

THE



WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC



July 2024



Gordon Duthie finishing the Trans Alpine Scooter Safari
2024

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

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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

Hi Wolseleyites,

Since last month I have progressed the 6/90. Fixed the oil leaks at the front crankshaft pulley by removing it, adding a "speedy sleeve" and a new seal. I fitted a new gasket between the a side plate and the block. Then came the oil change, all 8 litres of it and the filter change. The next job was to replace the draft strips at the bottom of both front doors. To make sure there was NO cold air coming in when we went to Whanganui for the North Island Branch of the Wolseley Club AGM.

Next Job was to fit two side mirrors. As the 6/90 has only one mirror. Inside and looking though the very small back window. This was not effective in modern traffic and required a lot strain on the neck muscles. Mounting these aftermarket mirrors was mission in itself. Not wanting to mount them to low /high, too far away/ to close, took a vast amount of time and duct tape before drilling ONE hole to secure them to the doors.

Once mounted they worked fine, and it was a lot safer in two lanes of traffic.

The trip to the AGM was uneventful and the Wolseley was a joy to drive.

Thank You All for the kind comments on my first "Wolseley Word" as Editor.

Cheers

Michael



Reminder...

Wolseley Car Club Subscriptions are Due

The Renewal is \$40.00

Please ONLY fill in the Renewal Membership Form if your cars have changed.

The Renewal Membership Forms are available from you Local Secretary

North Island Branch

When paying by Direct Debit Please use your surname as a reference.

Bank Account Number 06 0996-0174069-00

Nelson- Marlborough Branch

When paying by Direct Debit Please use your surname as a reference.

Bank Account Number 03 0751-0197510-00

Christchurch Branch

When paying by Direct Debit Please use your surname as a reference.

Bank Account Number 03 1593-0008597-00

Southern Branch

When paying by Direct Debit Please use your surname as a reference.

Bank Account Number 03 0887-0270182-00

PRESIDENT'S REPORT



Hi Members,

Not a lot to report other than to say well done Michael with the Wolseley Word and to those who contributed to it. This is the AGM time of the year so please get involved and support those faithful members who do the organising etc. I look forward to a full number of delegates at the National AGM in Taupo 5th October. I haven't been out much in the car lately because of work etc commitments but winter driving conditions are certainly to the fore. The cold winter conditions have been consistent for a while now with a number of ice related accidents down this way. Some of them have been quite tragic.

Take care,

Gordon Duthie

Trans Alpine Scooter Safari 2024

My name is Hero Gizmo and this is a report on the Trans Alpine Scooter Safari that me and my rider went on, Sat 18th May. It was all to do with raising funds for the Cancer Society.

The run went from Macleans Island (Christchurch) to Hokitika which was 250km away. This seemed a long way to me considering since I was made in 1997, I had only done 750km and I'm now expected to do 250 in one day!??? I had been in the van which was warm but at the starting place it was frosty, never mind at least it wasn't raining.

My rider went to the office and got all the guff etc and got dressed up for the cold. He topped my fuel tank up and we rode over to the start line area where all the other bikes were parking up. There were 5 of us in our team called, "Hills Haulers" of which a big Hills Haulers sticker was placed on me.

Boy, I was feeling a bit nervous and excited all at the same time, but, I did notice that I was the only bike here with peddles. I figured that this may not be much of a problem because Wendy from across the road gave my rider a block of chocolate for energy and we had also raised a total of \$2343.00 with a total of \$5818.00 from the Hills Haulers team.

All this gave me hope and strength. I was a bit disappointed though that rider was saying that I was just a Gizmo at the start but would become a Hero when we get to Hokitika.

5 minutes to go and I was started up, I held my Handlebars high and with my tyres all pumped up, and a tight chain was ready to go. 250 or so other bikes got going with horns and hooters making a real racket, made my spokes tingle:

Nine o'clock and we were off out onto the West Coast Highway heading to our first stop at Sheffield. People were parked along the road and out at their gates waving and clapping us along the way. Many of the bikes and riders were all dressed up such as a snail, flintstones, courier van, world's fastest Indian, nuns, teddy bears of all sorts, space suits, tassels and tails etc and one with a home-made side car like a small bus with two small dogs in it.

As we travelled, I noticed that there were a lot of bikes with more than 49cc but I was not being intimidated by them.

We were soon out of the frost and into a slight but warm head wind as we arrived at Sheffield. Note that I was doing all the work to here. Beryl in the back up van was already at Sheffield and met me with top up fuel. After they had a pie each, we were all off again. I did notice rider chomping on chocolate so wondered if he was going to put in a bit of pedal effort on this stage to Lake Lyndon.

