

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

NOVEMBER 2019 – FEBRUARY 2020



Seven-year-old Braxton Winter at the controls of 'Grandma' the 1900 Wolseley, at the 2020 Dunedin - Brighton run.

The 4^{th} generation of the Winter family to drive this car.

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 (new one): www.wolseleycarclub.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: Nick Stevenson 5 Whitewood Cres, West Melton, RD5, Christchurch 7675. Phone 027 431 5661

Email: wolseley.spares.nz@gmail.com

All Newsletter Enquiries:

Send to: Colin Hey (Jenny) 34 Rossington Drive West Melton 7618 Phone (03) 359 8737 or 021883807 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.

Wolseley Car Club NZ National Rally – March 8th to 14th Final Information

Final Rally Information

We are pleased to say that we have a total of 25 entries for the Rally. We can accommodate one or two more, but if you are bringing any extra passengers we will need to know about this as soon as possible to see if we can accommodate them on the coach around Wellington. We have a total of 54 people altogether.

Final Confirmed Rally Cost

The final confirmed cost is \$385 per person. This will include everything as shown on the itinerary, but there are a few exceptions and where possible we have advised the cost, i.e. gold coin entry. You will be paying for your accommodation and breakfasts. The final breakfast is at the Copthorne Hotel in Masterton and this cost is included with your accommodation. If you are not staying at the Copthorne, the cost is \$22 per person and if you want to come you will need to book. The evening meal on Tuesday night in Palmerston North is at your expense.

Getting to Capital Gateway Hotel

- People travelling from the North on State Highway 1 must stay in the left lane after the Johnsonville turnoff. Follow this lane into Newlands and then turn sharp left into the hotel driveway.
- People travelling from the South on State Highway 1 will need to turn into Ngauranga Gorge and then move into the left lane going up the Gorge. Take the Newlands turnoff and travel over the motorway overbridge. Turn left into the hotel driveway. Please remember that the speed limit up Ngauranga Gorge is 80 km and there is a resident speed camera to record your speed.

Arriving at the Rally

Registration will be at the Capital Gateway Hotel from 3.00 pm onwards. We have booked the Alex Room close to the reception area where you can pick up your rally packs. Tea, coffee and drinks will be available there, and the bar will be open (own cost). The welcome dinner will also be held at Capital Gateway, starting at 6.00 pm.

Payment of Rally Fees

An invoice for the balance of rally fees will be sent to you shortly. As mentioned above, the full rally cost is \$385 per person. This includes the rally deposit of \$75 (eg. If two are coming in your registered vehicle, the balance to pay will be \$675).

Payment is due by Friday 28 February. (Australian club members may pay on arrival in Wellington to minimise currency conversion fees). Payments are best made by bank transfer (internet). The account name is Wolseley Car Club North Island Branch and the account number is 06 0996 0174069 00. Please be sure to include your name on the deposit.

Important Notes:

If you or any of your party have any special dietary requirements, could you please advise us as soon as possible (no later than 25 February) so we can make arrangements with all of the caterers.

Please also be mindful of your accommodation provider. If your car leaks oil, please pack a drip tray or a sheet of cardboard to avoid leaving oil stains on the hotel/motel forecourts.

Entry to Ohakea Airbase for New Zealand citizens is by credible photo i.d. such as driver's licence or passport. Australian citizens have already provided the information required for foreign nationals. If you can, please remember to bring a thermos flask and a couple of chairs to use on the Thursday visit to Tinui and Castlepoint.

Finally, if you have any other questions please don't hesitate to give us a call.

Kind regards

Ruth and Winton Cleal

Tel. 04 293 3369 or 021 178 4253 (Winton) or 027 314 0411 (Ruth)

EDITOR'S STUFF

When I first started writing this editor's column, I was sitting in a motel in Alexandra, having just got back from the farewell dinner of the Pioneer Motoring Group's run in Clyde over the weekend of 2nd and 3rd November. It's was a great weekend, and the perfect place to spend a couple of days with other like-minded veteran enthusiasts from around the country (mostly South Island though). The gathering is very low-key, and only for owners of one or two-cylinder veteran vehicles, so we were only a small bunch of pretty slow motorists out to have a bit of fun together, do a bit of driving, and socialise as much as possible.

Jenny and I took the 1909 Wolseley Siddeley to it in our transporter-trailer,



leaving home about 1pm on the Friday, and arriving in Clyde at 6.30pm. Our original intention was to leave the car in its trailer after the National Veteran Rally in Timaru in mid-October, but we had a few problems with the car at that event, so I decided to take it back home and spend some time on it before we attempted the Clyde event.

The Timaru rally was a good one. It hosed down with rain on the way to Timaru on the Friday night, and we were thankful that we not only had a covered trailer, but that there was room for it at the motel we stayed at. It was literally as good as having the car in a garage the whole time, and all I had to do was get it out on the Saturday morning and we were good to go. By then the weather had cleared up fully, and it stayed warm and sunny the whole weekend.

The run on Saturday was out to Claremont, about 15km inland – a gradual climb through rolling country all the way. We visited the 'castle' there – a recently restored blue-stone impressive homestead dating back to the 1880's – a great opportunity to have a photo taken in a setting that suited the vehicles on the run. On the way I struggled to keep a good speed up, with the car lacking power and coughing and missing much of the way up there, and developing a leak in the radiator just to add to the frustration. Some of the other cars were also suffering – most because of dampness in their magnetos from the day before. The run back to Timaru was really enjoyable though – downhill most of the way, and lots of locals out enjoying the cars going past.

