

THE



WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC



SEPTEMBER 2021 – FEBRUARY 2022



This shot could almost be from the 1960's -
Murray Bethell's recent photo of wife Sue, with their 1500 Mk2.

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.wolseleyclub.co.nz

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EDITOR'S STUFF

Right, at last! Pleased to have the newsletter up and running again after a break of a few months while Jenny and now also myself get some medical issues attended to. For the next six months or so you may find the newsletter is a bit shorter than normal – I won't be waiting for reports to come in – it will just go out with what I've been sent for that month, and that will be it. If there is anything noteworthy in the time we've been without the newsletter in the last few months, it will be the number of cancelled or postponed events, and the general uncertainties around how the next few months will play out with Covid restrictions.



During the latter part of last year I managed to take part in the first veteran events of the season (both without Jenny) – one a long run finishing at the VCC 'OCBC' coffee morning, and another run on a stunningly beautiful day finishing at a homestead just west of Darfield. The latter was held the day after our own club National AGM, so a few from out of town also managed to attend this run. We used the 1909 Wolseley Siddeley for these events, and it was good to get it out from the back of the shed, do a few small jobs, and get it out on the road again.

We then took this car down south to the National Veteran Rally in Cromwell from 29th October to 1st November. We then left it down there in its trailer in Clyde on the way home, and returned two weeks later to take part in the bi-annual veteran one & two-cylinder rally. Both were very social events. Fortunately, Jenny was in recovery mode from her recent chemotherapy, and was feeling well enough to start going to events again.

We have planned to do as much as we can over this motoring season, which has now also included the VCC Vero Rally in New Plymouth in January. We really enjoyed that event, which was attended by around 500 cars and 1000 people. We decided to take the 1933 Wolseley Hornet Special on that one, which did prove to be a good decision for us. It was also a good excuse for me to catch up on a few jobs that needed doing on it, including a full brake hydraulic system rebuild, fixing the fuel and temperature gauges that were not working correctly, some electrical work including fitting some indicators and a left-side tail/brake light to make motoring it a bit safer, and a bit of cosmetic work including touching up some badly stone-chipped areas.

Perfect weather for the whole time we were away (except for one short spell of rain one night) meant that the hood didn't even come out of the bag for the whole trip, and most of our motoring was done in shorts, tee-shirts and sun-hats, and with lots of sun-block applied!

The motoring was excellent - lots of rolling country, with routes plotted to keep us off the highways as much as possible. Sometimes there was no option though, and there was a lot of traffic and heavy trucks on some of them, meaning keeping one eye in the mirror was essential. Once off the highways though, the motoring was superb and very scenic. There

EDITOR'S STUFF - continued

were a few breakdowns, particularly amongst the more fragile veteran cars, but most were fixable on the side of the road, and I only heard of one car suffering a major failure.

Highlights for us were the trip to Opunake on the south coast (an excellent day of motoring), the huge open day/display/street party in Inglewood on the Thursday evening, and catching up with other Wolseley owners and friends from all over the country. There were (I think) 12

club members and their partners registered for the event – 10 of them in Wolseleys.

Michael & Raewynn Kruse and Winton & Ruth Cleal organised a catch-up dinner on the first evening of the rally at a local restaurant, which was a great evening out attended by 23 people. Congratulations to the large team who organised the Vero event, and well done for getting it in the bag just 48 hours before going into Covid Red setting (how lucky was that!).

Over Christmas and the New Year we had our 1909 Wolseley-Siddeley out again, using it on OCBC day and Children's Christmas Party day at Cutler Park on 19th December, and on the Banks Peninsula Branch picnic run to Little River. Once again our car and our VCC

friends the McGibbon's 1914 Renault AX were the only veterans at Little River, but we do have to admit to trailering them most of the way there. Both days were really good, with perfect weather. The only downside was that the clutch release carrier bracket broke on the OCBC day, which involved machining up a rather complex new part for a repair.

The only unfortunate thing about going to New Plymouth was that we missed the Dunedin to Brighton Run on 22nd January, however I know that the

Wolseley marque was represented as usual by the Winter's 1900 Wolseley (Grandma), and I've had reports from a friend of mine that did go that it was another really good day.



Enjoying a break during the Vero Rally at one of the many beaches south of New Plymouth. Jenny Hey with the Wolseley Hornet Special.



The two oldest cars at Little River

EDITOR'S STUFF - continued

This event seems to be slowly getting stronger each year. In 2024 the event will celebrate its 70th anniversary run - one which will no doubt bring a large attendance.

I'd been rather slack at getting WoFs for our Wolseleys over the winter, but I was starting to run out of options for cars to take on runs so I had to get busy and start checking them and taking them into town for testing. I've managed to get five of them done in the last couple of months plus two of our trailers, but there's still a few to go. Unfortunately, a couple of them need a bit of work, but only small things so it's not all bad.

I have to confess now that I recently broke a promise to myself not to buy any more cars. This time it's not even a Wolseley (well, most of it isn't) The car is an Austin 7 special, put together in the 1980's supposedly from a collection of A7 parts. The really interesting thing is that it has the original Swallow tail-end off our Hornet Special on it. Prior to our Hornet



Special being restored in the 1980s, it was reversed into a wall and the rear end damaged. Instead of it being repaired when the car was restored, it was removed from the car and a new rear-end made up which has been on the car ever since. The damaged section then went to someone else and was repaired and put on the Austin 7. Apparently the car was run for a while, then sold to the chap I bought it off forty years ago. He started but never finished a restoration on it. The back-end was however professionally panel-beaten as part of that work. Unfortunately I had to buy the whole car, but the price was OK. Not sure yet if I'll ever do the swap back, but at least I have it. If anyone is super-keen and serious about an Austin 7 Special project and wants to start with a very complete car less the back-end, let me know as I don't really have room for it, and certainly not the time at the moment. We could meet and agree on where the cut-line should go, and I'll hang the rear part of the body up in the rafters of my shed!

I came a little bit unstuck a couple of months ago with my Assistant Spares Coordinator hat on. Anthony Dacre (Christchurch) needed a replacement 6/110 block for his 6/90, as the one in the car has developed the 'oil in the coolant' issue. This engine in the car was a 6/110 engine rebuilt to Austin Healey specs to replace the original 2.6 litre engine when the car was restored many years ago but had only done about 4,000 miles since. One of our members had what was supposedly a complete 6/110 engine that had been removed from an A/110 Westminster that he wanted to donate to the club, so I thought in the interests of efficiency I'd collect it and take it straight to Anthony's garage so they could begin work on it. This I did early one morning on my way to work, and I called Anthony

as soon as I'd dropped it off to let him know it was there. It so happened he wasn't far away from the garage when I called, so he dropped by for a look. I immediately got a call from him to say that it was actually a 2.6 litre block, not a later 2.9 litre one. I had simply assumed that because it had come out of an A/110 it would have been a 2.9 litre one – I hadn't even looked at it when it was loaded onto the trailer. Anyway, lesson learned (don't assume that any car still has its original engine), and I've since delivered another 6/110 block (it was actually one that the late Allan Francis had in his 6/90 up until he rebuilt another engine about 15 years ago). Apparently, the plan now is to machine up the replacement block and transfer all of the Healey Parts into it from Anthony's damaged engine.

