after lunch, meaning that we'd have plenty of time to take a ride on the train and visit the



At Pleasant Point – from left are Simon Verkerk (Club 1300), Andrew Johnson (Austin 1300GT), Matthew Hey (1100) and Jenny Hey (Six).

local museums, not to mention the now-famous Legends Café, which sells the very best custard squares in New Zealand. (One should not pass through the Point without stopping in the café, or at the very least buying a couple to take home). Jenny and Shirley stayed behind to chat while the rest of us took the train ride down to the railway society's headquarters, where there is great little museum and even a small picture theatre set up alongside the locomotive shed. I got talking to one of the society's members, and he told me they have around 100 members, around 20 of whom are active and keep the place running. It's a credit to them.

After a good look around we hopped back on the train for the 2km run back to the Point, and then we all went and had the obligatory coffee and custard square in Legends Café. By now many of the cars had left, so we took a few photos of our 4 cars outside the railway station, and then arranged to travel together and meet again in Temuka outside Devlin Motors. Simon led the way, as he knew exactly where it was.

Simon parked the club 1300 right on the forecourt, and the rest of us parked on the road outside. It's been some time since I'd last seen the No Petrol, No Diesel film, but the

The Club's Wolseley 1300 Returns Home!..contd

garage looked very much as I remembered it – half run-down and struggling to stay in business. Clearly now it's just someone's private shed and yard. Peeking over the fence and through a gap in the doors indicated there is no viable business activity going on there anymore. Simon had a look through the office window, and reckoned it looked just as it

did in the movie, right down to the same tea-towel covering an old computer monitor on a desk covered in all sorts of miscellaneous items. We took a good number of photos to record the visit. By now it was about 4.15, and there was just enough time left to get to the old garage at Hinds (just south of Ashburton) before it got dark on the way home. This garage is home for



The Club's 1300 'home' again outside Devlin Motors, Temuka

thousands of new-old-stock car parts, much of which I think originated from Gleasons in Napier. There were also some Wolseleys parked outside there which we'd seen on the way down, so we couldn't go back home without taking a closer look, even though it was a Sunday and the garage would be closed. Once again, the three smaller cars took off first, with us following in the Six. About 40 minutes later we were there, and with just enough light left to inspect the cars for sale on the forecourt and snap a couple of more photos. This garage 'collects' old cars from farms and paddocks in the district, dismantling some to add to their stock, or selling them as-found. Some are pretty rough! We could only get up close to a 6/110 on the forecourt. It was a Mk2, missing its gearbox and diff and not a good prospect for restoration. Inside the yard was a two-tone brown 6/110 which until recently had been stored in the Ashburton VCC's museum. It was a shame to see it sitting out in the weather – Simon has seen it up close, and said the floors were already wet and it was deteriorating quickly. There was also a cream and maroon 4/44 there which was partly dismantled (it looked like it had been painted a while ago but not put back together again). I recalled seeing this car on TradeMe a while ago. Both were for sale, and could probably be bought for a reasonable price judging from the asking prices of the other cars on the lot. Also of interest there was an Austin 3-litre, at least one Kimberley, and an Austin 1300GT which Andrew said he would return to the following week to check out properly.

The Club's Wolseley 1300 Returns Home!..contd

With darkness now just starting to descend, we all got back on the road again and headed for home. Once again the traffic seemed unusually light, and we had a good run home at around 90km/h. Despite my nervousness before leaving home that morning, the cars all performed well without having to be touched at all, although the next day the 1300GT wouldn't go – the petrol pump gave up the ghost. It was good that it didn't happen on the run and take the gloss off what turned out to be a brilliant day out, with some very interesting diversions making it even more enjoyable.

Colin Hey



4/44 and 6/110 for sale at Hinds garage

Buy and Sell

For Sale

Wolseley 16/60 – has been sitting for years, original but needs lots of work. Motor won't run. Grey with a red interior – car is located in Glenavy, South Canterbury. Contact Karen Rowe by email – karen_rowe@rocketmail.com

For Sale

I have a grille and radiator for a Wolseley 6/80 in good condition. I would like \$300 for the pair ono. I can be contacted on 094084112 or 021955044 if any members are interested.

