

## OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

## MARCH - APRIL - MAY 2018



Alan Francis cleaning down his 6/90 after a successful trip to Bleinheim for the National Rally in March. Photo by John Mallia, who travelled with Allan.

## **OUR CLUB OBJECTIVES:**

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



Club website: www.wolseleycarclubnz.co.nz

## **HOW TO CONTACT US:**

### **National President:**

Gordon Duthie (Beryl) 13 Maryport Street Lawrence, Otago 9532 Ph 03 485 9543, Fax 03 485 9053 email gbduthie@xtra.co.nz

### **National Secretary:**

Michael Kruse (Raewynn) 297 Huatoki Street, New Plymouth 4310 Phone 06 753 9743 (hm) 0276600203(mobile) email kruseco@xtra.co.nz

### **North Island Branch:**

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

### **Nelson/Marlborough:**

Bryan Stansbury (Gaylene) 113 Whitby Road Wakefield, Nelson Phone (03) 541 8255 stansburys@xtra.co.nz

## **Christchurch:**

Stuart Penny I Kensington Ave Rangiora 7400 Phone (03) 313 4454 Email stu.jude@gmail.com

### **Southern Region:**

Fergus Sime (Mary Jane)
445 East Taieri-Allanton Rd
RD 2, Mosgiel 9092
Ph 03 4534008, or 0274048468
email Fergus.sime@xtra.co.nz

## **National Spare Parts Enquiries:**

If unable to be handled by your local Branch, contact: Ray Willoughby (Wendy) 14 Leander Street, Christchurch 8052 Phone (03) 352 9016 Email: kitty.willo@xtra.co.nz

## All Newsletter Enquiries:

Send to: Colin Hey (Jenny) 34 Rossington Drive West Melton 7618 Phone (03) 359 8737

email: heywolseley699@gmail.com

**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.



## PATERSON BROTHERS TYRE SERVICES

196 Worcester Street, just East of Latimer Square, Christchurch.

Phone (03) 365-0876 Fax (03) 365-0875

Show me your Wolseley Club Car Membership Card when discussing your tyre needs. I will still go out of my way to ensure your vehicle is fitted with the correct tyres that suit your type of driving.

For your classic Wolseley or your modern car or 4WD, check with us at Paterson Bros.

Instant and quality service assured, with competitive prices guaranteed.

Lindsay Patterson.

## EDITOR'S STUFF

Once again I have to start my news with an apology for the delay in this newsletter. There has been quite a bit to contend with over the last couple of months, and it's been difficult to sit down and spend some solid hours getting it out of the way. One of the problems was that I was experimenting with a format change with the newsletter now that I've upgraded to Windows 10, but it turned out to be a whole lot of stop-start work and looked a mess. In the end I got so frustrated I pulled out all of the text



and photos, deleted the file and went back to what I know. It was a bit like working on the car – sometimes jobs that should be easy just go bad!

It's been just over 2 months since the National Rally in Blenheim, but it already seems like about 6 months ago. We had a great time – the week went very quickly, and it was everything Gordon, Bryan Stansbury and I hoped it would be, and even a bit more. I think it would be very fair to say everyone who took part in the Rally would say the same. There is a report later in the newsletter about it – I've finally found some time to write it up! Since the rally I've managed to spend a bit of time on our own Wolseleys. Perhaps it would have been better spent on the newsletter, but I do need to maintain my sanity somehow. The Mk1 1500 is now all back together again after freshening up the cylinder head, although all that was necessary was a skim to check the face was still straight (after it blew a head gasket), and the valve seats also were re-faced to get rid of some slight pitting in the faces. Everything else looked fine, and when re-fitting the head the cause of the head gasket failure became apparent when the two centre head stud nuts (which also hold the rocker gear on) failed to tighten down to the required torque. These did seem loose when we first pulled the head off, so the studs were obviously stretching. We found a couple of replacements amongst our spares, and hopefully the problem is solved. The car is running nicely again now, although I still have a different problem to find a solution for, as it dies every now and then for no reason at all – it's as though the key is turned off. It was doing this before the head gasket blew as well. So far I've replaced the coil, condenser, rotor, and in desperation the fuel pump and filters, but it's made no difference. The problem is that it never dies completely – once the revs drop to idle speed again, it suddenly picks up and carries on, so finding the problem is not easy. I'm sure I'll get to the bottom of it though.

Before I replaced the cylinder head, one tip I did get from my brother (who is a trade-certified automotive machinist), was to not under any circumstances put anti-freeze in the engine with the new head gasket until after it had been run a few times and the head torqued down again. The antifreeze has a tendency to make the coolant 'wick' along the faces of a new gasket, and once it's through, it will probably continue to leak and can cause the gasket to blow again. This happened to Matthew's 1100 when we reconditioned

## Editor's Stuff - continued

the engine some years ago, and I wondered at the time why it did that. I know of others that have had the same problem.

