

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

MAY - JUNE 2014



Wendy Willoughby's Wolseley and back-up vehicle photographed at a recent Christchurch event. You can decide which one is which.

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.



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Lindsay Patterson.

EDITOR'S STUFF

The last month literally flew by, with lots going on in many different ways. Most time-consuming has been arranging to have Jenny's Mum relocated into a rest home, after a recent fall at home left her with a cracked pelvis which severely affected her ability to cope at home by herself. It's difficult to accept that one such event could have such a profound effect on someone's life – gone was her ability to drive, and gone was her independence and ability to manage the day-to-day things that we all take



for granted when our health is reasonable at least.

Anyway, to cut a long story short, she is now in Anthony Wilding Retirement Village, and gradually settling in and seems to be accepting that she can be looked after by others rather than herself. Jenny and I have learned that there is 100% truth in the saying "be nice to your kids, because they choose your rest-home".

A couple of days after she moved in to the rest-home, Jenny happened to notice that the room directly opposite her mother's had a familiar-looking name on the door – a Mrs Doreen Shearer. Doreen was a member of our club for many, many years, and owned a 4/44 that had been hers since new, and regrettably had to be sold soon after the Christchurch earthquakes when she was forced to vacate her house in Cashmere. Her 4/44 was sold by a family friend on Trademe to the North Island, where the new owner found that it wasn't what he was after and sold it on again – this time to current owner and club member Lance Fitness, of the Manawatu Branch. Although it is a very good example, Lance is now working through it as a rolling restoration, gradually making it better and better.

The other day Jenny popped into Doreen's room and talked to her for a few minutes, and she wished to pass on her greetings to all in the club who knew her – especially to Bill and Margaret Williamson, who kept in contact with her for years. Just proves once again that Christchurch isn't really a big place after all.

We've had a couple of really good outings during the month as well, which no doubt you will read about later in the Branch reports. On the 18th of May we had a local run, which as usual was attended by one of our branch committee members, Simon Verkerk. Young Simon has a very nice bright red 1300, which has proved a little temperamental lately. When he bought it, it was fitted with an early Mini 1½" SU carb and air cleaner, which gave it the performance of, well, an early Mini! A few months back he bought a set of the correct twin carbs, and had them fitted and tuned, only to learn that the engine was down a little on compression on no. 2 and 3 cylinders due to suspected burnt valves, thus making it very difficult to tune the engine properly. He had decided to live with this for a while, however recently the car had developed an annoying hesitation at while cruising at highway speeds, which was taking some of the pleasure away from using it. He had tried

fitting new ignition parts (condenser, rotor, coil, etc, and one day he called in at home to let me have a look at it. As a last resort we swapped the distributor cap and leads off the club's 1300, which I had at home at the time, which did seem to make a difference, so I suggested he try them for the trip home. The next day was our club run, so if things were no better we could do a bit more digging to try and get to the bottom of the problem. The next day he arrived at the club run looking pretty dismayed, and said that things were even worse now, and said it was time to tackle the real problem and get the burnt valves attended to. Feeling a bit sorry for his predicament, I offered to give him a hand with the job, so after the run he dropped the car out at our place, and Matthew drove him back to where he normally stores the car, where his everyday car was located. His only desire was to have the car running again in time for the Timaru All British Day two weeks later — reasonably do-able, I thought.

The next night Matthew spent an hour or so starting to remove the cylinder head, and the following night we both got stuck in for another couple of hours and got it off altogether. We should have got it done in less than half that time, however the front centre stud had

frozen in its hole making it virtually impossible to lift the head off the block. After lots of CRC and persistent jiggling, we finally got it off. We found all of the exhaust valves had very bad recession back into the head, and the two centre inlet valve guides were so worn that it would have been impossible for the valves to sit properly in their seats, let alone seal properly.

The next day the head was sent away to my brother's for reconditioning, and it we got it back on the following Sunday,



Simon's reconditioned 1300 head ready to be assembled

fitted with new valve guides, a new set of over-size inlet valves, and all machined up and resurfaced, ready to put back on again. This was done on the Tuesday and Thursday nights after work, and it fired up straight away and seemed to be running just fine (although because it was raining, we didn't test-drive it). On the Saturday (the day before the Timaru All British Day), I thought I'd better give it a test-run to make sure all was well, however no sooner had I got it up to about 80km/h, and it started its hesitation routine again – not bad, but I could feel it just the same. Clearly, there was still a problem somewhere. Years ago I had a similar problem with Mary's Marina, and that had turned out to be a broken earth wire in the distributor, so I returned home and immediately started looking there. It was just fine, but by then I was starting to wonder if the vacuum advance mechanism was working properly, so I got my vacuum testing tool and tested it. It wasn't working at all!

