

THE



WORD

OFFICIAL NEWSLETTER OF THE  
WOLSELEY CAR CLUB NEW ZEALAND INC



MARCH - APRIL 2014



How many places can you stop and have morning tea in the middle of the road and not see a single other vehicle? This was the Manawatu Branch morning tea stop on the Turakina Valley Run, Sunday 9 February 2014.

## 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](http://www.wolseleyclubnz.co.nz)

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**Lindsay Patterson.**

## EDITOR'S STUFF

No sooner was the ink dry on last month's newsletter, and I was off on a few days leave over to Melbourne to take in the Australian F1. This is an annual trip for me, and I go with 3 good friends – two of whom are former workmates. As well as a good chance to see all the action (which there isn't very much of, in reality), it's just good to have a bit of a break away from daily routines in a totally different environment. I especially enjoy getting up in the morning in Melbourne, and heading down town to



have a good breakfast together at one of the many cafés before heading off to Albert Park. In the evenings, we try and find new places to eat each year, but we always make a point of stopping at least once at a Thai restaurant which is about 10 minutes' walk from our accommodation. The restaurant has had the same owner for all of the 12 years we've been going, and he always remembers us and really makes a point of looking after us, which we really appreciate. He even remembers that one of our group can only have gluten-free food. This time we told him that when we return next year, we expect to see the food and beer on the table ready for us when we arrive!

I would have to say that I find Melbourne people extremely friendly. It's easy to strike up a conversation with anyone, whether in a tram or waiting in a queue. Shop and restaurant staff are particularly courteous, and if you happen to need help or directions to get somewhere, no matter who you ask, they go out of their way to help you. I've noticed this many times when we've been over there so I'm sure it's not just a one-off thing – it's part of their culture. On the Friday we were there, one of the guys with me had to get a business paper emailed to him, printed off, signed and emailed back to Christchurch again. He tried a couple of businesses in the CBD who were not able to help him, but was soon directed to one that could. They took about 20 minutes to do it all for him, and only charged him \$3.00. He offered to pay \$30 because it wasn't easy for them, but they insisted that was the standard charge, so that was all it would cost. Excellent service!

The first evening we were in Melbourne we met up with John Mallia from the Victoria Wolseley Car Club. I had with me a jacket which he'd left behind after the National Rally, so he came into town and had dinner with all of us that evening. It was great to catch up with him again, and now I've committed myself to go back to Melbourne for a weekend in late September for the Bay to Birdwood event in Adelaide. This year the event is for pre-1950 vehicles and John is planning on taking the Series III 25HP Drophead Coupe, so it will be an interesting weekend away. Last weekend the air tickets happened to be on special, so now there is another event on the horizon that I can start looking forward to. The F1 event itself was relatively unspectacular. There has been a lot of discussion about how much quieter the cars are, and I have to say I don't mind at all. At least now it's not necessary to have full ear-protection, and the race commentary can be listened to easily just

## Editor's Stuff - continued

with a pair of small earphones. There was a great hoo-hah raised when Australian Daniel Ricciardo came in second, however this soon abated when it was announced he had been disqualified due to technical issues associated with fuel consumption. The highlight of the weekend for me was seeing and hearing a Peter Brock replica Holden Torana A9X given a real work-out over about 10 demonstration laps with some other Targa cars (including a number of Ferraris and Maseratis). The naturally-aspirated V8 in full noise raised the hairs on the back of my neck, especially when it was chopped down a couple of gears for a bend, and then roared off down the following straight directly opposite us. Fantastic! After the 'demonstration', the car was parked not far from where we were standing, and we spent about 10 minutes chatting to a guy who had played a big part in building the car, which once again was just great. We also enjoyed seeing young New Zealander Scott McLaughlin winning the last of the V8 Supercar races, and taking away the winner's trophy for the most points during the weekend.

At home, things have been pretty quiet this month. I've done a bit more work on the 1912 Wolseley getting king-pins and front wheel bearings sorted. I needed to make up some packing washers to get some clearances set up properly, and in the end I hand-made them out of some materials I had in the workshop at home. I was thinking how great it would have been to have a lathe to make them up quickly and more accurately, so after the job was done I had a quick look on Trademe to see what was available. I had been looking some months earlier so knew roughly what I was after, and it just so happened that a small Myford lathe was currently on offer just north of Christchurch at a very reasonable price so I took the plunge and bought it. I've now got it set up in my workshop and tried it out, and it works a treat. I'm sure I'm going to get lots of use out of it with some of the restoration work that's to come in future. Over 30 years ago I did a year of part-time rudimentary training on lathe work as part of my NZCE qualifications. It seems the basics are still there in my brain cells somewhere!

