

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

JULY - AUGUST 2017



Sheryl Hunter and Tim Dunningham with their 6/110 at a recent Christchurch Branch run,

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

HOW TO CONTACT US:

National President:

Gordon Duthie (Beryl)
13 Maryport Street
Lawrence, Otago 9532
Ph 03 485 0543 Fey 03 4

Ph 03 485 9543, Fax 03 485 9053

email gbduthie@xtra.co.nz

National Secretary:

Michael Kruse (Raewynn) 297 Huatoki Street, New Plymouth 4310

Phone 06 753 9743 (hm) 0276600203(mobile)

email kruseco@xtra.co.nz

Auckland:(Interim only)

Noeline Billing (Paul)
P O Box 23-393
Hunters Corner
Manukau 2155
Email nbilling@ihug.co.nz
Phone (09) 278 3944

Nelson/Marlborough: Christchurch:

Bryan Stansbury (Gaylene) Stuart Penny
113 Whitby Road I Kensington Ave
Wakefield, Nelson Rangiora 7400
Phone (03) 541 8255 Phone (03) 313 4454
stansburys@xtra.co.nz Email stu.jude@gmail.com

Lower North Island Branch:

Raewynn Kruse (Michael) 297 Huatoki Street New Plymouth 4310 Email: kruseco@xtra.co.nz Phone 06 753 9743

Southern Region:

Fergus Sime (Mary Jane) 445 East Taieri-Allanton Rd RD 2, Mosgiel 9092

Ph 03 4534008, or 0274048468 email Fergus.sime@xtra.co.nz

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) 34 Rossington Drive

West Melton 7618 Phone (03) 359 8737

email: heywolseley699@gmail.com

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EDITOR'S STUFF

I wish I could say that, given the weather, I've spent lots of time in the shed this month, but alas that is not the case. At the moment my time is being consumed somewhat by the VCC Swap Meet organisation and the National VCC day rally (the Daffodil Rally being run to benefit the Cancer Society on 27th August) which I am helping to organise.

I did manage to get the 6/99 checked over for a WoF though, after finally making time to 'replace' the wiper motor, as it was no longer working.



Anyone familiar with this job will know that it's not particularly easy, the main reason being that the two bolts that secure the wiper-motor mounting bracket are not at all easy to get at. If you've ever attempted this, you will know what I mean — triple-jointed wrists and patience are needed! Oh — and don't forget to clearly mark the wires before you disconnect anything — chances are the colour coding on the wires going into the wiper motor will have long since faded to black.

Anyway, to cut a long story short, I had originally decided just to fit a replacement wiper motor from our spares division, as I didn't want to spend time replacing brushes (which I suspected was the problem) or dismantling the existing one to find out why it wasn't working. However, once I had the wiper motor out (complete with its drive cable), I did take the time to remove the end cover of the motor just to see what sort of condition the internal parts were in. Surprisingly, everything looked pretty good! Anyway, back to Plan A, and I proceeded to fit the replacement unit back in the car. After getting the rack end of it in place, I thought it would be a good idea to wire it in and check it actually worked before tackling the mounting bolts. It didn't! Funny, I thought – must have got a dud one? It was then I noticed that there was an earth wire coming out of the main wiring loom (not



Earth wire out of sight under overdrive relay

the wiper loom), with a bolt-on terminal, flapping around underneath the overdrive relay, hidden from sight and not connected to anything. That got me thinking, as I'd obviously missed connecting it up when I repaired the relay a few months ago, and come to think it, the first time I'd gone to use the wipers after doing that job was when I found they wouldn't work.

A quick check of the wiring diagram showed that there is indeed another earth wire for the wiper system

Editor's Stuff - continued

coming from the switch on the dash, into the main loom, and exiting to the engine bay. It's part of the circuit that actually makes the wipers go, as the other one that connects straight to the outside of the wiper motor is for the self-parking function to work after the switch is turned off. I connected it up, and as expected, everything worked.

I decided the best thing to do then was to replace the original wiper motor, so I spent a bit of time re-greasing the gears and rack mechanism, and also adjusting the self-parking switch so that the wipers would actually park at the bottom of the screen again, rather than half-way up, which had been happening for many years now. It all went together again, and is sorted, so that was pleasing. I just wish I'd noticed the unconnected wire (which was completely my own fault), before I'd actually started the job. Never mind! For now, my attention has turned to the Hornet, which is now on the hoist having the

brakes overhauled, and while it's there, I'm also going to replace the inner universal joints and the front-right wheel bearings. As long as I've had the Hornet (20 years now!) whenever it's been jacked right up, the drive shafts have always rubbed slightly on the lower arm inner pivot pin, which I thought was normal for the hydrolastic set-up. The last time we gave Matthew's Hornet a pre-WoF check, I noted that his didn't do this, so



Hornet getting a brake overhaul

I decided to have a closer look at my one and see what was different. After digging around in the grease a bit, I noticed that the lower bump-stops were completely gone (as in, not there), having at some stage broken away from their small mounting plate on the subframe. Whilst not a safety issue (the bump stops only come into play when the front wheels are in the air!), it did explain why the wheels couldn't be spun freely when the car was jacked up on the sub-frame, so another issue is now sorted.

This month we had a visit at home for a weekend from John and Rosie Macadam from Dunedin. Rosie was in Christchurch to do a course, so John took the opportunity to come too, and spent much of the Saturday at the Idlewood working bee, lending a hand. It was really good to catch up with them again, and John and I spent lots of time chatting about Wolseleys (as you do!) and even tractors, which is another of John's interests. We even all sat down together and watched the rugby on TV on the Saturday night – luckily it wasn't the Crusaders vs the Highlanders that night!