The run concluded in Caroline Bay, where we just parked up, choosing not to take part in the driving tests. I was worried that I would have difficulty getting the car started each time, so we just chilled out and chatted to other owners and lots of the public who called in to see the cars. We got back to the motel without any problems, but the car was becoming harder and harder to drive as I couldn't really control the engine speeds well enough to change gear easily. I tried to reconfigure the throttle linkages later that afternoon, but that was only partially successful at fixing the problem.

EDITOR'S STUFF - continued

We had a good do that night at the VCC rooms – the local branch catered the meal themselves and did a fabulous job, and there was even a bit of entertainment provided by a local group of guitar and ukulele musicians.

The next day (Sunday 13th) we did a run to Geraldine, but because the total distance was going to be about 70 miles for the day, we took the car in the trailer to the morning tea stop in Pleasant Point, unloaded it and then did the run from there. It was still a 20-mile run just to Geraldine from there though, and we had a recurrence of the problems experienced the day before. We did make it to the finish, but we were the last to arrive. Still a good day of veteran motoring though, and we did enjoy the outing. That night we had a prizegiving dinner, and then drove home, arriving just before midnight! Over the next week-and-a-half I pulled the whole front off the car, had the radiator repaired (luckily it was an easy fix, as a seam had opened up slightly), and completely redid the accelerator, hand throttle, and choke controls with Bowden cables and proper fittings, and made up new mounting brackets for it all. I also re-adjusted the clutch, mounted the radiator on some rubber pads and made up some new radiator hoses for it, and re-fastened the rear bonnet support channel, as the screws holding it to the firewall had mostly come loose or were missing altogether. I couldn't get over how heavy the radiator was – I needed Matthew to help me lift it off and put it back on again – it probably weighs at least 50kg. With everything back together again, a few laps around the block confirmed that all seemed much better, so I put the car back in the trailer and we headed off to Clyde. The weekend in Clyde was fabulous. Mostly easy and flat motoring covering about 50 miles, great people and good food, and good accommodation too. By a complete fluke we stayed in a motel unit right next to Colin & Judy Winter, who had Grandma (1900 Wolseley) there – Colin doing his first run after major shoulder surgery a couple of months ago. We had lots of time to enjoy some of the local eateries, and the weather was so good we were able to have dinner outside both evenings wearing shorts and tee-shirts. The temperature topped 32 degrees both days, so motoring was very pleasant, and yes, the car went really well this time. We even managed to pass some of the other veterans on the run, and the car would run for miles on end with just a little bit of throttle and no real effort – much, much better! Like all old cars though, there are still some improvements and maintenance work to do -it's a continuing project! Jenny went home from Clyde on the Sunday afternoon after the lunch, and I stayed on for

Jenny went home from Clyde on the Sunday afternoon after the lunch, and I stayed on for the farewell dinner that evening so I could take the car and trailer to Oamaru to leave it at Derek and Lee Brehaut's house. It stayed there until we went down and do the heritage weekend and meet up with the Southern Region members on 16th and 17th November. We had a great weekend in Oamaru – dinner together on the Friday night, a good small swap-meet on the Saturday, followed by participation in the town Heritage Parade early that afternoon. We followed Colin & Judy in 'Grandma' with a few other veteran and vintage cars following us, doing a loop up the town and back again following behind a pipe band at a very slow pace. Lots of spectators and good fun, but I was glad when it was finished because there was quite a bit of stop-start and clutch slipping required.

That afternoon our club group re-gathered and we all met outside the Oamaru gardens, and then went on a run of about 20 miles that Derek Brehaut had set for the Oamaru Daffodil Rally 2 months earlier. Derek assured us that there were no steep hills and that Grandma

EDITOR'S STUFF - continued

and our car would be able to tackle it OK, so we took both of the veterans on it. It was a bit challenging, especially with a few hills and a howling nor-wester blowing, but we eventually got through to the afternoon-tea stop at an old-style pub at Enfield where we arrived to applause from everyone who had arrived about 20 minutes earlier. Colin Winter

had Derek Brehaut on board and driving Grandma, and they arrived about 15 minutes after us – poor old Grandma's single-cylinder just needed a bit more time to ascend the hills and push through the wind than we did.

After enjoying a good cuppa, we thought we'd have an easy tail-wind run back into
Oamaru, but just as we set out, the wind changed to a howling southerly, so the first up-hill couple of miles were a bit of a struggle, but from there it was an easy and very enjoyable down-hill run back to Derek



The two veterans having a well-earned break at Enfield after tackling some steep hills and a fierce nor-wester.

and Lee's house in Weston on the outskirts of Oamaru.

That night we enjoyed a very social and relaxed evening at Derek and Lee's house. We ordered in about 15 large pizzas and Lee provided dessert, and it proved the perfect recipe for a very enjoyable and happy evening together. It was also a good opportunity to inspect progress on Derek's 6/90, which has been outstanding and is now turning into a simply stunning restoration. All-up a particularly enjoyable weekend away together.

The next morning many of us took the opportunity to wander around the Heritage fair in the Historic Precinct – another relaxed and interesting event for the weekend. Jenny and I



Derek's 6/90 project well on the road to completion

browsed around all of the stalls, running into a number of our group there, but also others that we know such as Jerry Wing and John & Allison Rush, whom many will remember. On behalf of everyone who was in Oamaru for the weekend (or parts of it) I would like to especially thank Derek and Lee for their hospitality – it's a weekend we can remember now for all the right reasons.

