

THE



WORD

OFFICIAL NEWSLETTER OF THE  
WOLSELEY CAR CLUB NEW ZEALAND INC



JULY - AUGUST 2012



Stuart and Noeline Milne (right) collectively were awarded the Bert Govan Trophy for the most enthusiastic member, Southland Branch at the Branch AGM.

## OUR CLUB OBJECTIVES:

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

Club website: [www.wolseleyclubnz.co.nz](http://www.wolseleyclubnz.co.nz)

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### National Spare Parts Enquiries:

If unable to be handled by your local Branch, contact: Ray Willoughby (Wendy)  
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**Lindsay Patterson.**

## EDITOR'S STUFF

In last month's newsletter I mentioned that Matthew was struggling a bit to find the cause of a pretty significant loss of power in his 1100. He was almost certain that the problem was ignition-related, and had swapped over various parts from the Hornet trying to identify exactly what was causing the problem. In the end, the problem persisted. We set aside a couple of hours one Sunday afternoon a couple of weeks ago to investigate. I drove the 1100 myself, and he was right, it certainly felt really sluggish,



even to the extent that it would cough and splutter a bit on acceleration from low revs. At first I suspected one of the dashpot pistons in the carburettors might have been sticking, so we removed the air cleaner and checked, but all seemed well. In my mind, this really only left the timing to check, as he had recently re-gapped the points and this had made the problem worse. It only took a few minutes to check, and we found that the timing was well-retarded, running on about TDC. I re-set it to 5 degrees as per the workshop manual and found it better, but still not great. Another go at 10 degrees, and it was once again running as it used to – an easy fix!

This month there were 3 very dead Wolseleys to be shifted from Idlewood so we could clean out our storage area in time for a visit by the Morris Owners Club on 22<sup>nd</sup> July. All three cars had been in the Club spares area for about 12 months – two 6/80's which had been through a flood and were donated to the Club, and a very rusty 1100 Mk1 which was offered to the club by a red-zone Kaiapoi home-owner about 6 months ago. All the useful parts had been taken off the 6/80's and they were ready to go to the recyclers, but we still had to drop the power unit out of the 1100 and remove a few other miscellaneous parts before taking it away.

The task of taking them to the recyclers was given to me (well, I volunteered actually), so with 2 weeks to go until 'Morris day' the mission began. The aim was to try and take one of the 6/80's and the 1100 the first weekend, and the second 6/80 (which was blocked-in by the 1100) the following one. Unfortunately the scrap yard is only open on Saturday mornings, and it's at least a 90-minute round trip from Idlewood, so it requires an early start to manage 2 trips in a morning.

The first 6/80 looked like it might be straightforward enough – it was sitting on four rims with no tyres, and would probably winch up onto the trailer Ok, which indeed it did. We had it tied down and ready to go by about 9.00 am.

Towing cars on the car transporter always makes me a bit nervous, as there is always the potential for something to go horribly wrong, and with disastrous consequences. Fortunately I have a very good trailer and a good set of ratchet tie-downs, so once everything is tightened up there is no way the car will move, let alone come off the trailer, but I still get nervous. To top it off, the recycling yard is a terrible place to visit. After the heavy-weight tow to the yard, it's onto the weigh-bridge, and then inside to the office where your criminal background is checked and your driver's licence is scanned.

## Editor's Stuff - continued

You then have to dress in the required safety gear, following which you drive around to the car-body area through about two inches of mud that potentially hides all sorts of metal remnants just waiting to poke holes in car or trailer tyres; then a huge machine with a 4-jaw grappling hook the size of a small truck plucks the car-body off the trailer. You then go back to the weigh-bridge where your kit is re-weighed, the cash is collected, and then you leave with your tail between your legs, hopefully having got through the experience with no damage.

Matthew and I arrived at the yard with the first 6/80 in tow about 9.45 am, and got it weighed-in. Rather than grovelling around in the mud in the yard, I decided that it would be good to untie it from the trailer on the weighbridge first, so we unhooked the tie-downs, leaving only the winch connected at the front so it wouldn't roll backwards off the trailer (a bar at the



6/80 No.1 finishes it's final run (on a trailer)

front stops it moving forwards as well). We then drove into the Valley of Car-Death, where the man driving the machine with the Jaws of Car-Death motioned me forwards into three inches of runny mud, and gave me the thumbs-up when he considered I was in the right position to issue the last rights to the 6/80 before hanging, drawing, and dropping it on its rusty nose. Before I had a chance to get out of the car to remove the winch-rope, he had the 6/80 by the roof and plucked it upwards like matchwood, tearing the winch and its mounting bracket off the trailer in the process. I leapt out of the car (into the mud) and waved my arms, and fortunately was able to retrieve the tackle from an upside-down 6/80 before it was flung up on the heap with about 100 other car bodies. Damn! Didn't escape unscathed this time! Guess I had to feel lucky that the tie-downs had been removed or the 6/80, the trailer, and the tow-car with us in it could have easily gone skywards!

It was obvious that we wouldn't be making the second trip that day with the 1100, so we went back to Idlewood and spent the rest of the morning removing the remaining parts off it so it would be all ready to go the following weekend. This gave me a week to have the winch repaired, which actually worked out fine anyway, as before this episode I couldn't have the spare wheel mounted on the front of the trailer and use the winch at the same time. I took it back to the bloke who built the trailer originally, and got him to repair and modify it for me, so now I can leave the spare wheel on at all times and still use the winch.

