

THE



WORD

OFFICIAL NEWSLETTER OF THE  
WOLSELEY CAR CLUB NEW ZEALAND INC



APRIL - MAY 2012



Put it out there! Ivan McCutcheon's 6/80 fronts up at a recent club  
Run to ..... From right is Ivan, Steve Finch, and Andrew Thompson.

## OUR CLUB OBJECTIVES:

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

Club website: [www.wolseleyclubnz.co.nz](http://www.wolseleyclubnz.co.nz)

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**Lindsay Patterson.**

## EDITOR'S STUFF

I've received lots of favourable feedback from the last newsletter, which of course was a National Rally special edition. Most of the comments related to the central four pages which were printed in colour – a first time ever for the Wolseley Word. Although it looked pretty good, it cost 40% more to print the newsletter that way, so it will take a special event before we do that again.

Fortunately we have some surplus in our printing budget this year because there have been fewer monthly editions printed. This,

however, is a good opportunity to remind everyone that we can send you the newsletter electronically now (by email), which means you will not only probably get it before it arrives in your letterbox, but you will also get it in full colour – every photo on every page! Just because we can send it to you that way now, does not mean that we will stop sending out hard copies, so if you would like it sent by email as well, please let your branch secretary know and it will be arranged! Just be aware though that if you don't yet have a broadband connection it will take a while to download.

I was passing through central Christchurch a couple of weeks ago, and stopped off at the



building I used to work in to see how the demolition was progressing. The photo below shows what I found, and on a return trip last week after the Dawn Parade on Anzac Day I found nothing but an empty lot. It seems hard to believe that this was the place where I was happily working just over 12 months ago. While there are still lots of demolitions going on around the CBD, there are a few rebuilds now underway with many more lots now fenced off as though something is going to happen soon.

It's good to see this happening, as it marks a new phase for our battered city, and provides a bit of hope that things will get better soon and that the rebuild is gaining some traction. I guess it's a bit like restoring a badly battered car – getting rid of the broken parts and decay, and then adding new parts and restoring what's not completely stuffed so that it's once again fit for purpose. I'm convinced that I'll never see the city again in a way that resembles what it was like before 2010, but I'm sure it will return in a better, brighter and more modern form that will more than compensate for what we've lost.

## Editor's Stuff - continued

Speaking of Anzac Day, I was standing in Cranmer Square with about 10,000 other people at the Dawn Service, and it suddenly occurred to me that some of my cars were around at the time when the Anzacs were storming Gallipoli and later Normanby. There were of course no WW1 veterans present at the service, and only a very few from WW2, so it is somewhat sobering to think that the machinery they saw coming onto the market brand-new in their lifetimes is still around nowadays and still being enjoyed by people, albeit in a different way. I also thought briefly about the Wartime effort put in by the workers at the Wolseley factories, and how that contributed in more than a tangible way towards the freedom and lifestyle we can enjoy today. We have plenty to be thankful for, even if we were remembering those who had fallen during the wars, whilst standing in the middle of a city full of empty lots and demolished buildings. We could even hear a hydraulic concrete breaker operating in the background as the bugle played the Last Post – no one seemed to mind that someone had chosen to carry on working to improve the city, even though it was Anzac Day.



Lest we forget Wolseleys' contribution to the WW1 effort.

On the home front, some more progress has been made over the last month on both the Veteran Wolseley, and on Matthew's 1500. Unfortunately not a lot is now needed on either to get them back on the road, but we really need to concentrate more on one at a time and make real progress, rather than trying to do smaller bits on both. We recently had

## Editor's Stuff - continued

a good few hours on the 1500 sorting out the wiring for the electric radiator fan we've added, and tidying up some wiring that had been added over the years for fog lights and other accessories that had been fitted in the past. Soon we'll have that finished and will be able to bolt the front guards and front panel back on for good, and then concentrate on some of the more cosmetic work to make the car look a bit better than it does now. Work on the Veteran continues and is really only cosmetic in nature. During the last month I

have removed all of the brightwork and sent it to a metal polisher to have the nickel plating buffed up professionally. It had been taking me hours to make any impression at all with Autosol metal polish, and I decided that if I was ever going to make any real



