

THE



WORD

OFFICIAL NEWSLETTER OF THE  
WOLSELEY CAR CLUB NEW ZEALAND INC



JULY – AUGUST – SEPTEMBER 2014



Three Series cars at the National Rally in February.  
Series II of Anthony Dacre (front),  
and Series III 18/85's belonging to Gary and Heather Wall, and Chris Hengst

## OUR CLUB OBJECTIVES:

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

Club website: [www.wolseleyclubnz.co.nz](http://www.wolseleyclubnz.co.nz)

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**Lindsay Patterson.**

## EDITOR'S STUFF

Apologies for the missed newsletter during August. It wasn't intentional, just a busy month to get through and a lot on late July and into August. Because of this, there isn't a I can write about in the way of Wolseley news, I'm afraid. A couple of exceptions though....

A few weekends ago I finally got to spend a half-day in the shed beginning to sort out some engine parts for the Wolseley 8, aided considerably by a parcel very kindly sent to me by Roger Honey (see advertisement for steering wheel covers in the last Wolseley Word), which contained a set of Series E Morris con-rods and pistons, which look like they should be interchangeable with the Wolseley 8 ones. The overall length of the comparative con-rod and piston assemblies is the same, even though the gudgeon height is different. The big-end sizes are also the same. Roger also sent me a Series E oil pump, which is the same basic unit as the Wolseley 8 one. I have now finished checking that I have absolutely all of the bits, and the short-block parts and cylinder head have now gone up to my brother Robert to see what he thinks can be done with them. Apparently I now need to track down a set of -0.020 big-end and main bearings. I'm half-way there with that one (Ray can supply the big-ends in that size), but it looks like the mains will probably have to go to -0.040 as that's all I've found elsewhere so far. Also on the shopping list is a camshaft drive gear, as the original one is quite worn and simply won't do another round. The gear is manufactured in a fibre-based material, which has been moulded onto a steel-centred hub. It seems this material dries out over time, and given that it's been sitting out in fresh air for something like 30 years, I've been told it's highly likely that it will just strip once it's put back into use. The answer is to have a new one made in alloy, so I've been to see a local gear manufacturing company for a quote, and it's all do-able, although expensive at \$500 plus GST. There is also a risk that it will be noisier than the fibre one, but hopefully it won't be too noticeable. I may get three made to bring the price down a bit – another for the other (ex-Allan Francis) Wolseley 8 which will be sold once I finish the current project one, and another can go to the spares parts division for someone else in the future. In the meantime, I've also bought a complete 918cc side-valve Morris Minor engine (same as Series E Morris) to do some investigation on what else is the same as the Wolseley 8 engine. From what I can tell, the whole crank, flywheel and clutch is the same, and even the camshaft-to-crank centre to centre distance is the same. I was rather hoping that the camshaft dimensions might be the same, so I could swap out the (chain driven) timing gears and use the Morris cam instead, but unfortunately the Wolseley one has two skew gears on the camshaft – one to drive the oil pump and another to drive the distributor. The Morris one only has a single gear which drives the oil pump and a linked vertical shaft which drives the distributor, so no luck



## Editor's Stuff - continued

there. However the crank and rods, and a few other parts that came with it will come in very handy when the second car's engine is rebuilt in the future.

Just for a bit of variety, Simon Verkerk's 1300 has now paid a visit to the Wolseley hospital, and left a few hours later on my trailer without its vital organs, to be put back into Simon's garage while the heart operation progresses. The engine was completely 'blown', and every piston was broken somewhere around its edge, where parts of broken piston rings had made an exit bid. I now have an exchange reconditioned 1300 short-block sitting on my work-bench which has come from my brother Robert, so the plan is to do a swap-over hopefully over a couple of weekends. The gearbox is being checked over by a good friend of mine (Pat O'Connell) before we clean up all the parts being swapped over and put everything back together again. Hopefully we can have a bit of news on progress next month.

I had a nasty scare the weekend before last when I was heading home in our modern car after a trip into town. I was on SH73 approaching a cross-road intersection in a 100km/h area, where the side-roads are controlled by a compulsory stop. I was well behind the car in front, and some distance ahead I saw a lovely Austin Healey 3000 pull up at the intersection on my left and stop. The car in front of me indicated to turn left and moved over slightly to the left, placing me in the Healey driver's blind spot. I immediately took my foot off the accelerator and covered my brake pedal, just in case the Healey driver hadn't seen me. It was lucky that I did, because when the Healey came back into view again, it was moving off from the Stop. I hit the brakes hard and heard the ABS kick in, and fortunately the Healey driver then saw me bearing down on him, and stopped just before he crossed into my path. If he had not seen me at the final moment, I possibly would have hit him somewhere near the driver's door, and the outcome might not have been that good. My mind immediately went to the NZTA television advert, where the drivers of two cars heading for a collision (in similar circumstances to this incident) are frozen in time, and get out and have a conversation with each other. Not only did it serve as a warning that it can happen at any time, it also made me think about how vulnerable we can be in our classic cars without the protection of features like intrusion beams and air-bags. The incident probably spoiled the Healey driver's Sunday outing, but at least both him and the car are still around to enjoy another one.

Another incident worth mentioning was something that happened when I'd used Matthew's Falcon to jump-start my car a couple of weeks ago. I wanted to head into town very early on a Saturday morning to get a couple of jobs done. It was still quite dark outside. I got my car out onto the driveway, and then put the trailer on so I could go and pick up some gardening supplies. I then turned the lights on in the car to check that the lights on the trailer were working, and then went inside to collect my wallet and a jacket and hat, but got distracted onto another job which took a bit longer than I expected. By the time I got back outside, the car wouldn't start. Matthew's Falcon was nearby, so I found his keys and then jump-started mine, and put his car back where it was originally. Job done, and I was underway again. Matthew didn't use his car that day, but the next afternoon, when he went to go somewhere, the battery was completely dead. I had to confess to him that I was the last one to use it, and I wondered if I'd done something wicked and either ruined his battery somehow when I'd jump-started my car, or perhaps

## Editor's Stuff - continued

caused another problem. After all, it was dark when I'd done the deed, and it was a bit hard to see exactly what I was doing.

