

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

MAY – JUNE 2012



Six of the best at Lake Tekapo.

Gary Gollan makes a surprise appearance at the Timaru

All British Day, having just had the Six sent down from Auckland.

OUR CLUB OBJECTIVES:

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



Club website: www.wolseleycarclubnz.co.nz

HOW TO CONTACT US:

National President:

Gordon Duthie 13 Maryport Street Lawrence, Otago 9532

Ph 03 485 9543, Fax 03 485 9053

email gbduthie@xtra.co.nz

National Secretary:

Bill Obers (Kathy) 154 Ross Street Invercargill 9410

Phone 03 215 9765 (hm) 0274 321 776 (mobile)

email obers@southnet.co.nz

Auckland:

Noeline Billing (Paul) P O Box 23-393 **Hunters Corner** Manukau 2155

Email nbilling@ihug.co.nz

Phone (09) 278 3944

Waikato/Bay of Plenty:

Stephen & Janice Belcher 6 Bristol Ave, Brookfield

Tauranga 3110

email sabelcher@value.net.nz

Phone 07 576 3773

Nelson/Marlborough:

113 Whitby Road Phone (03) 541 8255

Bryan Stansbury (Gaylene)

Wakefield, Nelson

stansburys@clear.net.nz

Christchurch:

Allan Francis (Betty) 19 Richard Seddon Drive Northwood, Christchurch 8051

Phone (03) 323 7559

Email allan.betty@xtra.co.nz

Manawatu:

Michelle Thompson (Andrew)

3 Neptune Street Danniverke 3910

email: bellaprints@inspire.co.nz

Phone 06 374-88430

Southern Region:

Gordon Duthie (Beryl) 13 Maryport Street Lawrence, Otago 9532

Ph 03 485 9543, Fax 03 485 9053

email gbduthie@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)

5 Bygrave Place Christchurch 8053 Phone (03) 359 8737

email: Colin.Hey@strongerchch.co.nz

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PATERSON BROTHERS TYRE SERVICES

Yes, we are still trading – we're on the edge of the Red Zone at 196 Worcester Street, just East of Latimer Square, Christchurch.

Phone (03) 365-0876 Fax (03) 365-0875

Our building is waiting for a re-build, but we are up and running again.

Show me your Wolseley Club Car Membership Card
when discussing your tyre needs. I will still go out of my way to ensure your
vehicle is fitted with the correct tyres that suit your type of driving.

For your classic Wolseley or your modern car or 4WD, check with us at Paterson Bros.

Instant and quality service assured, with competitive prices guaranteed.

Lindsay Patterson.

EDITOR'S STUFF

As I reported in the last newsletter, I was aiming to get our Veteran Wolseley back on the road by early June. Well, I made it, and I've now got as far as driving it up and down the street a few times. All is well, although I've only hit top gear once before running out of street and then having to hit the brakes. It's quite a different animal to the 15HP to drive – much the same getting through the gears, but it's a bit more complicated by having the accelerator in the centre between the brake and clutch pedals.



To top it off, the British motorists in those days must have had very small feet or shoes (or both), because there isn't much room to even slide my size 8's between the pedals. I'm sure it will soon become second nature though. The Veteran is fitted with a non-original starter-generator, and it is a reasonably good starter from cold. Once warm it will start instantly with a quick flick of the crank-handle. I remember years ago watching the late Sir Len Southward do this with the 1890's Benz in his museum, and thinking how great that was. Now I can do the same thing, but I know it's also possible with the 6/90, the 6/99, and the 1500's as well, although they are all a little less forgiving if the crank-handle kicks back. At least with the Veteran it's possible to retard the ignition manually to minimise the chance of it backfiring.

The next step now is to get a new VIN and VIC for it, as unfortunately the registration has gone past the two year grace-period, and even though it is still 'in the system', NZTA are insisting on the full re-test. I've now had a good check of everything that matters, and I'm not really expecting any problems, as the car has only done 1700 miles following a very thorough rebuild by the previous owner and everything is still tight and working properly. In order to try and make the whole process as easy as possible, I contacted someone I know in the Veteran Car Club, and he put me onto a person he has used at the local VINZ station who is aware of all the requirements for older cars. As luck would have it, I know the person reasonably well, as his daughter and mine (Sarah) went through school and guides together, so we've touched base a few times in the past. I called him at VINZ and have now booked the car in – unfortunately he's away on leave for a couple of weeks so it will have to wait until he gets back, but that's fine with me.

