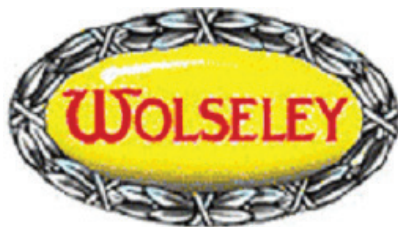


# THE



# WORD

OFFICIAL NEWSLETTER OF THE  
WOLSELEY CAR CLUB NEW ZEALAND INC



**November 2024**



Christchurch Branch Show and Shine

## 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](http://www.wolseleycarclub.co.nz)**

## HOW TO CONTACT US:

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### **Spare Parts Enquiries:**

If unable to be handled by your local Branch, contact: Colin Hey (Jenny)  
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027 6600 203

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***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

Hi Wolseleyites,

This month has flown past fast. First, Raewynn and I had a family Holiday in Surfers Paradise. My son, his partner, and our Kyan my 3-year-old grandson live there. We hired a 5-bedroom B & B and took the rest of the family. Victoria her Partner and Michael & Maddie 31/2-year-old twins and our youngest daughter Kathryn and her Husband John. We had a 8-day holiday full of fun excitement, swimming and looking after our Grand Children. On the Sunday I took my 3 son-laws to the Super Cars 2024 Boost Mobil Gold Coast 500. It was a great day of motor racing, Drifting ( between the races), jet boat racing on the water. The speed of the super cars close up is phenomenal then there is the braking ability. It is amazing how quick they slow down. Also the ability of the suspension when they drive a cross the kerbs to hold up to the punishment.



They also had the vast amount of people going to and home from the Event sorted. You could travel to and from the Race Track using the Tram system FREE by just showing your Super Cars ticket.

While here in New Zealand the North Island Branch organised a run to Turangi. I will leave the write up to Gaye & Derek Dixon later in the magazine.

That is all for this Month Enjoy Christmas and get your Wolseley,s out of the shed and take them for a ride on a Sunny day.

Happy Wolseleying



## THIS MONTH'S VIDEO

The Heinz Soup That Inspired a Classic Car: The Wolseley Hornet

[https://www.youtube.com/watch?v=PQftLO\\_wqM](https://www.youtube.com/watch?v=PQftLO_wqM)

# PRESIDENTS REPORT



Hi Members,

I expect that a lot of you will be pleased winter has pretty much passed as it has been challenging for you in many parts of the country. I know some clubs trying to run rally events etc, the pressure has been on organisers to work around road and ground conditions and in some instances road closures. I know of one generally large car show down this way had to be cancelled because of ground conditions. This is challenging for those often small towns who gear up for these events, sponsors, accommodation, food places etc. These organising committees and or clubs are usually using these events to raise funds for local services, amenities etc who in the end miss out as well. Many of you will have been in this situation in the past and will know what I'm talking about.



This coming weekend (29-30 Nov 1 Dec) The Lawrence Car Club has our Rev Rock & Hop event, weather looks okay at this stage. I'm Chair of the club and we are expecting good numbers because of other events that have been cancelled. The main recipient of this year's funds are going to "Tuapeka Community Health" with funds also going to other essential services. Our Health centre was the very first Rural Health Centre in the country and was duplicated throughout the country. A new act was passed through parliament enabling this to happen. In those days, mid 1990s it was called "Lawrence community Trust". In 1999 Maggie Barry did the 24 hour Make over garden show here reshaping the gardens as they are still today. I was very much part of that event.

Lastly, yesterday 24th Nov I went to the Hospice car show in Dunedin. It was a nice sunny day which brought out over 300 cars with only one Wolseley (mine) in attendance.

I wish you all a great Christmas and enjoy the time with who you are with.

