



THE



WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC



NOVEMBER - DECEMBER 2015



Anthony Dacre's 6/90 at a recent Christchurch Branch run

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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EDITOR'S STUFF

November has gone by very quickly, and at work we are well into the countdown until the end of the year, with every day of work counting now. In a way this is not a bad thing, as rebuild worksites will be pulled in around the CBD and all over Christchurch, and hopefully it will become noticeably easier for people to get around – especially in some of the worst earthquake-affected suburbs. This month seems to have been one for salvage missions. The month began with the ‘rescue’ of one very sad 6/99

from 5 years of incarceration inside a leaky shipping container. This car belonged to Jenny and I between 1988 and 1993, and is identical in colour and trim to the 6/99 we still own (two-tone blue). Before we owned it, it belonged to the family of a good friend of mine. At the time we first owned it, it was cheap, and it seemed like a good idea to buy it and perhaps have the two of them to do weddings. Instead, we started a family, then moved house to Bishopdale, so we decided to sell it. I sold it on to another friend of mine who has a one-man restoration business, and he invested more time and money into it, and had it looking pretty smart by the time he sold it on about three years after that.

The next owner hardly used it, and about 5 years ago put it into storage inside a shipping container and basically forgot about it. After the earthquakes the container (still with the car in it) was moved by someone without his knowledge, and after trying to track it down, he gave it up for lost. That was until he got a phone call a few months ago asking if he could ‘move his container’ as the land was required for a development – it turned out it had just been moved around the corner! Unfortunately, during all of this period the



What a few years in a leaking shipping container will do

container was leaking badly, and the resulting water and high humidity has basically wrecked the car. The windows had been left wound down, so the whole interior has gone rotten. The engine is seized solid, all alloy parts and electrical components are badly corroded, and there is lots of surface rust over anything that wasn't painted or covered with thick layers of oil and grease.

It proved a real mission to get it out of the container, as the brakes had seized up solid. The

Editor's Stuff - continued

owner had managed to prise off the front callipers, but despite trying (and with limited room inside the container) we couldn't free up the rear brakes, and had to drag it out of the container and up onto the car transporter with the rear wheels locked up. Matthew and Simon Verkerk had both come to help, and it needed us all to do it!

As yet, its fate is uncertain. Surprisingly, about 60% of the paintwork is still good, and most of the chrome is still OK. However, the engine, the whole of the interior and all electrical and hydraulic parts are stuffed. About the only positive is that the registration is still on hold – it had 3 weeks to run before falling out of the system, so I was able to continue its exemption just in time.

All three of the 6/110's in Leeston mentioned in last month's magazine have now also been collected, and two of them are now residing at Idlewood. Danny O'Malley collected the first of these a few weeks ago, and a small team helped me collect the other two on Friday 13th November (Canterbury Anniversary Day). Picking them up and getting them to Idlewood was reasonably straightforward, although we did need to change wheels around to get them moveable and onto the trailer. Consequently we now have plenty of second-hand 6/110 parts if anyone is needing anything, however the cars have been sitting outside for 10 years so things like body panels are not perfect.



The cause of the problem!

At home, I've had Simon Verkerk's 16/60 engine back in the workshop to find out why it was smoking so badly after its recent re-build. I went straight to no. 4 piston as a compression test had revealed it was down slightly in compression in that cylinder, and removing it revealed a broken oil-control ring. My brother Robert had short-blocked the engine for me originally, so I called him and told him what I'd found. He came two days later with some replacement oil rings, and they were soon fitted. There was no obvious reason for the ring breaking, but fortunately it did no damage at all to the bore or to the piston, so nothing more was

required. It only took me a few hours to reassemble the engine again, and it's now been re-fitted into the car by Pat O'Connell. He had it back in the car by last weekend and he reports it's now running sweetly, so all should be well now. At least that part of Simon's 16/60 project is now complete, and he can now turn his attention to some of the more cosmetic work he's got planned.

Upholstery work is now underway on our 6/99 (our good one). What we hoped to be able to do was have replacement leather repair panels fitted into the original seats, and then have them all re-coloured to the original blue by Fibrenew in Christchurch. However when Fibrenew sent them to their upholstery specialist (Mark Sinclair), I was asked to go and have a talk to him to clarify what I wanted done. When I saw him, Mark told me that although he could do what we wanted, he felt that we would be disappointed with the results, plus his labour would cost about 70% of what a full re-trim would be anyway (without materials). He gave me a few colour samples to take home, and after talking it over with Jenny (it's her car, after all), we decided to go ahead with Mark's advice and

Editor's Stuff - continued

have them completely re-done with new leather. All being well, we should have them back in a couple of weeks.

I also managed to spend a couple of hours trying to find out why the overdrive wasn't working, and using the excellent fault diagnosis procedure set out in the factory workshop manual, I soon tracked it down to a faulty relay. After cleaning and re-setting the points it began working as it should, so as soon as I have the seats back in it, a test-drive should reveal whether that was the real problem.

The plan at this stage is to take the 6/99 to the National Rally in Hamilton, but it really should get a new clutch before trying that trip, so I'll see if I can find time to do that over the Christmas/New Year period. It's never been replaced in the life of the car, so 110,000 miles and 56 years isn't a bad stint for a clutch.

This month I've also had to try a new garage for WoF's, as the two 1500's and the 6/90 were coming close to expiring. The garage I'd previously used has closed down and I needed to find one that was close to work that was happy to do old cars. One of my workmates put me onto one only 5 minutes walk from work, so I've put all three of them through over the last couple of weeks (after I'd checked them fully myself) and all three were fine. So far, so good!