## Editor's Stuff - continued

The following weekend we disposed of the 1100. It was so rusty that the Jaws of Car-Death pulled the roof right off it when he tried to pick it up the first time. We then went back and loaded on the second 6/80, and not without difficulty either, because it had two very flat tyres that couldn't be inflated. In the end we replaced them with two empty rims, but this didn't quite go as planned, as



The rusty 1100 remnants leave Idlewood – parts salvaged will keep others on the road

unbeknown to us, Eddie Bishop and Stuart Penny had been in the storage area the day before and painted the walls with a cream-coloured paint to bring a bit more light into the area. The 6/80 was only about a foot away from the wall, and to change the tyres it was necessary to squeeze in the gap to undo the wheel nuts. Matthew and Tony Shanks went in to do it, and both emerged with cream paint smeared all over their clothes – the weather was so cold it hadn't dried from the day before! Fortunately we all thought it was pretty funny, and still managed to get the job done and then winched it the 6/80 onto the trailer. It met its maker on the 21<sup>st</sup> – the day before 'Morris day'. It was really good to have all three cars out of the way, and with a bit of cash for the spares account from the scrap-value of the bodies to show for it. As you will read in the Christchurch branch report later on, we had a great day with the Morris Owners Club, and we now feel that the investment we have made at Idlewood has been money and time well-spent.

On the home front, not too much has been achieved with the Wolseleys. Two more cars (the Six and the 6/90 have now taken up residence in my new shed at West Melton, but virtually no tinkering or maintenance has taken place, apart from flushing the cooling system in the 6/90 and adding in some Penrite inhibitor to keep the system clean.

Hopefully over the coming few weeks I will have a chance to set up my new workshop so it's ready to go before we move house.

Have a good month,  
Colin Hey

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**Deadline for next Wolseley Word**  
**Friday 31<sup>st</sup> August 2012**

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## CHAIRMAN'S REPORT

I hope you are all wintering well. Those of you in the North Island, if the weather reports are correct are getting a bit of a hammering with heavy rain and flooding. I hope members are not affected too bad. Beryl and I are escaping our winter for a few days to Brandon, a small town 80k's south of Townsville in Queensland Australia later this week. We are catching up with our second son Stuart and partner Tracy, William and our first grand-daughter. First time to the Townsville area. I will see if I can find a Wolseley as well.



Secretary Bill in his report will have some information for our national AGM in Fielding in October.

### Wolseley web site!

I hope this site is providing enough up to date information for you. It needs to be up to date as it is the site that most people will go to for relevant information and connections. It needs to work for us.

Feel free to inform me and or Geoff McCutcheon of any improvements and or additions that you see need to be done.

Colin, it's great to have this magazine back on track again. Thanks.

Enjoy the day light as the days start to stretch out.

All the best,  
Gordon Duthie.

## SECRETARY'S REPORT

Hi all,  
Branches will by now have held their Annual General Meetings, with people (and some are probably the same people) taking up or continuing with a key role with the Branch. I would appreciate being informed of who is the President, Secretary and Treasurer of each Branch, so that I can maintain the National Register. Congratulations to all those on their Branch Committees.

A quick reminder about the National Annual General Meeting, which is to be held on **Saturday 6 October, at the Raceway Court Motel in Fielding**. The date has been set to



## SECRETARY'S REPORT - continued

coincide with the VCC Swap Meet at Manfield, and is an excellent opportunity to visit and try and get a bargain or two as well. There will be more on the AGM elsewhere in the Wolseley Word. The members of the National Executive will be advised separately of the time and venue for a short meeting before the AGM.

Remember, this is your Club, and you are encouraged to attend the AGM and have a say, take on a role, etc. There may also be news about the 2014 National Rally, being hosted by the Christchurch Branch.

Branch Secretaries have Membership Cards which should be distributed to all members who renew their subscriptions to the Club. They have also been sent an updated Membership Application Form for use as and when needed.

Hopefully the weather is not treating you too badly, and that you are able to work on and use your Wolseley at your pleasure. It is coming up to the time where the sun will shine more often and for longer each day, and the nights will start getting shorter too. And, with any luck, the temperature will start to rise and, on average, the days will be warmer rather than cooler.

As with all other Branches, and other motoring clubs, the planning for events and shows is well underway. I am aware of several shows and activities that are planned to be held, starting in August/September, and will continue for several months. Mind you, this is nothing new, but a good reminder of better weather and fun to come. Also the need to polish cars and the paraphernalia that goes with them.

Enjoy the coming times, I know I will.

Keep those Wolseley wheels turning, and drive safe.

Bill.

### National Annual General Meeting notice:

**Who:** YOU are invited to attend  
**What:** the Annual General Meeting of the Wolseley Car Club  
**When:** starting at 1400 hours / 2:00 pm, on **Saturday 6 October 2012**  
**Where:** at the Raceway Court Motel, Awahuri Road, Fielding  
**Why:** to have your say in how our Club runs, what it does, etc.

It is intended that a meal for all attendees will be held following the meeting. Arrangements are being made for this meal at the Rangitikei Club, in Fielding. More information later.

