

THE WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC



NOVEMBER - DECEMBER 2014



Enjoy your Wolseley in the festive season ahead.
This is Gordon and Beryl Duthie's 6/110 at the Dunedin Auto-Spectacular

OUR CLUB OBJECTIVES:

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



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Lindsay Patterson.

EDITOR'S STUFF

With the swap meet and the All British Day now out of the way for the year, there has been a bit more time available at home to get back into the shed, and also get some more landscape planting done around home.

As far as work in the shed is concerned - task number one for the month was to get Simon Verkerk's 1300 engine finished off, and get it back in the car again. Originally we were hoping to get this done in time for the All British Day on 2nd

November, but some last-minute

organisation for the event put paid to that. The following weekend was Christchurch anniversary (Show) weekend, so with one extra day available it was a good opportunity to get the job done. Simon came around 10am, and with Matthew also on the job, we easily had the engine in and running by the end of the day.

We first spun it over on the starter with no spark plugs in until the oil pressure light went out, then it was plugs in, and it fired up pretty easily. At first it seemed reluctant to run on all four cylinders continuously, however we soon tracked this down to one spark plug that had virtually no gap – it probably got dropped while we had it out of the head.

A quick test-drive around the block revealed that one of the rubber universal joint u-bolts was just nicking a clamp on the end of the exhaust manifold, however that was the only issue. We put the car back in the shed to sort that the next day when Simon was to return

to collect the car.

When he arrived the next morning, I put it up on the hoist to trim the offending u-bolt threads off. With that done, we gave it a good long test run, and then it was all set for Simon to take it home. It was good to have it back on the road again, and although Simon was naturally a bit nervous about taking it away, he was chuffed that the job was done and that he could start using the car again. It got a good test the next day



In goes the reconditioned engine and gearbox

Editor's Stuff - continued

when we had a club run up to Leithfield covering about 100km. Since then he's had the wheel alignment done (see the latest Patterson Bros advert in the front of the newsletter) and also the clutch has been re-adjusted now that it has bedded in.

The focus now is to get Matthew's 1500 finally put together after it's re-paint about six months ago. He had to use up some of his holidays from work, so he took a week off and got into it. The aim is to have it finished and back on the road

in time for our next club run on 7th November. It's now booked in for a full re-trim in February, but in the meantime he's just putting back the original interior trim. I must admit it looks pretty smart now that all the chrome trim and the bonnet and boot have now been put back on.



All back in and ready to go



New and old camshaft gears for the Wolseley 8 Engine

As far as my own projects are concerned, now that Simon's engine has been done, I'm starting to focus on getting the Wolseley Eight engine back together again. I've now got the new timing gears back from Duralloy, and it appears as though they have done a great job. In the end I had 3 camshaft gears made – one for the engine I'm doing, one for the other Eight, and one for Ray to put in club spares. I also had to get a new

crankshaft timing gear made, as the original one was quite worn and wouldn't have done the new cam gear a lot of good had it been used. Hopefully my brother will have the block bored and crankshaft ground by Christmas, and I can potter away with it over the holidays. It's also been WOF time for a few of the cars, and both 1500's and the 6/90 have now been done. All got a wheels-off check before they went in, and all went straight through. I've noticed that my WOF fee has suddenly gone up from \$40 to \$50 now that we've moved into the new 12-month (for post 2000 cars) regime, which is annoying but not unexpected. In my own case, the money I save from only having our modern cars tested once a year is going to be spent on the increased cost of getting our Wolseleys done every six months. I won't be changing garages though, as I trust the place I go to now to give the car a thorough check without compromising safety, but also not expect full compliance to modern-car standards for absolutely everything.

Have a great Christmas and New Year everyone, and stay safe.

Colin Hey

CHAIRMAN'S REPORT

Hi Members,

It's Sunday as and I'm doing this report and I'm not sure which season of the year it is. It's a cool 4.5 degrees outside, raining, sleeting with snow flakes and snow on the hills just above us. The way the weather has been lately it's just another day - it doesn't know whether it is Arthur or Martha.

We have had the odd fine day and as luck would have it they have been on days that we have had events on. One was our Vintage Clubs Heritage day November the 9th.

A very successful day where we utilised vintage machinery to process product from beginning to end. We processed grain into flour with a Bamfords Rapid Grinder driven by a 1915's Hornsby open crank stationary engine and then baked scones, sliced fodder beet (sugar beet) through a Massey Harris chopper driven by a 1923's Anderson stationary that I restored recently into indoor stock feed, sheep shorn on a Lister stationary sheering machine with the local weavers, falters and knitters processing the wool into products. Many other things were going on as well, it was



interesting to see the public interested and asking questions about belts being used to drive machinery. Some younger ones had difficulty understanding that the belt connected the hp from the engine too the processing machine. Yesterday I was at the South Otago A&P Show at Balclutha. The SOVCC has provided cars to transport the Show Queens for many years. There were 6 cars to transport 10 girls and chaperones to various places including in and around the show grounds for their



Display at the VCC Heritage Day

speeches and awards. Stuart Milne and mine were two of the 6 on the job. It's great fun for us and the girls really enjoy it as well.