Merry Christmas,

Gordon Duthie



## LAWRENCE CAR CLUB

INVITES YOU ALL  
TO THEIR

# REV, ROCK & HOP

WHEN: 29th, 30th November & 1st December 2024

WHERE: Gymkhana Grounds, Wetherstons Rd, Lawrence

TIME: Friday 29th from 1.30pm Campers Registration  
Saturday 30th: Gates open at 9.00am

*\*All day food & drink stalls \* Craft Stalls \* Music  
\*Classic & Vintage Cars on show \* Bike Displays \* Trucks & Japanese  
Cars  
\*Burnout Competition \* Chocolate Wheel  
(Sliding Designs)*

Please Note: No Pre Booking Cash Payments Please

Car, Motorbike etc. Show	\$20.00 per car/bike	Passengers a donation
Walk In Public	\$10.00 per head per day	15 & Under Free
Caravans, Campers, Tents	\$20.00 per person/per night	(No Powered Sites)
Foodies & Stall Holders	\$20.00 per day	
Burnout Competition Entry	\$60.00 per car	<b>ENTRIES CLOSED</b>
Burnout Spectators Sunday	\$20.00 per car,	Passengers a donation.

ENQUIRIES: Ph: 027 431 0039

**All proceeds to the Tuapeka Community Health**  
Donations also going to Local Emergency Services

*Deadline for next Wolseley Word*

**29th January 2025**



## Branch News and Events Southern

MERRY CHRISTMAS EVERYONE from the Southern Branch.

We had an excellent Auto Spectacular event joined as always by the CHCH Hey family - including their relations the newly married Mannequin couple { fully report as supplied in last WORD by Gary Mannequin}. Good work Gary and we all wish you and your new bride well for the future - maybe even some little Dummies running around!!!! We are due to have our Christmas BBQ Saturday 7th. December although numbers will be down on last year - seems to be a busy time of year.

A run down south to Balclutha early next year , still in planning stages.

That's all folks.

Take care and have a MERRY AND SAFE CHRISTMAS.

Cheers George

### MY SATNAV - By Pam Ayre

I have a little Satnav, it sits there in my car  
A Satnav is a driver's friend, it tells you where you are.

I have a little Satnav,  
I've had it all my life  
It's better than the normal ones, my Satnav is my wife.

It gives me full instructions, especially how to drive,  
"It's sixty k's an hour", it says, "You're doing sixty five"  
It tells me when to stop and start, and when to use the brake  
And tells me that it's never ever safe to overtake

It tells me when a light is red, and when it goes to green  
It seems to know instinctively just when to intervene.  
It lists the vehicles just in front, and all those to the rear  
And taking this into account, it specifies my gear

I'm sure no other driver has so helpful a device  
For when we leave and lock the car, it still gives its advice  
It fills me up with counselling, each journey's pretty fraught  
So why don't I exchange it, and get a quieter sort?

Ah well, you see, it cleans the house, makes sure I'm properly fed  
It washes all my shirts and things, and keeps me warm in bed!  
Despite all these advantages, and my tendency to scoff  
I only wish that now and then, I could turn the bugger off.

### The Wolseley Calm Before the Storm Rally - Turangi weekend away.

All agreed what a great weekend away, below is a write up of the weekend events so we all hope you enjoy the read and all said we need to do it again in the future.



Early in November (1st 2nd and 3rd) found 14 Wolseley Car Club

members gather at the bottom of Lake Taupo at Turangi, the accommodation was at Creel Lodge, a lovely hide away surrounded by well-kept gardens and trees, the units were scattered around the grounds, some 1 bedroom and some 2 bedrooms and all with kitchens and bathrooms, and many BBQ's were also scattered around the property, a group decide to go for a walk following the river at the back gate to a swing bridge a short walk away and came back with stories of trout being caught.

After that it was time to gather and use a covered area and 2 log style tables and seats which was perfect for our group and enabled us to all chat and eat together, food was organised that everyone brings their own meat (or go across to the supermarket and buy) and a salad or desert to share and the club would supply nibbles. As per usual there was a lot of food over so Saturday's lunch was leftovers. After breakfast it was organised for us to all meet in the street in our cars and head off to a trout hatchery farm that Kevin McKnight suggested we visit. So after parking the cars and a short walk we arrived and paid a small fee so we could enter a museum and check out the tanks with new born fish and go for walks in the grounds following paths and reading signs along the way describing the trees, fish in the huge pond and also which path to take- (a long walk or short one) then it was time to get in the cars and go for a sightseeing drive to the top of a hill to take photos of Lake Taupo in the distance with all the cars lined up in front of the view, from then it was down the hill, and back for lunch back at the units, Some went to Taupo for shopping and the rest then went for a hot water swim about 8 kms away.