The wind was getting up a bit and I was heading up and up but still going well as I travelled between the

mountains. I was being passed, but I was passing others as well. I was now starting to huff and puff a bit and was wondering when chocolate powered rider was going to pump the peddles. I went around another corner and there was a bit of a tail wind, but this didn't last as the next corner was into the head wind again, at last chocolate power was helping however up the hill a bit more my power was running out and chocolate was just holding on, then we came to a halt. I stopped next to two other bikes of which one was dead, well that's what its rider said. We were on Porters Pass and there was near 200 meters to the top. More chocolate was consumed by rider. and some handed to the other riders in sympathy.

It needed teamwork from here to the top, rider walked beside me, and I sort of idled the way up the hill stopping every now and then for a rest. As we were getting to the top a backup truck with a large trailer was coming up the hill loaded with bikes, perhaps some of them had died as well. The man stopped and asked rider if I needed carried up to the top, No, he answered, the bikes fine and we'll get to the top okay. O Boy, that made me feel good as I didn't want to be put on the trailer with other dead bikes.

Over the top and down to Lake Lyndon arriving 5 minutes before back on the road again. While I was being refuelled, I figured out that Porter Pass is an Alpine and I don't want another one for a while. We were not last arriving or heading away with the next stop for a late lunch at Arthurs Pass. On the way a little pedal power was needed but it all seemed easier now the Alpine was behind me.

Up to now I we have been in the sun with a little cloud but at Arthurs Pass the cloud was low quite dark and damp and cool. It became very wet and foggy at the top and down the other side. All the hard work was done now as its mainly down hill to our next stop a Kumara. My wheels were really spinning now Weeeeee.

Coming into Kumar was amazing people lined ether side of the road with signs and balloons and lights waving clapping etc. This continued all the way to Hokitika where the 5 of us travelled together. Coming into Hokitika we were directed around streets to go down the main street passed people holding their hands out high fiving as we go past. What an amazing feeling.

We then continued to the end at the Boys Brigade Large Hall for the evening meal and function for the riders.

A total of \$368103.00 was raised.

I Made It with a bit of teamwork so rider said I'm a Big Hero.

I must thank everyone for both donations and moral support.

It started raining so rider loaded me into Beryls backup van zzzzzzzzz.

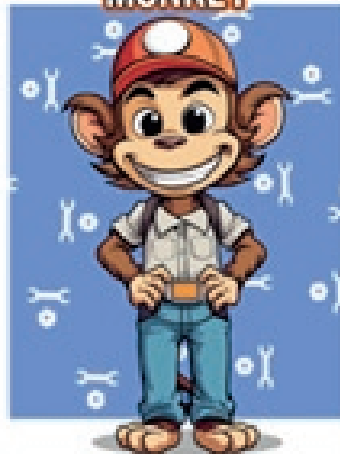
Words by Hero Gizmo,

Writer, Gordon Duthie.

Deadline for next Wolseley Word
Friday 30th August 2024

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.

THE CAR MECHANIC MONKEY



Tims 6/90 Part 2

The A/90 drive shaft spline was fitted to the 6/90 drive shaft and fitted to the car. After all the hassles we had we were a bit apprehensive (big word for a monkey) about moving off. "All comes to he works and fixes things properly (monkey mechanics proverb).

The gearbox and shift worked well, so did the clutch. Next problem was the stiff steering. We jacked the car and removed the wheels; the steering was still stiff. Funny, we thought no weight on the steering, "King Pins", in the grease gun, OK on the bottom nipples, but no-go on the top nipples. So, we pulled the King pins down and found that the top thread was frozen.

No one had greased them for years. (please note this has also known to happen on 6/110's, as a lot of garages now days don't know that older cars have grease nipples on the steering). We cleaned the thread and packed everything with grease. Reassembled and fitted to the car. Everything was OK, steering improved 200%.

The body work was done with the help of our Gas set, some panel steel, and of course a tin of "Bog" (plastic body filler to the pro's).

Paint was supplied by a friend, who has a 4-litre tin red-purple colour. This was not we wanted (but if is nor nothing we buy it). So, I went to paint shop to see if it could be tinted. The man in the shop said it would take another 4 litres to tint it, at \$10.00 a litre. So, I brought 1 litre of Maroon tinter and a litre of reduced black tinter. (by the way this is Dulon lacquer paint).

