

# OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

### **JULY - AUGUST 2019**



The Christchurch Branch Committee Meeting, in the sun at Idlewood, July 2019

#### **OUR CLUB OBJECTIVES:**

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



Club website: www.wolseleycarclubnz.co.nz

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#### **National Spare Parts Enquiries:**

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Email: wolseley.spares.nz@gmail.com

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### EDITOR'S STUFF

The last month has been "The Month of The Heads". For those who remember my item a couple of issues ago, the original Derrington cross-flow alloy head on our Wolseley 1500 race car developed a bad crack inside the centre exhaust port, and that combined with the fact that the combustion ratio was far too high due to it having been skimmed so often in the past, effectively meant it was now only fit for scrap. This started my attempts to source a brand-new cross-flow alloy head from the United States, where a firm called Classic Car Performance were advertising them on line. Effectively they are a copy of the Derrington head, but lack the HRG



branding. They are also listed by UK and US branches of Moss Motors, the very well know suppliers of restoration parts and spares for British sports cars. Classic Performance were listing them as available, whereas Moss were listing them as back-order items, which I took to mean that they were only made to order, and then only when there were enough orders to make another run. Classic Car Performance were also a bit cheaper. So I duly sent my order off, complete with a Visa number. Yes, a bit expensive, but I wanted to be able to continue to run the Weber carburettors and keep the car in its original as-built racing specification. A couple of days later I received an email saying they were awaiting another batch of 15 heads, and that I was 4<sup>th</sup> in the order list, and that they would email me mid-July to update a delivery date. This would in theory mean it should arrive around the beginning of August, in time to get it fitted and get the car running again for the season's opening meeting on 31<sup>st</sup> August at Levels raceway, near Timaru. Good enough I thought.

Well, come the end of July and I still hadn't heard back, so I emailed them to check on progress. A reply soon arrived saying the foundry they use is really busy, and they won't now be available until September, so I decided to dig out a cast-iron 1800 head from the back of the shed with a view to using that with one of the Weber carbs in the meantime, until the alloy version does finally arrive (hopefully). This would mean I'd have to spend some time cleaning up and modifying the combustion chambers and ports (I have an excellent small book by BMC tuning guru Clive Trickey explaining how to do this) and also it would mean buying an inlet manifold to suit. But at least it will get the car running again, and I can have a bit of fun towards the back of the field and perhaps improve my driving a bit in the meantime.

I got busy and stripped and cleaned the cast-iron head, but this revealed an old repair in one of the combustion chambers that looked a bit suspect. I also started to wonder if it may indeed be possible to have the Derrington head repaired, so I stripped that too, and cleaned it properly as well. I called my brother Robert (a tradesman automotive machinist) and asked him if he could take a look at both heads for me and give me a verdict, which he's now done. He reckons there is perhaps a chance that the Derrington head is saveable, but getting the crack welded will mean cutting a hole I the back of the head, welding the crack

#### EDITOR'S STUFF - continued

up, and then patching the hole back up again. He's getting his alloy welding expert to assess it as I write. Even if this can be done, I'll have to machine up a packing plate to fit between the block and the head to get the compression ratio down to something reasonable again. This will mean using two head gaskets (one on either side of the plate), and it may

not work anyway. It will also take some time to get a packing plate cut out and then machined to exactly match the block.

The cast-iron head though was scrap material. Half a day of dismantling and cleaning wasted. Now it just so happened I had another, but it was still on an old 18/85 engine and gearbox that came out of an automatic 18/85 that I wrecked about two years ago to provide parts for the 18/85 replica rally car project I have down the back of the shed. I took the head off that,



Derrington head, ready to be pulled apart

and it's now sitting on the workbench waiting to be stripped. The good news is that someone has already done a really good port and polish job on it, but the bad news is that it looks as though it too may have a small crack in one of the combustion chambers. Nothing for it now but to strip it and have it crack-tested, so I'll let you know the outcome in the next newsletter.

During the month I also took an enquiry from a Wolseley 6/110 owner in Queensland who wanted a replacement cylinder head for his car, and had not been able to find one (he claimed) in Australia. At the last working bee at Idlewood, I pulled a good-looking one out of the rack, and I'd taken it home and stripped it completely and cleaned it too (I'm getting good at this now), so that it could be crack-tested before we even thought about sending it to Australia. It came back with a great report, however a quote of \$850 to get a 45kg lump of cast-iron freighted to the Lucky Country soon ruled out the prospect of sending it. I then emailed Graham Keys in the Victorian club to see if they could help, and yes, they could, so all was not lost.

Now with all of this going on, I've got valves, springs studs, nuts and bolts and rocker gear strewn across my workbench, alongside carburettors and a manifold or two. Hopefully I can make sense of it all and start to put a few things back together again.

It's likely I'll also carry on and get the 6/110 head reconditioned and we'll put it into spares stock so that it's there when someone needs it. We could of in fact done with it a couple of months ago when new member John Gault had to get one reconditioned for his 6/110, after the original one ended up cracked beyond repair.