It's great to use our cars at these events.

CHAIRMAN'S REPORT - continued



The Show Queens alight from the 6/110's

We need to congratulate Stephen and Janice Belcher for their great achievement on winning the Best Motor Car on Show at the Brits 2014 with their 1970 Wolseley 18/85. This will be one of many awards they will get for their car in the future. Well Done. That's about all for my report other than to wish you all and those who you are with the very best for Christ Mass and a bright New Year. Safe Traveling, Gordon Duthie.

SECRETARY'S REPORT

Dear Fellow Wolseleyites,

On Sunday the 29th we had a Lower North Island Working Bee at Ashurst, it went well. We managed to remove all the spare windscreens from the old Woolshed to the Parts Shed and then identified them and labelled the lot. Also the taillight collection had a sort out. Thanks to Steve Finch, Lance Fitness, Bob Signal, Ivan McCutcheon, Andrew Thompson, Robert Greenfield, Gary Wall, Winton Cleal, Dan Thomson.



Visit to Southward Museums Auto Jumble Sunday on 16th November

We drove down to Winton and Ruth on Saturday and struck heavy rain all the way. The Wolseley has no water leaks and this was a huge test. The men washed and polished our cars in the afternoon, while the women talked and prepared the evening meal. We had a fantastic BBQ roast pork cooked by Winton and yummy roast vegetables prepared by Ruth, followed up by Rolly Polly pudding an old fashioned favourite of Winton as a child. Up early on Sunday and to Southward in Paraparaumu. We parked up the cars and set up a small display. I ventured into the swap meet area there was a large amount of mainly Hot Rod Stuff.

SECRETARY'S REPORT - continued

I managed to get a Wolseley 1500 factory workshop Manual for \$25.00. There I meet Lance Fitness who was looking through the Workshop Manuals and found a couple of MG ones that took his fancy.

Time for a Coffee and a chat then the women discovered there were arts and crafts in the main hall. Off they went and Winton and I went to look at the six veteran cars for tender - all over 100 years old.

Among them was a 1909 Wolseley-Siddeley that took my fancy. It was mostly all there, less the brass lamps and the wooden wheels were not original. I decided to put a cheeky tender of \$1100.00 - you never know it might be the only tender and it cost nothing.

On the Monday evening I had a reply from John Southward.

"It's hard to read the dollar figures, please confirm it's \$1100 plus GST"

I think he may of thought it was \$11,000.00 ???

I confirmed it was \$1100.00

After the tender closed John contacted me again and informed me that that

I had missed out on the Wolseley ;-(

"But we have 2 other veteran vehicles we are selling, not via the tender system. I will email info".

I enjoyed the correspondence with John Southward - it was far and above what I expected for a small and cheeky bid.

Best regards,

Michael Kruse



SECRETARY'S REPORT - continued



1909 Wolseley Siddeley recently tendered by Southwards Museum



Lance fitness browses through the books at the Autojumble

Deadline for next Wolseley Word:

Friday 30th January 2015

Please note - no newsletter is produced in January

BRANCH NEWS and EVENTS - Auckland

Auckland Branch

News:

On Saturday 29 November some of the Auckland members attended our final event for the year which was the film evening with a delicious roast dinner at the Westwind Theatre. It was a great evening and the movie was Tortoise in Love.

Our thoughts go out to Trevor Burnnand who recently underwent a hip replacement followed closely two weeks later with some other surgery. We wish him all the best for a speedy recovery.

We would like to welcome new member Jennifer Queen-Holland who has a 1954 Wolseley 6/80.

Your Committee spent a weekend in the Waikato area recently starting to format a programme for the Rally we are to host in 2016. Once more information and plans are settled we will advise you.

As this is the last newsletter this year, we take this opportunity to wish all members the best for the festive season and remember the motto "Drive Wisely, drive Wolseley" and do take care.

Coming Events:

Sunday 18 January 2015 – Car Display at Rotorua. Saturday 17 and Sunday 18 January 2015. **Weekend away in Rotorua to coincide with a Car Show in Rotorua.** This event is to run from 10a.m. to 4p.m. and the venue is the Rotorua Village Green at the Lake Front off Whakaue Street. We intend to travel down to Rotorua on the Saturday. This is an ideal opportunity for the Manawatu Branch to join us.

