

THE WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC

APRIL - MAY 2016



Andrew Stone with his 18/85 outside the Portobello Hotel
on a recent Southern Region 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.



Club website: www.wolseleycarclubnz.co.nz

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EDITOR'S STUFF

At last month's working bee, we spent some time removing parts off one of the 6/110's we've had in our spares compound for a few months now. We needed to get it finished off so we could make room for another one that's coming, so I took my car transporter to the working bee in the hope that we'd complete removing all the parts Ray wanted so I could then take it to Metacorp for recycling. Merv Wayne and I spent the morning removing all the door parts and windscreens, and it was about 1.00pm by the time we knocked off for lunch, thinking we'd done enough for the day.



The problem we always have with parts cars is that they really need to be on their wheels so we can get them loaded onto the trailer, which means we then either have to remove the wheels and any suspension parts we want once it's on the trailer, or we then send it as-is to the recycler. This particular 6/110 still had all four wheels on it, so I offered to take it home as it was and then remove any remaining parts myself some time over Anzac weekend before finally dispatching it. About half a day's work, or so I thought! The

problem was, once I started removing some parts, I noticed more and more that really should have been kept. There was still some good chrome trim on it, including the rear bumper which although rusty on top, was still straight as a die and would be great for re-chroming. I then started removing the front king-pin and hub assemblies – the LHS one was a pig to get undone and off, but the RHS only took about an hour.



Another 6/110 heads off for recycling.
Pity it won't come back as another Wolseley.

Then steering box and all steering joints, then the rear hubs – same story as the front ones again. It still had the automatic gearbox in it (which was not serviceable), however I know there is a demand for inhibitor switches and the speedo drives, so I grovelled around underneath it and took them off as well. Before I knew it, the whole day had gone, and I still had to get it sitting properly on the trailer and tied down, and pack up and clean all the tools and mess I'd made in the process.

Editor's Stuff - continued

Jenny was wondering why I bothered, and I have to say that I even questioned that myself, however hopefully one day a member will be needing those parts, and will be thankful they were saved. It might even be me! I told her I just wished everyone looked after their cars and maintained them well, and that way we wouldn't have to wreck them, but it did get me thinking a bit. Imagine if we all had to pay for the actual time it takes to remove second-hand parts, get them cleaned up and then sent out? We'd end up paying a fortune for them. We all need to be really thankful that we have volunteers in the club who not only spend time dismantling spares cars and cleaning and sorting parts, but also people who look after the facilities we store them in.

It's been a bit quiet in the shed at home the last couple of weeks – there's been a few opportunities to drive the cars rather than work on them, which has been nice. It was great getting the Veteran sorted in time to take it to the club promotion day (see branch report), and I've also managed to a bit of cosmetic work on the 6/99, including fitting a set of personalised plates which I purchased 3 years ago but wasn't able to have made until the car was WoF'd.

Matthew's 1500 has now been repaired after its front wing was dented while it was parked in Cambridge during the National Rally, and has come up well. Apart from that it's just been routine stuff like WoF's and cleaning. Time to start planning the indoor winter jobs when working outside either on cars or in the garden isn't quite so appealing.

Have a good month.

Colin

Deadline for next Wolseley Word:
Friday 27th May 2016

CHAIRMAN'S REPORT

Hi members,

I hope you are making the most of this extended fine Autumn weather. There has been no snow falls on the mountains down this way for some time now. Because of the warmer conditions the Autumn colours in our area have been slow to change. I was through to Queenstown on the 27th April and the colours through central are as spectacular as usual.

There isn't much happening in my position at the moment Wolseley wise.

Coming up soon however are Branch AGMs. Please take a moment and consider about



CHAIRMAN'S REPORT - continued

taking on a position. It all helps to keep the club rolling on - refer to the clubs "Hand Book for Elected and Nominated Positions" for information on those positions and support structure. That's all for now for this part of my report.

I organised a run on the 2nd April for members in the Balclutha - Dunedin areas. Those who were able to come were Colin & Judy Winter, W 1300, Fergus & Mary-Jane Sime A 6/110, Andrew Stone W18/85 who was joined later with the rest of his family Louise, Sam, and we Penelope, Beryl & I. We met up at the Andy Bay inlet park and travelled via Highcliff road where we ran into very thick fog. We carried on past Larnach Castle at the top of the Otago Peninsula down a steep grade and back out of the fog to Portobello



At the Portobello Café for afternoon tea. From left, Andrew Stone, Beryl Duthie, Mary-jane and Fergus Sime, Judy and Colin Winter.



Austin 3 Litre belonging to Carol West and family

carrying on to the car park at Taiaaroa Heads. At the same time we were traveling to Taiaaroa Heads we were alongside large container ship heading out to sea. This is where the Albatross colony is and is right at the entrance of the Otago Harbour. We walked down to look at the seals playing in the sea near the rocks with Albatross soaring in the breeze above us. While we were there a 1970 Austin 3 Litre, number plate "STOKED" arrived in the car park. This was a surprise and an addition to the day's excitement. Carol West and her family had driven it down from New Plymouth and had spent the week in Lawrence at the Waipori Reunion. They were here today then off to Invercargill via the Catlins Scenic Route towing a camper trailer. They were then going back north via the West Coast. After a good chat and look around we went back to the Portobello Hotel for afternoon

tea and another chat discussing other places to go for our next run. We then drove back to Dunedin via the very bendy but scenic road known as Portobello Road. It turned out to be a great day with a very positive outcome.

CHAIRMAN'S REPORT - continued

Our next run is on the 11th June. We assemble at the Mosgiel Railway Station (Cafe) Gladstone Road at 1.15pm and then go to see an extensive match box model collection, then afternoon tea somewhere. Colin Winter has recommended this contact.

Gordon Duthie



The cars at Taiaroa Head

SECRETARY'S REPORT

Hi Fellow Wolseleyites,

By the time you read this April is over. It is still very warm here in Taranaki as I write this looking out the window Mt Egmont /Taranaki is completely void of snow. This does not happen very often as by the end of April we will usually have a cold front come through. Still very quiet on the Wolseley front at the moment except we took the 1500 for a run over the Anzac weekend down to Hawera with the Taranaki Branch of the Vintage Car Club. Coming up soon is Annual General Meeting time again please give some thought about standing for committee or any other position. It is very rewarding and a lot of fun.