As you will read elsewhere, the National AGM in Christchurch came and went in October and we have a new Chairman in place in Colleen Litchfield. We owe Gordon an enormous thank-you for his dedication to the task of keeping our club heading in the right direction over the past ten years, especially given our spread-out membership nationally, and the ever-declining number of viable Wolseleys still out there and in use nowadays. One good thing that did happen at the AGM was that we realised it's not really essential having the AGM associated with a Swap Meet (it was again cancelled because of COVID), and in fact if anything, it's more of a distraction than a means to get people to attend the AGM. It was a very social weekend where we could chat about and concentrate on just Wolseley-related matters and interests and catch up with friends from other parts of the country.

Stay safe everyone,
Colin

Deadline for next Wolseley Word:
Friday 4th March 2022



Seven of the nine Wolseleys which were present at the New Plymouth Vero VCC Rally

(OUTGOING) CHAIRMAN'S REPORT

National Presidents report from October 2021.

Hi Members.

It is once again it's my pleasure to present my annual report. This is my last report after 10 years as National President.

At the 2020 AGM in Palmerston North the club accepted the new Constitution which was duly registered under the Incorporated Societies Act.

The Executive has met via zoom meetings which have gone well and have involved others in discussions to do with the clubs management. The first three were a bit of an experiment however the last four have been more orderly and organised.

The membership subscription of \$10.00 for new members has attracted new members many of which have come via the Web Site. Michael has a good breakdown of this in his report. The Web Site is also having a positive affect for parts and I have also received many calls from people via it. There has been a lot happen in ten years and a lot of members have contributed in many ways for the benefit of the club and for fellow members. Included in the names I list are many others in support that I sincerely thank. Bill Obers was Nat Secretary followed by Winton Cleal. Michael Kruse who is doing an extremely good job for I think 7 years and has been great to work with as National Secretary. We are in contact with each other at least once a month to discuss club affairs. He has also established a Wolseley Car Register of cars in New Zealand.

Colin Hey has had a lot on his plate but continues to do his best as Editor for the Wolseley Word. Raewynn Kruse is now managing the Web Site. These two mediums I think working together very well and provide good in-sight to what the club is all about and provide interested public with contacts etc.

Ray Willoughby took over from the late Bill Williamson as National Spares Co-ordinator then Nick Stevenson and now Johnathan Gaut. Many other Christchurch members assist to salvage and manage the spare parts.

In the North Lance Fitness, Steve Finch and Ivan McCutcheon and others manage the Ashurst spares. We cannot underestimate the asset the Wolseley Club has in having such a great stock of available parts.

Sharon and Danny O'Malley have really cranked up the Regalia from the late Allan Frances. You both have taken a very professional approach to it.

Paul & Noeline Billing continue to apply their professionalism towards the club's finances with sound advice and options, and also do a good job of providing an ongoing list of activities for our more northern members to take part in.

Lee Brehaut came in and really got involved with the new Constitution and also the Web site , I tell you both were big jobs. Anthony Dacre has also provided me with important support and direction when required.



(OUTGOING) CHAIRMAN'S REPORT - continued

The 25 year continuous membership badge was also introduced which recognises those members who have sustained the club and in many cases taken on many roles. When presenting these we can recognise these members for their contributions to the club. All of those mentioned including other committee members and including Vice President Colleen Litchfield have assisted me in this role that I have had the privilege to do. A big thanks to Beryl for her support in many ways.

Thanks to you all, branch committees and members included.

I also thank our Australian friends for their fellowship and support.

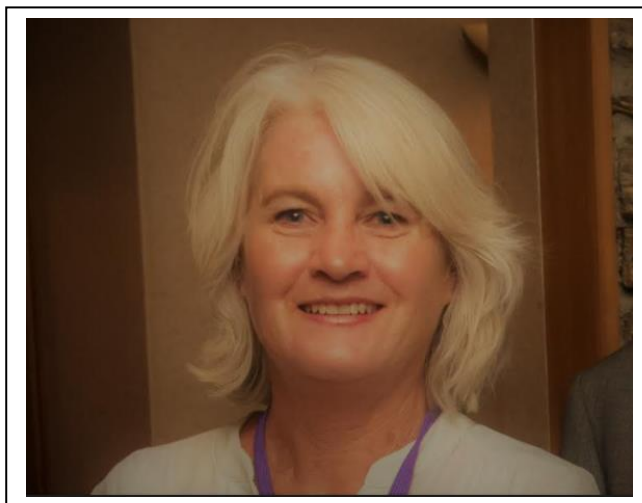
I wish the incoming committee the very best.

All the very Best and safe travels,

Gordon Duthie

(INCOMING) CHAIRMAN'S REPORT

Happy New Year everyone, it is that time of year again and after another strange year 2022 is now in full swing. As the new National President and filling some big shoes that Gordon has left I feel very privileged to have been elected into this position. I must admit I was one of those partners that was not convinced on purchasing an older vehicle and to my surprise I came home to my daughter, son in law and Kevin my fiancé grinning from ear to ear as they had collaborated to support Kevin in purchasing a Wolseley from the



Webs auction, knowing I wasn't keen. Oh dear, here we go I thought, but the doubts I had were quickly put aside as I came to grips with the wonderful Wolseley club environment. Attending day trips, and then the last National rally was so enjoyable, and the other Wolseleyites we met and who have now become friends are wonderful. I would highly recommend to anyone thinking of being involved, take the plunge and enjoy, it is worth every cent and every bit of time you can put in to it.

I currently work in the local government arena in an advocacy and facilitation role, advocating for our district with other government agencies. We have 5 wonderful children between us and two awesome grandsons.

While we live in the Hauraki plains area, we have just sold our property and are now off on the next adventure, wherever that may take us, so we may pop up anywhere.

My interests are photography, skiing, golf, anything beachy and my garden, I really enjoy growing things and having spare produce for the family, they call it mums supermarket.