#### EDITOR'S STUFF - continued

However, it's not all bad news from the shed, as the Hornet (Mini) is now back on the road after fitting new rear brake cylinders and shoes and refreshing the master cylinder. I also replaced the bearings in one of the rear hubs, and the rear brake return springs too, as I found one of them had at some stage been rubbing on the rear hub and was about 1/3 worn through. Swift Automotive sold me a brand-new replacement set for \$18.00. I also splashed out and bought an automatic brake-bleeding kit, as my no.1 brake-bleeding assistant has now left home and isn't always around when I need him. It has a 1-litre reservoir that clamps onto the master-cylinder to keep it topped up automatically, and a receiving unit which hooks up with a compressor to create a vacuum using a stream of compressed air. It's simply a matter of connecting a tube between the receiving unit and the loosened bleed nipple, pressing a lever down, and watching the fluid being drawn

through the system. It only takes about 30 seconds a wheel, it virtually eliminates any

chance of spillage, and it worked brilliantly (on the Hornet anyway). Matthew and I had our Hornets out for the Moon Landing 50<sup>th</sup> Anniversary run, and we also took them both to a special display of Minis at the **Kustom Car Club** breakfast last weekend, to celebrate 60 years of Mini. They are great little fun cars to be out and about in.



Hornets ready for the Moon Landing commemoration run.

Another highlight for the month (although it felt like the exact opposite of it at the time) was being dropped off at the airport early one morning by Jenny to catch a flight to Wellington for 2 days of meetings. I'd just got out of the car and started to walk away from the drop-off area, and Jenny drove off with my wallet and cell phone sitting on the floor of the car where I'd put them. To say I felt distressed, alone and helpless was an understatement, and I instantly realised how completely dependent I was on a small plastic box containing silicon microchips and a plasma screen which magically has all of my air tickets, bookings, meeting locations, agendas and information in it, not to mention Jenny's cell phone number (which I couldn't remember). Once I'd calmed down a bit I did manage to get it sorted, but I damn near got a taxi home to spend a day of solitude in my shed to recover. It's a funny story now, but it wasn't at the time!

Have a good month. Colin

### CHAIRMAN'S REPORT

#### Hi Members,

I see that branch AGM's have been going well with good attendances. It is interesting how we all come together and support this club or any other club. I have said this before in a report but it is worth while saying it again. At first we have our cars in this case Wolseley's and because of that we join the Wolseley Club. Initially this could be because of the availability of spare parts or the interest in other Wolseley cars or to go on runs and rallies and or to meet other like minded people etc. What in the end



keeps us involved in the club I think are the people and the environment that is created. This environment is enhanced and continued by the enthusiasm of many of those people who take on a duty or office and enhance it to another level. The fact that we have members from all walks of life and experiences adds colour and strength to the club. Any outings I have been on whether it be shows, rallies, day trips, get-togethers etc etc it's the people that it's all about. I wish all of you who have accepted a duty or office an exciting year and that you get great satisfaction from your efforts.

#### Web Site.

Many of you may have noticed that the web site is down at present. This is an unfortunate situation that will be resolved as soon as possible. The Web Site is an important asset to the Wolseley Club and it's members and needs to showcase what the club is all about and promote it's assets and values to prospective members and or any other interested parties. Getting a Web Site up and running is a high priority. Further updates will be announced as we progress. Please feel free to drop me a line if you wish to discuss anything about this.

Regards to you all,

Gordon Duthie

#### 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.

### SECTRETARY'S REPORT

Hi Fellow Wolseleyites,

This month the North Island Branch held a committee meeting at the Ashurst Inn. I confirmed that the branch has 71 members that are spread from Wellington to Whangarei and Taranaki to the Bay of Plenty. So covering our large area is a challenge. After the meeting we went to the part shed and had a busy working bee. We finished off removing all the good parts from a rusty 6/110, then moved it out of the shed for the scrappy to pick up. Then we had a general tidy up and a sorted out of the second hand engines. Swept out the shed and made room to be able to work in. This was well overdue and it was great to have achieved as much we did.



The preparation for "Wellington to Wairarapa Wander" the 2020 National Rally is going well the registration coming in.

If you have not paid your Subscriptions NOW is time to do it.

Happy Wolseleying

Michael Kruse



Hard at it in the parts shed - from left Lance Fitness, Winton Cleal and Rod Baxter

# **AGM NOTICES**

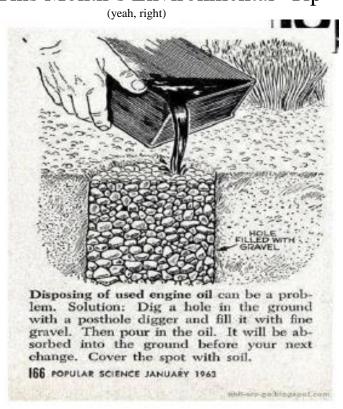
The **North Island Branch AGM** is to be held at the Woolshed Café, State Highway One, Sanson, on 17<sup>th</sup> August 2019. It will begin at 10.30am with Morning Tea (Provided) and a welcome, 11am Meeting. Lunch will be at 12.30pm (at own expense). Please advise attendance for catering purposes. See Branch news for more information.