The past month has also seen the build of our new house get underway, which is rather exciting. The framing is already up, and we can now stand in the 'rooms' and look out of the 'windows'. The house is being built in a fairly new subdivision at West Melton (about 15km west of Christchurch). After two years of very little activity following the earthquakes, there are now new builds getting underway all around ours, so other people are obviously now at the point where insurance payments are sorted and they can move to the next step of re-building. I've had a large separate garage built on the section prior to the house getting underway, and that has now been completed. I managed to get the floor of it painted over Queens Birthday weekend – I was determined to get this done before anything was put in there, because I know that as soon as cars and other garage 'stuff'

Editor's Stuff - continued



Joe and Judy Barker's 6/110 and our 1500 Mk3 at the Ashburton Rotary Vintage and Classic Rally, early May.

starts arriving, it will become harder and harder to get it cleared out so the floor can be done. The end result looks great, so now I can begin to think about shelving, benches and cupboards to hide my tools and parts. I will probably begin shifting the three cars still at New Brighton Road out there pretty soon, as there is still the on-

going risk of flooding at the old shed. I get nervous every time it rains – especially if it happens to combine with spring tides, as the river over the road from the house does get precariously close to the top of the stop banks, which are now well above road level. With the shortest day now only just around the corner, the lack of daylight after work does tend to limit what I feel like doing, even out in the workshop, in the evenings. The Hornet was due for a WoF the weekend before last, and I had it out for a Mini Club run the week before anyway, so decided to take it through for a WoF the next day. Even though I couldn't feel it when I was driving the car, unfortunately the RH front brake wasn't quite working as effectively as the LH one was, so I was tasked with finding out why. I removed the drum and all looked fine – both wheel cylinders were still working well, and the linings looked OK, so I cleaned everything up and put it back together and Matthew took it back again, but there wasn't really any improvement, so I have had to dig a bit deeper. I have a feeling that the linings may have been contaminated a bit when the brake drums were inundated following the February 2011 earthquake, so I've now had both front drums skimmed and bought a full front set of new brake shoes, so hopefully that problem is now sorted. All I need now is an evening of motivation to get things put back together again, and a spare hour or so to wait again at the testing station for the re-test. The latter is one of the most frustrating parts of the whole exercise. I don't mind at all making sure everything is fine, but I find waiting in queues for a 30-minute job that could be done in 15 (worse still for a simple re-test) extremely frustrating when there are far more productive things I could be doing.

The Mini Club run was quite a good event. We followed the leader on an evening run out into the Lincoln/Springston area, and finished at the Southbridge Pub for an evening meal. The purpose of the run was to enjoy some earthquake relief funding that had been sent to the Christchurch Mini Owners Club from an Australian Mini Club. Every car was given a \$10 petrol voucher, and the occupants a free drink at the bar, so it was a good means to

Editor's Stuff - continued

provide a bit of cheer to those who took part. The Mini Club does have a number of members who have been badly affected by the earthquakes as well, so the gesture went down particularly well.

Hope you all have a great month.

Regards

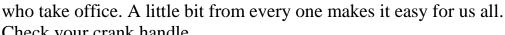
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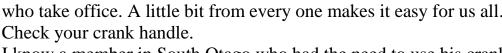
Deadline for next Wolseley Word Friday 29th June 2012

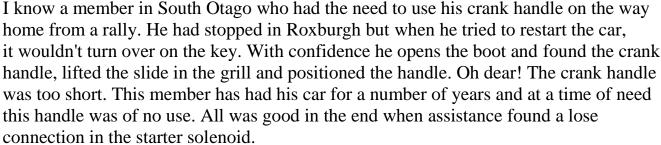
CHAIRMAN'S REPORT

Just a short message to say that it's got quite cold this last week with snow predicted to low levels through much of the south island this coming week. I don't mind winter at winter time. This is a good time to do a bit of maintenance on the car. I have an oil leek appearing around the steering box output shaft, and I think I should send the radiator away to be cleaned. The car doesn't run hot even when towing but I have done nothing to it in the twenty years I have had the car.

Branch AGM's will be coming up over the next month or two. Please support these and the members







All the best. Gordon Duthie



SECRETARY'S REPORT

Hi all,

The wintry blast has come back - blast again! The nice weather is now gone and the cool is here, and it is time to get out the warm woollies (if you haven't already done so). I trust you are all managing to keep warm, and coping well with what the season brings. The time for Brach Annual General Meetings is just around the corner, and your committee members will be planning your AGM's for July. Good luck for a successful series of meetings. Have you allowed your name to be put forward for a position on your Branch Committee? Please think about it, and give it



a go. The National Annual General Meeting is still a few months away, but is closer by the day.

