

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

MARCH - APRIL 2019



Wolseleys as far as the eye can see. The Christchurch Branch photo day at Idlewood, 3rd March 2019 - just a few of the Wolseleys present.

OUR CLUB OBJECTIVES:

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



Club website: www.wolseleycarclubnz.co.nz

HOW TO CONTACT US:

National President:

Gordon Duthie (Beryl)
13 Maryport Street
Lawrence, Otago 9532
Ph 03 485 9543, Fax 03 485 9053
email gbduthie@xtra.co.nz

National Secretary:

Michael Kruse (Raewynn) 297 Huatoki Street, New Plymouth 4310 Phone 06 753 9743 (hm) 0276600203(mobile) email kruseco@xtra.co.nz

North Island Branch:

Raewynn Kruse (Michael) 297 Huatoki Street New Plymouth 4310 Email: kruseco@xtra.co.nz Phone 06 753 9743

Nelson/Marlborough:

Bryan Stansbury (Gaylene) 113 Whitby Road Wakefield, Nelson Phone (03) 541 8255 stansburys@xtra.co.nz

Christchurch:

Stuart Penny I Kensington Ave Rangiora 7400 Phone (03) 313 4454 Email stu.jude@gmail.com

Southern Region:

Fergus Sime (Mary Jane) 445 East Taieri-Allanton Rd RD 2, Mosgiel 9092

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

National Spare Parts Enquiries:

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

Email: kitty.willo@xtra.co.nz

All Newsletter Enquiries:

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

email: heywolseley699@gmail.com

EDITOR'S STUFF

The last month has been a blur, and other than what's kept me busy at work, I'm struggling to recall what I've been doing with Wolseleys this month.

By far the biggest distraction has been the loss of the SH6 bridge at Franz Josef in south Westland, which has occupied so much time, dealing with the event itself, with all the media stuff and more importantly the recovery effort. Luckily, I had decided to get to the Coast before the big rain event began. I spent quite a bit of time in the



Civil Defence headquarters relaying information to and from our contractors, so had a pretty good handle on what was happening, but the loss of the bridge came as a complete surprise. We had just had some river works reinforced there a couple of weeks before the event, so it was a shock to hear that half of the bridge had just been swept away. Hopefully, by the time this newsletter goes to print on Friday 12th April, we'll have the replacement bridge in place, and the tourist-related businesses on the West Coast can make something of the end of the tourist season and the Easter break.

Also during the month I had my annual trip to Formula 1 in Melbourne with three good friends, which as usual was very, very good. We flew there on the Wednesday evening and returned on the Monday night, so just a few days away but it seemed longer. My job with the group is to arrange the 'extra-curricular' activities – the other places we visit before F1 begins and on the Monday before we leave – so it gets a bit challenging finding somewhere interesting that's either in or not too far from central Melbourne. For the last 3 years we've visited Duttons Garage – it's a used-car dealership that specialises in exotic cars. They have a great showroom in Richmond that's decked out in motoring memorabilia and has around 40 cars on display – everything from Jaguars to Ferraris, with nothing priced below around \$150,000. It even has its own café, as they recognise that lots of people just want to come and look and enjoy the atmosphere, even if they cannot afford to buy their dream car. When our own Wolseley Car Club branch visited the local

and told him of our annual visits to their 'head office' in Melbourne. He told me to mention him, and ask if we could have a look at 'the upstairs collection' when we were there, so that is exactly what I did this year. Mr Geoff Dutton, son of the founder of the business, appeared, and generously spent 30 minutes of his day showing the four of us through the whole business, including the workshops, their medieval-themed conference and 'party' room, and a room where their own private collection of around 20 cars is kept. Things like an Enzo Ferrari, rare Porche's, a Bugatti Veyron, and other such cars are kept there – all in roadworthy condition and ready to go should one of them decide they need some time out. I thought it appropriate NOT to take photos! It was certainly a memorable experience, and certainly took care of the Thursday morning entertainment.