The 2019 **National AGM** of the Wolseley Car Club NZ Inc will take place in Christchurch on Saturday 12<sup>th</sup> October, the same weekend as the Canterbury Swap Meet. The meeting time will be held at the Papanui RSA, corner of Harewood Road and Papanui Road. The meeting will be preceded with a meal – times yet to be finalised and will be advised closer to the time, but anyone thinking of attending and needing accommodation is advised to book it now.

#### Deadline for next Wolseley Word:

# Friday 26th July 2018

## This Month's Environmental 'Tip'



Dad is from the old school, where you keep your money under the mattress- only he kept his in his underwear drawer. One day I bought him an unusual personal safe- a can of spray paint with a false bottom so he could keep his money in his workshop. Later I asked Mum if he was using it.

"Oh yes," she replied, "he put his money in it the same day."

"No burglar would think to look on the work shelf!" I gloated.

"They won't have to," my mum replied. "He keeps the spray can in his underwear drawer."

> MY WIFE JUST STOPPED AND SAID, "YOU WEREN'T EVEN LISTENING WERE YOU?"

I THOUGHT...
"THAT'S PRETTY WEIRD WAY
TO START A CONVERSATION."

# BRANCH NEWS and EVENTS

# **North Island Region**

Hello everybody hope you are all keeping warm and dry from this nasty winter weather. I am sitting here on a cold Sunday afternoon planning a run to New Plymouth for the NI Wolseley Car club. This weekend will be held on the 8<sup>th</sup> – 10<sup>th</sup> November, I have planned in several gardens for the run and of course the famous Christmas Shop. I can't organise the weather so let's hope for lovely sunshine for the weekend. MY suggestion for accommodation will be the Auto Lodge Motor Inn phone 0800800896 or email reservations@autolodge.co.nz. Of note they have a four-bedroom Villa, so if a group would like to stay together this could be an option. The Saturday night meal is likely to be had at the Julianna restaurant on site at the Auto Lodge. Please consider a weekend in beautiful New Plymouth and enjoy some of the gardens. Put the dates in your diary now. Further details in next newsletter.

Don't for the AGM coming up on the 17<sup>th</sup> August at the Woolshed Café Sanson. Morning tea is provided lunch at your own expense. 10.30am for an 11am start. Please advise attendance for catering purposes.

Have nice month Raewynn.



Pictures are of beautiful Tupare one of the gardens we will be visiting.





### BRANCH NEWS and EVENTS - North Island Region, continued

#### **North Island Branch Events:**

#### Notice of the North Island Wolseley Car Club AGM

To be held at the Woolshed Café, State Highway One, Sanson 17<sup>th</sup> August 10.30am Morning Tea (Provided) and welcome, 11am Meeting 12.30pm Lunch (at own expense)

Please advise attendance for catering purposes

#### **AGENDA**

- 1. Present:
- 2. Apologies:
- 3. Welcome: Hugh Mackenzie
- 4. Minutes of last AGM: As tabled
- 5. Matters Arising:
- 6. Reports:
  - President Hugh
  - Financial Michael
  - Correspondence- Raewynn
  - Club Captain Ray and Loris
  - Parts Steve/Lance/Ivan
  - Rally 2020 Winton, Ruth

#### 7. Election of Officers

- President
- Vice President
- Secretary
- Treasurer
- Club Captain
- Parts
- Scribes Wolseley Word
- Federation of Motoring
- National AGM Rep



General Business – Please advise of any agenda items to be discussed at the AGM.

#### Getting Older

First you forget names, then you forget faces. Then you forget to pull up your zipper, it's worse when you forget to pull it down.

# **Another Special North Island Branch Event:**

Hello Members.......We are planning a day trip to the Awakeri Rail Adventures, on the 5th October 10.00am, This trip covers 18 km of the old rail line, at Awakeri, it travels along thru rural country and native bush, in self driven carriages, this trip is rated as 5 star, it finishes up with a sausage sizzle. Cost is \$70.00 each, a discounted group price, we would like to get an idea who would be interested so we can book ahead, and secure our carriages. You can google search their website for more info, and to view video.

The Sutcliffes have very kindly offered us their home to eat our picnic lunch and refreshments. For those who would like, we can then go on for a hot swim at the Kawerau Hot Pools, before heading home. No charge for pools.

Please contact if you are planning to attend this outing. Really Looking forward to catching up with everyone, the winter months are certainly going very quickly.