**Committee Members please note:** A short Committee Meeting will be held at the same venue, starting at 1230 hours / 12:30 pm.

Accommodation can be booked at the Raceway Court Motel:

[www.racewaycourtmotel.co.nz](http://www.racewaycourtmotel.co.nz) Awahuri Road, Feilding, Phone/Fax: 06-323 7891.



## BRANCH NEWS and EVENTS

### Auckland Branch

#### News and Coming Events

On the 22<sup>nd</sup> July several of our members went to Drury for lunch at the Jolly Farmer Inn and from there we went to view the Mosquito aircraft that Glyn Powell is rebuilding. What a mammoth mission. He has already rebuilt two of which one has been sent to America and the second is due for its inaugural flight on 29 September 2012 at Ardmore. Details are below in the coming events.



Glyn Powell on the left giving some advice to one of the Rover Car Club members at Drury under the wing of his mosquito.

On 29 July our Branch held its AGM with all officers being re-elected with no changes but we are pleased to say that Caryl Chappell and Andrew Stone have joined our Committee. With new committee members there are always fresh ideas to be shared.

#### Coming Events:

**Wednesday 22 August 2012 – Club night** at the Onehunga Club, Onehunga

Meet there at 7.30p.m. for a talk from two members of the police from the Crash Investigation Arm

**Sunday 26 August 2012 – Visit to the Honey Centre**

At 7 Perry Road Warkworth for lunch and then onto the Warkworth Museum. **An indication of those attending would be appreciated by Wednesday 22 August for catering purposes at the Honey Centre by calling Noeline Billing on 278-3944. Meet at the BP Service Centre before Silverdale at 10.15 a.m. for a 10.30 a.m. departure.**

## AUCKLAND BRANCH NEWS and EVENTS - continued

### Saturday 29 September 2012 – Mosquito First Flight at Ardmore.

We are being requested to display our cars at this event and requested to be there from 8.00 a.m. until 4.00 p.m. There will be an entry charge of \$10.00 per car.

### Sunday 30 September 2012 – Visit to Ngatea Watergardens

and then to lunch at a venue somewhere handy. More details next month and we hope the BOP Branch will join us in this event.

Regards

Noeline Billing

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## Manawatu Branch News:

The Morris enthusiasts club invite the Woseley car club to the following run:

### Sunday 19<sup>th</sup> August - Feilding Run.

Meet in the square near the clock tower 10-10.30am. This will be a visit to the new Coach House premises (dress warmly). Entry fee \$10. Bring also bring your own lunch.

Organiser Pat Sheridan 063238078. Email [Sheridanfam@clear.net.nz](mailto:Sheridanfam@clear.net.nz)

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## Nelson Branch News:

Our branch A.G.M. was held on July 15th, and we had 5 members in attendance. Offices and committee have stayed the same.

Our next outing is the Rover Club hosted All Makes Day, on Sunday 2<sup>nd</sup> September at Pidgeon Valley Steam Museum starting 9am. The cost will be the same as last year, \$5 per car.

Our member Tom Gibson has himself another 6/80. He is doing one up at the moment and this one is a runner.

I now have my 18/85 back on the road and am using it daily for work to clock up some miles - it is running real sweet. Members subs are trickling in.

Kind Regards  
Bryan Stansbury.



## Christchurch Branch News:

The main focus this month was trying to get our Idlewood facility a little more presentable so we could host the Morris Owners Club members as part of our combined Morris/Wolseley run on 22<sup>nd</sup> August. Our mid-week team began this by re-building the rear wall of the area enclosed between two of our containers. This had just been put in roughly when we first went to Idlewood so we could secure the area, but now that it has been fully roofed over, Eddie Bishop and his helpers (usually Tony Shanks and Stuart Penny) decided that it was time to straighten it all out, and also add in a door through to a small storage shed behind it. This project was soon completed, and then they went on to paint the under-cover area a creamy colour so that there was a bit more natural light. It has worked well.

While this work was going on, some of us got busy to finish taking parts off and disposing of the three spares cars we had stored in the under-cover area.

There were two 6/80's and an 1100 in there – all three of which were incredibly rusty. Both 6/80's had been through a flood, and only a few of the mechanical items were saveable. The



Front sub-frame complete with engine & gearbox is removed from the 1100

1100, on the other hand, was complete mechanically, so we removed the engine and gearbox, complete with the front sub-frame and suspension, before taking it away for scrap metal. Having no front suspension or front wheels made it very difficult to get it onto the car transporter, as we virtually had to raise it up in the air and get the transporter underneath it. By using an engine crane and a bit of manpower, we finally got there.

With the 3 parts cars out of the way, the undercover area was cleared and made ready for the big day when the Morris Club visited. The afternoon started with a run of about one hour down to Burnham, across to West Melton, and then on to McLeans Island by coming in from the west. Over 30 cars (at least 20 Morris's and 10 Wolseleys) turned out, so it was going to be a good test for our new facilities. Only a couple of cars got lost on the run – tripped up by a road name sign that had disappeared in the week between checking the route and running the event – and by about 2.30 they were starting to roll into Idlewood. A quick field test, and then they were parked around the grounds. Now, while all this was

## CHRISTCHURCH BRANCH NEWS and EVENTS - continued

going on, the advance brigade of Nancy Bishop, Judith Penny and Noel Nevin had been busy. Water was on the boil, bread buttered, and Noel was flat out on the barbeque toasting up some sausages. A couple of tables had been set up ready for the cakes and biscuits that everyone had brought. We had also taken our patio heater out and set that up in the covered-in area between the containers (now looking spick and span), and Chris McLaey had also arrived and lit a small pot-belly firebox in the middle of our gravel courtyard area. This was running pretty much red-hot by the time people started arriving. It was a bit cool outside, but there was no wind, and everyone easily stayed warm.

