

THE



WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC



JUNE - JULY 2023



It's winter! The editor's 1500 out on a very wet day
for the VCC Winter Rally in July.

OUR CLUB OBJECTIVES:

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



Club website (new one) : www.wolseleycarclub.co.nz

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(Can anyone help?)

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EDITOR'S STUFF

As they say, winter really starts after the shortest day, and this year seems to be no exception. There have been very few dry days, and even fewer where the sun has shone to warm things up a bit, so it's been very much an indoors-job time.

I presently have a rolling booking every Wednesday morning at 7.00am with my WoF man Darren, as I want to get all of the going cars renewed again for the coming motoring season.

That time slot means I can drive the car into town, get the WoF done while I have a coffee at the café around the corner and then get home again and have the rest of the day free. It also means that Darren can get it out of the way first thing without

having to be interrupted in the middle of a bigger job, and he can do the road test while the traffic is still quiet. I have to admit though that driving an old car into town first thing in the morning in the pitch dark (and in the rain once) is not really that pleasant an experience. At least the mornings are getting lighter now.

One car that had not been used and was out of WoF for over a year was Matthew's 1100, as this needed a drive shaft oil leak fixed and it really needed the carburettors checked and tuned too – both jobs that I was expecting to take a bit of time and had therefore put on hold. Matthew dropped the car off a couple of weeks ago, and on one of the few fine days we had I got it out and dealt to the carbs. It was running very rich, and it was clear the float bowls were flooding occasionally as there were the tell-tale dark stains on top of the bowl covers. First job was to remove the tops and replace the needle and seat valves and re-set the float levels and then give the car a good run and check the spark plug colour, as I find this is as good a guide as you ever get with twin SUs – better than trying to adjust the mixtures using the lifting pins with the engine running. I can then check it later with an exhaust analyser and then re-balance the cars if needed.

The mixture adjusting nuts were both wound up three flats – another run and all looked pretty good. I also fitted an in-line filter just to ensure no tank sediment would upset the needle valves.

Next up was the drive shaft oil leak. Given that this is a pretty common job on these cars, and even more so replacement of the driveshaft couplings (universal joints) I've just done a summary of the best way I've found of doing this job as a separate article later in the newsletter. While the car was on the hoist I also changed the brake and clutch fluid and bled both systems, tightened up a couple of loose clamps on the exhaust, and generally checked everything else over. With everything done it's now got its WoF, so that's another one done. The 6/99 is next in line, but during my own pre-WoF check I noticed it needed some new upper suspension bushes on one side, which I've now also done.

We overhauled the engine in Matthews 1100 (now a 1300) about 5 years ago, and it got a bit of a warm-up with a good 'fast road' cam, the twin SUs and a free-flow manifold and electronic ignition, and it's now a quick little car. Great fun to drive, but it could do with



EDITOR'S STUFF - continued

slightly taller gearing now as it's very busy (a shade over 4,000 rpm) at 100km/h, even though it will happily go well beyond that. Maybe when the engine comes out next time? Apart from the 1300, both of our 1500's and the Hornet (Mini) have been out and about regularly – there is business to do in town from time to time, so if the weather is OK it's

good to use them for that rather than running the Ranger all the time.

Jenny and I used the black 1500 last weekend for the VCC Winter Rally, which was held in pouring rain (see photo on the front cover). After a good morning tea we headed out on a route that took us around some of the



Matthew's 1100 and our 6/90 on a run together about 2 years ago

better rural roads in the districts and the newer subdivisions in the Rolleston and Lincoln areas – all a bit interesting as we'd never been through some of them before. It was interesting to see lots of ponding in paddocks and across the road in places – some of it land destined for ongoing development!??

Over the last few weeks I've also been busy organising our local annual VCC Daffodil Run, a fundraising event for the Cancer Society. This is now a national event organised by most VCC branches around NZ, and is held on the same day – this year it's Sunday 20th August. The best thing about it is that it's open to anyone, so chances are, if you google "VCC Daffodil Rally" you can find out all about the event your local VCC branch is organising, and go and join the fun. For those of our members in Christchurch, our local event is publicised in our Branch Activities section later in the newsletter. It's a great event and a great cause, and I'd encourage every one of our members to try and be part of it if possible.

It's great to see the reports of the branch AGMs and other events come in, and there seems to be plenty of enthusiasm out there – just a pity that many of our members are well spread out around the country so attending events isn't easy. Christchurch Branch is having its AGM this coming weekend, so hopefully that will go well, and we'll get a good turnout of members.