Stephen Belcher 021 1690162 07 5763773

# **Christchurch Branch News:**

Our July working bee was another very busy one, with lots of members turning up to help and to have a yarn. A couple of front suspension assemblies that came to us the previous month were broken down into individual parts, and the garage area was cleared out to make it ready for the AGM which would be held a couple of weeks later. It was followed by a very good committee meeting, the weather being so good that we were able to have it sitting outside in the sun, with most people staying on to contribute to the meeting. There's a photo of some of us on the front cover.

The July run was to the special event which Trevor Stanley and his family organised to commemorate the 50<sup>th</sup> Anniversary of the 1969 moon landing. It promised to be a great day out – meeting at the Woodlands Café at Leithfield where we could have lunch, then a run of about an hour which finished at the recently renovated Balcairn Hall, not too far away from our starting point. Trevor was expecting a very large turnout, and had 300 route sheets printed just to make sure there were enough. Unfortunately, the weather conspired against him, and it was a cold, wet and miserable day, and only 28 cars in total turned up in time for the start! Five of them were from our club – Matthew and I in our 1969 Hornets

(note the year), Simon Verkerk in his Subaru, Stuart and Judith Penny in their 16/60, and Ian Sprosen in his 6/90.



Houston – the Eagles have landed.....

We were encouraged to take along toys or mementos from 1969 and display them on a table. I took along a Wolseley Hornet sales brochure and a matching 1:43 model – I still can't get my head around the fact that our Hornets had rolled out of the showroom in the same year as the moon landing! Other people

bought old toys, signs, radios and records, kitchen appliances – all very interesting. The run started right on time at 1.00pm, and took us to Sefton, then north towards Ashley forest, then into Rangiora via the Ashley bridge. We skirted around the west side of the town, and then did a drive-through around the huge Charles Upham retirement village,

much to the delight of the residents there. We then retraced our path back to Ashley and Sefton, eventually finishing at the Balcairn hall around 2.00pm. Here Trevor had organised the very enthusiastic Balcairn Hall Society to be on hand, and we were treated to afternoon tea, and then entertained by a band of 5 great senior dudes



Five senior dudes jamming it up

jamming it up and thoroughly enjoying themselves for our pleasure. We were encouraged to sing along with them where we could, and it really turned out to be a great bit of entertainment for an hour and a half or so. There was even a break half way through for another cuppa, when a recording of the moment Neil Armstrong stepped onto the moon was played. A final cuppa at the end of the concert, followed by a chance to say thanks to our hosts and the band, and then the day was over. What a great afternoon out on a wet and showery day! I was certainly glad we went along, although I did feel for Trevor as the run probably struggled to break even. Trevor was talking about maybe repeating the run someday, and if he does, everyone should make a special effort to take part. The branch AGM has now come and gone, and I'd have to say it was one of the best

The branch AGM has now come and gone, and I'd have to say it was one of the best AGM's we've ever had, both in terms of a chance to socialise with members over a light

lunch, and in terms of getting the necessary AGM business done. And to cap it off, after the meeting we added another 6/110 parts car to our spares inventory and had an



The AGM began with lunch



25-Year awards – from left Ian Sprosen, Anthony Dacre, Tony Shanks, Allan Francis, Merv Wayne, Colin Hey



Most Ehusiastic Member award went to Eddie & Nancy Bishop

impromptu mini working bee to put it away in the graveyard behind our spares containers. Nick Stevenson had made a special trip to Geraldine the day before to pick it up and bring it back on a trailer. He had purchased it from a Facebook advert the week before – a great effort! The meeting was held in our garage area at Idlewood, where we organised a simple lunch of soups, breads and savouries. Two big pots of pumpkin soup and vegetable soup were dispensed into cups with plenty for everyone, and Jenny Hey arrived with a few dozen hot savouries in insulated bags straight from the oven at home – all well received.

At 1pm almost to the dot the meeting got underway. First remembering two of our members who have passed away during the year, Rex Wellsford (who unfortunately passed away only this last month) and Bruce Parker. Then onto the usual business of apologies, minutes of the last meeting, and reports from our office bearers.

The financial report was

then covered – all was well there, with the year finishing off pretty much with the same balance we'd started with 12 months ago.

Then the Spares report. It was here that Ray gave his final report as our outgoing spares coordinator, the books showing a slight profit, and a healthy turnover of around \$15,900 worth of spares. We presented Ray with a framed certificate marking his time in the role from 2005 to 2019, with a picture in the background of Idlewood as it is now, and the former spares shed at 399 New Brighton Road in utter chaos as we found it after the earthquakes, a few years into Ray's tenure in the position. Both photos showed just how far we'd come in that time, with Ray playing a key role in the setting up of the new spares facilities. We also presented Wendy with a bouquet of flowers, as she has been a huge help in the whole scheme of things.

We then presented 25-year certificates to several members (see photo above), many of whom have been members for well over the 25-year period. Anthony Dacre and myself were inaugural members who attended the very first meeting in 1976, with the others joining not long afterwards. Hard to believe so many years have gone past! I was only 18 then, and my only 'significant other' was our white Mk1 1500. Next year we'll present some 40-year certificates I think!