Happy Wolseleying,
Michael Kruse



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

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)

BRANCH NEWS and EVENTS

Auckland Branch

News:

We have had a quiet month in April. The only event in May has been a luncheon at Rangiriri. However in June we have two events coming up which should prove to be of interest to members. Please remember if your Wolseley is not on the road do not let this stop you from participating, bring along another vehicle.

Coming Events:

Sunday 12 June 2016 - Meet at the Jolly Farmer Inn Great South Road, Drury at midday for lunch. After lunch we intend visiting a collection of various items in the local area at a person's home.

Sunday 26 June from 5p.m. for 6p.m. dinner at Ryder's of Avondale, 177 Riversdale Rd, Avondale. **Mid-Winter Dinner & Mystery Movie** – This one of our most popular events. A roast dinner followed by dessert and a mystery (family friendly) movie. BYO drinks. **Cost has risen a little to \$30 per head (\$12 for children aged 12 years and under).** Please advise numbers to Noeline on 278 3944 19th June for catering purposes.

Sunday 28 August 2016 - Auckland Branch Annual General Meeting to be held at the Committee Room at Ellerslie War Memorial Hall on the Ellerslie Main Highway Ellerslie. More details later.

Regards
Noeline

Lower North Island Branch

News:

Hello all, been a quiet month with nothing much happening for the club due to people being busy or unwell.

Michael and I attend the Taranaki VCC run (Maunga Moana) in Hawera ANZAC Weekend, this is a big weekend for the Taranaki VCC with over 60 cars entering. We had a great time over the weekend it is certainly a good run to attend. Michael and I were doing quite well we thought until we hit the straight line navigation. We hadn't done this before and had a crash course before we started with some others. Its "easy" people were saying, mind you these were very experienced people in this field. Of course we got it all wrong missed 2 silent checks and was late to the next manned check causing a lot of frustration and loss of a great number of points. The next day on the way home we decided

BRANCH NEWS and EVENTS, Lower North Island Branch, continued

to practice the straight line navigation again so we stopped in Eltham got out the instructions, and away we went, by the time we went around the course again (3 times) we think we might have cracked it ☺.

There will be a committee meeting and working bee at the parts shed on the 21st May, we would like as many people there that can make it, would be great to see you, I will even supply some morning tea.

Please note that the Lower North Island AGM date is to be confirmed but it is likely to be at the end of July. This will be discussed and finalised at the committee meeting.

Until next time have a nice month.

Raewynn



Michael getting the 1500 up to speed while racing around the track in Timaru. This was the Pomeroy before the Vero Rally in Dunedin.

Christchurch Branch News:

About three months ago, one of our branch committee members, Stuart Penny, came up with a proposal to run a one-off 'club promotion day' in Christchurch, the aim being to raise awareness of our club, and hopefully recruit some new members and track down some Wolseleys that have gone to ground (or, 'put into storage' would be a more appropriate phrase) over the years. Stuart wrote out a full proposal for our branch committee meeting, and it was immediately decided to progress the idea provided good location could be confirmed, and that it could be done relatively soon while the chance of getting a nice day was still high.

BRANCH NEWS and EVENTS, Christchurch Branch, continued

Full of enthusiasm (as always) Stuart then formally approached the manager of the Redwood Hub Hotel on the Main North Road, a location ticked all the boxes. It has a large car park fronting one of the busiest roads in Christchurch, a grassed area adjacent to it where we could set up our club shelter, toilets and food nearby, and as an added bonus, somewhere to have a meal together afterwards to finish the day off. The manager of the establishment soon confirmed that he was happy that we used the venue and set out a few conditions that were not at all onerous, so a date was set for Sunday 17th April and planning commenced in earnest. Stuart determined that we could fit around 20 cars in the allocated area, so we decided to try and get as good a cross-section of cars together as possible, and also try and drum up some support from the local media to publicise the fact that we would be there on that date, and that people were more than welcome to come and look at the cars and have a chat if they wished.

Like all things that are well planned, it came together perfectly, and as an added bonus we



Club promotion display at the Redwood Hub hotel

even got near perfect weather on the day. A small press release was prepared and sent out to all the community and mainstream newspapers and radio stations, and although the content was cut considerably in most cases, most did run an item about our display as well. All our branch members were emailed and a few telephoned, and on the day we ended up with 17 cars on display – the oldest being our 1912 Wolseley 12/16, and the newest being Anthony Dacre's Wolseley 1300. Chris Hengst brought along his Series III 18/85, Graham Quate and Matthew Hey provided two cars each (Wolseley 10 and a Hornet respectively, and a 1500 each), we had two 15/50's (Ray Willoughby and Ian Sprosen), two 6/80's (Merv Wayne and Tony Shanks), Eddie Bishop provided his 24/80, Derek Brehaut added his 1500 to the other two, and last but not least were the two 16/60's of Pat Boyle and Stuart Penny.

Two 'customers' were on hand when Stuart first arrived at the hotel in the morning, and even as we were setting up, a steady stream of visitors began arriving. Many just came for a look, amongst them people who used to own a Wolseley and just wanted to reminisce, others who had cars for sale or wanted to buy one, and a couple of prospective members also who took away some club material to have a look over.

BRANCH NEWS and EVENTS, Christchurch Branch, continued

Even when business was a bit slow it was good just being there, sitting in the sun and



Graham Quate's Wolseley Ten on display

chatting – a very leisurely way to spend a Sunday. Packing up began about 4pm, with some of us returning that evening for a meal at Sequoia 88, which certainly didn't disappoint. All up, a successful and enjoyable day, which certainly gave us a few leads to follow up on.

On Sunday 24th April we had an informal run up the hill to Victoria Park - a BYO afternoon tea event which was very laid back, and like the week before, held in perfect weather. In fact the weather was so good we were able to sit out in open ground on the top of a hill, in the sun, with virtually no wind at all for the best part

of two hours. A very social event that was a good relaxing way to see out the afternoon before Anzac Day. It was a busy place though, with cars coming and going from the car park all the time – we were all lucky to be able to find empty car parks there when we arrived.