Because this is the last newsletter until early February, please have a look at the events through until then, and make sure you note the dates so you don't overlook anything you want to attend. There is plenty happening around the country over the summer. It's hard to believe that the VCC Vero Rally will be over and done with by the time the next newsletter comes out, and our own National Rally will be just a couple of weeks away by then too.

Have a great Christmas and New Year everyone!

Colin



CHAIRMAN'S REPORT

Hello Members,

A short report this time. I hope many of you are considering going to the National Rally, the information etc to do with the Rally is in this edition. The Website has also got much Pre-Rally and Main Rally information etc. I wish you all a great festive season and look forward to seeing you in the new year.

Regards and take care,
Gordon Duthie.

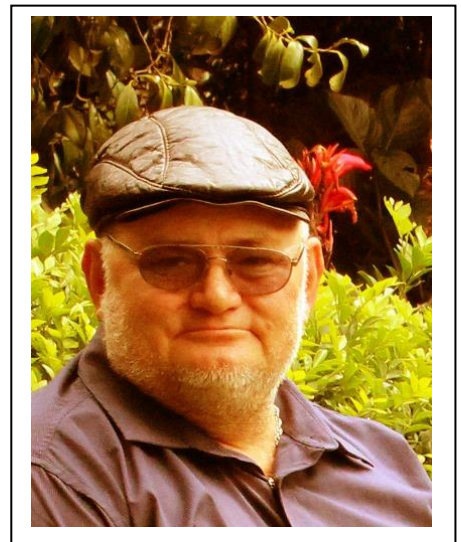


SECRETARY'S REPORT

Hi Fellow Wolseleyites,

The highlight this month was the trip to Wellington. We travelled down Friday afternoon to Winton and Ruth Cleal's place. On arrival we enjoyed a lovely evening, Spit Roasted Lamb cooked on the BBQ.

On Saturday morning we cleaned and polished the 1500. Winton was co-judge for the Mort Andrews Trophy with Mark Bennett so decided to leave his 6/90 at home. We met Mike Johnson (6/110) & Dan Thomson (6/110) at Plimmerton Palmers Garden Centre Café for early lunch then travelled to the Ferry Terminal meeting up with Andrew, Michelle & Elsie Thompson and their friend Sarah (6/110), Mike & Caroline Driscoll (14/56), Hugh



Elsie at the controls

Mackenzie & Bronwyn Pullan (6/110), Graham Bennett (Engineer on the Kaiarahi) & Anne, and Mark Bennett. The Tour began with health and safety information to keep everyone safe. Then we headed to the Bridge where Graham gave us a talk of what life was all about on a large ship. There are 49 crew that run the Kaiarahi 24 hours a day on a '7 days on 7 days off' roster, living on the ship for the rostered days on. So we had to be quiet when walking around as there were staff asleep in their cabins. On the bridge there are 3 places where the ship can be controlled from, one in the middle and on each side (for docking).

SECRETARY'S REPORT - continued



Happy times aboard!

This was very interesting with a glass floor panel (like the Sky Tower) to view the side of the ship below. Then we visited the kitchen and stores area where they keep all the crew and 550 passengers fed. Then it was down, down, down - 106 steps to the engine control room, following into the engine room.

The Kaiarahi has 4x4-stroke Wartsila 9L38 engines, each producing 5940 kw @ 600rpm. With a couple of cylinder

heads and a liner set carried on board as spares. Then we went deeper into to the ship to view the 2 X Mitsubishi MR-2 Finn Stabilisers. With all the travelling down it comes a time to go back up (you certainly wouldn't want to leave your torch in your cabin!!!)

We had a free cup of tea/coffee then it was time for the Judging for the Mort Andrews Trophy.

Thank you goes to Graham Bennett, the Crew and the Captain for their great tour. Graham was on duty at the time but made time out to come for dinner. "Sweet Georgia", is a Leisure Boat that we had a dinner cruise around the harbour on.

This boat can Cruise with 80 people and sleep

26 people below decks, after "Christmas Dinner" the Mort Andrews Trophy was presented by the judges, Winton Cleal and Mark Bennett.

After extensive deliberation and a recount, followed by a re-inspection, the most deserved winner was chosen out of seven Wolseley's lined up.

Mike & Carolyn Driscoll's 1936 14/56. Well done Mike it is a lovely car.

Before leaving on Sunday we visited Bronwyn & Hugh's place for morning tea.

Their place is on the beach front in Titahi Bay.

Merry Christmas

Michael Kruse



Mike Driscoll's Series II 14/56 – this year's winner of the Mort Andrews Trophy

BRANCH NEWS and EVENTS - Auckland

Auckland Branch

News:

A very pleasant weekend away at the beginning of November up North saw Claude and Marion Moffat, Paul and Noeline Billing, Ray and Caryl Chappell, Gay and Harry Sutcliffe partake of the entire weekend and it was great to catch up with John and Carol Lee who joined us for the Saturday. The weather could not have been better and the accommodation met all requirements. On the Sunday when we went to member Hans Compter's place, members were really impressed with his vast collection.



Some of the attendees with Hans Compter in the back row wearing a hat.

Our sincere thanks go out to Hans for hosting us, it was a great day.

Before finishing, we also welcome Ron Finucane as a new member with a 1955 Wolseley 4/44. Great to have you on board!

Now for the National Rally. A copy of the entry form is enclosed with this magazine.

If you have not already sent in your forms please do so now. At this point we have 20 registered entrants.