Annette had arranged with the RSA for their courtesy van to pick us up from Creel Lodge and take us to dinner. They had to make 3 trips, the meal was nice as far as we were concerned and then the van took us back to Creel Lodge. This worked out well as their driver stopped at 3 units so people didn't get wet as it had started to rain.

Sunday saw us gather at the BBQ tables for the goodbyes and a last photo, the Dixon's had breakfast at

the little shop on the Lodge's property before going to the shopping centre and the information centre to gather information in case the club wanted to use Creel Lodge in the future to stay in and have an AGM across the road at the shopping centre in a hall that is available.

Then it was time to head home, we enjoyed the whole weekend and the camaraderie and would love to do it again sometime.

Gaye and Derek Dixon

## **The Turangi Rally – The Calm Before the Storm**

Derek and Gaye Dixon submitted a proposal at the AGM in July for a rally at Creel Lodge Turangi, and what a fabulous place it was! Fourteen lucky Wolseley Car Club members arrived at the location on Friday afternoon, and were delighted with the accommodation and surrounds. Beautiful gardens filled with birdlife enclosed the sumptuous individual lodges, each unit equipped with verandahs and handy barbecues.

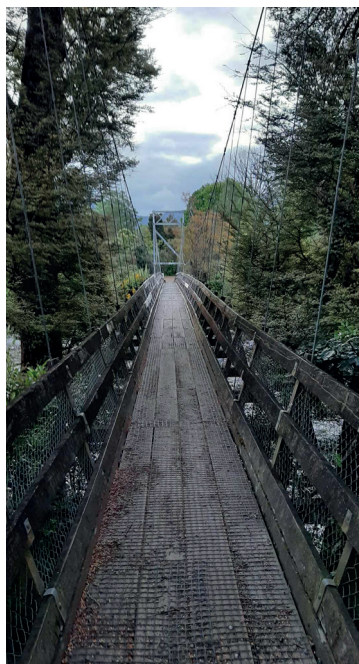
The rally began with Happy Hour, and after some conviviality the barbecue was fired up and we shared a delicious meal. The open air eating area was a great social meeting place, with one member producing parts he had no idea of, and other members contacting specialists by phone to help solve the problems. It was later commented that he should have brought the whole engine, placed it on the table, and everybody could have rebuilt it in a night. The next morning after a shared breakfast, some members headed off to Taupo to explore, others travelled to Tongariro trout centre. The theme of the rally was "Relax", so members did as they wished. After the trout centre, where we saw huge, metre plus trout and a museum and walked the beautiful natural surrounds, we travelled to Saddleback Lookout for a great view of the Lake Taupo.

Then it was back to the Lodge for lunch, and the cooks needed to confer.

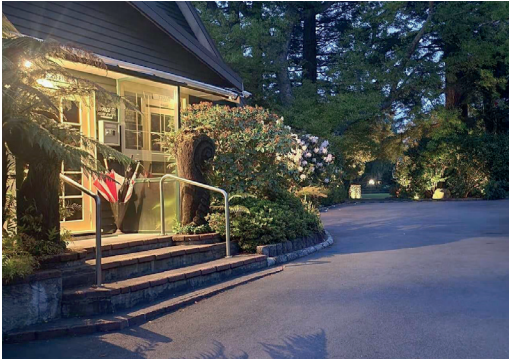
After lunch some hardy souls travelled to the hot pools for a very hot dip, then back to Creel Lodge for a walk along the banks of the mighty Tangariro River to the bridge. Then off we travelled in courtesy buses to the Turangi RSA where we partook of raffles, beverages and dinner, before we were escorted home to our units.

Next morning it was breakfast at the barbecue and the general consensus was that Creel Lodge was a wonderful location, and would be highly recommended as a venue for future occasions.

Thank you to Derek and Gaye for organising the accommodation for this rally. It really was a great place to unwind and get ready for Christmas.









## BRANCH NEWS and EVENTS - Christchurch

Greetings from Christchurch

Another month has been, and almost gone.

The time of year is becoming hectic and difficult for our members to commit to the Club's planned events.