Working bee day at home

progress then I would have to bite the bullet and send it in. Whilst still not perfect, it's now 100% better, and really is the jewellery that dresses the car up. I also had some paint mixed up and airbrushed some small areas that had been scratched, and also removed, stripped and re-varnished the wooden windscreen frame and exposed woodwork around the body tub, so it's starting to look much better now. I've also repaired a broken hood bow, and now have the hood back on and fitting well. Hopefully soon it will be ready for re-registering and the dreaded VIC inspection. I have in the back of my mind a deadline of early June so I can take part in the VCC restoration of the year run. I won't be entering it for judging as it hasn't been me that has restored it, but it will mark its return to the road again appropriately, and I'm sure it will add to the day not only for me, but also for the other keen restorers who have finally got their projects back on the road.

I've made an effort to try and get more branch material in this edition, and have also added a section covering a couple of our members' cars that are under restoration at the moment, so I hope you find it interesting. Have a good month.

Colin Hey

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**Deadline for next Wolseley Word  
Friday 1<sup>st</sup> June 2012**

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## CHAIRMAN'S REPORT

We are still living on the good time we had in Taranaki. Colins excellent report and those coloured photos in the Word confirmed the time we all had. A week after we were home the opossum skin hand bag Beryl had ordered at the visit to the Possum factory during the Rally arrived, much to her excitement. New Plymouth is 701 miles from Lawrence; we travelled 1700 miles in total without a hitch (except for the windscreen wiper motor). The car used about 250 ml of oil and averaged 25.6 miles to the gallon. The extra thrills we had were the many people we met and got to talk to where ever we stopped. I have noticed the public are becoming more interested in these cars.



We have had our Wolseley for nearly 20 years. When we got the car it was something good to have and use and others also enjoyed it. Like the rest of you we become very familiar with our cars and in our case the car is 20 years older. I notice this particularly when now talking to interested members of the public. I find that their questions etc mean that you are talking to them in more detail because it may be 20 or so years since they have seen one and their interest and quest for information is more detailed. It is something I have noticed for some time now and for anyone who doesn't take their car out very often miss out on. Don't take your car for granted.

Winter well (when it comes) and keep warm.

Gordon Duthie.

## SECRETARY'S REPORT

Hi all,

The wintry blast that hit us over the weekend is, sadly, the hint of what is to come for the next wee while. It also brought some badly needed rain to the south, as it is still very dry down here. Today is much better, and tomorrow is looking even better still. More good days left of our summer / autumn season yet, I hope. But never to mind, because the coming winter season gives us the opportunity to leave the house painting and gardening behind (like I do lots of that anyway) and provides the encouragement to get the car right for next summer, and whatever travelling opportunities that will provide for us. Winter is a good project time, so good luck and happy restoration work in your lovely heated garages.



As you will now, our National Rally has now been held, and a great big THANK YOU and also CONGRATULATIONS to the Rally Team for a job 'jolly well done'. From what I have heard, it went really well and was much enjoyed by all those who attended.

## SECRETARY'S REPORT

Just today I received my copy of the Wolseley Hornet (the magazine from the Victoria Club in Australia), and they have a 9 page report and photos on their journey here for the Rally, including the days before and afterwards. I have not yet had a chance to read the whole article by Graham Keys and crew, but they wrote "The Rally was a complete success, due mostly to the hard work of Michael, Raewynn and their dedicated helpers". Another hard act to follow, but a challenge being looked into for 2014.

With our Branch Annual General Meetings coming up, now is the time to look at how you support the Branch, and the Club. Can you do a little more? Would you have the time to be a member of your local Branch Committee? We all need to think about how we help, and how much we do to make our Club a success. It doesn't take much, and every little bit that anyone does makes it a bit easier for your Branch, and our Club, to run. It's not too late, yet.

Well, in the words of Bugs Bunny "That's All Folks". For now anyway.

Keep those Wolseley Wheels turning, and stay safe.