Sunday 1 February 2015 – Galaxy of Cars & Swap Meet at Western Springs Speedway stadium. Swap Meet starts at 7.30 a.m. Car show starts at 10.00 a.m. All show cars are to be on site by 9.30 a.m. All profits will go to The Child Mobility Foundation for the purchase of two Hart Walkers. The Hart Walkers will enable two young children with Cystic Fibrosis to learn to walk and assist them to enjoy some quality of life. Entry Show car and driver are free. Adults \$12, children 5 to 15 years \$5 and Swap Meet sites \$15.

Sunday 8 February 2015 – Intermarque Concours d'Elegance to be held at the Ellerslie Race Course. As the gates open to the public at 10.00 a.m. we are required to be parked in our area no later than 9.00a.m. Please contact Noeline Billing 278-3944 if you are able to display your vehicle.

Regards

Noeline Billing

Bay of Plenty event:

Sunday 18th January 2015 – British Cars BoP 21st Anniversary

On at the Elms Mission House, Mission Street, Tauranga, 10am to 3pm. This coincides with the Sea Princess cruise liner arriving in Port Tauranga. If you are interested in going, please contact Shaun Belcher on 07 576 373.

BRANCH NEWS and EVENTS - Lower North Island Branch

Lower North Island Branch

Events:

Sunday, 14 December 2013 - Mort Andrews Memorial Rally and Christmas Dinner

Meet at Ashhurst Domain--via Main Napier Road Entrance 2pm onwards.

Prepare Wolseleys for Judging - Judging starts 3.00pm.

Time to mix & mingle + Christmas Cake & Punch.

5-30pm assemble at Fusion Cafe, Cambridge Terrace, Ashhurst for Christmas Evening Dinner. Cost \$30-00 per head.

Deadline for Meal Ticket numbers December 7th. Contact Steve or Margaret Finch 06-329-4009

Sunday 18 January 2015 - Car Display at Rotorua – see Auckland Branch events

Other Events:

Saturday, 13 December 2014 - Lake Ferry Excursion

35th Annual Lake Ferry Excursion, organised by the Sunbeam Car Club. Meet by the Fell Museum in Featherston at 11am for an 11:30am departure to Lake Ferry.

Sunday, 1 February 2015 - Wheels with Attitude

Dannevirke A & P Showgrounds, Neptune Street, 10am-2pm.

Sunday, 8 February 2015 - British Car Day

Trentham Memorial Park, Upper Hutt, 10am.

BRANCH NEWS and EVENTS - Christchurch Branch

Christchurch Branch

News:

A fairly quiet month for our branch this last month. However, in saying this, much has been achieved at Idlewood, with work on re-shelving number 4 container now complete. This involved a huge emptying-out exercise, as absolutely everything was removed to enable all the liquefaction sand (still in there from the time we had the container at New Brighton Road during the earthquakes) to be removed properly and the container to be cleaned (and deodorised) thoroughly. All the parts were either placed on a large trailer which was then temporarily stored in our workshop area, or stored under covers behind our storage areas.

New shelving to enable more ordered and accessible storage was built, and then everything that was to be kept was moved back in - some of it relocated to other containers alongside similar stock. Two trailer-loads of parts were disposed of - many gearboxes that had had water in them or were already partly dismantled, and many damaged and/or rusty body panels of which we already had two or more of in stock. It all sounds easy when

BRANCH NEWS and EVENTS - Christchurch Branch

writing it up, but in reality it has been a huge undertaking, and tonnes of parts have been moved out and put back again. It's also all been labelled, and an inventory taken at the same time.

At the last working bee we also had another car arrive for dismantling - this time a 4/44 which has been donated by Neil Stott. A few body panels are missing but it's nearly all there mechanically, so I'm sure some of our members will be able to make use of some parts of it in times to come.

Unfortunately our 240v generator expired a couple of months ago, so we now have a bigger and better one (7kVA), which is a bright and sexy yellow colour, and even has electric start. This came through a great deal Danny O'Malley was able to sort out for us. Another purchase has been a tyre-changing machine - it's not one of those fancy deals that runs on pneumatics and does everything in about two easy steps, but it will be great for removing old tyres from rims and fixing the odd puncture as well. No doubt as I write this our working bee crew will be arranging to put a concrete pad down to bolt it onto!

This month's run was originally going to be a visit to the newly established Bain's Classic Car display room and the adjoining car museum at Leithfield, however a check a couple of days before revealed that the owners had decided to head off on a VCC rally. A plan B was soon put into place, and instead we took a trip out to Kaiapoi (more of that later), and then continued on to Leithfield anyway, where we spent a couple of hours in the cosy country pub there having a good yarn. It was a really pleasant drive there and back, and a

good chance to blow the cobwebs out of the car.