We then presented the annual trophies. The Most Improved Car trophy went to Pat Boyle, who has just invested a few thousand dollars in his 16/60. Much of this work is unseen from the outside, but it will ensure the car will last another 50 years with regular maintenance.

The Most Enthusiastic Member trophy went to Eddy and Nancy Bishop, our wonderful Idlewood caretakers and property managers who attend nearly every run, and are always on hand to ensure Idlewood welcomes us all and that we never leave without at least a cup of tea and a friendly chat.

The Higgins Trophy for special endeavour was this year presented to Anthony Dacre, who despite serious health issues and a serious shoulder injury during the year, and not to mention his age, still comes to nearly every outing, and still regularly maintains, runs and drives his varied collection of classics (sometimes not without significant pain). He's definitely one not to give up his life-long interests, and is an example to us all of why we shouldn't give up the good things we enjoy doing.

We then had the election (or was it the appointment) of the branch committee. It's stayed pretty much as it was, except as described above Nick Stevenson has taken over the role of Spares Coordinator from Ray, and Danny O'Malley has taken over the job of Librarian and Regalia Officer from Allan Francis. Also, we welcome John Gault onto the committee for the first time.

We then got onto General Business. First up was the consideration of two remits, both of which were modified from that as originally presented. These will now be put forward to the National AGM for consideration by the whole of the membership – they will also be published in the next issue of the Wolseley Word with any remits which may come from other AGMs, together with a summary of the reasons why they have been proposed for rule amendments. Both of our remits prompted some really constructive discussion, and in their final form were passed with full approval.

Derek and Lee Brehaut had come all the way from Oamaru for the meeting, and Lee gave us an update on the Club website which she has offered to look after going forward. This is a work in progress at the moment.

Other items discussed were our forward calendar of events, and a relatively unknown local identity (who is not a club member) who is quitting some Wolseley parts. All up, a very productive meeting, finished off with tea, coffee and biscuits afterwards. Thanks everyone who came along – your contribution (even if it was just being there and staying quiet) was really appreciated.

I must also mention that Harry and Gay Sutcliffe from Kawerau turned up on the day to say hello. They happened to be in Christchurch for a few days visiting family and took the opportunity to come out to Idlewood and join us for lunch and catch up with everyone. The last time they were at Idlewood was to get some emergency repairs done to their 6/99 so they could take it home – it didn't quite work out that way, but it did get there eventually. It was certainly good to see them again.

We've got two good events coming up this month, as detailed below, I hope as many of you as possible can come along – note that both of them will be held regardless of the weather, as it will have little or no effect on the day. And then it's time once again for the Amberley Rock'n'wheels – let's hope for a fine day this year for that one.

Regards

Colin





Unloading the 6/110 that Nick Stevenson (our new Spares Coordinator) delivered to Idlewood when we had the AGM there. And yes, it did take 6 able-bodied members to get it off the trailer – the rear brakes were partially seized on!

# **Christchurch Branch Coming Events:**

#### Saturday 10th August - Working Bee at Idlewood

Our usual working Bee at Idlewood. Everyone is welcome to come along to help with spares or maintenance, collect parts, or just socialise. From 9.30am at 771A Mcleans Island Road. Morning tea provided, BYO lunch if you want to stay on for the Committee meeting at 12.30 after lunch – all welcome.

#### Sunday 18th August - Run to Amberley

An easy run to Amberley, where we'll have a traditional pub lunch at the Railway Hotel (cost will be around \$25pp). If the weather is OK we're hoping to have a visit to a business in Waipara specialising in the supply of spares for classic cars in the early afternoon. Meet at the Belfast Hotel at 10.45am, or at the BP station at the Pegasus Roundabout (Woodend) at 11.15am where we'll pick up those there on the way through. If you intend to go, **please contact Simon Verkerk on 021 115 4789 no later than Saturday** evening 10th August so we can book numbers for lunch. We will also gather numbers at the working be on Saturday

### Sunday 25th August - Daffodil Rally, the Annual VCC Fundraiser for the

**Cancer Society**, which is an event open to any car considered interesting by its owner. Meet at Idlewood at 9.20am so we can arrive at the VCC grounds as a group and park together. Devonshire Teas and coffee is available to purchase in the VCC grounds. At 10am there is a series of optional runs to go on, all returning to the VCC grounds around 12.00pm where a BBQ lunch is being run by the Avonead Rotary group. Runs are optional – if you'd rather just chill out for the day, you can stay put in the VCC grounds (many do). All cars will be on display, with spot prizes and awards for various categories given out at the close of the event around 2.30pm. Entry fee is \$10 per car.

