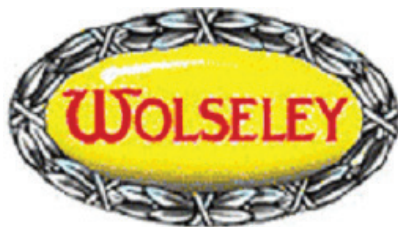


THE



WORD

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC



June 2024



Wolseley's at the Ellerslie Intermarque Concours d'Elegance

OUR CLUB OBJECTIVES:

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

Club website : www.wolseleycarclub.co.nz

HOW TO CONTACT US:

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National Secretary:

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Phone 027 660 0203(mobile)
email michael.kruse432@gmail.com

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Email stu.jude@gmail.com

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

Spare Parts Enquiries:

If unable to be handled by your local
Branch, contact: Colin Hey (Jenny)
Email: wolseley.spares.nz@gmail.com
021 883 807

All Newsletter Enquiries:

Send to: Michael Kruse (Raewynn)
michael.kruse432@gmail.com
027 6600 203

***Disclaimer:** The views and opinions in this publication are personal to the authors,
and not necessarily the official views of the Wolseley Car Club of NZ Inc.*

EDITOR'S & NATIONAL SECRETARY'S BIT

Firstly – a word about the Wolseley Word.....

Thank You very much Colin your contribution over many years it has been wonderful .

Hi Wolseleyites,

It is now winter, and I have had little time for my Wolseley's , as Raewynn has had a replacement knee operation and I have been looking after her.

Since last year the 6/90 Wolseley has progressed through the Vinning System only failing on the seat belt anchorage points needing a low volume certification.

This is because the 6/90 has no original seat belt anchor points designed by the manufacturer The seat belts and anchor points fitted in 1980s did not comply. I took the car to the local Low Volume Vehicle Technical Association Certifier.

He designs the anchor points and size of plates and location that suits the regulatory requirements. Then he fits the new seat belts and supplies a compliance tag to the car.

This was \$3,000 for two front seat belts. But the important thing is that the seat belts I have now will be very safe and save lives.

I have an oil leak to sort, heater to fix and a few other jobs. I will keep you posted .

Coming up soon will be your Branch AGM,s please attend and offer you services because it is away of giving back and it is very enjoyable.

I have as part of the Executive Team taken on the role of Editor of the 'Wolseley Word' in the meantime. So, if you have a write up of your car restoration and want to share it with our membership, Please Email me Michael Kruse at michael.kruse432@gmail.com

Happy Wolseleying

Michael



SPARE PARTS CO ORDINATOR

A request from the Spares Coordinator.

If you require spare parts, the best way to do it is by emailing the spares address:

wolseley.spares.nz@gmail.com

Please try to avoid emailing my personal email address, as your order may get lost.

Please let me know exactly what part you need. If there is any doubt in what it may be (particularly if it's steering parts, bushes etc) then take a photo of the part or send a scanned copy of a parts diagram with the parts you need circled.

In the email, please include your full name and full postal address (including the post code) and your phone number – this saves me having to look it up when I address the parcel. An invoice for the parts will be sent out after the parcel is posted – this is to ensure you pay the correct price for postage, as for all but small items it varies so much nowadays.

I'm usually at the parts shed on Wednesday and Saturday mornings, so make sure you order before those times if you need anything urgently. I will dispatch urgent parts by courier if necessary. If you want the parts sent straight to a garage or workshop where you are having the work completed, just let me know. You will be invoiced directly for the parts though, not the garage.

Thanks Colin Hey, Parts Coordinator

PRESIDENT'S REPORT



Hi Members,

I hope you enjoy the format that the Word is in at the moment. We will continue this format until the appointment of an Editor. Michael has taken on the task of putting it together at the moment, for which I am very grateful. Ensure any reports being sent in are in a style that is easily adapted. I, We, need to convey a Special Thanks to Colin Hey who has committed a lot of time over many years in producing the "Wolseley Word". Also, to all those who have contributed with Reports, Articles, Promotional material etc that have made the Word what it is. Others who have been Editors in the more recent past are Noeline

Billing and the late Bill Williamson. Before it was sent out in E mail form, with now only a few posted, the Christchurch branch was involved with putting the pages together, stapling, folding, addressing and posting it to members.

