

THE



WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC



MARCH – APRIL 2013



Anthony Dacre's Series II 14/56 at the
Christchurch Rotary Twin Rivers event in Christchurch.

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.wolseleyclubnz.co.nz

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Lindsay Patterson.

EDITOR'S STUFF

It seems to have been a short month, but should a couple of days less make any real difference? The long spell of fine and hot weather might be to blame – good things never seem to delay the passing of time, however there are no doubt many that could do with a good spell of rain to breath a bit of life into the soil. We could certainly do with it at home to lay a bit of dust while we wait for a lawn to be sown.

In last month's ramble I mentioned that I needed to start tracking down as many Series II and III Super Sixes as I could for a book that is underway in the UK. The hunt is going quite well, and as of today 8 have been confirmed, one of which has just appeared on the scene in Christchurch – a Series II 18HP. This car has been completely under the radar and was unknown to the club up until now. It is currently in the final stages of a restoration, and being put back on the road again.

Unfortunately the registration lapsed long ago so it has to go through the full registration and compliance process, however it should be nothing that time and money shouldn't sort out. I understand this car is in the hands of Waimak Classic Cars, and will be put on the market soon. Three other cars I haven't ever seen are the 25HP Drophead Coupe belonging to Hans Compter, a Series II 25HP Saloon that belongs to member John Lee in Auckland (although I have seen photos of both of these cars), and another Series II 25HP Saloon that is owned by member George Nell. George is only about 70km away from home, so hopefully I can take a trip to his place in the next month or so and catch up with his car. It's very much a dismantled restoration project at this stage.

Also mentioned in last month's newsletter was the fact that Mary's Marina (a car I looked after for an elderly friend of mine), was about to be put on Trademe. Being tidy but very well worn, with 200,000km under its belt, I wasn't holding out too much hope of getting a high price for it, so I listed it with a \$750 reserve, and buy-now price of \$1250. This was on a Monday night, and within about 2 minutes my cell phone was ringing. We don't have good mobile reception at home so I couldn't reply, and I went on to list another item I wanted to sell at the same time. Once that one was also loaded into Trademe, I went to check that both listings were showing up OK, and couldn't find the listing for the Marina. Thinking I'd made a mistake, I looked a bit harder, and realised that someone had already hit the buy-now, and that it was sold. Fortunately my listing described the car completely honestly (warts and all), and did clearly say that I advised any prospective purchaser to inspect it, so there was no way anyone could accuse me of talking the car up. As it turned out, the car was bought by a guy in his early 20's, who told me he had owned one before, and wanted another one. I delivered the car to him in town the following weekend, he gave me the cash, and it was all done and dusted. He seemed happy, and so was I, even though there is always that nagging feeling that I should have perhaps asked for more. I was a little bit sorry to see it go, but in the end it has always been a bit of a liability for me, so there was some relief in passing it on to the care of someone else.



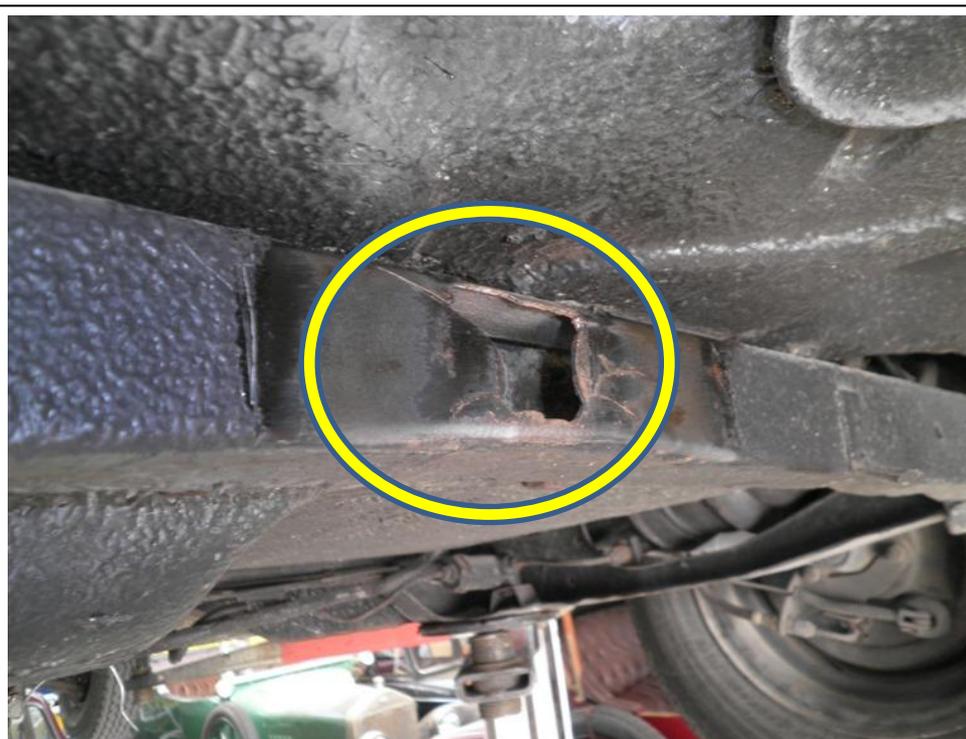
Editor's Stuff - continued

Placing a value on an old car is always difficult, as it's really hard to know who is out there looking for something that they are perhaps happy to pay a premium for. I knew the car well, and set the price so that I wouldn't feel guilty if it ended up giving some minor problems to the new owner, but was fair when compared with what else could be bought for that money. It had a current WoF and registration, and was very reliable, but at the end of the day was a well-worn car that would never be able to be economically restored to as-new, nor be highly collectible in the future.

Anyway, I was somewhat surprised and amused when one week later the Marina appeared on Trademe again for sale, this time stretching the description of the car, and asking \$2000. The advert was withdrawn a few days later, perhaps meaning that it has once again sold. Good on the young guy for his entrepreneurial skills – I hope that if it did sell again the new owner is happy also.

