

# **“LONDON TO BRIGHTON”**

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**COURTESY JOHN ROBINSON**



# London to Brighton

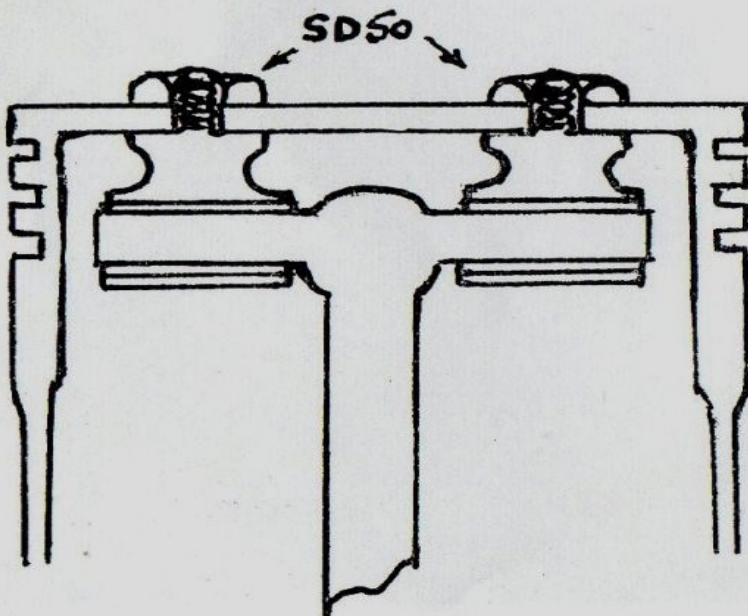
We are given to understand that **Mr. Len Southward** of Wellington, New Zealand, entered a vintage car in the London to Brighton Rally last year.

As the restoration of this vehicle, which is a 1904 Wolseley, included the use of some of our steels, an approach was made to the owner for permission to make reference to the car and this information was obtained for us by **Mr. P. A. Richards**, who is our resident Representative in Auckland.

We give hereunder the text of Mr. Richards' report on the restoration of this car and we are indebted to Mr. Southward for the loan of the photograph which we reproduce herewith. We would also tender to him our congratulations on the successes which he has gained with this vehicle.

"As there is a world-wide interest in the restoration and preservation of motor vehicles of earlier times many of our readers will be interested to hear of the utilisation of our Alloy Constructional Steels in restoring a 1904 Wolseley which has since run with much success in English and European Rallies.

"Mr. L. Southward of Wellington, New Zealand, who is a good client of ours for Special Steels, obtained the Wolseley in a dilapidated condition and set about restoring it. The mechanical side of the preparation involved the making up of many new parts where Balfour's 'SD.16' Case Hardening Steel was used for such items as king pins, tie rod pins, rear axles, gear box parts, differential pins etc. Work on the engine included attention to the unusual piston-connecting rod arrangement where our 'SD.50' High Tensile Steel was used for highly stressed bolts. The design of this arrangement will be of interest to many in the engineering fraternity and is shown in this rough sketch.



*General layout of connecting rod design.*

*Solid T-shaped rod held in bronze bushed high tensile (SD50) steel bearings-cum-bolts in piston crown.*

“Some precision engineering is required in this set-up but it is a design adopted in the original car to prevent scoring of cylinder walls by gudgeon pin ends. Whilst many parts had to be fabricated in the restoration of the Wolseley, odd items can still be purchased such as the beaded tyres which Dunlop manufacture to this day, and Renolds chains.

“The work which has gone into the rebuilding of this car can best be judged by the following impressive list of successes obtained in 1962, and no doubt this will be added to in future events:—

**London to Brighton** — completed distance in time allowed. The passage of the Wolseley on this run brought forth many calls of ‘Kiwi’ from numerous visiting New Zealanders.

**International Rally** held at Bad Kissingen, Germany — won the George Schoof Memorial Trophy for the best prepared car, 3rd overall in Rally, prize of a water-colour for the car coming from greatest distance to compete.

**Utrecht to Zandvoort, Holland** — 2nd in Concourse and prize for car coming from greatest distance to compete.

**Harrogate Rally** — 1st in Concourse.”

The car is still in England where it is planned to enter further events and we hope that successes will continue to be gained. It could probably be said now that this particular 1904 Wolseley has completed a full circle in its life to date as it was an exhibit, in the form of a polished chassis, in **1904 at the Paris Show**, it has been in service, allowed to become derelict, and once again refurbished to possibly a better standard than it ever was. Long may its brass and coachwork gleam to gladden the hearts of those who delight in well preserved examples of early motoring equipment.