Cheers, Bill

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### **Driving Under Influence - Irish Style.**

Recently a routine police patrol was parked outside a bar in Donegal Town. After last call, the officer noticed a man leaving the bar so apparently intoxicated that he could barely walk. The man stumbled around the parking lot for a few minutes, with the officer quietly observing. After what seemed an eternity, in which he tried his keys on five different vehicles, the man managed to find his car and fall into it. He sat there for a few minutes as a number of other patrons left the bar and drove off. Finally he started the car, switched the wipers on and off; it was a fine, dry summer night, flicked the blinkers on and off a couple of times, honked the horn and then switched on the lights. He moved the vehicle forward a few inches, reversed a little, and then remained still for a few more minutes as some more of the other patrons' vehicles left. At last, when his was the only car left in the parking lot, he pulled out and drove slowly down the road. The police officer, having waited patiently all this time, now started up his patrol car, put on the flashing lights, and promptly pulled the man over and administered a breathalyser test. To his amazement, the breathalyser indicated no evidence that the man had consumed any alcohol at all! Dumbfounded, the officer said, 'I'll have to ask you to accompany me to the police station. This breathalyser equipment must be broken. "I doubt it,' said Paddy, truly proud of himself. 'Tonight I'm the designated decoy!

## BRANCH NEWS and EVENTS

# Auckland Branch

## News and Coming Events

This past month has been a quiet month on the Wolseley front. I think we must all have been recovering from the great rally at the end of last month. However we do have upcoming events and hope to see as many of you there as possible.



Noeline and Paul Billing at the National Rally final dinner

## Coming Events:

**Saturday 19 May 2012** - at 11.00 a.m. to visit Mainline Steam Trust at 23 Cheshire Street, Parnell. Cost is \$5.00 per head. There is plenty of parking down at the premises.

**Sunday 24 June 2012** – Mid winter Christmas roast dinner and movie at Westwind Theatre at 177 Riversdale Road, Avondale. Meet there at about 4.00 p.m. for a meal at 4.30p.m. followed by the movie. Cost is \$25.00 per adult and \$10.00 per child under 12 years of age. This is always a very popular event. Please confirm attendance and numbers no later than 20 June 2012 to Noeline Billing on 278-3944.

**Sunday July 2012** - Date to be confirmed – Ngatea Water Gardens. More details next month.

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

Regards  
Noeline Billing

## Waikato – Bay of Plenty Branch

### News:

We would like to thank the Manawatu Branch for all the work and preparation for such a successful rally. The scenery, weather and activities were great. Jack Penny joined with Colin Rowley from Australia as his driver; they have formed a strong friendship after Jack loaned him his 6/110 for the Coromandel rally. They both loved the rally and everyone enjoyed Jack's enthusiasm and friendship, and the work he puts into his cars. He is an inspiration to us younger

ones. We had a good attendance from our branch, everyone will be looking forward to the next rally with motivation. I hope to have my 18/85 finished soon, with upholstery colours having been the hold up, and big expense.

On February 12th we had an enjoyable, relaxing run around Lake Rotoiti, with a lunch stop at the lake, we met up with members from an Austin club who just happened to be doing the same trip. On the way home we enjoyed, afternoon tea at Pukehina at Jack Penny's Batch. We had 4 cars attend, all agreed we should do it again next year.

**Stephen Belcher**



Jack Penny's Vanden Plas 4 Litre R at the National Rally



Our February Run to Lake Rotoiti

## Waikato – Bay of Plenty Coming Events:

### May 27th

Run to Ohope beach for lunch, and free time, and relax at Awakeri hot pools on the way home. Meet at the Mad Butcher 11th Ave at 10:00AM to travel together. Phone Stephen 07 5763773 if coming.

### 24th June:

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

### AGM:

7th July Saturday

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

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## Manawatu Branch News:

On Sunday, 29 April 2012 we enjoyed yet another successful combined club run with the Dannevirke Wheels Club. Eleven cars met at Dannevirke for a drive to Porangahau via Te Uri, and another two joined us at Porangahau where we had a really nice lunch at the local pub. We couldn't have asked for better weather – it was a beautiful fine day, if a little windy. The rain we had on Friday and Saturday dampened down the metal roads nicely, so driving was very pleasant. The route offered up lots of fabulous views; at times seeming like we were driving along the top of the world. And, of course, the



Run to Porangahau

trees in their Autumn splendour gave added interest. It's been too long since we last had an outing like this. Thank you to Ivan & Mary for organising this run

## Manawatu Branch Coming Events:

Mark your calendars for our **AGM**, which has been programmed for **Sunday, 22 July** at the Rat's Hole in Bulls, starting 10:30am. But, before we get to that, there will be a "President's Run" on Sunday, 17 June meeting at the Feilding Railway Station, 10:00am – open invitation to other clubs to join us. Don't miss these dates!