Matthew and I have also spent some time on the 1922 15HP to get it ready for a WoF and registration, and this has now been done. The main bit of work was fitting four new tyres, which we did in two sessions, as it ended up taking quite a bit of time. The wheels have beaded-edge rims (also known as clincher rims), and the tyres are held into the rim by the bead fitting underneath lips on both sides, so that when the tyre is inflated (to 60 lb/sq inch) the tyre bead is forced out and up into the rim, and is held in place. The tyres are fitted just like bike tyres – with the tube and a liner inside it, and then the whole thing 'slipped' over the rim from one side. 'Slipped' is the term, but it's by no means easy, as it



15HP is now on the road again, with WoF and Registration.

required lots of shoving and levering with tyre levers to get it in place without the waxed and slippery liner popping out, and without bending the valve stem where it came out through the rim. Matthew is an experienced tyre fitter after 5 years in the trade, and I was sure glad I had him around to help. At \$550 per tyre, I sure didn't want to damage them, although I did ruin one tube in the process

after the valve stem was bent, and I tried to straighten it (against Matthew's advice, I might add).

Next job on the list is to fit a replacement steering box to the 6/99, as my WoF man suggested it would be good to get it done when I got the last WoF six months ago, as it's getting a bit too much play in the bottom end of it. Even though there is absolutely no problem steering the car, it's been a developing issue over the past few years, so it will be good to get it done. I've got a good replacement ready to go, which I stripped and checked about 10 years ago, so it's time to put it into service. Luckily, the 6/99 steering box is separate to the steering column (unlike the 6/110s), so once the horn and indicator assembly and stator tube have been removed from the steering wheel and column, the steering box can be unbolted by itself and removed. The difficult part is dealing with the stator tube and wiring running right through it, but with care and patience, hopefully it will be straight forward enough.

On 17th April I went in to hospital for an over-nighter to have an operation on my right knee, after rupturing the ACL and tearing other ligaments last October. Unfortunately it looks as though it's going to take quite a while to come right again. I had these visions of all the filing and computer work I'd get done while off work, but between physio, doctor's appointments and just getting around the house on crutches, it hasn't worked out like that,

## Editor's Stuff - continued

which I've found pretty frustrating. It also meant no driving for three of weeks at least which was also pretty hard to live with. One other problem this created is that on Anzac Day I'd registered the Veteran 12/16 to take part in a special VCC run around the Anzac Day memorials in the Malvern area of Selwyn District, but as it was only a week after my operation, I wasn't able to drive it. Instead Matthew got some crash-gearbox driving lessons in the car, and managed to do really well on the run. Despite a few issues with the car (which seem to be fuel-related) we completed the run, and had a really good day. It was brilliant weather, and great to be out motoring in a vehicle that was on the road at the time the terrible conflicts were taking part on the other side of the world.

Since the last newsletter, I have also been helping out Joan Dunn with her husband Colin's 3 Wolseleys. The 1500 found a new home with Joe Barker, and is now back on the road and has already done some club outings. The 6/99 has gone to members Gay and Harry Sutcliffe from Kawerau. Harry contacted Joan and arranged the purchase after seeing it mentioned in the last newsletter. Having previously bought their brown Wolseley 1300

from Colin and Joan many years ago, their friendship started and has continued over the years. The 6/99 is to become their 'South Island-based' Wolseley, the idea being it will be stored down here, and used on their many planned trips to Christchurch to see family and friends. Harry contacted me once the deal was done, and Matthew and I went out to Oxford and got it



Harry and Gay Sutcliffe's newly purchased 6/99 – another car back on the road after a 2-year break.

running again for them, leaving Joan to get a WoF for it the week before Harry and Gay came to collect it. It is now back on the road, but unfortunately it has developed an issue with the brakes sticking on, which is currently being sorted with help from Joe Barker. When Matthew and I went to get the 6/99 going, we also collected Colin's Mk2 6/110, which had been sitting outside unused for a couple of years. We also got that running (roughly), but the clutch master cylinder was faulty, so we had to tow it out of the yard and winch it onto the transporter to bring it home. It's now running properly, the clutch is fixed, and I've spent quite a few hours cleaning down the very faded paintwork, drying the car out properly and cleaning out the interior, and wire-brushing out the boot. It was good to get it dry and under cover before the winter, as I think another year or so outside may have ruined it. Overall it's a sound car with a good interior, and if a good test-drive proves it to be a sound runner, I will clean up the paintwork and attend to a few other small jobs,

## Editor's Stuff - continued

and offer it for sale on behalf of Joan and Colin. Fortunately Gay kept the registration on hold.

The last couple of weeks also turned up a very rusty 1300 which I just managed to get to before a scrap metal dealer. It has a few parts (mainly exterior trim parts) that will be useful for the 1300 Ray Willoughby bought as a club project car, which incidentally, is now running again. Next step is some paint touch-up, then re-fitting the headliner (which has fallen down), a good service, and then we'll sort out WoF and registration. Never a dull moment!

Being on the committee of the Canterbury Branch of the VCC, I get emailed copies of the magazines that are put out by all of the other VCC branches around the country. It's interesting to see so much 'talk' going on at the moment in many of these publications about electric vehicles, and the place they may have in our future transportation needs, and also what impact this may have on the vintage and classic car movement and industry in the future as well. There have been a couple of really good articles on the topic, one published in the Nelson magazine last month which relates the experiences and problems associated with owning and using an EV. I will try and get permission to reproduce in our newsletter next month, as it makes for good reading. There is also a good article in the April/May issue of "Beaded Wheels' which is worth getting and reading if you are not already a VCC member. It's not all doom and gloom, and it seems most countries around the world realise that there is a case to have historic vehicles still in use on the road. I have yet to see just how this country, and others, intend to respond to the challenges of installing infrastructure to meet the electricity demands EVs will bring, and because of this, I think the uptake will be a little bit slower than our politicians and environmentalists predict. Time will tell.