You should find included with this newsletter a subscription renewal form. Please fill it in as completely as you can, so that the national database can be updated. There are a lot of gaps in the information I have, and I would really appreciate it if you could provide as much detail about your car/cars as possible. These should be taken to your Branch AGM and handed to your current (or new) Branch Secretary, who will get the information to me in due course. The money will go to the Branch Treasurer of course - silly me.

How are you getting on with the new? old? Give Way rules. I say 'new' for the younger members, and 'old' for us who learnt to drive to those very rules. I trust that you and the other motorists are behaving and not you are not having to make donations to the panel beater's. I must admit that the drivers down here are, in the main, pretty good. Just the odd person who forgets that they have the right of way when turning left, which can cause a little confusion, even frustration, for other motorists.

Well, not a lot more to say, so I won't say much more.

Only "drive safe, and see you all later".

Keep those Wolseley wheels turning. Bill.

God Loves Drunk People Too

A man and his wife were awakened at 3:00 am by a loud pounding on the door.

The man gets up and goes to the door where a drunken stranger, Standing in the pouring rain, is asking for a push. Not a chance," says the husband, "it is 3:00 in the morning!" He slams the door and returns to bed.

"Who was that?" asked his wife.. "Just some drunk guy asking for a push," he answers.

"Did you help him?" she asks."No, I did not, it's 3am in the morning and it's bloody well pouring with rain out there!" "Well, you have a short memory," says his wife.

Can't you remember about three months ago when we broke down, And those two guys helped us? I think you should help him, and you should be ashamed of yourself! "God loves drunk people too you know." The man does as he is told, gets dressed, And goes out into the pounding rain.

He calls out into the dark, "Hello, are you still there?"

"Yes," comes back the answer."Do you still need a push?" calls out the husband.

"Yes, please!" comes the reply from the dark. "Where are you?" asks the husband.

"Over here on the swing," replied the drunk...

BRANCH NEWS and EVENTS

Auckland Branch

News and Coming Events

This last month saw a few of us attend the Mainline Steam Museum in Parnell. This was a very interesting place to attend. We were introduced to the entire workshop by Michael Tolich including the explanation of rebuilding of the steam trains and the amount of time and effort that goes into this. It was great to see Rex Graham and Sandra Trafford from Kerikeri down to attend this event. Other members in attendance were Ray and Caryl Chappell and Paul and Noeline Billing along with members of the Rover Car Club.

Coming Events:

Sunday 24 June 2012 - Mid Winter Christmas dinner and movie at the Westwind Theatre at Riversdale Road in Avondale. We intend to meet there at approximately 4.00 p.m. for a roast dinner at about 4.30p.m. and then the movie after dinner. The cost is \$25.00 per adult and children under 12 \$10.00. Please contact Noeline Billing before the 17th June 2012 on 2783944 if you are coming and the number of people you are bringing.

Sunday 8 July 2012 for the Central North Island Swap Meet to be held at the Paradise Valley Raceway on Paradise Valley Road, Rotorua. Gates open at 7.00 a.m.

Sunday 29 July 2012 - Auckland Branch Annual General Meeting to be held at 2.30p.m at the Ellerslie War Memorial Hall, Committee Room, on Main Highway Ellerslie. The hall is situated on Ellerslie Panmure Main Highway and plenty of parking is available in Arthur Street just behind the Town Hall. Please make the effort to attend this meeting.

Regards, Noeline Billing

Waikato – Bay of Plenty Branch News and Coming Events

Our AGM is on the 7th July at the Tauranga Citizens' Club. We will be meeting there at 12:00 for lunch, and our meeting will be afterwards at around12:30. The Club is subsidising \$7.00 towards each meal.

We enjoyed a run last week in conjunction with British cars BOP. We saw a collection of 12 cars from 1911 to 1934, all restored to perfection by the owner, and there was also a collection of period clothing to go with that era. A good day was had by all. Hopefully next month we can bring you some photographs of the event.

Shaun Belcher

Waikato – Bay of Plenty Coming Events:

24th June:

Mid Winter Dinner and Movie at the Westwind Theatre Riversdale Road Avondale Auckland. At 4:00pm we'll have a roast dinner, and movie after dinner. The cost is \$25.00 Adults, children under 12, \$10.00. Contact Noeline Billing before June 17th on 09 2783944 with numbers. Noeline is organising this for us if we wish to attend, we have been previously and is definately well worth the trip up.

AGM:

7th July Saturday

At Tauranga Citizens Club 12:00 meet for lunch meeting afterwards around 1:30pm, the club will subsidise towards Lunch.

Nelson Branch News:

Our branch A.G.M will be held on Sunday 15th July at 113 Whitby Road, Wakefield at 1.00pm. Come along and have your say about how our branch is run.