Anyway, we jump-started his car and it seemed Ok, but we left it on a battery charger that night. The next morning it started fine and he went to go to work, but when he went to come home it was dead again. I got a text message from him with one of those sad-face symbols at the end of it – you know the one – your friend sends you one when their dog has died, or it's just started raining and they're in an open-top car but have left the hood at home.

Anyway, he managed to get a jump-start from one of his workmates and made it home, but it would be fair to say he wasn't very happy with me. That night we left it on the battery charger again, and the following morning we dropped it off to Avon City Ford so they could find the problem and fix it. I confessed to them that I thought it was something I'd done when I used it to jump-start my car, so they would hopefully know where to look. The service manager said he was sorry for me, but by his smile I could tell he didn't mean it. I could also tell from his eyes that he thought I was just another sucker who probably shouldn't know where the bonnet catch was!

They rang me later that day to say they had fixed it, but had taken 2½ hours to find the problem. They had found that it had a constant discharge of about 8 amps, but all the usual checks showed no problem. In the end, they started isolating circuits, and finally found it was a problem coming from the interior wiring, and then tracked it down to the driver's seat. A couple of months ago Matthew had fitted wool seat covers, and it just so happened that one of the straps holding them on had moved and was now holding down the electric seat adjustment button. I then knew that it was me that had done that. Matthew is so tall and lanky that I can barely see over the steering wheel when I get into a car after he's been driving it, so the first thing I'd done when I got into his car was adjust the driver's seat, which had obviously moved the strap. I told him it was his fault for having the straps done up too tight, but unfortunately I had to pick his car up for him which meant I had to pay the bill. I'll get the money back somehow!

And look at that – I've suddenly managed to fill three pages with waffle again.

Have a good month – be careful at intersections, and stay clear of jumper leads!

Colin

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Deadline for next Wolseley Word:  
**Friday 26<sup>th</sup> September 2014**

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***Subscriptions for 2014-15 are now due.***

***If you didn't receive your renewal form in the May-June newsletter, please contact your branch secretary. Please note that this will be the final newsletter sent until 2014-15 Subscriptions are paid.***

***Thanks.***

## CHAIRMAN'S REPORT

Hi Members,

By now most regions throughout the country will have had their AGM's and I hope many of you were able to participate. I am looking forward to meeting you at the National AGM in Feilding on the 4th October 2014. This completes my third year as your National President. It is being held once again at the Raceway Court Motels, Ph 06 323 7891.

Michael Kruse has sent out a program, and minutes of the 2013 AGM. Contact him if you haven't received them.

### Web site.

If you haven't visited the Club's Web site for a while then you will have not seen some of the new articles that have been placed on it. Under "Articles" there is some very good reading on FY Wolseley, H Austin, A Siddley and Lord Nuffield to mention a few. The history and life of these men and how they came and went makes very good reading.

A week or two ago at our vintage club, I came across a full page photo from the "NZ Weekly News" dated 21st August 1967. It is of a section of road to Whitianga on the East Coast of the Coromandel Peninsula. It's a close up of a winding section of gravel road with a large Kauri tree in the middle of the picture with native bush all around. Coming towards the front of the picture is a Wolseley 6/99 or 6/110. It's a lite colour, two tone, possibly grey-blue with a roof rack and a front window sun visor. I wonder if anyone knows of this car? I will have a few A4 copies at Fielding. *(will also copy it in the next newsletter – Ed)*

Gordon Duthie.



## SECRETARY'S REPORT

Dear Fellow Wolseleyites,

We have just had Manawatu Branch AGM at the woolshed in Sanson on Saturday the 26th July. The meeting went of very successfully with a good turnout of members .

We had our Club Captain resign after a very successful year. It is sad to see to see Ruth Cleal go. But on the bright side we have had a joint Club Captain proposal that was excepted at the meeting from Mary McCutcheon and Margret Finch.

If you haven't already paid your Wolseley Car Club subscription, please pay your LOCAL Secretary.



Our 6/90 restoration is going well with the engine complete and painted BMC green. The process of painting the engine went very using the modern Durepox Paint and Hardener undercoat .

This is a water-proof and also dries in 10 minutes. The top coat was Lucite 400. It was touch dry in 5 minutes. A far cry from the enamel paint I used to paint buses and trucks 30 years ago. It was hard to spray on and found all the sand-flies and dust in the district. With this new-found knowledge I now will undercoat the whole car and only leave the top coats to the professionals.

The National AGM is coming up in Fielding on Saturday 4th October. In the morning there is a swap meet at Manfeild raceway from 7.30am - it is under cover and there is always a lot of interesting bits and bobs to look at.

**Notice of the Wolseley Car Club Of New Zealand National AGM  
Raceway Court Motel  
Awahuri Road, Fielding  
Saturday 4<sup>th</sup> October 2014**

The time has come again for the National AGM, this year it is in Fielding at the Raceway Court Motel.

The Programme:

1.00pm : Wolseley Car Club National Committee Meeting

3.00pm ; The Wolseley Car Club National Annual General Meeting

4.00pm : Afternoon Tea

5.30 pm :Meet at the Rangitikei Club 10-12 Bowen Street Fielding, for Drinks and Buffett Dinner (\$18-25 per Head - no need for numbers)

Branch Delegates/National President/National Treasurer/Federation of Motoring Representative /National Spare Parts Co-ordinator /Wolseley Word Editor / Website Editor  
- It is TIME to write your Annual reports .

Branch Secretary's please send any Branch REMITS to be entered on this year's agenda, please ensure there is somebody at the meeting who can talk to the remit. Please send them back before Friday 19th SEPTEMBER by return Email or post if you prefer. Please send to:

Michael Kruse

297 Huatoki street

New Plymouth 4310

Or kruseco@xtra.co.nz

Copies of the minutes of the last National AGM will be sent to anyone wanting them.

Please note that the Manawatu Branch of the VCC holds their annual Swap Meet at Manfield Raceway on the same day – anyone attending the AGM might also want to plan a visit to the swap meet during the morning, before the AGM.

## BRANCH NEWS and EVENTS

### Auckland Branch

#### News:

We held our Branch Annual General Meeting on 20 July and the officers and committee were re-elected en masse with the welcome addition to the Committee of Stephen and Janice Belcher. At times we receive invitations to participate in certain car events and there is one to be held in Auckland on 16 August and the details are set out below.