Have a good month.

Colin

## CHAIRMAN'S REPORT

Hi Members,

It seems some time since the last report but busy none the less with the National Rally being the high point. I wish to start by thanking Colin Hey and Bryan Stansbury for their effort and support before and during the rally. A special thanks goes to all of you who entered and made the Rally a success. Of the 63 people 18 were Australians which was a great effort and one of the bigger Rallies for some time. The effort that members went to traveling from the extreme ends of the



## CHAIRMAN'S REPORT

country confirmed to me that we love to get together and have a great time. Your cars were well presented and a pleasure to see. We travelled from Lawrence to Amberley on Thursday before the rally. I needed to be in Blenheim and Seddon early Friday afternoon to finalise hings and thought we had to take the inland road however Colin messaged me to say the Kaikoura road was open Friday

morning, Great! The damage caused by the Earth Quake was massive as we all know but when you see it all for yourself, it's really something else. Colin is doing a rally report so I will leave that to him.

All the Best,

Gordon Duthie

PS: On a sad note, we lost one of our Southern Branch members during March – George Brown. George was an enthusiastic member, and we pass on our sincere condolences to Jean and the wider family. We also received notice that Sir Charles Wolseley (Patron of the Wolseley Register for many years) passed away on 5 March. The funeral was held on 24 March, and all Wolseley Clubs were represented at the funeral by the Wolseley Register Chairman (Clive Button) and Life Vice-President (Geoff Craggs). As yet there has been no notice of a replacement Patron being appointed.

## Deadline for next Wolseley Word:

## Friday 29th June 2018

## 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.



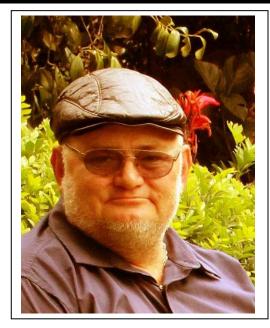
The consequences of leaving a 1300 outside parked under trees 10 years. It looks better in the photo than it actually is.

for

## SECRETARY'S REPORT

Hi Fellow Wolseleyites,

The "Marlborough Meander" (also known as the National Rally) was a fantastic event. We left New Plymouth on the Saturday morning in our 1500 arriving in Wellington early afternoon. After some sight- seeing we had a meal at the Backbencher Gastropub & Café opposite Parliament Buildings. It was full of caricatures of politicians and had old pub charm. We stayed at a B&B in Newlands and were up early to catch the Ferry at 8.00am. While waiting in the queue Raewynn decided she would like a cup of tea. So I kindly offered to go back to the coffee caravan at the check-in station to get one. When



arriving back, the row that our Wolseley was in was boarding the ferry. I hurried to the front of the queue. To my relief I could see that Raewynn had been stopped because she had lost a passenger. I hopped in the driver's seat and we were waved on to the Ferry. "Phew" made it, and Raewynn had her cup of tea.

On the boat we meet Ray & Caryl Chappell who were also travelling to the rally in their 6/110 from Auckland. The crossing was smooth and on a lovely fine day. We had lunch in Picton with Hugh Mackenzie & Bronwyn Pullan (6/110) from Wellington. Then we travelled to Blenheim and meet all the Rally participants at the Springlands Tavern. It was great to catch up with everyone and talking about our cars. We had a week ahead of us that Gordon & Beryl Duthie, Bryan Stansbury, and Colin Hey had organised. I will continue the Rally in next month's Word....

Happy Wolseleying Michael





Getting ready for Registration

National Rally trophies

## BRANCH NEWS and EVENTS - North Island Branch

## North Island Branch News and Events: March/April 2018

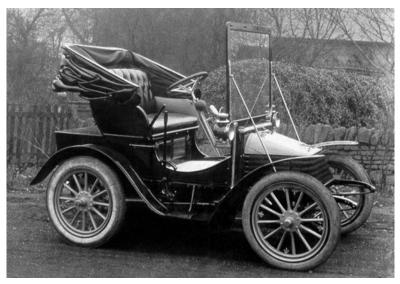
Hello everybody hope you are wrapping up warm and staying dry as the weather gets colder and wetter.

On the 28th April we had a meeting and working Bee in Ashurst. The morning started with a meeting at Lance Fitness's place in Ashurst with a Working Bee in the afternoon at the Parts Shed (for the men), (shopping for the woman).

There were a number of agenda items discussed and dates set as below:-

Our Northern Branch AGM is to be held in Taupo on 4th August. The Meeting will take place at the Taupo VCC Clubrooms meet at 10.30am for a cuppa and meeting at 11am. We will then finish with lunch, which will be catered for by the Taupo VCC. I will send out further emails as we get closer to this date. Some of us plan to go over Friday night, probably meeting at De Bretts Resort with takeaways in someone's Chalet for dinner.

I am working with the Club Captain from Taupo to organise a small run in Taupo Saturday afternoon or even Sunday morning. Will keep you informed of this. So come and enjoy the weekend. I will send out an email in July asking for numbers for catering purposes. For those that are staying Saturday night I am booking into a Restaurant for dinner so will



also require numbers for this as well. **National AGM – To be organised** 

by our club this year this will be held on the 6th October in Fielding, further info later in the year.

Horopito (Smash Palace) Ivan McCutcheon and Lance Fitness will be organising a run for August/September. Will keep you updated.

