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OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

JANUARY – FEBRUARY - MARCH 2018



Marlene and Paul Kerkhofs from the Netherlands, in the Hey's 1922 Wolseley A9 Tourer.

OUR CLUB OBJECTIVES:

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

Club website: www.wolseleycarclubnz.co.nz

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National Spare Parts Enquiries:

If unable to be handled by your local Branch, contact: Ray Willoughby (Wendy) 14 Leander Street, Christchurch 8052 Phone (03) 352 9016 Email: kitty.willo@xtra.co.nz

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Disclaimer: The views and opinions in this publication are personal to the authors, and not necessarily the official views of the Wolseley Car Club of NZ Inc.



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Show me your Wolseley Club Car Membership Card when discussing your tyre needs. I will still go out of my way to ensure your vehicle is fitted with the correct tyres that suit your type of driving.

For your classic Wolseley or your modern car or 4WD, check with us at Paterson Bros. Instant and quality service assured, with competitive prices guaranteed.

Lindsay Patterson.

EDITOR'S STUFF

Firstly – my apologies for the lateness of this issue. The Christmas/New Year period has literally flown by, and now just seems a distant memory. I was sure looking forward to the two week's break, as the weeks leading up to Christmas had been particularly busy at work with one of our key staff members being away overseas from early December until the end of January. Fortunately there were no major weather events during that time, although Cyclone Fehi more than made up for that on 2nd February,



dealing out significant damage to the West Coast state highways.

Apart from the usual Christmas festivities, I spent quite a bit of time at home catching up in the garden, and even found a lot of time to spend on the Wolseleys. Number one objective was to get the front brakes and a front drivers-side wheel bearing sorted on the Hornet, which was soon completed once I got into it. The whole episode began some months ago when a seized front wheel cylinder caused one of the front brakes to overheat, so I decided to replace all of the front wheel cylinders and shoes, and while I was at it, also



Flexible brake hose nearly worn through, and failed oil pressure bulkhead tube (see below)

replace all of the flexible brake hoses front and rear, as they were starting to look a bit on the old side, even though they had never been flagged by a WoF inspection. I was certainly glad that I decided to do this, as when I removed one of the rear brake hoses, I found that it had almost chaffed through where it was covered in mud and muck from years of use. It looked as though there had been a stone rubbing inside the caked-on

accumulation of solid dirt, and about one-third of the diameter of the hose had been worn through, well out of sight of anyone looking at it.

With the Hornet out of the way, I turned my attention to the 6/90, as I wanted to give it a thorough service and check before taking it to Blenheim to the National Rally. This was somewhat prompted by a very near miss we experienced coming home from the New Year's Day run to Little River, a journey of around 60km. When we got home, I backed the 6/90 into the shed, and when I got out to go into the house, I noticed a stream of fresh oil drips on the concrete leading into the shed where the 6/90 was parked. Looking underneath I could see most of the underside was dripping with oil, which seemed to be

Editor's Stuff - continued

coming from the gearbox bellhousing. At first I thought perhaps something had happened to the rear main bearing, but on opening the bonnet it was obvious it was coming from higher up in the engine, possibly from the rocker cover. It was a bit hard to tell, as there was oil everywhere over the rear of the engine and all down the firewall. Matthew arrived home then, so I started the engine up again, only to be told to turn it off straight away. Oil was running out of a split in the rubber hose connecting either side of the oil pressure gauge pipe through the firewall, running down the firewall and the back of the engine, then down and off the bellhousing. I had noticed the perished condition of the pipe some time ago, and I really should have dealt with it earlier. I checked how much was left showing on the dipstick, and there was almost nothing left! On draining the oil the next day, there was only about 1.5 litres left in the sump, so I reckon another few miles and I probably would have destroyed the engine, as I seldom check the oil pressure gauge (I'm trying to check it more often nowadays). Anyway, to cut the story short, the list of jobs to do on the 6/90 grew, and now included replacing the rubber section of pipe (it was very hard to find a replacement too, by the way), and also degreasing and cleaning off all of the oil sprayed over the underside of the car (not a pleasant job, even with the car on a hoist). On top of that, it got an oil change and grease, full check and tune-up including tappets and some new plug leads and caps, a leaking frost-plug was replaced, the front brake wheel cylinders were dismantled and cleaned out (a couple of the pistons were sticking due to rust on the pistons), and the engine bay generally spruced up and cleaned properly.