I painted 2 litres on the car of the red-purple, then put the black and maroon tinter into the remaining colour and mixed it up, and up came a nice deep maroon. We put another 2 litres of colour on the car, after a cut and polish it looded like a \$2000 car.

For the warrant we had to fix the brakes, just replace the shoes with some better ones, clean and adjust the handbrake cable.

The car with 6 months work, paint, covers, parts etc total cost \$350. The value about \$900 plus, so all up a quite worthwhile project and we learnt a lot.

A. Sutton

Fielding

THIS MONTH'S VIDEO

The Wolseley

<https://www.alamy.com/stock-photo/wolseley-6.html?sortBy=relevant>

North Island Wolseley Car Club Secretary Report. Summary of AGM held 20th July 2024 in Whanganui.

I am writing this report on return from a great weekend in Whanganui with members of the North Island Wolseley Car Club.



We started the weekend with a cruise up the Whanganui River on the Wairau Motor Vessel.



The weather was not playing its part as it rained most of the way up the river, although some people were wet and cold they all seemed in good spirits. Managing to keep people fed and watered with warm drinks helped.



Colleen Litchfield, Ken Thompson and Kevin McKnight entertaining the Captain and crew making sure they knew where they were going.



Michael thought we were travelling to the South Pole, Lou and Ans Schumacker, Val Thompson, Kevin Goudie, Derek and Gaye Dixon and myself taking cover from the rain.



Kirsty Lee, Gaye and Harry Sutcliffe braving the elements.



Two 690s at the AGM

After our boat adventure we disembarked to meet back at the Anndion Conference room for our AGM. Our meeting started at 3.30pm with 20 members in attendance. After a welcome and apologies, a minute's silence was then had for those members and loved ones who have passed over the past 12 months. Reports were read and accepted by those that were present.

Election of Officers

Chairperson – Vacant

Secretary – Raewynn

Treasurer – Michael

Club Captain – Annette McKnight

Parts Coordinator -Ivan McCutcheon

Committee – Graeme Lee, Bronwyn and Hugh Mackenzie, Larry Naik, Colleen Litchfield and Rod Baxter.

Reps to attend National AGM in Taupo in October Graeme Lee and Raewynn Kruse.

Ruth and Winton Cleal have offered to organise a Christmas function run. This will be held in Levin information will be forwarded in due course.



We had a great meal out on Saturday evening with everybody having great meals and more socialising. The trophy for People's Choice was presented at the evening meal.



And the winner was Michael and Raewynn Kruse with their Maroon 6/90's first outing. I will give all the credit to Michael for the work he has done to get the car on the road.

Trophy being presented to Michael and Raewynn by Graeme Lee.



Enjoying a lovely dinner and comradery.

We all left our accommodation and Sunday morning and made our way home or to other destinations.

A lovely Wolseley AGM had by all.

Regards

Raewynn

BRANCH NEWS and EVENTS - Nelson

Nothing New to report.

Reminder Subscriptions are Due NOW

Regards Bryan

Branch News and Events Southern

We are having our AGM this Sunday at Waiholo Tavern at “High Noon” a good attendance is expected!!

Story and photos next month.

That’s all folks from a cold south. Cheers George

BRANCH NEWS and EVENTS - Christchurch

Hello Valued ‘WOLSELEY” members,

This coming Sunday is our Annual General Meeting which seems to have come round real quick.

The meeting once again is being held at our neighbouring Caravan Club where we will use their lounge and kitchen facilities.

The access point will be through the gap in the tree line from our own Club with the route following the tree line direct to the Caravan Lounge. Most people will be familiar with this passageway having done it previously, but we should have markers and / or someone showing you the way. This entry eliminates us having to involve the Caravan Club, with them having to operate their electronic entranceway. thus enabling us to be totally independent.

There will be a lunch provided, consisting of our Lord Wolseley’s (Colin Hey) pumpkin soup, which for those who have been lucky enough to sample it, will be the draw card for your attendance. Also savouries, bread, the odd sweet cake that will keep your strength up.

The leisurely lunch will come together at 12.00pm, with the AGM commencing around 1.00pm

As always, there is absolutely no pressure to be become involved with any of the executive positions. There is no pressure to do anything that you are not comfortable with. Just your attendance would be appreciated.

