

## OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

#### **JULY - AUGUST 2016**



Danny O'Malley won the Christchurch Branch Most Improved Car during the year for the restoration of his Wolseley 1300, the "No Petrol, No Diesel" movie car.

#### **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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#### **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

#### **All Newsletter Enquiries:**

Send to: Colin Hey (Jenny)

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Lindsay Patterson.

#### EDITOR'S STUFF

This last month seems to have been one for meetings and for various dinners – guess it's something to do with the middle of the year. I'm on the committee for the local VCC Swap Meet in October, and also for this year's annual Classic Car Show at the end of September, so the evenings are starting to be taken up by various administrative bits and pieces and phone calls as we're well and truly on the count-down now for both events. Consequently, time in the shed has diminished somewhat, however I'm



still managing to progress a few things, albeit slightly slower than I would really like. This month has been a WLM (Water Leak Month). First it was Matthew's 1500. When he had his 1500 at the Waikato National Rally in February we noticed it was losing a tiny bit of coolant each day. Although it wasn't a lot and there were certainly no overheating problems, the inside of the radiator cap was starting to look a little bit frothy so I suspected it probably had a leaking head gasket or perhaps even a cracked cylinder head. It was also running a bit erratically when first started, even if only left for a few minutes. Matthew finally decided enough was enough, and pulled the spark plugs out a few weeks ago after a good long run and did a compression test to try and get to the bottom of the issue. This showed good even compressions of around 130psi in all cylinders, but he did notice signs of green coolant in number 3 cylinder.

The engine has always been good and reliable and doesn't use much oil, but it does suffer from a bit of piston slap. Matthew is keen to put a new one we have at home in it, but I'm trying to convince him to put it off a bit longer and get whatever life we can get out of the engine in the car now. After all, it only takes a few hours to take the head off and get it back on again – swapping the whole engine becomes almost a project in its own right, even though it is very easy to do on a 1500.

So we decided he had better get the head off it and have a good look at the inside workings to see what was going on. It was immediately clear that the head gasket was leaking between one of the coolant holes in the head and #3 cylinder, evidenced by black marking on the copper face of the head gasket itself. A close look at the head also revealed a minor crack leading away from the nearest water hole, so time to get some advice from my brother Robert to see what we should do. He had a quick look at it, and suggested we should re-face the head and probably plug the crack, so we left the head with him to do just that. In the end he also found another small crack on the opposite side of the head, so this was plugged too, and he had the head back to us two days later. Matthew has since put it back on the car, and all is well again.

#### Editor's Stuff - continued

While all of this was going on, I was aware that the water manifold on top of the block on our veteran Wolseley was also weeping slightly around the joint with the top of the cylinder block, with water seeping out and gathering around the spark-plug and valve covers. This was worrying me slightly, as I could see the potential for the valve caps to

start to rust into the top of the block, making it very difficult to get them out if I ever need to remove them. The water manifold is a very robust part made out of a solid casting of brass so it was easy to get it off, although it did involve removing the bonnet and undoing the radiator so I could shift the radiator forward far enough to get the top hose off. However, once this is off, it's plain to see how delicate the casting is for the cylinder block itself, and how one bad crack could literally ruin it in an



The water manifold on top of the Veteran block. The water staining can just be seen around the valve plug second from rear.

instant. What I found particularly interesting is that the central four studs and nuts that bolt the bock down onto the crankcase are inside the waterways, inside the block and water manifold, so the studs and nuts remain underwater all the time. The nuts will probably have to be cut off the studs if the block ever has to be separated from the crankcase. Anyway, that too is almost back together again now, and hopefully will be no longer leaking.

The third water leak was from Matthew's Hornet. One good use for oil drip-trays is to see what appears on them and then work out where it's coming from. Sometimes you may not want to know, however. Usually it's just oil, but a few drops of coolant were also showing up under the Hornet, so a good look around with a mirror and a torch revealed the water pump seal is starting to leak, so that's another job for him to do at some stage.

This month I've also got my daughter Sarah's 1999 Toyota Corolla at home to get it ready to sell for her, as she has just taken over ownership of Jenny's Toyota Yaris. The Corolla has been a marvellous car in the five years we've owned it. It's now done 330,000km, still doesn't use any oil at all, doesn't leak anything anywhere, and is a great car to drive. Last year when Sarah was working in Karamea on the West Coast, she was coming back home every other weekend and clocking up around 1000km a week with no problems at all. I thought just a good clean and groom and perhaps a touch-up on the front where there are lots of stone chips would be all that was required, then it could go on Trade Me and we could bid it a sad farewell. I soon found the WoF and registration were due to expire, it needed 2 new tyres, and then when I took it into town to get a paint match done, I found the clutch was starting to slip when accelerating, so there's a bit more to do than I was expecting. I was thinking of just sending it to Pat O'Connell to do the clutch (may yet do

#### Editor's Stuff - continued

this), but it looks to be straight forward enough, and it's time I had a crack at FWD Japanese car, so I might put some time aside to do that.