Regards,

Michelle Thompson

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## Nelson Branch News:

Not a lot to report - we have no runs planed at present. Philip and I enjoyed the Natonal Rally. It was well organised and a lot of fun. We ran the Hornet on super coming home and got 44 m.p.g. It was disappointing to have only 3 Wolseleys from the south Island on the Rally. People don't realise what they are missing - once you have done one Rally you want to do more. You meet a lot of people with the same interest, and forge new friendships. Your Wolseley doesn't have to be flash to enter.

Talking of Wolseleys Philip has the Wolseley Hornet we got from the West Coast all painted now, and the next job is to rebuild the front end, the running gear and then put the motor back in. We have a guy in Nelson who has two Wolseley Wasps for sale 1934 and 1935. I think they both need a full restoration, but they are for sale at only \$300.00 each. Phone Dave on (03)5449918 or 0220261603 if you are interested.

Kind regards, Bryan Stansbury.

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## Christchurch Branch News:

We had another good working bee at Idlewood at the beginning of April, and our third container is now fitted out with shelving and is slowly being filled with sorted parts. Although it's a great facility now, our band of hard-working regulars is always finding ways of making our club base even better, and as it grows in size it is also becoming more visited by our members – not only to help, but also to look for and purchase parts for their various projects.

It looks as though the latest addition is going to be the "roofing-in" of about half of the length of our car storage area. Eddie Bishop has donated three lengths of light railway iron which will span the width between the containers, and these will eventually be covered by some purlins and netting, and topped off with a good quality PVC waterproof tarp. This will keep the weather off any two parts cars we have stored in the area, and also provide some shelter if our working bees happen to coincide with wet weather.

We had a great run early in May, when we visited the Time Traveller's Museum in Oxford. This is a very new private museum, and has been put together by two "Popular Culture" collectors who have amassed a collection of around 3000 items and put them on show in a 12m x 6m garage in the back yard of their private home on the outskirts of Oxford. The items are mainly centred around toys and movie themes, and date back to about the 1920's when moving pictures was just starting to hit its straps. There is a strong

## BRANCH NEWS and EVENTS - continued

focus on television and movie-related toys – action figures and dolls, sci-fi toys and games, and of course movie posters and memorabilia. Everything is displayed in cabinets or on display boards, theme music plays, and we even entered the museum through a look-alike Tardis from Doctor Who – all really well done. It took around 30 minutes to have a good look through, however if one stopped to read all of the explanations and display boards it would be very easy to kill an hour or two in there. The museum is now open every Sunday, and also by arrangement, and I'm sure it will grow as word gets around and as more people and groups visit. It's indeed the kind of place where you would be happy to drop off your old toys rather than put them away in a box in the attic to be forgotten and enjoyed by no-one.



Club members in Dalek territory at the Time Traveller's museum in Oxford

After emerging from the time-warp, we all gathered around a Dalek in the middle of the garden to have a group photo taken. I clearly remember being scared witless of those things when I was a young kid – even though they were on TV. Doctor Who wasn't my favourite programme, although clearly it still spins the props for some people. Once we'd disarmed the Dalek, we drove around to the local sports ground and enjoyed our afternoon tea and a good chat sitting in the glorious Autumn sunshine – a good way to end the outing.

Coming up this month we have the Ashburton Rotary Rally which is detailed below. This is always a popular and well-attended event, and is worth the one-hour trip south to join the fun. Don't forget the Ashburton Swap Meet this coming Saturday as well. There are often good finds there for car enthusiasts in particular, but there are also lots of other

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

interesting stalls and sale sites that will keep everyone happy as they browse around. Don't forget the gumboots if there is any chance of rain before or during the day – the ground soon turns muddy in places.

We would like to take this opportunity to welcome new member Simon Verkerk to our branch. Simon purchased a 6/110 Mk 2 from Darfield some months ago, and is working towards getting it back on the road soon.