On the 29th May I represented the Wolseley Club at the "NZ Federation of Motoring Clubs" (NZFoMC) AGM in Petone. This club is made up from all sorts of motor clubs who are affiliated to it. At present they are supported by 150 clubs, over 140,000 members, and 48,000 historic and classic vehicles. They do a lot of work debating and contributing to sensible rules for all motorist's but in particular older vehicles. Please google NZFoMC and you will see the results of a survey they did to establish information of older vehicle owners to support the club in future debates, submissions etc. To note a few figures from the survey, there is an estimate of 369,600 Historic and Classic vehicles in NZ, 44,225 Historic & Classic vehicles within FoMC club members, \$16.5 Billion total economic footprint employing estimate 5,200 jobs. They consider that these figures are on the conservative side.



Something else I was involved in was the Trans Alpine Scooter Safari 2024, 18th May going from Christchurch to Hokitika on a moped in one day, 250km. I have done a report on it from the perspective of the bike, that if there is room may be in this edition.

Branch AGM,s. These will be coming up soon, I encourage you to attend and have your say and perhaps contribute in some way to support the committee. Make sure your Delegates to the National AGM are funded as we do need a good representation at that level. This year the National AGM is in Taupo Sat 5th October, more information in due course.

At the start at McLeans Island,



Coming into Lake Lyndon after Porter Pass.

Please note that we are looking for a Wolseley Word Editor. Any other suggestions or ideas regarding the Editors position would be welcomed. Something to be discussed at your meetings.

Keep warm and dry everyone.

Gordon Duthie

Technical Advisors to help members with their Wolseley

The following list is a group of Wolseley Enthusiasts willing to help with any technical issues you may have.

Veteran and Vintage

Colin Hey
021 883 807

15/60 and 16/60

Stephen Belcher
021 175 6009

18/85, SLX, 18-22 (Wedge) and E-Series engines

Stephen Belcher.
021 175 6009

Post vintage (1930-35)

Series II & III (1936-1948)
Mike Driscoll
027 290 6755

6/90, 6/99, 6/110

C-Series engines
Colin Hey
021 883 807

4/50, 6/80, 4/44, 15/50

Ivan McCutcheon
022 374 6326

1500, FWD Hornet, 1300, 18/85

A & B Series engines
Michael Kruse
027 6600 203

THIS MONTH'S VIDEO

A 6/90 Rebuild from India on the Web

<https://www.team-bhp.com/forum/post-war/275390-1957-wolseley-6-90-restoration-journey-2.html>

RESTORATIONS

RESTORATION OF 1905 SIDDELEY *By Vaughan Cooper*

I am restoring a 1905 18 HP Siddeley – but first, where did Siddeley's come from and what are they to do with Wolseley's?

John Davenport Siddeley (1866–1953) founded the Siddeley Autocar Company, of Coventry in 1902. Its cars or other products, were made for him by a Vickers subsidiary, were heavily based on Peugeots using many Peugeot parts and said to be fitted with English-built bodies.

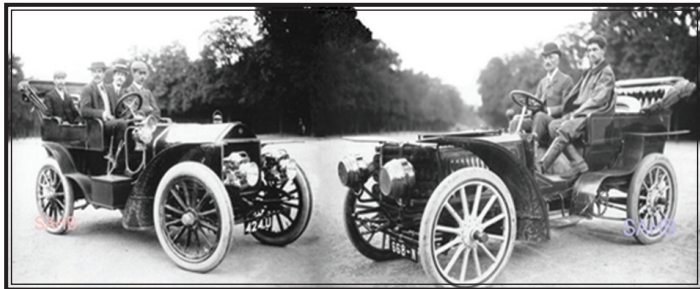
In 1905 the Wolseley Tool and Motor Car Company Limited owned by Vickers, Sons and Maxim, purchased the goodwill and patent rights to the Siddeley Autocar Company and J. D. Siddeley was appointed London sales manager of Herbert Austin's Wolseley (and not a good combination).

A few months later Herbert Austin left to form his own business and Siddeley was appointed general manager at Wolseley. Without the consent of the Vickers brothers Siddeley added his own name to the Wolseley nameplate but it was dropped after 1910 as he had departed in 1909.

I have restored a 1910 12/16 Wolseley-Siddeley and are on the final task(s) of upholstery but that's another story for another day.

Now back to the 1905 18 HP vertical engine, overhead variable inlet (side exhaust) 4 speed flat offset gearbox, chain drive Siddeley. After considerable research the following is a reasonable explanation of its origins.

Where did the engine design come from? Apart coming from J D Siddeley and his "designers" nothing is known of the design source. It's an innovative design e.g. variable overhead inlet and has not found to be elsewhere and the variable was dropped in 1906 on the 18 HP MK 2 version. There is at least 3 Wolseley-Siddeley cars/engines in the world that are of the later version, (1 of 2 Cylinder and 2 of 4 Cylinder) but my engine is the MK1 of 3850 cc identified by having the different front engine mounts.