Christchurch Duttons franchise about three months ago, I got talking to the manager there

Editor's Stuff - continued

The Monday was also filled appropriately with a visit to Historic and Vintage Restorations - a restoration shop in the Melbourne suburb of Blackburn, about 30 mins train ride from the centre of town. They had a number of big projects on the go and about 2 years of forward work ahead of them. They did everything there in-house except painting and upholstery, but had deliberately kept the team small so everything was controllable. Once again the owner there was keen to show us around for half an hour or so. Even though he managed the outfit, he spent most of his time on a computer dealing with all of the



This Talbot early Grand Prix car on display at the Melbourne F1, a very new restoration, really caught my eye – a fabulous car!

business compliance issues, and sourcing parts and information for the projects they were working on. It turned out he was quite familiar with the workings of Wolseley Hornet Specials, as they had worked on a couple of MG's recently with the same running gear.

This year's F1 was a good one. Perfect weather the whole weekend, lots of action around the circuit and

one. Perfect weather the whole weekend, lots of action around the circuit, and plenty of good racing throughout the support races and in the F1 race as well. It was also good watching the Aussie V8s and seeing Scott

McLauchlan in action in the new Mustang.

I've now completed all the work on I wanted to do on the 6/99 while the engine was out, and as I write this, all I need to do is re-install the combined engine/gearbox/front suspension unit into the car. I hope to get that done this weekend, so it's all good to go for the VCC South Island Rally in Ashburton during Easter. The veteran 12/16 got some use for the VCC Annual Rally recently, and we had a great day out completing around 70 miles for the day with no issues at all. It's next outing will be the Dutton's Anzac Day rally, which is a run around all of the war memorials in the Malvern area. Hopefully we'll get a fine day like we did last year.

Deadline for next Wolseley Word:

Friday 3rd May 2019

Please note the May newsletter may not be out until the middle of May due to our attendance at the Australian Wolseley Car Club's National Rally

CHAIRMAN'S REPORT

Hi Members,

Autumn is starting to show its colours down here with temperatures still warm. It is going to be hard to change to colder times when they come.

We have been out in the car from time to time but the highlight was at the Lawrence Car Club annual car show on the 23rd of March. I am a member of the club and we sponsor the certificates that everyone gets when they enter. I also do the car parking which is great as I get to see all of the cars etc. There were 200 + cars which was one



of our bigger years. A fair chunk of the money raised at the show will be going to a skate park about to be developed in the town. Next year we are going to run a much larger event about the same time of the year starting on Friday night through to midday Sunday. People will be able to bring their caravan's etc much like the Beach Hop events already being held around the country. Back to this years show! We had a visit from Danny and Sharon O'Malley who arrived on the Friday night in their camper van and on the Saturday of the show Mary-Jane Sime with passenger Jan Hooper came in the Westminster and Fergus Sime and passenger Paul Hooper came in the Fairlane. It's the first time I have seen this car which looks good. Mary-Jane and Fergus have been coming to the show since before they had a car but are now really enjoying having their own car and feeling part of the show environment. I managed to get away from my jobs for a short time and met up for a chat which was great. That's about all for now.

Safe Travel's,

Gordon Duthie.



CHAIRMAN'S REPORT, continued



This photo and last page – at the Lawrence show, from left are Danny O'Malley, Mary-Jane and Fergus Syme, Paul Hooper (obscured in above photo) Beryl Duthie and Jan Hooper.

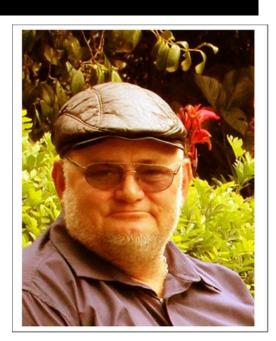
SECRETARY'S REPORT

Hi Fellow Wolseleyites,

Hi Fellow Wolseleyites,

I have been updating the Data base of members over the last month. Thank You, branch secretaries for your help in getting the forms and information to me. We have 125 financial members with approximately 272 members cars on the register, spread though out the country. We had a visit this month from Stephen & Janice Belcher who were traveling back from the VCC North Island Club Captain's Tour ending in Whanganui. It was great to catch up and chat.

The 2020 New Zealand Wolseley Car Club National Rally is progressing very well, Winton and his team have the venues and the rally routes in hand.



SECRETARY'S REPORT, continued

The North Island Wolseley Club are travelling to Whakatane next weekend to visit White Island. This entails a launch trip of 48km to get to the Island and back. We get to walk around the Island and lunch is included. I am looking forward to the trip as it is not every day you get to visit an active volcano. Thanks to Graeme Lee for organising a special weekend.