Recently I managed to purchase some gear cables I bought as spares for my 18/85. I got these and a set with the remotes attached for only \$30.

I have just removed the engine and gearbox unit from my 18/85, and I have since stripped it down ready to take to get it reconditioned. It was a big job and not for the faint hearted. The motor was getting a bit tired so I thought while I am able and fit I'd better get it done. Brother Philip has his Hornet motor all painted and it is now ready to put back in.

Kind Regards Bryan Stansbury.

Christchurch Branch News:

I was starting to wonder about what on earth I was going to report on this month, as May was pretty quiet, the only runs publicised runs being well out of town – one in Ashburton, and the other in Timaru.

This year Matthew and I decided to tackle the Ashburton weekend a little differently, and stay down there between the Swap Meet on the Saturday and the Rotary Club Classic and Vintage Rally on the Sunday. In fact, we travelled down on the Friday evening, and stayed the night with my brother-in-law and his partner, who live just around the corner from the VCC Ashburton grounds where the Swap Meet is held. Both of our 1500's are down there, and the black Mk3 still had a couple of weeks registration left on it so we planned on taking that on the run. We took the Falcon down from Christchurch, because I also wanted

to bring back a log-splitter to deal with some large chunks of firewood still lying around at New Brighton Road.

We got up bright and early, and by 7.30 we were on our way around to the VCC grounds. It was already starting to get busy by then, with about two-thirds of the stalls already up and running. I really enjoy the Ashburton Swap meet, as there is always plenty of carrelated stalls to fossick through with items usually to be found. This year's one didn't disappoint. I went with a small list – one of them being a special bayonet-type electrical fitting I needed for one of the side-lights on the Veteran, and I was also keen to see if I could find a couple of more old road-signs to add to my small collection to hang up in my new garage. Both of these items were soon crossed off the list. We also found a new pair of door sill kick-plates for the Six, and a few other minor bits and pieces that might be handy one day. A good outing!

Having had enough by mid-day, we returned to my brother-in-laws to give him a hand for the rest of the day re-assembling a garden shed that I salvaged from Jenny's mother's place in the red-zone a couple of months ago. Fortunately I could still remember how it all went together, and we had it up and together again in a couple of hours.

On Sunday morning I got up early again and went and got the black 1500 out of the shed, and gave it a good wash and clean. I also had to replace the fuel line between the pipe outlet in the engine bay and the carburettor, as I had noticed it was leaking a bit and looking a bit perished. By 9.45M we were ready to go, and went to the start venue at the Ashburton showgrounds.

This event usually attracts a diverse range of vehicles from as far south as about Oamaru, through to Christchurch. With a turnout of around 150 cars, it looked like we were in for a good day. The weather was fine and rather cool, but it looked set to get better. Several

familiar faces were there too, including Joe and Judy Barker in their lovely 6/110 Mk2. It was good to catch up with them again, and we spent a few minutes chatting about possibilities if we run the next Wolseley National Rally in Ashburton. Soon we had our



Lined up in Ashburton - a diverse range of cars

instructions, and we were on our way on a 80km run that took us west to the foothills to Staverley and Mount Somers, then back east to finish at the Lagmhor farm and homestead about 15km west of Ashburton. It was a nice run, and the country-side around the foothills was looking just great.

Once at Lagmhor all the cars were parked in a field right beside the homestead, and we were free to wander around the cars and garden. Somehow a Morris Minor just happened to cough and die right in front of where Matthew and I were walking, and refused to start again. The elderly owner popped open the bonnet, but obviously didn't really know where to start looking, so I offered to have a look for him. A quick check soon showed no spark, and after a couple of minutes I eventually tracked down a bad connection between the points and the condenser. It just so happened I had a spare second-hand condenser in my toolbox, so this was fitted and it was up and running again. He couldn't believe it when I wouldn't take any payment – I was just pleased to be able to help. Good that it was a simple OHV Minor and not a fuel injected new Mini, otherwise I wouldn't have had a clue where to start looking! As ususal, the Rotary Club were selling hot food for lunch – this year it was hot steak or pork sandwiches and a thick chicken soup. Great food for a cool day!

This year's feature vehicle was anything commercial. I was really taken with a fully and beautifully restored Morris Commercial truck. Unfortunately it didn't feature in the prizes, but a rather nice Austin 12 van was also a deserving winner, and everyone seemed happy with that. By 2.30pm the event was pretty much over, so we went back to Tinwald, put the 1500 back into hibernation for a few months, and



Beautifully restored Morris Commercial on the run.

headed for home in the Falcon, log-splitter on tow, and swap meet treasure in the boot. A good weekend!