Stay warm and dry regards Raewynn.

## From Stephen Belcher, Tauranga -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 totalled 30. The weather was kind to us, leaving from Tauranga, with morning tea stop at Lake Karapiro and along the lovely back road to

## BRANCH NEWS and EVENTS - North Island Branch, contd

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.



## From Noeline Billing, Auckland – Brit-Euro Show

We had a good attendance of 6 Wolseleys on display at the Brit-Euro Show on Sunday 4th March 2018. There were 837 cars on display at Lloyd Elsmore Park and it proved to be a very successful and enjoyable day.



At the Brit-Euro Show – photo by Peter Thrussell

### Wild Wheels 2018

The Branch has been sent a Car Club Registration Form for this event, which will be held on Father's Day 2nd of September 2018 at MOTAT in Auckland.

If anyone from the Auckland area is keen on coordinating a display at the event, please contact Raewynn Kruse, and she will forward a copy of the information and registration form.

Entry into the event for display cars will be between 8:30am - 9:45am and exit will be from 4pm onwards. There will be no vehicle movements between 10am - 4pm.

The car driver and one passenger per vehicle will gain free entry into the event and across both MOTAT sites.

## BRANCH NEWS and EVENTS - Nelson/Marlborough Branch

## Nelson/Marlborough Branch News:

Reg Nicholson and I went to the Nelson Car Show a few months back. There were some new cars on display I had not seen before and a group from the Mustang Owners Club Canterbury. So nice to see their beautifully restored cars here in Nelson. I am not driving yet due to a fall injuring my shoulder, and it will be a while before I can drive. Also, it was great to host the National Rally for one day here in Christchurch. Good to see

Also, it was great to host the National Rally for one day here in Christchurch. Good to see so many Wolseleys in town once again, and to catch up with members from afar.

Ollie Reid



Reg Nicholson taking a well-earned break after an exhausting look around all of the cars on display at the Nelson Car Show

## **Christchurch Branch News:**

Whilst the National Rally pre-occupied a good number from our branch, we've managed to fit in a few events over the last couple of months.

The Ashburton Swap Meet turned out to be another excellent day out, and although it didn't really yield much in the way of Wolseley parts, some of our members there managed to find other items to dress up their cars or decorate their man-caves. Once again the weather was excellent, and although it was cool first thing, by mid-to-late morning the layers were coming off and it was really pleasant. A good number and variety of sites to look through (getting bigger every year) makes this a good meet for the whole family to attend.

The following day the annual Ashburton Rotary Vintage and Classic car rally was held, which was attended by 7 Wolseleys, including 2 from Errol Stewart's stable. His 4/44 was taken out of storage for his grandson to drive, and Errol I think enjoyed the run as a passenger in his green 6/110 Mk2, driven by his son and daughter-in-law.

## BRANCH NEWS and EVENTS - Christchurch Branch, continued

Once again we were blessed with beautiful weather, and the drive out towards Methven was absolutely stunning, with lush and green farms and beautiful autumn colours at their best all along the route.

The run finished at a farm on the southern edge of the Rakaia River that has been owned by the same family since the 1880's. There, the cars were all parked around the silos and seed cleaning rooms supporting their huge seed-growing operations, and we were left to look around the sheds and enjoy lunch at our leisure. There was a surprise for us in store



Matthew Hey inspects the long-dismantled Wolseley 9.

there, as Matthew Hey soon discovered as he strolled into a large open shed right behind where we parked. "Hey Dad, there's a Wolseley in here", he exclaimed. Sure enough, along the far side of the shed, back in the corner, was a partlydismantled Wolseley Nine, of around 1934 vintage. Alongside it and inside it looked to be all of the parts, plus a spare engine and other parts – all in reasonably good

shape, but obviously not touched for probably twenty years or more. This, of course, attracted a lot of attention from us Wolseley enthusiasts. I waited behind after the prizegiving to talk to the owner of the property to see if I could find out a bit more about it, but he was very busy discussing a possible purchase of a BMW Z3 that attended the event, so I didn't get a chance. I'm intending to give him a call in the next few weeks to get some more information and to see if it may be for sale, so if anyone wants to take on a project like this, give me a call.

Working bees at Idlewood have continued unabated, and there has been plenty to do lately sorting out 3 loads of parts that have arrived recently. One of them came from Nelson Branch, and was a good mix of parts for several models. We also received a good trailer-load of parts from the late Harold Smith's house, and another large ute-load of 16/60 parts (including many new parts) that were purchased from an ex-Morris Oxford owner having a big clean-out. These arrivals have kept Ray and the team busy cataloguing everything and finding homes for it in the various containers – so much so that Ray has said "no more for a while please!"

The enthusiasm of the whole team was clearly demonstrated a couple of weeks ago when Harry and Gay Sutcliffe arrived at Idlewood in their recently purchased 6/99, with the

## BRANCH NEWS and EVENTS - Christchurch Branch, continued

brakes binding on and unbelievably hot, and having already had them looked at by a mobile mechanic, they were quite worried about what to do next. Immediately about 4 of the team got busy trying to assess the problem, and after a cup of tea and the formulation of a diagnosis, Joe Barker and Graham Quate got busy and found the problem was the brake booster. Because it was not possible to fix it on the spot, they disconnected the vacuum line to render it temporarily inoperative, which enabled Harry and Gay to get it back into town, and then out to Eddie and Nancy Bishop's, where it is going to be repaired properly, probably by Joe Barker. This is the spirit that keeps the club and its membership alive.