The following is an account of the months activities from the Christchurch Branch

Matariki Day - or Matawrecki Day, 28th June had a dedicated team of members, fortunately many with mechanical expertise, who really became involved and pulled a 6/90 that had been in Rotten Row for far too long and stripped it of every conceivable useful part, and by mid afternoon had it winched it on to Colins trailer as a rusted shell for delivery to the Scrap dealer. Also work commenced on the removal of the motor and gearbox of a 15/50 The BBQ, with the Bishops (Ed and Nancy’s) cooking skills, and preparation and also cooked by themselves, was presented to the workers, absolutely perfected.

13th July was the scheduled Working Bee/ Committee Meeting which had a reasonable representation of members.

COMING UP This coming Sunday 28th July is the Christchurch Branch AGM being held in the neighbouring Caravan Club Lounge. (you should have received the notification I forwarded to members)

10th August The August Working Bee/ Committee Meeting

25th August Daffodil Run (Annual Cancer Society fundraiser)

Regards,

Stuart

COLIN'S RAMBLINGS

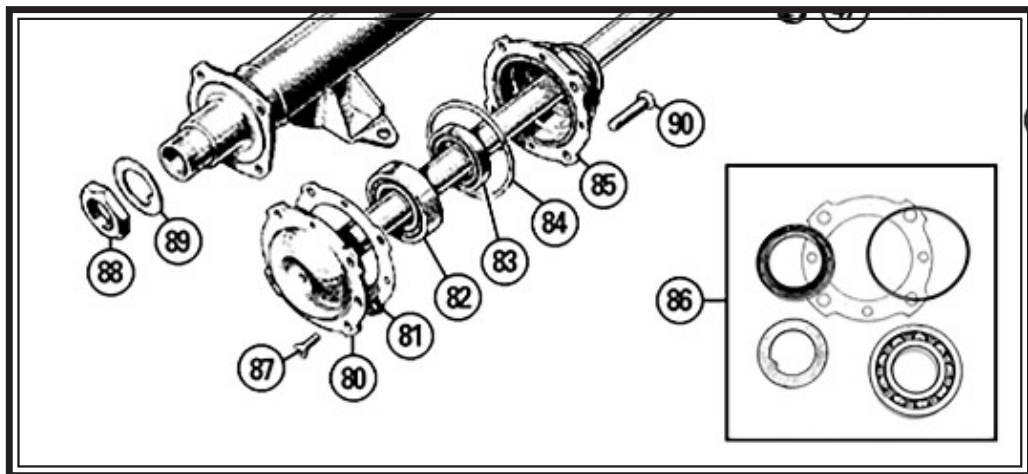
The big project this month has been giving a good friend of mine a hand to undertake an engine rebuild on his 1915 Swift (veteran car) which unfortunately ran two big-end bearings back in April on the last Veteran Car Club outing for the season. The following week we removed and stripped the engine, and found the two centre con-rods had lost all of their white-metal bearing material – it had melted and been sprayed all around the inside of the crankcase and sump. It was difficult to tell what had caused it, but there were clumps of RTV sealant all through the motor which had been assembled (well before Malcolm bought the car) without any gaskets at all, relying on copious amounts of RTV to do the job instead. With no oil filter ever fitted to these early veteran engines, we think that the bearing oil feed to the centre bearings had been blocked by a lump of RTV, causing them to fail completely.

Personally, I don't use RTV-based sealants for gaskets, because I've seen this problem before. If a gasket was fitted originally, find or make another one. In club spares, we have gaskets (many individually) for most models – just ask. If it's not available, then just get some proper gasket paper and make one yourself – it's cheap and not difficult and there are plenty of Youtube videos showing the best way to do it. My go-to jointing compound is Blue Hylomar. A good smear is all that is required, and it never sets hard. I've pulled things apart again after years of service, and it's still sticky and often even the gasket is still in good order and could (if I really needed to) be cleaned up and re-used again. If you feel that you need an RTV-based solution, for goodness sake read the instructions before you use it. The good ones suggest a minimum curing time before you go ahead and assemble the parts.

Anyway, to cut a long story short, although the Swift crankshaft was damaged it was saveable, so it was dispatched off to my brother Robert for a re-grind, and then then all of the con-rods and the crankshaft made a trip to Invercargill for a new set of big-end bearings to be cast and machined by an engineering shop down there – not a cheap exercise! I'm pleased to report that we've now got everything reassembled and the car is running nicely again.

During the month I also completed a full brake overhaul on our 1500 Mk3. The master cylinder had started losing a bit of fluid since the last WoF so I had that re-sleeved, but because it had been 30 years since I last had the hydraulics apart I thought I'd better have a look into the rest of the system. One rear wheel cylinder was just showing signs of seepage, so they all came out and were re-sleeved too, and I also replaced the brake hoses front and rear. All the brake shoes were still in very good condition so were put back in again.