We held a Branch Committee meeting on 31 August 2014 and it was requested that we enquire of all members throughout New Zealand that should Auckland host the next National Rally in 2016, we would intend to host it in the Waikato area. It would be appreciated if members would confirm that they are happy with this decision as it means members will not have to negotiate the Auckland traffic.

#### Coming Events:

**1. Trip to Gordonton Garden Centre & Hamilton Gardens & the Hamilton Car Museum**

When: Sunday 28 September 2014

Where: Meet at the Caltex Service Station at Bombay at 10.30 a.m.

Details: Contact Noeline Billing 278 3944

**2. National AGM to be held in Feilding on 4 October 2014.**

**3. Saturday and Sunday 8 and 9 November 2014 – weekend away in Cambridge.**

More details next issue.

Regards

Noeline Billing

### Manawatu Branch

#### News:

It's exciting to notice the presence of Spring making itself felt! It was nice to spend almost two days in the garden last weekend.

Activity has been pretty quiet in our Branch over the winter months. We held our AGM on Saturday, 26 July at The Woolshed in Sanson, which was a nice venue (although, some of us shorties just about needed a ladder to climb up onto the stools to sit at the table). The reports from the executive officers and convenors all expressed a generally good and active year had by the Branch. In election of officers, the positions mostly remained unchanged. Ruth Cleal stood down from the position of Club Captain, and Margaret Finch and Mary McCutcheon were elected to jointly fill the role. We thank Ruth for her fabulous contribution in the role over the past year. There was some discussion regarding remits to

## Manawatu Branch News & Events, continued...

the National AGM and the rest was routine AGM business. Following the meeting we all enjoyed a meal at the venue.

During August we had our first ordinary meeting following the Branch AGM. Much of the discussion was around coming events and setting the calendar through until Christmas. You will note below that things have been rearranged slightly from what was previously advertised. The major change is the Mort Andrews Memorial Rally, which had been programmed for Labour Weekend. As this is the inaugural rally for this event, it was decided that it would be better to hold it in the Manawatu and the date has been changed to December to facilitate this. It also gives everyone more time to get their Wolseleys ready! We are hoping that Mort's son will be able to present the trophy to the winner for Best Car.

We are looking forward to hosting this year's National AGM, which will be at the usual venue (the Raceway Court Motel, Feilding) and coincide with the Manawatu Vintage Car Club Swapmeet on 4 October 2014. As usual, the meeting will be followed by an evening meal at the Rangitikei Club. It's a great time to meet and catch up with members from the other branches across New Zealand.

Regards,  
Michelle

## MANAWATU COMING EVENTS:

### Club Events

#### **Sunday, 14 September 2014 – Daffodil Day, Carterton**

(Note: apologies, we had the date wrong in the previous issue.) For those coming from the north, meet by the old Railway Hotel, McLean Street, Woodville – leaving 9:30am. For those coming up from the south, meet in Carterton at Carrington Park (parking might be hard to find so gather on foot in the vicinity of the public loos) at 11am. Browse stalls selling local crafts; pick daffodils and picnic lunch at Middle Run.

#### **Saturday, 4 October 2014 – National AGM**

3pm, Raceway Court Motel, Feilding. At 5:30pm, gather at the Rangitikei Club, Bowen Street, Feilding for drinks and a buffet meal.

#### **Sunday, 26 October 2014 – Keirunga Park Run**

Tikitour to Havelock North to visit the Keirunga Park Railway Open Weekend – trains galore! This miniature railway features just over half a mile of track, four viaducts, and passes through three tunnels as it traverses the hilly topography of the park. You won't be disappointed! More details coming.

#### **Sunday, 2 November 2014 – Picnic Pow-Wow**

Classic car display. Back-Paddock Lakes, 314 Speedy Road, Takapau. Meet by the Mangatera Hotel, north end of Dannevirke, at 9:30am.

## Manawatu Branch News & Events, continued...

**Sunday, 14 December 2014 – Mort Andrews Memorial Rally and Christmas Dinner** (Formerly advertised as Labour Weekend.) The inaugural Mort Andrews Memorial Rally will now be based in Ashhurst and will be combined with the Christmas dine-out. Further details to be advised.

### Other Events

#### **Sunday, 14 September 2014**

Invitation to join the Mercedes Club for a tour of the Ezibuy plant. Meet 1pm at Ezibuy on Elprado Drive off Railway Road (second entrance into main carpark).

#### **Saturday, 4 October 2014 - Manawatu Swapmeet**

Starts 7:30am, Manfield Park, Feilding. Entry: adults \$10, children under 14 free, sellers \$20.

#### **Sunday, 16 November 2014 - Southward's Car Museum Auto Jumble**

From 8:00am, Otaihanga Road, Paraparaumu (turn right at new roundabout). General admission \$5, sellers' plots \$10 (passengers \$5). Preferential parking for your classic cars.

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## Nelson-Marlborough Branch News:

All members are invited to classic and collectables show day, **September 7th Fathers Day**. Hosted by the Rover Car Club \$5 a car entry. There is an opportunity to buy/sell car parts and paraphernalia. It starts at 10:30am at the Pigeon Valley Steam Museum. Philip Stansbury has got his Mini Hornet he was restoring registered and warranted. Unfortunately the 1000cc motor he put in was smoky, so he has brought a 1300 motor and had it reconditioned, and is in the process of fitting it in the Hornet now.

Regards

Bryan Stansbury.

PS we had our club A.G.M. with only 3 members, committee stays the same.

Bryan

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# Christchurch Branch

## News:

It's been a quiet couple of months, as is always the way this time of year. How good it is now to see the daylight stretching out and being able to go to and from work without having the headlights on any more. Only problem is, the lawns are now growing again, so the routine mowing will be soon be back on the weekend agenda.