#### Sunday 1st September - Amberley Lions Rock'n'Wheels, Amberley Domain

The Annual Car Show that kicks off the spring and summer events. It has a small swap meet and market, and is always well attended by a good contingent of classic vehicles. For those who want to arrive as a group (and therefore park together) meet at the BP Pegasus (Woodend) at 9.30am, and we'll make our way from there. For those who wish to go later, we'll try and save some room, but it will be limited. BYO morning tea & lunch, or buy it there. Entry fee is \$10 per car – pay on the day or Pre Registrations & Inforocknwheelsmeet@yahoo.com.

#### 6th - 8th September - Idlewooder's Weekend Away in Dunedin

We'll leave from McDonalds Rolleston at 1.00pm Friday 6<sup>th</sup> (come earlier if you want lunch there) and travel to Dunedin, staying there Friday and Saturday nights. Visiting the Autospectacular Car Show on Saturday, and Olverston House or a similar attraction on Saturday afternoon. Dinner with Southern Region members on Saturday night, then on

#### Saturday 14th September - Working Bee at Idlewood

Our usual working Bee at Idlewood, same details as above for August.

# **Southern Region Branch Report News and Events:**

Greetings to all and hope you are all fit and well. As I write this report we are being warned on the weather report of a approaching polar blast from the South. What that means it has to come through us to get to you! Why do we have to always get it first? Doesn't seem fair! At least this year we didn't have to postpone our AGM due to weather conditions. Held again at Weavers Retreat (fantastic venue) on Sunday 21st July attended by 10 hardy souls it was nearly over before it begun...no seriously it did not take us long to work through the agenda. Your Chairman/delegate remains myself, Mary-Jane and Fergus remain secretary/treasurer (jointly) and committee remain as above and Gordon Duthie, Stuart Milne, George Strong & Colin Winter.

**Autospectacular 7th September**... we **HAVE** entered. Theme 'Mild to Wild'. Mmm...interesting to pull off with Wolseleys... but ideas are in place. Three cars are definites and Colin Winter has said his 1100 and/or 18/85 could be avalible. If you could or wish to display your machine contact myself or Fergus urgently. Space per club is 5 vehicles so first in..best dressed. Other club members from Christchurch are attending so Fergus will being sending out an e-mail to find out who would be interested in attending a meal out on either of the two planned i.e Friday or/and Saturday evenings. An invitation has also been extended by Gavin Turner to check out progress on his 1932 Hornet Special at 2p.m. on Saturday.

Some more outings are in the planning stages at the present time and include a trip to Tapanui and a joint trip to Oamaru to meet up with Canterbury members. Further details via e-mail/Wolseley Word as they are worked out.

On our own Wolseley front, the ex Simon Verkerk 16/60 has well and truly become a valued member of the family. Everybody wants to use it. Christina had her choice of several cars (61 Ford Thunderbird, 63 Ford Fairlane, or a 2018 Mack Superliner (TRUCK!!) to transport her to her school ball and what did I get asked?..."what's wrong with our own car?", so the 16/60 it was! Looked a bit different amongst all the Yank Tanks but drew comments like 'cool car' (..her friends) 'and 'what a refreshing change'.(.from other parents and a couple of her teachers). She very proudly told them "that's our car"!! Then a few weeks later Barbara scored some tickets to the Scott McLaughlin (V8 Supercars driver) book launch being held at Highland Park Motorsport park in Cromwell. Trip to Alexandra to book in overnight then on to Cromwell for said book launch. Says I, "take the Falcon?"..NOPE!! She wanted to take the 16/60!!! So we

#### BRANCH NEWS and EVENTS - Southern Region, contd

did!! That weekend the car got her name but you'll have to read the article in the next Word to find it out.



Picture is taken at Highland Park at the book launch night.. late model McLaren.... both British...both white....couldn't resist taking a photo.

Stay safe out there! Regards to all, Bryan Kelly

#### And to finish off – a note from Ferus Sime:

Here are some dates of future car shows I have picked up from the Otago Early Falcon & Fairlane Club

- 19 October Riverton Car Show
- 2 November Kaitangata Car Show
- 17 November Mataura Car Show
- 24 November Otago Hospice Charity Cruise

Some of these I have more details on. Please don't hesitate to contact me if you are interested and want to go and/or enter.

Thanks.

Fergus



Wall hanging for the woman in your life

# WELLINGTON TO WAIRARAPA WANDER 8 – 14 MARCH 2020 WOLSELEY CAR CLUB NZ NATIONAL RALLY – UPDATE #3

We have received a good number of entries so far for the Rally, and people are coming from as far south as Central Otago, as far north as Whangarei, and from Australia. Our evening meal on Monday 9<sup>th</sup> March will be at The Fisherman's Table in Paekakariki. This is a very popular restaurant in a great location right on the beach with amazing views of the South Island. We will be picked up by coach at our hotel and dropped back by 9.30pm.

The accommodation providers have received a lot of bookings but there is still accommodation available at the hotels listed in last month's Wolseley Word. Please remember to say that you are with the Wolseley Car Club, and for Masterton quote No 70220 when making your bookings.