Best regards
Colin Hey

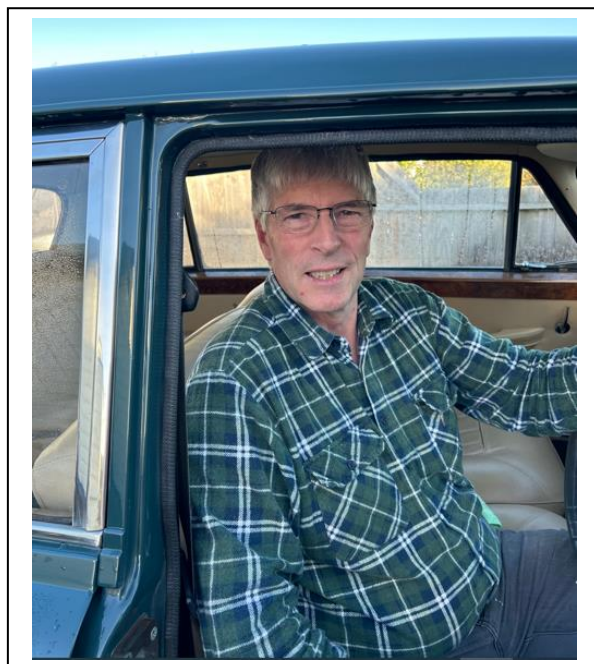
CHAIRMAN'S REPORT

Hi Members,

By the time you get this Wolseley Word, most Branch AGM's will have been held. Today was the Southern meeting which had 25 members in attendance. This was great and like other club gatherings there was plenty to talk about. It was also great to find out that a new member present (Kevin and Cynthia Barron) has purchased Ray and Wendy Willoughby's 15/50. We look forward to seeing it out and about in the south. I also spoke to Paul and Rachel Emery, also new members who purchased the grey 1500 that had been advertised in the Word recently. They had some bad luck when collecting the car after a full service at a Milton Garage, as on their way home a stone went through the front windscreen. The club spares had only one in stock which was fitted which they were very pleased about but are looking at getting a new screen made for it. If anyone has a spare screen in the shed that is no longer needed and it is in a warrantable condition then I think the club spares would be interested in finding out about it.

That's all for now.

Gordon Duthie



SECRETARY'S REPORT

Hi Wolseleyites,

On Sunday we came back from the North Island Branch Wolseley Club AGM. A well-attended meeting with 21 members. Held in central Taupo so it is close enough for all our members to attend. It was a great weekend catching up with all our Wolseley friends again and meeting some new ones. Carl Epp is a new member who has had several 6/110's in the past and now owns a 1964 MkI 16/60. Carl lives in Benneydale. If you don't know where it is, look it up. It is a small North Island town with population of 186 people. We had a report at the meeting from Graeme Lee who is rally Director for our own 2024 National Wolseley Car Club Rally:



“JOURNEY TO THE RISING SUN”.

17th March to 24th March 2024

The itinerary is in the final stages of confirmation and Graeme is aiming at sending out all of the information and the Entry form by 1st September.

SECRETARY'S REPORT - continued

In Gisborne there will be an assembly at day-break to see the sun come up. It will be interesting to see who gets up early to watch the sunrise. Watch out in your email Inboxes in Early September - it will a great Rally to attend.

Progress on our 6/90

I have straightened the exhaust and made new brackets where it has been bent when they lifted the car up with a forklift at the museum. I have had fitted 5 new tyres with a similar height profile with the original cross ply tyres. This should keep the engine running at the same revs as designed. I have now good condition period seat belts to be fitted, so that is next week's job. I have removed the carburettor's to be able to replace the frost plugs which were leaking. A very fiddley job with the drip tray in place; I had to disassemble the choke mechanism to enable tray removal, then I had access to the bottom carburettor retaining nuts, turning it slowly a flat at a time. After that the carburettors came off easily.

Next the exhaust manifold was removed - no issues there. Then I removed all the frost plugs with a medium sized dot punch, punching the frost plug in the middle to collapse them, and taking care not to drop them inside the engine. I obtained the frost plugs locally, be careful here there are two types, lens type and cup type. You need to fit like for like if you can find them locally, or ring or email Colin or Jonathan at Club Spares and get the right ones (he can supply them in brass). Once you have cleaned the holes with sandpaper it is time to fit them. Use a sealant around the edges of the hole in the block and the frost plugs before fitting them - I used Loctite 515 master gasket.

Sit the frost plug in place and use a small ball peen hammer, striking the round end in the



middle of the frost plug enough to expand it. I still have to refit the exhaust manifold and the carburettor's and fill the radiator with anti-freeze to complete the job.

Happy Wolseleying
Michael

Replacing the frost plugs

THIS MONTH'S VIDEO

This month's video to look at – just click on the link below:
[a tour of the Wolseley 4:44 1954 - Bing video](#)



Deadline for next Wolseley Word:
Friday 25th August 2023

Here's a couple of period photos found by John McAdam from his good work as Editor of the Otago Morris Minor Club newsletter....



Good job no Wolseleys were hurt in either incident.....both were just minor accidents!

REGALIA SALES

Hi All

I am soon going to put another clothing order in but require a few more orders please.