The hoist at home has come in handy again this month, with both Matthew's 1100 and our own branch 1300 having sessions on it. Matthew was out in his 1100 a couple of weeks ago, and noticed the exhaust tailpipe was hanging very low. A check underneath revealed that the rear support bracket had come off the subframe at the back of the car, so he wired it up temporarily until we could do a permanent repair. As it turned out, the support

bracket had actually broken out with a small piece of the rear subframe attached to it, leaving a hole in the subframe. On inspection, the constant back and forth movement of the exhaust caused by the engine/gearbox moving under load had caused metal fatigue around the mounting bracket, and finally it had just broken out. The only answer was to weld a patch repair into this area, which was very straightforward. We then made up a new mounting



The hole left in the rear subframe after the exhaust mounting bracket broke away on the 1100.

bracket, reinforced it from the inside of the subframe as well, and re-hung the exhaust using the original mounting rubbers. This was done just before Matthew took the car for a WoF. It went through with a clean sheet, which was good news.

The club 1300 also came home for a few days of therapy on the hoist. When Matthew last had it home to replace some suspension bushes, he noticed that there was quite a messy oil leak coming from the engine front pulley, so he decided he'd better attend to it at some stage. He was also keen to give the cooling system a good flush out and get some anti-

Editor's Stuff - continued

freeze into it before winter, so he could get both jobs done at once. While it was up on the hoist, he also found that the rear engine mount was all but coming apart, so that was taken care of at the same time – it's difficult to get at at the best of times, but with the radiator out at least it's possible to get a hand down to it to slip a new one in. With all three jobs done, it's now good to go again if anyone wants to borrow it.

Following a note in the last newsletter asking if anyone had a spare 1300 glovebox lid for the club car, I got a call within a few days from Vic Morrison from the Jowett Car Club who had one available. Vic himself has a Wolseley 1300, and had a complete dash panel that had been re-finished and put to one side for another car, but never used. This has since been delivered, and at some stage Matthew will get around to fitting it. Vic has since called me and asked to advertise his 1300 in the newsletter – his passion is Jowetts, and having recently picked up another Javelin to get on and do, he has reluctantly decided to sell the 1300.

Well, that's about enough for this month – Sarah's boyfriend has just arrived with a recently purchased Series 2 Landrover that needs an oil leak fixed (well – there are a few of them, actually). It looks as though the rocker cover gasket has been recycled a few times and now may as well not be there, so we'll get that cleaned up and go from there. Maybe the Marina wasn't that bad after all!

Enjoy this month's edition – there is some good material in this issue, including an article from Dunedin member Alistair Pegg describing how he fitted an overdrive unit to his 24/80 – excellent stuff, and Part 3 of Allan Francis' trip to the UK late last year.

Regards

Colin

Deadline for next Wolseley Word:
Friday 29th March 2013

CHAIRMAN'S REPORT

Hi members.

What a great summer we are having. Some of my clients have said that it's been a bit hot at times. My answer is that the opposite to too hot is too cold, and that will come soon enough.

Winton mentioned in his last Word report about those Email scams trying to claim our Club's name. Progress on registering the "Wolseley Car Club of New Zealand Inc" as our trade mark name is well under way. I thank Ivan McCutcheon for his work in getting this registration under way and seeing it



CHAIRMAN'S REPORT - continued

through.

I'm involved with a number of organizations, one of which is the Tuapeka Vintage Machinery Club in Lawrence. Last month on the 17th we had some members of the Dunedin Austin Club visit.

One of the cars that impressed us was the 1926 Austin Windsor 12/4. Owner Ian Stephenson of Mosgiel has had it since 1976 and drives it anywhere and everywhere and said it has never broken down on him. He has replaced the magneto to improve the starting and fuel usage with a very neat right-angle drive to the distributor. He got this drive system from Australia.



Ian Stephenson's 1926 Austin

The blue and black paint work on the car is in excellent condition considering what he has put it through. He puts it down to that it is a Japanese truck paint and is very tolerant to scratches etc.

Ian said this car is the only 1926 of its type on the NZ register.

Loving the Summer.

Gordon Duthie.

BRANCH NEWS and EVENTS

Auckland Branch

News and Coming Events

The new year is upon us with a lot of activities coming up in the next few months and plenty of variety to wet everyone's appetite. We have already attended the Intermarque d'Elegance at Ellerslie which was a brilliant sunny day. Fortunately we were housed in the shade which meant that although it was very hot, we did not suffer with any sunburn.

These are our cars on display at Ellerslie



The Galaxy of Cars held at the end of February was also a great success. Sadly there were only two Wolseleys on display as one of our members was in the British Car Rally, another one had problems with his vehicle and another member had a mishap with a favoured pet. Nevertheless it was a good day and helped promote the marque. At the Galaxy we were approached by the Morris Register who are having a day to celebrate 100 Years of Morris and we have been invited to participate. The date for this is 7 April which is the same date as the Car Show and Swapmeet at Te Awamutu. Any members wishing to attend the Morris run refer to the event below.

1. **Wednesday 20 March 2013 – Visit to Bygone Auto Services Ltd, Unit 9, 318 Beachhaven Road, Beachhaven at 7.30 p.m.** Malcolm Clark, the proprietor, will give us a rundown on the work that he is doing and has done. This will prove to be a very interesting evening.

BRANCH NEWS and EVENTS - continued

2. **Annual Car Show and Swapmeet on Sunday 7 April 2013 at the Te Awamutu Racecourse, Racecourse Road, Te Awamutu.** This is always a popular event. The venue is well signposted and easy to find.
3. **100th Anniversary of Morris Vehicles on 7 April 2013.** Meet at Twin Oaks Drive in Cornwall Park at 10.00 a.m. and the run is to start at 11.00 a.m. It will take approximately 1 to 1 ½ hours and will be a “follow the leader” through the Central Business District, over the Harbour Bridge, up the Northern Motorway to Oteha Valley Road to the North Shore Vintage Car Club. The North Shore Vintage Car Club have agreed to open their club rooms for use. Bring your own picnic lunch and use the chance to mix with other members. We are aware this clashes with the Swapmeet at Te Awamutu but this is an alternative for those members wishing to attend.

Regards

Noeline Billing



THE MORGAN CLUB BCC RUN SUNDAY APRIL 14th

The destination is the New CLASSICS MUSEUM
11 Railside Place, Frankton, HAMILTON

ADMISSION

Adult: \$15 (normally \$20), Over 65's \$12.

There are two lunch options, people can take a picnic lunch, there is a small grass area by the carparks, no guarantee the grass will be mowed, or there is a café attached to the museum.