Coming Events:

Sunday 13 December 2015 – Visit the Warbirds Visitor Centre and drive to Hunua Falls. Meet at 1.30p.m. at Warbirds Hangar, Harvard Lane (main entrance off Hamlin Road, Ardmore Airport, Papakura). Cost is \$10 per person. Park outside the hangar but avoid the runway. There will be a guided tour from a Warbird Volunteer. Library and huge collection of model aircraft + various 1/1 scale Warbird military aircraft. There is a mezzanine floor viewing balcony. Then off up the Wairoa River Gorge on some classic

AUCKLAND BRANCH NEWS and EVENTS - continued

country roads to the Hunua Falls. Back to Auckland via the Hunua Gorge and maybe a drink at the Jolly Farmer Pub Drury.

Sunday 17 January 2016 - The Rotorua Vintage and Veteran Car Club is holding its third annual car show at the Rotorua Village Green at the Lakefront. The entrance is off Whakaue St, between Fenton and Tutanekai Sts. The show is from 9am to 4pm. Entry: Show car drivers and visitors will be asked for a gold coin donation. The proceeds will go to the St John Ambulance Association.

Sunday 7 February 2016 – Galaxy of Cars & Swap Meet. Once again we will attend this event which always proves to be popular. The show car and driver are free; adults \$12, children 5 to 15 years \$5. All show cars are required to be on site by 9.30 a.m. Swap meet starts at 7.30 a.m.

Sunday 6th March 2016 - Auckland Classic Brit & Euro Car Show from 9a.m.to 3 p.m. at Lloyd Elsmore Park, Pakuranga.



This is Hans Compter's Wolseley 25 Drophead.

Regards
Noeline Billing

BRANCH NEWS and EVENTS - Lower North Island

Lower North Island Branch

News:

Hi everyone

I would like to start off saying what a wonderful ending to our Club's year. As Michael has written in his report we all had a great weekend in Wellington. With people visiting and looking around the Cook straight Ferry and then a great Christmas event on the "Sweet Georgia" Harbour cruise and dinner. We had 20 Wolseley Club members attend these great events. Michael and I stayed with Winton and Ruth Cleal in Waikane and as usual were well looked after. Thank you to all those people who organised this event I am sure that next year will be just as eventful as this year. My special thoughts go to Ivan and Mary McCutcheon with Ivan in Hospital at this present time, we would like to wish you a speedy recovery Ivan and hope things go well, Mary you are also in our thoughts. Everybody have a wonderful Christmas and New Year and keep safe, enjoy your time with family and friends and see you all in 2016.

Kind Regards
Raewynn.



Coming Events:

Saturday, 12 December 2015 - Lake Ferry Excursion

36th Annual Lake Ferry Excursion, organised by the Sunbeam Car Club. Meet by the Fell Museum in Featherston at 11am for an 11:30am departure to Lake Ferry.

Sunday, 31 January 2016 - Wheels with Attitude

Dannevirke A & P Showgrounds, Neptune Street, 10am-2pm.

Sunday, 14 February 2016 - British Car Day, Trentham

It's the 30th anniversary of this event. Trentham Memorial Park, Upper Hutt, 10am.

Please note: Ivan McCutcheon's new cell number is 022-374-6326

Deadline for next Wolseley Word:

Friday 29th January 2016

Christchurch Branch

News:

With the weather now warming up significantly, our activities have ramped up and the event calendar is pretty full. It has come with some problems as well though. First and foremost is that with the current El Nino event, Idlewood is drying out very early and very quickly, so much so that we're now already having to regularly water the trees and shrubs that have been planted around our area. Fortunately for us, Danny O'Malley spotted someone selling water tanks at the Swap Meet in October and purchased two so we could add them to the ones already installed, so Eddie Bishop and his team have been busy installing additional roofing and spouting over the



Installing roofing and spouting on another container – from left, Tony Shanks, Eddie Bishop on the ladder, and Stuart Penny on the roof.

containers so keep them topped up with rainwater. All we need now is some more rain! Another downside to the good weather is that the rabbit population is once again on the increase. Lucky they don't eat Wolseleys, but it would be damn handy if they ate tyres, as they are getting harder and more expensive to get rid of nowadays also.

This brings me to another story. When we've finally finished dismantling our parts cars and need to get rid of them, it's been my job to cart them off to the scrap metal yard for their appointment with 'jaws of car-death'. Up until about 18 months ago, we were getting reasonable money for them. A bare 6/110 shell would fetch in the region of \$100. Since then the price has been falling, and this month, two I have taken (a 4/44 and a 16/60 shell) have returned \$5.30 and \$3.80 respectively. What was even more upsetting was that the 4/44 had four wheels and tyres on it, and I was given the choice of either removing the wheels and taking them with me, or accepting 4 old tyres from a pile they had on site. I chose the latter. Apparently scrap steel is presently only worth \$10 per tonne, and old tyres are now everyone's problem. If we could fool rabbits into eating them we'd be onto something!

As I mentioned in 'Editors Stuff', our working bee for the month was spent collecting two 6/110's from Leeston. A successful mission as it turned out, and they are now at Idlewood and some parts are being sold off them already.

BRANCH NEWS and EVENTS, Christchurch Branch

The engine and gearbox has now also been removed from the Series III 18/85 that we've had languishing in the garage for a while, and will be sent off to a new owner up north. Our aim is to try and clear out the garage so we can get the pavers we bought over winter laid in there to provide a better area to work in or have social events in – hopefully we can

achieve that before next winter. Unfortunately our run to Terrace Station open day early in November had to be cancelled because of wet weather, so instead we assembled in the afternoon and had a run out to Lincoln



One dead 6/110 loaded, another to go!

for a coffee and a bit of social time. We went to a new pub/café/restaurant there called 'The Laboratory' which has been built almost entirely out of materials recovered from earthquake demolitions, and what a fabulous job they have done. There is a booklet on each table explaining where all of the parts of the building have come from. Once the key elements (roof trusses, a grand staircase, and the flooring) were collected, an architect was commissioned to design the building around them, and with lots of collectibles on display there as well, it is an interesting place to visit. They were able to accommodate all 25 of us around a table in a corner as well, so it was a very social and enjoyable outing (and good coffee, eats and service as well).