## Christchurch Branch Coming Events:

**Saturday 5<sup>th</sup> May - Ashburton Swap Meet, Tinwald** - starts bloody early!!!

**Sunday 6<sup>th</sup> May - Ashburton Rotary Classic and Vintage Run**



Note; Change of start venue - Meet at the Ashburton Showgrounds which are located at the northern end of the town behind the John Deere Agency. Get there before 10.00am (9.30 if possible). The run will this year take us to the Blair Family property "Lagmhor" in the Westerfield area. You can bring your lunch or buy it at the sausage sizzle that will be operating at the finish point. Entry fee is \$20 per vehicle, with all proceeds going to St John's. The special interest vehicles this year are commercials. Should be a good day.

**Saturday 12<sup>th</sup> May - Working Bee at Idlewood.**

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

**Sunday 3<sup>rd</sup> June - Timaru All British Day**

Anyone interested in attending will need to be at the display area in Caroline Bay in Timaru for the public display between 9.30am and 10.30 am. All of the cars will then be set off on an easy run to a country venue, arriving around mid-day. After the run, afternoon tea and an informal prizegiving will be held at the VCC rooms on the south end of Timaru. This is always a good event



**Saturday 9<sup>th</sup> June - Working Bee at Idlewood.**

**Sunday 17<sup>th</sup> June - Mid-Winter Christmas run and lunch** at a café near Kirwee. Full details in the next newsletter – expressions of interest will be required.

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The following 4 pages come from the NZ Federation of Motoring Clubs, of which our Club is a member. There are some interesting items in it which will be of interest to many. My apologies for the quality of the items – they were sent to us in a low-resolution format which hasn't copied well.



The Government has commenced a detailed review of the Warrant of Fitness and commercial Certificate of Fitness regimes, and the operator and vehicle licensing ('rego') systems.

Announcing the review, Minister of Transport Gerry Brownlee said the reform had the potential to save millions of dollars in unnecessary costs and time for households and businesses.

"We need to make sure the warrant of fitness and certificate of fitness and transport services licensing systems are still cost effective and fit for purpose. For example, the 5.5 million warrant of fitness inspections a year cost car owners

around \$250 million in inspection fees, so we need to ensure the rationale for all the aspects of those systems are clear and justified."

"However, safety will remain a key priority in considering any changes," Mr Brownlee said.

More than 14 million vehicle certification and licensing transactions take place each year, which puts significant administrative and compliance burdens on households, businesses and government agencies that process these transactions, the Minister said.

"It is sensible to look at how the government could take advantage of technological developments to make licensing easier and offer better value for money solutions."

New Zealand's vehicle inspection system is one of the most frequent in the OECD (see table). The review will look at whether the current regime is delivering the best balance between compliance costs and safety benefits, and if possible, whether costs and inconvenience for vehicle owners can be reduced while maintaining or improving safety.

Options may include reviewing the frequency of the WoF and possibly the scope of the test.

continued on page 2

Table 1: Inspection frequency in other countries (years)

	1st test	2nd	Interval	Comments
Japan	3	5	2	
Singapore	3	5	2	Every year after 10 years old
Finland	3	5	1	
Germany	3	5	2	
Ireland	4	6	2	
The Netherlands	3	4	1	Up to 30 years old then every 2 years up to 50 years, and no test for vehicles >50
United Kingdom	3	4	1	
Sweden	1	2	1	
Australia	-	-	1 NSW, NT only	NSW vehicles >5 years, NT all vehicles >3; other States either none or when being registered or transferred
New Zealand	1	2	1/2, 1	Annual for vehicles <6 years old; 6 months for vehicles >6

Source: NZTA, AA

The review will include a rigorous examination of costs and benefits of any proposed change.

The WoF review was originally signalled over a year ago after the NZ Transport Agency did some preliminary work, and later briefed FOMC member clubs at our 2011 AGM. The Ministry of Transport, who will be undertaking the review in partnership with the NZTA, will update clubs at the 2012 AGM in May in Wellington.

The review is expected to be completed by the end of the year; public consultations are expected in May or June. The FOMC is already considering our position, but clubs may want to consider what changes they would like to see (and why) and let us know – email your views to [secretary@fomc.co.nz](mailto:secretary@fomc.co.nz)

- More information: [www.transport.govt.nz/burwork/Land/Pages/VehicleLicensingReform.aspx](http://www.transport.govt.nz/burwork/Land/Pages/VehicleLicensingReform.aspx)

## 2012 AGM

The Federation's 17<sup>th</sup> Annual General Meeting is being held in Wellington on Sunday 27 May, from 10:30am. This is the first time the AGM has been held in Wellington, so we encourage all member clubs in the greater Wellington region, Manawatu, Wairarapa and southern Hawkes Bay to attend and learn more about the work of the FOMC on your behalf. The FOMC is your Federation, so if you want to have input, the AGM is your chance. Clubs are entitled to send as many observers as they like – cost is \$15 per person.