Meet at the Western Bay of Plenty District Council car park,
Barkes Corner, Cameron Road, at 9.00 am, heading off at 9.30
am.

Any queries contact: John Lancaster 5446121 email: kaiboy@xtra.co.nz
or
Doug Lloyd 5769103 email: dougl@wave.co.nz



Manawatu Branch News:

The Gentle Annie Run

We have tried this day trip on several occasions previously but at last it has materialised. We thought the 30 or so miles of gravel road, parts badly corrugated, put people off. It is now all sealed and still they stayed at home. Those who did not were Ralph & Loris in a Triumph 2.5, Kevin & Sharon (Mercedes V8 convertible), Andrew & Michelle (Ford), Ivan & Mary (6/80), Jan & Margaret + Steve (Riley 4/72), a Wolseley /Dannevirke Wheels effort. We met in Dannivirke, had a quick cuppa and then were away. We turned off the main road and up Highway 50 to Hastings - this is a pleasant scenic drive and it was starting to warm up!! We stopped in Hastings for fuel – it's about 90 miles to Taihape and no pumps en-route. We enjoyed lunch under a gum tree in

BRANCH NEWS and EVENTS - continued

Frimley Park, the Mercedes exterior temperature gauge recorded 34 degrees on the road. Will it cool off as we climb into the hills? NO, the Merc said 38 degrees. Two or three of the cars were cars running a bit hot, perhaps very hot, and one had fuel problems. We had topped up at GULL and blamed their synthetic fuel.

We motored on stopping several times to look at great views and to have a tea break. This is High Country but most of it covered with grass, tussock, bush and some forestry. Very few open spaces. We passed the roads into some well-known stations - Manahane, Otupae and Ngamatea, which stretches North almost as far as Waiouru where the Army play their war games. This is large by South Island standards. Sheep and beef - no freisians up here! The temp was dropping, the paddocks were smaller, people were haymaking and mail boxes indicated that we were close to Taihape. From here it was all downhill, more or less, and the luxury of straighter flatter roads. (For Finches) dinner and a well-earned

drink in the cool of the evening at Feilding. We arrived home having clocked 275 miles, a great drive and good company.

We plan to do it again driving a modern nearer to winter, and go West to East, as the scenery is more spectacular, possibly staying a night in the Bay.

Gentle Annie was the name of a song which came with miners from California in the Gold rush days. They failed to find any in the Taihape area.

The All British Day at Trentham featured a good display of Wolseleys, 6/110's, a 15/50 and a 6/90. Those present were Whitcombes, Cleals, Tony Walsh, Rick Tyson, and whoever now owns the ex-Cleal 14/56 (not finished yet, but close - no registration or W.O.F. Apparently the owner is a police officer.

We have two new members Jay Hart and Liz Clark from Wanganui who drive a 6/99. Welcome to the Club, have yet to meet them but hope to do so in the near future.

How many of you carry rechargeable fire extinguishers in your cars ? I bought a 0.6kg Firman extinguisher at Repco in January 2010. It cost \$30.00. The gauge indicated that it needs a charge up. I went to Chubb & Wormalds, and yes they can recharge it, at a cost \$40 to \$50. Are they Repco or Ripco ??

Manawatu Branch Events:

Saturday, 16 March 2013

Working bee and meeting at the spares shed, Ashhurst. Please let **Rod Baxter** know if you will be going, 06 359 1215.

Sunday March 24th Visit a revitalised "SHANNON".

Lunch at Clydesdale Museum. MEET at Gorge Car Park (Ashhurst end) 10.00am

Regards, Steve Finch

Nelson Branch News and Events:

Four of our members drove from Nelson to Blenheim to attend the Hospice All- makes Car Show. It was a good day out. We also caught up with Les and Viv Broughton there – it was good to see them. I took my barbecue and shouted lunch, and I also made fresh bread to have with sausages.

Regards

Bryan Stansbury.



Enjoying ourselves in Blenheim

Christchurch Branch News:

It's been a pretty quiet month for our Branch – not really because there hasn't been any events, but because our turnouts have been a bit quiet. A couple of reasons for that – other events on, a couple of our regular members away on holiday, and a couple with cars out of action. One of the latter was Graham Quate – unfortunately his Wolseley 10HP has developed an engine problem (he suspects broken rings), so he is in the process of sorting that out at the moment. Another is Wayne Stansbury – his 18/85 has developed a lot of CV noise over a short period of time, and it's got bad enough to warrant limited use while he sorts that problem out. Fortunately we've been able to sort out replacement inner and outer joints for him, so now it's just a matter of booking it in for the work to be completed.

The first event on our calendar was the Rangiora RSA run on 7th February. Matthew and I took the Six along, and were met at the start by Joe and Judy Barker and Merv and Marilyn Wayne. Joe and Judy had travelled up from Ashburton in their 6/110, and Merv and Marilyn were in their modern – the 6/80 having starter motor problems and being marooned in the garage – I think by materials for a forthcoming DIY house renovation project.

The run was quite long – it skirted around the outer Rangiora area, then headed out towards Ohoka, Kaiapoi, Woodend, Sefton, and then on to Loburn, finishing in the domain

BRANCH NEWS and EVENTS - continued

there. Matthew and I were the first of the three of our cars to arrive there, so we picked a spot and put the club shelter up and enjoyed our lunch in the shade. There were a large variety of cars on the run – probably around 60 or so altogether – all ages and from all parts of the globe. A look around the cars and chatting to other owners soon finished off the event, and we headed for home around 2pm.



At Loburn for lunch

The next event was the Ellesmere Speedway “Day in the Dirt” event on 17th February. A good turnout met at Danny and Sharon O’Malley’s in Leeston, where Sharon had a cup of tea waiting for us while we relaxed in their lounge, and some even managed a quick tour of his car collection. At about 11am we headed for the speedway, which was only about 5km away from Leeston, where the cars were put in a display area, and we once again set up the club shelter and settled in for a day of entertainment as various vehicles from the late and great days of speedway and stock car racing were given a chance to blow out the cobwebs on the track. There were a real mixture of cars taking part – some with quite a historic lineage, and others which were there just to give it a go, and a few could best be described as junk on wheels. Despite the latter, rudimentary safety regulations were in place – only a few cars were allowed on the track at a time, and every driver was well belted in and wearing helmets and racing overalls. It was a well-run event, with drivers as young as about 10 and as old as about 75 taking part – all enjoying their time on the dirt!



