

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

JUNE - DECEMBER 2018



This very artistic shot was taken by Bronwyn Pullan at the World of Wearable Arts in Nelson during the National Rally in March.

A close look reveals the rally cars visible through the heart-shaped "O".

Merry Christmas to All!

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.



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

EDITOR'S STUFF

My sincere apologies for the long period during which no newsletter has been produced. I am very aware this has been a major source of frustration for many, and it has happened because of more than one reason, the major one being recent circumstances at work. We lost a key staff member on the West Coast, which has until now necessitated me trying to cover two roles until a new appointment could be found. This has also meant being away from home 2 to 4 days a week for several months. We have finally filled



the role, and the handover and induction process is now complete, so my hours (and stress levels) are now returning to normal, and I can get back into a normal routine again. I am not pleased that this situation arose as it should have only lasted about a month, however it was out of my control, and unfortunately work had to come first.

Jenny and I are now officially 'empty-nesters', with Matthew moving into his own house at Darfield three months ago. His commute into town is 15 minutes longer each way, but he drives within 200m of our place on the way, so we're seeing him most evenings on his way home (usually for dinner), which is working out well. Although his house is finished, there is still a bit of landscaping to complete (a Christmas holiday project), and his shed will need sorting out with shelving and a coat of paint on the floor too. Hopefully into the New Year we'll organise a club event that can finish at his house.

During the period between the last newsletter and this one, our Wolseley collection has grown slightly with the addition of two more cars – the ex-Jim Chrystall Wolseley 1500 race car, and a 1933 Wolseley Hornet Special. There is no room for any more now! The 1500 was advertised on Trade Me in April, and after thinking about whether or not we should buy it for about 2 weeks, we finally decided it had enough historical significance and usability that it was worth purchasing. The car itself has a long history which is worthy of an article of its own, but I'll attempt a brief outline which will do for now. It was originally purchased by the late Jim Chrystall in 1969, and began a history in competitive Hamilton Car Club events, gradually being developed and modified as time and money allowed. Early modifications were the purchase and fitting of a HRG Derrington cross-flow alloy head (complete with two 2-barrel side-draught Weber carbs) from the UK, and the fitting of a certified roll cage, a limited-slip diff, and a close-ratio straight-cut gear set (the latter produced by BMC Special Tuning for MGA competition cars).

Jim campaigned the car at numerous events until 1983, when his racing career went on hold while he concentrated on his business and a newly purchased asparagus farm. The 1500 was brought out again in 1989, and then raced extensively in the North Island, sometimes venturing south to take part in classic race meetings such as the PDL (now Scope) Classic, and the Southern Festival of Speed series. It competed mainly in Pre-65,

Editor's Stuff - continued

BMC, and Historic racing series with lots of success. At some stage (probably in its first racing period) Jim upgraded it to an 1800 engine (which was later bored out to 1980cc). Jim raced it until the mid-1990's when the car was involved in a racing incident and rolled, necessitating a full re-build. Jim started the repairs, but unfortunately became ill mid-way through the project, passing on a couple of years later. Jim's wife hung onto the car for a number of years, until finally offering it to one of Jim's racing mates, Arthur

Vowells, as a project. Arthur fully rebuilt the car bodily and mechanically back to its original MANZ Certificate of Description detail, finishing it in time to compete in 3 meetings at Hampton Downs last summer. Arthur then had to decide whether to keep the Wolseley, or continue racing his Alfa Romeo – a car that he had campaigned for many years. He decided to sell the Wolseley. Getting the 1500 home from Auckland was an expedition, which was achieved at the end of June over five days. It was an enjoyable



The ex-Jim Chrystall 1500 race car, added to our collection

experience, catching up with family and a couple of friends on the way, but had its difficulties due to very short daylight hours, some very cold weather, and dare I say it - Auckland traffic. Maybe a good story for a later newsletter.

My intention is to race the car, but only in VCC events (it is not and probably cannot ever be road legal in its present configuration). I've already taken part in one event, the Hawkeswood Sprint in North Canterbury (more or less a hill-climb event), which was a real adrenalin rush. The car is incredibly fast for a 1500, and crossing the finish line with the engine roaring at full cry at 6,500 rpm and doing about 100 mph, and beating the time



1933 Wolseley Hornet Special also joined the stable

of one of my old school mates in a Mk 2 Jag, was quite an experience. The other car, the Hornet Special, was bought locally from the Coombes family, who had owned it for over 30 years. Restored in the 1980's, it is a nice little car, and it is 'little'. I can only just fit in and drive it comfortably, and with a passenger it's very cosy. Recently John Mallia was over from Melbourne, and as he's currently restoring one, he was keen to try it out. He is much

Editor's Stuff - continued

bigger than I am, and had difficulty both getting in and out, and driving it. He's working on seat positions in his own car right now, so he now knows that he needs to make it bigger than our car and to make sure he can easily get in and out, and drive it comfortably before he locks and loads the seating in place. Despite ours being a tight fit, it is a fun car to drive – it makes all the right noises, performs particularly well for a 1933 car, and looks spectacular. Every time I drive it, I find myself saying "Gee, I really like being out in this car". It has a crash gearbox that is extremely forgiving, with a reverse gate (first and second are where 3rd and 4th would normally be, and vice-versa), reasonably good brakes, and it's quite wind-proof. It's easy to see why they were so popular in their day.



The diesel 6/110 Mk2, which was sold to an Auckland enthusiast.