Kaiapoi's entertainment consisted of their annual duck race – yes, duck race! This is an annual charity event, where people can 'buy' a numbered plastic duck, then they are all released in the



Arriving at the Leithfield pub – Wendy Willoughby to the left

river where they float between two bridges. This is all very good, provided a) the tide is running the right way, and b) there is little or no wind. When we first arrived about 2pm, the tide was just starting to turn to head back downstream so the race was delayed. By the time all the ducks were thrown in the river, the wind was quite brisk, so most of the ducks were being blown back upstream or into the bank. The most successful ones were the ones that must have had holes in them, because once they sank well down into the water, the tide was doing its bit quite well. Anyway, it was something different, and we can at least say we've now done duck racing!

The benefits of belonging to the club have been shown to two of our members recently, with Simon Verkerk's 1300 now back on the road with help from yours truly and son

BRANCH NEWS and EVENTS - Christchurch Branch

Matthew, and also Tony and Cecily Shanks' 6/80 is now back on the road following some attention by Eddie Bishop and Graeme Quate. Most of the problem with the 6/80 was a damned brake machine at the testing station that Tony went to – the brake balance was fractionally out from side to side on the front wheels, resulting in a fail. Eddie tried everything to get it right – between return trips to the testing station the wheel cylinders were stripped, brakes bled, drums checked, and parts swapped from side to side to try and get it right, but still it wouldn't meet the criteria insisted on by the testing station. In sheer frustration, Graeme checked everything one more time, then took it to the testing station he uses, and it passed just fine. A very frustrating exercise, but good now to have the 6/80 back on the road.

Last weekend Jenny and I went on the VCC homestead run in the 1500 Mk1. Matthew

also joined in with the 1100, and Jock and Judy Dunn were there too in their 6/110 – complete with Union Jack on the front. This run was co-organised by another of our members – Neil Stott, and he did a great job helping find 3 great homesteads and gardens in the Darfield area for around 100 old cars to visit. It was great to see and hear from homestead owners with a passion to restore and preserve old homesteads – two of the three were write-offs (one of them structurally condemned due to the 2010 earthquake)



At the VCC Homestead run – Jock and Judy's 6/110 can just be seen in the middle right at the back.

before they were taken on as projects a few years ago. Here they were back to their pristine glory, albeit modified slightly to ensure they survive the next 100 years. It was an inspiring outing, and it was good to see another side to keeping our heritage alive.

It's been interesting to see some good Wolseley's looking for new homes on Trademe this last month – amongst them a very original looking Series 3 18/85 selling in Central Otago. This car was on the market a few months ago and didn't sell, but this time it went for \$4,750. At that price it has hopefully gone to an enthusiast, and perhaps we'll hear from them soon? The same seller also listed a reasonable looking 6/110 which sold for \$5,100. Another one saved, hopefully!

During the month I also had the chance to inspect Fergus Sime's Austin Westminster restoration being undertaken at John Findlay Motors. Fergus is ensuring everything is being done properly, and if what has been so far is anything to go by, this car will be stunning when it's finished.

Wishing our branch members, and all other club members, a great Christmas.

Colin Hey

Christchurch Branch Coming Activities:

Sunday 7th December – Lake Coleridge Open Day and Power Station Centenary.

This will be a great day out. Meet at the West Melton Hotel car park in time to leave at 9.00am, or make your way to Lake Coleridge village to arrive no later than 10.00am. Bring your lunch but there will be food stalls there.

Step back in time and enjoy a number of yester-year themed events; Billy Tea and campfire, stories from past residents, vintage machinery, parades, powerhouse tours and demonstrationsjust to name a few.

There will be a variety of food stalls and markets to browse. A great day out for the whole family in the beautiful surrounds of Lake Coleridge.

Adults \$10 Child \$5 Family Pass \$20. Note entry fee of \$10 per person.

Saturday 13th December – Christmas Social BBQ at Idlewood.

We are going to finish up the year at Idlewood with a Christmas Social and BBQ and pot-luck dinner. There will be no official working bee in the morning – the idea is to come in time for lunch, and bring your wife/family/partner and come and inspect the latest development work and enjoy a good social time together.

Arrive from about 12.00pm onwards, (the BBQ and food will ready at 1.00pm) and please bring a salad and a dessert to share, and feel free to stay as long as you are able or want to.