On the 'members and their cars' front, Patrick Byrne and his wife recently completed an epic two-week journey to Auckland and back in their 6/80. They left their modern car at home, the theory being that they thought the 6/80 would make it, so they decided to give it a go. Apparently the only problem was the clutch, which started slipping a bit when up north. Patrick suspected it was being caused by a slight leak out of the rear main seal, so he bought an aerosol can of brake clean and sprayed it around the inside of the bell-housing, which has fixed it for a while anyway.

Patrick Boyle is having a strange rattling noise in his 16/60 engine attended to by Graham Quate, who thinks it's the front pulley coming loose. Time will tell. Simon Verkerk is still intending to sell his 16/60, although he's using it on outings at the moment while his Cortina awaits some gearbox work. Meanwhile Chris McLeay has now got most of the bugs in his amazing 1300 sorted, and is starting to enjoy it now it's becoming more and more reliable.

## **Christchurch Branch Coming Events:**

## Sunday 3rd June - Timaru All British Day

The Annual Timaru All British Day will be taking place on Sunday 3 June 2018. Entry fee is \$15 per vehicle. There is a display at the Caroline Bay northern carpark of the vehicles entered between 9:30am and 10:30pm, and a run to a mystery location within South Canterbury for the lunch stop – revealed on the day.

For more information, contact the VCC Timaru organizer on 03 688 5234 or email southcanterbury@vcc.org.nz.

## Saturday 9th June Working Bee at Idlewood.

Morning tea provided – come and do what you can, or just come out for a yarn. From 9.30 onwards, followed by BYO lunch if you want to stay a bit longer. Note: there will be a committee meeting immediately after lunch. To be followed by .....

## Continued Page 15.....

## BRANCH NEWS and EVENTS - Christchurch Branch, continued

## Saturday 9th June (Evening of Working Bee) Dinner with Caravan Club and Jowett Club members at McLeans Island Golf Club

A full 3-course buffet meal from 5.30pm to 11.00pm, with entertainment and raffles and prizes drawn through the night, \$30 per head. A few of us went last year - it was a great night out and we'll definitely be going back this year again. If you would like to go, please contact Stuart Penny by Monday 28<sup>th</sup> May or as soon as you get this newsletter, as numbers are required for catering purposes.

## Sunday 17th June - Garage Raid

We will be combining with the Jowett Club and visit 2 properties in West Melton. The first will be the Hey's, then we will have lunch in Kirwee (outdoors BYO if the weather looks OK, or indoors at a café if wet/cold). After lunch we'll visit the second property. Meet in the West Melton Hotel car park at 11.00 am – bring lunch if the weather looks promising, otherwise bring a bit of coin for a café lunch – a decision will be made on the day.

Sunday 8<sup>th</sup> July - Club Run, probably to north of Christchurch - details to be advised.

## Saturday 14th July - Working Bee at Idlewood.

Morning tea provided – come and do what you can, or just come out for a yarn. From 9.30 onwards, followed by BYO lunch if you want to stay a bit longer. There will be a committee meeting immediately after lunch.

## Sunday 29th July - Branch AGM at Idlewood

Arrive from 12.00pm. We will have hot soup, savouries, and freshly baked breads available for lunch, with the meeting starting at 1.30pm sharp. The meeting will be inside the front part of the garage, with heaters going if needed, so it will be warm. Please come to have your say into the running of the branch for the next 12 months.

## **Southern Region Branch News:**

Greetings from the Deep South. Hope this edition of the Word finds you all well and rested from the recent rally. From what I've been told a fine and enjoyable time was had by all. Boy, am I jealous, but as usual work gets in the way. I've really got to start planning things a bit better. I've got plenty of holidays owed..just have to book time off sooner or start stamping my feet and insisting a bit stronger! Too late realised we could have done the rally in one of our moderns. But I made good use of my week nights and weekends recently to finally have a major clean out of the garage. I don't think even Barbara believed

## BRANCH NEWS and EVENTS - Southern Branch, continued

the extent of stuff I cleaned out. Two mini skips later it was done. Out with the old kitchen cupboards that were bolted to the walls (done by previous owner), new shelving units bought and installed and all parts, tools etc stored away in a more tidy fashion. What a big difference. All workshop/parts manuals stored away in a decent cupboard/wall unit and my collection of motoring magazines all boxed up and marked for easy reference. Jeez, they total over 25 copy paper boxes alone..Some make interesting reading even though in some cases they date from the early eighties. Every issue of NZ Classic Car from the first to current issue, same for NZ Classic Driver, Practical Classics(UK) from 1980 till present and 12 boxes of Mini magazines. Even a few older issues of the Aussie Wheels Road Test issues from the early 60's. Boy, some of the road testers would not get away today with some of the remarks they made back then.

But now the garage is very tidy and useable...hell I can even see the floor!!. New and better lighting is getting done this week as well as a decent workbench so I can finally have somewhere to bolt down the bench grinder, drill press and a new vice I shouted myself. "Winnie" hasn't been forgotten..work slowly continues and welding underneath is almost completed, here's hoping no more surprises are lurking and we can get on with the exciting part...PAINTING!! Nervous?...hell yeah!! Too many people waiting to see her done. Last real job to do will be upholstery but we want to use her and seat covers will do until we get some miles on her wheels. We'll get the front seats webbing redone but leave repairing the rear seat and small repairs required to the front seats and new carpets until next year...unless we have a small Lotto win...