Spin-on filter and adapter housing now fitted to the 6/90

While the oil filter was off, I took the opportunity to fit a spin-on filter adaptor, so changing it in future will be a lot quicker and cleaner. I bought the conversion kit a couple of years ago from an Austin Healey parts supplier - it's a very easy conversion. I've also now moved from Castrol oil to Penrite, as they have a large product range for old cars (particularly for vintage and veteran cars). The 6/90 has now had a good, long outing and is running noticeably better, and fortunately hasn't suffered any ill-effects at all from its oil-loss episode on New Year's Day – in fact using Penrite its now got slightly more oil pressure than before. Next car on the list was the 1922 Tourer, which our daughter, Sarah, requested for transport to her wedding on 27th January. It had been 9 years since it was last on the road, and about 9 months since it was last running,

so it was high time it was recommissioned and put back on the road, and it was really good that Sarah wanted to use it too. In fact, the last time I really used it was for her high school formal when she was 17, when I delivered her and 3 of her friends to the venue in the middle of Christchurch on a wet and cold night. I had made sure that I turned the engine

Editor's Stuff - continued

over by hand once every once and while, and I also had it out when Jenny and Graham Ryder from the Wolseley Register visited last year, so I knew it probably wouldn't be too much of a problem getting it going. With a new battery, priming up the oil pump, and some fresh petrol, it fired up straight away. A quick trip around to the local shops with Jenny to get something for dinner that night confirmed everything was good, although I have to confess to running out of petrol about 300m from home was a bit embarrassing – I had temporarily removed the vacuum wiper and hadn't blocked up the vacuum pipe, not thinking that that would prevent the vacuum tank automatically re-filling itself with petrol. Jenny had to walk home and get Matthew to come with some petrol so I could re-fill the vacuum tank and get going again!!

Then began the long job of cleaning up all the nickel (I removed most of the nickelled parts from the car so to make it easier), and polishing up the paint again and generally giving the whole car a good going-over, which took many hours.

Sarah's wedding was held at Flock Hill Station (about two-thirds of the way to Arthurs Pass, from Christchurch), so we trailered the car up there, and I had the honour of driving Sarah and the two bridesmaids about 1km on a farm road from the homestead accommodation to a clearing up the hill which overlooked Lake Pearson. The wedding

was held outdoors on a very hot and sunny afternoon. It was a stunning location, and very special to be able to literally drive into the ceremony and walk Sarah up the aisle. After the ceremony Sarah and her husband Kevin, Kevin's parents (from the Netherlands), and Jenny and I, all got in the car and I drove down to the homestead again, where all the family photos were taken in the gardens. We all had a brilliant day, and together with a great band, partied until midnight under clear and warm skies.

Last but not least on the list for treatment over the holidays was our Mk1 1500, which as I mentioned in the last newsletter had a leaking



Arriving at the wedding – me driving, Sarah can just be seen in the middle

head gasket, with coolant escaping into no. 2 & 3 cylinders. With Matthew helping, it only took about half an hour to remove the head. Although the head gasket had clearly failed, there didn't seem to be any obvious reason for it, apart from the fact that a couple of the cylinder head nuts didn't seem to be particularly tight. To be on the safe side, I got my brother to skim the head, which only needed about 2 thousands of an inch taken off it, and I also carefully checked the block to make sure it was straight too, and it was. As it sits now, everything is cleaned up ready to go back together again, once I find a couple of spare hours.

Editor's Stuff - continued

On the 29th January I had the pleasure??? of turning 60, and since we'd had a great family celebration for Sarah and Kevin's wedding only two days before, I opted for a low-key celebration rather than a full-on party. I took the day off work, got the 6/90 out, and drove 60km north to Loburn to see Ivan and Sandy Campbell at their private airfield 'Loburn Abby', where I took a half-hour flight with Ivan in his replica Tiger Moth. I was kitted up in all the gear, and we flew out to Pegasus, then along the coast to Amberley, and then back to Loburn via Sefton. It was nothing short of sensational.