All of our spares containers were opened so everyone could see the parts and the way



Chris McLaey (left) chops the wood for the outdoor pot-belly fire.

they were stored, our smoko room was running on 100% efficiency, and even the portaloos were doing a good trade. Once everyone had had their hot sausage and afternoon tea, a few small prizes were given away. The winner's prize went to Bryan McSaveney from the Morris Owners Club, however runner-up was secured by Danny and Sharon O'Malley. The Cracked Mug award (a cracked china mug with a picture of a Wolseley on one side and a Morris on the other) went to Simon Verkerk and his mate who were piloting a Morris Marina. They were one of the two cars that got lost due to the missing sign. All considered, a really successful outing, and enjoyed by everyone. The Morris Owners Club members were particularly impressed by our facilities and formally thanked us for hosting them, which was really appreciated by everyone who has played some part in getting Idlewood set up.

The other bit of news is that our branch now officially has a Club Wolseley (car) for members to use – quite a nice Wolseley 1300 Automatic. This has been kindly donated to our branch by Ray and Wendy Willoughby, who picked the car up last year, but have decided they cannot justify owning it any more. Now, this particular 1300 has quite a history. It was the star car in a movie produced in 2008 called “No petrol, no diesel”, starring David McPhail and Mark Hadlow. When Ray picked the car up, he was given a copy of the movie on CD, together with a printed publicity poster.

## BRANCH NEWS and EVENTS - continued

The movie is a comedy/drama based and filmed in the South Canterbury town of Temuka, and follows the story of a bloke who comes home from the US to take over his deceased step-father's petrol station and workshop. He is harassed by an agent acting for an oil company who wants to buy or otherwise obtain the business, so much so that the son becomes suspicious about the agent's motives. After going back through some old records, the son finds that his step-father had developed a car that would run on water, and finds the car (the Wolseley 1300) under a cover in the long grass behind the garage. He gets it out, and finds it's still in working order. In the end, the agent steals the Wolseley, and not realising how potently it goes in 'turbo' mode, rolls it off a steep hill and kills himself in it. The 'accident' happened off-camera, and the car is still just fine.

Matthew Hey has taken on the role as custodian for the car, and has now cleaned it up and polished it, and obtained a new Warrant of Fitness for it. It goes really well. It has now been registered and insured, and will be kept under cover and secure at Idlewood. A set of second-hand carpets which are much better than the original ones have also been obtained and will be fitted in due course.

At our branch AGM on 28<sup>th</sup> July it was formally decided to keep the 1300 as a Cub car, to be reviewed annually and confirmed at each AGM. Obviously we have the ability to keep it on the road, but whether we hang onto it will depend on how much it costs the Branch annually for repairs and maintenance, how reliable it proves to be, and how much use it gets. In this regard,

it is available to any financial member of the Club who wants to take it on an outing, or who may happen to be in

Christchurch for an event or a weekend, and requires a car.

Obviously it will be made available, for example, to a member whose Wolseley might be under repair, to an Australian member who comes over for a National Rally, or

to a member who comes to Christchurch for an AGM or the Swap Meet. The only conditions are that it is left as found, with as much petrol or more than it had when it was collected, and that whoever is driving it will be responsible for paying the excess (\$500) if it is involved in an accident. We'll see how it goes for the next 12 months, and then take it



Introducing our new Club car, a Wolseley 1300 that has featured in a movie.

## CHRISTCHURCH BRANCH NEWS and EVENTS - continued

from there. In the meantime, anyone who does want to use it can contact Matthew Hey, on 03 3598 737.

Our Branch AGM went very well, with a good turnout of members including Joe and Judy Barker, who came all the way from Ashburton for the meeting. Our committee is unchanged, except that Allan Francis, rather than myself, is now our Branch Delegate to the National Committee. It was also really pleasing to award our annual trophies to the following:

**Most Enthusiastic Member for 2012** – Shared jointly between Stuart Penny and Tony Shanks – key members of our Idlewood mid-week team.

**Most Improved Car** – Wayne Stansbury, Wolseley 18/85

**Higgins Trophy** (Chairman's award for the most contribution during 2012) – Eddie and Nancy Bishop, for superb leadership and effort in developing our Idlewood facilities.

(Note that both Eddie and Nancy acknowledge the contribution everyone has made in this regard – a great team effort).

The only items of particular note in general business were the approval of the scheme to operate a club car (1300 as noted above), and that the branch will make a formal submission to the National Annual General Meeting in October to host the 2014 Wolseley Car Club National Rally in Ashburton.

Coming up this month we have our normal working bee on Saturday 11<sup>th</sup> August, and then on Sunday 19<sup>th</sup> we will be having a run to a Trotting Stable near Christchurch where the ins and outs of racehorse breeding and the racing industry will be explained to us. See the next page for details.