Our second run for the month was held last weekend on 29th November. This one had been organised by Ray Willoughby, who unfortunately wasn't able to come on the day because of a family commitment elsewhere.

After assembling at the Belfast Pub, we headed to Rangiora via the back-roads, picking up three more cars in Rangiora as we went through. This outing visited the home of Michael and Francis Chirnside on the north-west fringe of the town. Michael is an early MG sports car enthusiast, and he and his wife have five MG's altogether, including an MGBGT, two 1950's MGTF's (one fully restored and one very original), and two 1930's cars – a VA and a TA. The TA is also restored, and the VA is the current project, now about 90% finished. One thing that immediately became apparent is Michael's absolute pursuit of originality in his restoration work. By 'absolute', I mean right down to using the correct pattern nuts and bolts and original castings. This is a huge undertaking on something like an MG sports car, as they tended to be modified and butchered by many owners over many years, so getting everything back to the way it was when the car left the factory

BRANCH NEWS and EVENTS, Christchurch Branch

takes a huge amount of research, then an even longer period of time searching the world for the correct 'original pattern' parts, then time again restoring them and fitting them to



Two of Michael Chirnside's immaculate MG's

the car. Michael has even spent an incredible amount of time researching and assembling original tool kits for the cars – he said that was a major undertaking just on its own.

Michael can quote all sorts of part numbers, suppliers and specialists all over the world, and has developed a very strong network of friends and contacts just getting

his three oldest MG's restored. His cars are all fabulous, and he was happy to share stories and his experience with everyone.

Another part to the visit was having a look around his wife's fabulous garden. The property is set out over two acres, and the garden is regularly used for garden parties, weddings, and bus tours. There are many, many specimen trees, hedges, and lots of seasonal plants, with the layout designed to provide different showings at different seasons. Our visit was between the spring and summer so we missed the best of it, but it still looked great and certainly shows the four-day weeks that Francis spends keeping it all up to scratch.

Out the back of the property they have about half an acre of fully sheltered open area, which can be accessed by its own driveway up the side of the

property. This is where we parked and were able to enjoy our picnic lunch.

After lunch and our guided tour, we thanked our hosts, and then headed just around the corner to Stuart and Judy Penny's house for afternoon tea – a great way to end the day. Unfortunately, the next day was a very sad day for Eddie and Nancy Bishop, with them losing their loved dog Todd, who was known to everyone attending our working bees.



Looking around the garden

Suffering from old age and arthritis for some time now, he's always been happy wandering around at Idlewood, and we know Eddie and Nancy will miss him not being around. They had set out to attend the run on Sunday, but half-way there decided to head back home as they suspected Todd wasn't going to last too much longer. Our thoughts are with you both.

Graham Quate has had a bit of a rough month too, with a touch of pneumonia keeping him at home for a spell. Always wanting to 'be out there and doing stuff', this would have been tough for him (and probably Judy too!). He's well on the road to recovery now though, thank goodness.

It was also a bit sad to receive a note from Grant Hitching a week or so ago, saying he'd decided to sell his 15/50. He's been finding it hard to drive because of arthritis in his left hip, so has offered it for sale in this newsletter. I'm sure it will find a good home.

Coming up on this Sunday 6th December we have our annual Christmas run to Orton Bradley Park organised by the Daimler and Lanchester Owners Club, which will be the final 'run' for the year. This is always a good event which is attended by many one-make clubs, and worth coming to if you enjoy picnicking in picturesque surroundings. This is followed the following weekend by our final working bee and Christmas BBQ at Idlewood on Saturday 12th December. The working bee will be a very relaxed one starting at 10.00am, then early in the afternoon we'll clean up and start preparing for a late afternoon BBQ and shared tea. Details for both of these are in the coming events section below.

All that remains now is to wish everyone a really Happy Christmas and New Year. Jenny, Matthew and I hope you have a good one with your loved ones and friends, and perhaps even manage to take a Wolseley out for a run somewhere to celebrate.

Colin Hey

Christchurch Branch Coming Activities:

Sunday 6th September - Inter-Club Christmas Outing, Orton Bradley Park

The Canterbury Daimler Enthusiasts Club Inc is holding its annual Christmas outing at Orton Bradley Park on Sunday 6 December. They are again inviting other car clubs to join with them that day and have reserved an area big enough to cope with a good turnout.

If you want to drive "in convoy" with us, we depart Princess Margaret Hospital at 11.15 a.m. or people can make their own way to the Park to arrive about 12 midday for a pre-lunch drink. The area reserved is at the end of the road near the toilets.

Entry to the park costs \$5 for adults and \$1 for children, payable at the entry kiosk. Also bring a small Christmas gift each to share (worth less than \$5 please).

Be self-sufficient with seats, tables etc and organise your own lunch including hot water. BBQs are allowed, but dogs are not (it is a working farm).

Coming activities continued next page....

Saturday 12th December - Working Bee at Idlewood, followed by our Christmas Barbeque and Social

The final event for 2015! The working bee will get underway a bit later than usual at 10.00am, mainly with the aim of having a tidy-up before the Christmas break. We'll break for a light lunch at 12.00pm (please bring your own), and then about 3.00pm we'll clean up and get the BBQ lit and prepare for a shared tea. For those who can only make it for the afternoon (including wives/partners) please come when you can – we will be eating from about 4.00pm. The sausages will be provided – please bring your own drink, and a salad and a dessert to share. It will be on wet or fine – if wet we'll be having it in the garage.