As I go to press I have to tell you sadly of the passing of a long serving and loyal Southern region member George Brown . George passed away peacefully Thursday evening 29th March after a short illness. George was indirectly an influence in Barbara and myself



George's lovely 16/60 used for a recent wedding

buying our 16/60. When we tied the knot in 2010, George and Jean very kindly let us use their 16/60 as our main wedding car. Along with Bill Obers Snrs 16/60 and my nephews Mini 1000, they made quite a sight and were much admired. In fact Barbara liked George and Jeans car so much she mentioned that she wouldn't mind us having a similar car knowing that I had owned similar Farina cars in the distant past, so an offer was made to look a one here in town and the rest as they say is history!

George was helpful with

encouragement and useful advice and was looking forward to seeing another 16/60 in the Southern Region ranks. His company and talks will be sadly missed at runs and events by all

All the best from the Deep South Regards Bryan Kelly

## A thank-you note

We would like to express our gratitude to Chris McLaey and the company that until recently he worked for, UCC Caravan and Motorhomes, Christchurch. They supplied the club at Idlewood with a very good secondhand heavy-duty cycle battery and power control unit to supplement our power supply at Idlewood. Chris has wired this up and recently installed another solar-charging panel and LED lighting in our storage containers, so that we now don't have any problems keeping the light on during working bees.

## UCC MOTORHOMES & CARAVANS

UCC Motorhomes and Caravans are your true one stop shop for all your motorhome and caravan requirements. If it's a new NZ made caravan or motorhome, a new European caravan or motorhome, an ex rental or second hand motorhome, a spare part, an accessory installed, or just some good advice, you can get it all at UCC.

We are a one stop shop for sales; we have a workshop for repairs, refurbishment, and installation, as well as having a spare parts / accessory shop on site.

Are you looking to Buy a Motorhome or Caravan?

Discover the true spirit of independence in New Zealand as you travel where you want, when you want, all whilst enjoying the comforts of home. UCC provides a vast range of Premium / Luxury Motorhomes and Caravans. We offer various sizes and models to match your needs, so get onboard & start living your dream today!

UCC offers its own range of 2 to 6 berth Motorhomes; as well it supplies Dethleffs Motorhomes and Caravans from Germany throughout the South Island. UCC is also the southern most dealer for Southern Star Caravans in New Zealand. Check the full range of vehicles on our website.

You will find our motorhomes and caravans within the fleets of the best New Zealand motorhome rental companies, as well as in the possession of discerning kiwis who want to enjoy a quality experience at the right price. Our practical, modern, and robust motorhomes and caravans, provide the best value for money in the market.









Contact Rob or Ross for Sales and/or repairs – Ph 03 349 7747, or go to www.uccmotorhomes.co.nz

## From the email In-Box

to Michael Kruse, National Secretary Dear Michael,

How's this for a bit of nostalgia? About 55 years ago I owned a 1937 Wolseley 12 reg no AK2363. My father owned the car before me, and he must have had it for 40 or 50 years or more. It was an original genuine car in very good condition, the speedo reading when I had it was approx 75,000 miles. When his father died (my grandfather) Dad decided to keep my grandfather's car, which meant that the Wolseley had to go. Dad was upset by the low offers received for the Wolseley, so I bought it off him myself. I thoroughly enjoyed my time of ownership of the Wolseley taking it on many long road trips, the longest being one from Christchurch to Auckland and back.

I note with interest that the Wolseleys of that era feature in the "Foyle's War tv series, so out of interest I have traced the history of my Wolseley AK2363. A search of the NZ Transport Authority website shows that the rego plate number has been changed from AK 2363 to be BY 7428, and a recorded speedo reading on the occasion of a change of

## From the email In-Box - continued



ownership shows the mileage to be 83,000 miles, so it has certainly retained its low mileage status. Amazingly there is a coloured photo of the car on the NZTA website (very odd) and the paintwork and overall condition look to be very good indeed, so there are many years motoring left in her yet. I thought you might be interested in this little story.

Regards Ray Habgood

## **Buy and Sell**



FOR SALE – WOLSELEY 1957 690 SERIES II 96,463 original miles. Always garaged and registered and WOF, SU carbs overhauled, After market brake assist overhauled and new diaphragm in Feb. 2018, Stainless steel brake cylinders, new brakes, Stainless steel exhaust system, fog lights, Low mileage steel belted radial tyres, Complete original shop manuals and numerous spares including new windscreen \$ 13,500

Contact: Bill Demeter, 03.379.3873 or 027.379.3873 or email bill.demeter@xtra.co.nz Editors note: This is the ex-Jim Collins' and Bill Williamson 6/90.

I have a **1958 Wolseley 1500** that I have been restoring, it is running and interior very tidy, just needs paint, I am selling it as unfinished due to having my real love of another Holden to restore. If anyone is interested in the Wolseley please contact me on 06 8589911 or txt 02102837916 - leave a name and number and I will get back to you. Many thanks, Hugh Barber.