Sunday 25th January 2015 – Garden tour and Picnic Lunch Run

We will be visiting two gardens in the Leeston area, and then have a picnic lunch at the Kilinchy Domain not far from Leeston (inside the hall there if wet). If it's a nice day, there is a swimming pool available in the Domain for the brave ones. Bring the usual picnic gear, some sunscreen, and \$5.00 per person. Please mark the date on your new 2015 calendar now. **Meet in the Wigram Air Force Museum car park at 10.30am**

Friday 6th February – Rangiora RSA Annual Vintage and Classic Run

Starts at 10am (registrations start 1 hour before start time) RSA Car Park, Victoria Street, Rangiora. The event is open to all road-legal vehicles over 30 years old. Choice of routes (long or short). Lunch will be a sausage sizzle and cake stall with hot drinks available, and this will be at the Loburn Domain

This event is run by the Rangiora RSA Vintage Vehicle and Machinery Sections, all after run profits to go to the Rangiora RSA Welfare Fund.

Saturday 14th February – Working Bee (first for the year) at Idlewood

Late February's outing will possibly be a run to Hanmer Springs – details next newsletter.

To members of all FOMC clubs - Advice from NZTA

“On 1 July 2015, the ACC levy component of the motor vehicle licence (rego) is being reduced by an average of 45% (excluding motorcycles). To minimise the number of months your vehicle is licensed at the ‘old’ levy rate, you should consider the different licensing periods available, such as three or six months.”

Contrary to the advice in a widely circulated email, re-licensing fees will fall in July not April. For some petrol cars the drop is about \$132, or \$11 a month with the cost of re-licensing virtually halved.

If a vehicle becomes due for re-licensing between now and June 30, 2015, you can take fuller advantage of the decrease, by not paying the full current fee for 12 months. Re license only for the number of months from when your current licence expires, up to and including June next year. Make sure the renewal expires in July, not June, because if you re-license again in June, you will still be charged the current higher levy rates, not the much lower new fee. While the re-licensing form invites you to select from 3 months, 6 months and 12 months, you can in fact apply to relicense your vehicle for any period you choose from one day to one year.

If it is your intention to use a heritage vehicle for a one-off special event it is possible to relicense it for only two or three days at a cost of just a few dollars, by using a “change the date of expiry” form. But if it is less than 40 years old and subject to continuous licensing, an application to put it back on hold must be lodged before the license expires or else an automatic three month fee is charged.

With the reduction in levies the ACC is introducing risk-ratings for the passenger vehicle fleet aged less than 40 years. That means levy reductions will depend on a car’s safety rating as determined by New Zealand and Australian crash data. For owners of the safest cars the ACC levy reduction will be 66 per cent from the current standard \$198.65 down to \$66.71.

But the majority of heritage vehicles aged less than 40 years will most probably be classified in Band One of the risk ratings and be charged a levy of \$156.71, little more than a \$40 annual saving.

Risk rating does not apply to vintage cars (aged 40 years and over), but they will enjoy a fixed cut in ACC levies from \$69.53 to \$37.42.

FOR SALE

For Sale - Classic Car Steering Wheel Covers.

Quality reproduction 1940/60’s style vinyl covers with foam backing for driver comfort, made to measure with a choice of colours. Includes stitching cord, a bodkin and fitting instructions. The diameter of your steering wheel and its rim required Phone Roger Honey on 06 8684846 or 0274780872. email rohoney@clear.net.nz (Club Member)



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

Wheel Trim Clips

When I was at the Manawatu spares shed I was looking at some of the wheel trims with Lance Fitness. He mentioned that it is difficult to get the clips that hold the trims too the rim. I explained to him that I made some clips some 18 years ago for my car when I fitted the 14" rims. I make them out of stainless steel hose clips. I have attached photos of one I made for members information.



This hose clip is 8mm wide and 70mm undone and fully opened out. Smaller won't do. Cut the clip with tin snips level with the screw head and flatten out. Thread part of the clip back into the adjuster as though you were doing it up. This is so you bend the flat unthreaded section the right way as the photo shows. Make a tight bend as the photo shows on the unthreaded section of the flat metal much like the bend on the original clip, and that it is neat enough to go through the rim, like the old clip. With the clip fully extended slip the bent end through the rim with the screw head side going up against the rims centre edge and the flat side against the tyre part of the rim. Clip onto the Trim and Tighten to suit. The photos should show everything but give me a call if you're stuck or want one sent to you for a pattern.

Gordon Duthie
03 485 9543

Hailing a 'magnificent' new road – contributed by Ivan McCutcheon

Ngauranga Gorge heading north from Wellington was once considered a wonder. It's a source of frustration for many motorists these days, but back in 1939, when it was being built, the Ngauranga Gorge was seen as a wonder.

A Wolseley was the first car to drive through the upper part of the works after they were levelled for a road surface.

In a matter of months the gorge, which was spelt "Ngahauranga" at the time, went from being a dangerous and twisty one-lane highway to a state-of-the-art construction site and then motorway. At the same time, the road out of the city to the Hutt Valley was being widened.

Roads in and out of Wellington are still battlegrounds today, as witnessed by the fights over the Basin flyover, Transmission Gully and the Kapiti Expressway.