Back at the airfield we talked about classic cars and aeroplanes for about half an hour over a cup of tea, and then I headed back to Christchurch again. I had lunch at a café in Sumner, where I overheard a couple of middle-aged cyclists talking about 'that lovely old 6/90 parked just over the road'. They then reminisced about Wolseley police cars and those 'funny old semaphore indicators that no-one ever sees' which was quite funny listening to. After lunch I drove over the hill to Taylors Mistake for a walk and swim in the surf, before finally getting home at 4.30. A simple family dinner with the new relatives capped the day off perfectly.

Right now we're counting down to the National Rally, with lots of emails and calls going on as people make their final arrangements and plan their journeys. Gordon Duthie has done a fantastic job organising finalising the itinerary, and I know has spent many hours (often putting aside his own business and clients) pulling it all together. It may not be too late to enter, but tell us now, and don't wait another day. Final cost is \$365 per person – fantastic value when you see what is included (nearly everything except accommodation). Have a great month, and if you're coming to Blenheim, I'll see you there. Colin

CHAIRMAN'S REPORT

Hi members,

I hope you all had a great festive season and able to enjoy the great weather. Down this end of the country things are getting seriously dry with the very hot days. This year I never had the Wolseley out over the Christ-mass New Year period but took it through to the Cromwell Car Show to be with other cars from Lawrence. It was a very hot day with no shelter. About 650 cars were there with my Wolseley being the only Wolseley car there. Owners of British cars must be a shy lot.



I have completed the schedule and costs for the National Rally "Marlborough Meander." It has been challenging for me to get this together from a distance and still operate my business. I am in Water Treatment which has been crazy in these dry times. I am looking forward to meeting all of you and enjoy the venues and sites we have organised.

CHAIRMAN'S REPORT - continued

Bryan Stansbury has organised Thursday's trip to Nelson and I have organised the rest. Colin is looking after the Pre Rally via Hanmer Springs and the receiving of entry fees and putting together the rally packs ie - the book work.

The Rally is in the main traveling short trips in and around Blenheim and out to Seddon and back. The trip to Nelson is the only long distance trip at app 120kms one way.

If anyone has any dietary restriction or requirements please let us know so we can advise the caterers, they are only to happy to accommodate you.

Request, Could NZ members attending bring flasks with you please for hot water needed for Thursday morning tea.

Trophies, I have made contact with members attending to collect and bring Club Trophies. Please check that your car or cars are in good working order for a relaxing trip. The Omaka Car collection work shop is available to assist if required.

Regards,

Gordon Duthie.

Deadline for next Wolseley Word: Friday 30th March 2018

Wanted:

Photos of your Wolseley, your restoration project, or just good photos of an outing you've been to with the club. Please just email them to me at: *heywolseley699@gmail.com*

or post hard copy to me to 34 Rossington Drive, West Melton 7618. Please provide me with a simple caption. If you can pen together a quick story to go with it, so much the better.



Father and Son cars:

Recently purchased 6/80 belongs to Peter Tyson, and 6/99 has been owned by his father, Ric Tyson, for over 15 years.

SECRETARY'S REPORT

Hi Fellow Wolseleyites,

It is a very warm here in New Plymouth - while writing this it is 29 degrees, even warmer than last month when it was 25deg the day I wrote the last report.

Christmas Day was very nice having all the family home and having traditional kiwi feast of glazed ham, roast turkey and a trifle which I made with Kathryn, my youngest daughter's help.

I worked all the non-statutory days at Christmas & New Year, so we taking our holidays in March at the National Rally. I have just studied the Itinerary that Gordon has put together and the visit to Omaka



Aviation Heritage Centre is bound to be a highlight of this Rally. So if you haven't put in your Entry it may not still be too late, even if you just turn up in Blenheim.