EDITOR'S STUFF - continued

The other major happenings since the last newsletter have been the VCC Canterbury Branch Swap Meet earlier in October (very successful, but I'm glad it's over for another year), our own club AGM, and I also managed to take part in the VCC's gymkhana event in the Hornet (Mini) on the 27th October, with some success too.

Jenny and I enjoyed a 'staycation' over Christmas, which was just what I needed after a hectic end to the year with lots of storm damage on the West Coast to contend with at work. I took the opportunity to get a few jobs done around home – quite a bit of work in the garden, 3 VCC 'picnic' runs which we took 3 different Wolseleys to (all on nice days), and visiting a couple of good friends. I also got the 6/99 put back together again after a year off the road (where did that go?) while the clutch was replaced and lots of other small jobs attended to at the same time, including replacing the steering box too. It's now WoF'd and out again running really nicely. I also replaced some wheel bearings (1 front set and 1 rear set) in Matthew's 1100, and spent quite a bit of time working on the 1909 Wolseley-Siddeley just trying to improve the way it looks, drives and runs. We're took it to the Dunedin – Brighton Rally in mid-January, our first attempt at it in that car, and had a great run with it there too. The 1500 race car also got some attention, but unfortunately the new head I purchased from the USA turned out to be faulty, so it's still not running yet. As a result I missed the Skope Classic, and now have to wait for a replacement head to arrive. Before signing off, I must extend my congratulations to Winton and Ruth Cleal, who successfully completed the recent VCC Cape Reinga to Bluff run in their lovely 6/90 in October/November. This involved travelling the whole length of both islands twice by the time they got back home, and lots of lengthy side-trips as well, so probably around 3,000 miles altogether over about 3 weeks. I managed to talk to Winton and Ruth at the Canterbury Swap Meet (which was one of the stops on the way) and at the AGM, and then I ran into them again when we were in Timaru at the National Veteran Rally and they were on their way back home. I gather there were no problems with the 6/90, and they really enjoyed it, so good on you both!

Whilst on the subject, one of the best things I'm noticing is that there are usually pictures of our member's cars featuring in the Beaded Wheels magazine and various VCC branch newsletters. Harry and Gay Sutcliffe are usually out there and doing it in every issue, but there are often others as well, so good on you folks for keeping our marque in the news! Also, I must say how sad I feel for those caught up in the Australian bushfires. It hit home a couple of weeks ago when I was scrolling through some pictures on Stuff, and up came some taken in the town of Cobargo about 15km inland from the south NSW eastern coast. This was a town we visited during the Australian National Rally last March, and most of it has now been lost, as has a lot of the areas we travelled around in the Bermagui area. There was one shot of the main street, and in the distance I could see what was left of a café we sat outside enjoying a morning coffee talking to one of the locals. Even though we've been through earthquakes, at least we were able to pick up and repair most of what we owned, including out our homes and cars. These poor people are left with almost nothing, so it's pretty sad.

Anyway, have a good month – hopefully for the rest of the year I can keep the Wolseley Word issues coming monthly.

Colin

CHAIRMAN'S REPORT

Hi Members,

Firstly I hope you all had a great Christmas and New Year. I also hope you have been able to get out and about with our cars and start to enjoy the better weather. It's been some time since the last magazine so I will give a brief report on the National AGM in Christchurch on the 12th Oct which was a great time to meet up with everyone again. It timed in once again with the Swap-meet. We had our Committee meeting in the afternoon at the club rooms and the AGM at the Papanui



RSA in the evening. It was well attended with 37 members at the meeting which was held after the meal. All positions remain the same with an addition of a Promotions and Publicity Coordinator which also includes Web Site. This was offered to and excepted by Lee Brehaut. Lee presented to the meeting her thoughts and initiative's she could bring to this position. I think Lee will do a great job but will require support and information from area chairpersons, secretary's, club captains and members. She will also manage the Web Site which she is working on at the moment. There has been some good progress to date however there is much to do yet before it is as we want it. Nicholas Stevenson is the new National Parts Manager with assistance from Colin Hey.

There is also going to be a change (reduction) in subscriptions and Wolseley Word distribution for the 2021 –2022 year. National Sec Michael will inform branch secretaries of these changes in time.

Danny O'Malley has taken over Club Memorabilia from Allan Frances and is going to investigate a 25 year badge to be presented to members who have been continuous members for 25 years. Branches will apply to the national executive for these badges. I think this is going to be a good time to recognise these members for their contribution towards the club.

Winton Cleal outlined the program his committee has put together for the 2020 Wellington to Wairarapa Wander National Rally 8th – 14th March, looking forward to it. There were two new Life members to the club, Ivan McCutcheon and Steve Finch, congratulations to you both. At the end of the meeting Eddie Bishop on behalf of the Christchurch branch presented Colin Hey a wall trophy recognising him for all the work he has done for the Wolseley Club in particular the Christchurch branch. That's all from me for now, Safe driving.