Progress on the 18/85 project continues. The weekend before last I stripped the engine/gearbox to remove all of the ancillary parts, gave it a thorough clean, and then pulled the clutch housing and flywheel off so I could check the clutch and also replace the housing oil seals as a precaution before it all goes back in the car again. The first problem to reveal itself was that the nut on the end of the main gearbox input shaft and gear was loose. The gear has to be removed before the housing comes off. Fortunately the nut was



18/85 power unit with the clutch and flywheel removed. The damaged shaft is the one on the left.

still held in place by the lock-washer, but on closer inspection I noticed that the end of the shaft has been attacked with a grinder at some point in the past. As yet there is no clue as to why this was done – perhaps the thread had been damaged at some time in the past (maybe by someone driving the shaft out at some stage). On undoing the securing nut I also found it was crossthreaded, and now that it's removed it cannot be re-used. I'm searching for a replacement one, but it may be a bit hard to find one as they are unique to the 1800 FWD manual gearbox. Anyway, I got the housing off without too much of a struggle (a messy job as its half-full of oil that starts running out as soon as it becomes loose), and then removed the clutch to find it was

in really good order. I then had a problem removing the flywheel bolts as the heads on 3 of the 6 of them had been damaged too, but finally got the flywheel off to get at the seal. Once I've got the bits I need I can put it all back together again.

I've also managed to strip out most of the interior of both cars. The best drivers' seat has been sent in for a repair (just two small panels on the seat need replacing), and the best of everything from both cars has been put to one side for installing back in the good car. I gave all of the rest of the upholstery (full set of seats, door cards etc) to a friend in the Morris Owners Club who was looking for a good set of upholstery for his BMC 1800. It was all really good, apart from the drivers' seat also which needed a similar repair to the one I kept, so he was very pleased to get it.

I have yet to tackle the dashboard, but that's next on the list once I get the engine/gearbox reassembled and painted.

Have a good month. Colin

#### CHAIRMAN'S REPORT

Hi Members,

Winter is now making its presence with cold Antarctic air and conditions snow and wind. As I am doing this report snow showers are coming through. My car is on display with other cars at our vintage club at the moment as we have some household stuff to go through which is taking up room in the garage. We had new carpet put through the house so everything went into the garage. The new carpet and



underlay was timely and has proved its worth already with a much warmer house. Four to five months ago I became the owner of a MkI 6/110. It was given to me as the owner (who was not able to drive anymore) and his family were not interested in it. He had the engine fully reconditioned by Mellhopt Reconditioners in Invercargill some 12 – 15 years ago and it was driven around Alexandra for a while by a friend before being put in a shed at Clydevale where he was living. He said that less than 10 thousand miles was on the new engine. The car looked good from a distance but a closer inspection revealed some issues.

It had been undersealed at some time with a tar type product but I don't think any existing rust had been properly dealt to. Some of the under seal was coming off which exposed some serious rust in places where you don't want to find it. I also found a lot of oil in the radiator, so I removed it and flushed most of it out so I could start her up. The presence of oil is an indication that the oil gallery is weeping into the water jacket. A few things had to be done to start it but start it did and went very well for the time it had been siting. I took it for a spin along the road and everything, including the overdrive, worked well. The sheds where it was were to be pulled down so I drove it 12 km or so to another shed so I can strip it out. It's now not far from home. I was impressed how well the engine went with no smoke or fumes but will have to pull it down to sleeve the oil gallery.

I hope many of you were able to attend your local AGM's and become involved, I wish you all good luck.

Regards

Gordon Duthie

Deadline for next Wolseley Word:

Friday 2<sup>nd</sup> September 2016

#### SECRETARY'S REPORT

Dear Fellow Wolseleyites,

By the time you read this most of the Branches will have had their AGMs or will be about too. So please send in your Annual Reports so I can collate them for the National AGM. Reports are required from Branch Delegates/National President/National Treasurer/Federation of Motoring Representative /National Spare Parts Co-ordinator /Wolseley Word Editor /Website Editor.

Branch Secretaries please send any Branch remits to be entered on this year's agenda to me by the 30<sup>th</sup> of September - please ensure there is somebody at the meeting who can talk to the remit.



Members - if you haven't already Paid your Wolseley Car Club Subscription, please, please pay your LOCAL branch secretary.

#### National AGM Notice

The Wolseley Car Club New Zealand (Inc) National AGM 2016 is to be held in Fielding on **Saturday 15th October**., which will be held at the Raceway Court Motel, Awahuri Road, Fielding.