In the past month the diesel 6/110 Mk2 which belonged to Paul Smith (son of former member the late Harold Smith) that I've had at home, has been sold. After quite a bit of work and \$2,500 expenditure, it became a beautiful, excellent running car once again, and sold for \$7,500 at the Christchurch Swap Meet to an Auckland gentleman who has had lots of experience with Nissan diesel engines. At that stage it hadn't been

re-registered and VINed, but once I had all the paperwork sorted (the previous certification of the diesel conversion was a key document), it sailed through the process at VTNZ, the only fault needing rectification being a new tyre. I got Matthew fit a full set of new 185 R 14 radials at his work, and they literally transformed the way the car drove and handled. I also had the front seats repaired, which completed the package perfectly, and then the car was sent north on a truck to a delighted new owner. I'm sure it's going to be well looked after, and hopefully will appear at events in and around Auckland.

The Wolseley 1300 which was purchased in a house-clear-out by Ray Willoughby earlier in the year has also been tidied up a bit and was recently sold to Stuart Penny's brother-in-law, (Peter Nixon) who lives in Timaru. We had the rear wheel cylinders and the master-cylinder replaced by Pat O'Connell, and then Peter took the car for a WoF, registered it, and then drove it home to Timaru. Since then he's been tidying it up even more, and seems particularly pleased with his purchase. Peter also owns a nice Rover 3500 P6, so will be well acquainted with some of the intricacies of BLMC products.

For the same reasons as the lack of newsletters, our own cars have been somewhat neglected over the winter, so I'm now needing to get WoF's done, and a few jobs completed to get more of them back out on the road again. I thought I had got to the

Editor's Stuff - continued

bottom of a fuel issue with our Mk1 1500, but this was not the case, and it's now on the hoist having the fuel tank seen to. While under there, it could also do with a new diff pinion seal and a new clutch hydraulic hose, so that will happen soon. I'm also in the middle of fabricating a proper throttle linkage system for the 1909 Wolseley-Siddeley to replace a Bowden cable set-up which was an easy but non-original arrangement fitted when the car was restored many years ago. It had a tendency to prevent the throttle closing off properly, which with a crash gearbox made the car difficult to drive, so it needed to be sorted. I'm also fitting a starter button in the car so it will no longer be necessary to get out of the car and lift the bonnet and press the starter solenoid button every time it stalls or stops.

A planned Christmas Holiday project is to finally fit a new clutch to the 6/99. This has to be done before we head off to Brits at the Beach in Whangamata with Sheryl Hunter and Tim Dunningham joining us in their 6/110 in February.

Right – that's enough from me for this issue..... Colin

CHAIRMAN'S REPORT

Hi Members,

It has been quite some time since we have been able to report to our members. It is the Clubs intention that a Wolseley Word is sent out to members on a month to month basis or at least near 10 editions a year. The Christchurch Branch is responsible for this to happen with Colin being the Editor and other branch members assisting to put it together to be sent out to those members who wish have a hard copy. Email copies are forwarded as soon as the printed copy is formulated. The



Christchurch Branch and its members provide much service to the Club with the Word and The National Spares department.

This is all voluntary work by those members and by many others throughout our membership doing things for the club within their local areas.

To assist to get things back on track please send reports and photos to Colin in a form that he can paste into the magazine, Colin may advise the format he requires.

We thank you all for your patience and communications.

I know we have had new members into the Club since the last Magazine. Welcome to you all, we look forward to your involvement and friendship.

CHAIRMAN'S REPORT - continued

The National AGM was held in Fielding once again and once again was well organised and attended by the North Island branch, Thank you.

All positions have stayed the same as we continue through into 2019.

I will sign off now and wish you all a" Very Merry Christmas" and safe traveling. Gordon Duthie

CHAIRMAN'S REPORT to National AGM, October 2018

This is my seventh report as your President. I came into this position October 2011. Since the AGM at Christchurch last year where we talked about the large North Island Branch and how they were going to manage things. It is pleasing to see the Branch continue to deliver to its members.

It is a challenge to the branch committee to organise events etc. I thank them for there effort and ask members to provide support where they can.

I also thank them for hosting this years National AGM.

The highlight for 2018 has to be the National Rally based in Blenheim.

A great attendance from the length of NZ along with our Australia friends and with the Marlborough weather playing it's part all helped to make it a great success. Marlborough has a lot to offer all within a short distance of travel.

I thank everyone who helped make this a memorable event.

The Wolseley Word is an extremely important asset to the Club as many members look forward to it's arrival once a month.

Our Editor Colin has been very busy and has not been able to maintain a monthly issue due to many other commitments. We need to find some way to get this back on track again and ask for some assistance and patience.

We were to have had an add placed in the Beaded Wheels magazine but again Colin has been taxed with time.

It is pleasing to see new members joining the club throughoutS the year even though the word and adds have been thin on the ground.

I welcome those new members to the club and wish you great motoring and friendship. Once again a big thank you to Ray Willoughby and his helpers within the Christchurch branch for the great job of supplying new and used parts to club members.

Ray along with the support from Wendy have served the club well and I respect your wish to back off and let someone else take over in the near future.

Thanks our National Secretary Michael Kruse for the dedication to his position and those communications we have from time to time.

Paul Billing continues to carry out a very responsible position as National Treasurer. I thank you for your professionalism.

Thanks to the executive members for your communications during the year and wish the incoming members the best for the coming year.

I also like to thank those members who have called me through out the year to discuss what ever it is you wanted to talk about. I am always pleased to help.

CHAIRMAN'S REPORT to National AGM, Continued

I thank Beryl for her continued interest and support.

We have had some members sadly pass away during the year. These members will be acknowledged at the National AGM.

I wish you all a successful 2019 season.

Gordon Duthie.

Deadline for next Wolseley Word:

Friday 1st February 2019

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

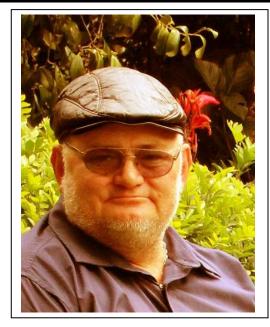
or post hard copy to me to 34 Rossington Drive, West Melton 7618. Please provide me with a simple caption. If you can pen together a quick story to go with it, so much the better.