It's also WOF time (again – already!!) for the Hornet, 1500 Mk1 and the 6/90. I've carried out checks on the 1500 and 6/90 so they're now ready to go. I've decided from now on that I will do an inspection of all the brake hydraulics on each of the cars for every WoF. All of the older ones now have stainless-sleeved wheel cylinders and master-cylinders fitted, but this has been done over a period of years, and I'm aware that the seals are not going to last forever and should really be checked from time to time, so every six months is a good time to do it. With the wheels off and brake drums off, it's also a good opportunity to check all the steering and suspension joints, adjust the brakes, and give it a going over with the grease-gun, so there shouldn't be any surprises during the WoF check. I don't enjoy taking cars back twice. Both the 1500 and 6/90 were just fine in this regard.

For the last 10 years or so I've been using the same photograph of myself to head up each editorial, and finally I've decided to update it using the new one above. This one was taken at the Leeston 150th Anniversary Vintage Rally last weekend. What you didn't know was that the original photo was one taken of me on a fishing trip on Lake Benmore, and cropped out of it was a 5lb trout that I'd just caught! Well, I'm no longer a frequent fisherman, nor am I as young as I look in the original photo, so time for a new one!

## Editor's Stuff - continued

This month, thanks to our dedicated members in other branches, there are some great reports and photographs from around the country which make for good reading. Also a couple more photos from the National Rally which add some context to last month's rather wordy report detailing what actually happened. Already it seems such a long time ago, but the good memories linger on.

Have a good month.

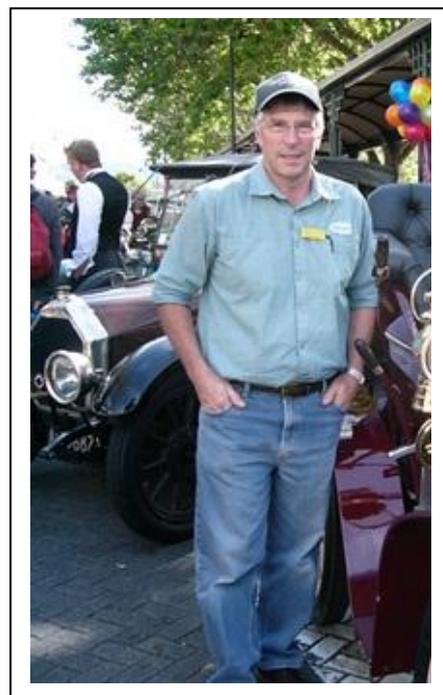
Colin

## CHAIRMAN'S REPORT

Hi members,

Well, the feeling of Autumn is here in the south, many trees through Cromwell and Queenstown in particular, are well on the way with Autumn colours and with a couple of good falls of snow on the Mountains and the odd frost, reminds us of winter on the way. I must say that this time of year is my favourite. I quite like the slightly cooler days particularly if there is no wind.

A couple of weekends ago we did well with our car at the Lawrence Car Show. We prepared our Wolseley as a Wedding Car complete with doll and ribbons, some of our wedding paraphernalia from 40 years ago in the back seat and wine glasses etc and flowers on the fold down tables. Beryl put most of it together. We got 2 trophies for our effort.



There was a very good turn-out of cars this year with 157 cars of many makes and models, up from around 100 other years. The monies raised this year are going to the Rescue Helicopter.

Last weekend our Vintage Club of which I am vice chairman, ran a Heritage Day for the first time, which was very successful. Three Wolseleys were there, they being our 6/110, Stuart and Noeline Milne's 6/110 and Colin and Judy Winter's 1100. Colin was going to bring up the 1900 but he hadn't had time to get it back together after the car had got completely saturated (Colin called it drowned) coming back from the Methven Rally. He had heavy rain all the way home. While it was in bits he was getting some worn front axle assembly parts re-metaled and machined. He is thinking that the front wheels won't wobble about so much and that the steering will be a bit better once this is done.

Good motoring to you all,  
Gordon Duthie.

## CHAIRMAN'S REPORT – continued...



Gordon and Beryl with the trophies won at the Lawrence Show

## SECRETARY'S REPORT

Dear Fellow Wolseleyites,  
I have been trimming our bottle brush tree and the camellias in our garden, getting ready for winter. Also I have had a basement clean-up, tidy and sort out. This has produced a couple of boxes of 6/110 parts ready to take the parts shed.

I am nearly ready to restart the restoration of our 6/90. The engine has been out of the car since I have had it, and it is now stripped on an engine stand.

Now the Wolseley National Rally's experiences continue....

Gympie Queensland 2007

For this Rally we decided to take all the family - Victoria 22, Jeremy 20, and Kathryn 14. Bill Martin offered us his Wolseley Hornet to use and I accepted it with eager anticipation



## SECRETARY'S REPORT continued

as it has a 1275 Engine !!!!

The rally started with a visit to Corvette Queensland who change American cars from LHD to RHD on a large scale. The second day was at a visit to a gold mine with a working steam boiler and a woodwork museum.