Raewynn had some health problems recently with a visit to Waikato hospital to have a stent put in to alleviate angina problems. She is back to work this week and feeling a lot better. Looking forward to seeing you at the rally.

Happy Wolseleying Michael

BRANCH NEWS and EVENTS - North Island Branch North Island Branch News and Events: January/February 2018

Hi everyone hope this report finds you all well and enduring the hot weather. As Michael mentions in his report I have had a few health issues in the past month, but am now on the road to recovery and feeling much better. I am looking forward to a break in Blenheim for the National Rally in March. Gordon Duthie and Colin Hey have done a great job in organising a great week for us all to enjoy, there may be still time to register, but you had better contact Colin immediately.

Due to a few hiccups the weekend to Smash Palace is still to be organised, we hope to get this off the ground probably in April. A Committee meeting is to be organised for February hopefully on the 10th but this is to be finalised and I will contact members by email.

Kind regards Raewynn.



An Informal Coffee Run in Manawatu

In about the middle of December a few local classic nuts were having a coffee in Ashhurst - we are quite civilised and have a good Cafe – and we decided that as we had not had the old cars on the road recently we would go for a cruise between Christmas and New Year, maybe over to Hawkes Bay.

I had a look at a map that evening worked out a possible route and mileage, and at the next coffee break it was agreed yes we shall do it. We left home at 9-am and went over the Pahiatua Track -- for those who don't know it is probably Class 2 road, just, 2nd gear hairpins and one of the alternative routes now that the Gorge is shut.

We met at Mangatainoka, Mary and Ivan in 6/80 Lance and Diane 4/44 George and Judy and their Rover friends Lloyd and Jan 6/110 Rod and Frances and Eillish, Merc, Marg and Steve 24/80 (plus travelling companion Margaret). There were no route notes just one rule --- make sure you can always see the bloke behind, and we set off in cool conditions, better than the high 20" of the past week or so. Through Makuri and over the Puketoi Range, a coffee stop before Pongaroa and on towards Wimbledon, the rolling steep countryside was surprisingly green -- no shortage of feed - no Freisians and very few houses or straight flat roads -- no need for cruise control round here.

Next stop Porongahau for lunch at the "Duke of Edinburough" - one of few original wooden hotels for miles, many others were destroyed by fire and rebuilt. After a very enjoyable lunch and chat we headed for home going north for a while, Ivan and Lance disappeared at high speed (for Wolseleys), then left to Takapau and the relative luxury of S.H.2. Another coffee in Dannevirke and home via the Saddle Rd. I wonder if the construction crews who repaired the Kaikoura Road would come up here and fix the Gorge!!! The local alleged experts/ bureaucrat's don't seem to have a clue how to or when!! Probably never, there might even be a brand new road.

We travelled about 200 miles - most of them up hill and down dale, great scenery and good company --- what else could you ask for? We shall do it again soon.

Steve Finch

When it comes to used cars, it's hard to drive a bargain. Used cars are alright, as far as they go

Fred listened to all the motoring advertisements and is now having a terrible time with his car. He brought a carburettor which saved 30% on petrol, an exhaust system that saved 50% on fuel and a set of spark plugs which saved 25%. Now every time he goes for a drive his fuel tank overflows.

BRANCH NEWS and EVENTS - North Island Branch, contd



Assembly at Mangatanoa Brewery .



Wolseleys at worlds longest place name

BRANCH NEWS and EVENTS - North Island Branch, contd



Wolseleys beside the Longest place name in the world



BRANCH NEWS and EVENTS - North Island Branch, contd

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Lower North Island:

- Horopito run/Smash Palace to be organised early in New Year, date TBA
- LNI/Auckland run to be organised
- Working Bees and committee meetings TBA by email, and check the next newsletter.