Luckily, we still had Matthew's old 1100 engine stored away down the back of the shed pretty much still as it had come out of the car 6 months ago, and still with the distributor in it. I checked the vacuum unit and it was just fine, so I removed the whole distributor and swapped it with the one in Simon's car. We re-timed it all, and took it for a good fast testrun, and all was well. Needless to say, Simon had a good run to Timaru and back the next day. His next project is to buy one of the new fully electronic distributors (available on Trademe for \$190), and fit that.

I don't know how many of you will be regular Trademe watchers, but if you were looking



about 3 weeks ago you may have seen a red 1300 for sale that had had the roof cut off and the body cut down to something resembling a Mini Moke design. With a live registration, it seemed a good buy for the \$250 that was the opening bid amount, so for some weird reason I bid for it, was the only bidder, and secured it for that price. The owner also threw in (literally, as this had been dropped into the back of the car when I went to collect it) a complete Mk2 1100 engine and gearbox

(supposedly with a slipping clutch) for another \$50. I've since collected it and it's at home while I contemplate its fate. The work done so far is structurally very well executed, and was being done to a plan which had been OK'd by a low-volume certifier, however there is far too much rust in it now to even contemplate getting it certified should anyone wish to carry on and try and finish it. There are holes right through the wheel arches into the car, along the sills, in the floor pan, and even across the bulkhead at the base of the windscreen, to name the worst areas. It's likely fate will be to provide a spare set of parts to enable the club's 1300 auto to be changed to a manual gearbox if or when it needs to be done. We may yet also make the very rear of the car into a trailer to cart around our BBQ and shelter to events. Now that would be different!

Another personal purchase this month was a lovely 1948 Wolseley Eight, which was advertised in a clearing sale/auction at the property of one of our branch members, Peter Waldron, from Rakaia. Peter was the local vegetable and tomato grower in the town, and has recently decided to retire and down-size his large property to a smaller section and new home. Peter has owned the Eight many, many years, having bought it from the West Coast where it had sat for decades in a shed after breaking a piston in the 1970's. He had got as far as getting the chassis and suspension re-built, the body professionally restored and painted, and the interior reupholstered, which has all been done to a very high

standard indeed. The stumbling block turned out to be the engine, which had been sitting waiting to be done at the local garage, and was never started.

Allan Francis went down to Rakaia with me on the day of the auction, and I was

immediately surprised at how good the Eight looked, and was sure there would be a few bidders besides myself. As it turned out, there were a number of members there waiting to see what developed, amongst them Errol Stewart from Ashburton. Les and Malcolm Nell from Barrhill, and also Bruce Ackroyd from Christchurch. I also recognised a few VCC members in the crowd of about 30 people who had arrived for the sale.



Wolseley Eight purchased from Peter Waldron

Being the final item to be sold of around 50 lots, bidding got underway at \$3,000, and looked like it was going to stall when it got to \$4,000, however a new bidder (who I couldn't see) got going and kept the price going up. Eventually it stopped again, and with Peter's approval, the auction was over and the car was sold to me, with the highest bid. It has now been collected and is sitting in my shed. I'm not planning any immediate work on it as there are a couple of other projects to get out of the way first, but in the meantime the search is now on for some engine parts to get it finished off mechanically.

Also during the month Matthew's 1500 came back from the paint shop, and it looks great.



Sneak preview of Matthew's repainted 1500

It took about two weeks longer than had been allowed, but to the painter's credit he has delivered a result which exceeded my expectations for the money spent, and he also honoured his original quote (which wasn't in writing), and delivered a beautiful shiny two-tone paint-job. Matthew is now busy getting all of the chrome and trim put back on again, and hopefully it will be back on the road again in another

few weeks.