**The 1905 18HP Siddeley and 1903 De Dietrich cars
which competed in the 5,000km run.**



Most likely spec'd out in 1904, based on UK Autocar and similar journal articles, a small number (I guess) were made (could have been either 3.3 or 3.8 litre) by Vickers/Wolseley for the Siddeley Autocar Company. One of these early models (on the left-hand side of below photo) most famously competed in 1905 against a 1903 De Dietrich (RHS), a 24hp model of 5.4-litres capacity, in a 5,000km run around France. Outcome – distance covered was 4400km and it was agreed that it was a dead-heat!

One of these early models made its way to New Zealand at an unknown time, suffered unknown history and in time found its way

into the hands of Ron Blanchard in Fielding and was picked up by Alan Roberts circa 2012.

Alan R had sourced the engine, rear axle and most likely the front axle 2012 thereabouts. The gearbox was around and resident on a lathe in a local sawmill, but the mill burnt down in 2017 and the gearbox, while not affected joined the scrap metal pile and was lost to posterity.

Most likely due to the wrecked car/chassis being ground/stream located, Alan had to rebuild the RHS of the engine mounts, did some work on the engine including new pistons (but these were not fitted), and put it back together. It was with some new mount couplings, rested on a chassis from

Christchurch VCC more recently. The gearbox that came with the project is not entirely correct, being a vertical style inline input/out shaft type Wolseley-Siddeley circa 1911? The differential (circa 1913) being like the GB, was from a drive shaft style car and must be re-purposed to go into a chain drive.

Taking delivery in February 2023 I started with refurbishment of the front, back axles and new springs but the details can wait till the next issue of the journal.

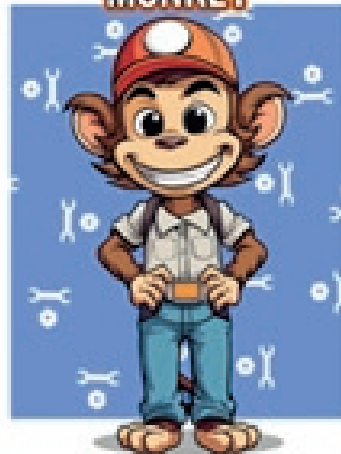


The Siddeley project, as delivered to my ownership



This page is an introduction to Pages from Past articles written by Alex Sutton, for the "Wolseley Word" current Life Member of the NZ Wolseley Car Club starting from 1980.

This month we are dealing with the saga of Tim and His 6/90. Tim brought his car for \$100. It was in reasonable condition drivable but not warranted. The clutch didn't work properly, and the gearbox went alright – once you got into second, third and top. First and reverse threw out quicker than you could get it in.



First the gearbox had to come out – so under the car we went with jack, spanners etc --- surprise, surprise, the gearbox won't come out under the car. We then did what all good kiwi mechanics do when they cannot work things out – READ THE WORKSHOP MANUAL !!! The gearbox and motor have to come out as one unit.

This was not too bad, after about an hour we had the motor out, parted the gearbox and pulled the clutch out in one shot. Clutch plate, pressure plate looked alright. The price of a new plate was \$45, nearly half the original cost of the car. After a phone call to a friend, we found that a Landrover has the same plate. So off to the second-hand Rover place in search of a second-hand plate. I was told that if I was in a hurry I would have to take one out myself. Armed with a couple of spanners I climbed up to the third shelf and pulled the pressure plate off a motor which looked the newest. I found an almost new clutch plate as well. Back to the parts department to find it was going to cost me \$9.00. Not bad for 15 minutes work. (By the way Landrover engine mounts and P.A. Vauxhall ones also fit). We fitted up the plate and pressure plate and so moved the gearbox.

It looked alright inside, but we noticed that the first gears looked like they had not been mashing properly. This was because the teeth were not being pulled in mesh far enough. All the linkages and arms were worn (this model had the right-hand floor change) so we built them up with bronze, got it going and ground them down to fit. In the end the gearbox unit all put back together and CRUNCH, CRUNCH went the gearbox followed by profuse usage of kiwi adjectives! A good look around the slave cylinder proved that it was leaking. Out it came, new kit set and in it went again. Worked O.K. but the gears still jumped off first and reverse. The gears were obviously too worn to stay in, so this gearbox had to come out.

In the meantime, some body work had been going on and the woodwork being got up to an excellent standard, Covers were made for seats, and it was generally tidied up inside.