Sunday 10th January - Afternoon Tea run

We'll be heading out to Kirwee to the domain there for an easy run in the country and afternoon tea (please bring your own). Meet at the Yaldhurst Hotel at 1.30pm. If the weather is wet and/or cold, we'll go to a café instead.

Saturday 6th February - Annual Rangiora RSA Vintage and Classic Run

Meet at the Rangiora RSA in Victoria St, Rangiora, between 9.00am and 10.00am. The run will finish at Loburn Domain, where food and drinks will be on sale and a cake stall operating. Cost is \$10 per vehicle for the run, with all proceeds going to the RSA.

24th February - 5th March 2016 - National Rally in Hamilton –

See page 17 for update

Southern Regional Branch

Christmas Greetings from the Deep South.

Unfortunately I've been tied up flat out at work getting things finished off and helping with the various projects we're doing at the moment - Bill Richardson Transport World Truck Museum and Manapouri Power Station Upgrade to name two. The silly season is starting and they all want it yesterday!

I really haven't got much to report, but here is the list of coming events in our region:

- Cromwell Classic Car & Hot Rod Day, 16th January.
- Edindale Crankup, 30th-31st January.
- Lawrence Car Show, Sat 19th March

Regards from down south
Bryan Kelly





“WOLSELEYS in WAIKATO” RALLY 28th February to 4th March 2016

There is an extensive programme of a variety of events to be held commencing with the pre rally on Wednesday, 24-02-2016 to Sunday morning, 28-02-2016, the activities and accommodation will be at your own cost.

Thursday 25-2-16 it is intended to visit Motat in the morning and from there go to the Shaw Brothers before going to Warkworth for dinner at the Vintage Car Club Rooms which are in Satellite Station Road.

Friday 26-2-16 we are travelling out to Whitford to visit McNabney's Toy Museum and through to Ardmore.

Saturday 27-2-16 it is through to the Manukau Heads to visit the Awhitu Lighthouse before returning to Waiuku for lunch and visit Sharmas Museum in the afternoon.

Sunday morning 28-2-16 we leave Auckland to travel down to Pirongia where we will have lunch at Rodney MacDonald's home with some interesting stops on the way. The lunch at Rodney MacDonald's place is being paid for by the Auckland Branch and all Rally participants are invited to attend. Those travelling up from the South will either travel via Otorohanga or leaving State Highway 1 at Cambridge and travelling through Te Awamutu. Rodney has a very interesting garage collection and his landscaped gardens are amazing.

The official Rally commences on Sunday afternoon with registration from 4p.m. onwards at the Airport Inn with dinner following.

Then follows the week's activities. The basic Rally programme is advertised in the June-July 2015 Wolseley Word, or contact the editor if you would like to be emailed a copy of the programme, entry form, or both.

Contacts: *Noeline Billing, Email nbilling@ihug.co.nz Phone (09) 278 3944 or Ray Chappell, Email ray.chappell@gmail.com Phone (09) 238 6395, for further details.*

From the Email this month.....

From Mike Johnson, Wellington

Good afternoon Colin.

My apologies for the delay in reporting back to you on the flood experience I had in July with my car. The flood was caused by storm water flowing down an overloaded stream from a nearby hill via a blocked storm water drain. Water spilt over into Papawai Reserve and down Papawai Terrace into Wright Street in Mount Cook in Wellington where I had parked my car. I was unlucky because on the previous night I was unable to get a parking space in the Residents Car Park area close to my house and could only find a space lower down Wright Street which directly faces Papawai Terrace.

In my mind the story the media gave was slightly exaggerated. The culprit here was the WCC contactor Wellington Water, who had an open dome over the Council's storm water drain close to the stream. The dome became covered up with debris from soil erosion. I personally saw it later in the day after sorting out the car.

The flood took place in a very short time around 10.30 am . One of the Wright Street residents living close to Papawai Terrace saw water running down the street towards my car and tried to warn me. I was in the kitchen at the back of the house and did not hear anyone knocking on the door. Another neighbour who had seen me earlier on came round later and told me that my car should be moved urgently as it was already under water.

I quickly put on my gum boots and went down Wright Street entered the car and it started straight away. AS SAID BY STEVE FINCH WHEN I MET HIM IN A CAR PARK AFTER THE EVENT IT TAKES MORE THAN A FLOOD TO STOP A WOLSELEY. Fortunately I found a another space higher up in the street, lifted out the carpets (new ones individually fitted by an upholsterer 2 months prior to the event) and quickly bailed out the muddy water. While I was doing this the RNZ news and TV reporters came along and you know the rest of the story. The new Wolseley carpets were carefully washed and allowed to dry naturally. I fitted them about a month later.

Unlike in a modern car, most of the wiring in a classic car is located about 600 mm above ground level. Fortunately being parked on a camber the passenger side of the car was under more water than the driver's side which has the floor mounted dip switch and ignition system.

I attach a picture from the Wellingtonian Newspaper. It gives you an idea of the scale of the local problem.

Periodically I still get problems from the foot operated dip switch and the wiring on the passenger side headlights which sometimes do not work without being given multiple operations. I will order a replacement switch from Ray if the problem persists.

