

THE WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC



JUNE – JULY 2019



Ron Hopp's Wolseley 4/50
Photo taken at the 2016 National Rally

OUR CLUB OBJECTIVES:

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



Club website: www.wolseleycarclubnz.co.nz

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National Spare Parts Enquiries:

If unable to be handled by your local Branch, contact: Nick Stevenson
5 Whitewood Cres, West Melton, RD5,
Christchurch 7675.
Phone 027 431 5661
Email: wolseley.spares.nz@gmail.com

All Newsletter Enquiries:

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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

It's been a relatively short period of time since the last newsletter, however I wanted to try and get another newsletter out sooner to get back into sequence with our Christchurch Branch committee meetings and working bees. This is where the Christchurch Branch committee puts in some time to fold and address the newsletter ready for posting, and if I miss that deadline it usually falls on one or two to do the job, which is a bit of work.

Since my last report not too much has happened in the shed, although I'm now very close to firing up the 6/99 again. It's basically all back together, however when I was re-installing the clutch slave-



cylinder the piston was very reluctant to move further up the bore now that the clutch has been replaced. I took it off and disassembled it, and found the usual corrosion inside the bore, so it's away being re-sleeved in stainless now. It was last off the car back in 1990, and I think at that stage I just gave the bore a light hone and replaced the cup seal, so it's lasted pretty well. I'm also taking the opportunity to replace the flexible hose, as it's the original one and was looking past it's use-by date.

Talking about flexible hydraulic hoses, there is a good item about them I've borrowed from the Victorian Wolseley Car Club newsletter that is worth a read. In a nutshell, it says if you experience trouble with brakes sticking on, then one possible cause can be old flexible hydraulic hoses, which can collapse on the inside of the hose. I've found they can also cause problems when bleeding brakes for the same reason.

Six months ago while I was on annual leave I took the opportunity to run about 7 of our cars through for WOFs, which was good at the time. This has meant that they all expire around about now, so I'm in the process of getting one or two of them into town each week so they can be done again. As I always give them a full check myself before taking them, it's meant a bit of time going over them to make sure everything is OK. I've sent 3 in already. On our Mk1 1500 I found one headlight was only half-lit due to a bad earth, and the 6/90 needed to have the front brakes readjusted, but Matthew's Hornet was all good. While I've got them up on the jack checking wheel bearings and the suspension, it's also a good opportunity to give them a grease and have a look at the tyres, rubber boots and bushes, check wheel cylinders for any sign of leaks etc, so well worth doing.

Also on the subject of WoF's, Ray Willoughby was recently telling me that the garage he used recently had its WoF Issuing Authority revoked by NZTA. It seems that a 'decoy' vehicle was taken there by a 'mystery customer' with several engineered but not-so-obvious faults, and the tester failed to find them all so had his licence suspended. This was an old-school mechanic who knew old cars well, so it's another one lost from the system. Ray has to find somewhere else to take his cars now.

Last Sunday I attended the monthly Kustom Car Club's Breakfast – a park and display event open to any car, be it veteran, vintage or classic, standard, modified or even hand-built. It was a frosty but brilliantly sunny day, and around 300 cars turned out – not bad for

EDITOR'S STUFF - continued

the middle of winter. It would be fair to say the 6/90 looked out of place amongst the mostly American cars – I reckon there would have only been around 30 British cars there – a number of which were modified Zephyrs. I've been in the old-car movement in Christchurch since my teenage years, yet I've not met probably 50% of the owners, nor seen about 70% of the cars at events other than at these breakfast meetings, so it just goes to show what is going on out there that we don't see. There is no doubt that TV programmes like 'Kindig Customs' and 'Gas Monkey Garage' are influencing a huge number of people out there. Sure, many of them are in the 50-plus age group, but there are many young people as well, and seeing this does give me some hope for our hobby for a long while yet. Some are pretty cool customised cars, but there are great restorations and original cars amongst them too – always worth going there for a look. Talking to some of the guys I know there, they all like it because they're only there from about 8am to about 11am at the latest, it's free, they don't have to buy breakfast (although many do), they can have a yarn to their mates, see what's hot and what's not, it gives them an excuse to get the car out, and then they can go off and do whatever they like afterwards for the greater part of the day. It's a bit like our working bees at the spares sheds, I guess, except we don't usually smoke up the tyres when leaving the venue!

At one point I was talking to a neighbour over the road from our house who was there with his Holden Statesman, and while I was talking to him, two other people from our street turned up for a yarn too. We all live within 100m of each other. It's a great hobby!

Enjoy the month – and be sure to attend your local AGM.

Colin

PS: I'm sure all members will join with me to pass on our sincere sympathy to Michael and Raewynn Kruse on the recent passing of Michael's much-loved father. Our thoughts are with you both and your family.



Hornets on the lawn at home – Jenny & Colin's (left) and Matthew's (right).