Christchurch Branch News:

As mentioned in the last newsletter, the 2017 year finished on a high with our December working bee followed by a Christmas barbeque on 9th December. Some good productive work and cleaning up was achieved in the morning, and by about 3.30pm the BBQ was lit and everyone (close to 30 people in all) started arriving. As is the way now, everyone bought along a salad and dessert to share, Eddie and Nancy put a big pot of their new potatoes on, and Eddie's friend Noel Nevin looked after the cooking duties. A special thanks to Nancy and her helpers who made sure that everything was set up to beautifully, and cleaned up afterwards. Everyone without exception enjoyed the occasion. Our next run was on New Year's Day, when we joined about a dozen other car clubs to celebrate the start of 2018 at the Little River domain. This event was first started by the Vintage Car Club, but has gradually grown over the years to include all old and classic cars generally, and the odd 'modern' classic generally appears as well – this year a brand



new Aston Martin arrived. After a few of us met at the Black Tulip, we carried on the extra 20 km to Little River, arriving in enough time to secure a spot under the trees in the shade. Next to us was the MG club, which had around 40 MGs of all ages and types present. Picnic lunches and a stroll around the cars and talking to fellow

enthusiasts was the order of the day – I ran into a number of friends from other clubs and the VCC, and saw a number of cars I'd never seen before, and really enjoyed the day. About 7 Wolseleys attended.

The next run was on 21st January, and was a picnic run to Glentunnel reserve. After meeting at the West Melton pub, we drove to Glentunnel in fairly overcast and drizzly conditions, finding a large tree to shelter under. This was soon not needed however, as the cloud slowly cleared, and the day became warmer and warmer. It was a great place to spend a few hours chatting over picnic lunches as we watched a couple of camps being packed up as the families prepared to head home to return to work the following day. We had 10 cars turn up (all Wolseleys) – especially good to see Colin Miles and his daughter Amie there in the 18/85. Also there was an old Bedford house bus which caught Allan

Francis' attention – he talked to the owners, and when he got home and checked his records he found he'd actually driven in back in the days when it was part of the NZ Road Service fleet.



Two weeks later on Sunday 4th February we went on an impromptu event pulled together by Danny O'Malley, who is also a member of the Ellesmere Vintage Club. A quick email was sent around everyone we have an email address for, so our apologies if you were not aware the event was on. We met as a group at Idlewood at 9.30am, before going 500m down the road to the Kustom Car Club grounds, where we joined in the monthly petrolhead breakfast event. For those who have never heard of it – it is a meeting of all cars and things classic, custom, hot-rodded that is hosted by the Kustom Car Club – essentially just a meet and greet and show where a cooked breakfast and/or coffee can be bought, with most cars arriving by about 9.30am, and then mostly going their own way from about 10.30. Usually around 400 cars turn up, so it's a big thing in Christchurch nowadays.

Anyway, once again about 10 Wolseleys showed up, and we all parked to one side of this huge mass of assembled classic cars, and spent an hour or so checking them out, also using the opportunity to take in some morning refreshments. It was great to see new member Patrick Byrne and his wife join us in their newly purchased 6/80. This car was in the club about 10 years ago, then owned by a younger member who had no mechanical skills and not much money to spend on it. The engine was reconditioned, with much of the work being done by the late Bill Williamson, Eddie Bishop and Eddie's friend Noel Nevin. The car was sold soon after, and has been seen looking sadder and sadder in about 3 locations around Canterbury. Patrick has now rescued it, got it running (on the day of this run) and now WoF'd, and is setting about a running rejuvenation.

At 11am we all headed for West Melton – firstly to call in at our place for a bit of a garage raid. The timing was good, as the 1922 15HP was all polished up having just been used for Sarah's wedding, and the two veterans and the other Wolseleys were also easy to roll

outside for people to look at. I'd also had a good day in the garden the day before, so it was looking pretty tidy too.

After 20 minutes at our place, we took a 2km drive to a lifestyle block belonging to Bruce Russell (a local contractor and councillor) and his wife. We enjoyed lunch in their lovely Garden, and Bruce allowed us to stroll around his sheds garages which contained many interesting projects. It was a very relaxed and pleasant outing, and enjoyed by everyone.



Patrick Byrne's newly purchased 6/80 – started up for the first time in years and brought out on its first run the same day.