We have an interesting year ahead of us and who knows how covid will impact going forward, but I am sure we will meet it with confidence and get ahead of this nasty virus. I would like to thank the team who support this role and the wonderful work they all do for

this club. Be safe, have a wonderful new year and look forward to meeting more of you over the next year.

All the best

Colleen Litchfield

SECRETARY'S REPORT

Hi Wolseleyites,

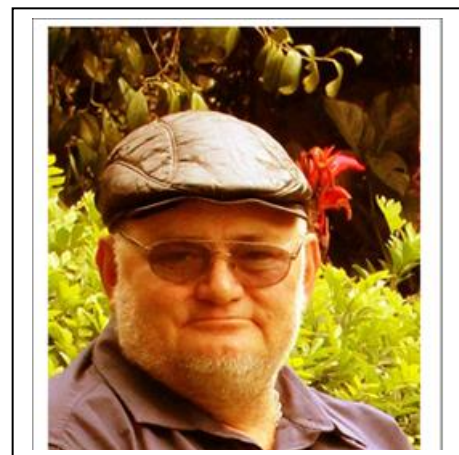
The last few months of 2021 were a time of change with the North Island Branch AGM in Taupo having to be cancelled. Then rescheduled to New Plymouth and added to The Garden Run.

The National AGM in Christchurch in October was very different with the VCC Swap meet being postponed and Paul and Noeline Billing in lockdown in Auckland. This meant we were hosted by the Canterbury Branch for whole day. It started off with a look around the Parts Shed containers and assisting Ray and Jonathan going through some new/ old Parts that were purchased from the Bill Williamson Estate. Soon it was morning tea time with some cake and biscuits as well. Then it was time for the Executive meeting, and after this was done, guess what, "lunch time" with saveloys and more cake & biscuits, we were very well looked after.

The AGM started at 2.00pm in the Caravan clubrooms on site at Cutler Park only a small walk away. This year Gordon Duthie stood down as National President after 10 years of excellent service to the Club, Gordon will still be around in the roll as Immediate Past President. When talking to Gordon I will miss his reports on the weather in Central Otago before we started our Wolseley business. Colleen Litchfield was elected as National President a step up from Vice President, she attended the meeting via Cellphone as she was unable to attend due to Covid restrictions. Colleen and her partner Kevin have a well maintained light green 6/110. The rest of the Executive stayed the same and the report that Colin gave on the National Rally in Greymouth next year sounded very exciting. On the conclusion of the meeting, it was time for another cuppa and more delicious cake and biscuits. Later we meet at the Papanui RSA for an evening meal. It was great to chat with the Christchurch members before and during dinner knowing the AGM was all done in the afternoon.

On the Sunday we tagged along with the Canterbury Veteran VCC run out in the country past Darfield enjoying the veteran cars and the large homestead and estate we visited before flying home.

On the last weekend of October, Raewynn & I hosted the New Plymouth Garden Run. It went very well with the weather fine all weekend. The Lavender Farm where we had a picnic lunch was a highlight for me as the mountain was clear and nice photos were taken.



SECRETARY'S REPORT continued



From the left Ray Whitcombe, Bronwyn & Hugh Mackenzie, Mike & Carolyn Driscoll, Glenys Naik, Raewynn & Michael Kruse, Janice & Stephen Belcher, Winton Cleal and Ken Thompson enjoying the Pukeiti Walkway.



Some of the Wolseleys on the garden tour - the Cleal's 6/90, Naik's 6/110, Mackenzie's 6/110, Whitcombe's 6/110 and Driscoll's 15/50.

Happy Wolseleying
Michael Kruse

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 or Sharon O'Malley on 03 3244421 or 021 498 162 phone or text.

Sharon 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 her or email orders to:

dandsomalley@gmail.com , with Name and size please. Now in stock:



Blouse \$65.00
Grape



Cap \$20.00



Sweatshirts \$40.00



Wool Blend Beanie \$20.00
Acrylic Beanie \$15.00



Polo Shirt \$35.00



Blouse \$65.00
Cherry



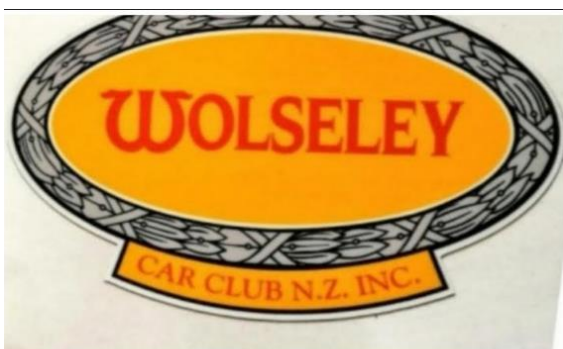
Ladies Blouse \$65.00
Mid Blue



Tee Shirt \$25.00

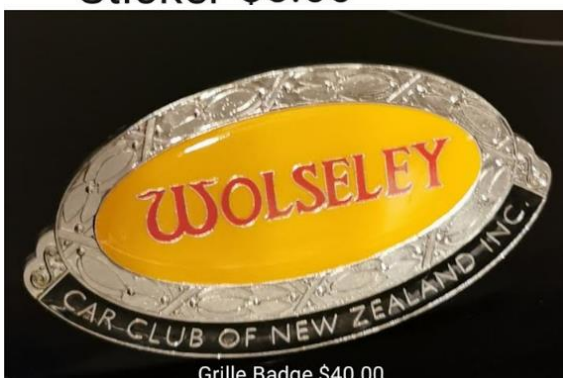


Bucket Hat \$20.00



Sticker \$5.00

Polycotton Overalls - \$95



Grille Badge \$40.00

2022 NATIONAL RALLY, West Coast, UPDATE

Wolseley Car Club National Rally 2022 The Amazing West Coast of the South Island.

Sunday 6th March 2022, finishing on Friday morning 11th March.

IMPORTANT ANNOUNCEMENT

After seeking advice from two official sources and a full discussion amongst the members of our club's National Committee, a decision was made on 2nd February to postpone the National Rally until later this year (2022). The information gained pointed to significant risks for all rally participants due to the Omicron spread and the Red alert setting requirements, and we were also aware that there was some nervousness amongst some of those who had registered for the event already.

The major issue facing those attending the rally is that if anyone tested positive or was identified as a close contact for COVID (whether it be Delta or Omicron), they would be required to self-isolate. There is a moderate risk of this happening, given that everyone (without exception) is travelling to the event from an outside region and many will be using common public areas (ferrys, motels, garages etc), and that the spread of Omicron is now accelerating. If identified, anyone attending from the South Island will be able to travel home but only if they can do so without an overnight stop. Those who come from the North Island will not be able to get back to the North Island on the ferry or by public transport (flights), and will have to stay put for 10 to 14 days, and if they test positive will probably be required to go to a MIQ facility.