In case you are wondering how we all fitted into the Hornet, our son Jeremy didn't come (not cool to go on holiday with your parents) and Bill Martin towed a trailer to Gympie with all our luggage.

Day 3 was a ride on the "Rattler" - a steam train ride to Imbil an 80K round trip with wine tasting and craft stops on the way. The driver pointed out a few wild kangaroos for us kiwis, the girls fell over themselves to see them.

Day 4 was a coach trip to Maryborough, including a visit to a pineapple farm and drive around the plantation where we could get out and pick our very own pineapple to take home.

We had an enjoyable breakfast the next morning at the golf club where we had all our evening meals. After farewells we left for the Gold Coast, first of all stopping at Australia Zoo on the way. We picked up a rental on the way back through Brisbane, then dropped the Hornet back to Bill's place, and picked up our luggage. We arrived at our apartment in the Gold Coast at about 9pm.

We had another wonderful week in the Gold Coast with the girls doing the theme parks etc before flying home. (Michael discovered Hooters) ☺ (Raewynn discovered shopping center's) ☺ Another exciting adventure in Aussie.

Cheers

Michael Kruse

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Deadline for next Wolseley Word:

**Friday 2<sup>nd</sup> May 2014**

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## Letter to the Editor

To the Editor, "The Wolseley Word"

Each month, I look forward with eager anticipation to "the Wolseley Word" arriving in our letter box.

What an absolute thrill to receive the latest publication with an absolute blow by blow account of the National Rally, only very recently concluded on the 28th February.

I guess that for those of us that couldn't attend, it was a situation of being able to visualize the event without a lot of difficulty, because of the absolute and thorough account of the entire event. This originates with the writing of the National Rally Report by Colin Hey.

Not only is his writing captivating and interesting, it identified and illustrated every conceivable aspect of the six days shared together by members both here in NZ, and those from Australia with the common interest and passion for Wolseley cars. This summary of

## Letter to the Editor - continued

the events was no brief overview of the activities that formed the basis of the Rally, rather it is a detailed manuscript involving people, places visited, vehicles, and the personal aspect of, including individuals on a personal level, identifying their involvement with the event. It is a truly exceptional report from one exceptional person.

It is difficult to comprehend the amount of work it has taken to bring together such an absolute detailed written illustration, but there it goes published within, I would say two weeks of the Rallies conclusion.

Colin makes, many times mention of the people he considered worthy of recognition of the contribution they had made, that ultimately made the Rally the success it was. And all these hard working people justly need this recognition, but really it is should also be this man that shares the accolades for the incredible job he has done with the running of the National Rally, and the exceptional job he continues to do as Editor of "The Wolseley Word". His mechanical ability, identified in his transcribes, to me is mind boggling. What he achieves, considering he is a full time working man, is beyond all belief. On a personal basis, I have only just learnt to pull the bonnet release, and have discovered the radiator that sometimes needs topped up, I now look forward to discovering the dipstick, so that will soon be two dipsticks under the bonnet. Seriously, this man's ability and knowledge is beyond belief. Just as an observation, the February-March publication of "The Wolseley Word" totalled 23 pages. I think 18 of these pages were penned by Colin.

I wish to thank Colin for his tireless work he does for the "Wolseley" car movement, with these sentiments I'm sure being shared by all other members.

Stuart Penny



All the cars assembled for the group photograph at the National Rally

## BRANCH NEWS and EVENTS

# Auckland Branch

## News:

In February our Club displayed three cars at the Intermarque Concours at Ellerslie. It was good to meet new member Brian Mudge with his Wolseley 1300 which is a very tidy car.

The other two cars were Paul and Noeline Billing's 16/60 and Angie Hari-Billing's 16/60. We also participated in a presentation organised by the Rover Car Club at the Onehunga Bowling Club



given by Matt from Hawkswood Classics Ltd on the availability of Lucas Auto Electrical products. He explained the efforts he goes to, to supply the Classic Car market. It's very pleasing to know that so many items are still available new. For one thing, when any of one's switches needs replacing it appears that you are able to have a new one instead of a refurbished one.

We welcome Martin Lafferty back to our Auckland Branch. He rejoined the Club at the Intermarque Concours.

## Coming Events:

1. **Sunday 6 April 2014 – Annual Classic Car Show plus Swapmeet** organised by the Waikato Triumph Car Club and held at the Te Awamutu Race Course, Race Course Road, Te Awamutu. Show cars and drivers a gold coin donation and passengers \$5 each. Public is \$5 each and children under 12 are free.

2. **Sunday 27 April 2014 – Trip to Pirongia Market and then onto Rodney MacDonald's home** to view his cars and then a Barbecue to follow. Meet at Ngaruawahia at 9.00 a.m. on the Great South Road on the left hand side of the township before the BP Service Station. Ray Chappell from the Wolseley Car Club will be there to lead the way to Pirongia. Please bring a shared salad for the barbecue and eating utensils with plates and drink.