At this month's Working Bee / Committee Meeting it became divided with what we could make possible in terms of forthcoming events. There were offers and opportunities for new events and opportunities, but the executive were mindful of people's commitments that were being voiced, and decided to shelve these events for a future date.

We've had some miserable weather which seems like winter and we grave for warmer months to crank up our Wobbly Wolsleys, then when we do get to the time of year when it is conducive to make it happen, we can't always bring it together.

The monthly VCC Old Cars Bikes and Coffee was as usual a really good event as it always is if the weather plays its part, and those that attended would not have been disappointed.

The turnout of different cars that always keep turning up is amazing.

Then on Sunday 24th November we had a Show and Shine event for members at Idlewood.

This event clashed unfortunately with the Ruapuna Classic Motor Racing, and the Selwyn Motor Fest at Rolleston. The afternoon at Idlewood was made very enjoyable with perfect weather and with the inclusion of Sue and Murray Bethell who came to join us from Ruby Bay, and Graeme and Ann Francis who motored up from Ashburton in the black 6/90, (formally our devoted club member, the late Alan Francis's pride and joy. With these two couples making the effort to join us it made the day very enjoyable and worthwhile. It was great seeing Alan's car once again at Idlewood. After judging based on the presentation of the vehicles assembled, prizes in the various categories were presented by our President/chairperson Marilyn Wayne.

The final official Club Event for 2024 is the Working Bee/Committee meeting on Saturday

14th December at Idlewood. This is the traditional Xmas BBQ, and we welcome all our members ,associates, and their families to attend.

The Christchurch Branch members would like to extend season greetings and best wishes to all members of the "WOLSELEY" fraternity from top of the country to the very bottom.

MERRY XMAS

Stuart



## Origin of the Siddeley 1905 Motor

This is the 3rd article on the restoration of a 1905 Siddeley 4cyl car. The two earlier articles were on setting out the “Siddeley project” and next article, the initial progress on the multiple sub-projects; but, the motor being somewhat unique is given an airing in this update.

In 1903, Vickers formed an alliance with John Davenport Siddeley (later, Lord Kenilworth), who had designed a car with a vertical engine based on imported French models. A deal was reached where Vickers undertook to make the entire Siddeley cars, which were constructed in a new factory at Crayford, Kent, which opened in late 1903 or early 1904. Europe at that time had shifted to the vertical cylinder block, with the Mercedes Daimler being the most acclaimed (maybe). But where did this design come from. But first Mr J D Siddeley.

Looking at Wikipedia, “J D Siddeley did night classes in draughting and in 1892, was hired as a draughtsman by the Humber Cycle Company. He left (poached from) Humber and was hired as Dunlop’s Belfast sales manager. In 1900 as managing director of Dunlop’s Midlands subsidiary Clipper Tyre Company he gained prominence in the motor industry by driving a 6 hp Daimler car through England’s Thousand Miles Trial with marked success.[1] [2] This followed cycling from Land’s End to John o’ Groats to publicise the new pneumatic tyre.[3]”

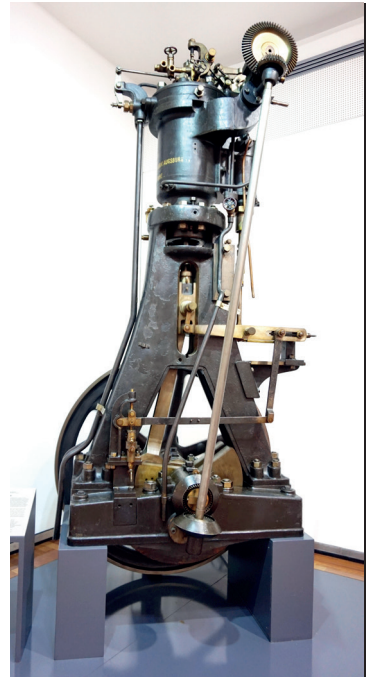
Now that project engine: the 1904/5 engine can be described as 4 cylinders, overhead variable inlet and side exhaust valve of initially 3.2 litres and then upped to 3.825 litre capacity. The lubrication was from a scuttle mounted box with 6 ports which fed down to the mains and scoop oil baths for the big ends. But more on this after the break.