And to cap this month off, just one last job to report on – Matthew has installed a rejuvenated dashboard in the club's 1300, complete with its Turbo on/off switch which was fitted for the filming of the "No Petrol, No Diesel" movie. It certainly looks much

better! Interestingly, there has been no real demand for the car this past year, so we may yet discuss its future at the next branch AGM.

Oh, and I also forgot to mention that John Mallia called from Melbourne the other night to report that the 18/85 has finally arrived and he now has it at home. Apparently it had survived the trip well, but somehow got dirty on the way over, as Australian customs insisted it be cleaned again on arrival. Obviously a Kiwi-clean isn't as good as an Aussieclean. His next mission is to get a 'roadworthy' certificate for it. I hope that proves more straightforward than the trip through customs.

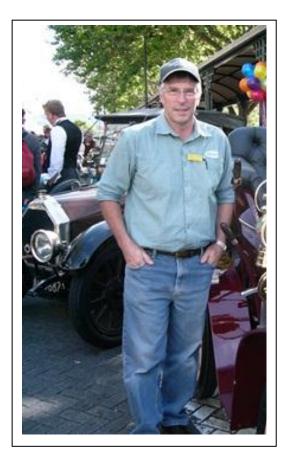
Have a good month, everyone.

Colin Hey.

CHAIRMAN'S REPORT

Just a short report, or a reminder this month. It's coming up to membership subscription renewals etc. Payments should be made to your branch/region. A receipt and membership card is issued. Your Branch Treasurer then sends the levy payment to the National Treasurer and your membership particulars to the National Secretary. This information makes up the National Data Base. From this Data Base labels are printed and sent to the Editor's committee for the Wolseley Word. If you have not received a Wolseley Word or know of some body not getting one, then you need to contact your local Secretary/Treasurer. If they haven't forwarded necessary information onto the National Secretary to update the data base then you will miss out on the Wolseley Word. Contact information etc is inside the front page of the Wolseley Word. You may wish to contact the National Secretary or President for guidance or direction.

Regards to you all and keep warm. Gordon Duthie.



SECRETARY'S REPORT

Dear Fellow Wolseleyites,

I have had a busy couple of months at work and with the family.

Our son Jeremy came home over Easter from Brisbane. It was great to see him.

Both our daughter's came home from Auckland so we had a house full.

The weekend was highlighted by a family meal at "Marbles" and rowing the boats at Pukekura Park.

SECRETARY'S REPORT

My 6/90 engine rebuild has had some progress I am starting to rebuild the engine.

I was sad to hear of Betty passing as she was so much fun to be a on a Rally with I am sure everybody is thinking of you Alan she will be sorely missed.

National Rally Number Four 2010 The Great Southern Rally We set out from home and stayed in Wellington then crossed on the Ferry and travelled down to Christchurch. We attended the pre Rally dinner at the Sequoia88 Restaurant with about 70 people attending it was great to catch up with the Aussies and also meet some new ones as there was 31 of them. The next day we Travelled down to Dunedin and at Forbry Park Raceway we all had a treat.



There we had a "1900 Wolseley" to ogle at and I even had a ride in it. Fantastic; -). The next day we travelled down the coast through the beautiful Catlands area to



Michael's Hornet in Christchurch on the trip south

Invercargill.

Invercargill.

While the Rally Car photos were taken we travel by coach to the Richardson Truck Museum. What a fantastic experience "World Class". With just about every truck that came to New Zealand displayed. During Lunch we had a private showing Of "the World's Fastest Indian Movie with Tim Shadbolt popping in and welcoming us to

I went with Steve Finch to Mandeville and viewed there collection of planes and could of gone for a ride in a tiger moth if we had booked ahead, while others did other activities.

The last day was Te Anau where we finished with the rally dinner and

farewell breakfast the next day. We looked around and said our farewells for another Two years. Some people went on to beautiful Milford Sounds while others made their way home.

We had a good trip home back to Dunedin then a few days in Kaikoura before crossing on the Ferry homeward.

Cheers Michael Kruse

BRANCH NEWS and EVENTS

Auckland Branch News:

We are pleased to welcome new members Cameron and Kelli-Ann Officer from Titirangi in Auckland who have a 1967 Wolseley 16/60. It appears that our Branch is growing steadily and we hope to meet up with Cameron and Kelli-Ann soon.

Please remember that if your Wolseley is not on the road at present you are still more than welcome to attend any event in another vehicle.