We heard about a car that been dumped as a beach rubbish dump, so we loaded up the 6/110 with gas, axe and various other tools and set off one night at 6 0'Clock. We arrived about ¼ hour later and found the remains of a series one 6/90 with a motor which had a hole in the side. We cut the gearbox out after rolling it on to its side, In the process we set fire to the grease and oil and the grass and had much fun trying to put the fire out. It got dark so we used 6/110 lights and finished up with the gearbox, head steering box and other bits and pieces. We had to change the arms over to fit the floor change, we lengthened the arm but this didn't fix the problem. After much talk and head scratching we came up with the answer. The pressure plate, So, out came the motor etc again. I had brought a 6/90 Austin motor and gearbox for \$30, so I pulled the pressure plate out and washed it out with petrol. This time we got smart and took the plate to a garage and had it checked out. It was O.K. so in it went back into the car with the motor etc. and now with fingers and other parts crossed took it for a test drive and if finally worked.

A Little note on the gearbox mountings. On a series one it is different from the series three and will not fit the series three chases. It is three inches short on the left-hand side as the series three is bent around to take an over drive unit. This we found out the hard way when we fitted the series one box. We fitted the right-hand side up then put four 3" bolts on the left side and welded a plate under them from the chassis on to the gearbox mounting frame. The alpine on the end of the gearbox on the series one is larger by about one eighth of an inch, so we had to change the drive shaft end. This we found was a bit hard to obtain. We found an A90 under some trees and had to buy the whole car to get the drive shaft, this turned out to be a good deal as we got 2 new tyres as well. Sold the car after we got what we wanted and made \$30.00. Enough of the car for now I don't want to put any 6/90 buyers off. I will finish the story next Month.

A Sutton Fielding

Deadline for next Wolseley Word

Friday 26th July 2024

**North Island Wolseley Car Club AGM to be held at
The Annidon Lodge Motel
143 Anzac Parade Whanganui
on Saturday 20th July 3.30pm.**

We will be holding our AGM in Whanganui this year on Saturday 20th July. Followed by dinner at Carolyns Boatshed Bar and eatery 6.30pm, 181 Somme Parade. I will need numbers of who will be attending dinner please for booking purposes.

We are planning a river cruise on the Motor vessel Wairua leaving at 10.30am on Saturday morning. There will be a charge of \$55 person with lunch provided the cruise will take up to an hour each way stopping for about an hour for lunch at Upokongaro. I will need numbers and payment for this cruise please by Wednesday 10th July as we do need to have at least 15 people and required to pay a deposit.

Please forward any agenda items and reports to me asap.

Agenda

Welcome

Apologies

Minutes – Matters arising

Reports

Chairperson

Secretary

Treasurer

Club Captain

Parts

Election Of Officers

Chairperson

Secretary

Treasurer

Club Captain

Committee

National AGM Delegate

General Business

Trophies

Looking forward to seeing you on the 20th July.

Regards

Raewynn

BRANCH NEWS and EVENTS - Nelson

Nelson Marlborough Branch AGM will be on Saturday 27th July 1pm.

At 113 Whitby Rd Wakefield.

We will be looking for a Club President and representative as Murry Bethell is stepping down.

For those in Canterbury, see below for Daffodil Day Rally



VINTAGE CAR CLUB

Cancer Society
Te Kāhui Mātepekupuku
o Aotearoa

Daffodil Rally for Cancer

Sunday 25 August 2024

"DRIVING OUR HISTORY"

Everyone welcome!
No matter what kind of vehicle you drive

It's the Vintage Car Club's National Day and across New Zealand, hundreds of vehicles will be on the road or on display to raise money for your local Cancer Society.

JOIN IN AT ONE OF THESE FIVE STARTING POINTS

Amberley – Better Half Café 14 Ashworths Beach Road	Cashmere Club 50 Colombo Street	New Brighton Club Cnr Marine Parade and Hawke St
Rolleston, Selwyn District Council Car Park Norman Kirk Drive	Rangiora – Southbrook Park Car Park South Belt	

A series of short & Long Runs starting at 5 locations, all finishing at the VCC grounds at McLeans Island. Runs leave each location between 10.00 am and 10.30 am. Afternoon Public Display at VCC grounds, McLeans Island from 12.00 PM.

Coffee available at start points & BBQ lunch can be purchased at VCC Grounds.
Enquiries to Colin Hey – email: heywolseley699@gmail.com

\$10 Vehicle Entry - all fees donated to the Cancer Society

To find out more about your local Daffodil Rally for Cancer visit: www.vcc.org.nz

BRANCH NEWS and EVENTS - Christchurch

Saturday 13th July – Working Bee and Committee Meeting at Idlewood.

Sunday 28th July – Branch AGM at the Caravan Clubrooms. Details to follow.

Coming Events, Christchurch Branch

Moto-wrekie day, Friday 28th June (better known as Matariki Day).