Best regards,  
Colin Hey.



## **Christchurch Branch Coming Events:**

### **Saturday 11<sup>th</sup> August - Working Bee at Idlewood.**

Arrive at a time to suit you – someone will be there from 8.30 onwards. Come prepared to do anything that suits you – sorting parts, buying parts, building shelving, or just to see what's going on and have a catch-up. Morning tea will be provided.

### **Sunday 19<sup>th</sup> August - Visit to a local Trotting and Training Stable.**

Meet outside the Yaldhurst Hotel at 1.30pm. From there we will make our way to the stable where the ins and outs of racehorse breeding and the racing industry will be explained to us. From there we will travel back to Idlewood where we will have afternoon tea and a catch-up.

### **Saturday 8<sup>th</sup> September - Working Bee at 399 New Brighton Road.**

This weekend we need a hand for a final effort at 399 New Brighton Road to prepare our last container of parts there for the final move to Idlewood. We hope to be able to achieve a quick empty-out, clean-up and securing of stock in the container, and demolition of the small shed beside it so the container can be collected by a truck and taken to Idlewood. So, instead of turning up at Idlewood, please go instead to New Brighton Road – anytime after 8.30am.

### **Sunday 16<sup>th</sup> September - BMC Rally**

Meeting at the Addington Raceway car park at 10.00am. More details next month, however we can say that this year there will be a special place on the run given to the ADO16 Model (1100 and 1300), as this year marks the 50<sup>th</sup> Anniversary of its roll-out. We want to get as many BMC cars, and particularly variants of the ADO 16 model along to the event as we can get, so if you have one parked up or know of one somewhere, this is the weekend to dust it off and get it out. Tell everyone!

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## **Christchurch Branch AGM – Chairman's Report**

This year has been nothing short of remarkable in the achievements our branch has made, and all of it can be put down to nothing but hard work and determination, good leadership, and the willingness to utilise the funds that came out of our earthquake claim wisely. This has been to the benefit of not only our branch members, but to the club as a whole. I make reference, of course, to our facilities at Idlewood.

When I looked back at my report last year, so much of what we were hoping to achieve rested on payment of our insurance claim, as we needed that funding to establish properly on site. No doubt we would have made the best of what we did have, should the funding not have come through. But when it did, and when it was so generously topped up a bit by

**CHRISTCHURCH BRANCH NEWS and EVENTS - continued**

other branches, it certainly set us back on track to getting the hard materials that have helped turn what could have easily been a second-rate store into a club facility that we can now not only use as a spare-parts store, but as was proved last weekend, a facility where we can proudly host other clubs and use as a social venue ourselves.

When I go into the smoko room and find a hot tea-pot on the gas stove, go and sit outside in the sun and enjoy a good cup of tea and a biscuit, on a chair in front of an outdoor table on a manicured lawn, sheltered from the wind, and look into a neat-as-a-pin new spares store with solar lights shining on our stock, and see our marque name proudly displayed above a four-car storage area, I cannot help but feel a great deal of satisfaction with what has been achieved. I take my chairman's hat off to the group of members, partners and wife's that have so willingly spent their spare time at Idlewood over the past twelve months. Most of you will be here tonight, and I dare not try and name you all for fear of missing out names, but you all know who you are, and say again, thank-you!

Despite so much energy and time being spent at Idlewood, we have still managed to enjoy some good events during the year, although our numbers probably have been down a bit. Our most successful event was probably the run we enjoyed last weekend with the Morris Owners Club – a great turnout of 30 cars, and the chance to use our facilities in an effective and hospitable way. I know they enjoyed the day immensely too.

The 2012 National Rally also came and went, but it was unfortunate that so few from the South Island took part. It was a particularly good event, but with so much going on in the lives of our members down here, hopefully we have been forgiven for not wanting to spend our time and money up north. Later on in the meeting we'll be talking about hosting the 2014 National Rally, running it from Ashburton. Your ideas and contribution for this event will be needed, although at this stage we still need to have our proposition signed off at the National AGM.

We have seen a few new members join us this year, and we welcome you all to our branch and to the club. No doubt Allan will have some figures on where we are heading with numbers, but I think we're still holding up OK. The challenge now is to increase them – now at least we really do have some tangible assets to show off.

Ray will soon also deliver his spare parts report. He has done a great job again this year, despite personal setbacks and injuries, and his attention to detail in setting up the new parts area has really got things off to a fantastic start at Idlewood. Unfortunately Ray has indicated that this coming year will be his last in the position. He will be missed very much, but he is working hard to ensure that someone will follow behind him and keep up the good work.

The year has also seen a few new cars come to our branch (I have even assisted in that regard), some of which have been put back on the road or saved from being another decaying wreck beyond salvage. Ray Willoughby has even played his own part in this by donating a Wolseley 1300 Auto to the branch. This is now up and running, and we'll talk about its future later in the meeting. One of our members recently commented that there is a need to work harder on preserving what cars we do have left, rather than seeing them go for parts and as scrap, so to save another one certainly demonstrates that we can indeed follow our club aims.