This Ford V8 went home a bit damaged!

BRANCH NEWS and EVENTS - continued

The event didn't go without incident though – there were a couple of ‘touches’, and a beautifully restored 1936 Ford Coupe with mild customisation came to major grief on the Armco barrier after losing control on a bend. It looked pretty bad, but this didn't deter the owner from straightening out the worst of it, and having another go. He is a professional car restorer, so I guess there would be some clients' cars taking a back seat for a few weeks while he straightens out the whole back end and makes new front and rear mudguards for it.

A few of us also took an excursion in Anthony Dacre's 6/90 to inspect two 6/90's owned by a local panel-beater, Les Sloan. One of them is in pretty good shape and Les has it lined up for restoration when he's finished his Mk2 Zephyr (he's a keen Zephyr



Les Sloan's Series III 6/90 awaits restoration

owner and club member), but the other one was very much just a parts car – without an engine and gearbox. It's always interesting to see what's lurking in people's sheds! Once back at the speedway, we enjoyed a bit more racing into the afternoon, before the day wrapped up about 3.30pm and we headed for home. Certainly a very different event, but quite enjoyable.

The month wrapped up with the Christchurch Rotary Twin Rivers Parade last Sunday. This wasn't one of our calendar events, but Matthew and I went and had a look anyway. We arrived immediately before the parade and spotted Danny O'Malley in the distance, and after the parade came across Anthony Dacre in his 14HP, and Simon Verkerk, who was with a friend in a Morris Oxford. Around 350 cars took part in the event, so in hindsight, we should have perhaps made a club event out of it. Maybe next year?

One of our more important club events coming up this month is an “away” working bee which will be held on Thursday 14th March at Joe and Judy Barker's property on the Dromore Methven Road. There are two 6/110's down there that we need to deal with – one is only a spares car, and the other may be salvageable, but either way we need to get them ready to remove from Joe and Judy's, as the property is on the market and they cannot be left there. The plan is to get down there and begin work by 10.30am, so we are asking anyone who can help to turn up down there (if heading from Christchurch turn right into Dromore-Methven Road immediately after the Dromore Rest Area (which is about 10km north of Ashburton), and Joe and Judy's place is about 3km on the right). Joe will

have his car parked outside the gate so you can find it. Bring your lunch, and any tools you have that you think may be useful. If you want to car-pool, please give Allan Francis a call, and he will arrange this.

Have a good month, Colin Hey

Christchurch Branch Coming Activities:

Thursday 14th March - An "AWAY" working bee at Joe Barker's property, Dromore-Methven Road, Ashburton

See above in Branch News for details – if you can spare a day for a bit of R&R (recreation and reeking), then your help will be most appreciated. If you have any questions, please contact Allan Francis on 03-3237559.

Sunday 24th March - VCC, Steam Scene, and the Vintage Machinery Club Public Open Day and Vintage Country Fair at McLeans Island

We are going to make a day around this event, and help out the VCC with a display.

Please arrive at Idlewood at 10.15 am. At 10.30 we will head just down the road to join in the event at the VCC grounds, where we will display our cars, and be free to enjoy the other displays and activities.

There will be all sorts of displays, craft and food stalls, and entertainment to keep everyone happy and occupied.

At 4.00pm we will head back to Idlewood where we will have the barbecue going, so members will be able to stay for a bite to eat. We will provide the sausages and bread – please bring anything you might want to add to it yourself.

At this stage we are not certain if we will qualify for free entry, so please come prepared with \$10 per person in case this does not eventuate. For any questions please give Colin Hey a call on 359-8737.

Saturday 6th April - Winchester Swap Meet and Bazaar.

Be there early!

Sunday 14 April - Wheat & Wheels Rally, Wakanui, Ashburton.

See flyer on the next page – we will have a run to the event and have our cars on display.

An indication of numbers will be required by the end of March – please contact Colin Hey on 359-8737.

Saturday 4th May - Ashburton Swap Meet, VCC grounds, Tinwald

Be there VERY early!

Sunday 5th May - Ashburton Rotary Annual Vintage and Classic Rally.

Meet outside the Salmon in Rakaia at 9.15 am, or at the Showgrounds in Ashburton (north end of town) before 10am. Bring your lunch, or buy it at the finish of the run. Entry Fee TBA (probably \$15 per car).

Wheat & Wheels Rally

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ENTRIES CLOSE FRIDAY 22ND MARCH 2013



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Trip to Beaulieu and European Motor Museums – Part 3

by Allan Francis

Friday 14 September

Today we departed from Stratford Upon Avon for the Coventry Transport Museum. Coventry was once the home of a thriving cycle and motor industry. The Museum covered the history of the industries that were in the local area. Hillman & Humber made cycles then went on to producing cars, Humber in 1903, Hillman in 1907, Daimler in 1897, Maudslay in 1902, Standard in 1903, Riley 1898, Rover 1904, SS 1931. All had their beginnings in Coventry plus many more - some only lasting a few years. As was expected there were plenty of the above-mentioned cars on display plus the history of transport through the ages. Also displayed was the land speed record holder at 763 mph - Thrust SSC. It is 54 Ft long 12 Ft wide and weighs 10.5 tons. Powering it are 2 Rolls Royce Spey turbofan engines as used in British F-4 Phantom jet fighters. They burn 18 litres of fuel per second. I also experienced a trip on a flight simulator of the record breaking event, that was unreal. The most photographed car was a 1933 SS 1. We had lunch at the Museum cafe. While in conversation with a cafe staff member a remark was that our group were some of the most courteous people to deal with that she had encountered. We then proceeded to their storage shed. There were as many vehicles stored as were on display in the Museum. Many were Daimlers used by the Royal Family and double-decker buses (Daimlers) that were built locally. The London Taxis are still made in Coventry. One wonders for how much longer as they have just been taken over by Geely Holding Group from China. Later that afternoon we arrived in Dorking for 4 nights. Another historic hotel. No lifts! That didn't worry me - good exercise. Tomorrow off to Goodwood Revival - a much anticipated 2 days of historic motor racing, aircraft, car displays etc.