Last event on the agenda was our working bee on 10th February. Another great turnout, with lots going on. Through Ray Willoughby, the branch has just purchased a Wolseley 1300 Auto, which came from the estate of an elderly woman who has just moved into a rest home. It appears as though it may have only done around 35,000 miles from new, however it has been stored in a damp and dusty garage

and the paintwork and chrome has deteriorated a bit, but it's not too far gone that it won't tidy up with some careful touching up. It has been off the road since 2006, however with fresh petrol and a new condenser in the distributor it started up and ran perfectly, so we've decided to carry on and get it fully roadworthy and sell it on.

Chris McLeod has now got his beautifully rebuilt Wolseley 1300 certified, WoF'd and registered, and bought it along to the working bee for its debut appearance. Everyone was thoroughly impressed with his workmanship, and the car looks brilliant. Congratulations Chris – you've got there in the end after lots of hard work, frustration and perseverance, so well done!



The branch project 1300 just bought by Ray Willoughby

Unfortunately over Christmas we lost Jock Dunn - one of our longer-standing members. Jock's health deteriorated over the last couple of years, and about 6 months ago he went into care. Simon Verkerk took him to his last few outings with the club, driving him and Judy in Jock's lovely 2-tone green 6/110. It was always recognisable with its large "Classic, Not Plastic" sticker on the back window, which Jock had made when he finished restoring the car a number of years ago. The car is currently for sale on Trade Me. We pass on our condolences to Judy and the family.

Within the same family, Jock's brother Colin Dunn (also a long-standing member of our branch) is now no longer able to drive, and he and Joan are now having to part with

Colin's small collection of Wolseleys. His Mk3 1500 which has been in the branch for over 30 years now (ex Richard Smith and before him, Grant Thomas) has already found a new home in Joe Barker's garage, but there is still a very nice 2-tone black and grey/green 6/99 and a project 6/110 Mk2 to find homes for. If anyone is interested they should contact me. Also about to hit the market are the two



Wolseleys that were motored by Margaret and the late Harold Smith a number of years ago. One of them is a very nice diesel (Nissan LD28 powered) dark blue 6/110 Mk2 auto which was super-reliable and has travelled the country several times; the other is a nice 6/99 which has been owned by Harold and Margaret for a long, long time. I think both cars are fitted with power steering, and although they have been in storage for a number of years, with a bit of attention they will provide sterling service for their next owners. Unfortunately the registration has lapsed on both cars, but all the documentation is there to hopefully ease the pain of the VIN and VIC process. Again, if anyone is interested, please contact me.

The next couple of months are busy with lots of events coming up, the most significant of course being the National Rally.

For those on the National Rally, safe and happy motoring – I'll see you there. Colin Hey.

Christchurch Branch Coming Events:

Saturday 3rd March and Saturday 10th March –Double-header Working Bees at Idlewood.

A substantial quantity of parts has just arrived from the Nelson Branch and from a private former BMC car collector in Christchurch, and these need to be sorted and stored. It's estimated that this will take two working bees to do, so we are having two this month. Morning tea provided – come and do what you can, or just come out for a yarn. From 9.30 onwards, followed by BYO lunch if you want to stay a bit longer. Note: no committee meeting in the afternoon.

Sunday 18th March – Afternoon tea run to Oakhampton Lodge in Ohoka

Pack your own afternoon tead and chairs and join us. Meet at the Belfast Hotel car park, at 1.30pm, for an easy run to Ohoka where we will enjoy afternoon tea in the beautiful garden surrounding the modern homestead. We have also invited the Morris and Mini clubs to join us. If wet, an alternative indoor venue will be arranged.

Saturday 24th March – Aylesbury Vintage Machinery and Transport Show.

We will display our club cars at the show, and enjoy the other exhibits and activities as they happen around us. Meet at the West Melton Pub car park at 9.00am. There will be an entry fee to pay, so please come prepared.