Some more history from Wikipedia. “The 1894, a prototype Diesel engine used overhead poppet valves actuated by a camshaft, pushrods and rocker arms,[3][4] therefore becoming the first OHV engines.

In 1896, U.S. patent 563,140 was taken out by William F. Davis for an OHV engine with liquid coolant used to cool the cylinder head,[5][6] but no working model was built.

In 1904, the world’s first production OHV engine was released in the Buick Model B. The engine was a 2 cylinder flat-twin design with two valves per cylinder. The Model B (of 1904) engine drew 21 bhp (15.4 kW) of power at 1230 rpm from 2606 cc. The chain-driven, front-engine, rear-wheel drive vehicle had a planetary gearbox with two gears for gear selection.”

So, did Siddeley design the engine? It’s possible, as he was a trained draughtsman, he had quite an amount of involvement in cars at a senior/in-depth level (manager of a Dunlop tyre company subsidiary), e.g. driving a car for 1019 miles around the lower United



Diesel Engine (single cylinder) with overhead valves circa 1894.



Sales brochure for first overhead valve on production car (so America says)

Kingdom, and aware of patents and could access the patent offices. Let's give him the benefit of the doubt – and/or maybe he had a little help from some friends.

Now back to description of the motor: feedback from the engine reconditioner (Murray), is that it's certainly and interesting and well-designed motor. Here is a RHS view of the motor as delivered as part of the project.

In describing the engine, it has that exposed valve gear on the top LHS, which the inlet has a variable control (and would work like a throttle). In the below picture there is a wooden peg (RHS) in place of the Valve Lift Adjuster; Copying the LHS adjuster Murray tracked down the thread and it's a "triple start, 2 1/4" square thread" (and no wonder there was the round peg substituting)!

The exhaust is a "side" valve from the block. The inlet valves have double seats to improve the incoming and maximisation of the airflow says Murray.

Continuing the engine description; the 4 cylinders are topped by detachable heads and in this engine's case, one had cracks in said head and could be easily repaired. These heads are water cooled and part of the circulation system. The detachable sump has oil "ponds" where oil is scooped up by the big ends to keep them lubricated. The mains are lubricated by the oiler box outlets running down to the main bearings. See photo below.

There are a multitude of gears to drive the magneto and water pump and while some came with the project, the water pump drive gears are being cut by Bettany gears in Paraparaumu. A newly minted water pump also came project-wise but has a secret way of working as it does not have the usual style of impellor inside.

There are many copper pipes (on the outside) to support the reticulation of oil and water within the engine. There are so many and while I have a photo of a later engine (1907) that lives in Holland, I haven't been able to work out all the routes and connections. Murray has undertaken to do the pipping as he will be able to know what connects what with what.

There is an Oiler box on the scuttle with 6 outlets and the one inlet. That 7th port on the oiler box is believed to be the inlet carrying oil up from



Note the exposed valve gear on the top LHS of motor.



Overhead inlet variable controlled valve block, one of 2.



Those interesting double seats and inlet valves.



the sump when the motor is running. The little pump on the RHS is likely to be the hand priming pump used before starting the car. Out of sight on the other side of the scuttle is a chain coming up from the rear end of the camshaft to the box, which we believe, drives a lift pump inside to bring the oil up from the sump. Murray will be looking into this as well.



The oiler with 6 outlet and 1 inlet ports

The forgoing material does, to me, illustrate how advanced the engine was for 1903-04 when it was designed, and prototype(s) built by Vickers for Mr

JD Siddeley. My engine has several material differences to the Holland 1907 car, and we conclude that my motor was an earlier build version. We have 1906 (and 1907) dated Wolseley brochure showing the 18HP availability and it's the later build engine.

In related areas, the flywheel is very robust weighing 35-40 kgs and drives a 26.5 cm male cone clutch. Compared to other vehicles of its cc size, with cone clutches - it's quite small. In another article I will document the building/manufacturing of the connection between the motor and the gearbox as it was a significant challenge,

Till next time, Vaughan Cooper

## 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, SIX, 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



**FOR SALE**

## **1955 4/44**

The car was imported brand new to NZ in 1955 (25/3/1955 ) from England, by my father. The car was used as far as I know privately-family use. I bought it from my Dad on 25/7/68. It was used for family use, until it was put on the restoration register 1996.