Thrust land speed record car in Coventry Museum

Saturday and off to Goodwood. Traffic build-up 8 km from the venue, slow going. I guess that with 100,000 people all going to the venue it was only to be expected. We were in a reserved bus park so we weren't too far from an entry gate. Just inside the gate was a tea hut where you could purchase an enamel Goodwood souvenir mug for 10 pounds including a book of vouchers which you could swap for a cup of tea at the many tea huts around the venue. Both John and I thought this was great as when looking for refreshments we tried to find a Costas outlet as they had cups of tea in 2 handled cups the size of soup

Trip to Beaulieu and European Motor Museum – contd

mugs. To find a good view of the racing was just about impossible so we went to the sales sites. So much was available to satisfy everyone. Clothes from the 50's and 60's - fur coats etc - all available, but much of it reproduction. There were many sites of motoring books, sales brochures and

motoring accessories etc (John & I managed to make a few purchases). One of the highlights was of the Battle of Britain Memorial Flight of a Lancaster Bomber (the only one flying) and 3 Spitfires. Everything seemed to stop, and all you could see and hear was the fantastic sound of these WW2 aircraft circling the track. There were a few Police cars on display. I spoke to the owner of a mock-up 6/90. The information he gave was that 1 ex-police 6/90, 4 6/80 and



Replica Police 6/90 on display at Goodwood

2 6/99/110 are known. You would not expect to see an American hot dog stand a Daimler T Semi - also 1946 Chev with a burger stand in England. They were doing a good trade and many photos were taken of their sites. It was too soon time to catch our bus back to Dorking.

More next Month – Allan.

Overdrive for a Wolseley 24/80 – By Alistair Pegg

I thought this may be of interest to readers.

After buying my Mk II 24/80, I decided that this very capable car still didn't have high enough final drive for nice 'no fuss' open road cruising (despite being nearly half a turn faster than the 16/60 I had previously). I've been interested for some time in overdrives for cars that didn't necessarily come out with one. In my opinion much more satisfactory than just raising the diff ratio as I didn't want to lose performance on hills, particularly if towing etc. Keeping my ear to the ground for several years, looking in books and the like I still hadn't come up with the answer until talking to Colin Hey when he was showing me around Idlewood. He suggested looking into early MGB's; as of course it's all B series... Eureka! So after a few enquiries I found what I was looking for. Fortunately the pivotal thing hinged on the fact that I had put in a column change box instead of the floor change (the car had been converted to 4 speed many years ago), this meant that everything fitted as the remote shift used on MGB overdrive boxes doesn't fit the car easily as far as I'm aware. So all I now needed was a mainshaft, overdrive adaptor and unit. The down side to

Overdrive for a Wolseley 24/80 – continued

this is that the older venerable Laycock D-Type overdrive which makes all this possible is in short supply (as MGB drivers want them!). The gearbox was playing up in second gear anyway so this was the prime opportunity to do it all at once. After much perseverance I managed to source just those 3 parts I needed. Upon arrival from the UK I gingerly opened the box and held up the parts hoping like heck that it would all fit which thank goodness it looked all good! I stripped the overdrive and replaced a couple of bearings and all the seals/O-rings; it appeared to be in remarkably good nick generally. Next I recon'd the gearbox assembling the parts on the new mainshaft; it all went rather well. Mating the overdrive and adaptor took a bit of patience; including welding up of a small bracket to stop the selector fork rods sliding out the back of the casing (they are held in usually by the extension). Assembled it all looked rather smart.

Next mission was the driveshaft as I had lost my sliding joint – the overdrive has only a flange. Thankfully I found a series MM Morris Minor driveshaft sliding joint and UJ flange fitted the O.D. flange perfectly; it is basically the same weight/strength as MGB anyway. I welded it to the shortened 24/80 shaft. Upon taking it to the balancing man he told me that it had to be done by a certified welder, so had it done again “professionally”. The balancing man was horrified to find that it looked decidedly poorer than the weld I did initially, however at least I now had the compliance paper work in hand.... Any change in drive shafts also means a safety loop must be fitted to the car so I diligently did this also. Upon sliding the gearbox/O.D. under the car I realised that despite the rubber mounts being the same they were in the wrong place for the cross member; no amount of chopping and changing would have been enough to make it work. So I set to work and built a sturdy new cross member out of box and angle – it took a long time as every step of course required test fitting and the like. However once it was done it all worked out well and looked good bolted up there. Wiring was next, as of course the overdrive is engaged electrically and also has to have a lockout so it only works in 3rd and top gear; other gears are place too much torque on the unit and if it runs in reverse it smashes itself to pieces! Once completed, it was time to fill with oil and take for a test run. On our quiet back street I did a couple of miles (with the gearbox performing great now) before plucking up enough courage to pull the overdrive engage switch – to my delight and perhaps astonishment it dropped in and out of overdrive beautifully.

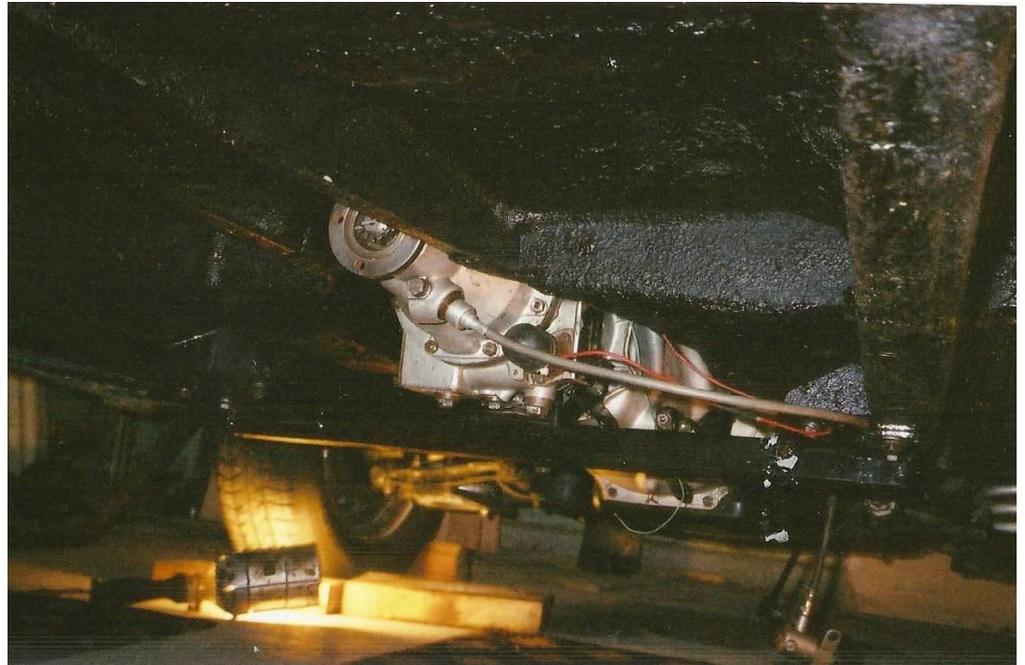
Next it was time to get on with the dreaded compliance nonsense. I had the modified driveshaft paperwork now and the loop in place; so now the fabricated cross member needed inspection too. A 10 minute look and a dozen photographs later the inspector robbed me of an extortionate amount of money and told me to wait a few days for the compliance plate to arrive...4 weeks later (with my patience very worn thin) I could finally take it for a WOF and actually have a decent drive of it!