Coming Events:

- 1. **Auckland Branch Committee Meeting** to be held on Sunday 22nd June 2014 at 4.00 p.m. at 17A Omana Road Papatoetoe.
- 2. **Mid-Winter Dinner & Movie** on Sunday 29 June 2014 at 4.30 p.m. at 177 Riversdale Road Avondale. Please contact Noeline Billing 278-3944 for details. The cost is \$25.00 per adult and children up to the age of 12 are \$1.00 per year. Please advise numbers for catering purposes no later than the 22nd June 2014.
- 3. **Sunday 20 July 2014 Auckland Branch AGM** This is to be held at the Committee Room of the Ellerslie War Memorial Hall at 2.30 p.m. This Hall is situated at 138 Main Highway Ellerslie on the Corner of Main Highway and Arthur Street in Ellerslie. Reserve this date on your calendars.

Regards Noeline Billing

Manawatu Branch Coming Events:

Saturday 21 June:

Working Bee from 9.00 am onwards at the Parts Shed, Pohangina Road, Ashhurst.

Saturday 28 June

PS Waimaire cruise on the Whanganui River and mid-winter dinner in Whanganui, with the option of an overnight stay and visit to two car collections on Sunday morning. Meet 10.00 am at Whanganui Riverboat Centre or 10.45 at Riverboat Wharf. \$39 adult, \$35 seniors, children \$15 (under 5 free). Dinner is at Anndionce Licensed Restaurant, 143-145 Anzac Parade (not BYO). 3-course value meal for \$25.50 pp, children's meal available. Accommodation can be booked at Anndion Motel/Lodge, 143-145 Anzac Parade.

Saturday 27 July - Branch AGM:

11.00 am at The Woolshed Café, 2861 State Highway 1, Sanson.

BRANCH NEWS and EVENTS – Manawatu Branch, continued...

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.

Labour Weekend: Mort Andrews Memorial Rally

An overnight rally is planned with a visit to the event at Keirunga Park Railway in Havelock North. A trophy will be awarded for the best car at the rally so get polishing your pride and joy (Wolseley of course). More details to come. Organiser Michelle Thompson tel. 06 374 8430.

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.

Contact: Ruth Cleal tel. 04 293 3369 or fincle@clear.net.nz

Nelson-Marlborough Branch News:

Our A.G.M. is on Sunday July 13th at 113 Whitby Rd Wakefield,1.00pm. As our Branch has a small membership of 8, please try and attend. It is your club and we need your input and support. Bryan Stansbury

Christchurch Branch News:

It's been a mixed month for our branch. We had a really good run, which I will report on later, but this was tempered by a sad farewell to two of our members who have passed away recently. The most significant of these was the memorial service for Betty Francis, which took place very soon after Allan returned from his overseas trip, on 14th May. It was a lovely service, and Allan himself spoke for a few minutes of his life journey with Betty, describing vividly how they had first met, then moved from address to address from Dunedin to Christchurch, their enjoyment of trips, events and interests together, and of course, touching on her involvement with the club. As a tribute to Betty, many of our branch members turned out for the funeral, and we were able to park our Wolseleys around the driveway of the funeral home where they were on full view to everyone attending the funeral and to anyone passing by the funeral home. I personally would like to thank everyone who bought their car along – they were all clean and shiny, and it was a

BRANCH NEWS and EVENTS - Christchurch Branch, continued...

fitting farewell to Betty. One notable inclusion was the lovely 16/60 belonging to Stuart and Judy Penny, who stayed on from a visit from Nelson to attend the funeral.



Part of the line-up outside Westpark Chapel for Betty Francis' memorial service

Although he hadn't been a financial member for many years, some will remember David Armstong and the two cars he restored when he was active in the club. Unfortunately he passed away on 22nd May, aged 83 years. I attended his funeral, and both photographs

used in the service sheet were taken with his two-tone green 1500 Mk1 in the background, and it was mentioned during the service that he had been an active member of our club. A sign of the times was that the Minister taking the service just couldn't get his pronunciation of "Wolseley" correct – he tried it twice, then gave up. David's muchadmired 1500 is now in the careful ownership of Alistair Lobb, in Ashburton, and is often seen at



classic car events in the region. David's wish was for a simple but traditional funeral, which is just what he got, capped off with some bagpipes at the end.