CHAIRMAN'S REPORT

Hi Members,

In the May - June Wolseley Word on page 8, it was announced that Ray Willoughby is retiring from the position of Spares Coordinator. A special thanks goes to Ray for the commitment that he along with the support of Wendy have served towards this position. Ray has been in this role since Bill Williamson and has had a lot to do during this time. The challenges during his time have been extreme. The earthquake created a big challenge for Ray and his very able team to get through and at

the same time supply and maintain the parts department for members. Re-establishing the Christchurch branch base and parts department at Idlewood has meant that a full assessment of and cataloguing of all parts could and needed to be done. This has been a massive job that nobody would really appreciate unless you were there doing it. He



has continued to search for the best suppliers of new parts and places to refurbish second hand ones as well. Ray's mechanical knowledge is extensive and has assisted many members in solving many a problem. The spares department is something that the Wolseley Club should be very proud of and at a time when parts are being required for many members refurbishing cars at any one time. I know that Ray will enjoy not being the go-to person for parts but will still have oily hands



Ray and Wendy at Idlewood on Ray's 80th birthday celebration

from time to time I am sure.

Once again to Ray & Wendy on behalf of our members, Thank you.

Nick Stevenson & Colin Hey are the new contacts so I wish them well. Please respect their calling conditions etc, also in the May June edition.

Please support your local AGM's. I look forward to meeting your delegates 12th October in Christchurch.

Keep warm and take care.

Gordon Duthie

SECRETARY'S REPORT

Hi Fellow Wolseleyites,

The last month has been challenging with my father passing away and my Mum in hospital. Things for Mum are getting better, she is now home and improving.

Today she walked up to the shops and back.

On the Wolseley front I have been busy updating the membership list and banking the cheques from the North Island Members. So, if you haven't sent in your subscription in, now is the time to do it. At this time of year your local branch has the AGM. Please attend and have your say or stand for committee, I have found it a very rewarding experience.

I have been reading an interesting book Wolseley related
- *Auto- Architect the Autobiography of Gerald Palmer Second Edition*

Gerald Palmer designed the 4/44 and the 6/90 Wolseley, s. His brief when employed in July 1949 was to design new saloon cars for the M.G. and Riley ranges, and two saloon models for the Wolseley range - one a four-seater and one a six-seater. All of these were to use standard BMC mechanical components, such as engines, transmissions, and rear axles.

He had completely free hand so far as the size and styling were concerned, he had to assess in his own mind the type of prospective purchaser to which each should appeal, their social standing and lifestyle as well as maintaining the character of the car which has been established by its provenance. The situation was further complicated by the uncertainty of the engine programme. Early talks were apparently taking place which were preliminary to the merger of Austin and Morris, the outcome of which was that the Morris 1 ¼-litre engine was to be phased out and replaced by the new 1 ½-litre engine (Austin B-type) and a new six-cylinder, 3-litre engine was under development at Austin (the C-type) to replace both the Morris six-cylinder and Riley 2 ½-litre engines.

As you can read as above it is of great credit that Gerald Palmer got the job done.

Happy Wolseleying

Michael Kruse



This Riley Pathfinder was at the Australian National Rally in March, and is owned by John Adams from the Victoria WCC.

AGM NOTICES

The 2019 **National AGM** of the Wolseley Car Club NZ Inc will take place in Christchurch on Saturday 12th October, the same weekend as the Canterbury Swap Meet. The meeting time and venue has yet to be finalised and will be advised closer to the time, but anyone thinking of attending and needing accommodation is advised to book it now.

The **Christchurch Branch AGM** will be at Idlewood on Sunday 28th July (see branch news). The meeting will be preceded with a light lunch (supplied, so no need to bring anything), starting at 12.00pm, with the meeting commencing at 1.00pm.

The **Nelson Marlborough Branch 2019 AGM** will be held at 113 Whitby Rd Wakefield, on July Saturday 27th, at 1pm.

The AGM of the **Southern Branch** of the Wolseley Club is to be held on Sunday 21 July 2019 at Weavers Retreat, 26 Factory Road, Mosgiel. Fergus Sime needs to know numbers by Monday 15 July 2019. Lunch will be held first, followed by the meeting. Arrive from midday onwards, meeting will be in the side room.

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

Wanted:

Photos of your Wolseley, your restoration project, or just good photos of an outing you've been to with the club. Please just email them to me at: *heywolseley699@gmail.com*

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

Deadline for next Wolseley Word:

Friday 26th July 2018

BRANCH NEWS and EVENTS

Christchurch Branch

News:

Not a lot to report since the last episode, but things have been happening behind the scenes. Ongoing maintenance at Idlewood continues to occupy our hard-working mid-week and every-Saturday crew, and my visit one random Saturday to collect parts caught them beavering away until we all stopped for a morning cuppa. Sitting in the bright sun in the garage talking Wolseley stuff with friends and members is a good way to fritter away a half hour! As is always the way when she's there, Nancy Bishop certainly makes everyone feel welcome and part of the team, and she's not happy until she's dispensed a cuppa and a biscuit or two to all visitors.

One of our more recent members, Jonathan Gaut, has been busy lately dealing with his 6/110 which rather suddenly developed a cracked head and would retain coolant no more. Spares has procured a replacement one, so hopefully he'll be back on the road soon. Also soon to hit the road is Nick Stevenson's 1500 project, now looking very smart with a very dark red paint-job, and cream-coloured alloy wheels. With an 1800 engine and disk brakes, it's going to be a very useable classic. Another progress milestone has been reached with Derek Brehaut now having taken possession of his 6/90 body-shell again, and it's now been taken south to Oamaru to be re-united with the chassis and running gear. Derek is VERY happy with the paint-job, even if it did take a couple of years to be done!