I can probably reveal now that the Hey Wolseley collection has once again grown, with the purchase of Eddie and Nancy Bishop's nice and very original 6/80. Handover occurred about 6 weeks ago, and already I've used it on both VCC and our own club runs. I did briefly 'own' one about 30 years ago when I helped a deceased members' family sell it (I wonder what happened to it?), and I've always had a bit of a soft spot for them – enough

Editor's Stuff - continued

power to make them nice to drive, but 'old-school' driveability, design, and looks that sets them apart. I actually took it on a Mini Club run last weekend because the Hornet isn't on the road, and it attracted plenty of comment. I justified taking it by telling them that it was the Mini's grandfather!

Have a good month. Colin Hey



Eddie and Nancy sadly pass on the 6/80

CHAIRMAN'S REPORT

Hi members,

I hope you are all wintering well as it's been a bit of a challenge for the whole country. We were very pleased to have had a visit by Bryan & Gaylene Stansbury from Marlborough. They have been holidaying in their campervan, calling into Lawrence after travelling down the West Coast. They arrived in Lawrence Friday 21st and called to say they were going to stay in Gabriel Gully for the night and visit us on Saturday. Things became interesting as we or the whole district was getting



saturated with a very heavy rainfall from the North East which is very wet one for us. I came into Lawrence from Alexandra where I was working for the day and realised that a flooding issue was developing. I called in on some vulnerable shops to see if everything was all right. The creeks were getting very full but the main street was ok at that stage. But talking to a couple of others we thought we had better get prepared. I had tea and with my trailer went down town to the transport yard to start sand-bagging. By this stage water was causing problems etc etc etc, needless to say it was a very late night. Work to be done was made easier with small town helpers who came from everywhere, however some shops did get flooded with the water coming up through the floor boards. On the Saturday I spent the

CHAIRMAN'S REPORT - continued

day manning phones etc at the Civil Defence Office. Beryl met up with the Stansbury's who came up home and stayed the next night with us as the roads in and out of Lawrence were closed. They got away on Sunday afternoon heading on down through the Catlins area. Although I didn't have a lot of time with them it was great to see them down here. We postponed our Southern Region AGM till today because of the extended flooding throughout the Otago area.

I wish all of the new Branch Committees the best for the next year and in particular the Auckland Branch in establishing a new committee.

Regards, GordonDuthie.

SECRETARY'S REPORT

Hi Fellow Wolseleyites,

As Colin commented on in last month word, at The Federation of Motoring Clubs AGM a motion from the floor seeking 12 month warrant of fitness inspections for all vintage and classic vehicles was passed unanimously.

Earlier at the conference both the NZTA regional Relationships Director Jim Harland and Repair Sector Specialist Graeme Swan of the Motor Trade Association indicated a likelihood of a positive official reaction to requests for a further review of the need for 6 month inspections for heritage vehicles. Graeme Swan said the MTA had modified



its previous opposition to introducing 12month WoFs for vehicles older than 30 years. The expected loss of income if this were to happen was no longer considered a significant factor, and the MTA now accepts that keeping older vehicles on the road all the year round was better for the vehicles brakes, steering, electrics, tyres and the owners.

This is very good news as many of our clubs cars car do little mileage between 6 month WoFs.

Our 1500 has been sitting in the shed for most of the month, but it will get a run to Wanganui to the Lower North Islands Branch's AGM on the 29th July. It will be great to go for a good long drive. There is a good number booked for in for lunch so it will good to catch up.

Happy Wolseleying, Michael Kruse

PS: Don't forget that annual subscriptions for the 2017/18 year are now due. You will find a yellow renewal form folded up with your hard copy of the newsletter, or emailed with this newsletter. Please fill it out and return it to your Branch Secretary (see inside front cover for address details) – please do not send it to me.

Have a great month – Micheal Kruse.

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.

Deadline for next Wolseley Word:

Friday 25th August 2017

BRANCH NEWS and EVENTS - Auckland Branch

Auckland Branch

News:

We held our Branch AGM on Sunday 9th July 2017 yesterday with 5 people in attendance being Claude Moffat, Ray and Caryl Chappell and Paul and Noeline Billing. Noeline stepped down as Secretary/ Treasurer and Ray and Caryl pulled off the committee.

A motion was passed by those present that we approach the Lower North Island to ascertain whether our Branch can become part of their Branch and we will transfer all our funds to them. Claude has agreed to be a contact person for the Auckland people.

A request has come from our National President, Gordon Duthie, that an email be sent to all Auckland members to advise you that we intend to become part of the Lower North Island Branch unless some members are prepared to come on as committee members. This is not an onerous job and involves just about 3 meetings a year.

A response to the email was required by 26th July 2017.

Noeline Billing

(Editor's note - Work is continuing with help from Gordon Duthie to try and assemble a committee, and in due course a decision on the structure of the branch and who and how it will be managed will be made and communicated to all of the Branch members.

I am sure members in Auckland and all over the country will join with me in thanking Noeline (and Paul) for the selfless service she has given to the club over the years, and wish them all the very best for the future. The good thing is that they will continue as members and I'm sure will carry on supporting the club well into the future. Colin Hey)

We wish to welcome two new members being Mark Kinghan from Morrinsville who has a 1958 Wolseley 1500 and Derek and Gaye Dixon also from Morrinsville with a 1963 Wolseley 6/110.