Our April working bee was once again productive, with several new faces arriving to say hello. It was great to catch up with Harry and Gay Sutcliffe who were holidaying from up Warkworth way and had called in to check out Idlewood and purchase a few parts for their 6/90 while they were there. Also good to see Colin Dunn, who sold Harry and Gay their 1300 a few years ago, and Stuart and Judith Penny's son Brett, who was on holiday with his family from Bangkok, and called in with the 'Old Man' to see how he spends his spare time nowadays. He was very impressed.

While talking about our working bees, it's time to acknowledge two of our members who tend to want to stay out of the limelight but do more than their share of great work at Idlewood. First is one of our regular mid-week workers, Tony Shanks, who is our star painter and general hand, and is never slow to volunteer for the even the more tedious jobs that just need doing around the place. Next is Pat Boyle, who despite his mobility problems, makes an effort to turn up to every monthly working bee and put on the morning tea, and then do the dishes and tidy up afterwards. Both of them



Pat Boyle in the kitchen at Idlewood

BRANCH NEWS and EVENTS, Christchurch Branch, continued

are stars and the committee have asked me to pass on my thanks through these pages. It's certainly deserved, so thanks Tony and Pat!! We appreciate all you do.

Last Sunday the annual Ashburton Rotary Vintage and Classic Rally was held, and six of us travelled down from Christchurch to take part. A few of us met first at the Rolleston Tavern so we could travel down together - Jenny and I took our 6/99, Matthew went in his 1500, Ian Scott in his 6/110 and Allan Francis in his 6/90. While we were waiting in the car park, Simon Verkek went past driving Jock Dunn in his lovely 2-tone green 6/110. Jock is unable to drive nowadays, so for some events Simon now gets Jock's car cleaned and ready to go, and then drives it for Jock and Judy – a nice gesture indeed. Anthony Dacre also went down in his Bentley, and Joe Barker met us in Ashburton at the start in his 6/110.

Unfortunately, when we arrived at the starting point at the Ashburton Showgrounds we found Jock had had a fall after trying to get out of the car, and an ambulance was on its way! It finally arrived, and after a quick check, they decided to take him to Ashburton Hospital for observation. This meant Simon, not knowing whether Jock was going to be admitted or not, was left on his own with Jock's car, although the ambulance officer did promise to keep in touch and update him later in the day. All we could do was give them contact numbers, go on the run, and then wait for a call.

This year's run took us north of Ashburton, then headed east towards the coast, eventually ending up at a property owned by Richard and Sally Bateman right on the coast at Wakanui. What a stunning property it was too – perched up above the sea, with beautifully



At the Bateman's expansive property at Wakanui. The Wolseleys can just be seen in the distance behind the vintage Austin.

landscaped grounds where all 250 cars on the run could easily be accommodated. Richard Bateman is a keen tractor collector, with probably around 50 on display in two large buildings. There were some so rare that even I had not heard of the manufacturer before. There were also a number of more common makes - Massey Fergusson being particularly well represented. Some were fully restored, there were a few under restoration, and there were quite a few that looked to be good-running original examples.

After having a mix of our own lunch and some food from the BBQ run by the local school, we were free to look around the grounds and buildings, admire some of the kinetic sculptures in the garden, and, of course, look around all of the vehicles that had come on the run. There was an enormous cross-section of cars this year – from all continents, from veteran to modern classics, and even a hotted-up Fergie tractor! Another big plus was that

BRANCH NEWS and EVENTS, Christchurch Branch, continued

the weather was once again absolutely perfect – sunny and warm, with virtually no wind at all, and all day too!

The only disadvantage with the location was that there was no cell-phone coverage, so we couldn't get any idea of what was happening with Jock. Fortunately prize-giving was over by about 2.15pm, so after a quick bit of afternoon tea, Matthew, Jenny and I, and Simon drove back to Ashburton to find out what was happening. A call to the hospital confirmed that Jock had pretty much recovered, and they were happy for him to be collected and taken back home to Rangiora. Matthew headed for home straight away, and Jenny and I showed Simon the way to the hospital, where we found Jock still in a hospital gown but in good spirits and certainly ready to go home. We soon had him in the 6/110, and Simon took him home with Jenny and I following them as far as Rolleston.

So, the conclusion was that we'd all had a great day – we'd certainly enjoyed the run to Wakanui, while Jock ended up having not so great a day and a run of his own to Ashburton hospital!

Last week our branch was donated a reasonably tidy 18/85 Auto by Gary Gollan, who has just relocated his home from Tekapo to Glentunnel (50km west of Christchurch). The auto in the car has lost drive, and with his Wolseley Six also needing some work, Gary has decided to let the 18/85 go. As yet we are not sure what we will do with it, but we're trying to track down a good, serviceable replacement gearbox or even a whole power unit, so what happens may depend on what turns up. We'll keep you posted on that one.

Cheers

Colin Hey

Christchurch Branch Coming Activities:

Saturday 7th May – Ashburton Swap Meet in the VCC grounds, Maronan Road, Tinwald. Starts very early.

Saturday 14 May – Working Bee at Idlewood

Come any time after 9am to help, get parts, or just have a chat over morning tea. Morning tea will be provided, but bring your lunch if you want to stay a bit longer.

Sunday 22nd May – An easy run in the country finishing at our very own facilities at Idlewood for a cuppa and a chat (indoors in the Bishop Room if the weather is cool or wet). Meet in the car park at Air Force World off Main South Road, Sockburn at 1.30pm. Please bring some baking to share – tea and coffee and good company provided.

Sunday 5th June – Timaru All British Day (Sunday of Queens Birthday

Weekend) Meeting place is Caroline Bay Northern Carpark, 9:30am. The first hour is a display, followed by a lunch time run to a venue of interest – revealed on the day – in the South Canterbury area. If anyone is interested in going and would be keen to travel down

the afternoon before, staying in Timaru on the Saturday night, please call Colin Hey so we can arrange accommodation and a meal somewhere for Saturday night.