## BRANCH NEWS and EVENTS – Auckland

3. **Sunday 4 May 2014 for a trip down the Warkworth River** on the steamboat Kapanui. We will meet at the BP Service Station on the motorway before Silverdale at

9.00 a.m. This trip has been deferred from 12 April as it was unsuitable. Anyone interested in this trip please contact Noeline Billing 278-3944 to obtain further information. This will be the last year for this trip. For further details refer [www.warkworthsteamboat.net](http://www.warkworthsteamboat.net).

4. **Sunday 29 June 2014 – Film evening at the Westwind Theatre** at 177 Riversdale Road, Avondale. Meet at 5.00 p.m. for a 5.30 p.m. meal. This is for the roast dinner followed by a movie. Always a good event. The cost is \$25.00 per adult and children under 14 \$1.00 per year. Please contact Noeline Billing 278-3944 if attending for catering purposes.

Look forward to seeing members at these events.

Regards

Noeline Billing

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## Manawatu Branch

### News:

Well, it's been a busy few months...

On 2 February, we had the Wheels with Attitude show. This event is held by the Dannevirke Wheels Club each year at the Dannevirke A & P showgrounds. It is quite a large event with up to 500 cars on display plus the public who come to see everyone's pride and joy. We had a good turnout of Wolseleys at the event – Ivan McCutcheon's 6/80 and 6/110, Steve Finch's 15/50, Lance Fitness's 4/44, Ivan Robertshaw's 6/90 and Brian Palmer's 15/60. Our 1300 didn't get there, as it had a leak in the brakes.

On Sunday, 9 February, there was the President's Run up the Turakina Valley. We met with everyone at Turakina, outside the antique shop, and then proceeded up the lovely Turakina Valley Road. We then turned right onto Mangahoe Road where we stopped and had our morning tea before continuing on to Hunterville where we had a picnic lunch at Queens Park. After lunch we headed north on SH1 to just north of Utiku where turned onto Tourere Road, which took us out to Tauroa Junction and the Mokai Gravity Canon bungy. There we enjoyed afternoon tea and a natter while we watched from the viewing platform in front of the café as someone jumped off the bridge (not any of us). On the run were Steve (President, and organiser of the run) with his good wife Margaret in the 15/50, Winton & Ruth in the 6/90, Ivan & Mary in the 6/80, Lance in the 4/44, and Michelle & Andrew with little Elsie in a mod. Thank you, Steve, for organising a great run. We saw some amazing country and never went off tar-seal all the way.

On Sunday, 9 March, we took the 6/110 to Wheels on Windsor at Windsor Park in Hastings. We were joined by Michelle & Andrew and Elsie in the Sunbeam Rapier. It was a beautiful fine day and an enjoyable one with about the usual turnout of cars that this event attracts. We even managed to get some spot prizes! Ours was the only Wolseley

## BRANCH NEWS and EVENTS – Manawatu

there but we did speak to an elderly gentleman who lives nearby who has a 6/110 in tidy original condition that he would like passed on via the Club when his “time comes”. Then, on Sunday, 16 March, there was our Wimbledon Run. We met everybody outside the iconic Tui Brewery at Mangatainoka before heading up the Pahiatua-Pongaroa Road. In the scenic Makuri Gorge we stopped briefly for a look-see outside the limeworks before continuing on to the Makuri Domain where we had morning tea. Following morning tea we carried on along Pahiatua-Pongaroa Road to Pongaroa and then turned onto Route 52 towards Wimbledon. There was quite a bit of debris along the route, evidence of Cyclone Lusi that passed through during the night. At one point, there was a whole tree across our path but, fortunately, there was enough room to navigate around it. We had a very nice lunch at the Wimbledon Tavern – the homemade strudel was divine – and afterwards headed out to Herbertville on the coast, where the run concluded. Overall, it was a very pleasant drive with beautiful scenery and views. The weather turned out surprisingly reasonable considering the less than great forecast. Our thanks to Ruth and Winton for organising this run.



Lunch at the Wimbledon Tavern on Sunday, 16 March 2014. From left: Lance Fitness' 4/44, Winton Cleal's 6/90, George Deans' 6/110, and Ivan McCutcheon's 6/80. (Photo supplied by Michelle Thompson)

And, on Sunday, 23 March we went to the bi-annual Wanganui Charity Classic Motor Show in the 6/110. Michelle's Rapier was grounded at home, this time, with a mechanical issue in the steering, so she tagged along in our MkII Escort instead. There was a fantastic number of cars that turned out to this event (somewhere in the region of 400, I think) but

## BRANCH NEWS and EVENTS – Manawatu

just the one Wolseley. It was a very enjoyable show and the weather was perfect with just a fine layer cloud to temper the heat of the sun.