The most significant event for our branch during the last two months was our branch AGM at the end of July. We had a reasonable turn-out, especially given that it was the Super-15 Rugby semi final, which the Crusaders did win. (We won't mention the final, thank-you!). The meeting went well. The branch is in very good health, measured in both finances and enthusiasm, and we had a very positive meeting. Our branch committee has stayed more or less the same, with only two changes. The first is that Ian Sprosen has stood down for a year or so to spend more time caring for his elderly mother. The second is a very important change that will affect all of our NZ members. This is that Ray Willoughby has seen through his notice from last year that he has not sought re-election as Spares Coordinator, and in his place we have elected Graeme Quate, who has recently

retired from the role of Apron Operations Manager at Christchurch Airport. Graeme has a motor-trades background, and is the proud owner of a Wolseley 10 and a Wolseley 1500, and is happy to have a go at the role, which will be gradually handed over by Ray during the next few months. There is a lot to learn about what is in stock and where it is, and who all of the suppliers and reconditioning firms are so the stock can be maintained going forward. Ray has done a tremendous job since taking over the role from Bill Williamson 8 years ago, organising the move to Idlewood and getting it set up and running effectively after the earthquakes, and has served the club selflessly during his time in the role. I've included Ray's written and financial reports later in the newsletter, which provide some insight into the work he's put in over the last 12 months alone. The meeting thanked him and Wendy for their dedication to the club and the branch during this time. The really good thing is that Ray is carrying on as a committee member, so will continue to be actively involved for a while yet.

Also at the meeting, Allan presented a summary report on the outcome of the really successful Methven national rally held in March. The full report will be presented at the National AGM in Fielding in October, however he will be passing forward a surplus of \$179 to the next national rally, and lots of good learnings regarding what worked well and why.

One of the more important decisions made at the meeting was whether or not we should continue branch ownership of the Wolseley 1300, which of course featured in the movie "No Petrol, No Diesel". It has been hardly used over the past 12 months, and although not



Graeme Quate, our new  
Spares Coordinator

## BRANCH NEWS and EVENTS - Christchurch Branch, contd

really requiring much in the way of repairs or maintenance during that period, it was thought that it would be better in the hands of a member who would be able to use it more often, and hopefully invest a bit of time and money to improve it over time. Although it's a reasonably tidy car, it could do with at least a paintwork tidy-up. After a brief discussion, a decision was made to sell it, and no sooner had that been passed, than we had two offers from the floor. In the end, Danny O'Malley purchased it, and it's now added to his ever-growing Wolseley collection in Leeston.

Also on the agenda was the presentation of our branch trophies. This year the most improved car award went to Les Nell for his 25HP restoration – completed just (and I mean 'just') in time for Margaret and him to take part in the national rally in February. Our 'Most Enthusiastic Member' award went to Graeme Quate – always there to lend a hand at our working bees, and a regular attendee at our monthly events. He's also re-built his Wolseley Ten mechanically during the year, and purchased their Wolseley 1500. The recipient of the Higgins Trophy (chosen by the branch Chairman for being the person who has contributed most to the branch during the year) was Allan Francis, whose efforts to organise the national rally were especially recognised.

Finally, before concluding the meeting for supper, we all acknowledged the passing of (Life Member) Betty Francis earlier in the year. She had played a huge role as Secretary/Treasurer of our branch, and as National Secretary for many, many years. She is sadly missed by many of our members.

The meeting was concluded by 8.45pm, and we enjoyed supper together.

On Sunday 10th August we enjoyed another outing, this time a run around the Ohoka and Kaiapoi areas, finishing at the Kaiapoi Golf Club for lunch. At just \$15 per head, including dessert, it was great value, and everyone seemed to enjoy it. The really good thing is that there was no pressure to leave straight after our meal, so there was plenty of time to sit around and chat afterwards. I think most of us headed for home around 2.30pm.

Another event which was going to be held the day after the AGM was a 'Red Zone Run', organised by 'The Breeze' radio station. This was to an area of the earthquake red zone in

Burwood, now cleared of all houses and levelled and grassed. It is an area that has been tidied and maintained on a voluntary basis by a former resident of the area into an informal reserve, incorporating many trees and shrubs that used to surround the houses. The event was publicised over the radio station, and news soon spread to many clubs and individuals with classic cars. The first chosen date was rained out, so it was

eventually held the following weekend (3rd August). Probably around 50 (mostly American) cars attended, including Jenny and I in the 6/90, and Matthew in his 1100.



Hey's Wolseleys in the Burwood Red Zone

Allan Francis called in as well in his modern, so we had a leisurely morning and early afternoon watching the comings and goings, and also taking a brief stroll around the renewal area and the few very damaged and derelict homes that remain adjacent to it. Not too much to report from the members, although I can report that Errol and Jennifer Stewart have just purchased the ex-Bert Hart 6/110 Mk2 which was advertised in the last Wolseley Word. As it turned out, Errol's parents were the first owners of the car, so Errol felt more or less obliged to buy it back. It's presently having some minor mechanical work carried out on it to bring it up to scratch.

Also, we recently received a resignation letter from Bruce and Doreen Ackroyd. Bruce has just sold his very nice 6/110, and is downsizing his large and varied classic car and vintage machinery collection due to health issues, and we are sorry to have to accept his resignation. He has helped us on various occasions, particularly as we cleared ground and first established at Idlewood. We pass on our very best wishes to him.

Our next branch event is the BMC Rally on Sunday 14th September, organised by Tony Becker from the Morris Owners Club. This will be the first significant event of the season, so time to check the oil and water everyone, and get the car out and come along. The details are in the coming events list below.

Later this month Allan Francis and myself are off to Melbourne to join up with John Mallia and take part in the annual Bay to Birdwood Rally in Adelaide. I've had a change of role and a hectic few weeks at work, so I'm looking forward to the break. We'll be home a few days, and then heading up to Palmerston North to attend the National AGM, so I can see this month is going to disappear quickly.

Regards

Colin Hey

## Christchurch Branch Coming Activities:

### **Saturday 6<sup>th</sup> September - Working Bee at Idlewood**

Arrive any time after 9.00am – come to help, buy parts, just chill out and have a yarn or solve your Wolseley problems over a cuppa. Morning tea provided, bring your lunch if you want to stay a bit longer. Note that this working bee is the **first Saturday of the month**, rather than the usual second Saturday, due to the Hororata Swap Meet the following weekend (Saturday 13<sup>th</sup>).