Happy Wolseleying Michael Kruse

Wanted:

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

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

BRANCH NEWS and EVENTS - Christchurch Branch

Christchurch Branch

News:

Our branch suffered a big loss this month with the passing of Bruce Parker. Although he had only been a member for about 3 years, Bruce was a fully involved member and came to every event he and his wife Jan could manage. He had true respect for everyone, and was one of this world's true gentlemen, with the ability to talk to anyone and have a conversation and laugh about



The three cars that Bruce Parker had often motored, at his funeral service – the 6/110 was his most recent purchase.

anything. As well as his very original 6/110, he also had a very nice 1920's Plymouth

tourer, and had also restored a Fiat Bambina for his daughter Catherine. We will miss him, and we extend our sincere condolences to Jan, Catherine and her husband Wayne. We've had two events in the last month, and both were jolly good! The first was the annual Twin Rivers Motoring Extravaganza at the A&P Showgrounds on 10th March. Unfortunately the good spell of weather ended the day before, so we woke to showers in



Our display at this year's Twin Rivers Motoring Extravaganza

the morning, which would have put a good number of the public off visiting the display. It didn't really seem to deter the displaying participants too much though, and around 250 cars turned up and put on a really good show. We had 8 cars present in our lineup. Stuart and Judith Penny's 16/60, Paddy and Dawn Byrne's 6/80, our

6/90, Matthew Hey's Hornet, Chris McLeay's 1300, Eddy and Nancy Bishop's 24/80, Anthony Dacre's 6/90, and for a short time we also had the 6/90 belonging to ex-member

Bill Demeter, who bought it along with a 'For Sale' notice on it. Simon Verkerk was also there with his Mk2 Cortina. We had the club shelter up, so we were well protected from the one shower that did arrive, after which the weather began clearing up.

The show finished around 2pm, at which point we all headed off to Idlewood to have an afternoon tea and continue the socialising. All considered, a good day, and



House-warming at Matthew Hey's new house in Darfield

I've heard that Rotary were pleased with the final gate take as well.

The next event was a run out to Darfied to have a house-warming for Matthew Hey at his new house. We met at the Yaldhurst Hotel car park, and from there 7 cars took a leisurely

route on back roads to arrive there about 2.30pm. Matthew was waiting with the jug boiled and some food ready, so once everyone was parked we were able to sit inside or outside in the sun and enjoy a good afternoon tea. Matthew is now well established there, with the lawn down and shrubs planted, a live-in cat, and his shed looking spick and span. Another good day out, with 8 cars in attendance.

Things have also been happening on the car front. Simon Verkerk bought himself a very good Wolseley 1300 only to have the owner contact him 2 days after agreeing on a price to say there was a family dispute about selling the car and the deal was off. Very unfortunate indeed, so he's now back looking again, with his preference being a Wolseley 1500. Nick Stevenson has now had his 1500 painted, so it's well on the way to returning to the road. He's chosen a deep metallic red colour, and from the photos I've seen, it looks great. Pat Boyle has had some rust repairs carried out to the front box section (below the radiator) on his 16/60, and what looked to be a fairly simple job turned into a bit of reconstruction work across the front underside of the car. The photo below shows what was involved, and although work was reflected in the cost of the repair work, Pat should never have to worry about rust there again, ever!



Old rusted panels and new repair panels for Pat Boyle's 16/60

Also during the month, our intrepid 6/80 travellers Paddy and Dawn Byrne made yet another trip to Auckland and back.

Coming up this month we have a visit to the Little River Giant Pumpkin Festival – something completely different, and then in early May it's the Ashburton Swap Meet with the Annual Asburton Rotary Vintage and Classic Rally. Our monthly working bees at Idlewood also continue. Details are below. Colin Hey

Christchurch Branch Coming Events:

Saturday 13th March - Working Bee at Idlewood

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

Sunday 13th April - Run to the Little River Country Bumpkin Giant Pumpkin Festival

This Sunday we are having a run to the Little River Domain, where the Little River Country Bumpkin Giant Pumpkin Festival is being held.

So we can try and arrive as a group, please meet opposite the Challenge petrol station in Tai Tapu at 10.00am, or if you cannot make it there, please go directly to Little River Domain.

All the information you need to know is below. There will be a donation requested for entry, so please come prepared – all proceeds are for the Little River School. There will also be food and craft stalls there – please bring your own picnic lunch if you want. We will have the club shelter there if the weather is damp.