The venue is the Vintage Car Club rooms in Halford Place, at the bottom of Jackson Street, Petone. More information has been posted to member clubs along with subscription renewal notices, or you can download registration and sub forms from [www.fomc.org.nz/events](http://www.fomc.org.nz/events)

As usual the AGM format features guest speakers in the morning and the formal club business after lunch. This year's guest speakers include the Ministry of Transport outlining proposals to review the WoF regime and vehicle licensing system. This affects all vehicle owners, but is of particular interest to owners of enthusiast vehicles who travel moderate mileages between WoFs.

ACC will also be present to explain the insurance scheme and discuss motor vehicle levies, and why they differ between petrol and diesel vehicles and vehicle type. Again this is of interest to all motorists but especially enthusiasts who own multiple vehicles but can only use one at a time yet are paying multiple ACC levies through the licence fee. If you can't spare the entire day, feel free to just attend the session that interests you most.

- For more information, contact [secretary@fomc.co.nz](mailto:secretary@fomc.co.nz)

## EDITORIAL

Heritage vehicle owners will be interested in plans to review our WoF, CoF and vehicle licensing regime. The WoF review in particular promises to be the most significant regulatory change affecting vehicle owners in many years, with the possibility that NZ could move to an annual inspection for all vehicles, and not just those under 6 years of age.

It's no secret that NZ's twice-yearly safety inspection is the most frequent in the world. Many countries have an annual inspection, often less frequent for newer cars. In Australia, they have no inspections at all (except NSW and Northern Territories), other than when selling a vehicle.

It's been interesting as we begin to debate reducing the WoF frequency, to follow the recent debate in the UK where it was proposed to move the safety inspection (MoT in their lingo) from annually to bi-annually, and dispense with it altogether for pre-1960 vehicles (see page 4).

Interesting, because the classic car community, particularly the Federation of British Historic Vehicle Clubs and the classic car magazines, opposed the move, for fear that owners couldn't be trusted to maintain their vehicles safely outside a mandatory regime, and that preferential treatment for older cars might be a slippery slope to restrictions on use in the future.

Perhaps the latter is a valid concern which needs to be managed carefully, but it seems odd that a regular inspection is somehow deemed proof that a vehicle is safe to be on the road. A WoF in NZ, just as a MoT in the UK, is only valid on the day it is issued. The following day you could legitimately be ticketed for operating an unsafe vehicle if it has developed a fault, irrespective of the status of the WoF sticker. On every other day, therefore, vehicle owners have a responsibility to ensure it is still safe to be driven on the road, which means periodically checking for faults like damaged or worn tyres, broken lights, and addressing issues like noisy brakes or suspension when they arise. The frequency of official inspection, or even the mandate, should make no difference to this fundamental obligation of motor vehicle owners.

True, Kiwis are probably not as good at maintaining their cars as our counterparts in Australia or the UK – but then doing away with the WoF altogether is unlikely to be an option in the review here.

One would have thought that vintage and classic car owners in the UK are better at maintaining their vehicles than mainstream motorists and that this would entitle them to preferential treatment under their safety inspection regime, such as a reduced test frequency. Perhaps that is what heritage vehicle owners in NZ should be seeking. Regardless of the outcome of the review – even if it retains the six-monthly WoF – we should seek additional concessions for heritage vehicles. Perhaps an annual inspection, or bi-annual if the rest of the fleet moves to annual, or a less invasive test.

At the very least, if annual inspections are good enough for a late-model technically-complex car doing 20,000km a year with no interim maintenance by its indifferent owner, then why isn't it good enough for a well-maintained classic vehicle doing 1000km a year?

## INSURANCE UPDATE

### Rural Fire Risks are a Major Financial Hazard

Frightening financial loss can be inflicted on both clubs and their members if something goes wrong when they leave the legal road to explore the recreational delights of the great outdoors.