Whilst talking about rear brakes, have you ever noticed an oil leak suddenly or later developing after you've

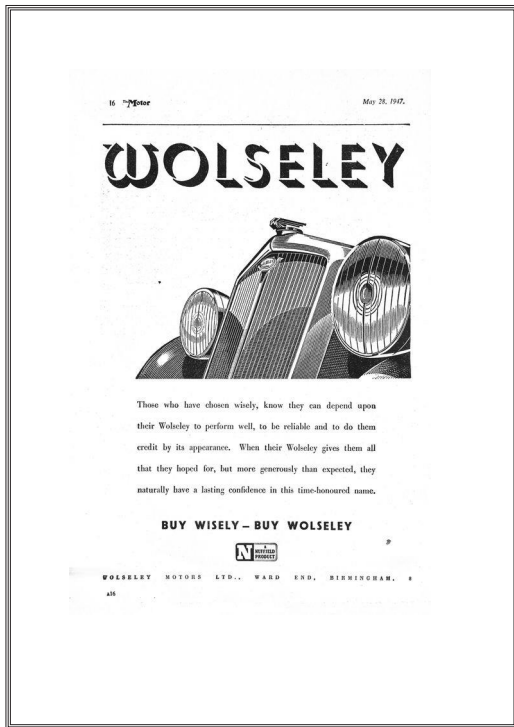


had the brake drum off or even just removed and replaced a rear wheel? It's much more common on BMC (banjo-type) back axles than you think, and because there's effectively only one small counter-sunk bolt holding and sealing the axle half-shaft against the hub, it doesn't take much to break that seal if you remove the brake drum screws and/or even the wheel nuts. In fact, the large rubber o-ring seal in there can assist to unseat the gasket. The answer is that if you do ever have the half-shaft out, use a new gasket and a good sealant (see above – a light smear only) making absolutely sure both faces are completely oil-free first. Then do up the half-shaft retaining screw as tight as you can (even use a light tap with an impact driver if you have one). Then do up the brake drum retaining screws as tight as you can by hand with the correct sized Philips-head screwdriver, and if you ever take the brake drum off again for any extended period of time, replace and tighten them temporarily through the half-shaft holes to ensure the half-shaft stays tight against the rear hub. Check it carefully for leaks before you put the brake drum back on, and if there's any sign of oil weeping out between the half-shaft and hub, remove the half-shaft and fit another new gasket. Oil getting out of this gasket will go straight out into the brake drum and ruin your brake shoes. This particularly applies to all rear-wheel drive Wolseleys from the late 15/50s and 6/90s onwards, including all 1500s, 15/60s, 16/60s, 6/99s and 6/110s.

Have a good month everyone.

Colin Hey

Colin Hey



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

FOR SALE

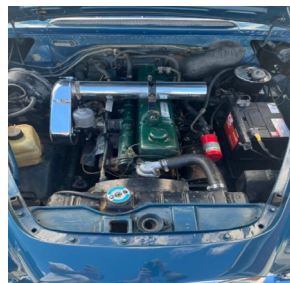
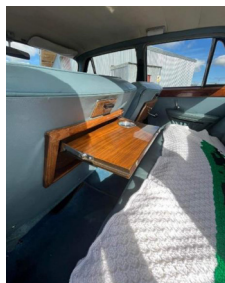
6/110 MK2

Great condition, drives great on the highway, 3 speed with overdrive. WOF and reg up to date. Location Mosgiel ,

Price \$15,500

Open to all reasonable offers.

Contact 0223974505





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
- 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



Lapel Badge \$10.00



Sticker \$5.00



Cooler bags \$55



WHEEL TORQUE

Issue 41 | July 2024

In this Issue: Progress on a revision of WoF rules for our members; 2024 AGM reports; how you can use the Historical & Classic Vehicles Survey; update on the Incorporated Societies Act 2022; and meet new Executive Member Bruce Lewis...

Note: If you click on a link in this newsletter, you may need to use the back arrow on your internet browser to return to the newsletter.

President's Patter

Garry Jackson, FoMC President

Welcome to this issue of the Federation's Wheel Torque newsletter, with updates across a wide number of fronts.