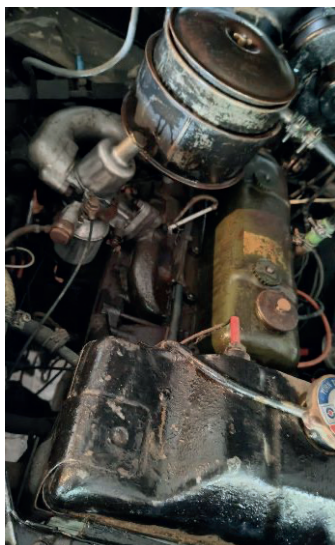
It has been in dry storage and on the Plates Restoration Register as above date (approx). It still turns over with crank handle. It is in our garage on blocks tyres off the ground.

The car is located in Auckland

Price, Negotiable.

**Carole & Rato Brajkovich. Rato Mob 027 4929 795**

**Email [rato.carolebrajkovich@xtra.co.nz](mailto:rato.carolebrajkovich@xtra.co.nz)**



## COLIN'S RAMBLINGS

It's this time of year that the Veteran car motoring season gets underway again, and already we've had the VCC Canterbury Branch Annual Veteran Rally, and a couple of days before that we put on a display at the annual Hororata Highland Games.

Jenny and I attended the Highland Games display in the 1909 Wolseley-Siddeley. The Games never disappoint – there is so much to see going on around the huge grounds that it's impossible to get bored, and it's all interesting and enjoyable to watch. This year there was a huge crowd of 10,000 people there on a near-perfect day. As in past years we met at the war memorial just north of the township at 10.00am, and we all watched in awe as one of the VCC couple's arrived in a huge Scania transport truck with their McLaren traction engine and their little 1908 De Dion on the back, and then unloaded them. Danny and Sharon O'Malley also arrived in a recently purchased 1928 Chevrolet Tourer which had just been put back on the road after sitting idle for many years. They drove it all the way from Leeston and back with absolutely no issues.

Soon our escort vehicle arrived from the Games to lead us down the road and into the showgrounds where all the action was getting underway. We had 18 cars – 10 of them veterans and the rest vintage – all nicely presented and a couple even dressed with a bit of Scottish regalia. We were parked in the grounds beside two traction engines in full steam just ticking over almost silently (one of them the McLaren mentioned above) which made up a display covering the history of the Coleridge power station. The games, Scottish dancing and highland band competitions provided ongoing entertainment all day. All considered, an excellent day out enjoyed by us all. Hopefully we'll be invited back again next year.

Our Annual Veteran Rally was held on Tuesday 12th November, starting at the VCC clubrooms. Ten cars had entered, and I took our 1912 Wolseley 12/16 to this outing. We drove out to our regular veteran coffee venue







at Kirwee before moving around the corner to the domain to enjoy a picnic lunch there in the shade of the trees. We then continued on to visit the impressive new workshop of Motorsport Solutions in Aylesbury. This is owned and managed by John Crawford, and he gave us an excellent tour of the facility, finished off with a look through his own aeroplane and helicopter repair hanger on the property. His core business is the repair and preparation of race cars, including a lot of high-tech machining and fabrication work – a very interesting place to visit. From there we dispersed, either back to Cutler Park via Rolleston and West Melton or just returned home. Another very good day out.

Talking of race cars, the race season is now also well underway, and the first meeting I attended with the Wolseley 1500 race car was the Wigram Revival meeting on 22nd to 24th November. It was a big weekend – 2 practice sessions on the Friday, qualifying and 1 race on Saturday, and then 3 races on Sunday. During the meeting there was a huge rate of attrition in the VCC group – we started with 18 cars and only 9 were still running (including me) in the last race. Three retirees had blown engines, 2 had broken clutches, 2 had brake problems, one a broken diff, and one had a most unfortunate meeting with the barriers – luckily the driver was OK!