Auckland Branch Coming Events:

Saturday 19th August 2017 – Meet at the BP Station just south of Silverdale at 11.30a.m. to go to the Honey Centre for lunch and then onto the Warkworth Kauri Museum.

Saturday 22nd September 2017 - Treasure Hunt starting at 10a.m. from 2 Buttercup Place Waimauku and finishing at the Wade Hotel at Silverdale. Nigel Dempster is the organiser of this event.

Brits at the Beach, Friday 6th Oct to Sunday 8th Oct 2017. This is a celebration of all things British, cars, bikes, food, fashion, music and culture. Now in its 4th year, Brits will be held this year in Whangamata on the Coromandel Peninsular. For further information either contact Trevor or Adele, 09 575 8915 or 0274 587 327 or Stephen or Janice 07 576 3773 or 021 169 0162. General information available on the www, Look under Brits at the Beach, Whangamata 2017.

Regards Noeline Billing

Lower North Island Branch

Hi all, gosh time is flying by half way through the year already.

Michael and I have just returned from Wanganui where the LNI had there AGM. This has been a great weekend catching up with our Wolseley family. We had 18 at the AGM a really good turnout, concluding the meeting with a luncheon. Due to illness and other commitments there



were a few apologies from people who would have otherwise attended. Janice and Steve Belcher from Auckland Branch were also present.

There were 8 of us that stayed overnight in Wanganui, we had a lovely social time, went out for dinner and met for breakfast the next morning. A very enjoyable and successful weekend.

LNI Members – I will try to get minutes out this week.

Continued on next page.....

BRANCH NEWS and EVENTS - Lower NI, continued

The LNI Wolseley committee for the 2017-2018 year remains the same as last year.

President - Hugh McKenzie Vice President - Lance Fitness Secretary - Raewynn Kruse Treasurer - Michael Kruse

Club Captain's – Ray and Loris Whitcombe

Committee – I McCutcheon, Michelle Thompson, Andrew Thompson, Bronwyn Pollen, Winton Cleal.

Parts Coordinators – Steve Finch and Ivan McCutcheon

Lower North Island Branch Coming Events:

27th August - Daffodil Rally - your local VCC will be organising a VCC run raising funds for the Cancer Society, this will be a National day for VCC with all clubs doing something on the same day. Some of our Wolseley members are joining the Wairarapa VCC run which starts in the Wairarapa. \$5 per car entry. Contact Loris and Ray for further info, some people are planning to stay overnight at Whitcombes. rayanloriswhitcombe@gmail.com 06 3774456

Programme:

- Martinborough 10am cars on the road
- Greaytown car display
- Carterton Car display
- Masterton Farriers Fun and games for the drivers and other festivities
- Bring your own lunch or stop at the many cafes or at Farriers
- Back to Loris and Ray's for afternoon tea 281E Lees Pakaraka Road, Masterton.

Other Lower North Island Coming Events:

- Brits on the Beach October 6,7, and 8th October (see details in Auckland Branch)
- National AGM October in Christchurch Raewynn was elected by the AGM to attend as LNI Delegate.
- Keringa Park, railway run 22nd October
- Horopito run/Smash Palace to be organised for next January 2018
- LNI/Auckland run for later in the year
- Christmas cruise end of year Hugh

The last two events will be organised for end of November, inviting Auckland members to attend. Hugh is the organiser of this. Hugh is also going to organise a working bee at the shed, this will be a working bee only a committee meeting will be held at another time and day.

Regards Raewynn

BRANCH NEWS and EVENTS continued, Christchurch Branch

Christchurch Branch News:

Things have been a bit quiet this month now that we're into the depths of Winter. A brief snowfall earlier in the month, and lots of heavy rain have pretty much sodden the ground now, although on the bright side, nothing needs watering at Idelwood at the moment! The month got underway with our normal working bee – really well attended this month despite it being a rather frosty morning. As usual, the kettle was on though, and morning tea and scones soon had everyone warmed up and on-task. We finally wheeled out the now stripped-out body of the 6/110 that has been in the garage for some months now, put it in the storage area out the back, and moved in another 6/110 to get busy on. While we were doing that, Eddie Bishop and Tony Shanks were busy fitting a window in the fence out the back to provide a bit more natural light to the parts cleaning area.

Our run this month was to the fantastic private collection belonging to Ray Drury in Halswell, however a phone call the week beforehand slightly changed our plans for the better. The Morris Owners Club had organised a combined run with us, but due to a miscommunication in their own club, we had not actually been told about it. It seems someone thought someone else had contacted us, but it hadn't happened. The good thing was, however, that it was very easy to combine their event with ours. They had planned a simple navigation run to New Brighton, leaving from the botanic gardens at 10.30am, and finishing for lunch at the Papanui Workingmens Club for lunch at 12.00pm. Our original plan was to meet at the Air Force Museum car park at 1.30pm, and from there to travel to Ray Drury's place in Halswell. Instead, we gave members the option of either joining in with the Morris Club run (which a few did), or meeting at the Papanui Club for lunch, or at 1.30pm and then going on to Ray Drurys. In the end, we had about 10 cars from our club, plus around 15 from the Morris Club, all go to Ray Drury's, making it a good number for