The Timaru All British Day on 3rd June was another great day out, although on arrival in Timaru it didn't look like it was going to be that good. It was freezing cold, and the forecast was for rain. Both time and space don't allow me to do a write-up now, because if I do, the newsletter won't go out tomorrow! In summary though, the run took us all the way to Tekapo, to beautiful sunshine, and lots of fellowship with other Wolseley owners and club members, and some great Wolseleys to look at. Surprise of the day was to run meet up with our only Tekapo member and 18/85 owner, Gary Gollan, who arrived at the lunch stop beside Lake Tekapo in a Wolseley Six that he's just purchased off Trademe and had sent south. We were also in our Six, and to my knowledge these are two of the three still on the road in New Zealand, so to have them both together in such a remote location really made my day (and Gary's). Both of our cars were owned by Dave Keech up until a

couple of years ago, so they have shared the same driveway in the past! Gary had only got the car a few days earlier, and was in the middle of giving it a good clean-up, so it's in good hands and will continue to be enjoyed good to see. The day was particularly long for us - we did close to 300 miles altogether, and finally got back home at 6pm, but the Six went well, and we certainly



Steve Keenan's immaculate 6/110 Mk1

enjoyed the outing. Other members there on the day were Steve Keenan in his immaculate 6/110 Mk1, and Joe and Judy Barker again as well. I also talked to the owners of a very nice and original automatic Hornet, Len and Maureen Withers from Oamaru. They drove as far as Pleasant Point, deciding Tekapo was a bit too much of a day for them in the



1969 Hornet belonging to Len & Maureen Withers from Oamaru

Hornet.

So there we are – there was something to write about after all! Work at Idlewood continues with construction of a roof over the space between the containers, and the usual sorting and storage of parts which continue to arrive. We also would like to acknowledge Bill and Margaret Williamson, who have donated a robust engine crane which will now

live out there, and also

for the donation of a large assortment of rubber bushes which Bill had put away for some intended restoration work on his many cars.

Also, it's important that everyone knows that Ray Willoughby is temporarily out of action after an operation on his arm. Ray is now on the road to recovery, but it will be some

weeks before he's fit and able to resume full duties, so please don't expect instant service if you call for parts. He's being ably assisted by Merv Wayne during this period, so be assured that between the two of them, they will do their best to help – it just won't be at short notice. We wish Ray a speedy recovery, anyway.

Christchurch Branch Coming Events:

Saturday 9th June - Working Bee at Idlewood.

Arrive at a time to suit you – someone will be there from 8.30 onwards. Come prepared to do anything that suits you – sorting parts, building shelving, planting shrubs, etc. Morning tea will be provided, and if you would like to stay into the afternoon, bring something to throw on the barbeque, sammies, whatever.

Sunday 24th June - Mid-Winter Christmas run and lunch at the Quake and Shake café near Kirwee. We will be meeting at the Yaldhust Hotel car park at 11.00am, and then following simple instructions to get to the café. A full meal costs around \$25 per person, and we will need to confirm numbers. If you would like to come, please contact Allan Francis on 323-7559 no later than Monday 18th June.

Saturday 14th July - Working Bee at Idlewood.

Sunday 22nd July - combined run with the Morris Owners Club. Details in next month's newsletter.

Saturday 28th July - Branch AGM, 7.30pm - venue TBA.

Southern Region Branch News:

It's time for our AGM and get together. The date is Sunday 15th July 2012, and the meeting will be held at the South Otago VCC rooms, Crown Street, Balclutha. As per last year Soup, Tea and Coffee will be provided, you bring your lunch. Lunch will be at 12 noon with the meeting to start 12.45pm.

If you require further information, please contact Gordon on 03 485 9543, or Bill on 03 215 9765.

Gordon Duthie

CHANGING A 6/80 DIFF RATIO – By Ivan McCutcheon

It was bought to my attention recently ,by an Australian who has had a lot to do with 6/80 's (including racing them) that the crown wheel and pinion of a 6/110 would fit into the 6/80 housing , which would give you the option of a diff ratio of 3.9/1 or 3.5/1 instead of the normal 4.55/1 in the later 6/80's . This if fitted should give a better fuel economy as well as reducing RPM at cruising speeds.



6/80 6/110

I had a spare diff sitting in my 6/80 parts car so removed it and stripped it . Discovered it was not in good condition anyway .(side bearing ready to destroy itself) Went to our parts shed and selected a 6/110 diff head that looked in good condition, returned home and duly stripes it . No the whole cage would not fit because bearings were too large and splines on axels different . However removing the crown wheel and fitting it to the 6/80 carrier I found it bolted straight on. Removed the pinion from the 6/110 and compared it to the 6/80 . Yes the lengths and bearing were the same but the splines on the drive flange were different, but no reason why I could not use the 6/110 flange. So it appeared it was possible to convert .