We had a great local run during the month to the Antonio Hall, which is located in busy Riccarton Road – a landmark that many of us would travel past often, but never take notice of the grand old building, still standing half-wrecked and run down ever since the Christchurch earthquakes. The buildings first started life as a private residence, then had after-lives of a convent and then a boarding house – each time being added to and adapted to its role. It is now owned by overseas owners who are waiting for a substantial offer to suddenly pop up, but in the meantime have no interest in maintaining, let alone restoring,

BRANCH NEWS and EVENTS - Christchurch Branch, continued...

the complex. Fortunately it is being watched over by a small group of historical enthusiasts, who are doing their best to keep the vandals and thieves out of the place, and keep some parts of it tidy enough for visitors to look through. They are keen for as many

to see it as possible, both inside and out (especially photographers, who they encourage to take as many photographs as possible), as there is no doubt that eventually it will be demolished and lost forever and then the site re-developed.

The interior is now very, very, run down, but gives a glimpse of what convent and then boarding life must have been like in the 1940 – 1980 period – no privacy, and the minimum of comforts. Many of the



Wolseleys outside of the earthquake-damaged Antonio Hall

original fittings and some furniture still survive, although with much of the exterior copper flashings now having been stolen, and the earthquake damage, very few areas are now water-tight and are deteriorating quickly. A bit like leaving a restorable classic car sitting out in the weather with leaking windows for years and years. It was a very interesting and informative visit.

Around about 3.30 we excused ourselves from our hosts (I'm sure they could have told us lots more had we wanted), and we headed around the corner to Harringtons pub, where we enjoyed a very generous afternoon tea – a fitting end to the day.

The other run during the month was the Timaru All British Day on 1st June. I was unable



Matthew Hey's 1100 (left) and Simon Verkerks 1300 at the finish of the Timaru All British Day, along with other BMC classics.

to attend this one, however Simon Verkerk and Matthew took their cars down, and were met down there by the Stewarts (6/110) and Barkers (25HP), both from Ashburton. The day followed the usual format of a public display for an hour, and then a longish run, this year finishing at an airdrome in the Rangitata area.

BRANCH NEWS and EVENTS – Christchurch Branch, continued...

Matthew reports that it was a good day out, attended by a large variety of cars and their enthusiastic owners.

Our working bee for the month concentrated on removing a few parts from an early Series 2 Morris that Les Nell had delivered the month before, and building a fence and gate at the rear of the containers to screen an area we are now using to store whole cars that will eventually be dismantled. The fence wasn't quite finished, but Tony Shanks, Eddie Bishop and Stuart Penny (who was visiting from Nelson) finished it off the following week, and it looks really good. The Morris has now gone to the car museum in the sky. Graham Quate gave the Morris its last rights at the working bee, mentioning how some person must have been the really proud owner of it when it was new, and that it had probably taken a family on many happy trips into the country. He was surely right.

I am pleased to report that Eddie Bishop did indeed make it to his appointment for a hip-replacement on 28th May, and according to Nancy he is recovering well. We're looking forward to catching up with him again soon – knowing him we won't have too long to wait.

And before finishing, a big welcome to two new members this month:

Kelvin & Jennifer Field They have a Wolseley 16/60, and Ian & Liann Scott. They have a Wolseley 6/110 Mk 2.

That's about it for this month.

Colin Hey

PS – a head's-up to our members that we will be having our Branch AGM on Saturday 26th July. Please keep this evening free.

Christchurch Branch Coming Activities:

Saturday 14th June - 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 15th June - Visit to Homebush Stables and Historic Estate, Hororata.

Meet at the West Melton hotel car park on SH73, at 1.30pm, for a trip out to Homebush, just west of Darfield. We will visit the museum and stables there, and if the weather is kind enough, have a walk around the homestead gardens. Afternoon tea will be catered, so please bring \$10 per person to cover that, plus another \$5 entry fee for the museum itself. On wet or fine, and you don't have to bring your Wolseley if you don't want to (especially if the weather isn't good). For more information on Homebush, visit www.homebush.co.nz

Saturday 12th July - Working Bee at Idlewood

BRANCH NEWS and EVENTS - Christchurch Branch, continued...

Sunday 13th July - Mid-Winter Lunch at She Café, Diamond Habour.