Gordon Duthie

Deadline for next Wolseley Word:

Friday 28th February 2020

SECTRETARY'S REPORT

Hi Fellow Wolseleyites,

The National AGM was great in Christchurch with 38 people in attendance. As there were no Nominations from the Club Membership, and the current Executive were willing to stand the Executive remained the same for 2019-2020 except that a new position was created. Promotions and Publicity Co-ordinator, this role will include the webmaster role, promotion of the club and co-ordination of branch activities. Lee Brehaut was elected to this position. She was very positive and enthusiastic to get started. She agreed to sort out and write a new Constitution for the Club as part of the new role. This has been on the to do list for many years.



At the AGM two new LIFE members were announced from the North Island Branch - Steve Finch and Ivan McCutcheon. They have both contributed to the club in a massive way. Steve had large part in the move of the Parts shed to Ashurst from Taikorea Road. Ivan is always helpful with an engineering challenge. He made a new water pump for one of our members 6/80, out of Stainless Steel this was a better design than the original one. The trip from the North Island to Christchurch was made a lot easier, with Matthew Hey picking us up from the airport (Hugh, Bronwyn and me) taking us to the Swap meet and then lending us his car for the weekend. Also, we were hosted at Colin & Jenny's place for the night. Thank you very much for the kind hospitality.

It has been a lovely fine day here in Taranaki. So, I got the Wolseley 1500 out of the basement and we went for a drive around mountain viewing gardens as we went. We had a picnic lunch using Raewynn's Brexton Picnic set in Hawera. We viewed some more gardens on the way home.

So, I urge you to get your cars out of the shed and take them for a drive I guarantee you will enjoy yourself.

Happy Wolseleying Michael Kruse

WEBSITE REPORT

by Lee Brehaut

Hi everyone.

This is where we are at with the website. Our old website address is no longer on line. Please delete it if it has been used anywhere in your individual processes or promotion. Our new address will be woolseleycarclub.co.nz. At this stage this address is not searchable through Google but if do go to it (possible by typing in this address directly) and you use it, you will see what we have currently have which is most of the old website. This material is now sitting on an entirely new platform known as Wordpress, which is very popular world-wide but unfortunately is more complex than other platforms. However, nothing un-surmountable.

WEBSITE REPORT - continued

The website development company that was contracted to do the transfer work will remain as hosts of the domain name and provide a daily backup service in the meantime, though I am hoping to be able to source a slightly cheaper plan. I have met with an Oamaru-based website designer. He has full access to the entire website and I am waiting to get some indication from him as to costs associated with a redesign and purchase of any new plugins. It will be important to source as many free and appropriate plugins as possible. As an example, the web designer found a new plugin for his own site which has changed his position on Google searches significantly and it was activated within a few days. Others can take months to be activated. Though I have spent a considerable amount of time looking at websites and

The comments I have received from both the designer and the developer who did the transfer are that the website is large and complex in itself. It is ten years or more since the website was first designed. We are looking for simplicity and good clear information presented in a modern layout.

tutorials, this kind of industry information is invaluable. It is a bit like sourcing a part

or getting work done on an engine, some suppliers are better than others.

I will be in touch with the National Executive as soon as I have received costings and some decisions can be made for the future. Once we have a design we are happy with, I expect to be able to tweak it as necessary and certainly do the day to day editing. It will also be important to have someone else trained as an Editor to share the work and provide backup. I am mindful of setting something up that will be easy for others to take over in the future.

Cheers

Lee

REGALIA SALES AND LIBRARY LOANS

For any Wolseley Car Club regalia (caps, shirts, badges, books etc), and for any Wolseley-related books or technical information, please contact Danny O'Malley on 03 3244421 or 021 498 162.

Danny is currently doing an inventory of current stock and is thinking of running some specials on some stock that has been sitting around a while. Look out for a list in later editions of the Wolseley Word.

Danny can also provide copies of handbooks, workshop manuals, and parts books for most Wolseley models, either to loan or photocopies. Some general information Wolseley-related books are also available to loan – please just ask him.







BRANCH NEWS and EVENTS

North Island Region

Hi Everyone

I hope you had a great Christmas and New Year, and have fully recovered from all the festivities.

NORTH ISLAND WOLSELEY GARDEN RUN 2019

On Saturday 9th November, we met at the Inglewood Railway Station for the start of our 2019 Garden run. We had a turnout of six Wolseleys and one more modern Nissan, with a total of 16 people including two new members. The weather was not kind at this point and most of us had raincoats on and umbrellas out. However, this did not dim our enthusiasm to see the range of lovely gardens chosen by Raewynn and Michael.

Our first garden was Creekside, a rambling acre of maples, hostas, rhodos and many established plantings. There was a lake, watershed, and a native tree walk planted many years ago.

We then moved on to Windsor View, an acre of garden around manicured lawns with many rhodos, azaleas, irises and hydrangeas and featuring lots of garden ceramics. The added attractions included a bridge to nowhere, rustic cottage and an outside toilet with washbasin. The man of the house has a very nice collection of Mustang cars in pristine condition, a room of model cars, and he has painted up a pop-up caravan in the design of a United States flag. All this was included in the entry fee of only \$2.

Third on our list was The Potters Shed where we were able to purchase garden ceramics and see where they are made. Lunch was at the Taranaki Vintage Car Club rooms where Raewynn and Michael had organised a delicious lunch for us.

In the afternoon we were back in New Plymouth to visit Jersey Lane, a country garden with many features including an old barn which was turned into an event facility for a family wedding and is now booked on a regular basis. There we were offered refreshments and the chance to sit down and rest. By this time the weather had perked up and it was getting quite sunny and warm.