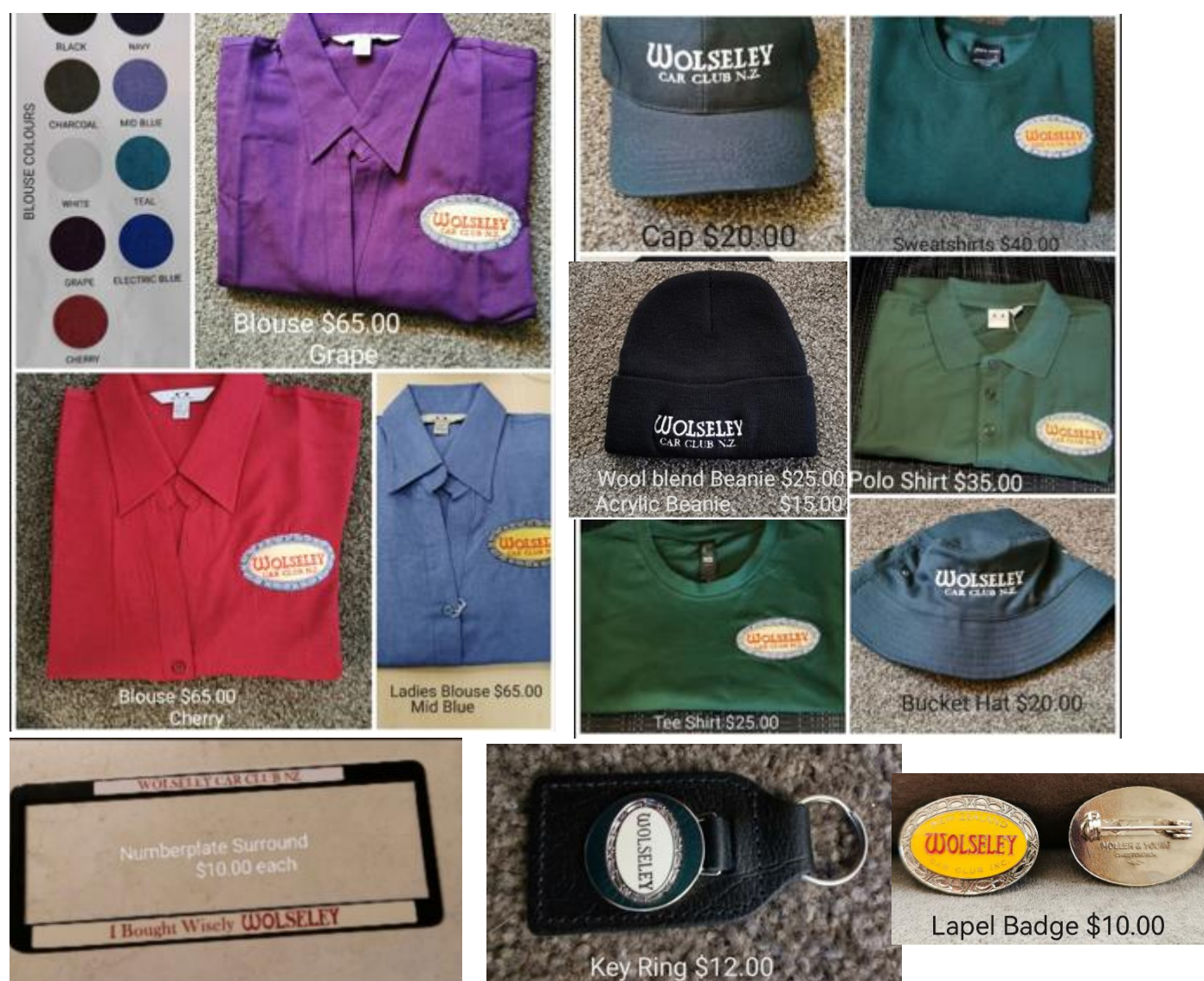
Sweatshirt	\$40.00	Ladies Blouses	\$65.00
Caps	\$20.00	Polo Shirt	\$35.00
Beanies woolblen	\$20.00	Bucket Hats	\$20.00
Acrylic	\$15.00	Tee Shirts	\$25.00

Photo's Attached, delivery about 6 weeks. Please Email me direct:

dandsomalley@gmail.com

I still have all the other items available as advertised in previous newsletters, although I've now run out of the free coasters.

Cheers, Sharon O'Malley



Note: Sharon can also provide copies of handbooks, workshop manuals, and parts books for most Wolseley models, either to loan or photocopies. Some general information Wolseley-related books are also available to loan – please just ask her or email orders to: dandsomalley@gmail.com , with Name and size please.

North Island Branch

News and Events

REPORT FROM TAUPO AGM:

Hi everyone, I am writing this report after returning from a great weekend in Taupo for the North Island AGM. We met at the Taupo VCC for our meeting on Saturday morning with 21 members making the effort to come to Taupo. We started with a lovely morning tea from the Taupo VCC Club and then into the meeting.

Winton and Ruth Cleal had put their apologies in for the meeting this year due to health and other reasons, so I chaired the meeting on Winton's behalf. Winton has also resigned from the Chairperson role, with both Winton and Ruth not wanting to come back on to the committee. Those members present wished all the best to Winton and Ruth and a big thank you for all the dedication they have both shown to the Wolseley Car Club over the years. Thanks also goes to Ray and Loris Whitcombe and Larry and Glenys Naik, who also sent apologies due to health reasons, for their commitment to the Wolseley Car Club.