Everything is on track to make this one a memorable rally.

Just a reminder that the contact details and rates for the accommodation are as follows:

Capital Gateway Motor Inn, 1 Newlands Road, Wellington 6037. Tel. 04 478 7812; capitalgateway.co.nz. Please quote 'Wolseley Group' when booking your accommodation.

Copthorne Hotel, 110 Fitzherbert Avenue, Palmerston North 4410. Tel. 06 356 8059 www.millenniumhotels.com. Please quote Wolseley Car Club when making your booking.

Copthorne Hotel and Resort Solway Park, High Street, Masterton 5810. Tel.06 370 0500. www.millenniumhotels.com. Please quote No 70220 when making your booking.

Winton and Ruth Cleal, Rally Coordinators Tel. 04 293 3369 or 021 178 4253; email: fincle@icloud.com

## **Special Notice Regarding Spare Parts**

As has already been communicated in the past, at the end of July Ray Willoughby retired from the role of Spare Parts Coordinator. The role is for the foreseeable future going to be taken over by Nick Stevenson, with help from Colin Hey.

From now on, if you can, please email spares requests to the following address:

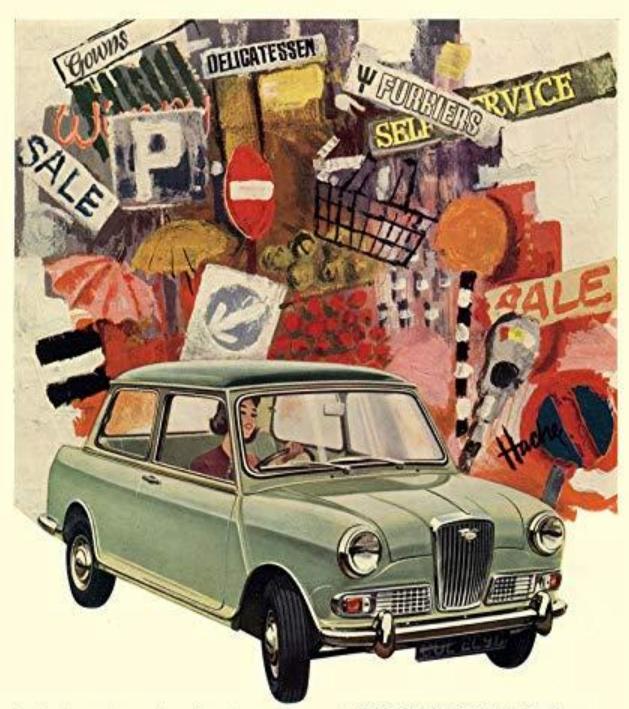
#### wolseley.spares.nz@gmail.com

If you want to talk in person to Nick or Colin, the phone numbers are as follows:

Nick Stevenson: 027 431 5661 Colin Hey: 021 883807 or 03 359 8737

Please note that both Colin and Nick have day jobs, so please, if at all possible, make your phone calls during the evening, after 7.30pm and before 9.00pm

As a general rule, any parts required will be collected from Idlewood during the weekend, and dispatched by courier on a Monday. For urgent spares best endeavour will be used.



In the hopping, shopping, bargain grabbing bustle of the High Street you'll be glad you chose a Wolseley Hornet—effortless to drive, economical to run and easy to park.

WOLSELEY HORNET Mk III. Prices from:— (628.11.11 (including £118.11.11 p.t.)

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NOW with wind-away front windows, new ventilation system, concealed door hinges, push-button door handles and remote control gear lever. A noteworthy feature is the larger than Mini engine; 998 c.c.

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#### Ethanol Fuels in Older Vehicles.

Ethanol Fuel", printed in the June "Focus", the sions. following explanation and information is offered Of more concern is that fuel containing Ethanol for your consideration.

#### Introduction

sons why vehicle manufacturers do not recom- the base is not adjusted at the refining stage) mend the use of any ethanol/petrol blended will lead to increased evaporative emissions. fuels in vehicles made before 1986. This information is also applicable to some post- 1986 ve- Ethanol Blended Fuels in New Zealand. hicles listed as unsuitable to use Ethanol blend- For the most part 91 Octane fuels do not contain ed petrol. (Check the vehicle manufacturers Fuel Recommendations).

Ethanol has a number of important chemical and physical properties that need to be considered in a vehicle's engine design.

#### Carburettor Equipped Vehicles.

Vehicles made before 1986 were predominantly equipped with carburettors and steel fuel tanks.

The use of Ethanol Blended petrol in engines impacts on the air/fuel ratio because of the additional oxygen molecules within the Ethanol's chemical structure.

Vehicles with carburettor fuel systems may experience hot fuel handling concerns. This is because the

Vapour Pressure of fuel with Ethanol will be accept 95 octane as a minimum fuel requiregreater (if the base fuel is not chemically adjust- ment. ed) and probability of vapour lock or hot restart So the choice to use Gull's Ethanol blended bioability problems will be increased.

and rubber based fuel lines and other fuel system components.