SECRETARY'S REPORT

Hi Fellow Wolseleyites,

Gordon and I had chat recently, and decided it would be a good idea to include in my report some pictures from our recent North Island Branch trip to Horopito. It started on Friday with Simon Verkerk flying in from Christchurch, and me picking him up from the airport. I went back to work leaving Simon to his own devices with Raewynn,s car. We prepared and packed the Wolseley 1500 on Frday night.

We left home at 7.30 am the next morning, and arrived at Waiouru Army Museum at 12.00 for lunch. There were 21 people altogether, from Ray & Caryl Chappell from Auckland to Hugh Mackenzie and



Bronwyn Pullan from Wellington, and from the east Stephen & Janice Belcher from Tauranga.

We looked around the Museum for a couple of hours (I could of stayed all day) then went to the Tangiwai Disaster Memorial.

SECRETARY'S REPORT - Continued

There we meet a new member Jeremy Richard with his 6/110, from Pahiatua. His car attracted a large crowd when the bonnet was opened.

We lined up the cars and took a photo with the owners standing by their cars.

On Saturday night Lance Fitness had organised a lovely meal at a local hotel in Ohakune. We all stayed at the local Top Ten motor camp the night.

Up early in the morning, we met at 9.00am, then travelled on to Horopito Motors. It was fantastic to look at all the old car parts they had, Simon was amazed.

After 4 hours of looking at the treasure it was time to go home. It was great turn out and it was well put together.

Thank you Lance Fitness & Ivan McCutcheon.

Simon stayed on and helped me wash our Wolseley and flew home Monday afternoon.

Happy Wolseleying

Michael



The intrepid Horopito travellers





At the Tangiwai memorial

An open bonnet always attracts attention...

SECRETARY'S REPORT - Continued



Beyond restoration, but parts may live on.

Vintage-era 11/22 engine awaits rescue →





Simon Verkerk travelled from Christchurch.



The chaos that makes Horopito famous.



Anyone need a spare coil?

BRANCH NEWS and EVENTS - North Island Branch

North Island Branch News:

It is the annual Garden Festival in Taranaki and as I write this report we have just come back from a wonderful day with the Taranaki VCC visiting 8 beautiful gardens.

The North Island Wolseley club held their AGM on Saturday August 4th in Taupo. Michael and I and a few others drove over on Friday night and met up for a pizza dinner in Loris and Ray Whitcombe's room at De Bretts. Saturday we all met at the Taupo VCC Rooms at 10.30am for our AGM at 11am. We had a great meeting with all executive members remaining the same and a beautiful lunch served up by the Taupo VCC ladies. After lunch we went for a run to Aratiatia Dam to watch the dam gates open. We then went for a run to Acacia Bay to L'Arte Café and looked at their arts and crafts and some of us had afternoon tea. We then met up later for a meal later on that evening. Some of us met for breakfast the following morning to end a wonderful weekend.

Our last event was to Horopito (Smash Palace). This was a great weekend and enjoyed by everyone, I am sure.

The first event next year will be in New Plymouth organised by guess who? we will get this info out early in the new year.

Michael and I would like to wish everybody a very merry Xmas and happy new year and enjoy time with family and friends.



Regards Raewynn

Run to Classics Car Museum Hamilton.

In spite of a bad weather forecast, we still had a good turnout, I invited, the members from Bristish Cars BOP to join with our club. We had 6 Wolseleys from around the BOP, Auckland and Waikato attend, 16 members in all. We appreciated meeting Derek and Gaye Dickson and Mark Kingham, from Morrinsville and we look forward to spending more time with them. Together the group totaled 30.



BRANCH NEWS and EVENTS - North Island Branch, continued

The weather was kind to us, leaving from Tauranga, with morning tea stop at Lake Karapiro and along the lovely back road to Cambridge, until we were approaching Hamilton with rain and heavy traffic. We visited the Classics Car Museum in Hamilton, enjoying lunch at their retro cafe, and enjoying the museum after lunch, it is very well laid out with some very nice cars and worth the \$12.00 each they charged us. Many thanks to the members who came, look forward to catching up again soon.

Stephen Belcher.



26th September 2018

Galaxy of Cars

Dear Car Clubs and Enthusiasts,

The only date we have been offered by Auckland Stadiums is the 10th of March 2019..

On checking with a few Car Clubs we have been advised that this date clashes with three Club runs and also it is the weekend after the large Brits Euro Show. Car numbers will be less after two weekends in a row. We have also asked Auckland Stadiums what is our future at Western Springs. Basically their reply has been they cannot guarantee the New Lynn Lions any future because of the many changes to be made at this Stadium.

We have investigated other venues within our the West Auckland Lions Zone and have not had any success. There are no large fenced venues that would be suitable for our Galaxy of Cars.

After a lot of thought and dicussion the New Lions have decided to no longer run the Galaxy of Cars. The main reasons being as follows.

- 1. Unable to get a confirmed suitable date year after year from Auckland Stadiums.
- 2. Auckland Stadium venue hire fee.
- Unable to find another suitable venue.
- 4. This year's Show was another enjoyable success, best to finish on a high.
- 4. Many other Car Shows have emerged, one every weekend over the summer months.

This has been a hard decision to make after nearly 20 years running a very successful event. The New Lynn Lions have passed on over \$220,000 in donations to many young people's needing charities which is something we are very proud of.

We would like to thank all the clubs, individuals and sponsors who have supported Galaxy of Cars over the many years. Your time and friendship has always been appreciated. We wish you all the best for the future.