Now that the car show season is almost over, things should be quietening down a bit for a while. We have a meeting and working bee at the Ashhurst spares shed coming up on 5 April. See you there.

Regards,

Mary & Michelle

### Coming Events:

#### Saturday 5 April

10.00 am Working Bee at Parts Shed.

#### June (Saturday) - date to be decided

PS Waimaire cruise on the Whanganui River and mid-winter evening meal in Whanganui, with the option of an overnight stay and visit to two car collections on Sunday morning.

#### Sunday 7 September:

Meet at Carterton for Daffodil Day. Pick daffodils at local farm and visit craft and produce stalls with picnic lunch or café an option.

#### Saturday 15 November:

Run from Feilding to Cross Hills Garden Country Fair, Kimbolton. Over 140 high quality gift stalls for early Christmas shopping. Café or picnic lunch and stroll through 18 acre rhododendron and azalea garden.

Future run to Waipawa, starting at Woodville, mostly on country roads, maybe visit to Waipawa Settler Museum and Onga Onga.

Contact: Ruth Cleal tel. 04 293 3369 or [fincle@clear.net.nz](mailto:fincle@clear.net.nz)

## Nelson-Marlborough Branch

### Coming Events:

#### April 6th Posh Picnic at Broadgreen Historic House Stoke.

Dress up for the occasion in the period of 'your car and bring your poshest picnic set.

\$5 per car and \$3 p/p to visit Broadgreen House and exhibition.

This event will be cancelled if wet.

# Christchurch Branch

## News:

Last month I mentioned that Joe and Judy Barker had just purchased the lovely Series II 25HP from local VCC member Des Fowler, and that Joe was waiting to collect it once it had a new WoF and all the paperwork attended to. They now have the car, and already it has had a very long trip into North Canterbury on a VCC Ashburton Branch rally in their care. They are very pleased with their purchase!

The weekend before last I gave Joe a hand to shift the spares that went with the car, which basically consist of another Series II 25HP which is about 90% complete, and many mechanical spares and a few body parts from yet another. Des had all of this stored in his sheds for the whole time he has had

the car, which was something like 43 years! He had needed very little of the supply during this time and fortunately had kept everything out of the weather, including the spares car. This car is probably still in restorable condition. It needs most of the wooden framing completely replacing and would be a totally uneconomic restoration if someone had to pay to have it done, but it would be possible. Even with virtually no sound woodwork in them,

the rear doors still open and close just like they were new. On the whole the bodywork is straight and sound, the only obvious serious rust being in the running boards.

Last weekend our branch supported and attended the Leeston 150th Anniversary Vintage Country Fair, and we had a really good day there. The display areas were well organised,



The 'spare' 25HP

and we had plenty of room for our 11 cars and our shelter as well. There were hundreds and hundreds of vehicles and items of machinery on display, as well as stalls selling various craft and second-hand



Our display of 11 cars at the Leeston 150<sup>th</sup> Anniversary Country Fair

items, displays from some of the various societies and clubs based in Leeston – sort of a Country Fair and A&P show all rolled into one. There was a particularly good muster of

## BRANCH NEWS and EVENTS – Christchurch

traction engines, nearly all of which were steamed up and operating and some even drag-racing in the central show ring.

Top marks go to whoever arranged the display of Lanz tractors though – they had arranged for a record attempt at having the most ever together at one event, and there were around 60 present. I didn't realise there were so many models over many, many years, and their display was particularly interesting.

It was really pleasing to see such a variety of Wolseleys in our display – this was not arranged and just consisted of cars people decided to bring on the day. Oldest car was Joe and Judy Barker's 25HP, closely followed by Graeme and Judy Quate, who had the Wolseley Ten at the display, now running beautifully after its engine rebuild. Next oldest was Eddie and Nancy's 6/80, then we had two 6/90's (Allan Francis and Ian and Rose Sprosen), our 1500, Jock and Judy Dunn's 6/110, three 1300's (Simon Verkerk and Ray and Wendy Willoughby) and rounding it all off was Danny and Sharon O'Malley's 18/85. One of the 1300's was displayed by Richard Rowe, a Morris 8 enthusiast. This car very original car has just been purchased from Nelson, so our members up there might have seen it around from time to time. All up, a very relaxing and interesting day for us all. Another bonus on the day was catching up with ex-member Richard Lane, who says he needs to re-join the club again. He was driving a really nice Series 6 Morris Oxford, but says he still has his collection of 1500's at home, some of which get an outing every now and then.