2015 Australian National Rally – Advance notice

The NSW Wolseley Car Club will be hosts for the 2015 Australian National Wolseley Car Club's rally, and have chosen Corowa, NSW as the location for the rally.

A date has now been set, Sunday 22nd March to Friday 27th March 2015. This date was chosen as it is clear of Easter, school holidays and other events in the area. It promises to be a good location with lots to do so we now have the job ahead of us to get everything organised.

I will keep you posted as things develop and we look forward to welcoming NZ WCC members over here in 2015.

Regards,

TONY ECCLES

On the following pages is an article about repairing C-Series blocks that have cracked and are experiencing 'oil in the coolant' issues.

Austin Healey "C" Series Engine. Oil traces in Cooling System.

The Problem. Even the most youthful 6 cylinder Austin-Healeys are now well over 30 years old, as time passes a weakness in the design of the engine blocks is becoming more apparent. There is an area within the block where the oil galleries and the water cooling passages are very close to each other. If at any time in the past, the engine has been neglected or not set up for long time storage, it is possible for the block to corrode to the extent that this area becomes porous, allowing the oil, being at higher pressure to enter the coolant passages. The problem usually manifests itself as an oily sludge in the radiator. Unfortunately freshly rebuilt engines, in which all the scale and corrosion has been removed from the coolant passages (and the oil pressure restored) are particularly prone to this occurrence. In the past this has meant that an otherwise sound engine block has had to be scrapped.

The Solution. The solution to this problem is to reinforce the areas of the block that are susceptible to this corrosion with seamless stainless steel tubing. This then allows the repair of otherwise unusable blocks and will prevent this problem occurring in blocks which currently appear sound.

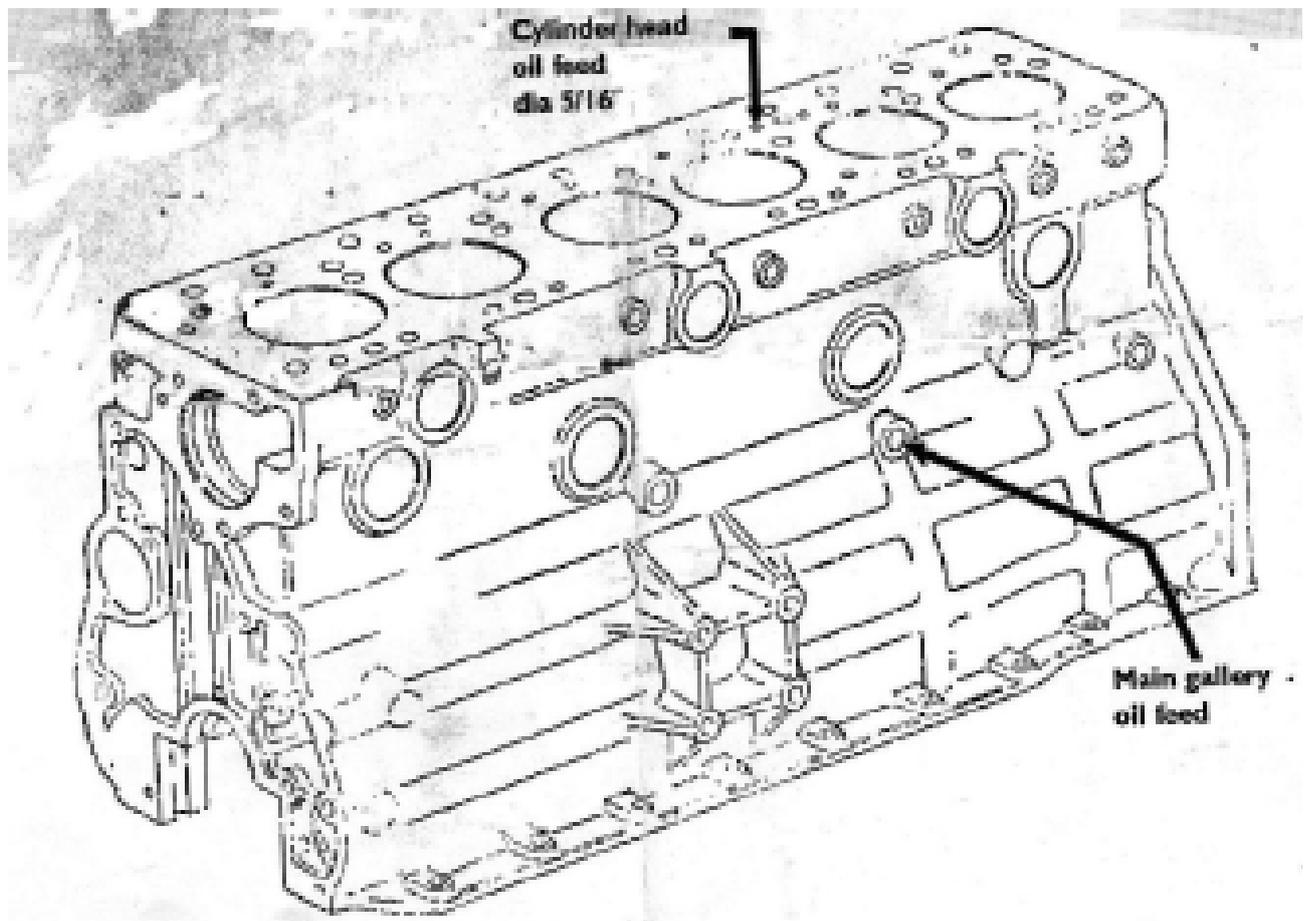
A Repair Kit. An oil gallery repair kit usually contains the following items.