Kind Regards

Noel Mountjoy New Lynn Lions mountjoy@slingshot.co.nz This letter was recently received from the organisers of the Galaxy of Cars event

BRANCH NEWS and EVENTS - Nelson/Marlborough Branch

Nelson/Marlborough Branch - News:

We have been quiet at the moment with not much on. We have one new member Donna Jobe from Rai Valley. We welcome her to our branch and the Club.

Our Branch AGM was held on July 28th at 2pm at 113 Whitby Rd Wakefield.

Our club was invited to attend the Vintage Car Club Daffodil Cancer run, on August 26th, which left the Speedway clubrooms in the afternoon. This was a great event, which was attended by many different makes and models, and raised a considerable sum for the

Cancer Society.

Coming up in the New Year we have the VCC Swap Meet on 9th February (see notice opposite). There is always the opportunity to display cars at this event – hope to see both local and other South Island members there. Regards

Bryan Stansbury.

SWAPMEET

Saturday February 9th 2019





Entry \$5 Per Person
Accompanied Children Free

Site Bookings \$15 (Includes One Person Entry Only)

Car For Sale Site \$10 (Includes One Person Entry Only)

Held Rain or Shine. Starts 8am At Speedway Assn Grounds
Lansdowne Road, Richmond

Free Parking Entry Off Lansdowne Road Site Enquiries Merilyn 03 548 3899 Email: swapmeetnelson@gmail.com

BRANCH NEWS and EVENTS - Christchurch Branch

Christchurch Branch

News:

There have been a number of events over recent months, communicated to our members by email and by word of mouth at our regular Spares Working Bees, given the lack of newsletters. Thanks to all who persevered during this time.

Touching on a few of the events, this year's Christchurch Swap Meet was really successful, with the Christchurch Branch membership really getting in behind it both in terms of supplying goods for our sale site, and people to man the site over the weekend. Graham Quate coordinated the effort, and in the end over \$900 was raised for the branch, which will ultimately be used to support our Idlewood facilities. As usual, may visitors and members from around the country called in to say hello, so it was a very successful weekend all-up, despite the weather on the Friday being absolutely atrocious. Graham and Stuart Penny have contributed a few paragraphs in relation to the weekend, which you will come across later in the issue.



Graham Quate and Tony Shanks looking after sales on a wet and miserable Friday

This year's Daffodil Rally in September, organised by the VCC, was another really successful event which many of our members attended. With a turnout of over 450 cars, there was a great cross-section of cars and other vehicles there. Most took the opportunity to head out on one of the optional runs to various places of interest, returning for lunch and the prize-giving early in the afternoon. As happened last year, the weather on the day was perfect, and everyone really seemed to enjoy the day.

BRANCH NEWS and EVENTS - Christchurch Branch, continued

Also in September was the Amberley Rock'n'Wheels show in the Amberley Domain. This well organised event was once again spoiled by the weather, but did attract a great turnout of classic cars and hot-rods – they just didn't stay that long. We had 5 cars there, and fortunately Danny and Sharon showed up in their camper to provide some shelter and hot drinks, so not all was lost.

This year's All British Day was another good one too, again bringing out a large contingent of our members, a couple of whom were in one of their 'other' British cars. One of these was Danny and Sharon O'Malley, who have recently added a late-model Aston Martin convertible to their collection. This is a stunning car, and Danny is particularly impressed with the way it drives. Being the owner of many performance cars,

he would know, but it certainly looks good – one of those cars that looks like it's doing 100 mph standing still. Danny was telling us the Sharon told him to buy it, so being lucky enough to get a placing for being closest to the mystery time for the route they took, when it came to being awarded the prize, it was given to Sharon. Incidentally, since the last newsletter,

Danny has also purchased the Austin A95 from members Rex and Valmae Wellsford. It was a lovely example when Rex and



Danny O'Malley has just purchased this A95 from Rex and Valmae Wellsford – Danny has added many accessories.

Valmae had it, but now it's had the 'Danny touch' and had a white stripe and some extra bling items added, it looks very smart indeed.

A few months ago Derek Brehaut arranged to have the first start-up of his 6/90 restoration

project, and several of us turned up to see it happen. At the time, the body was still away at the paint shop, with the running chassis fully assembled and ready to go. He was keen to get it fired up to check there were no issues before the body went back on, so it was a restoration milestone that he was keen to get ticked off. With the radiator, fuel supply, and instrument temporarily rigged up, and a battery hooked up, the starter soon had it



Derek (right) celebrates a successful fire-up of his 6/90 restoration

BRANCH NEWS and EVENTS - Christchurch Branch, continued

spinning over, but it wouldn't fire up. Derek soon worked out that the timing was 180 degrees out (the engine reconditioner had put the distributor drive back in 180 degrees out), so after sorting that out, the engine purred into life immediately. A small oil leak out of the front seal was the only issue revealed – simple to rectify before the body does go back on. Derek and Lee are soon to move to Oamaru, and we're certainly going to miss them at our events.

Simon Verkerk has recently sold his 16/60 (see item by Bryan Kelly later) and is now without a Wolseley, although he's currently looking at purchasing a different model to replace it. He recently had a weekend away with North Island members to attend the run to Horopito (Smash Palace). He was well looked after by Raewyn and Michael Kruse, and came home particularly enthused about the event, the opportunity to go somewhere completely different, and with the club and members up there, as they made him feel right at home. As he does, Michael is always keen to allow others to drive his 1500, and it seems Simon was particularly impressed by it too. I'm sure he would be happy for me to pass on this thanks for the hospitality shown to him by all who took part in the event. Working bees at Idelwood continue unabated. I was hoping to make the November one, however a major storm event on the West Coast the day before stymied that, but I have had to call in on the odd occasion to collect parts, and every time I go I can see things have been done and improved. Our last one for the year is this Saturday, and our usual meeting will follow, to be continued into the afternoon with our Christmas BBQ. As I write, the weather forecast is looking favourable, so we should be in for a good day. Colin Hey

Christchurch Branch Coming Events:

Tuesday 1st January 2019 - New Year's Day Classics Picnic at Little River domain.