From my viewpoint as President, I sense that the last few months are the beginning of new thinking and new energies within the Federation. This is largely borne out of the impact of the NZ Historic and Classic Vehicle Research Survey, but also from the realisation that times are changing and that as a wide-ranging association of automotive enthusiasts we also need to start thinking a little differently. I constantly remind myself of the old saying, "to stand still is actually to go backwards"!

Accordingly, the Federation's recent AGM in late May took on some new challenges, and it did so with a new approach. Gone (at least for this year) was our traditional format with a guest speaker, replaced by an interactive workshop discussion with the club attendees on our early, high-level thinking about how we strengthen the Federation for the future. We had discussions across a range of subjects including our finances, growing our membership, developing a plan for membership benefits across our 140,000 members, and more. This session saw us sow some seeds and indicative plans, and then turn the discussion over to our club attendees to critique our thinking, and to brainstorm further ideas and suggestions. A great start for what we need to do in the months ahead.

The other initiative was an interactive presentation of some of the detail of the NZ Survey, a task shared across the entire FoMC Executive, each speaking to their respective sectors of interest and highlighting some of the key results that bring the whole of the 150 page Final Report to life. It was a great session, and it brought home the magnitude of the research project itself and the wealth of data and learnings arising from it. You'll see further thoughts from me regarding the importance of the Survey and how your clubs can make use of the results later in this issue of Wheel Torque.

In the meantime, I hope you find the updates in this Issue 41 useful, and very best wishes to you all. Enjoy the drive!

Garry



FoMC President Garry Jackson presenting at the 2024 AGM.

Significant progress towards a revision of WoF requirements for historic vehicles

Some good progress in our long-running pursuit of revised WoF terms for historic vehicles has taken place in the last few weeks...

Meeting with the NZTA

There have been three important steps taken to advance the WoF issue recently:

- Firstly, a meeting with Minister of Transport (covered adjacent).
- Secondly, the development of a detailed new proposal for 12-month WOFs for all vehicles 40 years and older, and no WOF requirements at all for veteran vehicles (1919 and earlier).
- Thirdly, a very good (first time ever) meeting with the NZTA's Director of Land Transport and Deputy Director in mid-June.

The Federation's new Proposal Paper is a very comprehensive document, drawing on extensive analysis of crash data statistics by vehicle age (where vehicle condition has been identified as a major contributor) and WOF failure rates, also by vehicle age and annual kilometres driven. These statistics powerfully support our proposal. A summary version of the Proposal Paper was presented to the Minister in April, and an updated version submitted to the NZTA in late May.

Whilst the Minister has indicated strong interest in the Proposal, the actual decision rests specifically with the NZTA, under the statutory parameters of the legislation underpinning the NZTA's role and their decision-making responsibilities. Hence the importance of our meeting with them. Our meeting itself was very cordial, good (and probing) discussion, and we have been assured of "prompt" attention and a timely decision.

Fingers crossed!



FoMC President
Garry Jackson

Meeting with the Minister

On May 15th, FoMC Past-President Harry Duynhoven & Vice-President David Raven travelled to Auckland to meet up with the new Transport Minister to fill him in on WOF issues related to historic vehicles.



Hon Simeon
Brown

The FoMC Executive had carried out their groundwork, that clearly showed the failure rate on WOFs for all light vehicles (over 40 years old) match the figures for light vehicles up to 10 years old. These show clearly that old cars are as safe as cars up to 10 years old on WoF failure rates. In fact, as new cars have no WoF requirement until 3 years old, the failure rate for 40+ year old vehicles is actually the lowest! The figures for intervening groups show increasing failure rates as the cars age, from 10 years up to 30 years. So we have a solid argument to take to the NZTA.

The Minister was receptive to our requests for an annual WoF and we have submitted more information to the NZTA. We also discussed other issues with the Minister involving WOFs for our vehicles, including the technology differences with more modern vehicles, and again made the suggestion that veteran vehicles be exempt from WoF inspections.



2024 AGM Report

David Raven

The AGM was held on Sunday 26th June at the Wellington Vintage Car Club in Petone.

FoMC
2024 AGM

We would firstly like to thank the VCC for their hospitality in hosting us, along with their excellent catering.

After welcoming the delegates, the AGM commenced at 10.30am. Unlike previous AGMs, which had keynote speakers, for this AGM the Executive felt that the [survey data](#) was the most important item to be discussed. The morning session therefore covered the survey data, with each member of the Executive being tasked with an 8 minute [presentation of each segment of the survey](#). This proved to be an excellent idea as we all learnt about other sectors of the FoMC: Veteran and Vintage (*Chris Dyer*), Classics 1949 to modern (*David Raven*), Hotrods and Customs (*Warren Pattinson*), Historic and classic motorcycles (*Murray McLean*), Historic Machinery (*Harry Duynhoven*), Military (*Lew Skelton*), Motorhomes and Caravans (*Peter Thompson*) and Other Classes (*Garry Jackson*).