Nick and I are slowly transitioning into looking after Spares, and the new email address (see separate notice) has already attracted a few enquiries from members, and one from Australia. Ray officially finishes at our branch AGM on



Derek's long awaited repainted 6/90 bodysell on its way home to Oamaru

BRANCH NEWS and EVENTS – Christchurch, continued

Sunday 28th July, but thankfully he's going to be around to offer assistance and advice if we need it (and we will!).

Danny O'Malley is once again changing around his eclectic collection, and recently sold or traded 8 cars and now has 4 replacements. He was telling me that he is currently



Wolseley Hornet Special recently sold by Dutton Garage, now destined for Tasmania

assisting classic car dealers Dutton Garage to evaluate cars that are offered to them for sale, but he's still wondering whether it's just a nice way to tempt him into buying more. I'll not mention what he's bought, other than saying they're European brands that compliment the Aston Martin he bought about a year ago. He was also telling me that the Wolseley Hornet Special that Dutton's were selling on commission (which is the sister car to our Hornet Special) has now been sold and is heading to Tasmania. At the moment it's going through a 'no-asbestos' certification process so it can enter Australia and no-one will die, but this means replacing gaskets and any other component which might be

infected – a lot of work, but preferable to having the car completely stripped and left in pieces by the Australian H&S authorities before allowing the owner to collect what's left. Still, I guess we don't want their spiders and snakes, so perhaps it's fair after all?

Before finishing, I would really encourage our branch members to make every effort to get to our two next activities – the Moon Landing commemorative run on 21st July organised by the Stanley-Joblin family, and of course, our branch AGM on Sunday 28th. I know we can easily accommodate everyone at the AGM at Idlewood, but there is a rumour going around that Trevor Stanley is still looking for a replica television studio big enough to re-enact the moon-landing!

Have a good month.

Colin Hey

Christchurch Branch Coming Events:

Saturday 13th July – Working Bee at Idlewood

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

Coming events continued on next page

BRANCH NEWS and EVENTS – Christchurch, continued

Sunday 21st July – 50th Anniversary of the Moon Landing, Run to Balcairn

This is a special one-off event being run by the Stanley-Joblin family to celebrate the **50th Anniversary of the Apollo 11 moon landing** on 21st July 1969. Our club will meet at the new BP station at the Pegasus intersection just north of Woodend, at 11.00am, and from there we will proceed to the Castle Park Café on the corner of SH1 and Ashworths Road, Leithfield where we will have lunch. (please BYO – or there will be coffee, scones, sandwiches etc available at the café for purchase also). Registration for the run will be there, and the cost is \$10 per car. Shortly before 2.00pm we will depart on a short run, which will finish at the recently restored Balcairn Hall, where tea, coffee and biscuits will be available. All proceeds from the day will go to the hall restoration fund. Please bring something from the Moon Landing period (a toy, TV, old radio, pedal car, whatever) to show off on the day. If you cannot make it to our 11am meeting point, just go straight to the café before 2.00pm. The event will be held wet or fine.

Branch AGM, Sunday 28th July, at Idlewood. Starting with a light lunch of hot soups and breads and savouries at 12.00pm (all provided), leading into the meeting at 1.00pm. Please come and enjoy the social aspect, but we would also value your thoughts and input into the running of the branch and club for the next 12 months. The meeting will be indoors in the garage area with heaters going if it's cold.

Saturday 10th August – Working Bee at Idlewood – same details as July one.

Sunday 25th August – Daffodil Rally, the Annual VCC Fundraiser for the Cancer Society

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

6th – 8th September – Idlewooder's Weekend Away in Dunedin

We'll leave from McDonalds Rolleston at 1.00pm Friday 6th (come earlier if you want lunch there) and travel to Dunedin, staying there Friday and Saturday nights. Visiting the Autospectacular Car Show on Saturday, and Olverston House or a similar attraction on Saturday afternoon. Dinner with Southern Region members on Saturday night, then on Sunday heading home, with a stop in Oamaru on the way. If interested, please let Colin Hey know so accommodation can be coordinated and bookings made.

North Island Branch News and Events:

Notice of the North Island Wolseley Car Club AGM

To be held at the Woolshed Café, State Highway One, Sanson 17th August

10.30am Morning Tea (Provided) and welcome, 11am Meeting

12.30pm Lunch (at own expense)

Please advise attendance for catering purposes

AGENDA

1. **Present:**
2. **Apologies:**
3. **Welcome:** Hugh Mackenzie
4. **Minutes of last AGM:** As tabled
5. **Matters Arising:**
6. **Reports:**
 - President - Hugh
 - Financial – Michael
 - Correspondence- Raewynn
 - Club Captain – Ray and Loris
 - Parts – Steve/Lance/Ivan
 - Rally 2020 – Winton, Ruth
7. **Election of Officers**
 - President
 - Vice President
 - Secretary
 - Treasurer
 - Club Captain
 - Parts
 - Scribes Wolseley Word
 - Federation of Motoring
 - National AGM Rep
8. **General Business – Please advise of any agenda items to be discussed at the AGM.**

MARCH, 1932 MOTOR SPORT 219

The WOLSELEY HORNET SWALLOW

*The Fashionable
Sports Car of
1932*



**2 OR 4-SEATER MODEL
£225**

The Wolseley Hornet Swallow is a combination of high-class distinctive coachwork and modern superior engineering design and construction: built to meet the most exacting requirements of discriminating motorists.