This informal event was started by the Banks Peninsula branch of the VCC years ago, and is becoming more and more popular. It is open to all classic and special interest cars, and is nothing more sophisticated than a chance to meet with other like-minded club members and enthusiasts in a great setting, have a picnic together, and if desired, a wander around the domain to see what cars have come out of the woodwork on the day.

It's best if we arrive as a group so we can park together, so if you can, please **meet in Tai Tapu opposite the Challenge garage at 10.00am.** Bring your picnic lunch – we'll try to have a BBQ there too so you can heat up a banger or two if you want. A donation to the local fire brigade will get you into the domain – anything from a gold coin upwards I think.

Saturday 12th January 2019 - Working Bee at Idlewood

If you've not gone on holiday and want to fill in a couple of hours, then please join us. Might be more social than work, and straight after lunch we will take a drive into town to

BRANCH NEWS and EVENTS - Christchurch Branch, continued

have a **visit to Dutton's Garage** to have a look through their showroom. There will be no committee meeting in January.

Sunday 27th January - Afternoon Run

Afternoon run to Cust. Depending on the day, the run will finish in the Cust Recreation reserve, or at the Route 72 Café Bar Emporium.

For those coming south of the Waimak, meet at the Belfast Hotel at 1.30pm, for those north of the Waimak, meet in Mount Thomas Road, Fernside, just on the South side of Route 72 (ie turn left into Mt Thomas Road heading west from Rangiora), at 2.00pm.

Wednesday 6th February (Waitangi Day) - Annual RSA Classic and Vintage Tractor and Car Rally.

Registrations from 9.15am at the RSA in Victoria Street, Rangiora. Cars depart at 10am on a run which will finish at the Loburn Domain for lunch. BYO lunch – there will be a community-run BBQ and cake stall operating at the domain. Entry fee \$15 per car, with all proceeds going to the Rangiora RSA building fund.

Saturday 9th February - Working Bee at Idlewood

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 761A Mcleans Island Road. Morning tea provided, BYO lunch if you want to stay on for the Committee meeting after lunch.

Saturday 23rd February 2019 - Hanmer Motorfest

This is a great event to attend, attracting more and more cars every year. In the next newsletter we'll have a couple of options – either leaving from Christchurch early in the morning, or meeting in Hanmer somewhere so we can all go into the domain at the same time and therefore be able to park together.

In the meantime, please go to their web page:

https://www.facebook.com/pages/category/Event/Hanmer-Motorfest-1649118238449271/ to register for the event (this makes the arrival and check-in process much quicker on the day), or for more information. If you would prefer us to do the registration for you, please contact Colin Hey.

If you would like to get their early and/or stay afterwards, please arrange your accommodation now, as it's likely to get hard to get.

Sunday 10th March – Twin Rivers Motoring Extravaganza at the A&P Showgrounds.

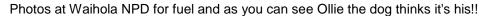
Arrive by 10am if possible – we will try and get a spot where we can all park together. After the display and prizegiving, we will travel out to Prebbleton or Lincoln for a coffee, perhaps even staying on for a pub dinner. For more details see their web page: https://www.facebook.com/TwinRiversCarParade/

BRANCH NEWS and EVENTS - Southern Regional Branch

Southern Region Branch News:

Greetings from the Deep South. Hope this edition of the Word finds you all well and all ready to rip into the holiday season.

Isn't it funny how a conservation at a meal in Palmerston North...another on the way home on a flight from PN can lead to the following outcome! After some e-mails and phone calls with Simon Verkerk...we are now the VERY HAPPY owners of his 1971 automatic 16/60. Big thanks to Colin, Matthew and Gordon for the encouragement and boot up the butt to do something about it. Both Barbara, myself and Simon are wrapped it's staying in the club and to say we're happy with the car is an understatement! The drive home from Christchurch was uneventful...only pouring rain all the way down to Palmerston but she never missed a beat and certainly didn't let the Kilmog hill and Northern Motorway upset her....it's as if she enjoyed it. I certainly didn't push her...she just did it no problem. Seems like an article will have to be written for the Word I think. Thanks for your help guys we really are stoked with the car. Even Barbara reckons she'll drive it with being an auto!







As yet we don't have a firm date for our next event, however hopefully something can be cobbled together early in the New Year. Don't forget the annual Dunedin to Brighton Veteran Car Run on Saturday 26th January. For anyone who wants to view this spectacle, the cars assemble in the Octagon in Dunedin at 9.00am, and then leave for Brighton domain at 10.00am. They can be seen at both venues. Colin and Judy Winter will be there with 'Grandma' the 1900 Wolseley, and I understand Colin and Jenny Hey will be bringing one of their veteran Wolseleys down to take part as well.

For those who live in the more northern areas of Otago (or for those who fancy a bit of a trip, the Oamaru All British Day will be well worth attending too, on 23rd February (see notice next page).

Regards,

Bryan Kelly.

OTHER REGIONAL EVENTS

Rotorua Vintage & Veteran Car Club Inc proudly present the

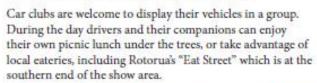
7th Annual Rotorua Lakefront Car Show

10am - 2pm, Sunday, 20th January 2019



ALL CARS, BIKES AND COMMERCIALS WELCOME!

The venue is the Rotorua Village Green at the Lake Front, off Whakaue Street. This is an informal car show open to any individuals or clubs to display their vehicles. Drivers will be asked for a gold coin donation upon arrival. All monies raised will be donated to St Johns Ambulance Rotorua.