Regards, Mike Johnson



WOLSELEY SLEEVE VALVE ENGINES - By Norman Painting (Copyright)

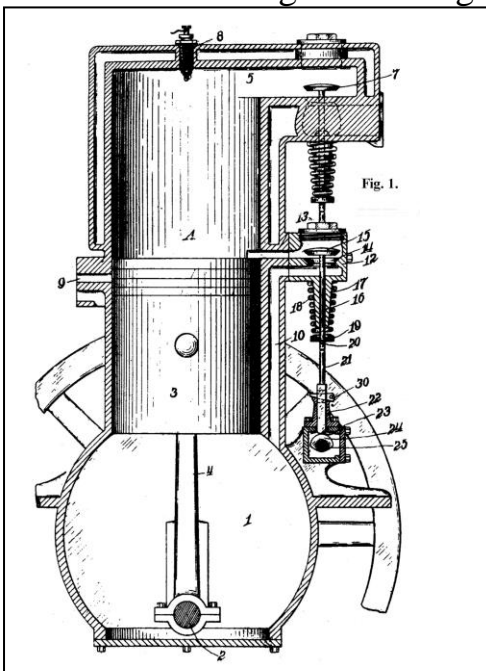
(Article contributed by Ivan McCutcheon)

Between 1905 and 1913 Wolseley had two exceptionally talented engineering designers, Alfred Remington and Arthur Rowledge, in charge of the company's product design and development that made a formidable team together, but individually had their own specific areas of interest and different characters. Of the two, Rowledge appears to have been the most innovative, but not at the expense of practicality, and Remington more staid in his design work which was always backed up by careful research and development testing. The company's development department must have carried out a lot of experimental work of which we have little knowledge and only by studying the company's patent applications can we discover fields of interest possibly being explored experimentally. Unfortunately, the patents in themselves do not prove that the company physically built working examples of these designs and speculation in this field can be dangerous. Most of this work would find its way into improved product design, but inevitably, some would fall by the wayside and never get beyond the drawing board.

A considerable amount of research appears to have been done into pressure charged engines to give improved output following the testing of an American Kessler engine which used air compressed in the crankcase to either scavenge the exhaust gas from the cylinder, or was admitted to augment the incoming charge of air and petrol, but Remington discovered the former use of little value. (Statement made by Remington to a meeting of the Institution of Automobile Engineers in May 1921)

Experiments appear to have been tried using pressurised charges of air and petrol in what appear to have been industrial semi-diesel engines and more trials carried out with crankcase compressed air admitted to augment the incoming charge, including an engine with a multi-port rotating valve the length of the cylinder block, and where each cylinder was separated in the crankcase to form individual pumps to produce and store air compressed in the crankcase, but none of these ideas ever found their way into the company's range of products.

This sectioned engine drawing is from a Kessler patent dated 1907.

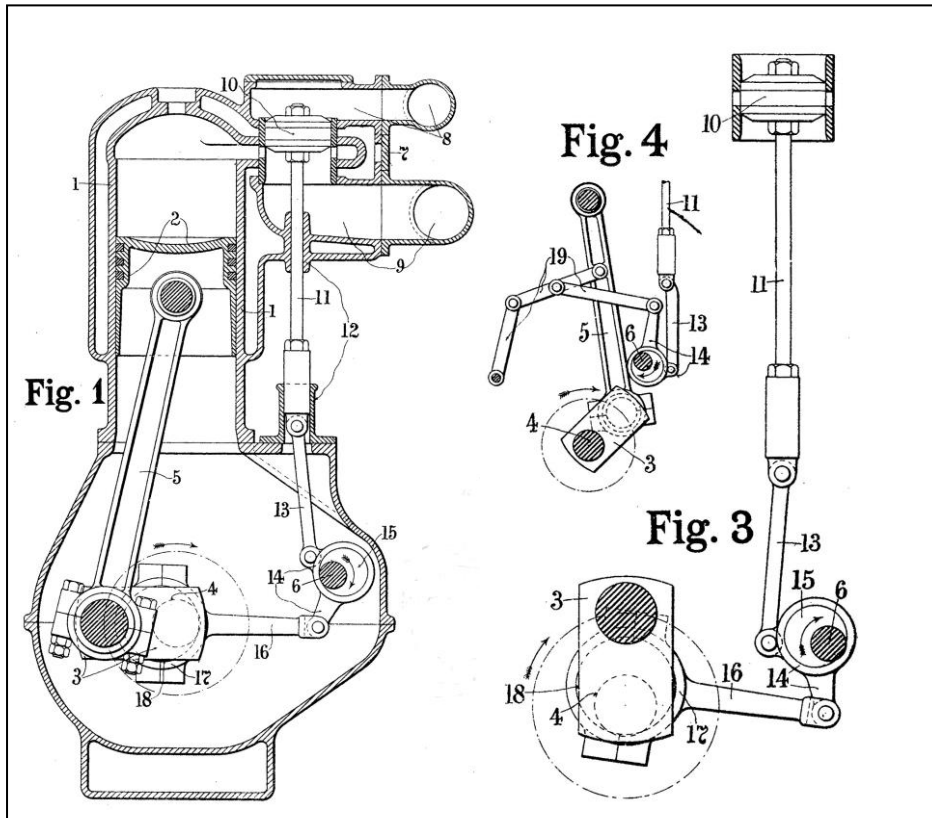


The failure of exhaust valves was a common problem in the early days of motoring and Remington carried out extensive testing of valves including research into valve temperatures which led to the adoption of improvements in steel used for their manufacture, but at the same time, Remington and Rowledge were also investigating ways of abandoning troublesome poppet valves completely and began experimenting with sliding valves and sleeve valve engines.

Several Wolseley patents associated with sleeve valves were taken out between 1910 and 1912, patent numbers 16783, 20959, 831 and 8928, mainly covering the design of the mechanism to control the movement of the actual sleeve which required a very short but rapid movement and used a combination of cranks and levers actuated by

a half engine speed shaft which replaced the conventional camshaft.