Outstanding Features of this remarkable production include:—

- **EXQUISITE SENSIBILITY OF CONTROLS.**
Finger-light steering, column anchored at 5 points. Change speed lever convenient to driver's hand. Spring steering wheel. Single plate sensitive control clutch, etc.
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Hydraulic brakes in Lockheed system to all wheels. Brake pressure on each shoe automatically equalised. The most efficient and powerful braking on any car.
- **EXTREME COMFORT.**
Luxurious pneumatic upholstery. Separate adjustable front seats. Ample leg and head room. Long semi-elliptic springs and special rebound springs for smooth riding over bad roads.

Swallow body finishes may be chosen from a marvellous range of distinctive colour schemes. Write for Illustrated Catalogue or better still, call and inspect the actual models.

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North Island Report

Hi everybody please find notice of the North Island AGM above. Michael and I have had an extremely busy couple of months with Michael's father passing and his mother being in Hospital. Hopefully things will settle down a little now Mum is out of Hospital and on the road to recovery. The Taranaki Garden Fringe Festival is always a must to see in Taranaki we would like to plan a weekend on the 8th, 9th and 10th November. We will do some

BRANCH NEWS and EVENTS – North Island Branch, continued

investigation around accommodation, but I am hoping that the Auto Lodge will once again be willing to come up with a good price for those wishing to attend, I hope to have further feedback on this weekend to you by the AGM. We will visit several gardens in New Plymouth and surrounding areas and of course the Christmas Shop. We will have Christmassy dinner as this will be the end of year run, Hope people can make this and have a great weekend.

Reminder: SUBS are now due.

See you at the AGM and/or the Garden Run in New Plymouth.

Regards

Raewynn

Southern Region Branch News and Events:

Hi Everyone

This is to remind you that the **AGM of the Southern Branch** of the Wolseley Club is to be held on **Sunday 21 July 2019** at Weavers Retreat, 26 Factory Road, Mosgiel. I need to know numbers by Monday 15 July 2019. We will eat first then have the meeting. Arrive from midday onwards. We will be in the side room.

The date of the **Autospectacular is Saturday 7 September** and the theme is ‘mild to wild’, so come with your ideas to the AGM. Also please let me know whether your car would be able to go in the show. We need a maximum of 5 vehicles for our display that we have asked for. We can also discuss whether you would like a short run and/or a visit to say Olveston during the Autospectacular. I will arrange a dinner venue for both Friday 6 & Saturday 7 September evenings (a different one for each evening) so those that want to join us can do so.

Thanks.

Fergus Sime, Secretary & Treasurer



Here's a shot of our display at the 2016 Autospectacular – I'm sure we can do it again!

WELLINGTON TO WAIRARAPA WANDER

8 – 14 MARCH 2020

WOLSELEY CAR CLUB NZ NATIONAL RALLY – UPDATE #2

Planning is almost complete for your rally and we have made some adjustments here and there to keep costs down. Entries will close six weeks before the start, i.e. Sunday 19th January, and you will be invoiced for the final cost early in February. The entry form will have been emailed with this newsletter, or will be posted out with the hard-copy.

Ray and Loris have arranged an interesting daytime programme on the Wairarapa side. Highlights include a visit to a Greek church, Castlepoint lighthouse, lunch at Martinborough village and shops, followed by a tour of as many wineries as you can manage. They will also be serving morning and afternoon teas from their campervan so it will be a good idea to put picnic chairs in your cars.

Bronwyn has been beavering away making rally bags with a difference. She has lots of ideas for them and you will have a great bag to take away and use again.

Our visit to Wellington will be highlighted by a Weta Workshop tour, Te Papa, and a trip in Wellington's famous cable car to the museum. We have a coach all booked for your day in Wellington, and will be using it to get to the evening meal, the location of which is yet to be finalised.

If people are coming from the South Island via the Interislander ferry, nowadays it is clearly marked and really easy to get onto State Highway 1. From there you will be able to get to the Capital Gateway Hotel in Newlands by staying in the left hand lane and following the signs. If you are coming from the North, stay in the left lane once you are past Johnsonville and take the left turnoff into Newlands. Capital Gateway is the first turn sharp left.

The final dinner and prizegiving will be held at the Copthorne Hotel, Masterton. We ask that as many as possible come dressed in their finery in the era of their car. There will be a prize for the best dressed couple so get your thinking caps on and visit the second-hand shops in your area. It's amazing what you can find once you start looking.