The Programme for the day is as follows:

- In the morning there is a swap meet at Manfeild raceway from 7.30am. It is undercover and there is always a lot of interesting bits and bobs to look at, and it's an ideal way to start the weekend off before getting along to the AGM1.00pm: Wolseley Car Club National Committee Meeting
- 3.00pm; The Wolseley Car Club National Annual General Meeting
- 4.00pm : Afternoon Tea
- 5.30 pm :Meet at the Rangitikei Club 10-12 Bowen Street Fielding, for Drinks and Buffett Dinner (\$20-25 per Head No need for numbers)

Please send remits/reports/apologies for the AGM etc to

kruseco@xtra.co.nz or by post to Michael Kruse 297 Huatoki Street New Plymouth 4310

Cheers Michael Kruse



#### BRANCH NEWS and EVENTS - Auckland Branch

## Auckland Branch News:

It is hoped that as many members as possible attend our Branch Annual General Meeting to be held in Ellerslie on 28 August.

**Noeline Billing** 

#### **Coming Events:**

Sunday 28 August 2016 - Auckland Branch Annual General Meeting to be held at the Committee Room at Ellerslie War Memorial Hall at 138 Main Highway Ellerslie. There is plenty of parking available in Arthur Street in the carpark.

**Sunday 3 September 2016 – Wild Wheels at MOTAT.** This is Fathers Day and we are having a display of Wolseleys at MOTAT. Anyone who wishes to display their car needs to be on site by 9.25 a.m. The entry for vehicles on display is from Stadium Road and you are requested to remain until 4.00 p.m.

Thursday 29<sup>th</sup> and 30th September and 1<sup>st</sup> and 2nd October 2016 –Brits at the Beach, Whangamata. For more information check out <a href="mailto:info@britsatthebeach.co.nz">info@britsatthebeach.co.nz</a>

**Sunday 2<sup>nd</sup> October 2016 Huntly Bush Tramway.** Meet at Rangiriri Hotel at 11:30am for lunch and then on to Pukemiro Junction, 1153A Rotowaro Rd, 12 km West of Huntly. Trains depart hourly from 10am. Last train departs 3pm. Cost for day ticket is \$15 adult, \$5 child

See: www.bushtramwayclub.com Contact person is Noeline on 278 3944

Sunday 27<sup>th</sup> November 2016 – Christmas Dinner & Mystery Movie from 5pm for 6pm dinner at Ryder's of Avondale, 177 Riversdale Rd, Avondale. This one of our most popular events and will be our last event for 2016. A roast dinner followed by dessert and a mystery (family friendly) movie. BYO drinks. Cost has risen a little to \$30. Please advise numbers for catering purposes no later than 20 November 2016 to Noeline Billing on 278 3944.

A reminder to all Branch Secretaries to forward a copy of their annual accounts to the National Treasurer, Paul Billing, PO Box 23-393
Hunters Corner Auckland 2155.

#### BRANCH NEWS and EVENTS - Lower North Island Branch

## **Lower North Island Branch News:**

Hi all I have just got home from the LNI Wolseley Car Club AGM. Thank-you to everybody who attended (17 in total); we had good meeting and get-together at the Woolshed in Sanson. A few changes to our committee this year, Steve has stood down as President/Chairman with Hugh Mackenzie taking his place, Lance Fitness is Vice President, Michael remains Treasurer and I remain Secretary. New Club Captains are Ray and Loris Whitcombe. Welcome everybody to your new positions. Committee members are Ivan McCutcheon, Michelle and Andrew Thompson and Bronwyn Pullan, Parts convenors Steve and Ivan. I would like to say a big thank-you to Steve for all his hard work over the years - this has been very much appreciated.

We have some exciting events coming up in the next 12 months, and we hope people can make an effort to come to them. A lot of organising goes into these events. Pencil-in the 26<sup>th</sup> November for an overnight/Christmas run to Taupo. We thought we would make it a North Island run and we have invited the Auckland Branch to join us. Once Michael and I have been to Taupo and sorted some form of schedule we will send out information etc to all North Island members.

We received resignations from Merv Warner and Tony Watson who have both sold their Wolseley's. All the best Merv and Tony for the future.

#### Dates to remember

- Committee meeting and working Bee Saturday 10<sup>th</sup> September 10am, Parts Shed, Ashurst
- National AGM at the Raceway Motel 15<sup>th</sup> October, at 3pm (see notice in Michael's report).
- Manawatu VCC Swap Meet 15<sup>th</sup> October
- Taupo Overnight run 26th November this date is confirmed once Michael and I have been to Taupo in a couple of weeks we will send out more information.





#### BRANCH NEWS and EVENTS - Nelson-Marlborough & Christchurch

## Nelson-Marlborough Branch

#### News:

Our A.G.M was held at Ollie Reids. We had 4 members attend and one guest. The Committee stays the same.