Rotorua's Soundshell Market will be in operation adjacent to the Car Show, as well as other holiday attractions.



Over 300 vehicles were on display at last year's show, and the event has been very popular with locals and holiday makers alike. Vehicles have ranged from early vintage to almost new.

















ALL PROCEEDS DONATED TO ST JOHNS AMBULANCE ROTORUA

WWW.rotoruavintagecarclub.org.nz



OTHER REGIONAL EVENTS

BRITISH & EUROPEAN CAR DAY

10th February 2019

This year features a special display of classic race cars.

Trentham Memorial Park, Upper Hutt
Use Barton Road, off Fergusson Drive, Upper Hutt
10am to 4pm

OPEN TO ALL BRITISH AND EUROPEAN CARS.

Entry \$10.00 per display vehicle

Contact Ric Tyson, Phone: 027 449 1980 Email: manager@britishcarday.nz or go to British-Car-Day-Wellington on Facebook

> Sponsored by Ray Hartley Motors Wellington



Registrations are now open for the 2019 Brit & Euro Classic Car Show - go to https://www.briteurocarshow.nz/register

Also follow or like us on FACEBOOK to keep up to date with show happenings https://www.facebook.com/briteuroclassiccarshow/
It would be great to see Wolseley represented at the show again

IN MEMORY OF TREVOR BURNNAND

It is with a great deal of sadness we record the passing of well-known Auckland member Trevor Burnnand on 20th September.

Trevor was an enthusiastic supporter of the club, and he and Adele were well known for travelling the length of the country in their 'Wolota' (Toyota Camper) to attend National Rallies and other events. They also took part in many of the Australian national rallies.

Together they also took part in the last national rally in Blenheim in March, travelling with Steve and Janice Belcher in their 16/60.

Unfortunately Trevor developed cancer some time ago. He fought it off bravely and got through major surgeries, and remained positive right to the end. He passed away peacefully and in no pain, with his family around him in the house he'd lived in all of his married life.

We pass on our sincere condolences to Adele and the wider family. He will be missed.

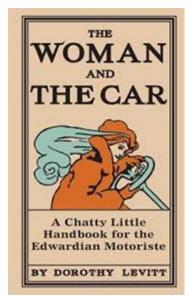


Trevor, with

Adele in the background, at the National Rally in Blenheim this year. Photo kindly supplied by Michael Kruse.

A Chatty little Handbook for the Edwardian motoring woman

I have recently being doing some research on Pioneering Woman in Motoring. I came across this article on a Handbook for Woman motorist in the Edwardian period though woman and men readers maybe interested. Dorothy Levitt was the first Brisitsh race car driver holding both the womans land speed record and wtaer speed record. She taught Queen Alexandra and Royal Princesses to drive. She recommended that women should "carry a little handmirror in a convenient place when driving" so they may "hold the mirror aloft from time to time in order to see behind while driving in traffic", thus inventing the rear view mirror before it was introduced by manufactures in 1914. Hope you enjoy this article. Regards Raewynn.



<u>Driving Advice For Women In 1909: Don't Forget To Bring A</u> <u>Gun</u>

Life wasn't easy for women in the early 20th century and race car driver and motorist Dorothy Levitt knew that for a fact. That's why she published *The Woman and the Car: A Chatty Little Handbook for all Women who Motor or Who Want to Motor* in 1909. It tells women how to take care of themselves and their cars, and reminds them to always carry a gun.

The book was published for women a little like Dorothy: someone who wanted their own little slice of freedom but who weren't sure how to get it. The automobile provided a huge opportunity to give women autonomy, and Ms. Levitt wanted women to know how to take control of their lives in this one, simple way. So, in a very conversational tone, she guided young ladies through the process of purchasing, starting, driving and repairing their own car

Now, it might not seem like there's a whole lot to learn from a turn-of-the-century book like *The Woman and the Car*. Automotive technology is almost unrecognizably different now, and the social conventions that barred women from driving at the time are pretty much non-existent in the Western world today. And in some ways, you'd be right.

But the handbook should still be a piece that everyone read, both for its importance to history and for the advice that can stand the test of time.

The Woman and the Car is approachable. Levitt makes sure her readers can see that she knows what she's talking about while also assuring them that nothing is quite as difficult as it seems. She dedicates multiple pages to talking about all the things you need to do before you even think about driving. Locate the petrol and oil takes and make sure they're full. Learn what all the knobs and levers do, learn what they control, learn why, and learn how to solve these problems on the go. Test your brakes to make sure they grip well. Oh, and make sure you turn on your battery, too—but do not touch anything metal underneath the car while there's still a current flowing.

Not once does she leave any potentially confusing term undefined, and when she finishes the chapter with, "let me assure you that while it has taken some little time to explain these things in the plainest possible language, it will take you but a few minutes to carry them out," you actually do believe her.

Her information regarding the purchase of a car is certainly outdated but also shows that, for all of her pioneering work regarding women, Levitt still believed in some of those sexist

myths herself. For a woman, she highly recommends a single-cylinder De Dion that generally fell under eight horsepower. This, she says, is important, because it requires no muscle at all to start and has the most graceful lines. As such, it's appropriate for any women to handle.

This handy little book came out in an era when women were usually expected to be seen and not heard, and your outfit was of massive importance when you were out and about with your car. Levitt was known for racing in outfits that accentuated her feminine figure, and *The Woman and the Car* lays out all of the most important style cues. She advises against leather that gets cracked and stiff in poor weather and recommends wearing shoes instead of boots, as they give the best freedom of ankle movement. Dress as you normally would for the season (except, don't wear your nice silks) and make sure to protect your neck with a scarf. You must *absolutely* wear a hat, but make sure that it fits well, lest it blow away. Y'know. The important things.