Contact details and rates for the accommodation is as follows:

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

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

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

Winton and Ruth Cleal, Rally Coordinators

Tel. 04 293 3369 or 021 178 4253; email: fincl@icloud.com

Special Notice Regarding Spare Parts

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

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

wolseley.spares.nz@gmail.com

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

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

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

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

Everyone Should Watch These Videos!

by Ronald Mayes

If you have Internet access check out either Trade Me/ Community/Message Board/Motoring Forum and the entry Improve Your Driving - 1970s Old Skool Tips entry, or look up You Tube directly: Department of Transport Australia Who's To Blame? Skills of Defensive Driving.

There are 8 short episodes in the series showing everyday driving situations and how to avoid potential collisions. As they were filmed in the early 1970s expect to see lots of interesting cars! Defensive driving techniques haven't changed; we are always learning as we drive and the better we are prepared for the unexpected the longer we, and our cars, may survive on the roads.

ROAD CARS

A POOR MAN'S MUSTANG! Wolseley 6/80 powered by a 276 cubic inch GMC motor breathing through 2 Zeniths of 39mm via a Weber camshaft. This drives a V8 differential after being sorted out by a Packard gearbox. The whole system is stopped by 10½ inch disc brakes. Good body and interior. Will accept up to \$700. Write 429 North Road, Dunedin, or phone 39-807.



Brake hose problems – borrowed from the Victorian Club 'Hornet' magazine, with permission from the Rootes Group Magazine

Technical Tip

Some of you may know of the problems I have had over the last six years with the brakes on my Super Snipe squealing like mad whenever I put my foot on the pedal.

When it first started, I consulted the learned heads and was advised to chamfer the brake pad edges, use copper grease on the back of the pads, cut slots in the pads, first vertically, then at an angle.

While the problem would initially disappear, it would return quickly to its full maddening volume, much to the embarrassment of its owner and the hilarity of by-standers.

It was then decided to try different pads. Over time we tried four different brake pads with the same result, all the pads were glazed when removed.

Finally I found a chap, who once was a workshop manager in a Rootes dealership, who pointed out that if I had tried four different sets of pads, then it was not pads that was the problem. He then asked when the brake hoses were last changed. I replied that they had not been changed in my eight year ownership and were in all probability still original.

I was then educated to the fact that brake hoses deteriorate from the inside out, and can appear perfectly fine outside but be shot inside. When the hoses deteriorate the inside of the hoses becomes constricted with the breakdown of the inner walls of the hose. What this means is that while the hose allows brake fluid to pass through under pressure from the master cylinder, it restricts the back flow of fluid once you lift your foot, causing the pads to hold on slightly and overheat and glaze. When I



braked the glazed pads would squeal. It would also cause parts of the inner walls of the hose to be forced into the caliper under pressure

At \$40 for a complete set of hoses we set off and replaced all the hoses. As we had the calipers removed I took the opportunity to overhaul the caliper seals and discovered fine black pieces of rubber in the caliper body.

Once we replaced the calipers and test drove the car, the brakes no longer squealed and haven't since.

I have since found that brake hoses only have a recommended life of ten years, so if you find your brakes are getting noisy or pads are glazing, consider the brake hoses as a possible culprit, before investing a lot of money in brake pads.

From the Rootes Group magazine 'The Inverted Commer' - thank you to them and their member, and author, Bernie Meehan

No I'm not recommending this modification it makes the car too wide

Alan Elmslie's 1936 25 h.p. Super Six Saloon

Written by Malcolm Elmslie

Editor's Note: We met with Malcolm Elmslie at the Bermagui Rally in Australia in March. His father Alan bought a 25HP Saloon brand new in 1936, and Malcolm has written this article and supplied photos copied from the family album for Wolseley enthusiasts to enjoy.

The restrained modernity that British taste in bodywork has now fully endorsed finds perfect expression in the graceful sweeping lines of the new WOLSELEY Super Sixes. They are eloquent also of power — power translated into terms of flawless performance — power that flashes or soothes as the driver demands. In the opinion of qualified judges these cars are the most significant in the motoring world today — cars built in the best British fine-car tradition, yet selling at prices that only WOLSELEY'S co-ordinated methods of craftsmanship production have made possible.

So says the brochure my father received from Dalgety & Company Limited, of 136 Phillip Street, Sydney, when he was seeking to buy his next car in 1936. He and his father had already owned a number of different makes, including Citroën, Rover, Standard, and Austin, but this time it was the Wolseley Super Six Saloon that caught his eye. He had already owned it for several years when I came into the world, and from then until he sold it in 1962, it and my

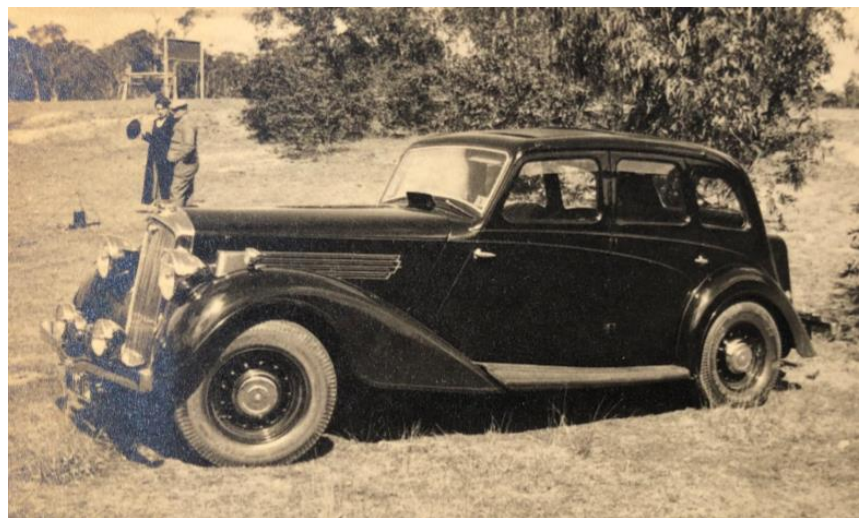
mother's 1937 Hillman Minx were our family cars.