Top 6/80 Bottom 6/110



6/110



6/80 6/110



6/80

CHANGING A 6/80 DIFF RATIO - continued

I went ahead and ordered new bearings for the pinion, carrier and a new seal for the input shaft. The cost of four bearings was \$220. Bearings pinion Timken inner 3478 outer 3420 inner 02474 outer 02420. Side bearings 6208 2RS. After reading the manuals on setting up the diff it appeared the setting up of the 6/80 & 6/110 were almost identical, so the numbers etched on the pinion and crown wheel meant the same. The number on the end of the pinion in both cases were the same which meant the spacer between the bearing and gear would be the same and on measuring them they were. So pinion was fitted with bearings. Here I ran into a small problem . The drive flange on the 6/110 had a panel steel shield to protect the seal . This fouled the 6/80 housing so it was only a press on fit so removed it. That showed up another problem that the seal surface on the flange was not machined out far enough, so put it in my lathe and machined it out further. No great problem .



Pinion Fitted



6/110 drive flange before housing





6/110 drive flange ready to go in 6/80

With that sorted I placed the crown wheel on the carrier and bolted it down and turned the lock tabs over. Next the bearings were fitted to the carrier. The info etched on the crown wheel indicated it was .002" different from the 6/80 one I had removed. This meant it would be .002" further in mesh. I decided to put it in place as it was with the original spacers. To my horror I found it to be too far in mesh. I first placed a .025" panel steel spacer under the original spacer and tried again. Too tight. With trial and error I ended up with an extra .075" which gave me about the back lash I wanted. Before removing the crown wheel and pinion from the original 6/110 diff head I measured the backlash which was around .020". The book suggested when new around .005". I used this as a guide considering it was a used set and ended up with about .010" backlash. (when bolted

CHANGING A 6/80 DIFF RATIO - continued

together it is not the easiest to get an accurate measurement on the 6/89 diff.) From here I blued the pinion and bolted the cover on enough so as to turn the pinion and get some marks on the crown wheel to see how the teeth were meshing. The marks turned out to be quite good but not perfect. I tried more shims and less but could not get it better so decided to leave it there. Machined up a new spacer the right thickness fitted it and checked it with blue and it turn out good. Machined the spacer for the opposite side which was the size of the original minus .075".

I made up the new gasket which had to be .005" to get the right preload on the side bearing and bolted the two halves together.

Several days later I ran the 6/80 into the workshop, jacked the rear end up ,put it on stands and proceeded to remove the diff. I removed the brakes and axils as I was fitting them to the new diff.

It all went quite smoothly and after the removal of the old one, I slid the new one into place and refitted axels and brakes. I filled the diff with oil, bleed the brakes, adjusted them and fitted the wheels.

Now for the road test to see if I had any whines in the diff. It turned out to be very quiet but was noticeably getting along quite a bit quicker at 65mph than it had been. Before at 65mph it was doing close to 100Kph, but now the speedo is reading 55mph when doing 100Kph. The first time I go for a reasonable run I will do an MPG check. The best I have got out of it before was 23MPG. Will keep you posted............

Ivan McCutcheon, New Zealand

Beyond the call of Duty..... by Taff Gillingham

Editor's note: This very interesting item was published in the February 2011 issue of the 'Rosette Recorder', magazine of the UK-based Cambridge-Oxford Owners Club. This is PART 1 of the article, with PART2 to come next month, which covers the making of a one-off model to be used in a special display to depict the story..........



As many of you will know, I have always had an interest in history and, in particular, military history. Over the years I have had the privilege of meeting many brave men and women who have served their country, a handful of them winning Great Britain's top bravery awards.

However, I was amazed when Steve Sheffield of Berry Place Models called me and asked me if I could help him out with a project he was working on for a new gallery at the Imperial War Museum in London.

Beyond the call of Duty.... coninued

Lord Ashcroft has spent many years buying Victoria Crosses and George Crosses for his own private collection but recently his collection, along with many other VCs and GCs, has been put on display at the IWM in the new Lord Ashcroft Gallery.

Berry Place Models were making items for the new display and one of these was a scale model Wolseley 6/110 Police Car.

I was intrigued; what possible connection could there be between this country's highest awards for bravery and a Farina?



In no time at all I had the answer. In 1966 Police Constable Gledhill and his colleague PC McFall were on patrol in 'Papa 1', a Metropolitan Police Area Car when they got involved in a high-speed chase with heavily armed robbers who fired many shots at them during the pursuit.