Ethanol also has an affinity to water that can result in corrosion of fuel tanks and fuel lines. Rust resulting from this corrosion can ultimately increase in fuel consumption. block the fuel supply rendering the engine inoperable. Water in the fuel can also result in the In Conclusion. engine hesitating and running roughly.

#### Fuel Injected Engines.

In addition to the issues mentioned above for mendations for all post-1986 vehicles. carburettor equipped engines, the use of Ethanol sult in early deterioration of components such as nozzles.

electronic systems may not be able to fully compensate for the lean-out effect of Ethanol Blend. Be aware. To use E 10 fuel in a 2 stroke engine, ed petrol resulting in hesitation or flat spots dur- requires an E10 compatible 2 Stroke Oil. ing acceleration.

Difficultly in starting and engine hesitation after a cold start can also result.

#### Exhaust and Evaporative Emission Levels.

Lean-out resulting from the oxygenating effect As a follow up to the article on "The Dangers of of Ethanol in the fuel may affect exhaust emis-

can increase permeation emissions from fuel system components, particularly those that have aged for nearly 20 years. Therefore the in-The following information outlines the key rea- creased vapour pressure of fuel with Ethanol (if

Ethanol. Therefore all our vehicles which are of a lower compression ratio should run on 91octane with no problems.

There is some fuel sold by Gull NZ which is E10. It has an Octane rating of 98. The fuel delivery nozzles have "E10" identification on them.

> Gull NZ is the biggest distributor of Ethanol Blended Biofuel in NZ. The Ethanol that Gull uses is produced from dairy by-products supplied by Fonterra. The majority of the Ethanol blended petrol is sold as "Gull Force 10" and competes against the higher 98 Octane rated fuels.

The majority of vehicles on our roads can run happily on 91 octane fuel while many of the "others" will

fuel can come down to an environmental decision (it emits up to 8% less carbon dioxide than As a solvent, Ethanol attacks both the metallic other high octane fuels), or simply a cost or convenience factor.

> Ethanol is also an Octane Booster and can enhance performance in suitable engines due to the increase in oxygen in the fuel. But there is a slight negative side. There can be around a 2.5%



All pre 1986 vehicles should not be fuelled with Ethanol Blend fuels.

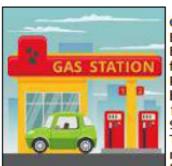
Check the vehicle Manufacturers Fuel Recom-

Service Station/Refuelling stations pumps dis-Blended petrol in Fuel Injected systems will re. play "E10" fuel identification on the pumps and

injector seals, delivery pipes and fuel pump and If in doubt, always use regular 91 or 95 octane fuel without the Ethanol Blend.

Mechanical fuel injection systems and earlier Ethanol Blended fuel is reported to have a 90 day "shelf life".

Graeme Moore.



# **Another Special Notice**

STOLEN !!! - A large enclosed trailer with a Royal Enfield bike with Swallow Sidecar and an Austin Swallow car were stolen from Onehunga at the end of May. If you see the bike or car contact John Endean on 027 477 6535. A cash reward of \$5000 has been offered.





"Well Merv – straight as she is, I think she's been left outside a bit too long ...."

### **Buy and Sell**

#### For Sale:

1935 Wolseley Wasp has only had 4 owners in 83 years!

Has been continuously registered and warranted is in good condition and runs well. Has original hand book. It used to belong to the late Mort Andrews, Palmerston North. A very rare car with known history, provenance, and patina. \$25,000. Car is in Wanganui.

Contact: Pat Cannon, phone 063438540 or 0211159924.



**For Sale** - 6/110 1963, 4 Speed gearbox with overdrive, MkII Brake Calipers at the front. Overall Condition good.

Contact Don Simons (06 751 5579). The car is in New Plymouth- Wols

**For Sale – Wolseley 18/85 Series III**, 1947. A good going car, restored around 1990 and used regularly since. Dark green, very smart body and interior, in very presentable condition overall. Brakes have just had a re-fresh, and the car has a current WoF and Registration. For definite sale, \$8,000, or possibly interested in a trade for a 1500. Contact Chris Hengst (member), Ph 03 313 8683. The car is located in Rangiora.

1939 Wolseley 25HP Series III Sedan - The car located in Cambridge, it has been in

a shed for the 25 years that my Father and I have owned it. It was going to be our project but family/ life have got in the way and we would really like to see in on the road with someone else. It has very little rust and the reason there head was off was that it has a blown head gasket. All the parts that were taken off for the head are there and stored, and I believe that the two front seats are there but not the rear. It has a sunroof, wind down 3/4 windows in the rear, all the winders work. The chassis rolls well and can be easily pushed. Really needs to be inspected, many photos available on request.

Looking to get somewhere around \$4000 ono. Don't want much more, its just about seeing it back on the road.

Nick Roberts, Ph 021762789



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