In May of this year I had the pleasure of meeting and greeting a collection of Wolseleys and their owners during the 2019 National Rally to Bermagui. In the course of their stop for morning tea in Cobargo, I showed around some brochures and photos from my parents' albums. On seeing what I had, John

Mallia then suggested that I might like to put together some of my reminiscences of my father's car.

My earliest memory of the Wolseley was soon after the end of the war, when Dad completely rewired it, and gave me the old coloured wires to play with. He was an engineer and very proficient in car maintenance and repairs. During the war while Dad was away, petrol was virtually unobtainable for private use, so the Wolseley was put up on blocks in the garage. I remember the gas producers that some car owners, unable to obtain petrol, had fixed on the backs of their cars, and the gas bag the local taxi had on its roof. Rationing of petrol continued for some years after the end of the war.

A very important part the Wolseley played early in my parents' years together was to take them from Sydney to South Australia on their honeymoon. This was not long after Black



The 25 not long after it was purchased new

Alan Elmslie's 1936 25 h.p. Super Six Saloon - continued

Friday — the 13th of January 1939 — when bush fires engulfed Victoria. According to Dad, during this trip the car achieved a top speed of 86 mph (138 kph) along the Coorong. Before this, however, the Wolseley had been on some long trips.

In September of 1936 – the year he bought it - Dad and his mother went on a trip to Canberra. Accompanying them on this tour was my future mother with her mother and brother in their Dodge. By the time they were married, Mum had acquired a 1937 Hillman Minx.

To digress a bit, my two grandfathers were each other's oldest friends, being the same age, and having met when they were in their twenties in Townsville. Going their separate ways but staying in Queensland, each got married in Brisbane and lived there, later moving to Sydney, where Dad and Mum grew up — and eventually undertook the aforementioned honeymoon trip to South Australia.



Trip to Kosciuszko: the Wolseley's sun roof meant that it carried all the skis

Before he was married, Dad took the car north on his own, visiting cousins in Brisbane, then going on to the Bundaberg area to visit more cousins. There were also trips to the Blue Mountains and the Southern Highlands — anywhere he could put the car through its paces and show off its performance.

Dad was a great believer in teaching young people to drive at an early age, and before I was 10 years old I used to be allowed to take the car from the garage to the front gate. When I was 11 or 12, Dad took my sister and me “out west”. He loved the hot inland regions, having cousins who lived on a million and a quarter acre property near Bourke, where they used to play tennis when it was “120 in the shade.” On this trip Dad had been hoping to get to Warren to look up an old army colleague, but after “doing a big end” we only got as far as Trangie. The problem with the big end meant that we had to limp back to Sydney; any speed over 30 mph was met with a banging noise. Driving home, Dad was constantly putting his arm out the window waving people to pass us. Besides this problem, we also broke a rear axle not long after leaving Sydney, near Blackheath if my memory serves me correctly. This was something Dad had to put up with often, so he always took along at least one spare rear axle on any long trips. I drove 100 miles on this trip, and my sister, three years my junior, “drove” 10 miles sitting on Dad's lap, as she couldn't reach the pedals.

Alan Elmslie's 1936 25 h.p. Super Six Saloon - continued

It did not happen on this trip, but during the hotter months we not infrequently experienced a problem with the twin electric carburettors. If the car was going uphill loaded or pulling a trailer, the carburettors would sometimes cut out. All that could be done was to stop and let them cool down. Sometimes just giving them a bit of a knock did the trick.

Dad was in the habit of starting in second gear if the road was not too steep. He was not an aggressive driver, but very few other drivers, if any, could beat him away when a traffic light changed to green.

In 1939 Dad became a member of The Australian Company of Veteran Motorists. Its rules required its members, who had to have an excellent driving record, to "observe the accepted rules of the road, and by example to others contribute to the safety of the highway." A sticker for the car's rear window was given to members "to show overtaking vehicles that the car in front is driven by an experienced driver." By 1943 the name had been changed to The Veteran Motorists of Australia (VMA), by which time there were 322 members in the New South Wales section, Dad being no. 99. By 1949 the number of members had risen to 717. The objects of the Association were (*inter alia*): (a) to band together experienced motorists with clean driving records, and (b) to promote a high standard of safe driving and good road manners. Members had to have held a driving licence for at least 15 years. In the 1949 list of members, Dad had held a licence for 31 years.