Last on our list was Tupare, an arts and crafts inspired property established in 1932 by the Matthews family. These days it is run by



Early Christmas dinner after the Garden Run

the Taranaki Regional Council, and although the house was not open at the time of our

BRANCH NEWS and EVENTS - North Island Region, continued

visit we were able to walk all through the garden which is on a hillside, and has been well planted over the years. There was also an art exhibition in the Gardeners cottage. Dinner that night was at the Autolodge Hotel where was had the most delicious early Christmas dinner.

Most people departed early on Sunday morning as some of them had quite a distance to travel home, but a few of us lingered to visit the Christmas Village in New Plymouth and have an early lunch at Big Jim's Nursery. Thanks to Raewynn and Michael for organising this lovely garden weekend for us and the chance to catch up with our Wolseley friends.

BUSHY PARK RUN

We had a great run to Bushy Park on 29th January. It was a lovely day and we had our picnic in the shade of the trees, with tuis and kereru singing overhead. There were lots of

day trampers and a museum to go through. Winton spotted an old photo of the original owners and their family with a vintage 1904 Wolseley car. Attached is a photo of the cars in front of the homestead. It has been fully restored and now runs as a bed and breakfast and cafe for afternoon teas.



On our way back to Wanganui we called in at the Windermere Berry farm where we bought strawberries and ice creams. Finally, we ended up back at Virginia Lake and had a look through the Christmas-themed winter garden and had afternoon tea at the cafe. A most enjoyable day for six of us.

Ruth Cleal

North Island Region – Secretary's Report

It is with sadness that I would like to inform you of the passing two of our Northern Branch members. Firstly of Ann Bennett who passed away in early January. Our sincerest sympathy to Graham – our thoughts are with you.

Secondly, the passing of Don Simons, also in early January. Don was a member of the Wolseley Club for some years until recently when he sold his Wolseley due to ill health. Don would come around and see us from time to time to catch up and have a chat.

BRANCH NEWS and EVENTS - North Island Region, continued

Well it's great to see some beautiful summer weather at last - hope this remains. Michael and I went on a VCC run recently to South Taranaki for the Taranaki Garden Festival. We visited some fantastic gardens where people had put in an enormous amount of time and energy. Michael and I are hosted some of the North Island Wolseley car club members for a visit to some of Taranaki's beautiful gardens, and the weather was kind to us again. We had a great weekend.

That's it from me for this month have a good one.

Regards

Raewynn Kruse

EVENTS COMING UP, LOWER NORTH ISLAND:

Sunday 9 February - British Car Day, Trentham Memorial Park, Upper Hutt.

British and European Car Day has been going for over 30 years and shows an entire array of vehicles including cars, commercials, machinery and motorcycles, both old and new. All British and European vehicles are very welcome.

Car Day is held in February each year at Trentham Memorial Park in Upper Hutt. A lot of hard work goes into creating one of the biggest car events in the lower North Island and it's getting bigger every year. As well there is music, food suppliers, trade stands and commercial car displays, all for your enjoyment on the day.

Funds raised have always gone to the Wellington Free Ambulance who service Wellington, the Kapiti Coast and Wairarapa.

We look forward to seeing you at the British and European Car Day.

Winton Cleal

Club Captain

Sunday 8^{th} March to Saturday 14^{th} March – National Rally, Wellington and Wairarapa –

See Page 3 for further information.

UPPER NORTH ISLAND REPORT:

Outing to Awakeri

Great enthusiasm was shown from our Wolseley members who attended this outing, members travelling from the lower North Island, Auckland Morrinsville via Mercury Bay, and of course BOP members.

The rail journey took us through interesting and scenic farmland, stopping along the way, we were greeted by a great host of chickens, roosters, ducks, geese and chicks, all wanting to be feed, by the food we handed out to them. Another lovely stop was to a bush walk, through what is thought to be the last original stand of Kaikatea forest

BRANCH NEWS and EVENTS - North Island Region, continued

(white pine) ...when older these trees become the tallest of the native trees, truely magnificent. It was an enjoyable outing.

We finished at the Sutcliffes home for afternoon tea with Harry and Gay. A special thank you for the warm hospitality and input towards this adventure. We had 15 people come along, and the feedback was good.





The cars and the group photo from the Awakeri outing.

Janice Belcher

EVENTS COMING UP, UPPER NORTH ISLAND:

Saturday 29th. Wellsford/Warkworth Swapmeet.

Held at the Vintage Club Rooms Satellite Station Rd, off SH1, 3km South of Warkworth. Starts at 7.00am – Admission \$10 for sites, \$5 for adults, Children free.

March 1st 2020 - The Elms Car Show Tauranga.

This is a perfect spot to show our cars off at this Tauranga Historic site and home, free entry for cars and passengers, in the past years everyone has enjoyed the atmosphere, and the location, and helps fund raise for this part of NZ history. Please let us know if you plan to attend so we can save your space. Arrival is between 8.30 to 9.30.

If anyone requires more details, please just give me a call Stephen Belcher - 07 5763773 or 0211690162

Also on Sunday 1 March 2020 – British & Euro Classic Car Show, Lloyd Elsmore Park from 10.00 a.m. to 3.00 p.m.

This event is free to the public. Noeline Billing has registered for Wolseleys in this event, which is always a very popular event. If anyone wants further details, please call Noeline on (09)9636516.