In 1939, though, people believed many of the problems had been solved by the construction of the modern gorge road.

After the official opening on November 4, The Evening Post was full of praise for the achievement. "The works are magnificent and monumental . . . the two main obstacles to modern motor transport have been removed."

Perhaps their awe led some motorists to over-excitement, as the Post ran a column a few days later entitled "Fine Roads, Bad Driving".

"Far too many drivers ignored the lines," it complained. "The most consistent offenders are the drivers of lorries, who have no excuse."

Ambitious plans for more roads were in the pipeline. But many were to be scotched by rising costs and World War II, as the Post foresaw. "There is no question of the permanent value of such works. The whole point at the moment is: can New Zealand afford to have it all done at such a pace?"



HERCULEAN: Construction of the road was seen as a major feat of engineering that would solve many of Wellington's transport problems.

UP AND OVER: A Wolseley was the first car to drive through the path cleared for the Ngauranga Gorge road in 1939 (below)



A Journey to the Adelaide Bay to Birdwood Rally – by Colin Hey



This photo was taken on the way to Adelaide – the hood on the 25 Drop-head has just been lowered by John Mallia (left) and brother, Lou.

I purposely left writing a report on this trip a few weeks after I got home, so I didn't write too much about all the details and bore everyone stupid. I think I may have failed, but here goes.....

The notion of going to Australia for the annual Bay to Birdwood run came after talking to John Mallia (from Melbourne) at the Methven National Rally in February, who mentioned that he was going again this year, and that I should go with him in his Series III 25HP Drophead Coupe. The Bay to Birdwood Run has been running since 1980, and is the largest most continually staged historic motoring event held anywhere in the world - see more at: <http://www.baytobirdwood.com.au> if you are interested. In a few words it is a vintage/classic run which starts in Glenelg in Adelaide, and travels about 70km to the National Motor Museum in Birdwood. This year almost 1000 vehicles took part, taking around 1½ hours to leave the start destination.

I flew to Melbourne on Wednesday 24th September. The flight went quickly - I had my laptop with me, and spent the time drafting out a few emails to tidy up some work issues that I hadn't had time to do before I left, and then writing my reports and editing some of the material for the newsletter before last. I was met at the airport by John, who was busy talking to a parking attendant at the hotel just opposite the arrival area at the airport – keeping him distracted while he waited for me. We were soon on our way to John and Sandra's house in Sunbury, where the rest of the morning was spent yarning (mostly about

Wolseleys of course), giving the 25HP a final wash and clean, and then running a couple of errands into Melbourne to sort out some materials John was looking for to build a garden pergola for Sandra. While in town, John took me to see Graham Keys, who is another regular participant in our NZ rallies. John is the service and parts manager at a Rolls Royce workshop, and we called in at the business to say hello. John wasn't there when we arrived, so we went next door to a hamburger bar and were served up one of the biggest burgers I've ever seen in my life. Back at the workshop, while we waited for Graham to return, the owner kindly let us have a stroll around the workshop, which probably contained around 30 different Rolls Royce and Bentley cars of all ages – some just in for routine servicing, others there for major overhauls and rebuild work. It was great to catch up with Graham again when he returned, and he showed me around many of the cars there, explaining what work was being done and some of the history behind them. At that stage I was still trying to get through the remainder of the hamburger, and trying to talk to Graham while munching my way through it was a bit of a mission.

Soon it was time to move on, and after stopping at a couple of hardware shops we headed back to John's place for dinner. The evening passed quickly (lots more talking) and we headed off to bed so we could get an early start the following day.

The next morning was cool and overcast. After breakfast, John's brother Lou arrived about 7.30, and John got the 25HP out so we could load up our bags. We all travelled light with small bags only, as there isn't a lot of luggage room in the car. After a final fill of petrol, we were soon on the highway heading for Ballarat (which we would scirt around), and then heading west towards Adelaide. It had been many, many years since I had been in the 25 Drophead. The last time was back in 1988, when Jenny and I went to the Walget Rally with the Australian National Rally. At that time it was owned by Bill and Sandra Slattery, who transported us on one of the outings at the rally. I can still remember the ride.

The 25 motors really, really well. The big 3.5 litre engine pulls strongly in all gears, and it could easily climb all of the motorway gradients we came across on the trip in top gear. If needed, it will motor along comfortably at 100km/h, however it's more than happy at about 90, and being a convertible, it's a bit quieter and less draughty inside at that speed. Being a bit slower than normal motorway traffic didn't seem to matter, as a good proportion of the highway to Adelaide is 4-laned, so it's no problem for the faster traffic to get by. Where it's not 4-laned, there are very regular passing bays.