### **Sunday 14<sup>th</sup> September - Annual B.M.C. Run.**

Starting point is The Vintage Car Club Grounds, Cutler Park from 10 a.m. (or earlier) for 10.30 a.m. departure. Expect up to 100 miles including places of wider interest. The usual social picnic lunch gathering will be a part of the day, so please come with yours pre-packed or purchased before you arrive. All other BMC-related clubs have been invited, so we're expecting a good turnout. Organised by Tony Becker from the Morris Owners Club (S.I.)  
Ph. 03 3322239 or 027 4466964



## BRANCH NEWS and EVENTS – Christchurch Branch, continued..

### Christchurch Branch Coming Activities, continued:

#### **Saturday 4<sup>th</sup> October – Working Bee at Idlewood**

Note that this working bee is the first Saturday of the month, rather than the usual second Saturday, due to VCC Swap Meet the following weekend.

**Weekend of 11<sup>th</sup> and 12<sup>th</sup> October – VCC Swap Meet & Display**, VCC grounds, McLeans Island. We need 6 cars each day for displays, so if you can assist, please contact Colin Hey. Passes will be available to display vehicles.

**Sunday 26<sup>th</sup> October – Run and visit to Snuggle Inn, Ohoka.** More details next month.

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## Southern Regional Branch

### News:

Greetings from the Deep South. I hope everyone had successful AGMs. Our own AGM was held on 20<sup>th</sup> July at the South Otago Vintage Car Clubrooms in Balclutha. A special thanks to Stuart Milne for arranging the rooms for us. A small group of 11 attended and a lot was achieved with plenty of discussion.

Officers and Committee for 2014/2015 are as follows:

President Bryan Kelly (Invercargill)  
 Secretary/Treasurer Bill Obers (Invercargill)  
 Committee Fergus Sime (Dunedin)  
                   Stuart Milne (Balclutha)  
                   Roger Marshall (Alexandra)

Roger was nominated in his absence and the appointment was subject to his acceptance. The secretary has since contacted Roger and he has accepted the position. As you can see, we have committee members from all areas of our region so we can try and keep in touch with happenings in those areas and coordinate members and cars to attend. It was great also to finally meet Fergus and Mary Jane Sime, new members from Dunedin and Fergus has come on board as our Dunedin committee member. A very nice and enthusiastic couple and passionate about their cars. A thank you should go to Colin Hey at this point for assisting Fergus and Mary Jane finding their car and putting them in touch with our region.

The recipients of the Bert Govan Trophy this year are Ray and Kathie Jack. This is in recognition of their activities in the past year. I will present the trophy in due course, and a photo will be taken for the Wolseley Word. Ray and Kathie had a successful and enjoyable National Rally being awarded 3<sup>rd</sup> place overall with their 1958 6/90. Congratulations guys!!!

## BRANCH NEWS and EVENTS – Southern Regional Branch, continued..

### Southern Regional Branch Coming Activities, continued:

#### Autospectacular (Dunedin) Saturday 13<sup>th</sup> September

Theme – Party Time

Some vehicles have been suggested and planning is underway

#### Motoring Madness (Mataura) November ?

Being checked on

#### CrankUp Day (Edendale) January

Information being forwarded to myself

#### Run to Central Otago- offer from Roger Marshall (Summertime)

Members are very keen to participate so dates are being worked on. Bill Obers to coordinate with Roger

#### SOVCC Clutha Rally (Balclutha) 8<sup>th</sup> November

Stuart Milne invited members to participate in this rally so contact Stuart if interested.

Highland Park Raceway Classic Race Meeting and Display (Cromwell)

Information being forwarded

We have also discussed moving the branch AGM around our region to give members a fair chance of attending said meetings. So proposed dates are Gore(2015), Mosgiel(2016), Alexandra/Roxburgh/Cromwell(2017). Members present supported this idea, so members, give us some feedback. I personally like the idea and it will probably happen

With so much on the cards in the next year or so, I'd better pull finger on our own 16/60.

'Winnie' is feeling a little neglected at the moment (excuse is long work hours at the moment), but nights are getting lighter for longer now so maybe a final push to get her on the road will get underway

All the best

Bryan Kelly

## FOR SALE

### For Sale - Classic Car Steering Wheel Covers.

Quality reproduction 1940/60's style vinyl covers with foam backing for driver comfort, made to measure with a choice of colours. Includes stitching cord, a bodkin and fitting instructions. The diameter of your steering wheel and its rim required. \$56.00 each including freight.

Phone Roger Honey on 06 8684846 or 0274780872. email [rohoney@clear.net.nz](mailto:rohoney@clear.net.nz) (Club Member)



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

## Ray Willoughby's AGM Spares report

### WOLSELEY CARCLUB NZ LTD SPARE PARTS COORDINATOR REPORT 2013 – 2014

This time of year comes around all too quick. It only seems it was last week when I had to put pen to paper for the 2012-13 report.

This year I can say welcome to Graham Quate who will step in later this year as Spare Parts Coordinator. I will be hanging around in the background to help as required. Thanks Graham.

This year has been steady with our income staying around what it has been for the last two years. This is good news as it gives us a steady figure to budget on for new replacement stock, reconditioning, etc. Now we know what our costs per year are to cover upkeep for McLean's Island, Lease, and Insurance

Lease	\$1013.40 per year for next 6 years
Insurance	\$1228.79 per year
Maintenance – approx.	\$300.00 per year

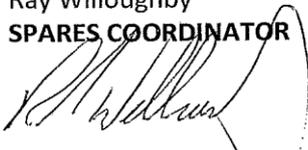
My thanks goes out to the members who put in hours of free time with cutting grass, planting, painting, making shelves, stripping cars for parts, keeping the grounds tidy, etc. Thank you.

This coming year we will do a full stocktake of the parts new, reconditioned and second hand. We will strip and rebuild No 4 container (ex-New Brighton Road) to find out what stock we have stacked down the back and other bits & pieces. These parts have been hard to get to after the earthquake.

Both these projects will take a bit of time and manpower. But it will be good to know what new and second hand parts we have in the container, and have access to that stock.

My thanks to everyone who turn out for the Working Bees. It has been my pleasure to be your spares coordinator for the last nine years and I will still be here to help with whatever is required.