If clubs or their members go into forested areas or regional wilderness parks and damage results from even a minor event, such as a hot spark from an exhaust starting a fire, neither individual motor vehicle policies nor home and contents public liability insurance provide effective cover for the losses which can mount into many millions of dollars.

The Forest and Rural Fire Services Act cover under the FOMC Public Liability Insurance is only \$250,000 and relates to events such as a barbecue fire spreading to surrounding brush and trees. It does not cover damage caused by motor vehicles. And taking into account that it costs up to \$1,000 an hour to operate a helicopter plus the costs of the Fire Service and the operation of the fire trucks, etc. the liability for financial compensation for a serious fire incident can often exceed the limit of the cover.

Clubs and individuals can also be held liable for compensation for the costs and losses incurred if they just happened to be in the area when a forest fire broke out even if they had nothing to do with starting it. If you start a fire or are unfortunate enough to be in the area of where a fire breaks out and you have no insurance cover then you could lose your home and other assets. If a fire occurs while an organised off-road event is being run by a club and it is sued for the compensation, the officers of the club will be exposed to the financial loss even if they were not even at the event.

To protect the officers and members of 4WD, farm machinery, military vehicle and other clubs which go off road into private and state forests or wilderness parks, the FOMC's insurance broker John Barley ([www.barley.co.nz](http://www.barley.co.nz)) has arranged optional additional cover under the Rural Fire Services Act provisions in our Public Liability Insurance.

To obtain \$1,000,000 of Rural Fire Services Act Cover will cost an additional \$175.00 plus GST over the annual Liability Policy premium, i.e. \$393.75 plus \$175.00 totalling a premium of \$568.75 (Incl. GST).

To have \$500,000 under the Rural Fire Services Act the premium would be \$393.75 + \$150, totalling \$543.75 including levies and GST.



## LEGISLATION UPDATE

A round-up of planned legislative changes that may affect club members:

### Changes Road User Charges

Parliament has approved the Road User Charges Bill, which is scheduled to take effect from 1 August 2012. The changes are the biggest overhaul of the RUC system since it was introduced in 1978 (see *Wheel Torque* Issue 9).

"There will be less red tape for operators and the government, and the system will be easier to understand and fairer for all those who pay RUC," said Transport Minister Gerry Brownlee.

Provisions in the Bill include:

- \* giving every heavy vehicle a permanent RUC weight
- \* removal of the time licence system and supplementary licences
- \* a fairer and simpler structure in relation to offences and penalties, particularly for light vehicles
- \* system improvements to enable greater compliance

The FOMC submitted on the draft Bill, and four of the committee went to Wellington to present our submission to the Transport and Industrial Relations Select Committee during public hearings. The FOMC also met with some opposition MPs to raise our objections. NZ First was the only party that voted against the Bill.



Our submission raised several concerns, in particular that the new RUC system takes a "one size fits all" approach and imposes a new gross laden weight levy on all heavy vehicles. We said this particularly disadvantages unladen heritage vehicles and motorhomes whose operating weights are much less than GLW and so will end up paying more than under the old 'nominated weight' regime. Some motorhome owners face a 100% increase in RUC fees. The new system also introduces three broad weight bands to replace the more flexible 1-tonne increments under the old scheme.

Although the Bill has passed, there are still some details to be worked through. The Ministry of Transport recently consulted on some consequential amendments to the RUC vehicle classes and weight bands in which we strongly raised some objections and recommendations.

*continued on page 4*

FOMC member the Motor Caravan Association issued a press release criticising aspects of the Bill which we had raised in our submissions, and MCA and FOMC committee member Fred Fellows was later interviewed on Radio NZ. Subsequently, the FOMC was invited to a meeting with the MoT who were well aware of the effects these proposals would have on the owners of a great number of heavy recreational vehicles. They were able to assure us they are working on amendments which should largely address our concerns, before the weight bands and fees are finalised.

- A copy of the FOMC's submission on the Bill, and consequential amendments can be found on our website: [www.fomc.co.nz/current](http://www.fomc.co.nz/current)

### Changes to car licence, rules for trailers

From April 2012, the maximum laden weight limit of a vehicle, or combined vehicle and trailer, that can be driven on a Class 1 (car) licence, increased from 4,500kg to 6,000kg.