Later, in 1962, the Advanced Motorists Chapter of VMA was set up. Members of VMA could undertake an advanced driving test, the hope being that this may go some way to effecting "a realistic reduction in the appalling toll on the roads." Dad was proud to have been accepted into the AMC, and he displayed the two badges on the front of the car. Hardly any people who saw the badges on the car were aware of the existence of these two organisations, VMA and



At cousin's in Clayfield, Brisbane

AMC. People invariably thought the VMA badge was a simple M, and only after it was pointed out did they see that it was V and M superimposed. Although it was after he had sold the Wolseley that he became a member of AMC, I mention it here in case someone reading this may have heard of it, and the VMA. I do not know what happened to these two organisations.

At first the car had the NSW number plate 182-160, but when plates with two letters and three numbers were introduced sometime before 1939, he procured AE-166 for Mum's Hillman and AE-167 for the Wolseley. In those days you could not ask for a certain

Alan Elmslie's 1936 25 h.p. Super Six Saloon - continued

number plate; you had to know someone who would tell you when number plates with the letters you were after were about to be issued. AE-167 eventually got so faded and unreadable that it had begun to attract the attention of police. It was not possible then to have a number plate remade, or maybe it cost too much, so Dad got a new yellow and black number plate AFK-559 for the Wolseley, which it still bore when he sold it. According to Dalgety's 1936 price list, the 25 h.p. English saloon, 5-passenger 121½ inch wheelbase, cost £599 plus £25.9.0 sales tax. There was also a De Luxe Australian saloon, which was the same car but with an Australian body, which cost £515 plus £21.2.3. Dad's was the fully imported English model, black in colour.



Trip to Bundaberg: "Colosseum Creek after floods" (bottom left photo)

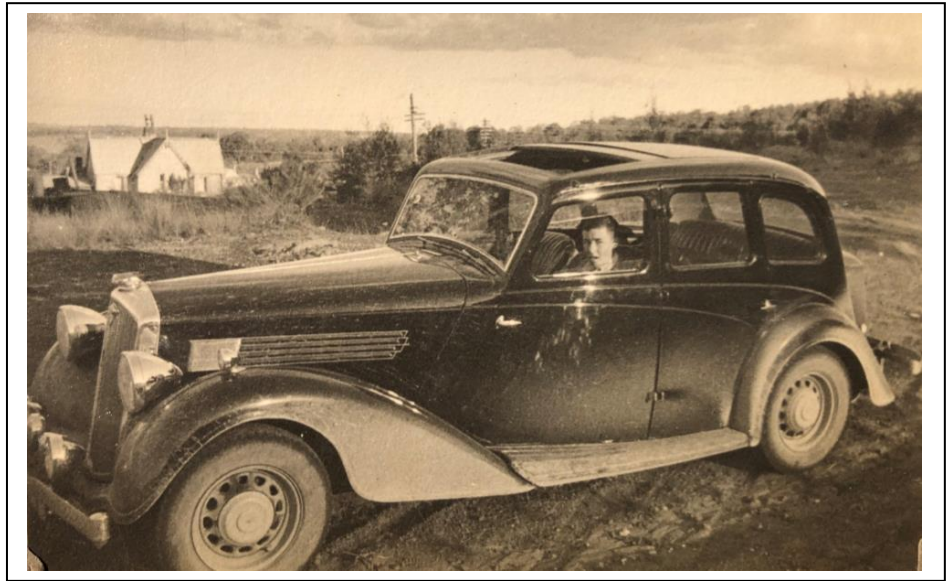
Among notable features of the car was the hydraulic jacking system, whereby the car could be jacked up, either two wheels or all four wheels, by working a lever between the driver's seat and the door while sitting in the car. We also had a picnic table that fitted into slots behind the front bucket seats for the back-seat passengers to use, and another small removable shelf for the front-seat passenger. I am not sure

whether these were standard or whether they were an optional extra. I do not think they were home-made.

One feature of the car that was a bit of a drawback was the poor luggage space. The boot was only accessible from inside the car by lifting up the back of the rear seat, as the spare tyre on the back of the car prevented access from outside the car. This is why Dad bought a trailer. It was the only way we were able to go to our beach house for the school vacations. We even once took our dozen or so hens in a cage with us in the trailer — it was a large steel trailer, and even had its own number plate and registration sticker. While the Wolseley's luggage space left something to be desired, the Hillman's boot was accessible from outside the car. However, the Hillman's tail light could only be switched on from outside the car by pulling up a little toggle on the back of the car. Five people could easily be accommodated in the car without discomfort. In fact, occasionally there were six people, but this meant that one person had to sit on a cushion on top of the hand brake. Another time I remember there were nine children in the car being ferried to some sporting event or other. What times they were! From memory the Wolseley had done over 200,000 miles before Dad decided that he wanted a new car. This was 1962. There was no thought of keeping it until it became a

Alan Elmslie's 1936 25 h.p. Super Six Saloon - continued

classic or vintage car; it was simply an old car, albeit only 26 years old. The brown leather upholstery was showing its age, and the front passenger's seat was never the same after a friend of the family who was not small managed to pull it from its mountings when she plopped herself down in it rather heavily. It was also becoming increasingly difficult to get spare parts; some had to be procured from England. I was not living at home at the time and had little say in the matter, and anyway I was more interested in real veteran cars — 1916 or earlier.