Ray Willoughby  
SPARES COORDINATOR

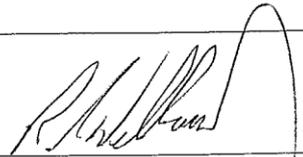


**WOLSELEY CAR CLUB NZ INC  
CHRISTCHURCH BRANCH TRADING ACCOUNT  
RECEIPTS AND PAYMENTS FOR YEAR ENDED 30 JUNE 2014**

<u>RECEIPTS</u>		<u>PAYMENTS</u>	
WESTPAC OPENING BALANCE	11238.69	NEW PARTS	7887.98
Petty cash	43.10	USED PARTS	728.00
		RECONDITIONING PARTS	2029.03
	11281.79		10645.01
 <u>PARTS &amp; ACCESSORY SALES</u>		 <u>OTHER</u>	
NEW PARTS	11983.20	AUDIT	50.00
USED PARTS	2446.00	INSURANCE	1228.79
	14429.20	MCLEANS ISLAND - Lease	1013.40
		MCLEANS ISLAND BUILDING ITEMS	162.17
 <u>OTHER</u>		PETROL	355.30
LEVIES	25.00	POSTAGE/FREIGHT	606.70
REIMB FREIGHT/POSTAGE	744.60	STATIONERY	104.60
JOWETT CC	50.00	SUNDRY - various petty cash items	146.30
INTEREST	51.94	TOLLS	79.35
	871.54		3746.61
		WESTPAC BALANCE 30/6/14	12151.51
		Petty Cash	39.40
			12190.91
	\$ 26,582.53		\$ 26,582.53

**WOLSELEY CAR CLUB NZ INC  
BUILDING FUND VISA ACCOUNT  
RECEIPTS AND PAYMENTS FOR YEAR ENDED 30 JUNE 2014**

<u>RECEIPTS</u>		<u>PAYMENTS</u>	
WESTPAC OPENING BALANCE	1558.92	Bank Fee	10.00
		Freight	112.00
		Gas	36.19
		New Parts	674.93
		Stamps	70.00
		Stationery	40.82
			943.94
		WESTPAC BALANCE 30/6/14	614.98
	\$ 1,558.92		\$ 1,558.92

  
\_\_\_\_\_  
R Willoughby  
TREASURER SPARES ACCOUNT  
JULY 2014

  
\_\_\_\_\_  
AUDITOR  
JULY 2014

## Australian National Rally News.

### Wolseley Car Clubs National Rally, Corowa NSW, 22<sup>nd</sup> – 27<sup>th</sup> March 2015

#### Newsletter 1, 15 July 2014 - Suggested Accommodation

Welcome to the first newsletter on our next National Rally to be held in Corowa on the above dates. As the time is fast approaching, and many members are anxious to secure accommodation, we have set out options below. These facilities have all been visited and are of a good standard and in pleasant surroundings. They are each located close to one another and are not far from the town centre. As with previous events, members are requested to arrange and book their own accommodation. Once you have booked it would be helpful if you could let your Club Captain/Events Coordinator know so that we can get an early indication of numbers attending from each Club.

Availability is good at the moment but it is recommended that you book as soon as possible to secure your best preference. Please mention the Wolseley Car Club when you book as they know we are coming and the motels are holding rooms for us.

**Greenacres Motel (Rally Headquarters)**, 91-99 Federation Avenue, Corowa. 20 rooms, all on one level, from \$110.00/night Double.

Contact Haydn and Janene James, 02 6033 2288, email [jamespark@bigpond.com](mailto:jamespark@bigpond.com)  
website [www.greenacresmotel.com.au](http://www.greenacresmotel.com.au)

**Statesman Motor Inn**, 2 Edward St, Corowa. 25 rooms on two levels including 14 double (Queen), 8 twin (Queen and single) and 3 two bedroom family rooms. Prices from \$105/night for a Double.

Contact Ruth and Shane Allen, 02 6033 2411, email [info@statesmancorowa.com.au](mailto:info@statesmancorowa.com.au)  
website [www.statesmancorowa.com.au](http://www.statesmancorowa.com.au)

**Motel Wingrove**, 147 Federation Ave, Corowa. 10 rooms with kitchenettes all on the one level, from \$95.00 a Double.

Contact Kelly and Sheldon Ralph, 02 6033 2055, email [motel.wingrove@bigpond.com](mailto:motel.wingrove@bigpond.com)  
website [www.motelwingrove.com.au](http://www.motelwingrove.com.au)

**Corowa Caravan Park**, 84 Federation Ave, Corowa. Set on the banks of the Murray River with a variety of ensuite cabins, standard cabins, powered and unpowered sites. Indicative pricing \$80/night for two people in an ensuite cabin.

Contact Cheryl and Don Ayres, 02 6033 1944, email [corowacaravanpark@bigpond.com](mailto:corowacaravanpark@bigpond.com)  
website [www.corowacaravanpark.com.au](http://www.corowacaravanpark.com.au)

There are many other accommodation options in the area if the above don't suit your needs. Please contact Tony Eccles, 0419 497 418 for any further information.

**Wolseley Car Club (NSW) Inc,  
RALLY COMMITTEE**

**Tony Eccles, the Rally Coordinator**, writes:

The National Rally is approaching rapidly and following a number of requests I've put together the list above of recommended accommodation in Corowa. I've checked out all of these (it was late last year) and contacted them in the last couple of weeks to confirm availability and pricing. If you or anyone have any questions on this please let me know by email or give me a call on 612 9797 8583.

PS: Corowa is located about 300km north of Melbourne, and 600km south of Sydney.

### What will follow new WoF rules?

With WoF inspection frequency changes settled and in force NZ Automobile Association Principal Advisor Mark Stockdale outlined possible changes to the annual vehicle licensing regime in his presentation to the FOMC annual conference at Taupo.

They include increased payment options such as direct debits, monthly instalments, email and text reminders, early payment incentives and late payment penalties. It is also likely annual licence fees may be abolished for some vehicles such as trailers and caravans and the license label format may be changed or removed. The annual tax disc is being abolished in the United Kingdom and in Australia the licence plate is used to verify compliance.