Saturday 11th June - Working Bee at Idlewood

For your Diary - 23rd July - Branch AGM

Southern Region Branch

Another month gone already, jeez this year is flying past quick already. Only seems like I'd just finished a report for the Word and another one is due. I don't know how Colin fits all he does in a month and still has time to do the Word...I take my hat off to him. Not much to report this month but there is a smallish run in the planning.....see Page 15 for details.



Trick dent to deal with on the 16/60

Work on the 16/60 is progressing along nicely with a panelbeater having been and looked at the annoying dent in the left rear guard, a price was agreed on and he is even gonna do it here at home. With that done the bodywork will be finished....yay!! Another thing we are looking at doing is changing the generator for an alternator BUT with a difference. We have been told about an alternator that looks like an original generator so you don't lose the look of change in the engine bay. Of course you don't need your

regulator box anymore but leave it there for the 'cosmetic look'. Another thing we're also doing is changing the car to negative earth.

OK, business side of things now....AGM!!!.....to be held at Mosgiel Railway Station Function Centre 22 Gladstone Road South Mosgiel on Sunday 24th July. For those who wish to have a bite to eat, lunch is at 12 followed by the AGM at approx 1p.m. Give this some thought...this is your club and can we know what you feel we need to do etc unless we get feedback. All officebearers positions are up for grabs so don't be shy in offering your services...hell if I can do it ..so can you...

Ok...rant over....I'll see what I can come up with for next month

All the best from the Deep South,

Bryan Kelly

Southern Regoinal Branch Coming Activities:

Saturday 11th June - Our next run. We assemble at the Mosgiel Railway Station (Cafe) Gladstone Road at 1.15pm and then go to see an extensive match box model collection, then afternoon tea somewhere. Colin Winter has recommended this contact.

Sunday 24th July - Branch AGM. To be held at Mosgiel Railway Station Function Centre 22 Gladstone Road South Mosgiel. For those who wish to have a bite to eat, lunch is at 12 followed by the AGM at approx 1p.m.

SOME ROTOR ADVICE

Recently I was reading a small article in the “ Wisely “ (magazine for UK Wolseley owners Club) which covered the rotor arm in 6/80 distributors. It indicated that the common black rotor arm, which has a rivet holding the brass plate on it, has a habit of shorting out through the rivet, to earth on the distributor shaft. I can vouch for that as about two years ago my 6/80 suddenly stopped on a run. After some investigation it was found that the rotor spark had tracked to the distributor shaft.

There is a red rotor available which does not have the rivet in it which is the one to stop this problem. It is possible that other Lucas distributors may do the same. Red rotors are available from most Lucas distributors, or can even be purchased off Trademe.

I managed to get some locally in NZ at
Hawkswood Classics Ltd
www.clssiccarparts.co.nz
Rotors are under Austin Healy 3000 which has 25D6 distributor. Lucas part No DRB106C, \$5.75 (this rotor will fit 6/80 distributor DVXH6A & 6/110 distributor 25D6)
They are also available in UK at Distributor Doctor



www.distributordoctor.com/red-rotor-armshtml

Regards Ivan McCutcheon .

From EMAIL

From: Bridget Thrussell [<mailto:thrussell@xtra.co.nz>]

Sent: Monday, 21 March 2016 1:42 PM

To: kruseco@xtra.co.nz

Subject: If you need something to fill a gap in the Wolseley word ?

Taken at Bayswater Auto show 20th March. Teddy bears picnic with my granddaughter Paige, and of course the 1952 6/80

Regards

Pete Thrussell



Advice on Charging – The Positives and Negatives

EVER WONDERED WHY SOME VEHICLES, certainly pre-war and early post-war, have positive earth, and yet in later years all vehicles were manufactured with negative earth?

Most cars constructed before about 1950 were positive earth, with later cars from around the mid-1960s reverting to negative earth. The following is a reply to a similar question regarding positive and negative earth put to Lucas in 1966;

"Electrical equipment will only function with current flow which requires a return path for the current that has passed through the component. Originally most vehicle manufacturers utilized either a special wire or the chassis for a return path. To distinguish between the two wiring systems, the type that used special wire return was designated 'insulated return or I.R.' and the chassis return as 'earth return or E.R.'. Earth return would be dangerous where high voltages are used, but earth return is quite safe for low voltages between 6 and 12 volts, but any leakage between wiring and chassis causes corrosion at the leaky point.

Pre-war insulating material was usually basically wood, rubber, ebonite, glass or later Bakelite. All but glass had tendencies to exhibit minute leakage, which over a period of time encouraged corrosion of the terminals. Battery connections were most prone to corrosion because of the added effect of the acid. Earth return is only effective if the battery has one terminal connected to the chassis, and for certain chemical reasons less corrosion occurs if the positive earth terminal is earthed. It was because of the advantages of earth return that by about 1935 nearly all manufacturers were using this system and to reduce corrosion the positive battery terminal was earthed. An additional advantage of positive earth was that a sparking plug sparks better with the earth electrode positive.

Since the war, plastic insulation has been used extensively, and because of this the leakage current no longer prevails. As there is no leakage to bother about, it does not matter which battery terminal is earthed from a corrosion point of view. Sparking plugs still operate more effectively with a positive earth electrode but now that ignition coils can be made which reverse the earthing potential of the power flowing through them, it is possible to use a negative earth battery and still obtain positive earth high tension. In theory the last few facts are a little more complicated than stated but in practice the effects are still the same.