If any one person on the rally tests positive in the time they are at the event, everyone on the rally will be considered to be a close contact regardless of whether they show symptoms or not. This is because we could not reasonably expect social distancing to be maintained amongst everyone on the rally - especially if we have the bus trip and then eat and socialise in the same venues.

We will be working with the businesses we have made bookings with to carry our bookings forward and therefore keep the good-faith relationship going. It may also mean that we will be able to invite the Australians by then.

All of those who have registered for the event so far can decide if they would like their rally deposit refunded or carried forward to the new date – likely to be September – to be advised as soon as possible.

We apologise and regret that this action has been necessary, however we want to keep everyone safe and ensure that when we do run the rally, everyone can attend without the fear of catching COVID, the event being disrupted, or having travel plans disrupted. Hope to see everyone in Greymouth later in the year.

North Island Region

Taranaki Garden Run 2021

This year the weekend was held on the 29th – 31st October. We had 16 registered for the run, all but 1 couple including Michael and I stayed at the Auto Lodge. Unfortunately, due to COVID and boundary restrictions we had others who could not make it from up North.

Friday night we all met at The Eliot Café and Bar for dinner and catch up. An excellent meal was enjoyed by all with everybody enjoying each other's company and getting ready for the busy day ahead on Saturday.

Saturday morning, we all met at the Auto Lodge car park at 8.45am, ready for the start of the day, Raewynn gave a safety briefing and instructions for the day were handed out. We left the Auto Lodge at 9.15am.

Our first stop for the day was Pukeiti about ½ drive up Carrington Road under the Mountain. Pukeiti has been built up over seven decades to be one of the world's biggest and most distinct collections of rhododendrons and other exotics, their rich colours bursting into life against a backdrop of lush native rainforest. We spent an hour at Pukeiti, some people walking for miles others stopping for a coffee at the Café everybody had a great time. Michael led some of the girls astray, they only had time to grab a takeaway coffee.

Our Next stop was Stony River Pottery, after a slight hiccup in the instructions (oops) we all managed to find the place, we were looking for. The garden has been developed over the last 40 years with the biggest Avocado tree laden in fruit that I had ever seen. The Villa homestead was built in 1904. There were also interesting stands of bamboo. The pottery showroom is in in this restful and tranquil garden.

From here we proceeded to our lunch stop at Pihama Lavender. We enjoyed a great picnic lunch which was paid for by the club which consisted of subway sandwiches, fruit and tea and coffee. The Lavender farm is a working farm in the historic dairy factory and is almost 6 acres. It includes an indoor fernery, a Mediterranean courtyard and river walks. The garden uses permaculture principles. People took the opportunity to take photos of the lined-up Wolseley's. The Mountain was really showing its beauty and there were a few beautiful photos taken by some.

We then travelled back to Koru on Koru Sculpture Garden and Gallery. This location is situated in the old Koru Village celebrates contemporary art in a purpose-built studio situated amongst a warm and cheerful cottage garden.

From here it was decided that we would head back to our accommodation to have a rest and recharge for the evening. We then re-grouped at 5.30pm at the Julianna's restaurant at the Auto Lodge for pre-dinner drinks. 6.30pm we were seated for our meal. A Christmas theme at the table with Christmas Cracker, great service and a lovely menu designed for the Wolseley Car Club.

The night was made extra special with presentations of club trophies. These included:

BRANCH NEWS and EVENTS – North Island Region, continued

Most Enthusiastic Member -which was won by Murray and Sue Bethell. Unfortunately due to COVID restrictions the Bethell's were unable to make the run, Winton will ensure that they receive their trophy.

Certificate of Recognition went to Larry and Glenys Naik

New trophy donated by Winton and Ruth Cleal – People's Choice went to Larry and Glenys Naik.

Loris Whitcombe then reminded the group of a few blubbers that happened during the weekend. This was quite entertaining with Bronwyn causing the most mayhem, mm she blamed the driver not listening to the Navigator.

Sunday Morning, we met again at 9.30am to hold our AGM which was cancelled earlier in the year due to COVID restrictions, then most people departed for home.

A great weekend, good company and fellowship. Looking forward to the next adventures.

Raewynn and Michael Kruse



People's Choice went to Larry and Glenys Naik,

BRANCH NEWS and EVENTS – North Island Region, continued

North Island Branch Christmas lunch, held in the Horowhenua area.

The Northern group held a separate xmas lunch in the Waikato area.

On a very sunny Saturday afternoon 17 members gathered at Murrayfield café. Which is situated just south of Shannon. This is a very nice venue for car people to gather with a large car park with trees on the west side that offer shelter from the sun for the cars. The Café itself is like a large barn with a very high roof. This means when it is busy the noise level is very low, and you can hear what is being said. We had a fixed menu of Chicken, fish, vegetables, and a choice of salads. You of course could have wine or beer with your meal. To finish we had the most delicious berry desert with ice cream and cream finishing with coffee and tea. This meal would normally cost \$31 but our branch subsidises certain events and this is one of them. So, it cost our members only \$16.



After lunch we drove to the property of our friends Basil and Bev. Basil has a very nice vehicle collection from a 1924 Essex to very new American muscle car that originally belonged to someone in the American film industry. He also has a very rare Honda sports. His collection also includes a few veteran motor bikes and a Second World War bike. These bikes have been restored to the highest standard. Next door his wife has a room with her embroidering machine which she demonstrated to our wives and partners. This finished off a very nice day out with our Wolseley cars and friends.



Regards
Winton

BRANCH NEWS and EVENTS – North Island Region, continued

All events cancelled due to COVID Red setting:

Hi everyone

Just a quick note to say that both the meal and movie outing on the 20th February, and now the Brit and Euro Car Show (our biggest club and regional show on the calendar) have been cancelled.

We'll advise you of anything else that does come along as soon as we know about it.

In the meantime please stay safe.

Noeline Billing

Christchurch Branch News and Events

Now that January has come and gone, we can start to look forward to getting into a few of our own activities now, especially given that COVID Red setting is dealing a severe blow to many of the bigger activities we like to schedule into our calendar this time of year.

The Mechanical Swap Meet in Hororata was promptly cancelled the day after the announcement came out. Gone are the following – the Skope Classic Meeting, Hanmer Motorfest and the Rangiora RSA run in February, and the huge Twin Rivers car show and run in March. The Ashburton Swap Meet in May has already been cancelled, and probably the Winchester Swap meet in April will also be a casualty – time will tell. Also at threat will be the Ashburton Rotary rally in April, however at this stage it's still on.