*Mark Stockdale*

Enforcement procedures are likely to focus on non-payment offences with frivolous infringements such as not displaying a current label correctly likely to be removed.

The switch to annual WoF inspections for post-2000 light vehicles will save 900,000 motorists \$159 million a year. But Mark says the changes will be accompanied by targeted Police enforcement to ensure owners are maintaining their vehicles in a safe condition.

New Zealand's vehicle inspection regime has not necessarily deliver the best safety benefits. AA analysis of crash data showed that out of 1640 fatal crashes over a 5-year period, there were just 89 (or 5.4%) where a vehicle fault may have contributed to the crash. Of the vehicles in those 89 crashes, 39% did not have a current WoF and 52% had a tyre fault.

Analysis of overall NZ road crashes indicates that vehicle faults contribute to about 2.5% of all fatal and injury crashes and to 0.4% where a mechanical fault is the sole cause of the crash. That is about the same as countries with no or fewer inspections.

Mark suggested the six-monthly system has compromised safety because owners end up paying smaller bills for minor repairs to keep their cars on the road instead of larger bills at longer intervals to repair major disintegration in key parts. With the introduction of 12-month inspections, deteriorating cars may be less likely to pass their second 12-month check and will be written off rather than returned to the road.

Within 10 years only 13 per cent of the fleet will require 6-monthly WoF inspections so Mark predicts 6-monthly WoFs will become untenable for all vehicles.

- *Mark's presentation is on the FOMC website:*

### Importers and restorers must do homework first

Keep your sense of humour was the key advice Frank Willett offered in his presentation on securing entry certification when either importing or re-registering heritage vehicles at the FOMC annual conference in Taupo.

A technical adviser to the FOMC for the past five years, Chief Executive Officer of Vehicle Inspection New Zealand, an executive member with long involvement in the Imported Motor Vehicle Industry Association, and previously a senior manager with the Land Transport Safety Authority, Frank's knowledge of vehicle compliancing is probably unsurpassed.

His advice is that New Zealand requirements for registering vehicles are very complex so do your homework before parting with your money.

Do not presume that applying 'common sense' to your vehicle selection, or to any documentary requirements, repairs, modifications, or restorations will result in a vehicle being easily certified for use on our roads. Make sure you know and understand all the applicable requirements before undertaking any restoration and follow them closely.

The main information needed can be found on the NZTA website [www.nzta.govt.nz/vehicle/importing/index.html](http://www.nzta.govt.nz/vehicle/importing/index.html)

According to NZTA statistics there are 20,000 cars and 21,200 trucks aged between 30 and 39 years, and 77,000 cars and 12,700 trucks aged 40 years or older. So of the 4.3 million vehicles in New Zealand's fleet those over 30 years make up just 7.7 per cent.



*Frank Willett of VINZ, who has since left the inspection organisation*

Due to very small numbers of older heritage vehicles they deal with daily, compliancing inspectors are not always conversant with the varying foibles and specifications of the many makes and models. The NZTA is the ultimate authority on whether a vehicle can be accepted for certification. But in negotiating the difficulties that may arise in the process, Frank's advice is to roll with the punches and not become confrontational or else the walls will go up and there will be no more progress.

Landing a clearly non-compliant vehicle in NZ will not result in NZTA treating it otherwise. Officials will not be swayed by "bleeding heart" stories if an imported vehicle does not meet the requirements for compliance.

If you are looking to purchase an unusual vehicle that may not be quite right do all your homework first and check out all the details with compliance agents .

## LEGISLATION UPDATE

### Caravan Brakes Rule further amended

Several years ago the FOMC raised concerns about the likelihood serious road accidents would result from the requirement that lightweight caravans with breakaway brakes also be fitted with safety chains. And the NZ Transport Agency took appropriate steps to address the problem by revising the rules.

However member club, the Motor Caravan Association noticed that the wording of the amended Light Vehicle Brakes Rule could still lead to dangerous misinterpretation of the requirements.

The revised rule required Class TA or Class TB caravans with a laden weight of 2,000kg or less to be fitted with either a safety chain or a breakaway brake but did not specifically prohibit fitment of both chains and breakaway brakes.



With the increasing imports from England and Europe where the breakaway brake is in common use, there has been a lack of understanding amongst many New Zealand owners as to the dangers of also fitting safety chains so there are still some caravans that have both fitted and in use.

If a trailer breaks free from the towing vehicle then there would be a conflict of operation between these pieces of equipment which could result in a loss of control of the towing vehicle as well as severe damage and potential injuries. As a result of submissions from the FOMC and the MCA the Rule has been amended to ensure Class TA or Class B caravans are fitted with either breakaway brakes or safety chain but not both.

### ESC exemption for replica heritage vehicles

The rule recently introduced to make electronic stability control mandatory for newly registered vehicles was supported and commended by the FOMC, subject to special interest and motorsport vehicles continuing to be exempted as proposed in the draft, along with vehicles over 20 years of age.

However we were concerned that newly built replicas of heritage vehicles such as SS100 Jaguars or Model T Fords would not be covered by the proposed exemptions, and would effectively be excluded from on road use as their "date of manufacture" is the year they are first registered.

In response to our submission, provision has made for the definition of low volume vehicles to be extended to also exempt scratch-built or bespoke vehicles from the compulsory ESC rule.

## NEWS FROM AROUND THE WORLD

### Over 40-year-old cars exempt from rego...

The UK government has introduced a rolling tax exemption for historic cars aged 40 years or more. When vehicles turn 40, they will become exempt from Vehicle Excise Duty. The decision was made after the publication of *The British Historic Vehicle Movement: A £4 Billion Hobby* by the Federation of British Historic Vehicle Clubs.

- *Thoroughbred & Classic Cars*

### ...But classic cars could be banned from London

London Mayor Boris Johnson is planning to create an Ultra Low-Emission Zone for the city centre by 2020, which could lead to classic cars being banned in the capital. The restrictions on pre-Euro 4 emissions-standards vehicles would apply only during weekday business hours, although its possible they will also only apply to commercial vehicles.

- *Thoroughbred & Classic Cars*

### Small classic vehicle events contribute big to the economy

A Federation of British Historic Vehicle Clubs report has shown that even small classic vehicle events can make lots of money for local economies. For example, a 250-car meeting in the Scottish Highlands brought in £950,000 worth of business to the region.