But what's truly revolutionary is Levitt's constant emphasis that women can do this themselves. Motoring is the realm of women, and a woman can drive as well as any man and fix her car as well as any man. She offers a full list of the tools women should have available to them at all times, runs through every single problem that Levitt believes a woman could encounter on the road, offers pointers on how to spot them, and then details how to fix them. Is your engine misfiring? It may be a faulty plug or a sooty plug—remove and replace both with a spanner. Is your car coming to a standstill after a few misfires but you *know* your petrol tank is full? You might have a choked carburettor. Your spare hair pins can take care of any dirt in the carburettor pipe. As long as you've got your overalls and some Antioyl soap handy, wrench away!

Dorothy Levitt doesn't assume that these avid lady motorists are going out on drives with their husbands—she *expects* that women will go out by themselves. As such, she highly recommends purchasing a Colt revolver, which has little recoil, and practicing your aim in your spare time. If you'd like a companion, bring a dog; They love driving and most will curl up on your seat with delight. Never, ever let anyone else drive your car, because "a strange hand" will "put your car out of tune." Carry a hand mirror to check behind you. And make sure to keep chocolate in the drawer under the seat, because they can be soothing in stressful times (such as, in her own case, when she's unable to figure out a mechanical issue). Nowhere does she mention men.

And that, I think, is the most revolutionary part of her book. She took on the automotive world almost single-handedly in order to carve a path for her fellow women to follow and then made sure she guided them along the way. When you read *The Woman and the Car*, it's hard *not* to feel a twinge of confidence in yourself. I've never laid eyes on a De Dion in my life, but Dorothy Levitt's assurance makes me feel like I could go out and operate one, no problem. It's a powerful counter-argument to the claim that women were far too weak to handle an automobile, and she had no interest in trying to persuade the men to believe her. Levitt just wanted women to get behind the wheel.

Dorothy Levitt knew that women deserved to have fun. She wrote *The Woman and the Car:* A Chatty Little Handbook for all Women who Motor or Who Want to Motor to let the world know. And in between her advice on road rules and driving procedures and how to file paperwork with the bureaucracy, she let you know that it's never a bad idea to let yourself loose once in a while.

"Keep within the legal limit of speed all the time except on a good and clear stretch of road, where there happen to be no "blind" corners or dangerous cross-roads or traffic. Then there is no real harm done to any one in trying to see what you can get out of your car."



Courtesy of Mr Google.



CLASSIC CARS, HOT RODS, BIKES, ALL VEHICLES WELCOME

Saturalay 23rd February 2019
HANMER SPRINGS DOMAIN, JACKS PASS ROAD, HANMER SPRINGS

NOTICE OF 2019 AUSTRALIAN NATIONAL RALLY

Just thought I'd give you a quick update on how things were going with arrangements for next year's national rally.

We spent two full days in and around the town where the Rally is going to be based in Bermagui, a while ago, to check things out.

We found Bermagui to be a quiet and relaxing place and I think it will prove to be ideal for the rally. We have been able to get commitments from various venues to cover all meals and have mapped out and driven all the proposed outings. The next step is to confirm our discussions with the contacts we spoke with and then put out a draft itinerary in the next couple of weeks.

We stayed at Reflections holiday park. This will be excellent as rally headquarters. The motels in town also appear to be of a high standard.

I have heard from Graham Keys that some are already planning on attending from NZ, so I would be grateful if anyone who is interested in coming could let me know as soon as possible so we can start to confirm numbers and other arrangements.

Please email me to **kefjas2@bigpond.net.au**

I will be in touch again when the draft itinerary is ready.

The rally will be held in Bermagui NSW, a coastal town about 400 km South of Sydney (700 km north-east of Melbourne) on 5th to 10th May 2019.

Regards,
TONY ECCLES

ADVANCE NOTICE OF 2020 NEW ZEALAND NATIONAL RALLY

The Rally will begin on Sunday 8 March, with arrival at the Capital Gateway Motor Inn In Ngauranga Gorge Wellington, and welcome dinner that night. The second day will be a coach trip to the Wellington sights and possibly a harbour cruise and dinner. On the third day will be a drive to Palmerston North, visiting Southwards Car Museum on the way. The main accommodation venue is the Copthorne Hotel, and dinner may be held at the Cosmopolitan Club.

On Wednesday 11 March, we will travel over to the Wairarapa and the final three nights will be at the Copthorne Hotel Solway Park, Masterton, with a farewell breakfast at Solway Park on the Saturday.

A programme of exciting events is being arranged at each venue by the Rally Committee: 8-10 March 2020 - Accommodation is being held at the Capital Gateway Motor Inn (2 nights)

10 March 2020 - Copthorne Hotel, Palmerston North (1 night)

11-14 March 2020 - Copthorne Hotel Solway Park, Masterton (3 nights)

Please note that it would be good if members intending to come can begin to book their accommodation now at the 3 venues mentioned above. When calling these hotels you will need to say that you are with the Wolseley Rally because the hotels are hold rooms for us.

2018 Canterbury Swap Meet

The swap meet has come and gone for another year and what weekend it was. We had four seasons in one weekend with torrential rain and wind on Friday followed by a lovely sunny day on Saturday to finish with a cold windy day on Sunday.

However, despite the weather the Canterbury branch members gathered to enjoy each other's company and have a good time over the weekend. We assembled on Thursday afternoon to set up the trestles and get everything ready for Friday. Like past years as soon as site holders arrive to set up they are inundated with buyers, and Thursday was no exception. We had such a good response from our club members and along with the prospective buyers it was like being at Addington Raceway on cup day. Colin exercised his vocal chords and for the sake of this article gently but firmly got the buyers to leave. Friday was a different story with torrential rain and cold wind howling all day long, however there was a brilliant turn out of club members who huddled together in Colin's covered trailer when there were no customers present. We enjoyed each other's company laughing and bantering as blokes do. Alan's fired up his gas cooker and we were blessed with the old favourite hot cup of tea when required.