Bookings required no later than Saturday 5th July – cost will be around \$20 to \$25 per person – final details to be in the next newsletter. Please mark the date in your calendar now, RSVP to Allan Francis, ph. 03 323-7559

Saturday 26th July - Branch Annual General Meeting

The meeting will be held in the usual venue – Sydenham Community Centre, Hutcheson Street (off Colombo Street opposite Sydenham Park), starting at 7.30 sharp. Good supper provided – we would like to see as many there as possible please.

Southern Regional Branch News:

Greetings from the Deep South. Not a lot to report this time around as not much seems to be happening. One of the disadvantages of being responsible for a big area is to try and sort out some runs/display ideas for members from Oamaru south and covering from Queenstown and Dunedin and Invercargill plus everywhere in between. We have come up with a list of events that will be happening over the next 12 months or so and cover events in Oamaru, Dunedin, Cromwell, Mataura, Riverton, Te Anau, Roxburgh plus others. Once I have confirmed dates etc I will publish the list in the Wolseley Word. Even if a couple or three members attend it puts the club out there in the public's view. I intend to attend as many as possible myself so work on our 16/60 has been stepped up quite a bit. The repaint will be left until the warmer weather returns and we will use her regularly to iron out any little (I hope) problems that might occur

I found recently an original road test on a Wolseley 16/60 Automatic (Autocar Magazine 12th January1962) and it makes interesting reading. Once I can figure how to save and reproduce it, I'll send it to Colin and maybe it will be suitable for inclusion in the Word at a future date.

Well, I'd better get back out to the garage for another couple of hours and do something useful so regards to all from the cold Deep South.

Bryan Kelly Bryan Kelly

The Origin of the White Wedding Dress

A son asked his mother the following question: 'Mom, why are wedding dresses white?' The mother looks at her son and replies: 'Son, this shows your friends and relatives that the bride is pure.'

The son thanks his Mom and goes off to double-check this with his father.

'Dad why are wedding dresses white?'

The father looks at his son in surprise and says:

'Son, all household appliances come in white.'

(The husband is still in intensive care and the prognosis is not good!!!)

Replacement of a Crankshaft Spigot Bush in Wolseley 6/90 By Winton Cleal

For some time it had become obvious that the spigot bush on the 6/90 needed replacing. This was because it was becoming difficult to change gear from second to third, and third to top. The Workshop Manual states that the engine must be removed to do this. I made inquiries in the UK, Australia an NZ and no-one had been able to take the gearbox and clutch out without taking out the engine. I have an official Wolseley Motors book that recommends how long garages can expect to take on specific jobs. In taking out the engine, they said six hours. And they were spot on.

I talked to my good friend Ivan McCutcheon, who is a retired ship's engineer and owns a



Out it comes – photo shows Ivan's device for tilting the engine as it comes out.

6/80 and 6/110, and he suggested I bring the car up to his property in Dannevirke where he has a very good shed with a hoist. He made 12 inch high stands out of RSJ steel beams to put under the front wheels. This was because we wanted to keep the area underneath the car clear of any obstruction. We also put axle stands under the rear axle. This meant the car was 12 inches up in the air. The engine and gearbox are approximately 2 metres long. After taking everything off the engine, the radiator out, the radiator grill off and disconnecting the driveshaft at the diff, we were ready to start lifting the engine out. This was when Ivan produced his next surprise. He had built a device that tilts the engine (see photo 1), which connects to the hoist and has a worm drive. The engine is hung off it at both ends, and with the use of his power tool that is connected to his compressor, you move the

worm one way and the front of the engine comes up, move the worm the other way and the back comes up. As you can see in the photo the engine came out at about 45 degrees.

We took the gearbox off and replaced the clutch, thrust bearing, pressure plate and, of course, the \$22.50 spigot bush, which was worn. The clutch etc. were original and have done 161,000 miles; as you can see in photo 2 there is still quite a bit of wear left in them.



The clutch after 161,000 miles – still some life left.

It took us a further two days to put the engine back in and connect everything up.

Replacement of a Crankshaft Spigot Bush in Wolseley 6/90 – continued....