**Free to take away: Wolseley 1300** Mark 2 Twin Carb model - Complete. Full restoration or for spare, too good to scrap. Phone Rob Woolrich 07 5431120 or 027 2768270 (editors note – advert was posted end of March)

**Wolseley 16/60 For Sale** – Auto, and white in colour with blue interior, in mostly original condition. Reconditioned engine approx. 2 years ago. Bodywork very good. Could could do with some cosmetic work to make it excellent, but on the whole a very tidy and reliable car that can be taken on any event with confidence. Contact Simon on 0211154789 for more details – car is in Christchurch. (Member)

## Buy and Sell - continued

For Sale - approx 1960 Wolseley 1500, around 100,000 miles. Very little rust. Body and interior good condition. Not going but motor turns over. Lee Turner 04 5671189 or 0274 403 426, email: leeturner@xtra.co.nz (include photos)





For Sale - Wolseley 6/110. I have: replaced the Battery (but is too small). High tension leads. Points. Spark plugs. Distributor cap. Fuses. Engine Oil & Filter. Antifreeze. Differential main seal & oil. Carbureter damper oil. Air filters (from UK). Generator brushes. Interior light bulbs. Wolseley has 3 New tyres (needs 1 more for WOF). Had carbureters ultrasonically cleaned. Re-sealed front window. Flushed petrol tank. Removed, reset & replaced rear leaf springs. Treated rust in boot. Windscreen wiper motor new brushes installed. Fixed horn (very loud with 2 horns working now). Registration is on hold. Last registered 2012. Engine compression good at 140. Interior very good. Spares include. full gasket set.Brake power unit, bearings, rubber bushes etc. Asking price \$4,800. Can be viewed at 473 Marine Drive Charteris Bay. Contact Riki Robinson on 027 444 8633 or 033294201

Wolseley 18/85 Series III parts for sale. Windscreen, some body panels, mechanical parts. Contact Andrew Nelson at andrewdenisen@gmail.com

Wolseley 4/44 – complete car, but has been off the road for a number of years after something fell across the rear of the roof, denting it and breaking the rear window. Otherwise a sound and complete car. Contact Leon Hood, email <a href="mailto:leonhood6@hotmail.com">leonhood6@hotmail.com</a>



## Wolseley Car Club Spare Parts Division Idlewood, McLeans Island, Christchurch

The Spares Division is able to supply a full range of parts - please check with us before purchasing elsewhere or off the internet - remember your ongoing support will keep this invaluable service going.

The following parts can be supplied:

**New Parts:** 

**Engine Parts:** 

Engine gaskets (head and bottom-end sets and a number of individual gaskets), pistons, valves, Valve guides, bearings, seals, timing chains, etc for most models 1930's onwards.

Suspension and Steering Parts:

All suspension bushes, bearings, buffers, pins, king-pin sets, wheel bearings and seals, and new or reconditioned steering ball joints and rods, shock absorbers.

Clutch Parts:

Release bearings, pressure plates, driven plates, slave cylinders, master cylinders, hydraulic hoses.

Gearbox Parts:

Bearings and seals, new and reconditioned shafts and bushes, gaskets, plus good used gears, selectors etc.

**Electrical Parts:** 

Lenses, switches, instruments

**Brake Parts:** 

Reconditioned (stainless sleeved) wheel cylinders and master cylinders, brake shoes and pads, hydraulic hoses, brake cables.

Maintenance Parts:

Oil and air filters, ignition points, distributor caps

Cooling and Heating Parts:

Water pumps, radiator hoses and many moulded heater hoses, heater taps (new and overhaul kits), thermostats, core (frost) plugs in brass. Good selection of good second-hand radiators.

Windscreens:

New one-piece rubber seals for most post-1950 models, Second-hand screens for most models (front and rear).

Second-hand parts:

Engines and engine parts (crankshafts, camshafts, heads etc), gearboxes and transmissions, diffs, body panels and glass, chrome trim, some bumpers, electrical parts (lights, starters, generators, switches, instruments etc), carburettors, dashboards and woodwork, brake drums, springs, steering boxes, hubs

For all enquiries, please contact Ray Willoughby, email kitty.willo@xtra.co.nz or phone 03 352 9016 (no calls after 9pm please).

The spares shed is open at Idlewood, 671a McLeans Island Road, on the second Saturday morning of every month, or can be by arrangement.

## National Rally Reports - Blenheim, March 2018

## Blenheim Rally Story – by Ray Chappell

Hi Everyone!

Having just completed the Wolseley Rally in Blenheim, I felt it was time to tell my story regarding my 1965 Wolseley 6/110 automatic - engine problems. A couple of years ago, the engine was using oil so I decided to take the engine out for the sixth time in it's short life - (155,000 miles). The engine has always been a problem with a cracked block which I repaired, corroded steel frost plugs and for various other reasons. The engine reconditioning company discovered three cracked pistons with one of them due to collapse. The engine was fully rebuilt, re-installed and re-tuned by a local expert. I thought all would be perfect now but the engine right from the start-up pumped oil out of everywhere - rear main bearing, front crankshaft seal and up the crankcase breather pipe into the air cleaner elements which clogged up and caused the engine to run very rich. I went back to the engine reconditioners and they reckoned I had broken pistons or rings again allowing combustion gases to pressurise the sump.

I wasn't convinced as a compression test indicated that all cylinders were good, so I parked the car up as I didn't want to take the engine out again.