Christchurch Branch News:

It's been a relatively quiet few months for the Christchurch branch, but things are set to kick off now that we're well into the New year and the more outdoor-type events through the summer.

The monthly working bee at Idlewood in October happened a week earlier than normal to allow for the VCC swap meet, which was on the same weekend we normally have the working bee. Progress was made on Mike Dickison's Wolseley 1300, with the engine mounts being renewed and another couple of minor jobs attended to. A load of scrap metal was also assembled on a large trailer, and later taken to Metalman, netting over \$130. The value of scrap seems to be rising again!

Swap Meet weekend was a busy one with our usual display, followed by both the national committee meeting in the afternoon at Idlewood, and then a meal together followed by the National AGM at the Papanui RSA that evening. The meeting generated a very good turnout, and some good discussion about subs and promotion of the club going forward. Thanks to everyone who came along and supported the discussion. Thanks too to the Christchurch branch members who put my name forward for a special presentation, and for the hand-made wall-plaque which I received. I feel very honoured and privileged to be part of our club and to be able to take part in something I'm passionate about. As I said at the meeting, when I'm in my shed or driving a Wolseley, I'm in my happy place. It doesn't matter if I'm doing 20mph in one of the veterans or doing 100mph in the race car, I really enjoy being out and about in them.

Our November monthly run was a visit to the VCC gymkhana just down the road from Idlewood, where we watched a mixture of sedate and concentrated driving, to all-out wheel-spinning and drifting action around the four courses that were set out for the competitors. When the dust had settled we went down the road to Idelwood to enjoy lunch

BRANCH NEWS and EVENTS - Christchurch Branch, continued

together – another perfect day to sit out in front of the clubroom and enjoy the good weather. We also finally finished off parting-out a Wolseley 6/110 so it could be taken for scrap, and then three weeks later had a special working bee to remove the doors and subframes from a parts Wolseley 1300 body that has been in the garage at Idlewood for about 9 months now, which was also taken to the scrap-metal dealer. Interestingly, the doors off that car and a front panel cut off another spares Wolseley 1300 are right now in a container heading to the UK where a Wolseley Register member needs them for a project car over there.

Our year at Idewood finished with the last working bee on Saturday 14th December, followed later that afternoon with our annual Christmas BBQ dinner. The morning was mostly spent having a good clean-up and tidy-up around the grounds and in the garage, so by the afternoon we were all ready to enjoy the BBQ. We had a great turnout – over 30 people present – all enjoying a great meal and dessert together which went well into the early evening. A surprise arrival was the Wolseley 1500 of Nick and Felicity Stevenson. Nick has finally got the car roadworthy again, and boy does it look nice! It's finished in a nice shiny deep maroon paint with a slight metal-flake in it, and cream-coloured old-school mags. There's still a bit of finishing work that needs doing, but it's out there and doing it now, so congratulations Nick! We understand he's sourcing a Hornet (Mini) as his next project car.

On New Year's day we took part in the (now annual) vintage and classic car gathering at the Little River domain. Once again this event didn't disappoint – a lovely warm day with hardly any wind, the sun only making a shadowy appearance through the Australian bushfire smoke – glowing like a 20 watt light-bulb in the sky. There were well over 200 cars present from Model T Fords right through to a very new Ferrari, and people were circulating around the domain all day just chatting to other owners and friends, and enjoying picnics and the brass band playing in the corner. There was a huge turnout from the Triumph and MG clubs in particular. This event is getting bigger every year, and interestingly, is almost completely absent of custom cars and resto-rods seen at most other car shows around the province.

On Sunday 26th
January we had a run out to Tai Tapu domain, meeting there with members from the Model A Ford Club and the Veteran Run organised by the VCC. We had a great turnout of 14 cars and 25 people just from our own club, and enjoyed a picnic



Great turnout at the Tai Tap run on 26th January

under the shade of the trees on a hot and sunny day.

On Waitangi day a few of us took part in the annual Rangiora RSA run to Loburn, and had a very chilled-out but haka-free day there, in beautiful sunshine.

Although not Wolseley-related, we have to say how impressed we are with Danny O'Malley's efforts in 3 car shows towards the end of last year. He won an award for his FJ Holden at the All Australian Day, and two weeks later won the best 1950's category at the All American Day with the 1959 Cadillac. The same car went on to win best in show at the New Brighton Rock'n'wheels event on 9th November. A very good effort indeed, and it's plain to see that he knows how to make a good car better, and that all those shiny parts he's always looking for at swap meets do indeed make his cars better still. However, just to prove that he's not completely into award-winning cars, he and Sharon did turn up to the RSA run in a very nice and bright Skoda 110, even if they did head home early when news of the possibility of a hail-storm did the rounds. Seems Danny was worried that the thickness of its metal body work might leave it a bit more vulnerable to damage than the Holden or Cadillac.

Congratulations to Ray and Wendy Willoughby who celebrated their 60th Wedding anniversary in December, and to our queen of Idlewood hospitality, Nancy Bishop, who recently celebrated her 80th birthday. Well done to all three of you!