A special day at Idlewood, 771A McLeans Island Road, to complete the dismantling of two of our spares cars and ready them for a trip to the metal recycling plant. We need a good turnout of able-bodied members. Please come armed with some warm clothes, your favourite tools of destruction (put your name on them if you can), and any necessary safety equipment and clothing. We will provide BBQ sausages, hot soup and tea and coffee for lunch. We will be there from 9.00am, and keep going until we've all had enough or the work is done, whatever happens first. The aim is to make it fun, not hard work. If you're not sure where Idlewood is, just give me a call.

Saturday 13th July – Monthly working bee and Committee meeting at Idlewood.

The normal 10am start – come to collect parts, help with various easy tasks around Idlewood, or just to have a cuppa and a chat. Morning tea is provided, and anyone is welcome. If you would like to stay for the committee meeting, just bring a bit of lunch and stay on for a short meeting afterwards at roughly 12.30.

Sunday 21st July – Old Cars, Bikes and Coffee at the VCC grounds, starting at 9.00am.

Come and meet with fellow enthusiasts over a coffee, socialise and/or just have a look at the interesting cars and bikes this monthly event attracts.

Sunday 28 July – Christchurch Branch AGM

Please note the date in your diary now. A light lunch is provided, please bring a plate for afternoon tea following the meeting, which will be held in the Christchurch Caravan Clubrooms, right in front of where we are at Idlewood on McLeans Island Road. All the usual AGM stuff will be covered. Stuart Penny will email a reminder and meeting notice out to everyone closer to the date.

For your Diary:

Sunday 25th August – Annual Daffodil Rally.

A huge fundraising rally event for the Cancer Society, organised by the VCC. There are 5 different start locations around Christchurch and North Canterbury, all finishing at the VCC grounds in McLeans Island Road in time for lunch. See the notice below for details. Stuart Penny will email out a reminder notice closer to the time.

SPARE PARTS

We had our busiest month ever in May, with a turnover of \$5,478 worth of parts sold, covering 24 separate orders. Just over \$1,000 of this total was for second hand parts. This kept me very busy, and as some of the parts were very large, actually packaging and sending the parts away was sometimes a bit challenging. We only charge the actual cost of postage or freight, so my time to members for packaging is free. Luckily I have a good source of strong cartons which I can cut down to size for most items.

On Matariki Weekend (which will be over by the time you read this) we are having a special working bee to try and complete the parting out of two cars we have in 'Rotton Row' – a very dilapidated 6/80 and an 15/50 which is an abandoned restoration project after the owner realised it was well beyond him and would never gain certification for all of the body repairs that had already been half-finished. It supposedly has a reconditioned engine which hopefully someone can make use of one day.

Just another reminder too, that the best and preferred way to order parts is by email, using the spares email address wolseley.spares.nz@gmail.com Please include your full postal address including the post code, and your phone number in the email. I am usually (but not always) at the parts shed on Wednesday and Saturday mornings, so will collect parts then if we have them, and try to package them up and send them out as soon as possible after that. If there is a chance that the parts that you need (particularly second-hand parts) can be supplied easier from the North Island spares shed near Palmerson North, then I will pass your enquiry on to Michael Kruse and Ivan McCutcheon to look after.

Please note that there is no cell phone reception at our parts shed, so there's no point calling or even texting me on a Wednesday or Saturday morning thinking that I can deal with an enquiry while I'm at the parts shed – I will probably be there but just won't get your call.

COLIN'S RAMBLINGS

Just thought I'd write a few paragraphs to keep in touch and continue my ongoing diary of Wolseley woes and adventures.....

Things have quietened down somewhat now that the winter seems to be setting in – hard to believe it's only a few days to the shortest day as I write this. Despite the cold, there has still been the odd occasion to get a car out and give it a run. Last week we had our monthly veteran coffee morning catch up at Kirwee, 18km from home. It had rained during the night and it was still drizzling when I got up, but the weather forecast said it would clear, so I decided to wait right up until 8.45 before I made a decision whether to take one of the veterans there or just go in the modern. By then it looked promising so I got the two-cylinder (1909) car ready, and by 9.15 it looked like the drizzle was over so off I went. A good run there and back, and it turned out I was the only one silly enough to give it a go. It was cold, but I was prepared for it with lots of layers on. Once I left home I was in top gear by the end of the street, and I got the rest of the way there without having to change down again. Coming home it was the same, although there is a compulsory stop on the Old West Coast road that I need to turn right on, so there were two excursions through the gearbox on that trip! It's great having both veteran cars sorted to the point where I know they will start easily even when stone cold, and then will comfortably do a good distance reliably (I hope I won't regret saying that!!).