Just a note to let the club know we have a new member:

Lance Tighe, 50 A Headingly lane, Richmond.

He has a 6/80 and a 18/85 FWD Wolseley. Welcome to the club Lance.

Regards

Bryan Stansbury.

## **Christchurch Branch News:**

Activities for this month started off with the monthly working bee at Idlewood on 9th July. Another good team turned up and lots of odd jobs were ticked off, including filling an order for some 6/110 window winder mechanisms, and another for some 6/90 master cylinders for reconditioning. These were removed from our spares cars without too much difficulty, along with a number of other parts for cleaning and storing. Even though it was mid-June, we were able to have morning tea and lunch sitting outside in the sun, which of

course was very pleasant. Recently Eddie Bishop and his team have relocated the parts cleaning area from inside the garage to a new specially-constructed covered bench area around the back of the containers — the perfect location to carry out this messy work. The place just keeps getting better and better! The next event on the

The next event on the calendar was a combined run with the Morris Owners Club on Sunday 17th July. With only 7 cars turning up, we were outnumbered by two-to-



The assembled group at Proseed on the combined Morris Owners and Wolseley Car Club outing in July

one, however this didn't stop us having an enjoyable day. The start point was the Bottle Lake Forest car park, which I understand one or two may have had difficulty finding. Leaving from there at 10.30, we left the Burwood area through the new Prestons

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

subdivision, then headed to Amberley through Brooklands, Kaiapoi, and then Woodend. There were a few questions to answer along the way – some from clues along the route, and others requiring a little bit of general knowledge or some help from Mr Google on the smart-phone. Did you know, for example, that McDonalds pumps out 75 hamburgers every second, or that the collective noun for a gathering of cats is called a 'clowder'? There was also a question asking what the collective noun for a group of husbands was. The most common answer was 'trouble'!

Once in Amberley we drove a short distance east out of town to a business called "Proseed", which specialises in producing seed for several varieties of pine trees. It was interesting to hear and see how this was done. They have a large number of trees on the property, but they are all intensively pruned and none are much more than 2.5 metres high. Pinecones are harvested off these trees, and then dried to get the seeds out. The seeds are then cleaned, graded and packaged for nurseries to plant out. A 2-litre pail of seeds can be worth over \$3,000, so it's a very controlled process. The visit took about an hour, and then it was back in the cars again to drive 5 minutes south to Leithfield, where we finished up at the historic hotel for a very good pub lunch.

At the hotel we were met by Jock and Judy Dunn, who had driven straight there to meet us for lunch. With such a large group for a small country pub, the staff did a great job of getting the food out, and although the last meal arrived 40 minutes after ordering, the waitress kept everyone informed of progress so no-one at all minded the wait. It also gave time to get the prizes out and for the Morris Club to run a small raffle for cash prizes which got a couple of lucky people a free lunch. All up a good day out, and we were home again by about 2.30pm so still had a bit of time left to get a couple of jobs done around home late in the afternoon.

On Saturday 23rd we had our branch AGM. This was reasonably well attended with around 20 members present. All the required formalities were attended to – approving minutes from the last meeting, reports from office bearers etc, and of course election of the committee for 2016/17. The committee stayed the same, except that Stuart Penny is taking over the role of Branch Secretary, leaving Alan Francis to do just the Treasurer's job, which he is very good at. In Christchurch we are extremely fortunate to have an oversupply of willing committee members, which is a very good problem to have. This year, rather than limit the numbers, we've decided to enlarge the committee instead, so we've not lost any members and we welcome two new members, Derek Brehaut and Simon Verkerk, who will join us at our monthly meetings. I'm also both very pleased and relieved (as I'm sure many will be) that Ray Willoughby will continue on as Spares Coordinator, once again with help from Graham Quate. Eddie Bishop will also carry on as our property manager for Idlewood.

Congratulations too to the winners of our 3 branch annual trophies. The Most Improved Car trophy went to Danny O'Malley for the restoration of the ex-club 1300 movie car (as used in the film 'No Petrol, No Diesel"; the most enthusiastic member trophy went to Derek Brehaut, and the Higgins Trophy (Chairman's award for outstanding contribution to the Branch) was awarded to Tony Shanks. Tony willingly turns up to all of our working bees and to the mid-week work parties, and quietly goes about his work but gets an

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

enormous amount done, particularly painting and helping with the general building work. Well-deserved Tony!

Discussion under General Business was limited to coming events, and there was general agreement that we should be looking at running a few more day-long events during the year and travelling a bit further afield. With this in mind, there are a few regional events we could attend such as the Hanmer Motorfest, and the Timaru and Oamaru All British Days, and it was also agreed that we should aim to try and organise at least one event during the year that combines with the Southern Region and/or the Nelson-Marlborough members. This will be discussed further at our first committee meeting in August.