The miles were soon disappearing behind us. I was perfectly happy sitting in the back of the car – there was plenty of room, and I had a grand view of the countryside as we passed through. Although very plain compared to NZ, being all new to me, it was interesting taking it all in. Numerous small towns provided a bit of relief every now and then. There were quite a few 'relics' to see – old cars and trucks and buildings gradually deteriorating in the countryside – but some very productive farms and industries alongside the road as well. Lots and lots of huge grain silos also dotted the countryside.

Our first stop was in Ararat, some 200km from Melbourne. We pulled into the local McDonalds, and had an early lunch to top us up for a while. After topping up with fuel, we were back on the road soon, this time with the aim of reaching a town called Murray Bridge, about 150km short of Adelaide, by evening. We stopped for petrol again once more, and then easily made Murray Bridge – arriving there about 4.00pm.

We soon found our motel, and headed off to one of the local clubs to have a meal. The club was very busy, but we found a table and enjoyed a great meal, and took part in a



On the road, hood down.

a couple of raffles that were running that night. Needless to say none of us won anything, which is probably just a well, as we didn't really have room for large meat trays or power tools. By about 9pm we were dead tired, so we caught the courtesy bus back to the motel, and watched TV and had a cuppa before heading for bed. An old episode of Bonanza was playing on TV – very, very tame compared to something like CSI nowadays!

The next morning we were up and ready to go by 7.30am, and we drove the short distance into town to have breakfast at a local café. We were very impressed by one of the staff – she was made up and dressed up to the nines in a smart business dress and looked very out of place serving bacon and eggs breakfasts. We figured she was the owner.

After breakfast we topped up the tank on the 25 at the petrol station next to the café, and while doing that, decided the day was looking good enough to take the hood down for the final run into Adelaide. It only takes about two minutes to do this – it's just a matter of unclipping it from the windscreen pillars, folding it down, and then covering it with a clip-down cover once it's stowed in place behind the rear seat.

Getting underway again, the 25 becomes a different car altogether with the hood down. It's quieter inside, and although it's much more breezy, as long as it's either warm enough or you're well wrapped up if it's not, open-air motoring in a car like that is pretty cool. As it was, I was plenty warm enough in the back seat where it is most exposed. We motored on, and the highway soon began climbing into the hills before Adelaide. We easily kept pace with the traffic – particularly the large trucks which were able to get away from us on the downhill sections, but were soon overtaken again on the long gradual ascents.

Not long before Adelaide, the weather began to look a bit threatening, so John pulled into a layby and we quickly put the hood back up again. As it turned out, it only rained for a few minutes, but we left it up for the remainder of the trip into the city. It didn't seem long before we were into the suburbs, and heading for our motel in the Glenelg area.

Now, there's a bit of a story about the Motel. John stays at the same one every year, and re-books for the following year on his departure. We made a grand entrance into the reception area, and walked into the foyer to check in. The owner/receptionist was all smiles, greetings, and jokes until, that is, she couldn't find John's confirmed booking details. As it turned out, that wasn't a joke - he had been overseas when he needed to

finally confirm, so the unit had been reallocated to another party, and suddenly we had nowhere to stay!

Very fortunately, the same owner had another motel about 2km away, with one room left that could accommodate us. We headed around there straight away, and managed to check in. This motel was a two-story unit, and apparently was quite the place for parties in the 1970's when it was first built.

It had undergone at least one major renovation since then, and was quite roomy and comfortable, so we were at last happy campers! Not long after we got there, other Bay to Birdwood people and cars began arriving, and probably about half of the units were taken up by them. Most were from the Melbourne area, and John had met some of them before. There were some interesting cars, including a very nice 1940's Lincoln Zephyr which had only recently been imported from the States, and a couple of rare 1940's Dodge cars – on the run to mark 100 years of Dodge.

That afternoon we walked down to Glenelg beach and had a browse around the shops – unfortunately no second-hand or motoring-related shops, but we did find a great Pizza restaurant for an afternoon snack. That evening John had arranged for us to meet one of his cousins (Aggie) and her partner Kim at her home, and we had a great evening talking and enjoying a BBQ together. Kim is a mechanical engineer, and does all the certification work for truck bodies and chassis in Adelaide – a very nice bloke and easy to talk to. Arrangements were also made to have lunch together the next day at a restaurant not too far away, where we could catch up with a number of John, Lou's and Aggie's wider family.

The next morning we were up pretty early, the plan being to travel into central Adelaide on the tram, and have breakfast at the Adelaide market. The tram was only a 5 minute walk from the motel, and it only took about 15 minutes to get right into the central part of the city where the market is. By the time we got there at about 8.30, the place was bustling. All under cover, there are hundreds of stalls selling food and produce, crafts, cheap imported goods, pets – you name it. We found a good café and had a full cooked breakfast, and very good it was too!