Saturday 7th April - Sheffield Wings and Wheels Day, to be held in

Kimberley Road, Darfield. Aircraft, vintage and classic cars displays and other activities. Entry fee \$10 per person, with all proceeds going to the Sheffield Volunteer fire brigade and Malvern Ambulance. This event is held every two years and is well organised and very good. Once again we will display our club cars at the show, and enjoy the other exhibits and activities as they happen around us. Bring food or buy it there. Meet outside the Selwyn District Council office on the east end



of the main street in Darfield at 9.30am so we can go as a group and park together. Rain date is the next day, Sunday 8th April

Saturday 14th April - Working Bee at Idlewood. Morning tea provided – come and do what you can, buy your parts, or just come out for a yarn. From 9.30 onwards, followed by BYO lunch if you want to stay a bit longer. Working bee will be followed by the committee meeting.

Extra event (not official club event)

Sunday 25th March - 16TH NORTH CANTERBURY CLASSIC TOUR 2018

This is to be held on Sunday March 25th. Start venue is the Woodlands Café. SH1 Leithfield. Registrations open from 9.15am and close off at 10.50am. Early arrivals would have time for morning tea. \$15 per vehicle includes New Zealand Classic Car magazine, A3 coloured poster (to the first 150 entrants) and other goodies. Route this year takes us in a different direction, ks travelled will be 95.7 (approx.) on all sealed roads but scenic none-the-less. Includes 30 minute stopover at country village we pass through. More details, particularly on lunch venue, will be sent out closer to event date. Average attendance 156 vehicles. Smallest entry was two weeks after big quake on March 20th 2011 at 61. Largest on 25th March 2007 at 252.

A Message From Author Anders Clausager

Dear friends, colleagues, and fellow Wolseley enthusiasts

Since I emailed at the end of October, I am almost embarrassed to have to tell you that the book has now won another major award - no less than the Guild of Motoring Writers' Mercedes-Benz Award for the Montagu of Beaulieu Trophy, which I accepted at the Guild dinner and awards ceremony at the Royal Automobile Club in London last Thursday evening.

The attached photo courtesy of Chris Adamson the GoMW secretary shows Ms Joanne Watkins of Mercedes-Benz, yours truly, and Ralph Lord Montagu of Beaulieu. You may use this for publication if required, with reference to the source.

It is, we believe, the first time that the same book has won the "triple" of the Montagu

Award, the Cugnot Award, and the Sedgwick Award. I am now desperately looking for a bigger mantelpiece ... Kind regards, Anders Anders Ditlev Clausager 62 Viceroy Close, Birmingham B5 7UT



Buy and Sell

FOR SALE - WOLSELEY 1957 690 SERIES II



- > 96,463 original miles. Always garaged and registered and WOF
- > SU carbs overhauled and new floats in Feb. 2018
- > After market brake assist overhauled and new diaphragm in Feb. 2018
- > Stainless steel brake cylinders, new brakes, complete tow package
- > Stainless steel exhaust system, fog lights
- > Second Place Most Original Car Pioneer Stadium Classic Car Show
- Low mileage steel belted radial tyres
- > Complete original shop manuals and numerous spares including new windscreen

\$ 13,500

Contact: Bill Demeter 03.379.3873 or 027.379.3873 bill.demeter@xtra.co.nz

Editors note: This is the ex-Jim Collins' and Bill Williamson 6/90.

Buy and Sell - continued

Wanted – rear window chrome surround and fittings for a Series 3 6/90, and also a complete heater assembly. Contact Derek Brehaut, phone 03 324 4450.

Wolseley Car Club window sashes for sale. Please contact Ivan McCutcheon, email windrode@clear.net.nz Ph 06 3746326 They are \$20 each plus \$3 postage.

Wolseley 16/60 For Sale – Auto, and white in colour with blue interior, in mostly original condition. Reconditioned engine approx. 2 years ago. Bodywork very good. Could could do with some cosmetic work to make it excellent, but on the whole a very tidy and reliable car that can be taken on any event with confidence. Contact Simon on 0211154789 for more details – car is in Christchurch. (Member)

Wolseley 12 Parts for sale - Full working motor, last fired up circa 1986, in dry storagesince. Motor, carb, starter (possibly), generator (possibly). (Possibly) means that I willkeep these if I have to scrap the motor and other parts. Also:Gearbox, still attached to motorRear axle incl diffFront axleSome chrome and wood interior parts tooWill need to pick up from Wellington. Contact Elmar Gailitis, Phone 027 247 2674.