Election of Officers:

- Chairperson is still vacant with agreement that the Committee can appoint a chairperson, in the meantime all contact with Michael or Raewynn.
- Vice Chairperson – Steven Belcher to remain in this position
- Treasurer – Michael Kruse
- Secretary – Raewynn Kruse
- Club Captain's – Hugh and Bronwyn (Lower NI) and Steven and Janice Belcher (Upper NI), if anybody has ideas for runs or events or would like to plan a run, please advise these people.
- Spares Shed – to contact Ivan or Lance.

Graham outlined the National Rally for March next year on the East Coast. Graham and his team have done a brilliant job this far to come up with great ideas and costings for the Rally, the program looks amazing. Information for the Rally will be out on the 1st September so that you can book accommodation and pay the deposit, I hope you consider making the effort to come. Thank you to Graham and his team for a great job well done.

Once I have completed the minutes I will send out to members, it was a great meeting finishing the morning with a lovely lunch put on the Taupo VCC.

Some of us then headed to the Aratiatia Dam where we saw the flood gates open and then onto the Huka Falls cruise boat where we sailed up the Waikato River to the bottom of the Huka Falls, this was well worth the trip and would recommend anybody to go on. We then re-gathered for dinner at Dixie Browns in Taupo for dinner. A great weekend had by all.

Photos from the weekend are on the next page.

Raewynn Kruse

BRANCH NEWS and EVENTS – North Island Branch, continued

Wolseley's lined up before we went on our cruise.



Colleen, Kevin and Hugh relaxing on the river cruise.



Bottom of the Huka Falls

WAIRARAPA CAR COLLECTION SUNDAY 9TH JULY

On Sunday 9th July 14 Wolseley NI Club members gathered at the Wild Oats Café in Carterton (Wairarapa) for coffee/tea and chat. It had been a while since we were together at British Car Day in February, so it was hard to drag people away for the main purpose of the day.

We then all motored off into the countryside to visit Gary Wall and his workshop in rural Martinborough. Gary has a collection of MG's which he has lovingly restored (helped by access to the Ashurst parts shed) as well as a 1948 Wolseley 18/85 in great unrestored condition. He told us that he has a routine of working in the shed on most days. However, the main purpose of our visit was to present Gary with not one but two 25-year badges from the United Kingdom Wolseley Register and the Wolseley Car Club of New Zealand. Gary was clearly delighted to receive this recognition of his long membership from NI Chairman Winton Cleal.

After looking at all the cars and workshop memorabilia, we all drove into Martinborough village for lunch at The Village Café in Kitchener Street, which was enjoyed by all.

Ruth Cleal

Acting Club Captain



From the Left Hugh Mackenzie, Ivan McCutcheon, Winton Cleal (Chairman) Ray Whitcombe , Ray's Grandson, Gary Wall, Ruth Cleal (Acting Club Captain)

BRANCH NEWS and EVENTS – North Island Branch, continued

Some of the cars in Gary's MG collection (left) and his Wolseley 18/85 (above)



A BIG surprise and congratulations - TWO 25 year awards.

Christchurch Branch News and Events

It was a busy day on Matariki Day for a good team of our branch members. It was ‘Motowreckie’ day for us, as we had a 6/110 that needed to be parted out and disposed of – it had been languishing in “Rotten Row”, our outdoor storage area behind our spares sheds for about 3 years now, with only a few parts removed from it.

During the week, our Wednesday working group pumped up a set of tyres, and pulled the car out from behind the sheds into the open ground where there was plenty of room to work around it. With a week of wet weather leading up to Matariki Day, we thought we may have to push it into the garage to dismantle it in there, but we struck it very lucky on Friday the 14th July, with a sunny day of sorts, and a very slight NW brightening up the sky. It was actually quite warm working away outside.

A team of 10 members turned up, and we soon got busy on it. The brief was to remove the engine, gearbox and diff units, the windscreens, and from the interior, the seat runners, any dash parts that were still likely to be in working order, and any chrome trim from the



From left, Simon Verkerk tackles the master cylinder, Chris McLeay rides the donkey, Stuart Penny conducts a health and safety audit, and just obscured is Craig Brotherton.

outside that was still in good condition. Unfortunately this car was extremely rusty after years sitting in a paddock so none of the body panels were worth saving, but at least this meant we didn't have to spend time trying to remove the doors – sometimes a bit of a challenge. The good thing was we could still turn the engine over with a crank handle so it was worth saving as it will be a good candidate for someone to rebuild one day.

After an hour or so we were ready to lift the engine and gearbox out of the car, and most of the interior parts we wanted to save had been removed. The crane was fetched from the garage, and after cutting away the bodywork above where the grille would normally be with a reciprocating saw with a big

hacksaw blade fitted to make removal a lot easier, we soon had the whole power unit and gearbox sitting on the ground with the car wheeled away behind it. By then Eddie and Nancy Bishop had a lunch of BBQ sausages and soup cooked up, which was really well received by the crew. After lunch we separated the engine and the transmission and put them away, and then pushed the car body up onto the car transporter trailer, lashed it down and then removed the diff and rear half-shafts. Job done! A huge thanks to the team that turned up and helped. On a shortened mid-winter day it was pretty good going to part out the whole car in about 5 hours, and your help was greatly appreciated.