The final event for the month was a mid-week visit to car restoration business

"Rustorations" in Middleton on 27th July. This was a very interesting visit. The standard of workmanship appeared to be absolutely first class, and it would be fair to say we were all fascinated by the money that people were willing to spend on their cars, delivering them there with a brief to make them as good as if not better than new. American cars in particular,

as if not better than new.

American cars in particular,
although there were a couple of
VWs and even an old Toyota
Landcruiser there getting a
complete re-build. It made us a
bit envious, but also glad that we
(as Wolseley owners) are happy
to do work ourselves, even if it
takes a lot longer than getting it



Our guided tour around Rustorations on the last Mid-Week outing, July

professionally done for us. After the visit we went to the Racecourse Hotel for lunch, which was also very enjoyable.

Colin Hey

#### 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.

Thanks, Editor.

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

#### **Christchurch Branch Coming Activities:**

#### Saturday 13th August - 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 21st August - Afternoon run heading south of Christchurch.

As yet a finishing venue has to be arranged, however we'll email the details out when finalised. If you are not on the email list, please feel free to call Colin Hey if you need to know where we're finishing.

Meeting point will be the Air Force Museum Car Park at 1.30pm. Please bring your afternoon tea – if we get a good day we'll be having it outside.

Saturday 10th September - Working Bee at Idlewood.

18th September - BMC Rally - full details next month

24<sup>th</sup> and 25<sup>th</sup> September - Classic Car Show at Pioneer Sports and Recreation Centre, Lyttelton Street, Christchurch

## **Southern Region Branch News and Coming Activities:**

Greetings from the wintry south. Not really much snow here on the ground here in Invercargill but plenty the further inland you go...but still very cold...not good conditions for working in the garage, that's for sure.

Suppose most branches have had their AGMs by now and we are no different. Our AGM this year was held in Mosgiel at the Railway Station Cafe/Function Centre last weekend and I saw more snow travelling up there than I have seen this weekend! A good turnout of members and an enjoyable meeting in a pleasant setting. Formal meeting without being too formal, if you know what I mean. A few laughs and everything flowed along very well. Results of elections were:

Chairman/President Bryan Kelly

Secretary/Treasurer Gordon Duthie

Committee G Duthie, B Kelly, C Winter, F Sime, S Milne, A Pegg Members were also asked to think about maybe stepping up next year for a position. The Bert Govern Trophy for the most enthusiastic member/s this year was awarded to Fergus and Mary Jane Sime. If you have met Fergus and MaryJane you'll know their passion for their cars, so a very popular choice for this award.

Continued next page

#### BRANCH NEWS and EVENTS - Southern Region Branch, continued

A few forthcoming events were disscussed as well:

Autospectacular in Dunedin on Saturday 10th September...always an enjoyable day out and once again a meal afterwards is being planned.

A run to Brian Stevensons' in October is being planned by Colin Winter.

And myself ...I'm working on a club visit to **Bill Richardsons' Transport World, possibly December**. It was also suggested we could make this a weekend run, with
George Brown suggesting he can arrange looking through the Thornbury Machinery
Museum, so do one venue on the Saturday and the other on the Sunday. Members present
all agreed this would be a great weekend.....so watch this space. Also the new Motorbike
Museum will be up and running by then so the days could be filled up real easy.
National AGM is coming up in October so if anyone has any concerns/ideas they would
like mentioned at this, let myself or Gordon know by e-mail or phone please.

Regards

Bryan

#### **Inconclusive travel plans for 2016**

That's all for now so stay warm and safe out there.

I have been in many places, but I've never been in Cahoots. Apparently, you can't go alone. You have to be in Cahoots with someone.

I've also never been in Cognito. I hear no one recognizes you there.

I have, however, been in Sane. They don't have an airport; you have to be driven there. I have made several trips there, thanks to my friends, family and work. I would like to go to Conclusions, but you have to jump, and I'm not too much on physical activity anymore.

I have also been in Doubt. That is a sad place to go, and I try not to visit there too often.

I've been in Flexible, but only when it was very important to stand firm.

Sometimes I'm in Capable, and I go there more often as I'm getting older.

One of my favourite places to be is in Suspense! It really gets the adrenalin flowing and pumps up the old heart! At my age I need all the stimuli I can get! And, sometimes I think I am in Vincible but life shows me I am not.

People keep telling me I'm in Denial but I'm positive I've never been there before! I may have been in Continent, but I don't remember what country I was in. It's an age thing. They tell me it is very wet and damp there.

I have been in Deepshit many times; the older I get, the easier it is to get there. And as for Trouble, I'm a constant visitor there - known and well looked-after by the authorities.