After an excellent lunch, we moved onto the direction that the FoMC now needs to take, with a session called "Strengthening the FoMC for the Future" with open discussions from the floor on the ideas. We have formed Working Groups to undertake this work, and will be covering these in future issues of Wheel Torque.

The AGM then finished with the President, Treasurer and Secretary's reports. Following last year's investment in the Survey and the strategic planning workshop, our finances are a little constrained at the moment. We took measures to address this, including the decision to save costs by again holding the AGM in Petone as this assisted with cheaper travel and accommodation costs.



The FoMC was once again grateful to have use of the Vintage Car Club in Petone for our AGM.

Election of FoMC Executive Committee

The Committee remains almost the same as last year, but there were a few changes:

- We warmly welcome Bruce Lewis (President, Bay of Plenty Mustang Owners Club) onto the Executive, and are positive he will help shift the FoMC into overdrive! Bruce's introduction is later in this issue.
- We said goodbye to Tony Bartlett and Peter Thompson as Executive Members. We thank them both for many years of service. Tony has been instrumental as our proof reader for most of our communications and the Wheel Torque newsletter, and put in some seriously hard work on research of the Incorporated Societies Act (2022). His eye for detail is legendary! Meanwhile, Peter was our specialist in Regulatory and Motor Homes and Caravans, being the Motor Caravan Association rep. His guidance and wisdom was always appreciated. Peter has transitioned into an technical advisory role to the Executive.

Looking ahead to 2025 AGM

Next year, we plan to hold the AGM in Christchurch, possibly as a 2 day event. As this will be the 30th AGM so we're considering a few special "optional extras". Watch this space!



NZ Historic and Classic Vehicle Survey

Garry Jackson

As Wheel Torque readers and Federation members will be fully aware, the final results of our first Historic & Classic Vehicle Survey were published in February.

All details (in both Summary Report and Final Report versions) have been communicated and are available on our [website](#).

The important point for all of us to grasp, and to use, is that the Survey itself and its headline outcomes have an indefinite life and huge relevance. Nothing can change the fact that collectively the historic and classic vehicle sector in NZ has a \$16.5 billion economic footprint! Or that of the NZ public at large (70%) love our vehicles and support who we are and what we do.

I might be a little biased, but I'm totally convinced that in the discussions we have had in recent weeks with the Minister and with NZTA, the Federation has been seen in a stronger, more positive light than before. The Survey is the difference.

How you can use the Survey results

The role of the Survey, and its benefits, don't start and stop with Government. Each and every one of the Federation's clubs, and the members of each of our clubs, now have opportunities and responsibilities from the Survey that were never available before.

Use the Survey and the weight that it gives in your continuous push for new members. Use it to increase the profile of your club in local media, or as you seek local sponsorship support for a local auto show event or similar. Make sure that your club uses its Facebook page to promote the Survey's headline results and how important they are. Encourage your individual members to do the same on their own personal Facebook pages, to spread the story (and build the interest) far and wide.

And these are just some of the things you can do. Please give this your full attention, maybe by dedicating an upcoming Committee meeting to discuss and brainstorm what you can do to make the Survey work for your members and your club. The Survey in all its detail is the best news ever, and the greatest opportunity, for all of us as historic and classic vehicle owners and enthusiasts. Tell the story over and over again!

Update from FoMC Working Group on the Incorporated Societies Act 2022



David Raven

Incorporated Societies Act 2022

The FoMC has been following the new Incorporated Societies Act (2022) since its inception. We formed a Working Group and have attended several webinars run by Christchurch law firm Parry Field that looked into constitution requirements for clubs like ours.

The Act came into force on 5 October 2023, but existing clubs have until 5 April 2026 to re-register and comply with the rules under the new Act. The new Act requires a much higher level of Committee responsibility and “formality” than the old Act. Club officers and committee members need to be formally aware of the governance responsibilities that they will be responsible for as a managing committee. This includes understanding record keeping, data security and disciplinary requirements.