The result... Brilliant! The engine just loves the reduced revs at higher speeds – it's now pulling around 2700RPM instead of 3400 at 62 MPH; the gain in fuel economy is pronounced also. It is just a delight to cruise long distance now.

A nice modification highly recommended to anyone who can be bothered. A huge amount of work and fluffing about to get this off the ground – but I certainly don't regret it!!

Alistair Pegg (Dunedin)

Overdrive for a Wolseley 24/80 – continued



Buy and Sell

For Sale :

1948 Wolseley 18/85 Series III in need of major restoration. One extra car for parts. Open to offers. Contact Paul Klein (07)386-5237.

1971 Wolseley 1300 auto white with red upholstery, 36,000 miles, not registered. Phone Andrew 0293787090

David Sole from Wanganui has put his recently refurbished **1962 Mk1 6/110** on the market. This is a lovely example, so if anyone is interested they can contact him by email at marie.sole@extra.co.nz

1966 Mk11, 6/110.

The car is deregistered as its been in storage for 10 years. For the price I would be looking at \$1000 ono. The car is located in Auckland. Please contact Henry on 0210540934 or 094442109.



Too many Jowetts forces reluctant sale of my 1971 Wolseley 1300 auto. Drives beautifully, doing everything right. Good paintwork and body. Red interior almost as new. Asking \$3,500. Ph. Vic Morrison 03 3182641 or email jowvic2@xtra.co.nz

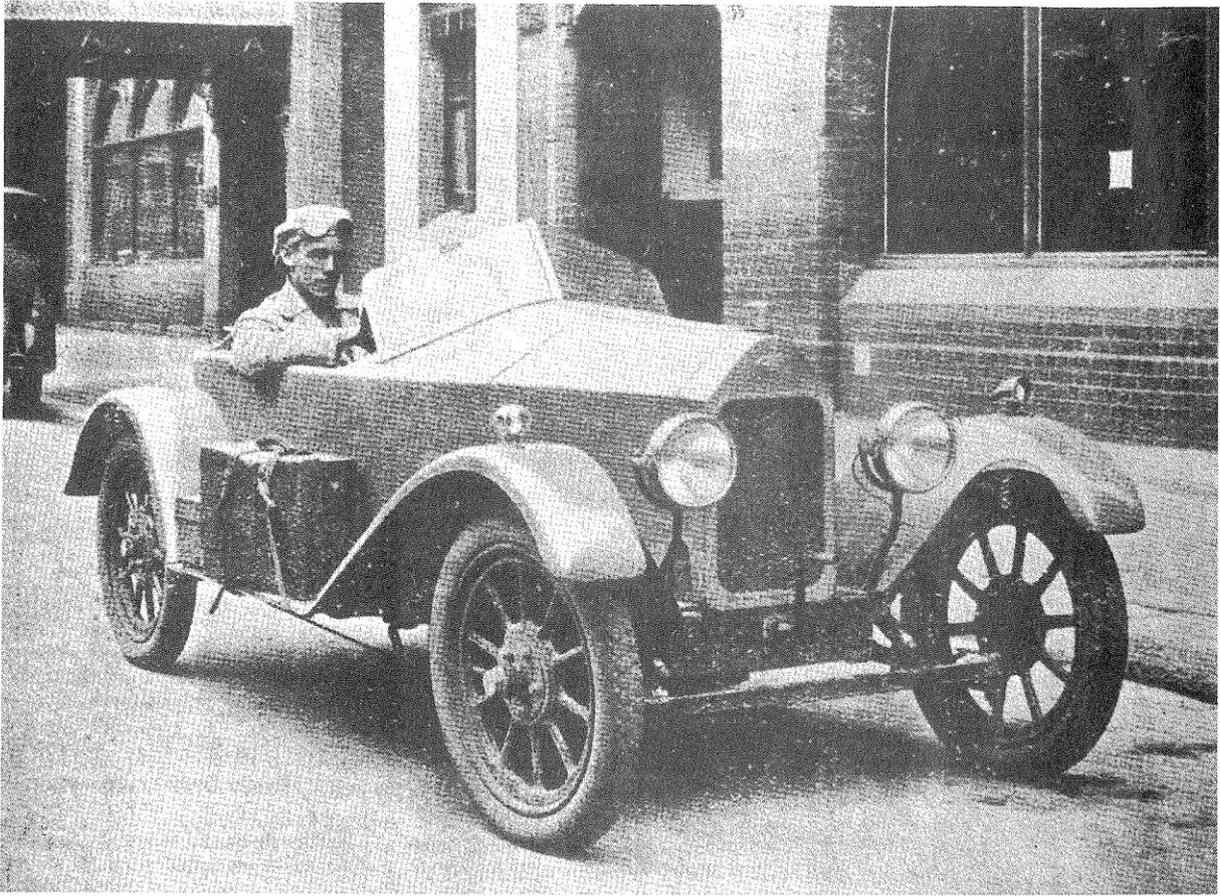
Wolseley Six Auto – around 1973, For Sale. Repainted in black about 10 years ago, but has not yet been fully reassembled. Good chance to buy one of these rare models if you don't mind a relatively easy project – needs trim and some interior put back on, and will need some mechanical work as it hasn't been running for so long. Was running well when repainted. Colin Hey may be able to help with spares if anything is missing. Fair offer wanted. Contact Lyn Keech on 06 354 4512.