Post war negative earthing has many factors in its favour, and the most predominant are given below -

Television interference is easier to suppress with negative earth, and of course this was no bother before the war. Electrical equipment is now being used as standard in more cars additional to the radio (probably the first electronic device used in a British car.) It is



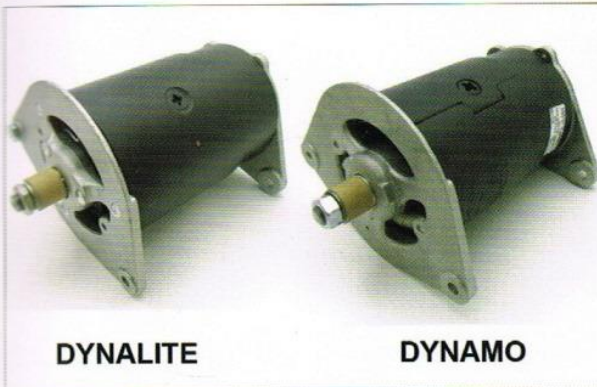
characteristic of all electrical apparatus, as opposed to electric, to be polarity conscious that is affected by which supply terminal is earthed. If a transistor is connected the wrong way round it will be immediately irreparably damaged. Universal negative earthing would ensure that all power supplies to electronic gear were to the same earth and therefore reversed connections impossible. Electrical components like bulbs etc are not affected by which terminal is earthed; therefore these can be unchanged and universal in their application. To help avoid any confusion which may arise in the difficult in-between change-over period, when vehicles of both types of earthing are produced, components are being marked + and -. To consider an ignition coil, for instance with positive earth, + is earth, so this is for distributor contacts and - is live, so this is the ignition feed. The same coil when used with negative earthing would be earth at - and so this is for the contact breaker, and live at +, making this the ignition feed. Thus to summarize, positive earth gives a better spark and less corrosion when insulators leak current. Negative earth interference is easier to suppress and electronic components are less likely damaged".

So, why do so many owners convert their vehicles from positive to negative? The main reason for this usually is so that modern electronic accessories can be installed. Certainly, radios are probably the most common accessory, and although positive earth radios can still be found, they do tend to be very old units lacking in basic features. The addition of MP3 players, CD players, cigarette lighters (including as a power source for other items) and Sat-Nav-Systems will without doubt require the conversion to negative earth.

Electric fuel pumps - most commonly the SU type were manufactured in both positive and negative earth configurations. Changing over will require a replacement pump of the correct polarity, and whilst the original pumps were not without their shortcomings, the modern equivalents with no electrical contacts but solid-state electronics are an extremely reliable item and well worth investing in.

One factor that owners have to take on board is the fact that any additional accessories are going to drastically increase electrical loadings on any poor old dynamo. The good news is that 'Dynalite' now manufacture alternators which not only look identical in appearance to the dynamo, but which are available in both positive and negative earth. The 12v 'Dynalite'

Advice on Charging – The Positives and Negatives - *continued*



unit replaces the original Lucas C39 and C40 dynamos for use in positive earth applications. It has an output of 40A compared to 25A of the original, and weighs 3.5 kg (7½ lbs) compared to 5.8 kg (12½ lbs) originally. (A C39 for negative earth applications and a C40 for negative earth applications are also available.) To ensure that the dynamo on a vehicle is either a C39 or C40, it should be stamped with 'C39' or 'C40' on the case. If this cannot be found, check the distance between the mounting flanges which should be approximately 140 mm (5½"). It should be noted that the original Lucas C40 and C39 dynamos were physically the same and it is often difficult to distinguish between them. The main difference was that the C40 has a slightly higher output than the C39. There is a down side though - A C45 equivalent 'Dynalite' alternator for my own 1952 Wolseley 6/80 whether in positive or negative arrangement would set me back in excess of £400 for example. Replacing the standard

distributor 'points' system with electronic ignition can also be a very worthwhile investment, and if converting across to negative earth for the first time it seems a very logical step to take. However, if your positive earth vehicle has a polarity sensitive electronic system already fitted, you will need to purchase another ignition unit in order to facilitate running with a negative earth set-up.

The mechanics of converting a car's polarity is well documented on the internet and in many of the various classic vehicle publications and it is probably one of those questions which has been asked the most over the years in the 'Readers Questions' section of magazines.

For some owners the decision to convert from positive to negative earth makes good sense, whilst others may argue against the idea of losing the car's originality by changing its polarity and also by the addition of a plethora of electrical accessories.

Personally, whilst I'm not an absolute stickler to originality, I see no valid reason at all to convert my Wolseley 6/80 away from its positive earth configuration. The only 'accessory' I have fitted is a water temperature gauge, and my electrical SU fuel pump was replaced with a positive earth electronic item about eight years ago and has given faultless service ever since.

Bob Pountney

Auto Electric Supplies

www.autoelectricsupplies.co.uk

Tel: 01584 819552

Murphy's Law Confirmed - the Irish explanation

(for Danny O'Malley)

Murphy drops some buttered toast on the kitchen floor and it lands butter-side-up. He looks down in astonishment, for he knows it's a law of the universe that buttered toast always falls butter-down.

So he rushes round to the presbytery to fetch Father Flanagan. He tells the priest that a miracle has occurred in his kitchen. He won't say what it is, but asks Fr. Flanagan to come and see it with his own eyes. He leads Fr. Flanagan into the kitchen and asks him what he sees on the floor.

"Well," says the priest, "it's pretty obvious. Someone has dropped some buttered toast on the floor and then, for some reason, they flipped it over so that the butter was on top."

"No, Father, I dropped it and it landed like that!" says Murphy.

"Oh my Lord," says Fr. Flanagan, "Dropped toast never falls with the butter side up. It's a mir... Wait... it's not for me to say it's a miracle. I'll have to report this matter to the Bishop and he'll have to deal with it. He'll send some people round; to interview you, take photos, etc."

A thorough investigation is conducted, not only by the archdiocese but by scientists sent over from the Curia in Rome. No expense is spared. There is great excitement in the town as everyone knows that a miracle will bring in much needed tourism revenue. And, after 8 long weeks and with great fanfare, the Bishop announces the final ruling.

"It is certain that some kind of an extraordinary event took place in Murphy's kitchen, quite outside the natural laws of the universe. Yet the Holy See must be very cautious before ruling a miracle. All other explanations must be ruled out.

"Unfortunately, in this case, it has been declared 'No Miracle' because they think Murphy may have buttered the toast on the wrong side!"



Much misinformation and misunderstandings of the typically convoluted wording of the new Health and Safety at Work Act may still be causing unwarranted concerns amongst member clubs.