Mixed line-up outside Ray Drury's museum

the visit. Ray has a huge variety of cars in his collection, from a very early veteran Riley, right through to a mid-70's Rolls Royce. Amongst them is the ex-Allan Roberts 1907 Wolseley 16, which we last saw in storage in Errol Smith's shed about 2 years ago, shortly

BRANCH NEWS and EVENTS continued, Christchurch Branch

after Alan passed away. At that stage it wasn't quite finished, but now Ray has it all done, and it's looking great. Also in his collection was an Aston Martin Lagonda, of about 1975 vintage. This is the very wedge-shaped version, that was pretty-much the last-hurrah for the company before it was finally sold off and re-birthed. I couldn't help but compare it to the Wolseley Wedge. A style that was probably too far ahead of its time to ever be successful, and under the bonnet that great AM V8 engine, but all the unreliable British components of the time (Lucas electrics and vacuum-operated headlights) that would give the car a dubious reputation. White leather seats too! It was good to see Anthony Dacre turn up in his grey 6/90 – now being run-in after an engine recondition, which pretty much (Anthony hopes, anyway) concludes all of the refurbishment work on the car in the foreseeable future. It's certainly looking really good now.

Our Branch AGM was held last Saturday night, and with a turn-out of around 25 people we had a very good meeting. The committee has had two changes, with Simon Verkerk and Matthew Hey both retiring, and being replaced by Nick Stevenson and Merv Wayne, who both volunteered to take over. Some good reports were given by Eddie Bishop (property) and by Ray Willoughby (Spares). The Spares Division has had another good year, with turnover not diminishing – a copy of Ray's report and the financial statement will be included in the next newsletter FYI. We also had a good discussion about subscriptions and perhaps the ability to reduce them if we can get more take-up of members getting it via email instead of printing and posting it; and also about events coming up. We also decided to look at changing the time and format of next year's AGM, moving instead to a simple lunch on a Saturday or Sunday, followed by the meeting. Coming up this month we have the Daffodil Rally on 27th August – a VCC event to which all one-make clubs and enthusiasts generally have been invited. The same event is being run by the VCC all over the country on the same day as a fund-raiser for the Cancer Society, so if even if you are not in the Christchurch area, there should be a similar event somewhere near you around the country.

Christchurch Branch Coming Events:

Saturday 12th August - Working Bee at Idlewood 9.00am onwards, with morning tea provided. Come and find a job that you are happy to do, come and collect any parts you need, or just come for the company and a chat. The branch Committee meeting will be held after lunch.

Sunday 27th August - Daffodil Rally for Cancer Society. Organised by the VCC Canterbury Branch, this will be a very big event with a huge range of vintage and classic vehicles attending (organisers are expecting around 500 to take part). Arrive at the VCC grounds by 10.00am, from where a series of runs will depart soon after, ending about 1hour later back at the VCC grounds. Entry fee is \$10 per car. Devonshire teas and lunch

BRANCH NEWS and EVENTS continued, Christchurch Branch, and Southern Region

will be available for purchase in the VCC grounds. The day will end at about 2.30 with an informal prizegiving. All proceeds from this day will be going to the Cancer Society - a great cause. The event will be run wet or fine - indoor venues are available. The same event is being run by most VCC branches all around NZ.

Sunday 3rd September (provisional date) - Rock'n'wheels Classic Car event, Amberley Domain. Meet at the Belfast Pub at 10.00am, or if you are north of town, pick us up as we go through Woodend at about 10.30am, or go straight to the Amberley Domain. There is a small swap meet there, and craft and market stalls, plus entertainment. Take your own lunch or buy it there – we will have the club shelter there as well. There is a charge of \$10 per car; once again all proceeds are going to a local charity.

Saturday 9th September - Working Bee at Idlewood

Weekend of 16th & 17th September - Autospectacular in Dunedin.

Anyone wanting to take a weekend away in Dunedin to enjoy this event? Last year's event was particularly good, and this year's is shaping up to be just as good. It is a great opportunity to support and socialise with our Southern Branch members. If you are interested in going, please contact Colin Hey for further details.

Southern Region Branch News:

Greetings from the cold and waterlogged Southern Region. As a result of last weekend's lovely weather (not!), our local AGM was postponed for a week. But the weather gods smiled for a little while to let us have it this weekend (30th July). We held it again in Mosgiel, this time at Weavers Retreat. A buffet meal was enjoyed by all and this was followed by the AGM. An enjoyable and friendly meeting as usual, with some humour thrown in. Results of elections as follows:

- President/Delegate Bryan Kelly
- Secretary/Treasurer Fergus & Mary Jane Sime
- Committee G Duthie, B Kelly, C Winter, S Milne, G Strong

A vote of thanks must go to Gordon for looking after the secretary/treasurer position for the last few years, as he also was the National President. Somehow he found the time to fit everything in, so from the branch, a big thank you Gordon!

The Bert Govern Trophy this year was awarded to Colin and Judy Winter. Colin and Judy are always leading from the front in events and runs with either their 1900 Wolseley (Grandma) or their mint Wolseley 1300. A very deserving couple. Well done! The annual Dunedin Autospectacular is on this year on the 16th September and cars are being sorted for this event. Always a popular show and well worth attending.

BRANCH NEWS and EVENTS continued, Southern Region

Not much to add, but to keep warm and remember Spring/Summer is on the way (Yeah ..Right!!!) Time to get out in the shed/garage and get cars ready for next year's rally. If I take my own advice, 'Winnie' will be there...maybe not painted...but our intention is to be there!