We've also just learned that Anthony Dacre has been having another rough spell lately, spending much of the Christmas break in hospital with a bad infection that started in his arm. It's been one thing after another for him in 2019, so Anthony, we wish you all the very best. It was great to see you at Tai Tapu, and we hope you can get out and behind the wheel of some of your lovely classic cars often this year. Colin Hey

Christchurch Branch Coming Events:

Sunday 16th February (and subsequently the 3rd Sunday of every month) Old Cars, Bikes and Coffee. An informal gathering at the VCC grounds between 8.00am and 11.00am just to give your car an outing and/or come out and chat to fellow old-car and bike enthusiasts over a coffee or cup of tea, and check out the other vehicles there. No cost (unless you buy a coffee from a vendor that will be there), no prizes, and no stress. If enough of our club members turn out, we may go somewhere for a short run and lunch afterwards (will be decided on the day). The VCC spares depot is also open on the day if you want to have a look through.

Saturday 29th February - Hanmer Motorfest

Meet at 7:30am at the BP Station at the Pegasus Roundabout, Woodend, or alternatively make your own way to the Hanmer Domain, to be there no later than 10.00am. It is best if you can pre-register for the event – the Hanmer Motorfest entry on-line address is: https://www.falconfairlaneclub.co.nz/

Entry is \$20 per vehicle if you pay on the day – proceeds go to local charities and there are lots of free giveaways to entrants given away at the end of the day.

Sunday 8^{th} March to Saturday 14^{th} March – National Rally, Wellington and Wairarapa –

See Page 3 for further information.

Sunday 8th March - Twin Rivers Car Show and Display Extravaganza, at the A&P Showgrounds

Be at the Showgrounds at 9.30am sharp – we will arrange a space for our club and have the shelter and our new club banner up, so look out for us. There will be food and entertainment there, and hundreds of classic cars to look over as well. All proceeds go to Child Cancer. Entry is \$15 per vehicle. For more details see: https://www.facebook.com/events/416303212624985/

Saturday 14 March - Working Bee at Idlewood

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

Sunday 15 March - OCBC (Old Cars, Bikes and Coffee), VCC Grounds Same details as per 16 February.

Sunday 29th March - 18th Annual North Canterbury Classic Tour.

The start venue will be at the ex Castle Park, ex Woodland's Cafe, SH1 Leithfield. (Between Salt Water Creek & Pukeko Junction) now named "BETTER HALF'. The route for the run will be partly as per the special Moon Walk Day, I held in July last year, to celebrate 50 years since Neil Armstrong and Buzz Aldrin walked on the moon. The day was successful, but also unsuccessful in the fact that only 36 vehicles registered for the outing due to poor weather. Finishing with a free concert and afternoon tea at the 1936 Balcairn Hall, the 76 people that did attend, enjoyed the day so much some asked if it could be repeated sometime soon. So, with the co-operation of the Balcairn Music Society the organisers are going to do exactly that. (More details at a later date). So, reserve right now Sunday 29th March. Cafe will be open under new ownership and newly renovated. Registrations from 9.30am in the 'new' cafe. Proceeds from the day will be donated to further enhance the restoration and improvements to the Balcairn Hall.

Saturday 11th April March - Working Bee at Idlewood Our usual working Bee at Idlewood.

For your diary (details next month):

Sunday 19th April – Sheffield Wings and Wheels Saturday 25th April – Duttons VCC Anzac Run, Darfield

Southern Region Branch Report News and Events:

Hi Members,

Happy New Year to you all!

We are planning to visit the West Otago town of Tapanui on **Saturday 29 February 2020**. The plan is to arrive at 12 noon for lunch at your own cost in the Top Nosh Café at 30 Northumberland Street. This will be followed about 1pm by a look around the West Otago Vintage Club Museum which includes farm machinery, household items and many other items of historical interest. The cost is \$5 per person to be paid on the day. If you are interested in West Otago genealogy we can arrange for the room with information about that to be open and a person to help you look for information. Once that has concluded we can return to the Top Nosh Café for afternoon tea at your own cost. There is plenty of parking and if we can all park together we could take photos of the cars for our own interest and for the Wolseley Word Magazine. There will be plenty of time to get to know each other and discuss common interests including our vehicles.

While you are in Tapanui you may also like to visit the Whitechapel Gift Shop at 13 Forest Street and/or the Blue Mountain Nursery at 99 Bushyhill Street but these are not part of the organised programme.

Some members do not have their vehicles in operational condition as they are under restoration, repair etc. Bryan Kelly and I have both been in this situation and know that it can feel a bit awkward coming to events without your own Wolseley. Please don't let that be a barrier to coming on any outing. You are very welcome to bring your 'modern' car, or have a ride in another club member's car. Please feel free to contact me or any other member to ask for a ride to this event.

Although this club is first and foremostly about Wolseley cars, there is a small but increasing number of members that own Austin cars like I do, so I am particularly keen to see these as well as the Wolseley cars, so don't be shy about bringing your Austin as we will be there in our Austin Westminster.

If you would like to come on the outing please email me back to advise numbers as I need to know for catering purposes. I need numbers as soon as possible, but no later than **Tuesday 25 February 2020**. Also if you would like access to the West Otago genealogy information at the Museum please let me know too.

I am looking forward to seeing as many of you as possible at this event.

Yours sincerely

Fergus Sime

Secretary/Treasurer

Southern Region Coming Events:

Otago & Southland Car Show Dates Calendar

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

- 22 February North Otago All British Day, Oamaru
- 1 March Wings & Wheels display 8 Stedman Road, North Taieri
- 8 March All British Car Day Portobello Reserve. Car Run leaving Ice Stadium 9am.
- 27-29 March Lawrence Car Show (28 Car Show Day)

Some of these I have more details on. Please contact me if you would like more information.