So the Wolseley passed out of our lives. I had assumed until recently that it would not have been preserved, but my sister remembers seeing it somewhere around the northern beaches in Sydney after Dad got rid of it, so maybe it was sold to an enthusiast, but I doubt Dad got much for it, if anything.



FOMC to Combat Constraints on Heritage Motoring

By Roy Hughes, Submissions Secretary NZFOMC

Growing constraints around the world on the use of heritage vehicles and the potential impact of the Zero Carbon Bill on motoring in New Zealand were amongst the main issues highlighted by NZFOMC President the Hon. Harry Duynhoven in his report to this year's annual general meeting.

"It has been a mixed year, good progress on some fronts, less than stellar on others, and if you're like me, not nearly enough time in the garage," he said. "As president I have visited five clubs in my own area to successfully invite their participation in our activities and I hope we can continue to expand our membership. Over the coming year I plan to visit the remaining local clubs and my aim is to gradually bring all to see the advantages of being in the federation."

The primary activities of the NZFOMC during the past year included submissions on the Zero Carbon Bill, and responses to the Productivity Commission report on the Low Emissions Economy and the latest round of proposed ACC levy changes. A variety of other issues have also been addressed, including some which will require ongoing work, such as the public liability costs issue imposed by some local bodies, compulsory third party vehicle insurance, and various NZTA rule changes.

"I also made a courtesy visit to the Associate Minister of Transport, the Hon. Julie-Anne Genter, who I had not previously met. She seems very able and is the first minister in years with formal qualifications in transport. She is a reformer and has shown a willingness to try new ideas, especially in attempts to reduce the road death and injury rate.

The recent seminars for motorcyclists around the country are a good example. I'm sure there will be more initiatives in the coming months. I do feel it is time we made a formal approach to visit her and I imagine either she or Minister Twyford would be a very good speaker at next year's AGM," he said.

"There are growing constraints on the rights to drive and use enthusiast and heritage vehicles in some countries and we need to watch that similar well-meant initiatives do not compromise the use of our vehicles here. We also continue to advocate for the recognition of heritage vehicle status to be reduced to 30 years from the current 40 with the appropriate adjustment to licencing fees. We believe very few vehicles older than 30 years are still in daily use, and even though a large number of 30 plus year old vehicles remain registered, many of these are not continually licenced.

"The current push for electrification of the vehicle fleet may also create future issues but current EV prices and battery technology make it hard to see worthwhile reductions to CO2 emissions if there are to be massive increases in the numbers of EVs and corresponding scrappage of only partly used ICE vehicles.

"Perhaps conversions of existing daily use vehicles to electric power may be a more useful approach. Maybe LPG or CNG may make a return as a lower carbon emitting interim solution. The real long term solution for individual motorists is likely to be the

Combating Constraints on Heritage Motoring - continued

fuel cell vehicle but costs will have to be slashed before that becomes realistic for most drivers. So it looks as though the future will still see plenty of issues for the NZFOMC to wrestle with, and I haven't even talked about the Incorporated Societies Act or Health and Safety issues yet!"

Harry also welcomed Chris Butler who has taken over the role of NZFOMC Secretary. Actively involved in vintage and classic motoring for more than 50 years Chris was a long time member of the VCC and other car clubs, and is currently club captain of the Greater Wellington Citroen Car Club. Professionally Chris manages computer applications for large organisations in the public and private sector and is currently the information systems manager for the NZ Transport Agency.

Cheers

Roy Hughes

Don't forget the Wolseley Club New Zealand 2020 National Rally, Lower North Island



Sunday 8th to Saturday 14th March 2020

See last month's newsletter for more information, and this month's update – you can do your accommodation booking now.

Your Next Major Wolseley Adventure!

A man was driving down a country road in the middle of dairy farm country when his car stalled inexplicably. He got out and raised the hood to see if he could find out what had happened. A brown and white cow slowly lumbered from the field she had been grazing in over to the car and stuck her head under the hood beside the man. After a moment the cow looked at the man and said, "Looks like a bad carburettor to me." Then she walked back into the field and began grazing again. Amazed, the man walked back to the farmhouse he had just passed, where he met a farmer. "Hey, mister, is that your cow in the field?" he asked. The farmer replied, "The brown and white one? Yep, that's old Bessie." The man then said, "Well my car's broken down, and she just said, 'Looks like a bad carburettor to me.'" The farmer shook his head and said, "Don't mind old Bessie, son. She don't know a thing about cars."

Buy and Sell

For Sale:

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

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

Contact: Pat Cannon, phone 063438540 or 0211159924.



For Sale:

1961 Wolseley 15/60 with 62793 miles. Has been in a shed near Cromwell in Central Otago for twenty years. Body, paint (light blue) and wood work in excellent condition, Chrome etc very good. Engine is free, seats need some work. Rego has lapsed. It is a one family owned car which will take very little to get on the road. Any reasonable offers considered.

For further information phone Andrew and Jan Burton on 0274 393 628.



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

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

For Sale – Austin 1800

Camper – a unique vehicle, professionally built. Good order inside, but needs some structural rust repairs and other minor work for a WoF. Owner is looking for around \$4,000. Contact Ryan Bucknell, email ryanbucknell@gmail.com



The  *Word*

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