When the Blenheim Rally came onto the calendar I decided to make an effort to get the car back on the road again. I bought another pair of air cleaner elements from Christchurch and when I installed them I put a bung in the sump breather pipe to stop the oil from getting into the air cleaner. This partially worked but the sump pressure went up the other breather pipe into the rocker cover and came out the oil filler cap hole and squirted all over the engine and inside the bonnet. Having been in Hydraulic engineering for my working life I knew that to dissipate pressure you need a big

Breather, so I replaced the oil filler cap with a small breather with a large hole into it and from that day on the engine ran clean and no signs of oil pumping out. On that basis I

decided to nurse the car along and attend the Rally in Blenheim - (We live in Pukekohe, South Auckland). Over the whole trip the car ran faultlessly and we did 1276 miles at nearly 24 MPG average, used no water, and about half a litre of oil so I was very happy. I only use 95 octane fuel and Penrite 20W-60 engine oil on the advice of the engine rebuilder.

As a footnote, we attended the Bendigo Rally in Australia last year in a rental car and I found three other Wolseley 6/110 cars there which had the same problems after engine rebuilds. No one seems to know why. To conclude, I would like to thank everyone who was involved in the well organised Rally and hope that all participants enjoyed themselves.

Cheers - Caryl and Ray Chappell



Ray and Caryl enjoying lunch at the Edwin Fox museum in Picton

## National Rally Reports - Blenheim, March 2018, continued



All of the participants, ready for an enjoyable day's motoring.

### **Part One**

When I wrote this report, it was slightly over a month since the national rally, so hopefully the finer details hade escaped me to ensure I don't run away at the keyboard writing up this report. First, however, the executive summary! The weather was great except for one dampish day; the places we visited were all great; every Wolseley except one managed the whole event without a major breakdown; we were very well fed; and everyone really enjoyed themselves.

Matthew and I got away from home on Saturday morning 10th March, me leaving slightly before him to do a job on the way to the meeting point at the BP station in Russley Road. I



Matthew's 1100 and my 6/90 on the rally – this photo was taken later in the week at Lake Rotoiti

had decided to take the 6/90 and it was all cleaned and serviced and ready to go - Matthew decided to take his 1100 as he'd already used his 1500 on the two previous National Rallies in Methven in 2014, and Hamilton in 2016, and thought it was time to take something different. The Saturday was an 'unofficial' rally day, and was for those who wanted to overnight at

Hanmer Springs, before carrying on to Blenheim to register on the Sunday evening. After collecting Sandra Slattery from the NSW her motel not too far away, I arrived at the BP station about 15 minutes before the official meeting time, but already everyone seemed to be there – Allan Francis with John Mallia from Melbourne in Allan's 6/90, Colin Rose from Queensland with his mates Alan Currie and Robert Weston who were travelling in a Holden rental car, Graham and Sharon Keys and Richard and Marion Graham who were in a Toyota MPV, and Geoffrey and Jean Denning, also from Melbourne and in a Honda rental. Sandra travelled with me for most of the rally, and was a pretty handy navigator

and a good conversation starter when some of the driving became a bit monotonous. Matthew arrived on cue at 10.30, so with full tanks we set off on the first leg to Hanmer Springs. We had a good cruisy run up to Hanmer - the weather was perfect (sunny and about 20 degrees), and once there, the afternoon was spent chilling out around town and then soaking in the hot pools, before we all met again for dinner in the local Robbies restaurant that evening for dinner. This was a great introduction to what was to become a very social and hugely enjoyable event.

The next morning we all met at one of the motels at 10am, to begin the proper rally leg to Blenheim. For us it meant a trip through the inland route (the old SH70), which meant back-tracking almost to Culverden, then heading up through Waiau, and on through the twisty and often rough roads, to join SH1 immediately south of Kaikoura. It was a slow trip in places, as there are still plenty of post-earthquake works going on. Luckily, there was no pressure, as we had all day to get to Blenheim. We all stopped for lunch in Kaikoura – it was a hive of activity and there were plenty of tourists around, as SH1 had only just re-opened after more damage caused by ex-Cyclone Fehi causing more slips and washouts along the route.

We carried on to Blenheim, marvelling not only at the extensive damage caused by the Kaikoura earthquake 14 months earlier, but also at the amount of work that had already been completed and that was still underway north of the town. We hit Blenheim at around 3pm, and found our way to our home for the next week at the Cherylea Motel on SH6, just west of the centre of town. Here Matthew and I shared a large motel unit with Gordon and Beryl Duthie, which proved extremely handy for keeping tabs on the rally programme, and for organising things like printing of photographs, lunches, and the few other odd jobs that had to be sorted as the week progressed.

Rally check-in was that evening at the Springlands Tavern, which (for all those staying at the Cherylea Motel) could be accessed through a gate along the back fence – very handy



Day 1 – the lineup at Yealands vinyards and winery

indeed! Many of the rally participants were already there by the time Matthew and I arrived, so we soon got down to the task of checking everyone in, giving out the Rally packs, and collecting any final payments for the week ahead. At 6.30pm we all found tables and settled in to a great meal, a welcome speech from Gordon who set the

scene for the week ahead, and plenty of chatting and laughter as old friendships were renewed, and new ones made. That first evening together really got the event off to a good start!

To be continued next issue ......

# Word Word

## OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

Registered at Post Office HQ Wellington as a Magazine If unclaimed, please return to: The National Secretary New Plymouth 4310 Michael Kruse 297 Huatoki Street,