Some more of the team in view – Rodney O'Brien far left, Ian Scott is right behind him, and far right is Jonathan Gaut bringing the crane for the extraction.

Apart from Motowreckie, little has been happening on the activities front, however it's that time of year that doesn't really inspire picnics. We have our AGM coming up this weekend (Sunday 30th July), so hopefully we'll set the scene for the coming months. On 20th August we have the VCC Daffodil Run, and we'll set up a plan for a couple of months after that.

On the members' news front, our branch Chairman Nick Stevenson has managed to find some time away from his busy business to get a bit more work done on his Wolseley Hornet. It's had the wiring sorted out, and a rebuilt carburettor and new exhaust system fitted with the aim of getting a WoF for it in the next couple of weeks. He's also trying to get his Wolseley Six going again after it broke the timing chain on his way home from the National Rally last year – all this whilst waiting for his new six-car shed to be built at his home – a busy time!

Unfortunately I have to report that Anthony Dacre is not well at all after suffering a bad heart attack a few weeks ago. He has had a lengthy spell in hospital and is now in Burwood Hospital and is still very weak and unsure how things will progress from there. He is also seriously contemplating the future of his collection of classic cars – his four Wolseleys, several Rovers and other cars as well. Our thoughts are with him.

Our Ashburton member Joe Barker is down-sizing his collection, and is offering for sale his Mk3 Wolseley 1500. He's had it a few years now and it's had a bit of use, but needs some repairs made to the A-pillars for its next WoF. He's open to offers – there is an advertisement in the Buy and Sell section at the end of the newsletter.

Remember too our **monthly working Bees** – always the **second Saturday morning of the month**, followed by the branch committee meeting. There are additional working bees on every Wednesday and Saturday morning – there is always someone around and morning tea is always provided. Also a good time to call in to pick up parts, but give Colin a call first to ensure he will be there to get them out for you,

Christchurch Branch Coming Events:

Sunday 30th July - Christchurch Branch AGM, to be held at the Caravan Club clubrooms right opposite Idlewood. Meet at 12.00pm for a light lunch (provided), with the meeting getting underway at 1.30pm. This is the one time of year we seek your feedback about how the club is being run and perhaps things you want to change and/or do differently. All members are encouraged to be there.

Sunday 20th August - National Daffodil Rally for Cancer.

Four different start locations – see attached flyer below. A “must-do” event.

Proudly supporting the
Cancer Society
The World's Largest Cancer Charity

Come and join the fun
All ages and vehicle types are welcome!

VCC
VINTAGE CAR CLUB OF NZ

Daffodil Rally for Cancer

SUNDAY 20th AUGUST 2023

JOIN IN AT ONE OF THESE FOUR STARTING POINTS

Rangiora - Southbrook Park Car Park, South Belt	Cashmere Club, Colombo Street, Beckenham
New Brighton Club, Cnr Marine Parade and Hawke St	Rolleston, Selwyn District Council Car Park Norman Kirk Drive

A series of short & long runs starting at 4 locations, all finishing at the VCC grounds at McLeans Island.
Runs leave each location between 10.00 and 10.30am
Afternoon Public display at VCC Grounds, McLeans Island from 12.00pm.
Coffee available at start points. BBQ lunch can be purchased at VCC grounds.
Enquiries to Colin Hey - email: heywaiseley699@gmail.com

\$10
vehicle entry fee - all fees donated to the Cancer Society

To find out more about your local Daffodil Rally for Cancer, visit www.vcc.org.nz

Southern Regional Branch

We have had our AGM - re-elected the same committee, so we are either doing a reasonable job, or no one else wants to have a go!!!!

Southern is in good heart, 4 new members [2 couples] and a sound financial base.

We had an interesting visit to a small private museum, owned by Warren Harris a retired builder, of Brighton. He collects old photos of the area, tools, toys, baking tins, bottles and in fact anything as long as its small. Limited shed space!!!!

The AGM was held at Waihola Tavern, 25 attended, excellent meal, great catch up and chat.

Our Bert Govan trophy was presented to Dot and Trevor Johnson / Elaine and Bernie Horn, jointly for their excellent 1st April run organising and they are also behind the famous Auto Spectacular. Well done guys!

Spring time should see our cars out and about more as we have several Wolseley Wanders in the planning stage.

Until then happy Wolseleying.

Cheers

George Strong.



Inside Warren Harris' mini museum – very interesting.

Drive-shaft Coupling and Seal Replacement on ADO16 models (1100 and 1300) by Colin Hey

From time to time it's necessary to replace components on the drive-shafts of these models. Most Wolseleys (except automatics) will have the rubberised coupling universals fitted, which are clamped to the gearbox output shaft and the driveshaft using four U-bolts. The procedure for autos is still the same, except you need to unbolt the four bolts on the drive flange, leaving the Hardy-Spicer universal joint on the driveshaft.