### Annual rego labels abolished in UK

After 93 years, the ubiquitous 'tax disc', or annual vehicle licence label, is to be abolished from October 2014. The tax discs have been rendered obsolete by digital databases and automatic processes which allow the ability to pay road tax by monthly direct debit, while on-road enforcement uses automatic number plate recognition. Similar reforms are being considered for NZ.



*A line-up of some of the cars at the FOMC's 19th AGM in Taupo*

**From Ronald Mayes – Secretary of the NZ Vanden Plas Owners Club (for owners of 6/110 Mk 2 cars still running original 13 inch rims).**

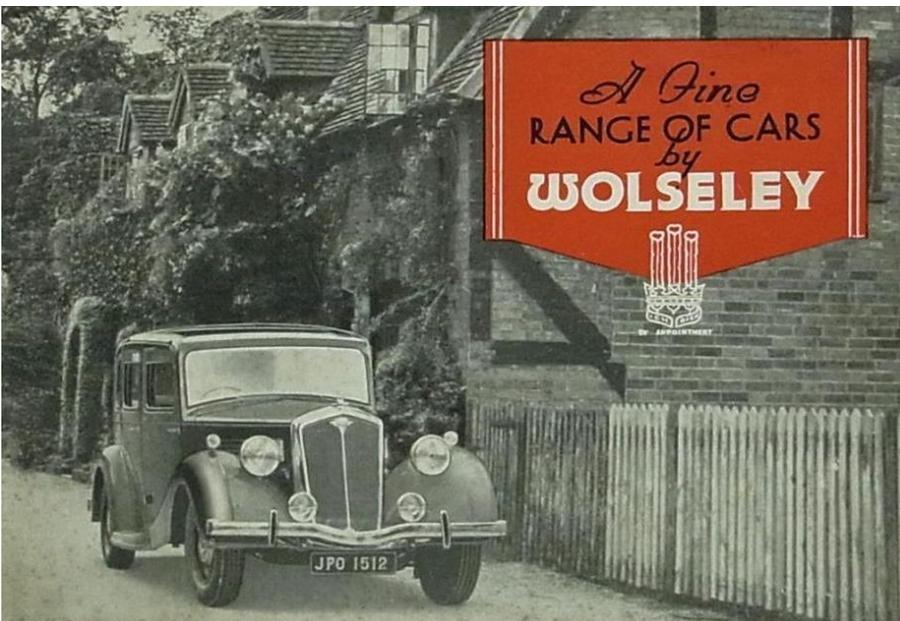
I have just received an email from Malcolm Mason, an NSW Vanden Plas club member, with good news for those wanting tyres of the correct size for their cars.

He tells me that Nankang 185R13C 100/98Q tyres from Taiwan have a rolling radius "as near as dammit" to the original 7.50x13 crossplies. They are designed for light commercial vehicles so are suitable for a car of the weight of a Princess (or Wolseley 6/110) so you don't need to look for 14" rims for your cars!

An NZ website for Nankang Tyres lists an enormous range of tyres, including this size, and a number to ring to find retailers stocking them. 0800 99 33 44 is the number of the wholesaler in Tauranga and he tells me there are stocks in most cities.

Happy motoring, Ronald Mayes

**Why There Are Fewer Men Than Women In The World**



THE ILLUSTRATED LONDON NEWS APRIL 1, 1902

**1½ litre performance and WOLSELEY luxury for only £774.3.1 (inc. P.T.)**

**1500 FIFTEEN HUNDRED**

The compact lively economical **WOLSELEY**

- 1380 c.c. O.H.V. engine. Four-speed gearbox with central floor gear-lever.
- Overall length under 12 ft. 8 in. Easy to park. Big steering gear.
- Literarily finished four-seat interior with leather upholstery. Full cable. Heater and screen. 28" x 12" (10" x 16" The Motor).

There's something different about the Wolseley 1500. Compact and beautifully finished too, but that's not all. Take a look under the bonnet at the 1½ litre O.H.V. engine. Try out the performance which this high power-to-weight ratio gives you... lively get-away, quiet running at high speeds, economy and lasting reliability. If you're 'sold' on the convenience of the smaller car yet still hanker for full-size performance and a touch of luxury then buy the Wolseley 1500!

The Wolseley 1500 is available in two versions. First Model £530 plus £243.1 P.T. (inc. overcharge). Family Model £590 plus £253.5 P.T. (inc. overcharge).

**WOLSELEY A LUXURIOUS WAY OF MOTORING**

WOLSELEY MOTORS LTD., COWLEY, OXFORD  
London Showrooms: 17 Beekley Street, W.1. Overseas Business: Holford Exports Ltd., Oxford and 47-48 Piccadilly, London, W.1.

## FOR SALE

**Wolseley 18/85 Series III body**, sitting on a chassis. Restoration was started – it has been sandblasted and only needs a few minor rust repairs to complete. A purchaser could compliment this with the car presently held in the Christchurch Branch spares shed which is very complete, but has very poor bodywork (ie, make one good car from the two). For more information contact Reg Nicholson in Nelson on 03-547-7147, and/or Ray Willoughby in Christchurch.

**1966 Wolseley Traveller 1300cc** This unique vehicle is registered and warranted and runs well although it does use oil. It is tidy inside and out and looks quite smart and creates quite a bit of interest when I use it. It is a very handy and versatile vehicle being a station wagon and if properly restored would be a real show stopper. \$1750 o.n.o. Please phone Vic Morrison 03 3182641



### **Wolseley 1300 Mk2 Automatic.**

4 owners from South Island, spent 20 years in shed. 1 owner Warkworth. Original mileage now at 43900. Interior as new and unmarked as are carpets. Seat belts now retracting. Regularly serviced. Work done includes rebuilt steering rack and rear oil seal plus new heater tap, plus larger window wash bottle. Now with electronic points. Tyres as new with recent wheel alignment check. Asking \$7000. Would like to sell to a Wolseley Car Club or VCC Member or someone interested in joining  
Phone Harry or Gay Sutcliff on (09) 425 4407 or 0210 343 707



*The*  *Word*

**OFFICIAL NEWSLETTER OF THE  
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