Saturday was a quiet day sales wise. The weather was fine with lots of people browsing and buying from our site although believe it or not we turned over more money on the rainy Friday than Saturday.

Sunday was quiet so we decided to pack up shop at 1200 noon and head away home. Thanks to those who helped make this weekend a success, whether it was through donating items for sale and/or helping on site.

Graham Quate

Wolseley Car Club Christchurch - Swap Meet Fund Raising Effort

I would like to recognise the huge commitment of two of our Club members who went to huge lengths to ensure the success of promoting the goods that were made available for sale by our Club's members, at the recent Swap Meet.

Graham Quate did an extraordinary job in coordinating the entire operation in terms of being the organizer for our allocated site for the selling of goods that were to be made available to the public, and ultimately was the Sales Guru. He was on duty before 7.00am setting up, and remained on site for the three days until the conclusion of the days trading. Graham was the driving force in terms of the organisation required, and having the vision to make it work. Fortunately he did have the support on hand of Danny O'Malley and Tony Shanks who along with others who were also supportive, in terms of being available to give him his short breaks when required.

Also to Colin Hey, who made available his Race Car trailer which he transported to and from his home, to Cutler Park, via Idlewood where he left it for members to load. This created our sales area when the awning, which, when erected and secured to the trailer provided shelter for the sales tables which were positioned beneath.

Colin had an enormous amount of preparation and organising with running and overseeing the entire Swap Meet event, and determining the events requirements and satisfying so many people, but he was still prepared to ensure that his trailer ,which proved

2018 Canterbury Swap Meet - continued

excellent for the purpose intended, was available for our Club's use. It also provided protection for our members in the inclement weather. Colin's other kind gesture was to bring his caravan onto our Wolseley Car Display site, for members use. This thoughtful consideration had the misfortune to have the Security personnel who were seeking shelter on the stormy Friday Night, scorch wall lining from the Gas Cooker they had lit to provide warmth.

These two members need recognition for their loyalty and dedication to our small Club in terms of their their devotion and hard work to make something they believe in, work.

Stuart Penny

Buy and Sell



For sale. 1955 Wolseley 4/44. The car was repainted about 30? years ago and is still in very good condition. The interior is completely original and tidy although showing its age in a bit some places. Motor, gear box, diff and brakes were rebuilt and a brake booster, new battery and new radials were fitted approximately three years and about a thousand miles ago.

The car is very reliable and is pleasant to drive.

Registration expires October 2019 and car will come with a new WOF. \$14000.00 ono. Ph. Bruce 06 876 6161 or 027 246 9899. Email bmck@xtra.co.nz

I have a partially restored 1930 Wolseley messenger for sale in New South Wales. I'll happily send images on request David Mann – email davidmann2912@gmail.com

For sale - 1964 6/110 Mk 1 cross-over model, colour olive green. Present owner since 1978 therefore reluctant to part with a family member but not now used and just sits from one WOF to the next, presently warranted and registered.

After 40 years it needs some work to make it smart-looking again. The interior is tidy for its age but the exterior needs some panel and paint repairs along with chrome work. The engine runs sweetly and still needs the lead additive for the petrol. We would like someone from the club to take over our beloved "Victoria" and cherish her as we have done. We'd like \$3,500 for her but would look at any reasonable offer. Victoria is garaged in Henderson, Auckland. Contact Russell Harris - russellh@hendersonprimary.school.nz

Wanted for 1935 Wolseley Wasp Coupe - I need front and rear bumper bars. They do not have to be exact as the original, even if a later model would be close, they are a single bar. Not having much luck here in Australia. If you could help it would be appreciated. Please contact Des - desmarmc2@bigpond.com



WOLSELEY CAR CLUB NZ INC.

MEMBERSHIP RENEWAL 2018/2019

THIS FORM MUST BE RETURNED WITH YOUR SUBSCRIPTION.

Note: If you have already paid your renewal fee, please complete the form only and return it to your Branch Secretary

NAME(S):							
ADDRESS:							
PLEASE ENTER POSTAL CODE			AREA POSTAL CODE:				
TELEPHONE	NUMBER:						
CELLPHONE NUMBER:							
EMAIL ADDRESS:							
YOUR WOL	SELEY(S)	,					
MODEL	CHASSIS No	ENG	INE No	REG No	Year 1* REG	Gearbox Type	COLOUR
I HEREBY AGREE TO ACCEPT THE INTERESTS OF THE WOLSELEY CAR CLUB NZ Inc.							
SIGNATURE : DATE:							
Please keep my information only for the Wolseley Car Club committee only:							
You can share my information with all Wolseley Car Club members: (please tick box to show your preference.)							
MEMBERSHIP SUBSCRIPTION FEES (PER YEAR): \$50.00							
PAYMENT ENCLOSED CHEQUE/CASH AMOUNT							
PLEASE NOTE MEMBERSHIP FEES ARE DUE ANNUALLY ON JULY 1*, AND THIS YEAR MUST BE PAID NO LATER THAN 30TH NOVEMBER 2018.							
ALL MEMBERS WHO REMAIN UNFINANCIAL AFTER 30 TH NOVEMBER WILL NO LONGER BE ELIGIBLE TO RECEIVE THE CLUB'S MONTHLY MAGAZINE. OR PURCHASE SPARE PARTS							

THROUGH THE CLUB.

Please do not send this form and/or your subscription to the

National Secretary or National Treasurer -

please send it to YOUR LOCAL BRANCH SECRETARY – see inside front cover of newsletter for address.

Word Word

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