## CHRISTCHURCH BRANCH NEWS and EVENTS - continued

The next 12 months is looking good. We already have plans to bring our last container from New Brighton Road to Idlewood, to undertake a stock take of at least all of our new spare parts, and to begin to plan a successful National Rally event in 2014.

The newsletter this year has once again been a bit stop-start because of the aftermath of earthquakes. I'm pleased to say that things are now pretty much on track, and the newsletter deadlines are now generally being met and there is enough material in the waiting to allow some good articles going forward. It would still be nice, however, to receive more original material or just good items that can be reproduced, so if anyone can offer anything I would be really happy to hear from them.

Before I finish, I must thank all of the committee members for their willing contribution to the branch over the year. I know I said last year that our committee meetings are always something to look forward to, but I can confidently say the same thing this year. I know that through all the hard work that has been done some really strong friendships have developed, and our committee meetings have been a good mix of fun, planning, and gossip, and I still always look forward to them.

Thanks too, to all members for ongoing support during the year, and for supporting the branch in your own independent ways. I'm sure we can look forward to another good year for our branch.

Colin Hey

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## Southern Region Branch News:

On the 15th July we held our AGM. Ten members and a youngster were present. All positions on the committee have remained the same, however the Chairman's position is open. Watch this space.

Stuart and Noeline Milne collectively were awarded the Bert Govan Trophy for the most enthusiastic member. This recognizes their support, attendances and enthusiasm going back to the Great Southern Rally.

Stuart (Glen croft Crafts) made all of the wooden Rally plaques and prizes.

Brian Kelly is putting together a calendar of events that will be sent to southern members and the Wolseley Word.

### **Southern Branch - Bert Govan Trophy:**

The Bert Govan Trophy was this year awarded to Stuart and Noeline Milne for their continuous efforts and energies in supporting our Branch, and the Club. They are always ready and willing to help at the 'drop of a hat' when asked, and have assisted many during the years. They were also actively involved on the committee for the 2010 National Rally, hosted by our Branch. Stuart and Noeline are also actively involved in the South Otago Vintage Car Club.

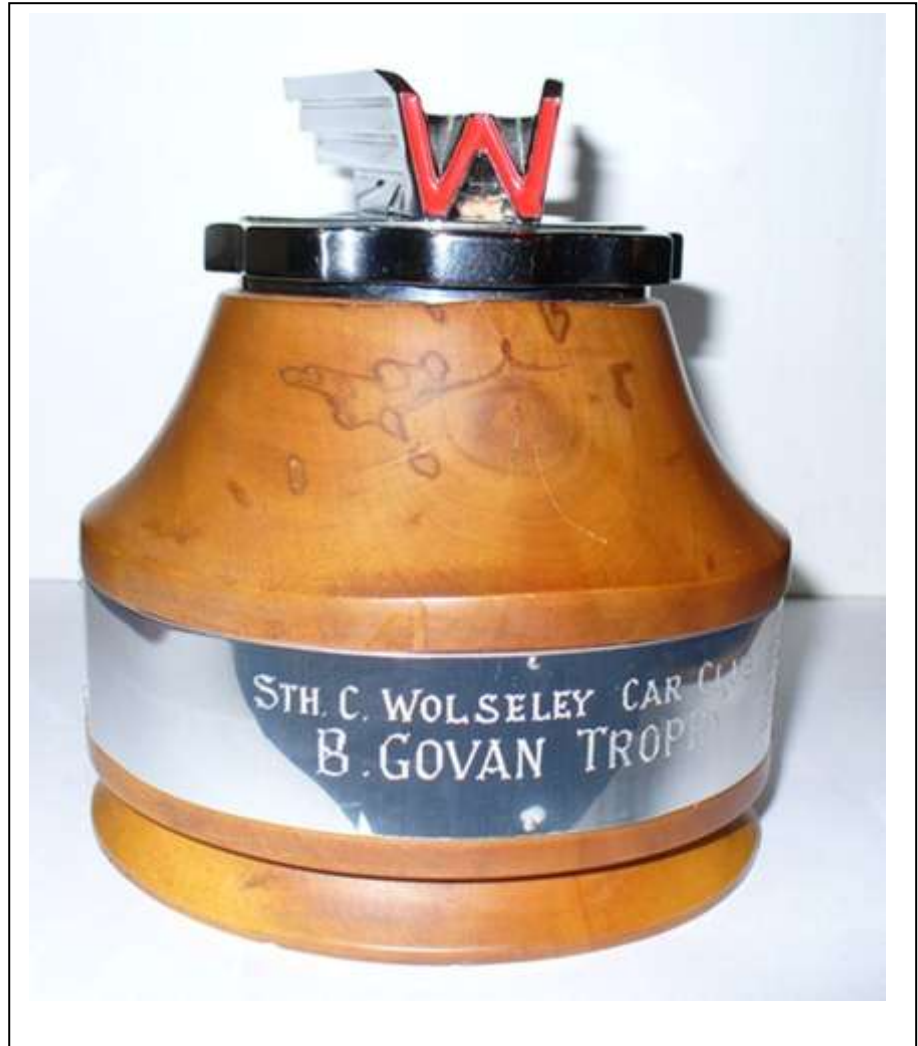
## Southern Region Branch Coming Events:

Our Coming Event is the Auto Spectacular at the Edgar Centre in Dunedin on Saturday 1st September. Theme this year is Golden Times. We hope to have a display of 5 cars, so if you would like to be involved, please contact me.