Another significant event happened during the month, when Danny and Sharon O'Malley took the Police 6/90 to Bill and Margaret Williamson's home so Bill could see it and have a ride in it again. Eddie

and Nancy Bishop also went with them to visit. Bill fully restored this car in time for the Police Centennial back in 1986, selling it a few years later. After passing through two owners, Danny managed to secure it back to Christchurch just over a year ago, and has spent quite a bit of time and money getting it back to a condition he's happy with, so he was very pleased to be able to take it back to Bill and



Bill (seated in the car) and Margaret Williamson share a happy moment with Officer O'Malley

Margaret and let them see and enjoy it again for a couple of hours. Danny said they were absolutely delighted, and although he is now very frail, Bill knew exactly what was going on and was just so pleased Danny and Sharon had brought it back for him to see. I guess

## BRANCH NEWS and EVENTS – Christchurch

this is what we all would like to see with the cars we've worked on and invested time and money in ourselves – new owners who appreciate them and who continue to maintain and improve them.

In terms of projects underway, I'm not aware of anything major happening at the moment, although I am aware that Graeme Quate has been busy working on diffs in both the Ten and the 1500 recently. The Ten had an oil leak that needed sorting out, and the 1500 diff is being done in an attempt to take a bit of the noise out of it. Graeme said it tended to whine a bit at around 50 to 55mph (as they often do), so he's in the process of renewing the bearings and setting it up again to see if he can make it any better.

In last month's newsletter I mentioned that Betty Francis was in hospital and that the prognosis wasn't good. Recently she returned to the Nurse Maude rest home where she is being kept comfortable. It seems the medical staff are now waiting to see if her broken leg will heal naturally, although at this stage it's very much a 'wait and see' process. Allan has appreciated the calls and messages of support he has received from people enquiring how Betty has been doing.

Coming up is South Canterbury Swap Meet season. The Winchester Swap meet is on this coming Saturday, and then on Saturday 3rd May the Ashburton VCC have their turn. The latter will be followed by the annual Vintage and Classic Rally on Sunday 4th May.

We also have our monthly run on Sunday 13th April (see below for details), so an interesting month or so is ahead of us.

Colin Hey

## Christchurch Branch Coming Activities:

### **Saturday 12<sup>th</sup> April – 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, bring your lunch if you want to stay a bit longer.

### **Sunday 13<sup>th</sup> April – Run to Halswell Domain to visit the Model Engineers**

**Society.** Meet outside Princess Margaret (Hillmorton) hospital on Casmere Road at 1.30pm. Bring some afternoon tea with you, and a few dollars for entry to the Model Engineers display.

### **Saturday 3<sup>rd</sup> May – Ashburton VCC Swap Meet, Moronan Road, Tinwald.**

Starts very early!

### **Sunday 4<sup>th</sup> May – Ashburton Rotary Vintage and Classic Rally.**

Meet at the Ashburton Show Grounds, Seafield Road between 9.30 and 10.00am. Entry fee is \$20 with all proceeds going to Westpac Rescue Helicopter. The run finishes in the Methven area. Many spot prizes on offer, plus prizes for best car from each continent. Please bring a picnic lunch.

## 24/80 Update, by Steve Finch

The end is in sight at last. It's hard to believe that it is 12 months since the car arrived at the shed from Auckland. We, Lance and I, went for a drive in it 2 weeks ago, down the farm track and around a paddock, no doors, bonnet or boot lid but I must say it sounds quite sweet.

There had been a fair bit of frustration and drama before this happened. Everything - generator, carburettor, coil, distributor, plugs etc had been replaced or checked and it just would not fire up. Double checked the timing, well Lance did, (he knows about these things, I am learning - a little) and it was near enough, there was lots of back firing, one like a 12-bore going off, thankfully the manifold was still in one piece. Obviously something very wrong.

We were suspicious of the plug leads, they appeared to be carrying the spark but where to? We eventually found that where they were touching they were shorting out, so off to town (AGAIN) for new ones. Copper core not carbon, so the auto electrician told me. We replaced them and we had a motor ticking over, but not very quietly.

The front half of the exhaust system was new, though it did not sound like it. A look underneath and we found the brand-new muffler was blown wide open and we had not travelled one yard!!

Bush mechanics can get the job done, it just takes a bit longer and I now know what is inside a muffler!!!

Cheers Steve.



Muffler blowout!

## 25HP Series II Restoration, by Les and Margaret Nell

October 2012 was a good month for the restoration of the Nell's 1937 Wolseley 25/6. Earlier planning is beginning to fall into line. The fuel pump which had been fully checked came back from Ohoka and on it went. The completely serviced carburetor came back from Hornby and went back on. The motor is beginning to look spectacular with all the shiny components replaced. Visitors look at the motor and comment on its size. (We are beginning think about the amount of fuel it will take to run the car, and running the car). The radiator was fully checked and serviced in Ashburton. It is sitting in the office ready to go on. I had to fabricate the bottom mounts for the radiator from

## 25HP Series II Restoration, continued

grommets and exhaust tubing.

We found lots of goodies to help with the restoration at the VCC Swap Meet. 1 headlight casing, 2 spotlights, 2 sidelights that may be suitable, 4 hubcaps that are in great order and a replacement headlight glass. The last item thanks to Colin Hey. Rubbers for windows, doors, lights, windscreen and bonnet etc. were ordered from BASIS in Blenheim. I have started the renewing of rubber for all the windows.