## 2017 Australian National Rally, Bendigo, Victoria, May 14th to 19<sup>th</sup>, 2017 An Update



#### Wolseley Car Clubs of Australia 20th Bi-Annual National Rally Bendigo Victoria

Sunday May 14 - Friday May 19 2017



Newsletter No: 1 June 2016

Dear Wolseley Car Club members and friends,

The National Rally Committee have nominated the above dates on which to hold next year's

Bi-annual National Rally, and have negotiated special group booking prices at the motels/caravan parks in the Bendigo suburb of Golden Square, just a few minutes from the Bendigo CBD.

#### What and Where is Bendigo?

- Bendigo is an energetic tourist town with a prosperous gold rush past. It is located in Central Victoria just under 100 miles from the Melbourne CBD, and only a 2½ hour drive along the Calder Highway.
- For interstate participants, Bendigo is 614 kms (381 miles) from the Adelaide CBD, 836 kms (520 miles) from the Sydney CBD, and 1,665 kms (1035 miles) from Brisbane's CBD.
- The nearby township of Castlemaine has established itself as the Hot Rod centre of Australia, and has fostered many small industries specialising in the production and building of modified components for the performance and restoration industry.
- With the decline in gold mining, the City of Greater Bendigo has gone out of its way to re-invent itself as a vibrant and modern regional centre with a firm focus on its historic and famous past, and has invested greatly in its local tourist industry.

#### **Rally Format:**

The 2017 National Rally will follow our usual tried and proven formula, which comprises of a Sunday afternoon Registration, Meet & Great with the handing out of Rally Packs followed by a Welcome Dinner. Monday to Thursday will have pre-organised outings, lunches and dinners, and the Rally will conclude with a Thursday Night Presentation Dinner and a Friday Morning Farewell Breakfast.

#### 2017 Australian National Rally news, continued

#### **Itinerary:**

The Rally Committee is yet to finalise a full itinerary, but it is sure to contain the following main Bendigo attractions which will include visits to Bendigo Pottery and Museum, the Central Deborah Gold Mine, the Golden Dragon Museum, a ride through Bendigo on the Talking Tram, a visit to Hatfield's Hot Rod Museum, and a trip on the Victorian Goldfields Steam Railway between the historic towns of Maldon and Castlemaine. We will visit the Great Stupa as well as taking short drives to nearby historic townships. Special activities will be run for the ladies attending and will possibly include a shopping trip. Local car clubs have offered to assist us in locating interesting vehicle collections in the area. The Bendigo district is also famous for its quality wines, so when packing, leave a little space in the boot just in case you find something to take home to remember your trip. The Bendigo Art Gallery is currently hosting the Marilyn Munroe exhibition which will have finished by our Rally date. We hope that their next exhibition will be within our time frame.

#### **Rally Entry Form:**

This is now underway, and we hope to have it available to send out with next month's Hornet Newsletter. As usual, there will be a Rally Booking Fee, which will secure your place in the event and allow us to do preliminary bookings for activities and meals etc. Closer to the event we will follow-up with complete costings, which will include your Rally Pack with the full itinerary, maps and instructions, and costs that will cover most of the activities and outings, and will probably include many of the lunches and some of the main meals. We envisage that this will be completed and sent out to entrants early in the new year.

#### **Accommodation:**

Motel tariffs in the Bendigo area are slightly higher than most other towns, so to keep prices as low as possible we have opted to utilise the services of some of the smaller motels in Golden Square. These normally have good street access, most are ground floor units giving easy access to your car and provide very secure parking. These motels can usually offer a more personal service than some of the larger and more expensive establishments close to the city proper. All are located within a one-mile radius, either on, (or just off) High Street, which is of course the Calder Highway.

If you are intending to participate in this, our 20<sup>th</sup> National Rally, (and which WCC members wouldn't) we urge you to seriously consider an early booking. We have arranged for the motels listed below to reserve their best rooms for us, and hold them exclusively for the WCC until the end of February.

#### **Participating Motels:**

Welcome Stranger Motel & Function Centre 56 Mackenzie Street West, Golden Square 3555 03 5443 6266 info@bendigoheritagemotorinn.com.au

#### 2017 Australian National Rally news, continued

The Elm Motel 454 High Street, Golden Square 3555 03 5447 7522 <u>info@elmmotel.com.au</u>

Golden Chain Golden Square Motor Inn 371 High Street Golden Square 3555 03 5441 3788 enquiries@goldensquaremotorinn.com.au

Homestead Motor Inn 508 High Street, Golden Square 3555 03 5447 7455 <a href="mailto:admin@bendigoaccommodation.com.au">admin@bendigoaccommodation.com.au</a>

Best Western Heritage Motor Inn 259-261 High Street, Golden Square 3555 03 5442 2788 info@bendigoheritagemotorinn.com.au

#### Caravan Park

The caravan park listed below has sites available for caravans and motor homes, and has a large range of self-contained cabins in various configurations and price ranges, all with en suite facilities.