On the bright side, this does open the door for us to organise more of our own events, which we will now do. Look out for a few more informal and local picnic runs and afternoon meet-ups – these will be notified by email by Stuart Penny, and slotted into our calendar in the newsletter once we get them planned. Stuart has been doing a superb job to keep us informed of what's going on in the absence of a regular newsletter over the past few months.

The year's activities began with the annual Little River picnic gathering on New Year's day, which most of Christchurch's vintage and classic car clubs now attend. Once again we struck perfect weather, and many of our members turned up either in their Wolseley or another classic vehicle.

Many were glad of our club

shelter being there – it did provide a lot of respite from the sun in the afternoon, and was



BRANCH NEWS and EVENTS – Christchurch, continued

the focal point of our socialising. By lunchtime cars were parked 3-deep around the perimeter of the domain – probably well over 300 altogether. The best thing about this event is the ability to wander around and look at all the cars and catch up with friends from other clubs.

On Sunday 23rd January we had our second outing for the year – a garden visit to ‘Stonycrop’, a private garden in West Melton. Although only 7 years old and established on really stony ground, this garden is thriving and already looks 3 times it’s age. It’s owned and tended by Helen and Brian Coker who enthusiastically look after the affairs of the local garden club, but what is remarkable is that Brian is confined to a wheelchair. Consequently many of the garden plots are raised about half a metre off the ground using a mixture of rock and wooden borders.



The garden at Stonycrop – a residential garden on a 3500 sqm section.

Idlewood has pretty much become the hub of our activities recently, particularly now that a few of the regulars have returned from holidays over the Christmas period. There is someone there every Saturday morning now either sorting out or collecting parts, keeping the place tidy and the trees watered, or just calling in for a chat. Amongst the shelter of the trees and sitting well within the path of sunlight, it is a pleasant place to be on most days. The demand for parts has been relentless over the recent couple of months, and Jonathan and I have been busy trying to keep up with it all. Our formal working bees and branch committee meeting are still happening on the second Saturday of every month – please do not hesitate coming out to them, as there is always around 10 to 20 of us there. Please do remember to scan in to the QR code on the clubroom window when you arrive, and you can also wear a face-mask if you feel more comfortable doing so. It goes without saying you should not come if you have any flu-like symptoms.

I don’t have a lot to report in the way of news about members of cars. Tom and Marie Malloy have recently sold their 1300, and it’s been purchased by Danny O’Malley and added to his collection. Talking of Danny, Graham Quate spent a couple of days helping with Danny’s Police 6/90 before Christmas, and sorted out some fuel and ignition issues for him, so that’s now back out on the road again which is great to see. Danny has been attracted to sirens and red flashing lights all of his life, so he likes being out in it!

BRANCH NEWS and EVENTS – Christchurch, continued

Tara and Blue Gallagher now have Tara's 1300 back on the road again after a total bodywork and mechanical restoration that's only taken about a year to complete, and it's looking like a brand-new car (see photo). Its first run was to Idlewood on 23rd January. We've heard that Chris McLeay has not been well lately and has spent some time in hospital – our best wishes go out to him - we hope you make a speedy recovery Chris. Other members have been in purchasing parts for odd jobs on their cars, so there's obviously been a bit of activity happening over the holiday period.



Tara Gallagher's 1300, fresh from a major restoration, complete with a boot full of period accessories.

Cheers everyone.
Colin Hey

Christchurch Branch Coming Events:

Monday 7th February – Waitangi Day Run

Now that our usual Waitangi Day event, the Rangiora RSA Classic and Vintage Rally has been cancelled, we will go ahead and organise our own picnic run as a substitute.

Meet in the Pack'n'Save Rangiora Car Park, Southbrook Road, at 11.00am, come armed with your picnic chairs and lunch.

From there we'll drive to Ashley Gorge through Loburn and enjoy a picnic lunch in the reserve area. If you can't make it to Rangiora, just go straight to Ashley Gorge and we'll see you there.



Coming activities continued on next page....

Saturday 12th February - Working Bee at Idlewood, followed by committee meeting.

The usual working bee/social opportunity/parts buying and sorting session. Starts about 9.30am. Morning tea is provided, and those who wish to can stay on for lunch and the branch committee meeting straight afterwards.

Because the move to COVID red will effectively stop some of our major events happening for the foreseeable future (organised by others), we will spend a bit of time on our branch calendar of events to ensure we have a few outings to look forward to.

Further events will be notified by Stuart Penny by email until the March newsletter is published.

Southern Region - News and Events

This is my first report as Southern Regional President.

Bryan Kelly has very ably carried this out for many years and now retires by rotation, thanks Bryan - but sorry no gold watch!!!!

I am assisted by, new position Vice President, Gavin Turner, so it takes 2 people to replace Bryan, just like the Government.

Faithfull Fergus and Mary-Jane Sime are Secretary Treasurer.

Gordon was the recipient of the B Govern Trophy for the most enthusiastic member.

Our AGM was well attended by 22 members at the “Weavers Retreat” in Mosgiel.

My GUNNER REPORT

We were gunner have a Wolseley display at the Auto Spectacular - now 2022.

We were gunner have a dinner and 25 year membership presentation, now a little later.

We were gunner have a Wolseley Wonder

[car run] and visit a 92 year old gentleman that builds planes.

All will have to wait until next Covid level.

Keep calm and carry on !!

On the lighter side at our local AGM our Hornet had some clutch problems.

Gordon bleeds and I pump . We had to drive home in 2nd gear with no clutch, not too far thank goodness and only one set of traffic lights.

Problem was fixed by installing a reconditioned Master and Slave cylinder.



Bernie & Elaine Horn after the Southern AGM

Regards everyone
George Strong.

The British Motor Corporation (Australia), released the Austin 1800 onto the local market on the 22nd November 1965, just thirteen months after the model's release in the UK. During the extra months development, various modifications were made to the car. These modifications were later to be incorporated into the UK models. The 1800 soon became a popular car, even being voted the Modern Motor's best compact of the year, in fact the interior space inside the car still leaves almost all other cars far behind (with the exception of Rollers etc). In Australia approximately 60,000 Austin 1800 were produced.

The Austin 1800 had various rallying success in its time including a win in the Southern Cross Rally (1969), and coming second (beating Falcon GT's and Porsche), and sixth, in the 1968 London to Sydney Marathon. Automatic versions of the 1800 were released in February 1968 followed by a utility version in July of the same year. Later in the same year (Oct.) the Mk II sedan was announced (the Mk II ute did not arrive until March '69). Both models remained in production until 1970 when they were replaced by the Kimberley/Tasman range.