The Little River Country Bumpkin Giant Pumpkin Festival

This years festival: Sunday 14 April 2019.
Festival hours 11 am - 3 pm. Entries in by 12 noon. Judging is at 12:30 PM.
EFTPOS available.

Each year the Little River Support Group organise

The Little River Country Bumpkin Giant Pumpkin Festival. Hundreds of visitors and competitors are attracted to Banks Peninsula from all over Christchurch, Canterbury and around the South Island. International tourists to New Zealand also enjoy the festival as they travel through Little River and stop to investigate.

The festival aims to be a family fun-filled afternoon in a stunning country setting. Entertainment including music and dance, competitions (such as childrens races, gumboot throwing, bottle stalls and chocolate wheels), country stalls and sideshows, food - especially the famous Little River Pumpkin Soup - and of course some amazing pumpkins.



There are some fantastic prizes on offer for all the pumpkin classes and competitions, plus a great prize draw. More details of prizes will be posted on this website nearer the day.

This years event is on Sunday 14 April 2019. The festival hours are from 11 am - 3 pm. Entries need to be in by 12 noon and judging is at 12:30 pm. Winners will be announced at 3 pm, and prizes given out then. EFTPOS will be available.

Admission is by donation only, so bring the family out to experience a traditional country event. All proceeds go to the Little River School.

For further information go to http://www.littleriverpumpkinfest.co.nz/

Saturday 4th May - Ashburton Swap Meet

As usual, to be held in the VCC grounds, Maronan Road, Tinwald. Always a good swap meet guaranteed to bring out something useful.

Sunday 5th May - Ashburton Plains Rotary Club Classic, Vintage and Veteran Car Run

Always guaranteed to be a good event, this year the run is finishing at Mt Somers Domain. Please make your own way to the meeting point at Ashburton Racecourse, suggest you be there no later than 9.30am. Full details on the next page (you will have to rotate your newsletter sideways – if viewing on your computer, right click on the page and select rotate.

Saturday 11th May - Monthly working bee at Idlewood.

Later in May – possible run to Mayfield to re-enact a famous photo. Details next month.



The Great B.M.C. Clean Up Garage Sale

On Site 10:00am to 2:00pm Sat / Sun 4th & 5th of May at 45 Ngarahana Ave, Paremoremo

All the cars have gone, this is the one and only clear out of the large collection of miscellaneous mechanical components, body parts and extraneous tools of the late Captain Ian Bradley's estate. Some of you will remember that during the 1980s Ian used to run Devonport Motors Ltd. and 'The Morris Minor Centre'. Also, on sale will be the bulk of his extensive Motoring library.

With Ian's fascination in most marques of Post War British Cars, there is likely to be parts right across the range of BMC, Standard Triumph etc. All you need to do is know what you are looking at! First in first served, no reasonable offer refused, take it away on the day and cash is king! Happy Hunting.

Contact either Sarah Bradley Ph 021 413 910

or Ian Goldingham Ph (09) 445 8811

Great progress on Christchurch branch member

Nick Stevenson's 1500 this month – now wearing a new bright maroon paint job.



27th Annual Classic, Vintage, & Veteran Car Run

Dear Car Enthusiasts

We invite you to our 27th Annual Ashburton Plains Rotary Club's Classic, Vintage and Veteran Car Run, to be held on Sunday the 5th May 2019, in conjunction

The end venue this year will be "The Mt Somers Domain", situated near the base of Mt Somers.

You will have the usual opportunity to have a picnic lunch following the car run, talk to other car enthusiasts and view the vehicles assembled prior to the prizes for each category being presented. Note that the venue offers good shelter in the event of inclement weather with use of the Mount Somers Memorial Hal

There will be hot food, cold and hot drinks available at the destination.

The Racecourse entrance will be signposted from State Highway One. Registration will be held at the Ashburton Racecourse, which is located at the northern end of town on Racecourse Road between 8-30 and 10 a.m.

The cost is \$ 20 per car and this includes a personalized certificate, morning tea at the Racecourse and entry for car and passengers into the venue

an area set aside and "show them off" - talk to others about them, have information - photos of restoration etc.: for a period 11.30am to 1pm Each entry to our Car Run will have one vote that they can use for their choice of best English manufactured Sports Car The "Extra Interest" display of vehicles this year will be "English manufactured Sports Cars". Owners of these vehicles are being invited to park them together in

Funds raised will be donated to the "Canterbury West Coast Air Rescue Trust as well as yet to be approved Ashburton based organizations

There will be prizes awarded for various other vehicle groups by appointed judges.