Best regards,  
Gordon Duthie.

The Bert Govan Trophy is awarded annually, normally at the Branch AGM, and this year it was awarded to Stuart and Noeline Milne. A photo of them receiving the trophy from Branch Chairman Gordon Duthie is on the front cover of this newsletter.

Stuart and Noeline are long-time members and have always supported and assisted in Branch activities, including the National Rally, when Stuart was on the Rally Committee and also made and donated a number of the wooden trophies that were awarded during the Rally. Noeline is always supporting Stuart. This award is in recognition of this continuing activity and support to the Branch.




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### THE IRISH 999 CALL

An Irishman is cleaning his rifle and accidentally shoots his wife.  
He immediately dials 999.

Irishman: "It's my wife! I've accidentally shot her, I've killed her!"

Operator: "Please calm down Sir. Can you first make sure she is actually dead!"

\*click\* .. \*BANG\*

Irishman: "Okay, I've done that. What next?"

## **New Zealand Federation of Motoring Clubs** **– Report by Paul Billing, our Club Delegate**

On 26<sup>th</sup> May the Federation had its committee meeting and on 27<sup>th</sup> May held its AGM at the Vintage Car Club rooms in Petone. Noeline and I drove down in our 2200TC on the Friday staying in Palmerston North and then onto Wellington for 10.30 a.m. start for the Committee meeting. Sadly our Rover was the only Rover in the carpark throughout Saturday and Sunday meetings.

Issues from the Committee meeting were:

1. Although the road user charges legislation has been passed into law with charges being assessed on the gross laden weight of vehicles affected, the matter is not closed. This change affects camper vans and clubs that have commercial type vehicles such as Military Vehicle clubs where the vehicles generally travel unladen. A review is coming on the banding charges which the Federation will likely write submissions.
2. Vehicle Licensing and W of F review – Speaker at the AGM will update but intention to reduce compliance costs and modernise the system. Need feedback from Clubs and their members on matters to support and comment on in the Federation's submission. Member clubs to be emailed when paper on proposals issued.
3. Drivers Licences. If your licence is due to expire at a time when you are on an extended trip while outside of NZ, renew while in NZ. Problems have arisen with NZers licences expiring while the licence holder is overseas for extended periods. Seemingly to renew their driver's licences, those in London were told that the staff at NZ House could not renew their licence and to renew required a return visit to NZ. The issue has arisen for those wanting UK driver's licence on the 12 month expiry of their international licence and due to not having a current NZ driver's licence cannot be issued with a UK driver's licence. A committee member is working on this issue.
4. Supplementary Number Plates. If you carry items on the rear of your vehicle e.g. bikes and your number plate is obscured, then this is an offence subject to a fine. However with the number of drivers with obscured plates on the weekends, the enforcing of this law is poorly implemented. Should you be in the position of having an obscured number plate, it is now possible to purchase a supplementary plate (third plate) to fix to the outside of the load being carried on the rear of the vehicle.
5. Stick on Plates. The powers that be are investigating adhesive plates to be attached to the front of vehicles such as E-Type Jaguars. An acquaintance of mine had an adhesive plate on his E-Type (which was fitted on purchase) and he was fined for not displaying the official front plate. The reason for not fitting the official plate was due to the wind whistle noise caused by the plate which caused a distraction to the driver.

## NZFOMC Report - continued

At the AGM there were two speakers at the meeting and, following their talks the AGM took place with officers and committee being appointed and financial statements approved with discussion on general business.

The speakers:

Paul Gimblett, Manager, Motor Industry Insurance, ACC

ACC favour the levy being principally on vehicles which differs from the Federation's view that the levy should be on fuel cost. ACC are against charging the levy on petrol as the present levy on diesel is simple (charged upon importation into NZ) and they believe the safety incentive they want cannot be achieved by a levy on fuel. The method of calculating levies has changed where the annual charge is based on the estimated number of claims multiplied by the estimated total cost per claim where the unused surplus to meet the future of the claim is invested to also produce income. (Any review of the 10 largest shareholders in listed NZ companies usually includes ACC in the larger shareholdings.)

Vintage vehicles, defined as those 40 years of age and older, have a lower ACC rate but the premiums are higher than need be as they are in the same class as agricultural vehicles (e.g. tractors, farm bikes) which, in many cases pay no registration as they are not used on the road.

Issue was raised on multiple vehicle policy given most people in car clubs own more than one vehicle and can only drive one at a time. This matter is being deferred until W of F/registration review. They are aware that a person may own say four vehicles and all four may be used at once by various family members – need to cover this.

Marion Willberg, Project Manager Vehicle Licensing Reform, Ministry of Transport

This programme has the support of the Minister and a team of NZTA/MOT has been formed for the review with stakeholder engagement. The process has been broken down into various stages.

1. Assess future objects and consider legal changes – starting now.
2. Analysing options – to August 2012.
3. Public consultations through discussion documents – due September 2012.
4. Cabinet policy decision.