Work continues on the 1919 Wolseley 16/20, taking care to leave the originality intact as I go. I've now finished cleaning and polishing all of the nickel plating on the lights – each one taking the best part of a day to complete (and there were 5 to do). Still a bit more polishing to do on the paintwork, but hopefully another week or so and that will be done, and then it's onto the wheels. The plan is to carefully degrease and then lightly clean and waterblast them without removing the tyres, and then re-spray them probably in black. They were originally cream in colour, but repainted black when the car was repainted in its original green colour back in the 1950s. I might do the first one in the cream colour and see how it looks, but if it's a bit too much “out there” they might have to stay black a bit longer. Once it's up on axle stands and the rear wheels are off, I'll also fix the oil leak coming from the diff pinion seal – hopefully I'll be able to fit a modern seal to sort it out.

Another round of WoF's is now underway, and first one in to be done was Matthew's Wolseley 1100. A good check before I took it in revealed no issues but I did notice it was running rather rich so I re-set the mixture on one of the carbs and then re-balanced them, which did improve things a bit. In it went for a WoF, and then it was



Matthew Hey's 1100 and Chris McLeay's 1300 at Idlewood recently

swapped out for Matthew's Hornet (Mini) for its turn. Another good check over, and once again nothing to do except replace a blown rear number plate bulb. Before the last WoF I'd replaced both the front CV boots and the front wheel bearings on one side and the rear ones on the other side, so I knew it should be OK, but even though it passed the WoF without a problem, it would benefit from a wheel alignment, and would probably also benefit from some new lower suspension bushes before that's done. Next up was the Wolseley Six, and it was all good too, although I did find a bit of play in the left-front tie rod end so I got a new one from the spares shed and replaced that before it too had a trip into town to the garage for a WoF too. It has been a couple of years since it had had a good polish, so it got a going over with Autoglym resin polish before I took it, which really smartened the whole car up. I was thinking that I should probably be as enthusiastic about cleaning the shower and bathroom as I am about polishing the car, but somehow it's just not the same!!!!

Over King's Birthday weekend Jenny and I took part in the VCC Irishman's Run, but doing backup duties again in our Ford Ranger rather than taking part in the event in a vintage car. What a great weekend it was.

Friday was a trip up into North Canterbury, winding our way up through mostly gravel roads and a few farm paddocks as far north as the Lake Sumner Road, and then returning through the Pyramid Valley, McDonald Downs Station and then back to Rangiora after crossing over the foothills through Ashley Forest and Loburn. There were a number of breakdowns to attend to, but we got a couple of cars going again with spare parts I'd taken with us (a coil, condenser and an electric fuel pump found new homes), and nobody was left stranded in the middle of nowhere where the car couldn't be easily retrieved later. We towed

a Model A Ford that had stripped a timing gear about 10km to the lunch stop, but the owner was offered a replacement gear that someone had with them, and another person just happened to be carrying the special tool required for the job and it was replaced in an hour and a half on the side of the road by a fellow Model A expert at lunch time. The car started first pop, and gave no further trouble during the whole weekend.

Saturday's run started just out of Sheffield at dawn, and then headed south through Rakaia Gorge and the inland highway 72 to the Rangitata River, diverting down a number of side roads to stay on gravel and cross the occasional ford on the way. A howling NW wind with horizontal rain greeted everyone along this leg, but by the time we'd reached the Rangitata it had cleared up in time for a stunning one hour drive into Mesopotamia Station (west of Peel Forest) on a damp-to-wet gravel road. Once we got to the station we were well and truly at the back of the convoy, so we immediately turned back to go to the ford over the Orari River near Peel Forest to be ready to help anyone getting stuck in the river there. About a dozen cars did get stuck, so the tow-rope and 4WD came in useful extracting them from the river. It was easy to pick those who were experienced Irishman's veterans and knew a thing or two about which line to take and how to keep water out of the engine bay. We then carried on through some back roads, to emerge on the Geraldine to Fairlie highway where we stayed on the seal to arrive in Fairlie about 6pm.