But the Ministry of Business Innovation and Employment has been keen to clear away any misapprehensions about who has been effected by the new legislation now in force. Information sheets available on the WorkSafe New Zealand website clarify any potential misinterpretation of what kinds of organisations and activities are covered by the Act. For those who want a firsthand understanding of how the provisions of the new Act apply to clubs go to www.business.govt.nz/worksafe/hswa and access the "FAQ's and Mythbusting" pages.

According to WorkSafe, the new health and safety provisions only apply to individuals or organisations when they become "persons conducting a business or undertaking" (PCBU), and on the information sheet defining those businesses affected it states that "volunteer associations are not PCBUs". The new Act also separates ordinary or "casual volunteers" from those people defined as "volunteer workers". To be covered by the provisions of the Act "volunteer workers" must be undertaking work for a business on an on-going and regular basis. And they are specifically not subject to its requirements if their volunteer employment is participating in fundraising, or assisting with sports or recreation for an educational institute, sports or recreation club.

Where a volunteer's work for a business is on an ongoing and regular basis, but their contribution is not integral to the performance of the business or vice versa, they are also excluded from the definition of a "volunteer worker". For example, volunteer marshals assisting with the running of an annual race, while integral to the event, would not

be classified as "volunteer workers" as they are not doing work for the organisation on a regular and ongoing basis.

A volunteer is defined as "a person who is acting on a voluntary basis, whether or not the person receives out-of-pocket expenses". If a volunteer association (or any of its members) "engages" an individual to work for the association under a contract for service (i.e. a "contractor"), it would still be a volunteer association and not a PCBU. For example, when a function is run as part of recreational activities, there is the ability to engage say the Lions to do the gatekeeping, St Johns to be onsite, and school committees to do the catering on the basis that these organisations are carrying out work for recreational or charitable fundraising purposes.



It was only at a very late stage in the development of the revisions to our health and safety laws that the FOMC became aware of the consequences for clubs if the proposed legislation had been passed as originally drafted. So it took a quickly-organised lobbying campaign,

constructively supported by many of our member clubs, to ensure the provisions of the Health and Safety Bill were appropriately revised before it returned to Parliament for the final reading.

But while volunteer associations including car clubs are now no longer directly subject to the various provisions of the Act there is still a wider community and legal responsibility to ensure good stewardship.

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Everybody undertaking activities or organising events should be able to show they have done what is "reasonably practicable" to manage health and safety risks, and do what a reasonable person would find workable ways to eliminate or minimise risks. Provided clubs can show honest and reasonable attempts have been made to minimise accidents, that will satisfy the law's requirements of volunteers.

While the need or urgency is no longer as pressing, the FOMC executive is working to create simple Safety Templates to assist clubs in the running of their events. When we are satisfied that we can offer sound and appropriate working documents, the templates will be made available on our website for clubs to uplift.

HERITAGE MOTORING IN A LOW-CARBON, AUTONOMOUS TRANSPORT FUTURE

Since the formation of the NZ Federation of Motoring Clubs the prime directive has been to protect and preserve the right of heritage vehicles to make free unfettered use of the roading network. Two decades on and so far, so good, but twenty-first century technology has us facing a final frontier in which there may be no space for classic and vintage vehicles.

In anticipation of a future of dramatic changes in how we will all move about our country, the Ministry of Transport (MoT) has developed a website at www.transport.govt.nz/futures to seek feedback on how the latest developments in transport technology should be used.

Within 25 years, advances in the development of autonomous vehicles will make it possible to remove fallible human drivers from the road safety equation. If driving yourself was totally banned on all public roads, the MoT projects annual road fatalities would be cut from more than 300 to less than 30. As well as being much safer, autonomous vehicles and ride sharing would make transport systems so much more efficient the roading network we have today could even be drastically reduced.

But would the prospect of faster travel times, no more commuter gridlock, much less expenditure on roading infrastructure, and dramatic reductions in traffic accidents persuade us all to give up our privately owned cars? Would we allow the government to ban human driven vehicles on public roads and effectively eliminate any scope to enjoy our heritage motoring outside special parks and reservations?

And would heritage motoring still be viable in a world where carbon emissions have effectively been eliminated and our vehicles all restricted to other sources of energy. The MoT's low-carbon transport scenario describes a future in which most vehicles would be electric, while those that are not would be highly efficient and use only low-carbon fuels. Again, autonomous vehicles would be used to optimise efficiency with freight moved by fleets of optimally laden trucks or ships capable of carrying more than 7,000 containers

Coincidentally at the same as the MoT is looking at how new technology may reduce transport journeys and the need for roads, the NZ Transport Agency is working on how to re-engineer the highway network to cope with an anticipated doubling of freight traffic within the next two decades. While those freight projections may now be outdated as a result of the recent declines in dairy payouts what enduring pleasure would there be in heritage motoring if every second or third vehicle around us on our main roads was a 60-tonne tractor and trailer unit.

Currently there are four transport scenarios outlined on the MoT "Futures" website. The visions and information on these "futures" pages are not presented as the views of industry or government policy. Rather, it is the Ministry's intention for this work to stimulate wider debate and generate more ideas on the possible future shape of New Zealand's transport system. Through dialogue and debate, the ministry is hoping to prepare us to choose our preferences before the technology comes available.

Of course for the wider population an era of fast, efficient and inexpensive mobility in electric, autonomous community-owned vehicles is likely to be immensely attractive. So we can anticipate that those of us wanting to retain our current right to drive our aged gas guzzlers on public roads will be marginalised. It will take much thought, planning and persuasive lobbying if heritage motoring is to have any future in the future.

MORE LAW REFORM ON AGM AGENDA

Largely left unchanged for more than a century, New Zealand's Incorporated Societies Act is being replaced by a much more extensive modern statute.

The review process begun in 2010 has resulted in a draft bill which is now open for public input with submissions closing at the end of June. As the proposed changes will impact on most clubs a panel discussion has been arranged for this year's FOMC annual conference so club delegates can raise their concerns and assist in the formation of an appropriate response.

The new law will determine the statutory duties of the officers of societies, and require that provisions for dealing with conflicts of interest and dispute resolution procedures be included in all constitutions.