If you have any queries, please phone / email the Convenors who will be only too happy to help.

In order to simplify the registration process please fill in the enclosed pre registration form and present that to the registration desk with your \$20.00 entry fee.

viewing an interest / hobby of others. We will be pleased to see you all on the 5th May to enjoy the company of like minded enthusiasts with lots of great cars to look at while having the opportunity of

Encourage a friend to bring their car and family.

Alan Sim

Co - Convenor

Email: sim.family@xtra.co.nz Ph 03-308-8835

Co - Convenor Owen Moore Email: owen@moorepark.net.nz Ph 03-308-3442 / 0274344797



The cost to you

S 20 ner car

HERE WE GO!! A report on the Brits at the Beach trip By Tim Dunningham

Following a chance meeting with Colin at a wings and vehicle show in Darfield early in 2018 we ended up discussing Brits at the Beach in Whangamata, and both agreed it would be a fun road trip to take the Wolseleys to the Coromandel. As this was at least 6 months away there was plenty of time to plan. Well time passes quickly and suddenly the leaving date was looming closer, so I had a major service done on the 6/110 which was long overdue. I also sorted a bad oil leak which I thought might ruin the trip, and added lots of spit and polish and we were ready to go. Colin meanwhile had removed the engine and gearbox from the 6/99, but with so many other car activities happening he could not get that one together so made the decision to take the wee black 1500.

We met at the Peg Hotel in Belfast on a perfect summer morning, and headed for Picton excited by the thought of a road trip and the upcoming car event. All went well, although one thing we had not considered at this time of the year, ie early to mid-February, was how hot it was going to be, and man was it hot for the whole week. There were lots of roadworks stop/goes on the way up the east coast, and a few anxious moments watching the temperature gauge climbing and trying to decide do I leave her idling endlessly, or turn



Tim and Sheryl, crossing to Wellington on the Interislander.

her off and then worry about will she start or vapourise the fuel. But happily both cars coped well.

We stayed in Picton on the first night and had a perfect calm crossing. We got out of Wellington and headed for Taupo, once again very, very hot. There were masses of road works and resealing, so lots more stop/go, so consequently arrived in Taupo feeling a little hot and bothered. Both Colin and I were in the motel swimming pool pretty smartly. Just as we had arrived in Taupo the 6/110 blew the gasket between the manifold and header pipe which was a bit annoying, so the next morning we took a trip to the local Pitstop workshop while Colin and Jenny headed for Whangamata. We followed soon after and met them late afternoon at the wee house we had booked previously. Luckily it had air con as it was very hot again. We all hit the beach for a cooling swim and what a wonderful beach it is lovely white sand and big waves - perfect for my

body surfing.

We registered for the event that night at the local RSA. There was a carnival atmosphere in Whangamata with lots of different British cars constantly arriving, lots of friendly people and fantastic food at the RSA. We met up with fellow Wolseley club members and it was nice to meet members from the North Island and check out their cars. The next morning (which was the Friday) we went in convoy over the hill to Grahamstown, which is the original part of Thames, and took over the main street with

many and varied cars to view and people to chat to. From there we assembled on the old Kopu bridge to see how many classics we could line up in one go and I think about 70-odd



All the cars lined up on the old Kopu Bridge, just out of Thames

cars attended.
There was
certainly a very
varied mix and
the Mr whippy
man did a
roaring trade, as
once again it
was about 33
degrees. From
there it was back
to our wee bach
which Jenny had
described as
homely (the

longer we spent there the more we enjoyed it) and off to the beach to cool down. That evening back to the RSA for more excellent food and many more cars to check out. Both the Wolseleys were purring and proving reliable and creating lots of interest. If I have heard it once I have heard it a dozen times when people approach me to talk about the 6/110 - inevitably I hear "one of those cars was the first time I ever went 100mph"!!

And I can attest to that, a very capable touring car, takes a while to get there but they do in time. On the Saturday morning there was a parade through Whangamata and both Sheryl and I could not believe how much support there was for the event - almost every local was out the front of their house waving British flags and cheering us on. Made us feel quite important and it was very enjoyable. We ended up at the



First display day in Whangamata – Tim's 6/110 in the foreground.

waterfront Domain for the big display, once again about 30 plus degrees. There was a run to a winery that afternoon, but we felt after so much driving, an afternoon relaxing at the beach was more appealing.