Regards to all,

Bryan

Wolseley Club National Rally, Marlborough 2018 Sunday 4th March to Saturday 10th March - Update # 1

This is a brief update report for our National Rally to be held in **Marlborough**, based in Blenhiem, 4th to the 10th March 2018.

Not too much to report this month, except that enquiries continue to come in, one more registration has been received, and time continues to count down.

This coming month we will try and get a bit more certainty around the details for some of the venues we intend to visit, and also try and get an idea of when you will need to book you accommodation to ensure that places are available in the main venue, the Cherylea Motels.

Please note that when booking your accommodation in Blenheim, the preferred venue is the Cherylea Motels in Nelson Street, which has affordable accommodation and enough room to accommodate everyone. You will need to book 6 nights from Sunday 4th to Friday 9th March inclusive.

With only 8 months to go, time will start to disappear quite quickly – especially as we get into summer and club activities begin to pick up again.

If you require more information, see last month's issue of the Wolseley Word, or alternatively do not hesitate to drop me an email or give me a call – contact details are inside the front cover of this newsletter.

Regards

Colin Hey

FROM THE IN-BOX

From: Keith Andrew <keitha@xtra.co.nz> to johngertson37, me

Hi John

I've just received my copy of the June Wolseley Car Club magazine and was interested to read your letter to Colin Hey at the Wolseley Car club. The good news is I am the current owner of the Wolseley 15/50 you mentioned in your letter. It is now registered as SK9313. Ill attach a photo to show the history of the vehicle I researched after I purchased it which includes your name.

The car still exists and is currently undergoing a significant amount of restoration at "The Surgery " in Tawa, Wellington. It had a lot more rust than we thought once it was stripped back so it's taking a significant

FROM THE IN-BOX - continued

amount of body repair work (and money) to restore it. It has had new sills etc and is now being prepared for painting. I've attached a couple of photos.

I purchased the car in 2004 off a young woman who was using it for her everyday transport around Wellington. She was moving into an apartment and had nowhere to keep it. I drove it out to our beach house in Waikanae which had a good garage and there it remained for some time with me doing bits and pieces on it to keep it running. I kept it registered but it was too rusty to obtain a WOF.

We later shifted permanently to Waikanae where I built a garage on my property with the hope of one day working on it to restore it. In the mean time I kept it running and would sneak out and drive it around the block to give it a good run. As I would drive it up the driveway Dianne would always admire the car and say it looked right sitting here in our property.

A year ago when I realised the bodywork restoration was way beyond my abilities we finally bit the bullet and got Mike from the Surgery to take the car away to his workshop and start the restoration. Some people would say we are mad as the vehicle will never be worth the money we are spending on it but we love the car and once we started we decided to keep going. It will need quite a lot more work on the interior as the leather

was in pretty bad condition but eventually we hope to have it as a near new car.

We hope you are happy to have found out the car is still about and if you need to know any more feel free to drop us an email.

Kind Regards Keith and Dianne Andrew





From John Gertson <johngertson37@gmail.com>

Hi Colin,

Please accept our grateful thanks for mentioning our old 15/50 in your Newsletter. I have had contact (and current photos) with the present owner, Keith Andrew of Waikanae, who is in well into the process of restoration. This is great news and the Pettigrew girls are really pleased about that. I always greatly admired the 15/50, but with my Father's caravan available to tow to Wanaka for holidays, we reluctantly replaced it with a MK 3 Zephyr.

I have had some progress on South Island Motors. My friend Simon found excellent photos on Google Earth of where I suspected the new garage was. A visit to inspect a 1968 Chch phone book at the Hocken Library in Dn confirmed the site on the corner of Cambridge Tce and Manchester St. As you probably know, the buildings both there and the old premises in Armagh St are now recently demolished. I decided to do a file on the old firm which is neatly complete. It contains details and adverts of the cars they sold, known staff over the years and my own memories etc. Nearly 350 items to date. It has been interesting to delve into paper Past. Armagh St was going by 1920 and the adverts show that they had second premises in Cambridge Tce. for second hand cars and probably the service garage. I suspect this was pulled down when the new garage

FROM THE IN-BOX - continued

was built-circa 1965--66. Dunedin is another matter, but I had a lucky find yesterday, as to when business commenced there (attached). I need to check staff names with Eric Lysaght cos he started in the store in 1958. In his early days they would fly him to Chch as many as 3 times a week to bring new cars to Dunedin. This will all be copied to a CD and I can mail you one if there is any interest. Wish now that I had started this project when our Manager Les MacKay was still alive. He started before the war. Keep up the good work Colin. Best wishes from John Gertson

To: <nbilling@ihug.co.nz>

Sent: Wednesday, August 02, 2017 10:18 AM

Subject: Wolsely 6/80

Hi Noeline, you may be able to help me. Years ago, 1969 about, I had a classic Wolsely 6/80. It was black with leather seats and woodgrain dash and trims. I cannot remember the plate number but I have been trying to find out where it might be. I would love to buy it back. Failing that, do you know of anyone that may have a 54 6/80 for sale?

Thanks,

Graeme Cramond. (email poppacramond@gmail.com)

Dismantling a Wolseley 6/90

Recently the Lower North Island branch was approached to see if they were interested in removing the power-train from a Wolseley 6/90. All the parts that came off were free to the club for doing the job. The gentleman had acquired his father's 6/90 but wanted to repower it so that it would be suitable for every-day use.