From the beginning of 2024, if racing in the VCC class we’ve had to change tyres to either a standard road tyre, or for the larger sports cars or open-wheelers Avon racing tyres can be used. I’ve opted for the hugely cheaper road tyres, and I’ve finally got the car set up to handle the way I want it to be, and I’m enjoying it so much more. In the VCC class I’m now running about mid-field which suits me perfectly.

A lot of my other time for the month has been spent at home doing quite a bit of the admin work for VCC events, keeping the garden in order, getting WoFs, with the majority of time in the shed spent tidying up some paintwork on the race car. I also finally (I hope) tracked down a problem that has been plaguing the Wolseley Hornet Special for most of the time we’ve owned it, causing an intermittent and serious lack of power. I’d had the carburettors apart, changed the coil, condenser, and spark plugs, checked the fuel pump, had the distributor apart (twice), and thinking it could have been a fuel vapourisation problem I had put heat shielding

over the fuel line in the engine compartment and around the exhaust manifolds. Nothing seemed to make any real difference. A few weeks ago I took it for a warrant – it went really well on the run into town, but driving home it was horrible, so time for a deeper look. I had noticed when it was down on power it was as if it was very occasionally backfiring inside the exhaust system, and when I thought about that, I concluded that the only other thing it could possibly be was a valve problem. A compression test showed no issues, with 115 to 120 psi in all six cylinders, so I then wondered if it was perhaps a sticky valve. I put a couple of litres of leaded racing fuel and a bit of upper cylinder lubricant in the tank - that made it go better, but the occasional lack of power problem persisted still.

The engine on the Hornet Special is overhead cam, and the recommended valve setting is only 3 thousands of an inch, which is achieved by loosening a concentric bush on a shaft running under the camshaft and rotating it to get the right clearance between the cam and the cam follower. I had re-set the followers a couple of years ago and it took a couple of hours to do it, but this time I carefully inspected each individual follower and concentric bush as I did it. One follower right on the end of the lower shaft had a spring to keep the follower aligned with the valve, and I just happened to notice that the spring had rotated so the end of the spring was on the wrong side of its retaining plate thus not providing full tension against the follower. It probably shouldn't have made a great difference, but with only 3 thousands of an inch clearance, as soon as the follower moved slightly out of alignment, there was no clearance at all. I then noticed that there were at least two other followers with the same problem, such that if the follower moved ever so slightly sideways, clearance was lost. I then decided to carefully readjust all the clearances to 6 thousands to ensure that there would always be clearance, and see what happened. I put everything back together again, running the engine without the cam cover first to check oil was getting to every follower, and it was. With the cam cover back on, the engine sounded very different – no tappet noise to speak of, but the exhaust note was more even than before and sounded much sharper. Time for a test drive, and wow, it was a completely different car! It was a sunny Sunday afternoon, and I took it up one of our local back-roads, went about 5km without any loss of power, and then did a u-turn to go back home. And then I thought, damn it – I'm going to go for a LONG test-drive! So I turned around again and went all the way out to Darfield, filled the tank up, and then went to see a mate of mine who I knew would be working on his Model T Ford, and had a cuppa with him. I then drove down to Rolleston to see another veteran car club member, and he was busy working on his car too. I had a quick yarn with him, and then went home. I'd covered about 40 miles and the Hornet ran perfectly – no loss of power, happy to cruise at 80km/hr with a bit left in reserve (remember it is a small 1933 sports car with only a 1250 cc engine!), and it didn't miss a beat. I've fallen back in love with it!

As I write, this coming weekend Jenny and I are heading down to Clyde in Central Otago to take part in the Pioneer Motoring Group "One and Two-cylinder Rally" with the 1909 car around the Clyde and Alexandra area. The Group is not a club, but rather an email contact group, and the Clyde event is pretty much the only run it organises. This is now about the 5th time we've done the event. It's always the same route visiting the same places, but we absolutely love going there. Great country, with the odd hill to challenge us, and a very social weekend with like-minded enthusiasts from all over the South Island. Colin & Judy Winter will be there with 'Grandma' the 1900 Wolseley, and it will be good to catch up with them again. I guess before we know it we'll all be at the 2025 Dunedin to Brighton Run together again, followed soon after by the National Veteran Rally in Blenheim. It's going to be a busy season!

Have a good Christmas and New Year everyone, and stay safe on the roads.