Wolseley 14/60 Series III. I have so many projects and not much room or funds to finish this car. Would love to see this car finished, so club members get first crack at it. Everything has been done from chassis up - just needs a nice body to put on top. I think I paid \$1,800 for car but took me a few trips To collect all parts. For club members I would offer car at \$1.500 plus parts. Contact Kevin Byron, ph 03 3037253 (Hinds, near Ashburton).

Deceased Estate - 1965 Wolseley 25/80 MkII. Stored in a basement since 1981, now probably only suitable for parts. Asking \$500. Enquiries to Dave 09 2919182 (Auckland)





"SPORTING TEN." WOLSELEY.

Winner of the Flying Mile in the recent Victorian Alpine Contest. It had the misfortune to collide with a cart during the last day's run, but nevertheless, finished under its own power.

Beyond the trenches emerged a Wolseley

By Evelyn M. Chambers

Wolseley 15 h.p.; an example of technological advancement learned during war time manufacture of aeroplane engines. Alloy steel and light weight chassis, accelerated horse power of more than 20 percent on the average Wolseley without increasing the engine size.

The most beneficial feature of the new design was the power output, which only marginally increased fuel consumption and the characteristic smooth running of Wolseley was maintained. The new 15 h.p. was a radical departure from traditional development manufactured by the company. Pressed steel channel section side members were used, tapering towards the front end and carried over

to the rear axle.

Three tubular cross members; two of pressed steel were fitted. The usual dump irons are not used in the car because of the spring system.

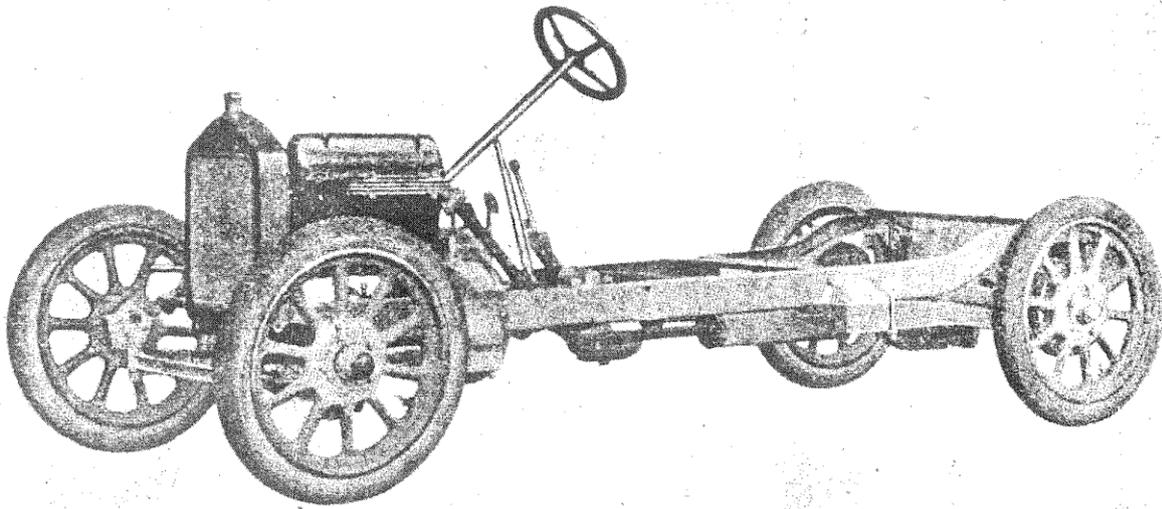
Another tube was secured in brackets bolted to the frame to serve as a support for the front end of the gearbox. The rear end was supported on the foremost pressed steel cross member. The rear pressed steel cross member carries the spherical end of the torque tube, and also the brake compensating shafts. At the extreme end of the chassis, there is another cross member of steel tube on which the petrol tank is slung in conjunction with two brackets bolted to the frame.

The honeycomb radiator is bolted on

with trunnion brackets to the top of the side members.

The engine has four cylinders 3 in bore by 5 in stroke with a swept volume 2,614 cubic centimetres.

The whole cam gear is lubricated efficiently. Excess oil, which can cause problems by carbonising valve stems etcetera, is alleviated by the oil being fed into various surfaces under marginal pressure, as the pipe used has an open end. Valve springs are accessible since the rockers are mounted on assemblies of four on each fulcrum pin; two on each side of the housing. Even in the worst situation, you only have to dismantle two rockers to replace a valve spring.



The Wolseley 15 h.p. chassis

Errors in alignment were found to be non-existent, thus the spring drive has been deleted and a steel shaft substituted. The shaft has a splined end at the top, with a master serration to allow timing difficulties impossible if the cylinder head has been removed.

Die cast aluminium pistons with domed tops are used, each has three rings above the gudgeon pin.

Stampings of 3 percent nickel steel of usual H section is used for connecting rods with the measurements of $10\frac{1}{4}$ in between the centres. Direct white metalling is utilised for the big ends. The cap is provided with a dipper for lubrication.

A standard practice by Messrs. Wolseley in all car engines continued; die cast white metal bushes throughout the aluminium bearing caps are well registered into the crank case.

Two silent chains are used for the accessory drives. A shorter one is used to drive an intermediary that is mounted on the centre line above the crank shaft.

The longer chain runs from the near side of the engine, where it drives water pump, dynamo and distributor assembly.

Clutch

The multi-plate clutch, familiar with the Wolseley car, consists of thirty eight steel plates running in oil.

Pedal action for the clutch is in the usual manner. Acting on a ball thrust, the pedal is carried on brackets bolted to a cast aluminium cover which encloses the upper half of the fly-wheel. The pedals are adjustable to suit driver

requirements, whether you've grown an inch or two over the years, or perhaps, decreased in height; the pedals are easily moved up or down, whichever the case may be. The clutch stop is made of steel pressing faced with fibre and is bolted on two brackets to the cover.

Gearbox

Three speed reverse gearbox, standard equipment and cased in hardened steel. On the off-side of the gearbox a facing is provided and a gear selector assembly and change speed lever is one complete unit. This whole mechanism and gate is supported from this facing only to allow flexing in the chassis, if any, to not affect the gear change mechanism.