However, the first patent, 16783 of 1910, dealt specifically with the mechanism to operate a 'duplex piston valve', a single sliding valve which controlled the inlet and exhaust of individual cylinders of an engine, replacing the conventional poppet valves. This patent was intended as an improvement to a patented design taken out in 1909 by Henry Berry and George Mann, of Leeds, where the sliding valves were operated through a system of arms mounted on eccentrics carried on the engine crankshaft and half engine speed shaft.

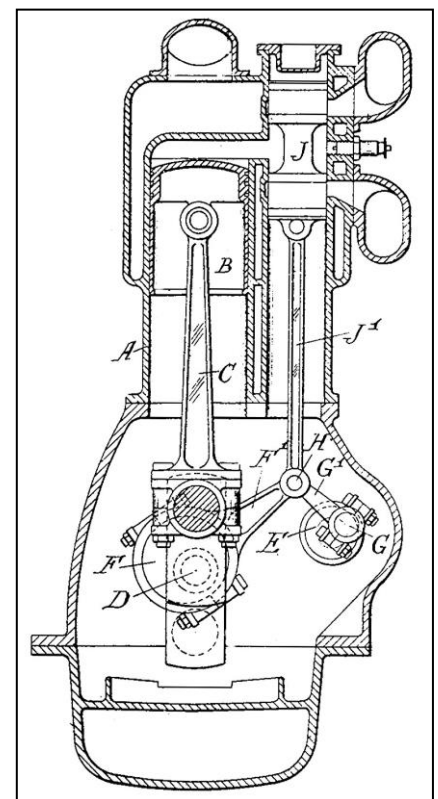


Drawings from the Berry & Mann patent number 16,420 showing a cross sectional view of the engine in Figure 1 with the valve in the exhaust stroke position and a more detailed view of the sliding valve mechanism in Figure 3 with the valve positioned on the power stroke, together with an alternative operating mechanism in Figure 4 using a combination of levers carried on the half engine speed shaft eccentric and the

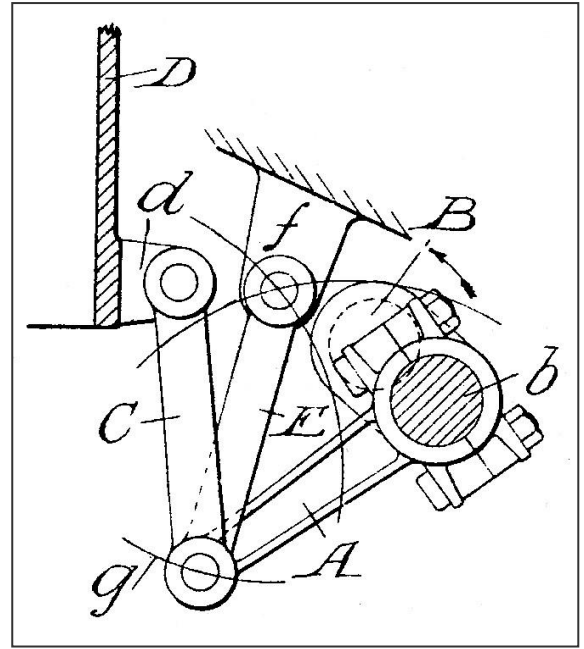
connecting rod. The bottom left hand end of the pivoted links, 19, would be pivoted to a fixed point on the crankcase wall; a rather unwieldy looking arrangement.

The drawing to the right, from patent number 16,783, shows the Wolseley 'duplex piston valve' with a simplified and more directly acting mechanism to operate the valve, but still based on levers mounted on eccentrics carried on the crankshaft and engine half speed shaft.

This patent also included a basic drawing for a sleeve valve engine, drawing to the left, where the sparking plug is mounted centrally in the top of the combustion chamber and with the inlet and exhaust ports and manifolds located on opposite sides of the cylinders.



It would appear that Wolseley wanted to remove itself from the complicated, and expensive, Berry & Mann eccentric mounted levers for the sleeve valve operating mechanism and this is one of five drawings from a 1912 Wolseley patent illustrating the mechanism required to operate the sleeve (D), via the engine half speed shaft (B) and a fixed pivot point on the crankcase (f), which avoided using the more commonly used crankshaft mounted arms.



The first suspected proof of the company's involvement with sleeve valve engines appeared in some brief notes left by the works photographer when he took two photographs of a "SS sleeve model" in 1912 and took six pictures of a "S2 6 cylinder engine" in 1913.

Several years have been spent trying to find more positive proof of the company's involvement with sleeve valve engines and this only surfaced recently with some of Remington's correspondence with Mr George Mann being discovered in proceedings of the Institution of Automobile Engineers published in 1923 after Remington's death.

In 1913 Wolseley had four cars on test fitted with sleeve valve engines; two cars with 'SS' 4 cylinder engines and two cars with 'S2' 6 cylinder engines, these all being single sleeve designs. The 4 cylinder powered cars had covered 14,300 miles and 1,600 miles respectively, plus 500 hours of test bed development which would have been mostly on full power at speeds of 1,200 rpm to 1,800 rpm. (Prototype engines can spend thousands of hours on test bed development, but in-car road testing is essential) The 6 cylinder cars had covered 3,200 miles and 1,500 miles respectively. The 4 cylinder cars were later reported to be still running perfectly after 40,000 miles.