That evening more food at the RSA, then the entertainment. It was an act doing Queen songs. Sheryl hates Queen music with a passion, but had agreed to come under sufferance

and boy did we suffer, the place was packed, it was extremely hot, it went for a very long time and I thought the music was dreadful, but you have to laugh, and laugh we did. The Sunday morning dawned another perfect day and it was time for the bonnets-up display which as a male I found really interesting. I had some good enlightening conversations with many and varied car owners, and there were Humbers Rovers Triumphs Wolseleys Jaguars Daimlers Minis Land rovers Capris Zephyrs Morris Minors Sunbeams Hillmans to name just a few, and music playing and craft and food stalls, so a really nice atmosphere.

It was also prizegiving and Sheryl and I won the prize for the furthest distance travelled. I think we were about 40ks more than Colin and Jenny and I felt we should have shared that

Tim collects the prize for farthest distance travelled to the event

prize as it was a big effort for all of us to get there.

That was pretty much the end of the events, but we met up with fellow Wolseley club members at the RSA for more food and a chat on the last night. One of the members, Adele Burnnand, knew of my late Father from St Heliers in Auckland, and knew a good friend of mine who was their plumber. She took us and showed us the estuary at the other end of Whangamata just as the sun was setting and it was a beautiful sight. All too soon it was time to hit the road again and we had a fair old haul to Paraparaumu for the first stop on the way home. We arrived to discover the hotelier had booked us for the wrong night, a bit

annoying after a long hot drive (yes, it was still very warm). Anyway, we found a better motel, had a nice Indian meal and an early night, as we had to be up early to battle the Wellington traffic to get to the ferry. And battle it we did - it took us the best part of 2 hours to do 50 kilometres, so just made it to the ferry in time and drove straight onto the boat.

Another perfect crossing, and we arrived back in Picton (after some delay with the ferry) about 2.30 in the afternoon and hit the road for home. We met up in Kaikoura for blue cod and chips at my favourite fish and chip shop and said our goodbyes before heading for home.

The road works nearly had the last say as on the last hill through the Hundalees in the extreme heat of the afternoon, the traffic lights were malfunctioning and only letting 2 cars through at a time. Both our poor old car and Colin's car did get rather hot and bothered, but we made it through and the engines soon cooled down, and we all got home safely. We did almost 2,400 kilometres in the week we were away. The 6/110 proved to be exceptionally comfortable, quiet and a really lovely ride and it returned an average of just under 25mpg, used virtually no water and about a litre of oil. Colin and Jenny's 1500 did 40mpg (how good is that) and maintained a steady 90 to 95 kph all the way and never

missed a beat, or required any oil or water. I was very impressed with how well that wee car performed.

As for our travelling companions Colin and Jenny, we could not have asked for better. We all got on really well and enjoyed each other's company and formed a good long-lasting friendship. Thanks to our 2 trusty Wolseleys that took us there and back safely and with a minimum of fuss. I tell you though, one gets used to air conditioning in modern cars, but as with all trips in a classic car, it's always an adventure and a chance to meet like-minded people and interesting random members of the public.

Cheers

Tim and Sheryl.



Bonnet's-Up display with all of the Wolseleys together on the Whangamata harbour foreshore – a very enjoyable occasion

BMC C-Series Engines: 'Big-log' inlet manifold cylinder head modifications: By Robert Greenfield

In 2014 I read an interesting article at AustinRoverOnline about the C-series engine: https://www.aronline.co.uk/engines/c-series/

There is an interesting bit about the 'dreaded' gallery inlet manifold on our saloon cars not being as bad as is often made out when compared to an Austin Healey 12-port head. Comparing performance figures for 1961 the 6/110 engine makes 120bhp while the Austin-Healey 3000 makes 132bhp, with better torque for the 6/110 up to 3,500rpm. Very interesting is the fact that the 6/110 was confidentially detuned to 110bhp and the Healey 3000 saw several quick revisions to produce 150bhp!

The cylinder head studs going through the inlet gallery is not 'best practice' and seems to have been a fad at Morris Engines branch in the 1940's; the Wolseley 8 engine also has studs going through the inlet manifold. My thinking is that the mixture and cylinder filling of cylinders 1 and 6 must be compromised compared to cylinders 3 and 4 and the whole engine would have to be tuned slightly richer to compensate.