The next day we were up early again, meeting outside the pub in the main street of Fairlie at 8.30am, The main street and side roads were lined with dirty vintage cars, resembling a scene from the late 1930's. The plan for the day was to motor to Burkes Pass through the Rollesby Valley (gravel) road, then on to Irishman's station after Tekapo to arrive by about 10.30 am. The station owners had kindly granted access to the station for the day, including a look through their museum (which has two of the original Hamilton designed jet boats on display), and then after a quick lunch, to the access roads (or more correctly 'tracks') right through the middle of the station. We were so lucky the weather was perfect for the day, as if it had of been raining most of the cars would have needed chains to get through the paddocks. There were some very rough parts with steep (luckily mostly downhill) grades, and a couple of decent streams to cross as well. On



Irishmans on the Saturday Morning start in Fairlie

one of the stream crossings a 1920's Sunbeam had a major hole punched into the sump, but one resourceful participant had taken a tube of "Kneadit" with him, and once the hole was cleaned up he managed to patch it up. The sump was re-filled with oil and the car got back to Fairlie and then the next day returned to home in Rangiora (believe it or not without any oil leaks!). The farm tracks eventually joined onto the Tekapo canal road about 5km from SH8, and from there we motored back to the entrance to the station, and then back to Fairlie on the highway. The last part of the afternoon was spent at Strathconan Station just east of Fairlie where a grasskhana was held. We only encountered a couple of breakdowns on this day, and the owners were able to sort themselves out. The day was finished off with a prize-giving and supper in the Fairlie community centre, where some very funny stories were told about the early Irishman's Rally days, and some of the more interesting 'happenings' from this year's event were recounted.

The next day we returned home mostly by ourselves, stopping briefly in Methven so I could visit a motel where we plan to run a veteran rally from next February. Jenny did mention to me that she enjoyed the weekend very much, but if she was going to do Irishman's again, it would have to be in a "real" car. I'm not sure about that!

CHRISTCHURCH BRANCH NEWS

It's been pretty quiet at Idlewood now that we're in the grips of winter, but our Wednesday and Saturday regulars have still been keen to turn up and keep the place in order (that is when they are not overseas on holiday or not well). The bonus for them is that there are a great deal fewer pine needles falling out of the surrounding pin trees at this time of the year.

As you will see below in the coming events section, we are planning an extra working bee on Matariki Day (Friday 28th June) to get busy on two of the cars we have in 'rotten row', so that will help tidy up the rear part of the grounds and add a few more second-hand parts to the stock kept indoors. If you own a 6/80 or a 15/50 and there is anything you need of second-hand parts, please get in touch and we can make sure (provided they are still on the car) we put them aside for you as we dismantle them.

This month we had a very good outing to visit Upper Classics, a long-established car restoration business in Christchurch. About a dozen people turned up on a cold night, and we were shown around their workshops – all compartmentalised (good scrabble word!) on the ground floor of a commercial complex in Middleton. They have about 15 serious projects on the go, all in various stages, so it was a great opportunity to appreciate the workmanship that has gone into them all – right from wooden body framing construction through to a fully assembled and painted car almost ready to leave the premises. There were lots of questions from us all, many about the compliance

regime they need to go through for the cars that are for New Zealand customers, where they find their talented tradesmen, and of course how long some of the restorations actually take. The cars that particularly impressed us all were a veteran Flanders almost ready to go back to the customer, and a huge Mk 10 Jaguar that someone has had a go at turning into a convertible until it all got too hard, and they are now finishing. The owner of the business, Terry Cartwright, was very philosophical about the future of restoration work. As he said, they have more than enough to do, but it's getting harder and harder to find good skilled staff, and as they specialise in SS Jaguars, parts are becoming harder and harder even for them to find nowadays. It seems the future at the moment may be more modification type work so owners can continue to enjoy their cars on today's roads as both they and the cars get older. Interestingly, they are also taking on motorcycle restorations, and had 3 in the workshop being worked on when we were there. All up, a very interesting evening.



Newly restored 1912 Flanders at the Upper Classics Visit

BRANCH NEWS and EVENTS - Southern Regional Branch

Hello Wolselites,

On Saturday 18th. May we had a combined Wolseley Austin run to Oamaru, where we had a very enjoyable entertaining lunch in a huge, covered fire heated area and visit to a 'special' garden. BROOKFIELD is an extraordinary ,multi-faceted, whimsical place. The property dates from 1880,s and is cat. 2 Heritage NZ listed owned by JJ, Jennifer Rendell. who is in the process of returning its 13 acres to its former glory, with a few interesting twists!!!!!!

PHOTOS Jennifer also has a liking for cars PHOTOS. Porsche, Cadillac, Audi, The weather was drizzle when we left Dunedin but some Austin members returning from their AGM in Nelson had better conditions. Only 3 Wolseleys and 2 Austins made the trip with most of us in moderns. Transport around the gardens was also provided by JJ for those unable to walk distances.

Admission is by donation with all going to the very worthwhile Seeing Eye Dogs.

The day was organized by Lee and Derek Brehaut who then took us to their property to view Derek's car collection. Lee also arranged an Artist and Doll maker for those who didn't wander around Derek's immaculate garage. PHOTO this Wolseley 8 was purchased new by Austin club member Rose Gertson's, nee Pettigrew, father and is in a "complete easily restorable condition" and for sale - interested contact Derek !!!!!