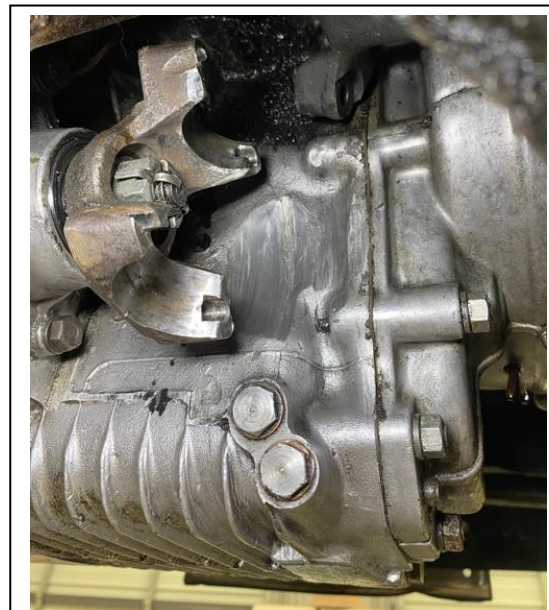
Sign of trouble coming – oil and rubber sprayed onto the gearbox housing

1. Before you start the job, ask yourself if you're Ok with grovelling under the car for a couple of hours, getting oily and dirty. Note that Murphy's Law applies here – something will go wrong, but probably nothing bad. If you're *not* OK with that, find a local garage or repairer who knows something about old cars and is happy to do the job for you. It's likely to cost about \$2-300 in labour per side (2 to 3 hours work if done carefully and properly).
2. The only special tool you require is a ball-joint puller. If you don't have one, borrow one from your mate (hopefully he'll take pity on you after admitting you own an ADO16) or better still invest in one – you're definitely going to use it again! Far better than belting the s&t out of the ball joint with two hammers.
3. For each side you tackle, you will need either a new drive shaft to gearbox oil seal (part no. 22A1283) and/or a new drive coupling (part no. GCD101). The seal is \$10 and the couplings are currently \$120, available from Club Spares. Hopefully nothing else, unless Murphy spots something and points it out.
4. The most common problems are deterioration of the universal couplings – these can get so bad that they start to 'spread' and if left unattended will gradually start carving their way into the gearbox housing. In extreme cases this will create a hole in the gearbox housing – a real problem to fix properly. Usually, deterioration of the couplings is caused by old age and/or oil leaking from the drive-shaft oil seals, which in turn softens the rubber coating on the couplings causing them to unravel.

Drive-shaft Coupling and Seal Replacement on ADO16 models - contd

It's a bit like some of our body parts I guess! Surprisingly, seldom does this set up vibrations in the drive-train, so it's best just to do a visual check from time to time – especially if oil is leaking somewhere from the rear of the gearbox.

5. Start by loosening the wheel nuts on the side you are working on, then jack up the front of the car – the higher the better – supporting it on axle stands behind the front wheel arches and adjacent to the sills. Remove the road wheel. If the car is getting near or is past the time to do an oil change, drain the oil. This isn't essential to do the job, but it can get messy if you don't as some oil will run out of the driveshaft hole when you take the driving flange out. It's not too bad if you're quick though when you replace the seal later. Remember though that Murphy will be looking over your shoulder.
6. Crawl under the car (double-check it's securely supported first) and undo the eight nylock nuts holding the coupling in place. Lever the U-bolts out with a screwdriver if necessary.
7. To make things easier, now remove the front brake calliper by unbolting the two securing bolts on the hub, and without undoing the brake hose, swing it forward and to the side, securing it to the front tie-bar with a cable-tie. This isn't essential, but it does make it twice as easy to get at the lower ball-joint which you have to release.
8. Undo the small bottom bolt securing the metal disc brake shield to the hub on the inner side, and rotate it so that the cut-out for the brake calliper is sitting over the lower suspension arm ball joint. You need to force it around a bit, but it's possible to do it without bending anything. This provides very easy access to get a ball-joint puller into the lower joint from the outside. Undo the big nut and break the ball-joint apart with the puller, and pull the lower ball joint/hub upwards and outwards to get it out of the arm.
9. You can now remove the drive coupling under the car if it hasn't fallen out already when you pulled the hub outwards. Lift and cable-tie the driveshaft up to the top suspension arm to give yourself some working room.
10. Get a can of spray-on degreaser and clean up the gearbox around the coupling and drive-flange area. This is likely to be the worst part of the job. If oil has been leaking out really badly, check there are no holes in the gearbox housing caused by the coupling. This should be pretty obvious if it's happened. Don't call me for help if you've found one – you're in the s#%t well and truly! Can be fixed, but not easy!