The upholstery is booked in. This is to be done in Christchurch early in January. The original leather upholstery was just too hard and dry to be restored or mended so we had to make a big decision to replace it all. The linoleum (for the floor) had to be ordered from Australia. This covers the laminated floorboards under the fitted carpet pieces. The original



The stripped-out body prior to painting

bladder for adjusting the back of the drivers seat for the comfort of the drive was found still in place tucked in to a special pocket made in the back of the drivers seat. It was an old red rubber one.

The old tyres were so tight on the rims that I had to get them taken off in Ashburton. The helpers were amazed to find green paint inside the rims and no rust at all. Two of the tyres still contained the original red tubes. We wondered how old the tyres really were. The Michelin tubes must have been original. There is not even a patch on either of them. (I was having the tyres on the ute replaced at the same time. (Do you know they have done 115,700k - not a bad distance is it? or 5 years hard work). The rims of the Wolseley are all sanded and undercoated now. I stripped the mudguards and the spare tyre cover back to bare metal using paint remover and rubbing. The actual body just needs a rub back and painting. There is very little rust to deal to. A paint expert was called in to match the paint on one of the back doors for colours after an area on it had been cut and polished. The Body paint work was booked in at Ashburton for the week after Christchurch Show.

The wiring loom arrived from Australia and is in place approximately. This will be finished off by the auto-electrician and checked when the car is in Christchurch for the upholstery after Christmas.

## 25HP Series II Restoration, continued

We loaded up the car onto the trailer for transporting it as soon as we arrived back from the Christchurch Show. The car went to the painter on the next Monday and the rubbing and preparing continued. The dark green on the body was very hard to break into by rubbing. I looked it up and it is listed in the “The Operation Instructions for the Wolseley Super Sixes” as synthetic lacquer. If this report sounds a little breathless it is because I am running there is a rally coming up!

All the plywood flooring and paneling for the interior has been cut and shaped between other work. I have glued felt as a sandwich between the two layers of the five ply flooring plywood to dampen sound - just as the original boards were made. Part of the wood work around the back window will need to be made in order for the upholstery to be done. The painting was completed on 14th December and the car came home for a few days, then it went into Christchurch to the upholsterer. The hood-lining was taken out very carefully



The end result at the National Rally in Methven

and the trim was rescued - this was stuck back after the relining of the hood. When the old lining was taken out an internal radio aerial was found built into the roof lining. No front seats yet. It came home with most of the work done on January 16th. The wiring loom was fitted

as per the instruction handbook roughly in place for the auto electrician to finish. The chrome that we thought would need recoating appeared from the dirt and grime in a good shiny condition. Mudguards were fitted. Bumper bars fitted. Lights were fitted and then the headlights were fitted back together. The back light was fitted and looked very small. We decided to put modern blinkers on as there were never any on it. The wiring specialist came from Christchurch and tidied up the wiring as well as checking all the electrical elements. The motor was started up on Tuesday 28th January. No drama – just a few joints etc to check on. When the front seats arrived home a week before the rally we could road test. We got the warrant and registration finished on Friday 21st

February. Sunday we were ready for the rally. Thank you X5 to those who organized the event. It was great to be part of it.

Les and Margaret Nell

## Technical Topic – How to Set Ignition Timing

*This item is from the Paul Walbran Motors Website. They are MG Parts Specialists, based in Auckland (17 Brownie Rd, Laingholm, Auckland), website <http://www.mgparts.co.nz>*

The following notes are intended to supplement the information on how to set ignition timing (by either method) which is found in most good workshop manuals, with particular reference to how to work with distributors which are worn and not performing to original specifications, as is frequently the case in older cars.

There are 2 basic methods of setting timing – static (engine not running) and dynamic (engine running) (also known as stroboscopic).



Lucas 25D distributor, as fitted to many 4-cylinder Wolseleys

### Static timing

When the cars were new, static timing was quite satisfactory as the distributor would still have been performing as designed. However, at the age most distributors are now at, they have worn and so can vary from the original spec by significant, even major, amounts. (see my website page “Distributor advance rate adjustments: compensating for high mileage wear”) Because of this, it will be difficult to get your ignition set up properly using the static method unless you know more about how your distributor is performing. For best results if you are planning to maintain your car in the long term a strobe will be essential. It costs less than even one bodged "professional" tune-up!

## How to Set Ignition Timing, continued

However, static timing can still be a good approximate starting point if your distributor have been removed (for example in an engine rebuild) or you don't have current access to a timing light (your son borrowed it!), as it should get the timing into the range where it will run reasonably well (unless the distributor advance is seized or totally flogged) and from there you can road test to where it feels best (keep noting what the changes are so they can be reversed if you need too). It is also a very good method of setting your timing if (after a bit of investigation using a strobe light - see later) you know what your static setting should be.