Now there is a postscript to this story. After being away for three days I just wanted to get

home. We tested the car and she was great, we had all the gears etc. BUT, no head lights. This problem had arisen at an earlier rally and I thought I had fixed it, but no. We checked the fuses etc. We had no rear lights but we had stop lights, and we also had the 3 driving lights. Now I don't know of anyone else in the VCC or the Wolseley Car Club who has a headlamp endorsement which states that the vehicle may have headlamps that are non-standard configuration because it was manufactured with that specific equipment. (You can get this endorsement through VCC National Office and have it attached to your VIC card.) So armed with this knowledge I decided I would drive home using the driving lights. However, there were still no rear lights, but I have a 9-volt torch and with a rear light cover off an old Jappo car taped over the lens of the torch sitting on the rear window sill, I carefully drove home not exceeding 45 mph hoping I wouldn't get stopped by the



Get-you-home solution for rear lights

constabulary. I made it home at 10 pm without being stopped. Winton Cleal

FOR SALE

No listings this month

Deadline for next Wolseley Word:

Friday 27th June 2014

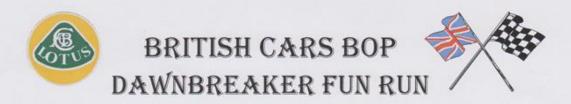
Woman Stops Grizzly Attack With ..25 Caliber Pistol.

This is a story of self control and marksmanship. A woman survived a grizzly bear attack with one well placed shot from her itsy bitsy .25 caliber Beretta Jetfire.

These are her own words:

While out hiking in Missoula, Montana, with my boyfriend, we were surprised when a huge grizzly bear came charging at us out of nowhere. She must have been protecting her cubs because she was extremely aggressive.

If I had not had my little Beretta Jetfire, I would not be here today! I yanked it out of my purse and fired one shot. It hit my boyfriend in his kneecap and the bear caught him easily. While the grizzly mauled the poor cripple, I was able to escape by just walking away at a brisk pace. I love that pistol. I'll find other boyfriends.



Date: Sunday 29 June 2014

Assembly Time: 7-00am at Western Bay District Council carpark

The first car will depart at 7-15 and the run will finish with a brunch at the end destination. (A good selection of food and beverage is available at the venue)

The run is encompassed within a 60km radius of Central Tauranga and should take a maximum of $2\frac{1}{2}$ hours (assuming you don't get lost!)

Bring with you: paper, pens, full tank of petrol and a sharp eye for clues.

Cost: Gold coin per car for prizes plus cost for whatever you choose to eat/drink at venue.

Cars will need a minimum of a driver and 1 passenger and more passengers can sometimes be an advantage.

This is not a race. Target time is based on steady considerate driving within relevant speed limits. Points will be deducted for being too fast as well as too slow.

Organisers:

John & Angela Mallard ph: 07 5762864 home 07 5758058 work

email: mallard-home@xtra.co.nz

BUY WISELY BUY

WOLSELEY

The WOLSELEY HORNET

. . . gives you all the advantages of the world-beating B.M.C. miniature car engineering and Wolseley luxury too. Features include: 848 c.c. O.H.V. engine, transversely mounted and driving the front wheels, 4-speed gearbox. Independent suspension to all wheels.

£460 plus £173 10. 3d. P.T.

The WOLSELEY 1500

. . . a compact and highly manoeuvrable family or business car. The 1,489 c.c. O.H.V. engine provides a high power-to-weight ratio giving a brisk performance and economical running costs.

Fleet Model £530 plus £199 15s. 3d. P.T. Family Model from £550 plus £207 5s. 3d. P.T.

The WOLSELEY 16/60

... a luxuriously appointed and roomy car with a large luggage boot. The 1,622 c.c. engine and fully automatic transmission combine to give a smooth and effortless performance. Excellent roadholding is a notable 16/60 feature.

> £760 10s. 0d. plus £286 4s. 0d. P.T. 4-speed manual gearbox model: £692 10s. 0d. plus £260 14s. 0d. P.T.

The WOLSELEY 6/110

... an impressive car with a particular appeal to the business executive and professional man. The 6/110 offers high performance with luxury and silence. Features include: 2,912 c.c. 6-cylinder engine, built-in overdrive, disc brakes on front wheels. Power steering and automatic transmission optional extras.

£920 plus £346 0s. 3d. P.T. Automatic Transmission Model: £970 plus £364 15s. 3d. P.T.

Real leather on seats of all models except 1500 Fleet Model.

Provision for fitting front seat belts on all models.









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Mord Word

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