For his bravery that day Tony Gledhill was awarded the George Cross; the highest civil award this country can bestow.

The citation for Constable (later Detective Sergeant) Gledhill's George Cross was published in the London Gazette (dated 19th May 1967). If you did not know that this was a true account of the events you could be mistaken for thinking that this was a script for the television series 'The Sweeney'.......

Constable Gledhill was driving a police vehicle with Constable McFall as the wireless operator when a

message was received that the occupants of a motor car had be seen acting suspiciously at Creek Side, Deptford. As the officers reached the area the car they were looking for, which contained five men, drove past them.

The officers immediately chased the escaping vehicle which was being driven recklessly through the streets of South London travelling on the wrong side of the road and against the one-way traffic system. In such conditions Constable Gledhill exercised considerable skill in following, at high speed, and keeping up with the bandit vehicle. During a chase which covered a distance of 5 miles at speeds of up to 80 miles an hour an attempt was made by the bandits to ambush the police vehicle and no less than 15 shots were fired at the police car by the occupants of the bandit vehicle using a sawn-off shotgun and revolvers, with pellets from the shotgun striking the windscreen of the police car on three occasions. Finally at a rod junction the escaping car crashed into a lorry.

The five men immediately left the car and a group of three, one with a pistol in his hand, ran into the yard of a transport contractor. The Officers followed the group of three and as the police car reached the yard gates the men ran towards the car and the one with the pistol held it to Constable Gledhill's head and ordered the Officers to get out of the car or be shot. Both Officers left the car and the man with the pistol got into the driving seat with

Beyond the call of Duty.... coninued

the obvious intention of using it to make a getaway. Constable Gledhill was then backing away across the roadway and the man reversed away from the gates towards him pointing the pistol at him as he did so.

However, when he stopped to engage a forward gear he momentarily turned his head away and Gledhill immediately grabbed hold of his gun hand and as the vehicle moved off managed to hold on to the car window with his left hand. While this was happening Constable McFall had run along the roadway to a group of men to get a lorry driven across the road to block it when he heard Constable Gledhill shout.



He ran back to the police car and saw him holding on to the car window. He then saw the car gather speed, dragging Gledhill along the road. At this point the offside front tyre burst, the car veered across the road, crashed into parked vehicles and Gledhill was thrown underneath one of them. McFall opened the front passenger door and as the driver was still holding the pistol began hitting him about the legs and body with his truncheon.

Gledhill then regained his feet and as he went to the driver's door it was flung open knocking him to the ground.

The man got out of the car and backed away from the Officers. He warned them not to move and at the same time fired a shot. The Constables then heard the gun click and both rushed at the mand and as McFall struck at him with his truncheon Gledhill grabbed the man's right hand, and took the gun from him. There was a violent struggle and the gunman fell to the ground trying desperately to reach the inside of his jacket. At this stage other officers arrived. The man was subdued and another gun, an automatic pistol, was found in the pocket of his overalls.

Both Gledhill and McFall received injuries and had to receive hospital treatment. They had faced a sustained firearm attack and from the early stages knew the risks they ran of being killed or seriously injured.

For his conduct Constable McFall was awarded the George Medal.

Last November I attended the Armistice day Parade at the Cenotaph in Whitehall and had the honour of meeting Tony Gledhill. He was there with many other members of the VC

Beyond the call of Duty..... coninued

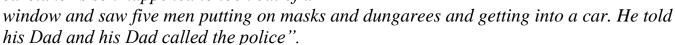
and GC Association (see photo – Tony is the 5th from left) who were all in London for the opening of the new Lord Ashcroft Gallery as well as the Cenotaph service.

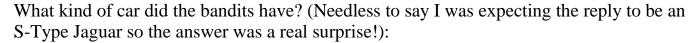
I asked if it would be possible to interview him for the Rosette Recorder and I am pleased to say he agreed. I asked him how accurate the Citation is.

"It's actually a pretty good description of what happened".

Why did you and PC McFall get called to the scene?

"It was the school holidays and a school caretaker's son happened to look out of a





"Actually, they had a car just like ours – another Wolseley – but in a two-tone blue colour. The only difference was, theirs was a manual".

This was another great surprise; "Your Police Wolseley had an automatic gearbox?!" "Yes, they all did".

This came as a real shock. I have always assumed that Police cars would have been manual. It actually makes the chase even more impressive; an automatic Wolseley, on cross-ply tyres, chasing a manual one, at speeds of up to 80mph – in the wet! Of the chase he says,

"Once or twice I thought I would lose it. Not long after the start of the chase it started to go and I said, "I'm going to lose it". Terry my wireless operator replied, "You won't, you won't, you won't" — and I didn't!"