Everything cleaned up. You can see where the drive coupling has been rubbing on the housing in the past – fortunately no holes in this one

Drive-shaft Coupling and Seal Replacement on ADO16 models - contd

11. Assuming all is good, you now need to remove the inner drive flange. Start by levering out the split-pin securing the large nut in the centre of the flange. You need a 15/16" socket to remove the nut – wedge a bit of wood between the flange and the gearbox housing and it should come undone OK. If it's stuck tight get a bigger bar. If it's still stuck have a cup of tea, or Murphy will call it time and a Health and Safety risk and shut the job down. Worse still, your wife will come with some soap and a bucket to check what all of the swearing and banging is about.
12. If you didn't drain the oil, have an ice-cream container ready on the floor (empty of course), a replacement oil seal on hand and a long slender screwdriver or oil seal remover with you to quickly lever the old seal out and mount the new one in place. Prepare yourself for a clean-up job. If you did drain the oil, you've got all the time in the world – go and have another cup of tea and pat yourself on the back – the worst bit is done! You may even be able to procrastinate about finishing it now, and leave it until tomorrow – or even next weekend!
13. Tap the new seal home carefully around the edges. Clean up and replace the drive flange, but do check the area where the oil seal runs on the shaft isn't badly grooved first. If it is you will need a better replacement. When you replace the drive flange, be sure to position it so you will have clear access to the split pin once the flange is on and the nut is replaced and tightened, or your wife will be back to wash your mouth out with soap (again) and you'll have to go back two instructions.
14. Get the new universal coupling (unless the old one is still fine), and position it in the drive flange, replace the U-bolts and do up the nuts. If you are re-using the old U-bolts, chances are you will have to bend them inwards in a vice slightly to enable you to slip them through the drive flange holes (they tend to bend outwards slightly as they are tightened and/or in use – it's called the Murph effect! Use new nylock nuts and do up the U-bolts. DON'T overtighten your nuts – they should be firm, but not tight-tight. Your wife will know how to do this if you're out of practice!
15. Lower the drive shaft down into place again and fit the other two U-bolts and nuts. When everything is done up, make sure the coupling turns freely with adequate clearance (at least 5mm) from the gearbox casing.
16. Now you're done under the car, so get out from underneath it and straighten your body out and then replace the ball-joint, brake shield and re-mount the brake calliper. Double check everything is done up correctly, and that the drive-shaft spins freely (albeit allowing for a bit of drag from the gearbox and brakes). Refit the wheel. Fill up the engine with oil if you drained it, and also consider greasing the two nipples on the upper and lower ball-joints (both sides of the car) while you've got it in the air. Lower the car back onto the ground and tighten up the wheel nuts securely. Tight-tight this time.
17. Parts of this procedure can also be used if you need to remove the driveshaft for a different reason, for example to replace the wheel bearings, CV joints or CV boots. I also find it much easier to release the bottom ball-joints if removing the

Drive-shaft Coupling and Seal Replacement on ADO16 models - contd

engine/gearbox, as it means the drive couplings can be removed right out of the way when removing or re-fitting the whole engine/gearbox, making it so much quicker and easier, particularly when reinstalling it.

Good luck – it's not as bad as I made out, and pretty satisfying provided Murphy was having a cuppa when you were doing the tricky bits and you had your wife locked out of the garage!

Australian National Rally Report, continued

By Colin Hey

This episode continues on from my report on the Australian Wolseley Car Clubs' National Rally in last month's Wolseley Word, recounting the trip Matthew and I had to the Australian Rally in Wagga Wagga in March with John Mallia, a very active member of the Victorian Club over there, and a good friend to many NZ members.

With the National Rally over after the farewell breakfast at the Wagga Botonic Gardens function centre, we bid farewell to everyone and headed south for the next instalment of our trip – the Australian Wolseley Hornet Special Club AGM and Rally, which was being held in the town of Mansfield, back in Victoria and about 350km south of Wagga Wagga. We had left John's 1932 Wolseley Hornet Special at another WCC member's house on our way to Wagga Wagga in the town of Benella, about 60km away from Mansfield, so our aim was to drive there and collect it on it's trailer, and get to Mansfield about the middle of the afternoon. Meanwhile, Michael and Raewynn carried on independently back to Melbourne in John's Wolseley Six to then return directly to NZ.

After a stop at a recommended café in Wangaratta for lunch, we were soon over the NSW border at Albury, and then arriving in Benella to collect the car from Doug's house where it had been safely stored in his garage. With it hooked onto the trailer we were soon heading to Mansfield, arriving there about 3.30 pm. Mansfield is a rural town, and it reminded me a lot of Methven in Canterbury, as it was also a resort town which supported a nearby ski field. We were staying a very nice hotel/motel complex in the town itself, where we had a two bedroom unit with all the facilities one would expect in a resort town. By the time we got there, there were already 3 Hornet Specials in the car park, and with 9 cars registered for the event, more soon began to arrive. Finally I got to meet in person some of the club members I'd corresponded with and talked to via zoom calls over the past couple of years I'd been a member of the club, and of course see their cars – all different! We checked into the hotel and unpacked, and then headed down the road to the local pub where we had a great meal and the WHSC AGM – good to get that out of the way first thing in the weekend. One of the members, John Clucas, is a very talented car restorer and gave a very interesting presentation on the cars he's owned and restored over the years. He has a particularly delightful Hornet Special which he rebuilt, sold and has recently bought back again – it has one of the prettiest (in my opinion) bodies I've seen on a Hornet Special. There are other WHSC club members in NZ, and one of the couples, John and Kate Cooke from Auckland, were awarded the Club Personalities of the Year Award for the support they provide the club from overseas. I had the pleasure of bringing their

Australian National Rally Report, continued

certificate back with me and then calling Jon & Kate when I got home to let them know they had won it.