Little is known of the 4400cc V8 powered version of the Austin 1800 built between Oct. 68 and Mar. 69, but this car was dropped in favor of the Leyland P76.

At present it is a good time to buy this late 60's classic car at low prices. The Mk I versions make very good historic rally cars, but at the moment Mk II's are not allowed in all events. The spare parts situation for these vehicles is at the moment not too bad, mainly because they share many parts with both the MGB and the Mini, also some parts from Falcons and Holdens can be used. (See tips in this story.)

Modern Motor announced the car to Australians in their Dec. 1965 edition and it was obvious that the car needed some Australianizing after some severe outback testing of the British version. Close to 40 modifications were made which included stronger wheels, changes to throttle and choke cables, stronger engine mounts, new rack and pinion steering to reduce lock to lock from 4½ to 3½ turns, radial ply tyres standard, and changes to the handbrake. Body changes include stronger door locks, improved dust sealing, 3 point seat belts, layback seats standard, and improved upholstery padding.

January 1966 edition Modern Motor got to roadtest the car. It was priced at \$1165 with all extras as standard. It was claimed the car had more room than a Holden and was shorter than a Cortina. 25 mpg was achieved and a top speed of 83.5 mph. Disc brakes were raved about.

In Jan. 1969 the Mk II version was released. By then "Land Crab" was well in use referring to the 1800's wheel at each corner design, giving an unusual stance.

30 YEARS OF THE AUSTIN 1800



A rare care in Australia is this Austin 3 litre, a large car with 6 cylinder conventional drive using the 1800 body. It was only built in England for 8 months. The car pictured was shipped to Adelaide. On the right, a British 1800. M. J. Foster sent us this picture (see RC#53 letters). He was from Essex in England. The Austin 3 litre built in 1967-8 was not a popular car. A 2200cc transverse OHC six car was produced in the UK in 72 (similar to Kimberly Tasman in Australia) and was more widely accepted there.

Modern Motor claimed "If they'd only make the thing look as good as it really is, BMC would have the sales winner on their hands that they deserve—and need. But BMC have always underrated the importance today's market puts on styling."

Top speed was improved up to 93.7 mph and mileage was 24 mpg. Modern Motor claimed the 1800 Mk II was good value for money at \$2704 for an automatic. A Valiant auto was \$2800, a Falcon 500 \$2486, a Holden Kingswood \$2359.

The Austin 1800 soldiered on until early 1971 with the arrival of the Austin Kimberley and Tasman, a handsome six cylinder vehicle based on the 1800. Modern Motor claimed:

British-Leyland's re-entry into the popular six market is a cheerful indication of what the Sydney-based company can produce without UK parental interference.

The Austin Kimberley and Tasman are merely refinements of the 1800 theme. But they have lost the "land crab" image of the comfortable, roomy but slow 1800 which had a fairly limited volume market.

Considering British-Leyland conservatism, the X6 is positively trendy, with neat new body styling, sharp facia and odd dress-up items which make you think someone out at B-L is really interested in keeping up with what happens outside Victoria Park.

Modern Motor claimed the "Big 3's" sales (Holden, Falcon, Valiant) in the late 60's amounted to 360,000 vehicles and B/Leylands claim a first year production run for the Tasman Kimberley was to be 12,000 to 16,000, about double that of the Austin 1800, was realistic, if anything conservative. Called the X-6 the new front wheel drive, larger and attractive car was again aimed at the "Big 3's" sixes although Modern Motor felt the brakes were not as good due to the use of local products in an effort to bring the car up to 85% Aussie content.

In Mar. '71 Modern Motor tested the cheaper Austin Tasman X Six (cross six) front wheel drive and couldn't produce a better figure than 20 mpg and with a 10½ gallon tank. They called the engine noisy and disliked the hard bench seat compared with the layback buckets of the Austin 1800, also the cable gear change. The "thumbing their way through our list of criticisms of the X6 proved to us what good value the 1800 Mark Two was". They also claimed the new car needed refinement.

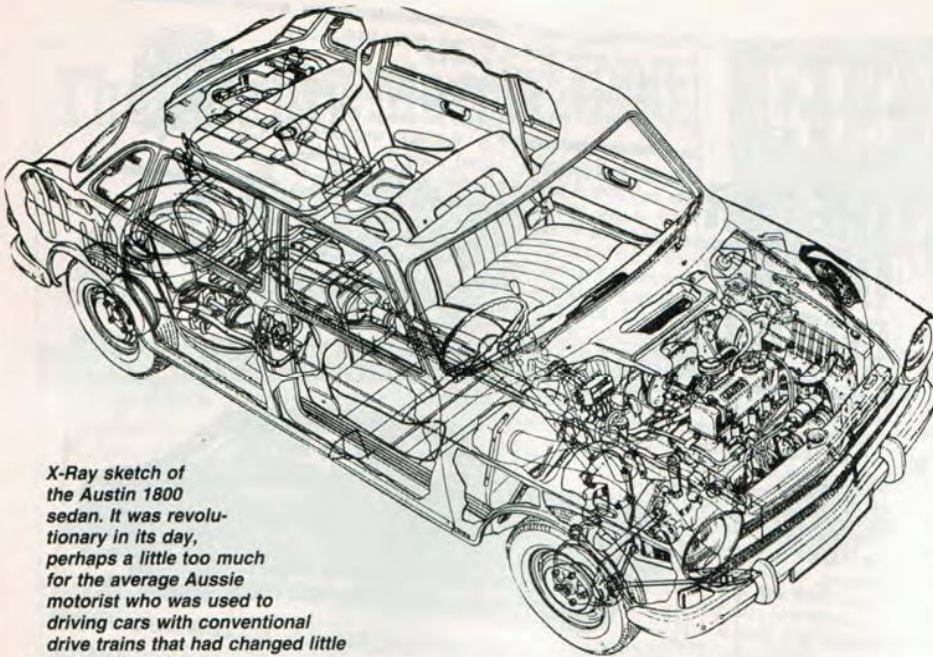
Refinement may or may not have come as Leyland had lost interest in the larger front wheel drive car in Australia and they were preparing the P76, a conventional drive 6 cyl. and V8 car built along the lines of the "Big 3", Holden, Falcon and Valiant, but that's another story.

BMC HAD ALWAYS UNDER-ATE THE IMPORTANCE OF STYLING

In general, front wheel drive cars in Australia have had their ups and downs. For Citroen it's worked since 1934. For BMC-Leyland it failed. For Honda Civic and Accord it worked. For Holden's Camira it didn't. In August 1980 Wheels magazine, Mazda sent the Editor Peter Robinson a questionnaire prior to the release of their front wheel drive cars. Some of the questions and answers are relevant to this feature. Peter answered:

Q Front wheel drive—what is the immediate history of front wheel drive?