Central City Caravan Park
362 High Street, Golden Square 3555
03 5443 6937 admin@centralcitycaravanpark.com.au

#### Graham Keys,

Rally Co-ordinator gkeys@optusnet.com.au 0412 361 344.



#### **Extra Note:**

Dave Ribbons from the NSW Club is planning a trip from Sydney to Alice Springs via Port Augusta, then on to the National Rally in Bendigo. He will be departing Sydney on Sunday 23<sup>rd</sup> April 2017– a total of 22 days before the rally itself. The emphasis will be on



SUDDENLY a new dimension in SIX cylinder car comfort

leisurely driving, with plenty of time to take in attractions on the way, including a 4-day stopover in Alice Springs. If anyone is interested in joining the trip, they should contact Dave in Sydney on 02 4342 3408 or email him on dribbons@cci.net.au

## Nelson-Marlborough Branch President's AGM Report, By Ollie Reid:



#### Presidents Report 16-7-2016

We have had another quiet year. Highlights have been two Members going to Blenheim supporting the Marlborough Car Clubs raising funds for Hospice there and joining our local Car Clubs raising money for Manuka Street Hospice Nelson ,we also attended the One Make Day at Wakefield Steam Museum. This is always a great day out to meet with other Car Clubs Members . and Bryan made a Life Member in recognition of the work he has done. He has been the Stalwart of this branch over the last year

As I have not been well I have not been driving much. I thank Ray and Colin Christchurch Branch for helping me obtain parts for my car to keep me Wolseleying.

Our finances remain stable and we will enjoy a Christmas Lunch later this year.

All the best for all Branches of the Wolseley Club.

Olga Reid . President . Nelson Branch .



#### Wandering Wolseleys, a Poem by Ollie Reid:



Wandering Wolseleys Beautiful cars with style, leather and chrome The Wolseleys soon roamed far from home Leaving the Wombles in their homeland Crossing the Ocean and Deserts of sand Finding new fans all round the World Travelling on ships with sails unfurled Wolselevs are now found everywhere In Africa, Australia, Canada and here France .the Continent and America too Their Fans still keep them like new Car Clubs now have Rallies and Shows And the love of these cars still grows Though the Factories who made them Are now closed Wolseleys are a gem In the History of how we travelled around From farming country, seaside or to Town



by Ollie Reid



#### Building the Ultimate Home Workbench By Chris Nowlan, C/- Moss Motors UK Website

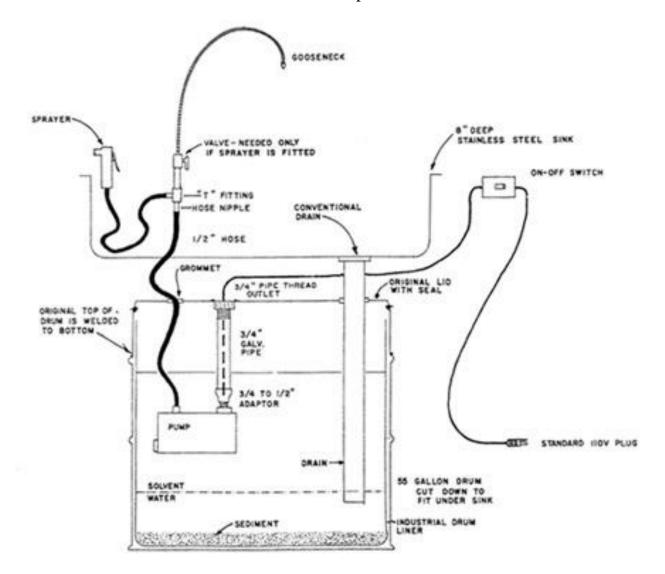
Over the years, I've had the opportunity to visit with many sports car enthusiasts in their garages (usually with attached homes!) and have found most garages to be poorly equipped to handle serious mechanical rebuild or restoration projects.

I've also restored my share of cars and in the process have graduated from the bucket of gasoline, bag of old tools school of automobile mechanics. I've also found that working on old sports cars is far more enjoyable when carried out in a well lit, clean and efficiently organized work area.