The next morning (a Saturday) we were to assemble to cars for a display in the main street of the town, where a market is held every Saturday. We had unloaded John's car off the trailer the night before, so we wiped some overnight rain off it, and then John asked me to take it down the road to the display. He and Matthew would meet me down there in the 6/110. I took the car around the block, filled up the tank at the local petrol station and then took it down to the display. The 9 cars looked terrific parked on the central median area, and throughout the morning many people came and checked them over, with most stopping to talk to us. A typical small, friendly town atmosphere where everyone was interested in what was going on in the community.



Display in the main street of Mansfield

At 11.30 the plan was to drive the cars to the town of Jamieson, about 30km away. Just to be on the safe side, I decided to check the oil and water in John's Hornet before we left, and my heart sank when I pulled out the dipstick to find the oil over the full mark and a dark shade of grey. The radiator was also down in coolant a bit. After talking to John (who was very disappointed also) we decided it best just to return the car to the motel and do the run in the 6/110 instead, so we enjoyed a very pleasant afternoon (if a bit wet because of light rain) on a very scenic drive to Jamieson for lunch with other club members, and then returning to Mansfield in the afternoon. That evening we had a group dinner in the other hotel in town. The food was wonderful, and we spent hours talking about Wolseley Hornets and our other cars and interests – a very enjoyable evening indeed.

The next day we were off to the famous Winton Raceway historic race meet, where the WHSC had been invited to put on a special display of members' cars. John and I decided we should still take his Hornet to be part of this special one-off display, but we would take it on the trailer and just unload it when there for the display. The weather forecast wasn't particularly good, so we loaded up the wet weather gear and headed off there early in the morning with all the other cars, with about half of them being driven, and the rest on trailers. It was about 90 minutes' drive to Winton. On arrival it was very wet, and one end of the display area had about an inch of water over it, however we persevered and unloaded John's car and lined it up with the other 9 cars, then took shelter in the adjacent display building where other cars had been placed.

Australian National Rally Report, continued



Display at Winton Historic race meeting – very wet!

We spent the day watching the racing, where hundreds of historical cars and bikes in many different classes were all getting plenty of action. It would have been great to have my Wolseley 1500 race car there as it would have been right in its element alongside MGs, old Holdens, A30s and a multitude of other early saloons. With a very wet track everyone was being really cautious, and the motorcycle races in particular were more ‘outings’ than races, but still entertaining. Anyone and everyone could stroll around the pits, and I spent lots of time just doing that and talking to some of the drivers and crews. There was even a Wolseley Hornet Special being raced, although it did end up in a minor collision in its second race which bent one of the rear springs and ended its day. During the lunch break there was a big drive-past of all the display cars, and most of the Hornet Specials took part in that, even though it was wet in all of the cars (8 of the 9 were open cars).

By the end of the day we were pretty wet and cold, so with the meeting drawing to a close we loaded John’s car back on the trailer and headed back to Mansfield. That night we had another group dinner in the pub – our final chance to socialise.

The next morning we bid farewell to everyone, and headed back to Melbourne, cutting across country to join the M31 freeway back to Melbourne. A few hills were once again a bit testing on the 6/110 with the Hornet on the trailer, and we had to have one stop on the way to readjust the brakes on the trailer, which were not doing their fair share of work on the downhill sections. Once back on the freeway, it was plain and easy running all the way back to John’s place where we arrived about 4pm.

So that was our trip away. We flew home the following evening, getting in to Christchurch at the unsocial hour of 1am. It was a very good break away, made most enjoyable by catching up with many of our trans-Tasman Wolseley friends, and meeting lots of new people, visiting interesting places, and seeing plenty of very nice Wolseleys too. Meeting and seeing them all is great motivation to keep my own cars in good running order and use them as much as possible, and carry on with the few project cars I have waiting as well. We are lucky here, as we don’t usually have to travel very long distances to enjoy our motoring shows and events.

As I write, John has yet to investigate the coolant-in-the-oil issue on the Hornet Special, but we all suspect that it’s highly likely to be just a blown head gasket which a good clean-

Australian National Rally Report, continued

up and perhaps a head-skim will fix – just part of the journey that comes with owning old motorcars!



In my opinion, the two prettiest Wolseley Hornet Specials at the rally. On the left is the two-door Sports Saloon which was driven all the way from Adelaide to the rally, and on the right is the 14HP Special belonging to John Clucas.

Buy and Sell

Wanted – Steering Box for a 1935 Wolseley Wasp. If you can help, please contact Colin Hey – it's urgently needed for a member of the Wolseley Car Club in Victoria, Australia.

For Sale - Wolseley 1500 Mk3. Needs some work on the A-pillars for a WoF, price will be negotiable. Contact Joe Barker on 027 4333 475. Car is in Ashburton

Just appeared on Trade Me – two 6/90s for sale as a job lot.



Anyone brave enough out there??



<https://www.trademe.co.nz/a/motors/cars/other/other/listing/4246208513?bof=8KlWd1pN>

The  *Word*

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