A Immediate history? For most Australians, only vaguely remembering Citroen, BMC created front wheel drive in 1961 with the Mini. The subsequent 1100 and 1800 are admired by many people who enjoyed their roominess, excellent ride and handling but those who suffered expensive repair bills began a move back to conventional cars which Leyland Australia tacitly concurred with by replacing the 1100/1500 with the



X-Ray sketch of the Austin 1800 sedan. It was revolutionary in its day, perhaps a little too much for the average Aussie motorist who was used to driving cars with conventional drive trains that had changed little since the 1920s.



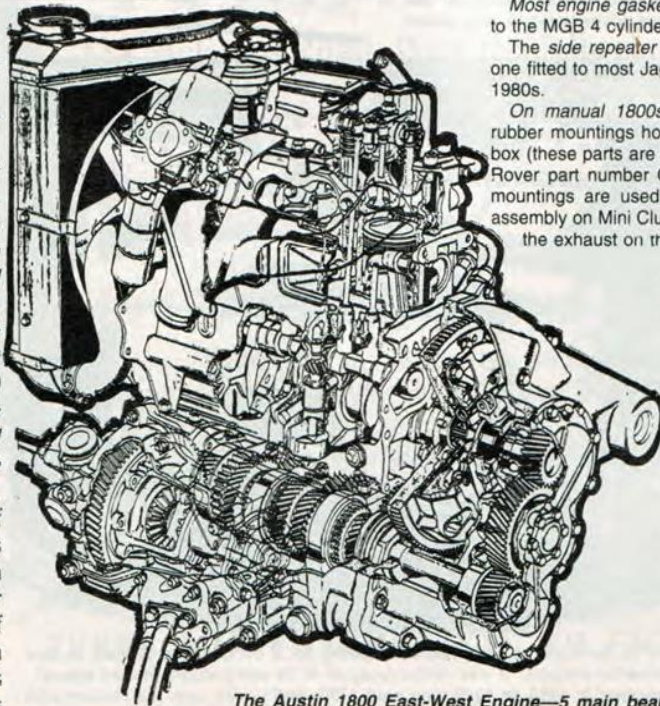
The Austin 1800 left and the more conventional Australian Austin Kimberley to the right—a 6 cylinder car that was perhaps the best looker of BMC's big front drive cars.

Marina and the Kimberley/Tasman with the P76.

What was the public reaction to those cars: (a) at the time of introduction,

Scepticism and wonderment, which didn't go away until the Mini became so established that it was taken for granted. It is hard today to remember just how bold, how exciting, the Mini was when it was released in England in 1959 and two years later, when it finally arrived in Australia. It was the first and broke so much ground that even GM, who to its eternal discredit took 20 years to catch up, is still reaping the benefits of the revolution it created. The 1100 and 1800 were well received initially and the 1800 sold better in Australia than in Britain.

In general BMC/Leyland were ahead of their time as almost a majority of today's cars are now front wheel drive. As Peter Robinson said the problem lay with expensive repair bills and servicing, particularly from word of mouth from people with these vehicles. With today's technology front wheel drive has worked through the 80's and 90's and it's likely would have worked also for Leyland.



The Austin 1800 East-West Engine—5 main bearings counterbalanced crankshaft, diagonally split big ends. 3 speed transmission cable selected (see arrow).

TIPS FOR AUSTIN 1800 OWNERS

Reversing Lights

On Mark Two manual cars there is a large nut on the passenger side of the control box from engine number 18 YA Ta 7459. If this nut is removed, the Kimberley reverse light switch (part number AYB 9194) can be inserted in its place. For automatic cars a second micro switch only needs to be added to the gear change lever.

The next step is to run a wire from an ignition positive to the switch and another wire to the back of the car. One easy place for the reversing lights is to replace the single filament lamp holder in the indicator light assembly with a twin filament type, using the higher wattage side for the reversing light, or add a small after market light under the bumper (maybe use both).

Improved drive shafts

One way to lengthen the service life of the drive shafts of manual cars is to replace the rubber inboard universal joint with the needle bearing automatic type. First you have to obtain a set of automatic drive shafts (because the yokes are smaller), and replace the old worn out universal joints. New universals are much easier to find for the automatic because they are the same as the type used on the Austin Healey 3000, Jag. 2.4, 3.4, and 3.8, as well as the Triumph TR4-TR6, and have the following part numbers QL403 or K5L4. Either one of these parts will be carried by your local after market parts dealer.

Fan belts

If while out driving your 1800 you break a fan belt, and no spare, don't go into the local garage and ask for a fan belt for an Austin 1800, as most people will automatically say that they do not stock them. Now try this for an automatic 1800. Ask for a belt for a 1971-83 Kingswood 6 cylinder with no air cond. (part number 10A0900), for a manual 1800 with generator, ask for a belt for a 1974-83 Kingswood 6 cylinder with Delco or Frigidaire air cond. (part number 11A0925) and for a Manual 1800 with alternator, ask for a belt for a HQ Kingswood with air cond. or for a 1984 Falcon with air cond. (part number 11A0965).

Misc. useful tips

The tie rod ends on the steering rack of the 1800 is the same as the MGB.

Disc brake pads for the 1800 and X6 range are the same as the XR and XT 8 cylinder Falcons (part number DB1).

SU carb, gaskets are the same as the MGC.

Most engine gaskets are common with those fitted to the MGB 4 cylinder.

The side repeater flasher lamp is the same as the one fitted to most Jags made around the early to mid 1980s.

On manual 1800s, if you break the three small rubber mountings holding the gear change lever and box (these parts are no longer available) you can use Rover part number GEX 7251 in their place. These mountings are used for mounting the gear change assembly on Mini Clubmans with rod type change and the exhaust on the Midget 1500.

PRICES

Manual sedans: Cond. A \$2000 plus; Cond. B \$1000-1500; Cond. C \$500. For auto sedans half the price; for utes double the price.

CLUB

Lancrab Owners Club of Australasia, 22 Davison St, Mitcham, Vic. 3132 or phone NSW Garry Fry, (02) 306591; Qld Colin Johnson (07) 2086546; Vic Daryl Stephens (03) 8733038.

Peter A. Jones,
Data registrar LOCA.

AN AUSTRALIAN PICK-UP

Few people outside of Australia and New Zealand realise that BMC Australia produced a utility (pick-up) vehicle based on the Austin 1800 sedan. The Austin commercial range was released on to the Australian market on the 19th July 1968, and was available in either utility or cab-chassis form, although it is believed that none were sold in the later form.