Primary guest speaker at the FOMC national conference will be Ministry of Transport's Principal Advisor on Technology and Transport Systems, Iain McGlinchey. Entitled "The New Zealand fleet: fact and fiction" his presentation will be an informative review of the trends and changing patterns in the New Zealand light vehicle fleet, including fuel use, fleet travel, emissions and safety.

The 21st annual general meeting and national conference of the FOMC will take place on **Sunday May 22nd** in the Wellington VCC clubrooms in Halford Place off Jackson Street East, Petone beginning at 10.30am. Only appointed club delegates will have voting rights but other club members will be welcome to attend as observers. Catered lunches will be provided for \$15 each to those who register with the secretary before the meeting: www.fomc.org.nz/events

PRESIDENT'S COLUMN

Health & Safety Act

After a very successful lobbying campaign by the FOMC and other organizations those provisions of the Health and Safety Bill causing concern to vehicle clubs were revised before it returned to Parliament for the final reading. As a result incorporated societies and volunteer associations are not subject to the more punitive regulatory regime imposed on business workplaces unless they are conducting a business activity. The definition of "volunteer worker" is now more strictly limited and any regulatory actions against volunteers are no longer required. The undertakings covered by the Act have been defined so that sports and recreation activities are classified as non-work activities. The care and preservation of heritage vehicles are therefore taken to be recreational activities and not subject to the provisions of the new workplace law.

But there is still a responsibility on all clubs to ensure safety and good stewardship. It will be important to demonstrate that consideration has been given to safety matters when planning and participating in club events and activities. This does not mean dotting every "i" and crossing every "t". Provided it can be shown that honest and reasonable attempts have been made to keep both members and the public safe from injury or accident, then that will satisfy the requirements the new law imposes on volunteer associations.

Under Clause 13 of the Health and Safety at Work Act "voluntary associations" are not included as PCBU's (persons conducting a business undertaking), but only where "none of the volunteers, whether alone or jointly with any other volunteers, employs any person to carry out work for the volunteer association". However when a function is run for recreational reasons, there is still scope to engage the Lions, for example, to do the gatekeeping, St Johns to be on site, and school committees to undertake the catering, all on a paid basis, without being subject to the provision of the new Act as these organisations are carrying out their functions for recreational or charitable fundraising purposes.

Frankly what may prove to be more damaging for clubs and volunteers is the pervasive overbearing insistence on excess attention to detail that often follows the introduction of new laws and regulations. For example when vehicles are used on roads, the traffic regulations apply, not workplace rules – end of discussion. I remind club officials that people join clubs to enjoy fellowship with other people with like interests, not to be buried in bureaucracy and rulebooks. Common sense needs to apply.

What was achieved in forcing a rewrite of the proposed rules as applied to farm workplaces means that the part of a landowner's property subject to the Act is now confined

to the working areas such as sheds or yards and any portion of the farm being worked on at that time. This is a huge concession for landowners as it allows them to let the public utilise their properties for recreational purposes without the fear of something coming back at them. A friend reported to me that a visiting WorkSafe inspector made sure he was aware of this. Well done WorkSafe staff.

While the need is no longer pressing, we are still working to produce some simple Safety Templates to assist clubs to improve their efforts to meet safety standards. In so doing we have obtained some risk assessments and sought guidance from MBIE (formally OSH) and appropriate legal and insurance advice. When we are satisfied that we can offer sound advice, we will place these Templates on our website for Clubs to uplift. Given Parliaments' sensible redrafting of the legislation, we are now in a better position to meet any responsibilities required.

Incorporated Societies Act

The FOMC has been monitoring potential changes to this Act which has been under review by the Law Commission since 2010. Several of our executive members have attended seminars organised by the Department of Internal Affairs and MBIE. Officials have already recognised the financial reporting requirements in the draft bill could be excessively onerous for smaller clubs to meet and have indicated they would welcome advice on how they could be revised. Overall their approach was very positive and assurances were given that this is a draft proposal and our input would be both valued and welcome. After discussion with Barley Insurance, issues about the insurance cover of Club Officials arose because of the changes in the bill. An inability of clubs to be able to insure office holders for errors or omissions is not acceptable. We will seek clarification on this point.



Malcolm Lumsden

ACC

Each year we make submissions on proposed ACC levy changes as applied to vehicles. It has been pleasing to see recent overall reductions, but we remain concerned at the higher levies imposed on some older vehicles that do not have the safety ratings of newer cars. Owners of these serviceable vehicles should not be unduly penalised as many such vehicles do few kms each year yet continue to provide their owners with good service.

Heritage Vehicle definition and age

It is interesting to note the Australians have proposed reducing the age of heritage vehicles to I believe 25 years or less. Given we always seem to adopt their transport law, it will be interesting to see if we follow suit. Heritage trucks in Australia enjoy a far more considered regime than in NZ. That is an area that needs to be challenged as it is grossly unfair to expect heritage vehicles to continue to be treated as fully commercial vehicles.

NEWS FROM AROUND THE WORLD

'Historic' is not simply 'old', says FIVA

As the EU moves to maintain air quality standards by excluding older cars from the roads in hundred of cities across Europe, both the survival and continuing use of younger classic and heritage vehicles is coming under serious threat.

While lobbying for heritage vehicles to be exempt from the low emissions zone restrictions, FIVA, the international federation of historic vehicles, is also suggesting the definition of 'historic vehicles' should be limited.

President of the Fédération Internationale des Véhicules Anciens (FIVA), Patrick Rollet, says: "By 'historic vehicle', we mean a mechanically propelled road vehicle at least 30 years old, preserved and maintained in a historically correct condition and not used as a means of daily transport. These vehicles are part of our technical and cultural heritage and, in our opinion, should not be lumped together with old, badly maintained cars that are used as cheap, everyday transport, when considering the problem of urban air pollution.

"Many countries across the EU have already positively decided that historic vehicles should be exempt from their low-emission-zone restrictions – including Germany, Italy, Hungary, the Czech Republic, Denmark, Sweden



and the UK. However, not only do the rules vary between one EU nation and another, but in some instances the rules can be different even when travelling from town to town within the same country. This is extremely confusing for historic vehicle owners.