For Sale: Wolseley 1972. 1300cc Auto. Rust removed and repainted original Blue Nov 2014, Re-bushed steering rack, New tyres, Front brakes done and Universals, New Maple Veneer on dash, Front seats re-upholstered, New switches and Indicator, New Lamps, Free flow exhaust, New rubber front and rear windows. Asking \$4,000 ono. Contact Sam Dunlop, email <u>ednsam@xtra.co.nz</u>



For Sale: Wolseley Six-eighty 1954, is a runner, engine re-built, new radiator and clutch. car is complete, needs some rust repairs and front guards and bumper, grille needs refitting. Also second car as spares \$500 ph 03 615 8158 ask for Richard.

Buy and Sell - continued

For Sale - approx 1960 Wolseley 1500, around 100,000 miles. Very little rust. Body and interior good condition. Not going but motor turns over. Lee Turner 04 5671189 or 0274 403 426, email: <u>leeturner@xtra.co.nz</u> (include photos)



For Sale: 1962 Wolseley 6/110, current warrant and rego. 11,000 spent on motor, new tyres. Any Reasonable Offer Considered. Phone Ron Gates on 0274575240

Wanted: Wolseley 1500 Mk1 door cards x4. In Red or any colour that suits maroon paint schemes. Or any door cards in good condition to recover. Will also consider a full interior in any other colour scheme. I am also looking for a bonnet hinge. Contact Nick Stevenson (member) on 03474327, 0274315661



Reg Nicholson with a trailer load of parts destined for Christchurch Spares – and no, he didn't tow it to Christchurch with the Wolseley 1100!

Wolseley Car Club Spare Parts Division Idlewood, McLeans Island, Christchurch

The Spares Division is able to supply a full range of parts – please check with us before purchasing elsewhere or off the internet – remember your ongoing support will keep this invaluable service going.

The following parts can be supplied:

New Parts:

Engine Parts:

Engine gaskets (head and bottom-end sets and a number of individual gaskets), pistons, valves, Valve guides, bearings, seals, timing chains, etc for most models 1930's onwards.

Suspension and Steering Parts:

All suspension bushes, bearings, buffers, pins, king-pin sets, wheel bearings and seals, and new or reconditioned steering ball joints and rods, shock absorbers.

Clutch Parts:

Release bearings, pressure plates, driven plates, slave cylinders, master cylinders, hydraulic hoses.

Gearbox Parts:

Bearings and seals, new and reconditioned shafts and bushes, gaskets, plus good used gears, selectors etc.

Electrical Parts:

Lenses, switches, instruments

Brake Parts:

Reconditioned (stainless sleeved) wheel cylinders and master cylinders, brake shoes and pads, hydraulic hoses, brake cables.

Maintenance Parts:

Oil and air filters, ignition points, distributor caps

Cooling and Heating Parts:

Water pumps, radiator hoses and many moulded heater hoses, heater taps (new and overhaul kits), thermostats, core (frost) plugs in brass. Good selection of good second-hand radiators.

Windscreens:

New one-piece rubber seals for most post-1950 models, Second-hand screens for most models (front and rear).

Second-hand parts:

Engines and engine parts (crankshafts, camshafts, heads etc), gearboxes and transmissions, diffs, body panels and glass, chrome trim, some bumpers, electrical parts (lights, starters, generators, switches, instruments etc), carburettors, dashboards and woodwork, brake drums, springs, steering boxes, hubs

For all enquiries, please contact Ray Willoughby, email kitty.willo@xtra.co.nz or phone 03 352 9016 (no calls after 9pm please).

The spares shed is open at Idlewood, 671a McLeans Island Road, on the second Saturday morning of every month, or can be by arrangement.



OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

If unclaimed, please return to: The National Secretary Michael Kruse 297 Huatoki Street, New Plymouth 4310

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