At the end of the article comment #3 (5 March 2012) got my attention:

"...There was a modification (from Derrington or Downton, I think) which used short bolts in the bottom of the gallery, accessed through larger holes in the top, which were then blanked off. This left the gallery almost unrestricted improving performance & economy." At the same time, I was sent some photos from Auckland of a heavily modified cylinder head that was taken off a Morris Isis. On this cylinder head the inlet manifold had been machined off, leaving direct access to each cylinder's port. Each pair of inlet ports had a mounting for an SU carb, and presumably some sort of connection to the other 2 carbs with a balance pipe.

I'm told that the car went very well with the original 2.6litre engine block; he could burn rubber changing into 2nd gear!

I started a discussion that turned into 7 pages of chat on the Morris pages of the Wolseley Forum (www.wolseleyforum.com). Ivan found an old cylinder head and had a look at machining off the inlet manifold to see where problems may occur. He found one problem when he went through to the water jacket opposite cylinders 1 and 6 and this can be overcome next time this is attempted.

Machining off the inlet manifold is an interesting project and I hope someone gives this a go sometime. My choice was to investigate fitting short bolts at the bottom of the manifold to leave as much of the manifold unobstructed as possible. This would be a subtle modification, needing a trained eye to see any difference from a standard cylinder head when installed.

I had a chat to Ralph at Engine Rebuilders in New Plymouth and I was greatly heartened that he didn't think I was crackers for attempting this and that he remembered doing similar things to Ford engines.

I thought that a 'big-log' inlet manifold cylinder head from a 6/110 would be the best starting point because of better breathing potential, so I bought one from my branch of WCC (Manawatu). It turned out to be cracked, so it was sacrificed in the name of science and art; Ralph cut up a section of the cylinder head to see where the water jacket was in relation to the bottom of the manifold. We needed to know this because the bolt heads need a flat surface at the bottom of the manifold so each bolt can seat properly. For this we needed to know how far down we could go to create a flat surface. It would also be an advantage to get the bolt head flush with the manifold if possible, so the bolt could be completely out of the path of the airflow.

I got another cylinder head from the parts shed (thanks Michael K!) and this one was good - no cracks. I got Ralph to give it a birthday - set up for unleaded, new valve guides, 3-angle cut on the valve seats and tidy the combustion chambers and ports if necessary. Now for the interesting bit...

Only the middle four cylinder head studs are in the way of the fuel/air mixture; the two pairs of studs adjacent to cylinders 1 and 6 are not in the way, so they were left as-is.

The holes in the top of the inlet manifold for the middle four cylinder head studs were enlarged and threaded for 3/8" hex-headed plugs. The bottom of the manifold was machined flat for four hex-headed 3/8" bolts.

The heads of the bolts protrude up into the inlet manifold by 10mm. It is possible that Ralph could have machined deeper holes, but neither of us wanted to risk going through to the water jacket and the inlet manifold is largely unobstructed... certainly better than before!

All bolts and nuts are torqued to standard rating - 75 lbft.

Is it better? Good question! There are lots of variables that I am still working through. I fitted the cylinder head to my 2.6L Morris Isis in mid-2015. My goal was to get better fuel consumption due to a more even mixture going into each cylinder and hopefully more power!

When I first installed the new head the clutch slipped at full power when it was not slipping before, so perhaps more power, or perhaps the clutch was dodgy anyway. I'm now getting 24mpg instead of 20-21mpg, but the car now has an overdrive gearbox and I've also recentred the SU jets.

There are still some things to iron out: the non-standard camshaft is an unknown and the tendency for the car to hold back sometimes on acceleration is something I have not sorted out yet. I think it would be a good idea to get the car onto a rolling road to see if the SU needles can be better selected (currently they are standard 6/90 High Compression needles).

I'm hoping that some other people want to give this a go. Perhaps the best time to do it is when the cylinder head is off already. The modification requires minimal invasive surgery and is difficult to see (if you wanted to have it look exactly right it would not be too difficult to attach a dummy washer, nut and small piece of stud to the top of the hex plug. Another advantage is better clamping force due to the bolt pulling from the bottom of the manifold tube. The standard set up with the stud and a nut at the top will slightly compress the manifold tube, according to the engine workshop.







The finished project, with plugged manifold instead of studs passing all the way through.

More photos from the Idlewood Photo Day, 3rd March



























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