A good rugged workbench and an efficient parts washer are perhaps the two most important elements in any well equipped hobby shop and having priced "professional" parts washing equipment and a range of rugged workbenches, I realized that short of taking out a second mortgage, I needed to develop a more economical alternative. The workbench/parts washing combination described below has served me well for a considerable number of years. The key design elements of the parts washer were "borrowed" from production parts washers then on the market, while the bench is typical of designs found in home handyman books. The beauty of this particular combination is

#### Building the Ultimate Home Workbench - continued

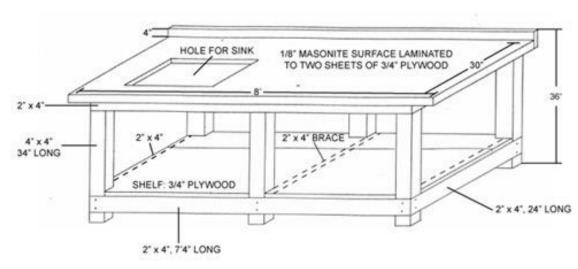
that when the parts washer is not in use, it is truly out of the way, and the flush fitting cover allows for full use of the work bench top.



When in use, there is ample room to park both washed and unwashed components. Incidentally, I've found that my wife's shallow baking trays are great for drying parts and prevent excess solvent from soaking into the bench top. (However, once returned to the kitchen they tend to impart a mild repair shop aroma to her Christmas cookies!) The sturdiness of the bench itself might appear to be overkill, but I've found it provides necessary rigidity for working on heavy items, or when putting my oversized bench vice through exciting maneuvers. This particular bench is also free standing and is now in its second home. The backsplash has made my day, on more than once occasion, in keeping all those little balls and springs, etc. from rolling down the back side! I finished off the plywood top with tempered masonite which is smooth, relatively durable and easy to keep clean. While the masonite itself is glued in place, the oak edge is attached with screws to allow for removal and easy replacement of the cemented masonite. The edge trim screws, by the way, are chrome plated TD dashboard screws and provide a nice finishing touch! The parts washing aspect of the design is simple yet highly effective. The water filtration system couldn't be more efficient as all solids and heavy greases settle to the bottom of the

#### Building the Ultimate Home Workbench - continued

tank while the clean solvent floats to the surface of the water where it is recycled. The water truly does stay put and doesn't mix with the solvent. I've used my washer extensively and have never had to change the solvent or clean the tank. Since there is no filter in the conventional sense, nozzle pressure is never reduced or restricted. The solvent reservoir is made from a cut down 55 gallon drum. I selected one with a removable top secured by a band clamp. By removing the midsection, and rewelding with continuous bead, the resized tank can be made airtight to eliminate solvent evaporation and fumes. However, since the bottom six inches or so is filled with water, rust could become a problem. I eliminated the potential for this by fitting a 55 gallon polypropylene tank liner which is easily trimmed down. These heavy plastic tank liners are used for corrosive chemicals and can be obtained from the same source as the used 55 gallon drum.



A good heavy coating of Moss fuel tank slushing compound (#220-450) on the inside of the bare tank would probably also minimize the chance of rust.

The submersible pump I use was purchased as a solvent pump from an industrial supply house. Apparently, ordinary watertype submersible pumps work fine—such as the type used for garden fountains. The pump incidentally, should deliver around 150 gallons an hour to a height of three feet.

The sink is a basic stainless steel kitchen sink and large enough to hold a four cylinder engine block. All drain fittings and the handheld spray washer are normal kitchen hardware, while the main solvent gooseneck and control valve were obtained from the local industrial supply house. I also wired the grounded power chord to a switch box on the front of the bench.

I had originally envisaged finishing off the base of the bench with paneled sides and framed doors. This was the main reason for leaving all the support rails flush with the bench legs. Drawers could also have been added, but the top corss rail would have to be reduced in height which would, to a minor extent, compromise the strength of the bench. The whole set-up took a few evenings and the better part of a weekend to complete, and as I recall the cost of lumber and parts was ultimately a fair bit more than I had originally estimate, but still far less than the cost of a separate production parts washer and bench. All in all, this has proved to be a highly serviceable piece of equipment, has enhanced my enjoyment of working on little British cars, and was fun to build!

#### **Buy and Sell**

#### 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)



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

#### For Sale

Wolseley 6/110 for sale. Fresh wof a wee while ago and in good condition overall. Would still like it to go to a club member who could bring it back to its former glory. Contact John Heydon - home number is 03-9676721, cell 027-782-3907, email johnhandroset@hotmail.com (Christchurch).





#### For Sale -6/110 Spares

The Christchurch Branch Spares currently has plenty of 6/110 spares for sale – currently dismantling 3 cars – a Mk 2 auto (excellent light tan coloured upholstery), Mk1 auto and a Mk 2 4-speed manual. Contact Ray Willoughby if you need anything (see contact details inside front cover).

We are also dismantling a 6/90 - rough condition, but all mechanical parts are there.

## Word Word

# OFFICIAL NEWSLETTER OF THE

## If unclaimed, please return to: The National Secretary WOLSELEY CAR CLUB NEW ZEALAND INC Michael Kruse 297 Huatoki Street,

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