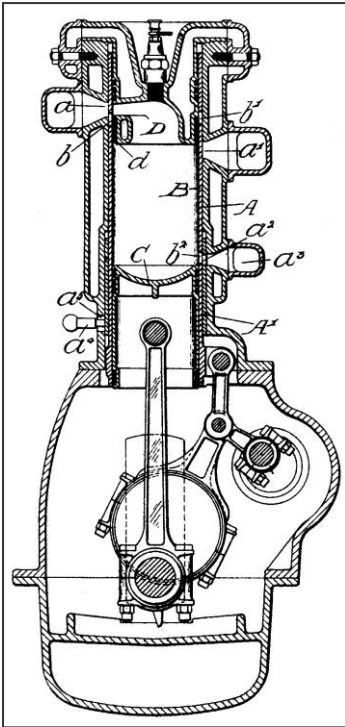
To have two new engine types being run in four cars, clocking up proving mileage represented a substantial investment in product

development and it may have been possible to put these into production by 1914/15, assuming no serious problems arose.

Unfortunately, no technical data was given, other than the steel sleeves were only one sixteenth of an inch thick and were working between the cast iron cylinders and cast iron pistons. From a production perspective it would have been more economical to have used some components from existing engines, such as crankshafts, con-rods and pistons, assuming that the eccentrically mounted arms carried by the crankshaft were dispensed with.

Continued...

There was a general consensus at the time that sleeve valve engines worked more efficiently pressure charged than naturally aspirated and this drawing shows Wolseley's patented engine which included a means of introducing air compressed in the crankcase, or could be supplied via a Roots type blower, and the incoming charge could also be augmented by the use of a short secondary sleeve at the bottom of the cylinder which was rotated manually to uncover the additional port. It is not known if the four experimental engines incorporated this feature.



Mr Mann described the Wolseley engines as being made under Berry & Mann patents, but one would have expected Remington and Rowledge to have incorporated features of sufficiently different design, such as their patented sleeve operating mechanism, to ensure the engines avoided attracting royalty payments should they have entered production.

When war broke out in 1914 the development of these engines was obviously terminated and as a result of experience gained by the company building Hispano aero engines during the war the sleeve valve designs were abandoned in favour of overhead camshaft engines for the post war cars.

In 1921 Rowledge became chief assistant to Henry Royce at Rolls-Royce and in 1935 designed a superb 1,200 hp 24 cylinders "X" configuration sleeve valve aero engine with pressurised air cooling which was fitted to one of the company's private aircraft and, although the engine never went into production, was the favoured means of transport by aircrew and engineers alike.

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Buy and Sell

1960 Wolseley 6/99 3 speed manual o/drive BN7856. Has clutch and gearbox issues so cannot be driven. Car is in very good original condition body/interior/engine/paint/chrome are all in good order. Has been off the road since 2009 and REGO is on hold. Have owned since 2002 and always been garaged. Was a very reliable car and never gave any trouble until the current gearbox problem developed. Reluctant sale due to change in personal circumstances. Known Wolseley Club Car as the second owner was a member for many years. Has had four owners from new. Asking price \$3000 ono. Contact Glen on 04-971-2536 or 027-414-8583 or email glen@cowanaudioservices.co.nz



Buy and Sell - continued

For Sale - Classic Car Steering Wheel Covers.

Quality reproduction hand-made 1940 to 60's style vinyl covers with foam backing for driver comfort, made to measure with a choice of colours. Includes stitching cord, a bodkin and fitting instructions. The diameter of your steering wheel and its rim required. Good value at \$63 each. Phone Roger Honey on 06 8684846 or 0274780872. email rohoney@clear.net.nz (Club Member)

Tyres for Sale

Dunlop C49 6.40 x 15.

Four have run 2000 miles – 8+ mm tread, one never been run – 9+ mm tread. Complete with tubes. Authenticate your classic Wolseley.

\$1000.00 the lot plus freight.

Contact Joe Barker Ph 03 308 2936

6/110 for sale – Mk1 manual (3 speed + OD). Good going order, registered with WoF, some spares included. Contact Russell Poppe on 03-304-7127 or 0274-372-178, or Kevin Poppe on 06-327-7578

1957 Wolseley 15/50 – Reluctant sale. Interior restored, never got around to giving it a re-paint but reasonable as-is. Goes well but could do with a tune-up. Has an 1800 head for better porting, and a higher diff ratio so it keeps up with traffic. Because it's manual and I have an arthritic left leg, I find it difficult to drive, so need to sell. Asking \$3,000 ono. If interested contact Grant Hitchings on 03-332-9235 in Christchurch.

Wolseley 4/44 - I have recently bought a Wolseley 4/44 with the intention of wrecking it and using the motor in mine. However the car has turned out to be a very good restoration project with a very good engine (it was reconditioned some years ago) and virtually no rust in the body. I would be prepared to leave the car intact if for a period if someone is looking for a good car to restore. I don't know what condition the rest of the mechanicals are as I have not been able to drive it to date although I intend to get it drivable in the near future. The upholstery needs to be completely redone but the car is very complete and showing 84.000 miles on the odo. Could be correct or maybe not. With almost no panel beating needing to be done and a good motor there is lot of money that does not have to be spent. There is a lot of other very good stuff on the car. Anybody interested can contact me - Bruce McKechnie, Hastings, Ph 06 876 6161, email bmck@xtra.co.nz (member)

Full Set of instruments and switches/knobs from a

Riley 1.5 They have been checked and all work fine.

\$100.00. Contact Michael Kruse on 0276600203.

Selling on behalf of a local VCC member .



Photo shows one of Roger's steering wheel covers fitted to Gordon Duthie's 6/110.



The  *Word*

*OFFICIAL NEWSLETTER OF THE
WOOLSEY CAR CLUB NEW ZEALAND INC*

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New Plymouth 4310

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