To time using the static method if you have electronic ignition, see further down this page.

### **Dynamic timing**

The simplest form of this is to rotate the whole distributor with the engine running until the fastest idle is achieved. Simple in principle, but quite misleading results are obtained. The problem with this method is that the high manifold vacuum conditions at idle make it respond well to a lot of advance but until the mid '70's MG's had no vacuum advance at idle. Rotating the distributor on such cars to fastest idle makes up for that, but ends up with way too much advance everywhere else. As a result, the engine will pink heavily under load, and may also be checked or kick back when being cranked by the starter due to the spark appearing too soon.

The only useful way to set timing dynamically is with a stroboscopic timing light, (strobe for short!). The principle of this is that the light flashes when the spark appears (thanks to induction from the plug lead) so you can see exactly when the spark is appearing at any particular engine speed.

**IMPORTANT:** Unless otherwise specified in the manual, strobe figures are always with the vacuum advance disconnected

### **Strobe timing at idle:**

This is the advance figure specified in most manuals. Note that dynamic readings vary with engine speed, so the specified engine speed is most important. The problem with using this method is again that most distributors are high mileage (refer again to my page "Distributor advance rate adjustments: compensating for high mileage wear"). When advance

## How to Set Ignition Timing, continued

mechanisms wear and are not performing to spec, the result is always correct timing **ONLY** at the engine speed it was set at – and wrong everywhere else. However, once you have attended to such discrepancies it is a very good method.

### **Strobe timing at full advance**

This is the best method for ensuring best power. Generally, the timing on an engine advances steadily as the engine speeds up – but only to a certain point. After this speed is reached no further advance takes place. The engine is then said to have maximum advance.

To set timing by this method:

1.

Find the engine speed at which max advance occur.

Get a helper to gradually increase throttle and engine speed while you watch the advance with the timing light and see where it is when it stops increasing. This can get rather noisy, as some engines don't get maximum advance till over 4000 RPM (eg Midget) or even higher (eg late MGB's). Early MGB's, on the other hand, got maximum advance at 2300 RPM. (Generally, with wear this maximum will occur sooner than original)

2.

To find what the maximum advance should be, add the max centrifugal advance figure to the static timing figure (the figures to use are those in the manual in both cases). Note: centrifugal advance can sometimes be listed as distributor degrees - if this is the case, double to get crankshaft degrees, as the latter is what you measure with the strobe light. If you can't find/work out what the maximum advance should be, 30 deg is a good maximum advance figure to use for standard BMC engines.

3.

Alter your timing to achieve this maximum advance figure.

4.

Road test. If the distributor is badly worn the engine will pink. To eliminate this, you will need to sort the distributor (see that page of mine again) or retard it temporarily until doing so - with a consequent loss of power and economy.

5.

Finally, once you have maximum advance set correctly, allow the engine to idle. Take a note of the engine speed and ignition timing - in future you can use this figure for the strobe-at-idle method safe in the knowledge that your

## How to Set Ignition Timing, continued

engine will get the right maximum advance figure. It will also save the need for a helper and noisy drama each time you set the timing!

6.  
Similarly, make a note of the static setting your distributor is now at for use for initial set-up after those occasions when the distributor has been removed such as to fit new points or an engine rebuild.

## FOR SALE

**Wolseley 6/110 Mk2** – 4 speed manual, with serious engine problem. New Tyres, battery, and clutch, with WoF and registration. Body and interior need work. Expired on the way to the National Rally from Auckland, and is currently in Kaikoura. \$1,000. Contact Goetz (owner) on 021 287 2525 or at work on 09-377 2525

**Series III 18/85.** We have available 2 cars – one with a good body and no mechanical parts, and another with all the mechanical parts but a very rusty body. Anyone interested in a serious restoration project? Contact the Spares Coordinator, Ray Willoughby, for further information.

**Wolseley 6/110 Mk1.** Original 118,000 miles, 3 speed with overdrive, upholstery and leather in good condition, good chromework, fitted with original push-button radio plus modern Sony with CD/tuner and aux-input.

Radial tyres, "Gold Seal" rust proofed 1987, No knowledge of any major mechanical work.

Vehicle to be supplied with - Original ownership paper, Other historic papers, Original 6/110 mk1 handbook, Genuine BMC workshop manual covering this model, Upper and lower engine new gasket sets, Spare hoses and belts, spare starter motor.

A much treasured straight and tidy touring classic. Selling to reduce size of vehicle fleet.



The car is located in Alexandra.

Asking \$8,200.

Please contact Roger and Robyn Marshall, email [r.r.marshall@xtra.co.nz](mailto:r.r.marshall@xtra.co.nz) or phone 0-3-448 6886

*The*  *Word*

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