A team was assembled who were interested in assisting in the removal of the parts, and a time was organised. I travelled from Dannevirke to Winton Cleal's house in Waikanae, with tools, equipment and trailer, on a Thursday morning. We had lunch there and then headed for Tawa (with trailer) as Winton had been given a 14/56 engine short- block for the club which needed picking up. We arrived there, backed the trailer up to the block and duly manoeuvred it onto the trailer. Whilst there, we also had a look at a Buckler race car and the owner's SS Jaguar before returning to Winton's place.

The next morning we set off to Plimmerton where the 6/90 was stored in a lock up. Ray Whitcombe, Dan Thompson, Winton Cleal and myself attacked the car on Friday. First jacking the car up so we could easily get underneath, as the first task was to remove the engine and gearbox. Winton and I worked under the car dismantling and removing the drive shaft, gear linkages, gearbox mounts and sundry other bits. Dan and Ray worked on top dismantling the radiator, exhaust, engine mounts etc. An engine lifter was provided so it was wheeled in and the engine quietly lifted and moved forward. It was discovered we could not get enough angle on the engine to clear over the front where the grill was. After trying several ideas Ray suggested we take off the surround that the grill was attached to. After looking at the mountings it was found it would come off and gave us the clearance we were looking for. So engine was out and put on my trailer. We called it a day as we did not want to get stuck in the rush hour traffic.

Saturday morning we arrived to find no-one had a key to get in the main gate. We retired to the café to have a coffee while Hugh MacKenzie made some phone calls and managed to contact the owner of the 6/90, who had keys. After coffee we proceeded back to the compound only to find someone else had already opened the main gate. So Lance Fitness,

Dan Thompson, Hugh MacKenzie, Winton, the owner and myself started on removing the remaining parts that needed to come off.

The rear axle complete with springs was removed, along with the front suspension complete with torsion bars, steering box and steering gear. As it was coming off, most of



it was going on my trailer and I was getting concerned at the weight that was on it. Hugh volunteered to take some of the bits to lighten my load. By lunchtime most of the items had been removed, so myself and Lance decided to head home. By 3.30pm Lance and I were back in Ashhurst at Lance's place, where I left the trailer and headed home over the Saddle road now that the Manawatu



Gorge is out of service.
On Tuesday I returned and picked the trailer up and proceeded to the parts shed.
Steve Finch assisted me to unload the trailer and label all the parts before putting them away.
Something on the 14/56 block caught my eye and made me question wither it was a 14/56.
I copied the numbers on the brass disc and it appears as though it is an 18/85 SIII post-war block.
Incidentally, the owner of the

6/90 is to fit a V8 engine and a Jag rear end as well as Jag front suspension. Apart from different wheels it will look stock from the outside. Ivan McCutcheon



Australian Wolseley Car Club 20th National Rally, Bendigo, 2017 Report by Colin Hey – Part 2.

On the Tuesday evening (of Day 2) we had dinner at the local RSL - a great venue and great food – and we were officially welcomed to Bendigo by the Deputy Mayor, who certainly was proud of his city, and was certainly pleased we had made it our home for the week.

The next day (Tuesday) dawned frosty, and there was actually ice on the roof of the cars! The sky was clear though, and it was looking like it would be a warm and sunny day, so



Cars on display in the main street of Bendigo

likely to be the opportunity for some more open-air motoring. On today's agenda was a big display in the shopping mall in the town CBD, so everyone was busy cleaning the cars down to make them look their best. At the muster point, Graham once again gave us clear instructions on where to go and how to park, and our rally handbook gave

a variety of places to go and things to see until around 2.00pm, when the display would be over. Matthew and I first found a good café to enjoy a relaxed brunch, and then (as most others also did), we took an excursion on the vintage tram which runs for a few kilometres along the main street of Bendigo. This took us to the tramway museum, where we were given a guided tour of the workshop. The current project was a full re-build and update of a vintage Melbourne central-city tram, which was soon to return to the city to be used on the central-city loop – a free tram used extensively by tourists in the CBD. There had already been many done, and others were soon to follow, and this was proving a lucrative way to keep the museum and the Bendigo tramway running, although ,many, many volunteers were used to run the society and the tramway system. At the other end of the line was the gold mine, still operating, although the only gold it mines nowadays is from the pockets of tourists. Although not operating while we were there, it is possible to get kitted up and descend hundreds of metres into the earth and experience first-hand a bit of what it was like for those who mined tonnes of gold from the ground there – a commodity which put Bendigo on the map.

At 2pm we returned to the cars, and then drove north for about 10 minutes to visit the famous Bendigo pottery. It used to be a major manufacturer of clay-based goods including pipes, building materials and homeware; but nowadays the premises produces only kitchenware, with the balance of space taken up by art and craft manufacturers, and one of the largest antique stores I've ever come across. It was excellent having a look around this place, and I made it my mission to try and find a rear light for the Wolseley Siddeley –

either an early acetylene or kerosene one. I found something very close, but it was more suited to a bicycle than a vehicle, so I left it there. If I had of been looking for some front lights though – there was a pair there that would have been perfect.

After an hour or so looking around, we stopped off in the café there, and then at about 4pm we headed back to the motel on the other side of town to get ready for the dinner that night, which was actually back at the pottery. Another great meal, this time with a guest speaker who was an expert on Bendigo history and the Bendigo pottery. His talk was extremely informative, and he could have easily kept going all night, but by 9.30pm most were keen on heading back to their accommodation, so time was called and the do concluded. Another good day done!