I then asked Tony what the Wolseleys were like as Police Cars:

"I used to really like them. They were not too bad at all. When I first passed my Police Driving Course at Hendon in 1963, I was based at Lee Green Police Station driving Wolseley 6/90s. They were much heavier. The 6/110s were nicer to drive although around South London you could rarely get any speed up (but you could really put your foot down on the Sidcup Bypass!) I enjoyed getting up to a good speed in them".

By the time of the incident Tony was based at Lewisham Police Station.

"We had two Wolseleys at our station and there were three shifts. The cars were always used alternately unless there was a breakdown"



Beyond the call of Duty.... coninued

Did you drive them all the time?

"No, as a Policeman in those days you might find yourself on the beat for six or nine weeks, or as a Police van driver on van duty, or driving the Area Cars (the Wolseleys)".

Were you involved in the maintenance of them?

"No, but we were lucky as the Traffic Division Workshops were on site at Lewisham so we didn't have to take them



anywhere. The Area Car I was driving on the day was my favourite. Its call sign was 'Papa 1' (registered CYK 360C)".

It was not common at the time for Police Officers to be shot at in the course of their duties. However, just two weeks before this incident that had all changed when three Policemen had been shot dead by Harry Roberts and his two accomplices in Braybrook Street, Shepherd's Bush. This fact must have been in their minds when Tony, and his wireless operator Terry, gave chase; even more so when they arrived at Maguire's breakers yard and were ambushed by East End gangster Billy Gentry who held his pistol to Tony's head. Gentry was overwhelmed and arrested. I asked if all the bandits were caught.

"We eventually got four out of the five. We arrested ours and another car got one of the others. Two more were arrested later. One of those caught was Jon McVicar".

McVicar was a notorious villain who was subsequently given a 23-year sentence for various armed robberies. He escaped from the maximum security wing of Durham Prison in 1968 but was later recaptured. It was quite a coup for Tony and Terry McFall to facilitate his arrest.

I did ask Tony the question that is always asked of people who have done incredibly brave acts in the face of death or serious injury – "What made you do it?" His answer was the same as all the others I have asked; "I have no idea".



Tony gave his medals (see photo above) to the IWM eleven years ago. I asked him what he thought of the new Gallery and all of the interest surrounding it.

Beyond the call of Duty.... coninued

"I love the Gallery – I could spend hours there. I am really pleased with the model of my Wolseley and the interactive animation of the event is great. At the preview I had tem schoolkids say, "Look – there's Tony Gledhill!" and had their photos taken with me".

It's great to know that Tony's bravery – and the bravery of the others honoured at the Gallery will be remembered long into the future. If you find yourself in London do go and see it......

See Part 2 next month.....

SUBSCRIPTION RENEWALS

Please note that a subscription renewal notice has been included with this newsletter.

In order for us to keep our records up to date, it is important that you complete this form and return it with your 2012/13 subscription payment.

Please ensure you return it to your Branch Secretary – not the National Secretary or Treasurer.

SELL, BUY, and EXCHANGE

WANTED:

- An original set of Ace rimbellishers for my 6/90 these are 15". Please contact John Macadam on (03) 487 9399, or email Mcadamj@chemistry.otago.ac.nz
- A club member in the Wanaka area that would be willing to allow the use of their Wolseley for a small wedding? I'm not too fussed what type, as long as it's not a Hornet (mini) it'll be fine. Of course I'll cover the owners' costs etc. Contact Andrew Stone on Andrew.Stone@beca.com
- Does any one have an 18/85 FWD they might be selling/trade? I have my black 6/80 that I would need to swap with the deal or sell outright. The 6/80 is a runner and drives well I can provide more details on request, but my heart is set on a 18/85. If you can help in my quest I would be appreciative.
- Contact Derek Watson (Christchurch) on dc.watson@xtra.co.nz

FOR SALE:

- 1963 Wolseley 1500 Current rego & W.O.F. Excellent runner. Tidy condition. Twin carbs. Colour: Maroon. Regulary used on rallies. Some spares. Contact Arnold Mortensen. Phone 07- 5441019.
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Contact Steve Foley 16 Eden St, Island Bay Wellington 6023 Phone 0210407449 / 049349390

To place your advert, telephone, post, or email details to the Editor, Colin Hey



The business end of Bob Signal's Wolseley 1500. Bob has campaigned this car for many years in local car club events in Taranaki. Bob won Second Place at the 2012 National Rally for Pride of Ownership - a prize well deserved.

The



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