Colin Hey



**FOR SALE**

## **6/110 MK2**

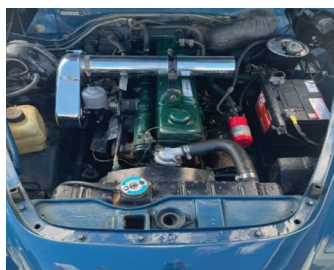
**Great condition, drives great on the highway.**

**3 speed with overdrive.**

**WOF and reg up to date. Location Mosgeil.**

**Price \$12,000, open to all reasonable offers.**

**Contact 022 397 4505**





## 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 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 look on the website <https://www.wolseleycarclub.co.nz/>

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

**Sharon by phone or text on 021 498 162 or by email to [dandsomalley@gmail.com](mailto:dandsomalley@gmail.com)**

Wolseley Car Club Cooler Bag .....	\$55
Wolseley Car Club Ladies Blouse .....	\$65
Wolseley Ladies Blouse .....	\$65
Wolseley Lapel Badge .....	\$10
Wolseley Workman Overalls .....	\$95
Wolseley Number Plate Surrounds .....	\$10
Wolseley Embroidered Badge .....	\$10
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
Wolseley Car Club Wolseley Lapel Pin 09 .....	\$8
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





## ON YOUR BIKE O'MALLEY

This is an added contribution to the Gary and Sonya Mannequin account and theme story that was so brilliantly compiled by our Lord Wolseley (Colin Hey). It told the story of Jenny and Colin's Wedding dating back some 44 years. This was a wonderful read that featured in last month's "WOLSELEY" Word. This storyline was the start of our very, larger than life Club Member Danny O'Malley, setting about to overcome a problem he was faced with. To give you some background, our National 'WOLSELEY' Regalia promoters (Sharon and Danny) live in a rural location outside of Christchurch along with 51 "AMAZING" Classic and Collector cars. Well this is not quite correct, there is a fire engine thrown into this mix as well.

This incredible collection houses three "WOLSELEY'S" one being possibly the absolute best remaining, and totally original NZ Police "WOLSELEY" 6/90 in the world. It is complete with the period decals radio, siren, lights etc just as it was in the day. It originally was a chauffeur driven car for the Police Superintendent in Dunedin. Also he has the "WOLSELEY" 1300 car that was used in the movie "No petrol, No Diesel" and more recently used in the film, still to be released "Sister Josephine". Getting back to the story line. Danny, when scrolling the Trade Me site, discovered for Auction a totally original Honda CB 500 (4) Police motor bike. He thought how appropriate , I could display the two vehicles together and they could complement each other which would reflect on the law enforcement era prior to the merger of the former MOT with the NZ Police. Accordingly he won the auction and as the bike was in Hanmer Springs and Danny had purchased it sight unseen. He arranged for it to be delivered as part of the purchase agreement to his property as he hadn't ridden a motor bike for many years, and considering the distance involved, thought this as a safer option. The very nice man selling the bike duly delivered it which was totally up to his expectation in terms of condition and originality. Then once the very first opportunity arose to ride the bike, the "BIG" problem became evident. - - He couldn't get his leg over to mount the beast. (motorcyclist's term) All sorts of interpretations of this dilemma can be concluded , some very rude, but this is the real situation he still faces. Not to be outdone, and in reading Colins account of finding Gary a wife in the form of a mannequin, our very colourful Danny considered obtaining, and duly purchased, a mannequin from the same source. Danny's collection of memorabilia is vast and he had some police clothing and duly and has set about dressing it up as a Law enforcement Officer in the decade we refer. What can be seen from the attached photo, is a half dressed mannequin standing beside the bike which is just another of Danny's latest acquisitions. Not to be outdone, and to alleviate his disappointment in not feeling the wind blowing up his *nostrils*, he has now purchased a brand new Royal Enfield 350 motor bike so that he "CAN" get his leg over, to ride and enjoy. Stuart Penny



# THE WORD

OFFICIAL NEWSLETTER OF THE  
WOLSELEY CAR CLUB NEW ZEALAND INC

If unclaimed, please return to:

The National Secretary

Michael Kruse

297 Huatoki Street

New Plymouth 4310