Fergus

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.

From the Email In Box

Hi Colin - I really wanted to share the attached picture with you. I don't know if you've seen it done before, but now you know, it can be done. I bought one from China, but it was far too small, so I bought the pictured one on Trade Me. In searching for the right one it seemed most tachs available are either 52mm or 85mm, and I felt a bit lucky

finding one that was just the right size (60mm body w/65mm chrome bezel and black face.) I think if it wasn't pointed out you'd never know it's not original. It was a lot of mucking round getting it to work properly, but it was definitely worth the effort. The end result is @100kph the engine is turning over @2200 rpm in 4th w/overdrive. Brilliant result!

Hope this finds you well, regards, Richard Fry (Invercargill)

PS: Trade me Listing #: 2478474287 - An Auckland shop called "quality gauges"



The trials and tribulations of owning old cars, By Derek Brehaut



Late July last year I purchased a very tidy 1936 25HP Wolseley Super Six from another club member in Ashburton. Having my workshop full with another Wolseley (6/90) I am restoring we agreed that I would complete the sale and pick the car up in September giving me some space to clear a spot for the 25hp. The car had just had the head overhauled with a

complete set of new valves fitted along with new caskets. By September the car had also had the radiator detanked, cleaned and repainted due to an overheating problem. Then it had all the brakes relined and slave cylinders honed or resleved to pass a WOF. The Clutch and brake master cylinder still needed attention though I was looking forward to some good motoring but unfortunately the head casket failed the weekend I drove it home to Oamaru.

We were intending to use this car for the upcoming Wolseley Rally starting in Wellington in early March so I was keen to get on top of the issue.

Head caskets for these cars are difficult to obtain so having had the good fortune to get a Payen casket (Thanks Nic) I was not going to install it until I was sure both the head and block were OK. Once removed I found the casket had completely failed between three and four cylinders and was showing signs of leaking between one and two as well as five and six. The head itself looked alright but at some point someone had done a large welding job up over the water jacket between three and four combustion chambers, presumably due to a crack in the casting through the water jacket. By this time I had also retrieved most of the spares that went with the car including three spare heads so I sent the original and one of the spares down to our local engine recon engineer for crack testing with the intention to use the spare good head if possible.

In the mean time I striped down the engine block as there was pitting where the head casket seats between three and four cylinders and I was reluctant to take the chance so the block was going to the engineer to be milled. Having had to remove the complete engine I also decided to replace the clutch as on inspection, the old clutch plate had worn so badly it was rubbing on the plate springs. These are wet clutches with cork buttons fitted through an aluminium plate. In the spares there was a newly refurbished plate but the aluminium had two large cracks through it so was of use only as a pattern. A local VCC member here has experience in motor bike wet clutches and he was invaluable with advice as to how to refurbish the clutch plate. Cork tiles are better than modern bottle corks as the latter are two soft.

The trials and tribulations of owning old cars - continued

You have to have some wins to stay sane, we had put cork through the wet areas in our last house so I still had a few spare sheets in the shed and they were exactly the right size so have been cut and glued to the plate. Just need to put them in a lathe and run them down as they are too thick to install as is.

Murhpy arrived to tell me the plate is too large for my lathe so I am currently making an adaptor plate so I can mill the cork down to the correct thickness.

They say what you don't see you don't worry about. Perhaps I should have left well enough alone as when I removed the back main bearing cap the white metal was hammered and starting to break up as was number six big end bearing which is oiled from the back main. To add to the issues I found a small crack in the block running from the water jacket plate down behind where the starter motor would sit. The good news was the engine had been reconditioned at some point and the pistons and bore had very little wear as did the crank shaft. I think the issue with the bearing was due to the oil galleries being partly blocked with homemade caskets and too much RTV casket.

Having arranged to have the bearings re-metaled in Timaru we decided to repair the crack in the block before sending it away. The block was subsequently cleaned in an acid bath then crack tested only to find it was riddled with cracks and certainly not worth spending any more on it.

At this point I still have a block of unknown condition in Ashburton and one from the spare car which is in the process of being stripped although I am not hopeful as it had been sitting for a long time with the head off and has rusted in the bores. On the bright side it does appear to be about 20th over and my pistons are 40th over so there may be enough to clean it up by boring if everything else is ok.

If and that's a big one, we do find a block that can take the 40 over pistons there is still a chance we could have it ready in time but Wellington is looking decidedly shaky for the 25HP, Wilma (1500 Wolseley) is on standby.

Initial crack

Initial crack



Derek

Buy and Sell

For Sale.

Wolseley 6/110 Auto 1965.

First owner was a director of NZ Motor Corporation. In 1980 NZMC purchased it from his estate, and sold the car to me in Palmerston North.

The car has been continuously registered (original certificate available) & warranted. Car is in good condition. When recently checked after auto transmission servicing, I was told the car runs well. The car was repainted 10 years ago and valuation assessed by a Classic car valuation company in 2016.

Colours are burgundy/grey. The body is smart and interior is in a presentable overall condition. Factory radio and good tyres fitted. Sale price – good home wanted is the priority. Further enquiries contact Mike Johnson (027) 2477859 or (04) 3849606.







Nick Stevenson's 1500 is back on the road after a 2 year restoration. Well done Nick!

Mord Word

OFFICIAL NEWSLETTER OF THE

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