Wednesday dawned a bit overcast, but the enthusiastic bunch were still as keen as ever and all arrived at the assembly point on time, ready for another day of Wolseley action. The agenda for the day looked very promising, with a run or about half an hour to a town called Maldon, where a steam train would be waiting to take us on a cross-country run to Castlemain. We were dispatched on time for the run to Maldon, with one of the local members sent ahead to direct us off the Calder Highway and onto the local road that would take us directly there. It was good once again to be in a convoy of Wolseleys, especially driving down the back-roads with little other traffic driving at an easy pace, taking in the scenery as we went.

We soon arrived at the Maldon railway station, and the cars were parked around it making it look like a scene from the 1960s. A selection of cars were invited to drive down next to

the tracks to provide a photo opportunity, but room there was very limited, and we actually had a problem parking them in a 'photogenic' location between railway tracks, and then getting out again when we returned later in the day.



A few of the cars lined up at the Maldon railway station

Tickets were given out – half of us could travel first-class on the way to Castlemaine in one of two premium carriages, and then second-class on the way back, or vice-versa. Matthew and I got the luxury travel on the first trip – full café service and comfy chairs to sit in. The trip took about 45 minutes, including a stop at a 'station' in the middle of some farmland at a place called Muckleford. Although it sounded like something out of a Harry Potter novel, there was nothing there except a small shelter and a long-drop! We did pick up some school children there on the way though (they were obviously out on some sort of cycling outing – then again, perhaps they'd just returned from Hogwarts?), so the platform and stop obviously still perform a useful task. Soon we were steaming into Castlemaine,

where we got off the train for a huge morning tea of savouries and cake provided by the Castlemaine golf club members. Very nice it was too, and I think some of the locals even cottoned-on to what was going on, and joined in.

Back on the train for the return journey, we arrived back in Maldon about 12.30, collected the cars from the station, and then headed into the township to the Kangaroo Hotel for lunch. Most of the Maldon buildings seemed to date from the late 1800's, and the Hotel was no exception, with a grand façade of local stone and timberwork. Inside it was just as quaint, and once again the hospitality exceeded all expectations with a huge two-course meal that left no-one hungry. It was a lovely pub for us all to be seated indoors, and



Inside XXXX Antiques showroom

everyone enjoyed not only the food, but the setting as well. After lunch Matthew and I took a stroll down the length and back of the main street, calling in on a few of the more interesting shops. Many other rallyists were doing the same. Getting back to the hotel, we decided to head back to Castlemaine, where I had seen (out of the train window) a huge-looking antiques store with dozens of old garage petrol pumps outside.

Called "XXXX Antiques" (presumably after the popular beer brand), we easily found it, and spent an hour or so looking through a huge showroom filled with old garage and motoring-related signs, petrol pumps, oil dispensers, badges, toys, lights — you name it, it was there! Much of it immaculately restored, it was as much a museum as it was an antiques store. Although the prices were somewhat eye-watering (some of the more unusual petrol pumps were around the \$20,000 mark), it was well worth a look. Matthew even spotted a Series 3 'flying W' bumper badge in a cabinet, which came home with us. I chatted to the owner, and he told me he has 'pickers' all around the world scouring swap meets and garage sales looking out for items to place into stock, and he certainly knew what prices people were prepared to pay for authentic items. Outside and in other buildings were all sorts of other antique items — a great place to visit.

We then motored back to Bendigo, caught up with John and Sandra again, and then headed out to the Foundry Hotel (same one as the Sunday night) for dinner. There we were given a \$30 voucher to spend on whatever food and drink we wanted. Another great meal, and another good day behind us.

Thursday was to be the last full 'rally' day, and promised to be as good as the others. Meeting once again at the muster point, we were dispatched to the Bendigo Veteran, Vintage and Classic Club clubrooms only a few minutes' drive away. On arrival, we were

parked around the clubrooms, and then officially welcomed to the venue by Club Captain Richard Paynting, and shown around the clubrooms. Very impressive they were too, with a well-appointed kitchen and members area, a library, and large workshop facilities fitted out with a hoist and a great selection of machinery for members to use in their restoration work.

As per yesterday, we were then split into two groups, and taken on a 'garage raid' to two of their members collections. The first property we went to belonged to Ted Rahill, who had several restored and partly-restored veteran and vintage cars in his workshop shed, and then another large shed behind that containing around 20 unrestored cars in as-found condition, and a huge amount of parts for those and other cars stacked in them and on shelves around them. Many looked like they had been found somewhere in the Australian outback, and just put away to keep them dry and safe. Ted was never going to be able to restore most of them, but his determination to save them for a future restorer had to be

admired.

After 45-odd minutes at Ted's place, we headed to another property about 10 minutes away, belonging to Ron Poyser, a well-known semi-retired car franchise owner. His collection, although not extensive, was certainly worthy of our visit. It included a 1970's Mercedes 350 SL convertible, two immaculate and original Holden Utes (an FX and HZ), a veteran Talbot Roadster and a veteran International Buggy (both in immaculate condition), and a



1905(ish) Cadillac which he was about 70% of the way through re-restoring. The latter has had a lot of new parts made for it, and will be a real show-piece once assembled and back on the road again. However, one of the cars he was very proud of was a Holden HZ Premier, which had been offered back to his dealership about 20 years after it was bought brand-new there by an older gentleman, with only delivery miles on the speedo. Apparently the man had always wanted a brand-new car, and once he bought it, he wanted to keep it that way. He took it home, put it in the garage, kept it cleaned and polished, but it never turned a wheel again. Ron now has it in his collection as a time-warp car, still in as-delivered condition, and vows it will be kept in the same way from now on. After thanking Ron, we moved on again, this time to head back to the VV&CC clubrooms, where once again we were hosted with a beaut BBQ lunch, complete with veges and salads, and topped off with dessert. Very spoiled indeed!