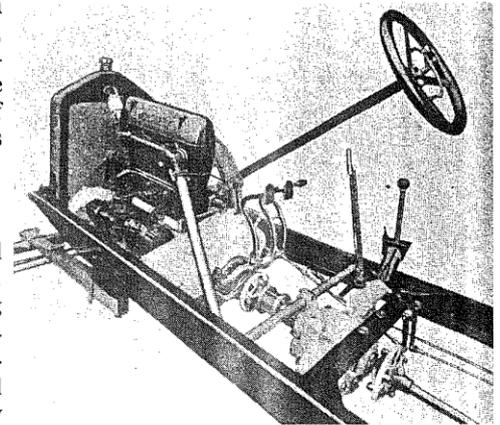
Transmission and Gear Axle

From gearbox to forward end of the torque tube, the drive is through an open shaft with a Hardy flexible disc at the gearbox end and a sliding pot type joint enclosed in the spherical torque tube attachment, supported from pressed steel cross member. An under-type worm is employed for the final drive; ratio 4.8 to 1.

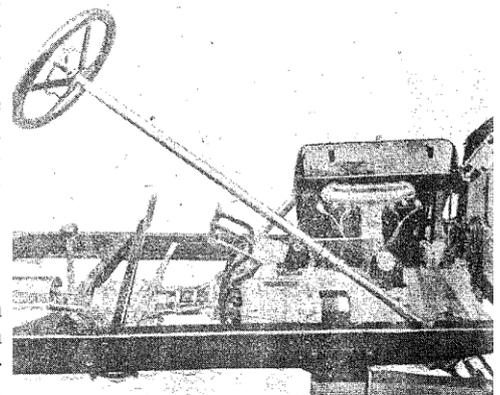
Timken roller bearings carry the worm and a large external screw which acts on the steel housing of the rear-most bearing, providing for easy adjustment.

Brakes

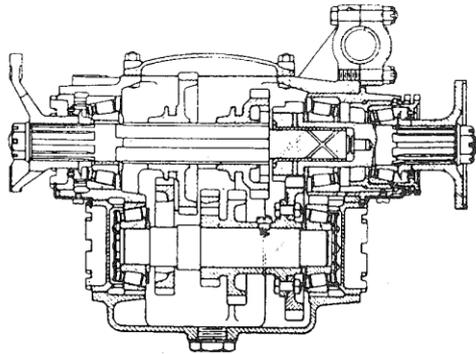
Internal expanding duplex brakes act on the rear wheels. The shoes are faced with Ferodo and the brake drums are pressings of steel with fitted cast iron liners.



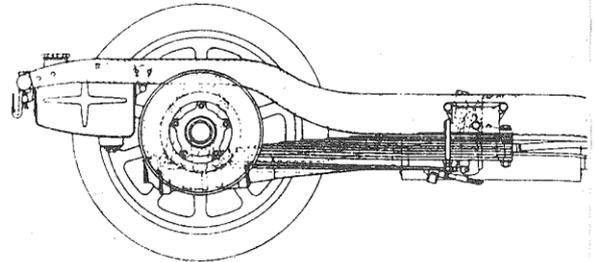
Front end of chassis near side



Front end of chassis off side



Change speed gear box



The brake design is unique, for although two brakes are fitted in each wheel, single width drums are only used.

Of course, the brakes still act independently and the cams are at right angles to one another and either brake expands the shoes diametrically as normal.

The brake function is practical and enables the surface wear of the shoes to be distributed evenly, which was not as a rule the system employed at this time.

Steering Gear: Front Axle

As you look at the diagrams, you will see the steering box is arranged with the plane of the worm at 90 degrees to normal. Instead of the usual fore and aft rod to the off-side swivel, the steering lever comes below the box and projects forward, while the steering drop arm is linked directly to the near side swivel.

The swivels are manufactured from nickel chrome; the stub axle and swivel pin are in one piece. Steel castings are mounted on two Timken roller bearings for the front wheel hubs.

The Wolseley 15 h.p. has a twelve gallon tank and the engine is fed by an Autovac tank fitted at the bonnet. An S.U. carburetter is standard but modifications were available.

One such example was the Wolseley patented slow running tube, and an auxiliary jet that operated when the vehicle came into full throttle position.

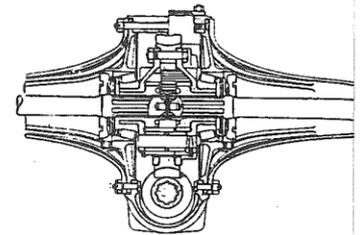
Its manufacturers claimed that the system produced remarkable fuel economy by one suction control jet and another controlled by the throttle working together in unison.

Under normal road conditions, the Wolseley was capable of 24 m.p.g. with a full crowd on board, without the well stocked picnic hamper that accompanied the family outing of the day.

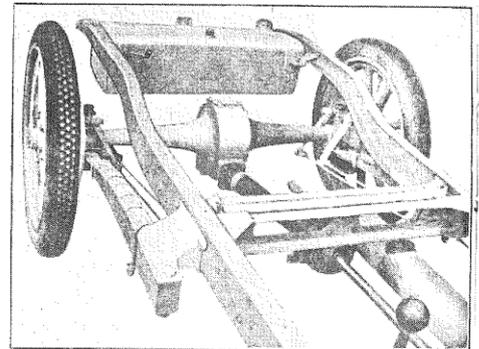
Sankey steel wheels, 815mm x 105mm were standard. The colonial model however, was fitted with 875mm x 105mm. Wheelhouse and track – 9'10" and 4'4", while the weight of the chassis reached 16 cwt.

Although intricate design is evident in this model Wolseley 15 h.p., some consider even that the complexities were unnecessary, but no-one can dispute that the vehicle was ahead of its time, in technological achievement and courageous for sight, regardless of her critics.

The Wolseley 15 h.p. remains as an example of Messrs. Wolseley's part in the automotive history of Britain. Today, many Australians are proud to say they own a Wolseley and they are anxious to support the growing interest in motoring – no longer across country estates or parking beside the Thames – but linking our histories together, both Britain and Australia in our Bicentennial Year and beyond.



General arrangement



Rear end of chassis

Technical data courtesy of 'M.T.A.' and 'The Automobile Engineer' (1920).

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