The issues include:

Vehicle licensing – revenue

- related expenses and ACC
- maintain contact details of registered persons

Opportunities - encourage payment on time

- better use of technology (seemingly police cars being fitted with number plate identification that details whether vehicle is registered with current W of F)

W of F/C of F - balance between compliance costs and safety

- system wide approach
- reduce costs while improving safety and environment

## NZFOMC Report - continued

At the time of the talk the UK had just issued their decision to exempt pre-1960 vehicles from W of F requirements. Some in the UK are against this but most of those pre-1960 vehicles do little mileage and the responsibility is on drivers to ensure their vehicles are safe.

As a personal observation, there appears to be too much reliance on passing the W of F test each 6 months rather than fixing problems that arise between warrants. Of course if a car has a W of F but the car is not up to W of F standard, say worn tyres after 3 months or brake pads, the driver can be prosecuted for not having a vehicle up to W of F standards. Based on reports of vehicle accidents on the news, the larger causes of accidents causing injury are speed, alcohol and not driving according to the conditions of the road and/or environment at the time.

My question to Paul Gimblett was "Why is not ACC levy increased on alcohol and claims from vehicle accidents involving alcohol charged to the alcohol account and reduce ACC at the vehicle level?" The response was "ACC are looking at that." Personally I have had enough of subsidising the alcohol industry for accidents and other parts of violence caused directly by individuals under the influence of alcohol.

Next year's Federation AGM will be held in Christchurch in late May.

As a matter of interest, on the drive from Auckland to Palmerston North to Petone and return, we saw no other pre 1990 Rover on our trip. We did see a Triumph 2500, a couple of MGB GTs and Morris Minors and a Vauxhall PAX.

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## The Great British Car Rally

Ivan McCutcheon has received a Letter from the British High Commission in Wellington informing us there is to be a Great British Car Rally on the 17<sup>th</sup> to 22<sup>nd</sup> Feb 2013. It is to be similar to the Link Rally in 1997 which travelled from Auckland to Christchurch, and will covering the same route. If anyone is interested, the web address for all the current information is: <http://ukinnewzealand.fco.gov.uk/en/about-us/working-with-new-zealand/british-car-rally/> or, you can google the site by searching 'Great British Car Rally'

## Wolseley 6/110 on episode of : Nothing Trivial " Television Show By Ray Chappell, Auckland Branch

During July, I received an E-Mail from Noeline Billing regarding the requirement of a Wolseley car for an upcoming T.V. episode of " Nothing Trivial" made by South Pacific Pictures in Henderson, Auckland.

## NZFOMC Report - continued

Subsequently, I supplied my Wolseley 6/110 car - ( Winner of the " Concours" & " Rally Entrants Choice" Trophies at the New Plymouth National Rally this year ) to their locations on three separate days to be used as the 'prop' for the days shooting. Day 1 was in Kaukapakapa outside the local hotel. The car was driven onto a low trailer & tied down. All cameras & associated gear were fixed to the front & sides of the trailer & the whole unit was towed along the road to give the impression that it was being driven. Three actors of note were in the car, Jan Fisher ( Driver ), Blair Strang & Shane Cortese as hitch hikers. Day 2 was at Langs Beach, just north of Mangawhai. This involved my car coming along the foreshore & again collecting Blair & Shane as hitch hikers. Day 3 was shot in downtown Auckland & round in the Marina carpark where Jan drives up in the Wolseley with Blair & Shane as passengers. There was a lot of setting up, organising & filming on all three days & you

have to wonder how it all comes together .

Really, it comes down to three days of filming for a few minutes of exposure on T.V.

I can't wait to see the screened episode. I was very impressed by the well organised approach to this aspect of T.V. Production, from the producer through to the coffee lady, including safety, friendliness, & the care of all their gear. Everything was done by the book & everyone knew what they were doing & when to do it.



A photo of the " Stars " - ( From left to right Ray Chappell, Blair Strang, Jan Fisher & Shane Cortese )

We had fine weather on all days & my car behaved itself with no problems. Excellent meals were supplied for the whole team of about 30 people. Jan was impressed with my car & was pleased to drive it. A couple of funny things cropped up worthy of a mention. Firstly they wondered where you refueled the car because they couldn't see a filler on the side. Of course the filler is in the top by the boot lid. Secondly they couldn't find the lever inside the car to open the boot. You have to press the button on the boot.

Also, my personalised number plates ( 65WLSY ) had to be covered to make things more authentic, so I "Blue tacked" my original plates over the top ( EX7965 ). - I feel this was quite a coup for the Wolseley Car Club & we are now on their books with a chance of future exposure.

## A Suggestion for Spark Plug Caps – from Ivan McCutcheon

I was having difficulty tracking down the correct right-angle spark plug caps which are fitted to 6/110 and other Wolseley's. I chased around a number of the usual suppliers of normal car parts, but I found could none could supply what I was after supply . By good fortune I came across an NGK version which have a hard wire and screw on to the wire/HT lead. They are available from the motorbike shops . It's a NGK product part No LB05E. They also have a resistor built in, which will have additional benefits for cars that have a radio fitted.



I thought it might be a good idea to put in the magazine.



## Buy and Sell

### Wanted :

A full set of quarter-light rubber seals (front and rear) for a Wolseley 6/110. If anyone can help, please contact Ray Chappell, email [Ray.Chappell@gmail.com](mailto:Ray.Chappell@gmail.com)

*The*  *Word*

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