"In summary, we are lobbying the EU politicians for three things. First, that there is a clear definition of 'historic vehicles' as opposed to simply 'old' vehicles. Secondly, that historic vehicles should be exempt from LEZ restrictions. And thirdly that the exemption is applied consistently – not only within each country, but across the EU as a whole. We warmly encourage historic vehicle clubs and owners to likewise lobby their own national authorities where LEZs exist or are proposed."

But the Federation of British Historic Vehicle Clubs (FBHVC) is strongly objecting to the limited definition of historic vehicle being adopted by FIVA.

"Lobbying for actual harmonisation of exemption from Low Emission Zones across the European Community is not an agreed policy of FIVA and the FBHVC could not support its future adoption by FIVA," says the FBHVC Board in a statement responding to a FIVA media release. "FBHVC, together with their parliamentary colleagues in the All Party Parliamentary Historic Vehicle Group (APPHVG) have

locally negotiated favourable exemptions on behalf of its historic vehicle owning membership in the case of both the existing Greater London LEZ and the forthcoming London ULEZ. It is FBHVC policy that its members' interests will be best served by lobbying at a domestic level for exemptions on a case-by-case basis."

The FBHVC has requested FIVA withdraw its press release to give the FIVA executive time to reconsider their position on LEZs in the appropriate manner and with due consultation with the national federations.

Under the rules as currently proposed when the new Ultra Low Emissions Zone comes into effect in Central London on 7 September 2020 all 'historic' tax class vehicles will be exempt but any classic cars built between 1 January 1980 and 1 January 2006, will have to pay the ULEZ charge, as well as the Congestion Charge, totting up to £24 per visit.

More than 220 cities and towns in 14 countries around Europe already operate or are preparing Low Emission Zones, to help meet EU health-based air quality limits. This means that vehicles may be banned from an LEZ, or in some cases charged if they enter a LEZ when their emissions are over a set level.

PRESIDENT'S COLUMN

continued from page 3

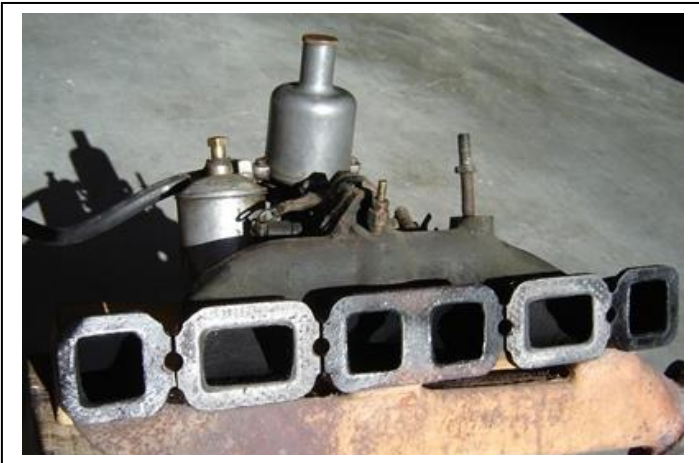
FOMC changes

I will be retiring as President this year having done two terms totalling, I think, 8 years in that role. It is not that demanding, but does require one to ensure when matters arise that they are promptly attended to. Having a very capable Secretary in Roy Hughes has ensured we have remained at the top of the game. FOMC has always been a very professional organisation with input from some very influential people with motoring interests. So much so that our incoming President is a former Transport Safety Minister. Being able to say we represent through our member clubs over 75,000 heritage and special interest vehicle owners does carry considerable political clout.

I have enjoyed my time on the FOMC executive and remain confident that being a member will continue to be a good investment for all motoring and heritage vehicle clubs in the future. And remember the future of the heritage vehicle movement is dependent on getting more younger people interested. You cannot take your vehicles with you. Ensure you take interest in the young person looking at your vehicle, because one day, if his interest is cultivated, he may want to own it.

Malcolm Lumsden
FOMC President

Buy and Sell



Wanted

Twin carburetor manifold wanted to fit 1250 cc Wolseley 4/44 XPAW engine or MG TC, TD or TF XPAG engine. The manifold will have squared ports as per the photo. Prefer manifold with carb's and linkages but anything considered. Please phone Bruce on 06 876 6161 or email bmck@xtra.co.nz Member. Bruce McKechnie, 1011 Reka St, Hastings 4122, 06 876 6161, Member Central North Island

Wanted to Buy

- I am keen to know of any 6/90s or 6/110 for sale that are current runners in good condition. Contact Roger ..0273520237.Wanganui. ironhawke@hotmail.com
- Sun visor clips for Wolseley 1300. Contact Simon Verkerk on 021 115 4789
- Wolseley 6/110 – preferably a Mk 2. Must be a good one. Contact Graeme Watson (Christchurch) – email Diwatson@xtra.co.nz
- Wolseley 4/44 wanted – a good going car. Email chanelpol@hotmail.com

For Sale - Austin 1100/1300, 1967, Mk 1, British Racing Green. This car was operational when put into storage about 5 years ago in Wanganui, it had 5 new tyres, new rear wheel cylinders and brake shoes and a reconditioned radiator. It has a 1300 engine and auto gearbox fitted that was reconditioned about 10k miles ago. A replacement hydrolastic unit is included for the right rear. There is small damage to the LH side guard by the headlight and there is rust in the lower driver's door. The interior is original and tidy. Undercover for most of its life. The sale includes the original 1100 engine and auto gearbox and original road wheels. \$2500. Trevor Burnnand, 0274 587 327 or 09 5758 915

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

Wolseley 6/110 Mk 1, 1962. Manual with overdrive. Owned since 2007, but not using it as much as it needs to be nowadays, so have decided to sell it. Recent full engine overhaul - a good, tidy, and very sound car. Could do with a repaint some time, but not essential yet. Have a full set of body rubbers that can be installed when this is done and will go with the car that. New WoF and Registration. \$9,000. Contact Ron Gates, Ph 027 457 5240

Wolseley 16/60 – In really good condition, but has been sitting a while and needs brake and clutch hydraulics done. No rust. Registration on hold. Looking for \$5,000. Contact Jackie on 0274 885 392. Car is in Christchurch.

The  *Word*

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