After lunch, Matthew and I had a very close look at John Haigh's veteran 1913 16/20, which he had bought along to display. Very much a big-brother to our 1912 12/16, it shares many design similarities and was very interesting to look at in detail. The engine, although bigger than the 12/16, is virtually a double-up of our 2-cylinder 1909 Wolseley Siddeley's engine, using the same block casting, with two blocks side-by-side on a longer crankcase. The clutch and transmission looked very similar to our 1922 15HP Wolseley,

so obviously good design was carried on through the range over the years as needed. John has owned the car for many years, and although it is tidy and runs well, he's hoping to 'freshen' it sometime soon to ensure it stays looking good and running well into the future. I recall John mentioning that he also has a Wolseley Messenger in his collection. It was really good to meet him and have a chat to him.



Morris 1800 factory rally car at British Sporting Cars

The rest of the afternoon was taken up with a visit to the home of British Sporting Cars, where founder and owner Simon Young gave us a tour of his workshop and the cars there – both those of his clients and couple of his own. He is a specialist restorer and repairer of anything BMC, from small to large Healeys, Morris Minors, and all of the FWD models including (and especially) Minis. He even owns an ex-BMC works London to Sydney Marathon 1800, and still actively campaigns it in historic rally events. Simon was generous with his time, and it's

obvious he's well connected with modifications and even new technology now available to keep our cars in use and even racing competitively. He also showed a genuine interest in some of the cars that had turned up from the rally, and was keen to find out what various owners knew about the history of their cars and what work had been done on them. All up a very fitting final excursion for the National Rally.

That evening, we had our final dinner together, this time at the Bendigo Harness Racing Club, so after returning to the motel for a change and freshen-up, we headed off there for what turned out to be a different and interesting night. Arriving at 5.30pm, we were given tables with a view out over the whole of the racecourse, with everyone also receiving a copy of the race book to check out the form of the runners that night. Two of the group were given special treatment - Anthony van Emmerik scored a ride in a double sulky, and Kay Martin was in the starter's pace-truck and officially started one of the races. Both thought it was great, although Anthony wasn't impressed when the horse relieved its bowels right in front of where he was sitting! Midway through the meeting the rain bucketed down, which was the first major rain we'd had all week – in a way it signalled that our time in Bendigo was ending, and it was time to start thinking about going home. We slept well that night, and in the morning we were up early to pack the car, and head off for the farewell breakfast at the RSA. One or two, who had a couple of days drive to get back home, left very early. Everyone else either had plenty of time to get home, or, like us, only had a two-hour trip back to Melbourne. The final farewell speeches were given by Graham Keys and John Mallia, a few mementos were given out, and all of the right people were thanked and appreciated by those present. There were no winners trophies or prizes, apart from Peoples' Choice awards from the public display day. This rally was all about socialising, having fun, and enjoying using and driving Wolseleys, which is exactly what happened over the course of the week.

By 10.00am everyone was leaving, so we went back to the Welcome Stranger Motel one last time to collect our bags and the two 25HP's, and then headed for the Calder Highway and toured back to John and Sandra's place in Sunbury – them in the Series II 25HP, me in the Drophead Coupe, Matthew in the VW Golf, and Allan Francis in the 6/110. We had a great run home – a bit showery, but the cars hummed along the motorway easily and it was a pretty cruisy way to end a great week.

Once back at John's, the cars were unpacked and sadly put away in the shed – playtime was now over. Matthew and I enjoyed a few more hours at John and Sandra's, generally talking about the Rally and Wolseleys (as you do), before John took us back to the airport. Allan was to follow us about 3 days later, staying on to take in a bit more Melbourne time before heading home. Our plane left pretty much on time for Christchurch. We arrived home at about 12.30am, to a freezing cold southerly and rain, but it didn't really matter. We've lots of good memories of the fun things we'd done, the cars we'd driven and the places we'd been, but above all else, of friendships new and old made and renewed over the course of the week.

And now, my attention is starting to turn to our own National Rally next March in Marlborough. The aim will be to make it enjoyable for everyone who comes, and where possible we'll be using the excellent resources and ideas Graham Keys and his team put together for Bendigo, so that hopefully ours will be just as successful. I'm looking forward to it already!

Buy and Sell

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.

For Sale – Wolseley 6/110 Mk1 Manual. In really good condition, with some spares. Car is currently in Akaroa. Last owner since 1984. Price negotiable. Contact Russell Poppe, Ph 03 304 7172, or Kevin Poppe on 06 327 7578.

For Sale: 1958 Wolseley 15/50, Excellent mechanical condition Rust Free, Interior needs a little T.L.C. In regular use Reluctant Sale, Too many cars. \$5250 Phone 06-329-4009, Steve Finch

1961 6/99 auto for sale - is in Dannevirke . Has been parked up since 2001. Registration on hold. Rear window is not there. Has some rust in LH sill and door. Not sure of motor condition . Upholstery in good condition. Price \$2500, contact Ivan McCutcheon, Phone 06 3746326 Email windrode@clear.net.nz . More photos on our club web site.

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.





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