At the same time, the Vehicle Lighting Rule was amended to require all new trailers to be fitted with rear stop lamps and indicators. Formerly, rear stop lamps and indicators only needed to be fitted if the size of the trailer or load prevents the stop lamp signal of the towing vehicle, or arm signals of the driver, from being seen from behind the trailer. The rule change does not apply retrospectively to registered trailers currently in use.

### GPS DEVICES NO SUBSTITUTE FOR SPEEDOS

More and more people have GPS equipment these days, and some are using GPS to monitor their speed. However, the NZ Transport Agency has confirmed that speedometers that rely on a GPS signal do not meet the WoF requirements.

This is because GPS don't always display the speed at any given moment, such as in tunnels, parking buildings, on inclines or in gorges, or sometimes bad weather. When the signal is lost, the reading displays the speed as zero. This does not meet NZTA's requirement that "the speedometer must be in good working order and operate while the vehicle is moving forward."

The NZTA Rule and WoF guidelines have recently been clarified, adding the word 'continuously' to the definition, and now state: "Speedometer means an instrument in a motor vehicle that continuously indicates to the driver the forward speed of the vehicle in either kilometres per hour or miles per hour. For clarification, this definition does not include the speed provided by a GPS system."

A recent Consumer article on GPS noted that "...fluctuations in speed and direction (such as fast acceleration, going up or down hill and turning tight corners) cause GPS units to lose speed accuracy dramatically. Atmospheric and other technical aspects of satellites can also cause errors to GPS accuracy. So don't use your GPS as a fail-safe speedo..."

– reproduced courtesy of the LVVTA

## NEWS FROM AROUND THE WORLD

### UK considers abolishing safety checks for pre-1960 vehicles

The UK Department for Transport recently consulted on reviewing its annual warrant of fitness regime – known in that country as the MoT – which included proposals to extend the test frequency to bi-annually, and scrapping tests for pre-1960 cars and motorcycles. The proposals would bring classic vehicles into line with pre-1960 heavy goods vehicles, which have been MoT-exempt since 1986.

Other options for consideration were a pre-1945 or a pre-1920 exemption from the MoT. The option of less frequent tests for older vehicles only travelling low mileages was not considered.

In announcing the proposals, the Roads Minister said classic and historic vehicles are often very well maintained by their owners and have a much lower accident and MoT failure rate than newer cars. Many of the features of the modern MoT test are also not suitable for testing classic vehicles built more than fifty years ago.

The Department for Transport consultation paper noted that the estimated 162,000 pre-1960 vehicles in the UK make up less than 0.5% of the 32.7 million vehicles required to have a statutory MoT test, and that two-thirds of these pre-1960 vehicles drive less than 500 miles a year. When submitted for their annual test, pre-1960 vehicles have a failure rate of less than 10%, compared to over 30% for post-1960 vehicles.

Surprisingly, the proposals were not well supported by motoring groups, with the AA UK supporting retention of the annual test, and the Federation of British Historic Vehicle Clubs only supporting a pre-1920 cut-off.

The Department for Transport subsequently announced that there would be no change to the annual MoT frequency following public feedback. A decision on exempting older vehicles has not yet been made.

### No more rego labels in South Australia

As of July 2011, registration labels are no longer being issued for light vehicles in South Australia. Registration renewal periods have also reduced to only two options, 3 or 12 months.



The onus is on the driver of a vehicle to make sure it is registered. The State Government has added an option to check vehicle registration via website, phone or a recently launched iPhone app.

## SELL, BUY, and EXCHANGE

### WANTED:

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

### FOR SALE:

- 1963 Wolseley 1500 - Current rego & W.O.F. Excellent runner. Tidy condition. Twin carbs. Colour: Maroon. Regularly used on rallies. Some spares. Contact Arnold Mortensen. Phone 07- 5441010.

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

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## Our Member's Restorations



This is Philip Stansbury's Hornet restoration now well underway. It's been painted in Dark Green, and is soon to have the engine and gearbox fitted back in. This car was recovered from the West Coast last year.



Anthony Dacre has set about restoring this 6/90 Series 2, which he purchased from Nelson last year. On the whole it's a good sound car and still very original, so is well worth doing. He also has another one in the same workshop, but it's quite rusty and will be a real mission.

*The*  *Word*

**OFFICIAL NEWSLETTER OF THE  
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