- 1 Stainless steel tube 9/16" O.D. x 4 1/8"
- 1 Stainless steel tube 7/16" O.D. x 5 3/8"
- 2 Press tools
- 1 3/8 BSP plug
- 1 Copper Washer.

Fitting the Block Repair Kit.

This kit requires access to equipment that is capable of drilling relatively deep holes within fine limits and as such DIY enthusiasts are advised to entrust this work to an experienced engineer. The two locations that require attention are the main oil

gallery feed drilling and the cylinder head oil feed. The position of these two galleries is illustrated in the diagram below.



Preparing the Block. Once the engine is stripped it is recommended that the block be thoroughly degreased and that the waterways are de-scaled using an acid solution.

Drilling. Using a $7/16$ " (11.11mm) diameter drill with a working length of at least $5\frac{1}{2}$ " (140mm) open out the cylinder head oil feed to a depth of 5.375 " \pm 0.020 (136.53mm \pm 0.25) taking care that this remains concentric with the existing hole and perpendicular to the head gasket face.

Using a $9/16$ " (14.29mm) diameter drill, again with a working length of at least $5\frac{1}{2}$ " (140mm). Open out the main oil gallery feed to a depth of 5.375 " \pm 0.020 (136.53mm \pm 0.25). Care should be taken to ensure that this hole remains parallel to the head gasket face.

NOTE. – It is important to drill to these tolerances in order to avoid breaking through to the main oil

gallery and to ensure that the orifice to the centre main bearing remains unrestricted.

Re-forming the thread for the oil gallery plug. The thread for the replacement oil gallery plug is 3/8" BSP. The hole will need to be opened out to a diameter of 0.60" (15.25mm) to a depth of 5/8" (16mm) prior to tapping.

Once these operations have been completed it is **VITAL** to ensure all traces of swarf have been removed from the oilways. It is recommended that a high pressure air gun be used for this purpose.

Fitting the Stainless Steel Tubes. It is recommended that before any sealing compound is employed, the tubes are pressed a little way into their holes in order to check the fit. The tubes should be a reasonable press fit. If a great deal of effort is required it is recommended that their diameter is reduced a little with emery cloth until a reasonable fit is achieved.

Both tubes should be fitted using the same technique. The sealing compound (Loctite 640 in this case) should be applied sparingly (according to the manufacturer's specs.) to the tube, leaving the last 1/8" (3mm) of each end dry. The tube should then be driven home either with a hammer or press using the tool supplied. Once the tool comes up against the face of the block the tube will be in the correct position. Any excess sealing compound should then be removed and the new plug and washer can be fitted in the normal way.

It is also recommended that once the kit has been fitted and the sealing compound allowed to fully cure, the cylinder block oilways be pressure tested at about 150 psi (10 Bar) to ensure the repair has been completely successful and that there are no other flaws in the block.

This kit is available from *Cape International* of the UK , I also believe *SC Parts* also retail a similar kit.

The  *Word*

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