A most enjoyable day culminated with afternoon tea and fare wells from the Brehaut's.

Special thanks to JJ, Lee and Derek from all that attended.

Cheers from the Deep South, George



BROOKFIELD

Reminder... Southern AGM 28th July, 12 noon, Waiholā Tavern



Just Arriving at Brookfield



LUNCH Anyone?



The REAL Lunch



A Pink Cadillac



Mostly Wolseleys



Transport around the gardens.



For Sale Wolseley 8HP



Brehaut's immaculate garage.

FOR SALE

Wolseley 1961 6/99

\$10,000

Harry Sutcliffe

Phone 027 235 9986

thesuttys14@gmail.com

Classic 1955 Wolseley 690

(BMC) 87000 miles not km Poor man's Rolls Royce, commonly used as police cars (black) in the UK Fully restored in 2004 to its glory Well known to the Wolseley Club Personalised plates WOLSLY History of being in one family for most of its life. Original ownership papers Original leather seats, worn but still great. Undersealed New brakes, battery, water pump, plugs, distrib cap, leads, rubbers, carpets, too much to list. Just been fully serviced (incl greased multiple grease nipples) SU carbs overhauled (new springs) and tuned. Electronic ignition installed Classic British racing green Spares incl windscreen Tyres good 4 speed column shift plus reverse Tow bar Indicators converted from side flip flops to front and subtle rear lamps

The car is not perfect (but it's pretty close) and it has a few quirks but it is an excellent representation of that era with practically all the hard work done, just drive and maintain it. It is in amazing condition for its age It needs to go to a loving family, so no hot rodders Car manuals and brochure incl Will have a brand new wof

Reluctant sale, I recently purchased a project car and desperately need the space.



Gary Oakes 021 903 020

\$17000



REGALIA

Many people have their own private collections of regalia on their subject of interest. The New Zealand Wolseley Car Club is no different. Some of the items we have for sale are related just to the New Zealand club, while others have been sourced from England, the home of the Wolseley marque.

From window stickers and grille badges for your cars to lapel pins, coasters, key rings, and fridge magnets.

We can supply you from our own stocks. And now we can add shirts and caps to the mix. We order in lots of eight or more to make the embroidery run efficient and cost-effective. Our order can be a mixture of T-Shirts and Polo shirts or eight or more caps.

Wolseley Caps, Tees and Polo Shirts are made to order and must be an order of 8 garments or 8 caps at any given time.

So place an order now and when the magic number has been reached, we'll do a run and get your new clothing posted out to you as quickly as possible.

Caps are \$20 each, with T-Shirts \$25 and Polo Shirts \$35 all in a very serviceable green.

For any questions or to order any of the regalia or clothing items are shown here, **please contact**

Danny and Sharon O'Malley in Christchurch on 03 32 444 21

or Sharon by phone or text on 021 498 162 or by email to dandsomalley@gmail.com

- Wolseley Car Club Cooler Bag \$55
- Wolseley Car Club Ladies Blouse \$65
- Wolseley Ladies Blouse \$65
- Wolseley Lapel Badge 10.00
- Wolseley Workman Overalls \$95
- Wolseley Number Plate Surrounds \$10
- Wolseley Rego Label Holders
- Wolseley Rego Labels \$5
- Wolseley Embroidered Badge 10.00
- Wolseley Car Club Window Sticker \$5
- Wolseley Car Club I Bought Wisely Sticker \$5
- Wolseley Car Club NZ Cap \$20
- Wolseley Car Club NZ Polo Shirt \$35
- Wolseley Car Club NZ Tee Shirt \$25
- Wolseley Car Club 125 Yrs Sticker \$5
- Wolseley Car Club Red Wolseley Lapel Pin 02 \$8
- Wolseley Car Club Wolseley 680 Lapel Pin 04
- Wolseley Car Club Maroon Wolseley 690 Lapel Pin 01
- Wolseley Car Club Wolseley Lapel Pin 05 \$8
- Wolseley Car Club Wolseley Lapel Pin 06 \$8
- Wolseley Car Club Wolseley Lapel Pin 07 \$8
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- Wolseley Car Club Wolseley Car Club Stickers \$3-\$5
- Wolseley Car Club NZ Beanie Wool blend \$25 Acrylic \$15
- Wolseley Car Club NZ Sweatshirts \$50
- Wolseley Car Club NZ Bucket Hat \$25
- Wolseley Car Club NZ Key Ring \$15



Lapel Badge \$10.00



Sticker \$5.00



Cooler bags \$55



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