The Mark I version of this vehicle remained in the show rooms for a period of five months after the introduction of the Mark II sedan. It was not until March 1969 that the Mark II version of the utility was finally released.

Sales of the Austin 1800 were quite low and by the end of production less than 5000 units had been sold. In fact the sales were so low that the vehicle was still available new from the dealers long after the Australian Austin 1800 was superseded in 1970. Buyers reluctance to the Austin utility forced BMC Australia to cancel the Austin Tasman utility after only two prototypes were built. One of these prototypes was used for crash testing, while the other is believed to still exist after being sold off by BMC-Leyland Australia.

Like all popular Australian utilities of the sixties and seventies, the Austin 1800 version fitted with a three seater bench seat, but retained the floor gear change. In true BMC Australian manner where by, if a vehicle was sold in Australia as an Austin, it was sold in New Zealand as a Morris.

Two other Australian rarities based on the Austin 1800 are one: the panel van, three or four of which were built for the Royal Australian Navy for use as ambulances, these were produced by a local coach builder using most likely Mk1 sedan body shells, and cost approximately \$16,000 each.

The other Australian rarity is the campervan, which used an Austin 1800 front end (windscreen forward) mated to a camper body. I believe three of these vehicles were built, one a Mark I, while the others were Mark IIs.

At present I am unable to find out who built both of these types of Australian specials, but who knows one day the details will come to light.

RIGHT BMC Australia's advertising of the Austin 1800 in the late '60s. Extra value included rear coat hooks? It was called the Car of the Century and in retrospect, it, like most BMC-Leyland front wheel drives before it, was ahead of its time!



The Austin 1800 ute, unique to Australia. It had everything going for it but perhaps Aussie buyers perceived it as not being powerful enough? It was certainly equal to its competitors in load space! The Austin 1800 ute was released in 1968, in 1969 they sold 1739, well under, say, the Holden with 15,061. Sales were such that BMC/Leyland didn't go ahead with a ute in the six cylinder Kimberley-Tasman range that followed the Mark 2 1800.

There are 1800 reasons why they call this . . .

THE CAR OF THE CENTURY

MORE SPACE

Logical! No space consuming tailshafts, differentials, and thus more space to offer than any car anywhere near its size! No less than 70% of the total length of the car is devoted to passengers and luggage. There is stretch out room back and front. The boot offers 17 cubic feet of usable space. There is a full width dashboard parcel shelf, open pockets on every door, six square feet of parcel shelf behind the back seat!

IT FLOATS ON FLUID

The Austin 1800 has no springs to sag, no shock absorbers to wear and rattle. Instead, the miracle of Hydrolastic® suspension gives you expressway riding on the toughest tracks. It floats on fluid with independent suspension for each wheel. Pitch, sway and bounce are out. Better adhesion and cornering are in!

SAFETY FIRST

Seatbelts are standard up front. The Austin 1800 has power assisted disc brakes,

a special braking device to prevent rear wheel locking and skidding. You get rack and pinion steering, safety glass, new radial ply tyres.

MORE STRENGTH

The body shell of the Austin 1800 is the stiffest and strongest structure ever built into a production car. It is completely free from rattling, twisting, vibration. This kind of strength means greater safety. For life.

MORE PULLING POWER

Pulling power is a reality in the Astounding Austin 1800! It has the proven BMC idea of East-West engine and front wheel drive. Gearbox, engine, differential are all together in one compact unit. Power losses are cut to a minimum. The weight is over the front wheels where it counts most. Result: more usable power, greater economy, better cornering.



THE CAR OF THE CENTURY

These are just some of the reasons why this car has been greeted as the car of the century. You must see it,



RUST PROTECTION 7 COATS DEEP

Your motoring investment is protected by the unique BMC Rotodip anti-rust process. The car is completely submerged and rotated in special chemical baths, in protective undercoats so that every square inch, inside and out, is completely treated. This multi million dollar process is new and exclusive to BMC. Rotodip protection provides the base for the gleaming baked enamel finish, provides protection against moisture inside the car where rust usually starts in other cars.

EXTRA VALUE

In other cars you could easily pay up to \$300 (£150) extra for the luxury features that come completely standard with the Astounding Austin 1800. You get a camping body, adjustable and reclining seats. You get heater/demister/fresh air ventilation system, luxurious carpeted interior. You get courtesy lights, armrests. There is even a hook to hang coats on above the rear door! These features are completely standard, inclusive in the astounding price of just \$2,365 (£1,182/10/-).

drive it yourself. It's at your BMC centre now. An astounding \$2,365 (£1,182/10/-) incl. tax! Regd. Trade Mark. Prices slightly higher in some areas.



ASTOUNDING AUSTIN 1800

AUSTIN-BMC 1800 TRIVIA

Did you know:

That the 1800 was sold in Denmark under the names of 'Austin 1800 Windsor' and 'Morris 1800 Monaca', while in Holland they were only sold as the 'Austin 1800 Balanza'.

In New Zealand, the car sold as the 'BMC 1800 Freeway', while the ute was called a 'Morris'.

Cars sold in Australia before chassis number YAHS2 14874 were fitted with an engine-gearbox assembly imported from the UK.

In Australia the handbrake was moved from under the dash to between the front seats from chassis number YAHS5 4092 (manual), and YAHS6 3163 (auto), about four years before the UK.

The total Australian production of the 1800 is estimated at about 60,000 vehicles, including utes.

Australia also produced at least three panel vans for the RAN and three or more campervans (I have seen two examples and a photo of a third version).

Total UK production of the BMC 1800 is as follows:

Austin 1964-75	approx. 210,000
Morris 1966-75	95,271
Wolseley 1967-72	35,597

In Britain some people had their last ride in a motor vehicle in an Austin 1800 hearse.

During October 1966, Crayford of England converted many Austin 1800s into an Estate (station wagon) version by adding a large rear opening tailgate, which included the rear window and boot lid into a piece assembly.

Buy and Sell

1936 Wolseley 14HP Series II

In really nice condition after a significant amount of restoration work, including a repaint and a full professional engine recondition. Much of the interior is in excellent original condition. Runs and drives well – a great classic car to own. Reluctantly selling due to age and health issues. Written valuation completed by Waimak Classic Cars for \$25,000, before engine overhaul was carried out. Asking \$25,000. Contact Peter Heaslip, Phone 03 6937025. Car is in Geraldine.



For Sale :

1939 Wolseley 1885 Series 3. Registered with current W.O.F. Running gear good, 2 new radials tyres on front, and new fuel pump. Front seats rebuilt new tan vinyl. Car is in Nelson Phone Reg Nicholson 0273255490. Price \$6500 O.N.O.



The  *Word*

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