We soon decided there wasn't much there we needed to buy, and went and checked out a nearby second-hand shop before getting back on the tram and taking it to the end of the line. Adelaide certainly impressed me – a modern city still with significant historical content – and NO ROAD CONES or mass-demolitions. It felt a lot like Christchurch the way it used to be, with parks, old buildings and open streets, and I felt very, very homesick for the Christchurch I knew pre-2010. After a short wait at the end of the line we stayed on the tram and re-traced the line back through the centre of town and then back to the stop where we had first boarded it in the morning. We had a lunch-time appointment with John and Lou's wider family at a restaurant fronting onto West Lake – a completely man-made lake that provides all sorts of recreational opportunities to the locals, and (naturally enough) has some of Adelaide's most exclusive properties and businesses around its perimeter.

We enjoyed a great lunch looking out over the lake, and I felt right at home amongst plenty of laughter and good family catch-up-time going on around the table. After lunch Kim treated me to an interesting and informative guided tour around the perimeter of the lake and some of the sea-side suburbs – having an engineering background allowed me to appreciate the way the lake was built and operated, and I can remember thinking what a

shame it is that we cannot do something similar with the Avon and Heathcote River

estuary as part of the Christchurch rebuild.

That afternoon we went and caught up with some of the other Wolseley contingent that had by now all arrived at the motel we should have been staying at. John's 6/80 had arrived safe and sound, although it had got hot a couple of times during the trip, and had lost some coolant. It was still running fine though, so there wasn't great concern about it at that stage.

That evening, we all retired to Aggie's house, and watched the AFL grand final live on TV. It



Lunch with John's wider family at West Lakes. Aggie and Kim are on the right..

seemed half of the population was doing the same thing. The underdogs (Hawthorn Hawkes) took out the game with a convincing 63 point lead against the Sydney Swans, much to everyone's delight. It was the first AFL game I'd watched from start to finish, and it's easy to see why its non-stop action makes it such a popular sport in Australia. We got back to the motel about 10pm.

After a good sleep on Saturday night, we were up early so we could get to the assembly point for the run in plenty of time. With something like 1000 cars registered, being there early would allow plenty of time to enjoy the pre-run atmosphere (including the BBQ breakfast), to see most of the other cars as they arrived and parked, and also allow us to get away earlier on the run. John's cousin Adie was under strict instructions to be at the motel by 7.30, and she arrived on the dot, just as we were busy getting the hood down on the 25. The weather looked particularly promising – the sky was clear, and already there was a warm breeze blowing from inland. It was promising to be a great day....

(to be concluded in the next issue).

Fancy a Trip to Route 66?

A few enthusiast Wolseley members are interested in touring the Route 66 Mother road from Chicago to Los Angeles (about 2,200 miles). It is in the early days of planning, but at this stage our thinking is a possible tour starting from Chicago about April /May 2015, taking about 25 days and including as much as possible of the old highway by car. The tour would include Las Vegas. If you have done this trip any suggestions would be most grateful. If interested in joining us please contact Danny O'Malley by email - dandsomalley@clear.net.nz or Allan Francis by email allan.betty@xtra.co.nz as soon as possible.

Allan Francis

Buy and Sell

1970 Wolseley 18/85, Blue, Manual. WOF'd and Rego'd. Asking for expressions of interest. Reluctant sale, but fear she isn't being used enough.

Work done includes: rust removal (though there are little bubbles here and there), carb rebuilt, K&N filter installed, new servo installed, new front pads, new drive shaft couplings, new upper, lower ball & CV joints, new tie rod ends, front seats repaired (though there is a small split on the drivers one), and new exhaust system. Comes with spare engine (with gear box & head) and a couple other spares (drum shoes, hand brake cables etc)

She's not in show winning condition, but she is solid and won't take too much to get her looking great, but I sadly lack the time and money. Would prefer she went to someone in the club/Wolseley fan.

Please phone Andrew on 03 552 0703 – Car is located in Dunedin.



Wanted to Buy - 1967/1968 Wolseley 6/110mk2 Automatic to buy please.

I would preferably like a "Trafalgar Blue" colour one, doesn't matter if it's due for a repaint and/or reupholster for that matter, as long as it goes and has, or is close to being able to get a W.O.F, and ofcourse no major structural rust. Contact Mark Bryson on:

markbryson_1@hotmail.com

Special Note regarding the Australian National Rally

As we went to press, the entry form and itinerary for the Australian National Rally in Cowra in March next year arrived. This will be forwarded electronically with the newsletter to everyone who receives it by email, however if you have received a hard copy of the newsletter and would like the details, please contact Colin Hey or Allan Francis asap, and a copy will be forwarded to you.

The  *Word*

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