FoMC guidance to member clubs

As the FoMC Working Group has learned more about the new Act, we have come to the view that we cannot provide the expertise we originally hoped we could to member clubs on how to meet the new Act’s requirements. This is for two key reasons:

1. We don’t have the necessary professional knowledge to offer specialist guidance. Our member clubs are too varied in terms of both size and club make-up to offer a single level of guidance (e.g. we have national clubs, regional clubs, clubs with multiple branches, etc).
2. There are other sources of information that will serve our member clubs better.

Parry Field, and many other legal firms, have now published detailed [Q&A's](#) and other advice online. They can respond to enquiries from clubs and other affected parties with detail that surpasses anything that the FoMC can offer with our voluntary resources.

- ◆ Parry Field has an [Incorporated Societies Information Hub](#) which we encourage member clubs to make use of to aid in updating your constitution.



Secretary's Corner

Chris Butler

This is my fifth report as Secretary of the NZ Federation of Motoring Clubs Inc.

The secretarial office has again run smoothly this year. All but one of the Executive Meetings were held via video conference. We also had many other online meetings on specific topics, resulting in smooth, agile and timely operations. However, at various times the secretary has been rather overloaded and is seeking an assistant for administration tasks, so if you’re keen to contribute in this important role contact [Chris](#).

Website and records management

The website continues to be well used, especially following the NZ Historic and Classic Vehicle Survey results. Plus all AGM registrations this year were processed online, facilitating smooth registration processing. In the past year there have been 9,508 visitors to the site with 23,786 page views. But ... I’m now in marketing mode 😊 ... The website requires modernising, so we are seeking website developers to contribute to the life of the Federation. We certainly would appreciate your expertise. Contact [Chris](#).

New communications initiatives

As part of our modernisation programme, we now have a [YouTube channel](#) and are considering establishing a Facebook group. The Facebook group will require dedicated administrators to monitor incoming posts, writing regular and topical posts, all needed on a timely (not occasional) basis, so again we are seeking enthusiastic volunteers with skills in this area to manage this communications channel. Register your interest with [Chris](#).

In the meantime, we are strengthening our other email communication channels. Starting with this edition, we are using a new service to distribute the Wheel Torque newsletter. It will be easily readable on different types of devices. Individual members of member clubs will be able to manage their [subscription on the website](#).

Membership: increase in our member clubs & subscription revision

For the 2023/2024 year, the FoMC has 149 [member clubs](#), an increase of 14 clubs from last year, representing 149,961 members and 126,635 vehicles. We lost two clubs due to dwindling numbers.

The 150th club to recently join is the [Manaia Classic Car & Bike Club](#). Even this little town in South Taranaki with a population of 985 has its own classic vehicles club with 40 members!

Income from membership was \$15,496.94 during the past financial year.

Substantial time and effort was required this year in chasing up overdue subs, with 16 clubs still to pay. Could all clubs please advise the [secretary](#) of change of officers and pay promptly, as it has a direct impact on our ability to operate effectively.

To support our operations and special projects, the membership fees are increasing this year by 20% (allowable in the constitution). New member clubs will have a base fee of \$100, as the current \$26 base fee is insufficient to support the Federation's ongoing operations. If your club's membership fee is less than \$100, we would very much appreciate consideration of \$100.

This year we will perform a review of our membership fee structure to support the Federation for the future and we'll present our proposals at next year's AGM for approval.

Introducing Bruce Lewis

New Executive Member & President of the Bay of Plenty Mustang Owners Club

I was raised on a farm in the early 1950s where tractors, cars and our trusty '39 International truck were always on topic, and where starting up one of the tractors to warm up while a cup of tea was enjoyed was mandatory.

I well remember being presented with my first bike when I was about four and a half so I could learn to ride the 2 miles to school by age 5. The bike was a few sizes too big at the time, but it was like buying shoes in those days - you grew into them! Actually, the riding bit came easily, but finding a suitable post or power pole from which to launch and fall off against was a bit more of a challenge. The offer of a girl's bike so mounting and dismounting could be more easily achieved was an option I quickly dismissed, so after a few more skinned knees I acquired the gentle art of 'swinging my leg' (please excuse the phrase).

Following a successful attempt at School Certificate, the offer of a French Polishing trade won the day with 8,000 hours or 4 years' apprenticeship. This quickly turned into just over 3 years with 50 hours a week due to the pending Christchurch Commonwealth Games in 1973 and the advent of 6 new hotels in Christchurch to be fitted out!



Bruce Lewis with his 'pride & joy' in Taupo.

The added bonus of repolishing the Mk2 & Model S Jaguar interior wood trims, due to the huge uptake of the new and exciting XJ6, afforded me an introduction to Ian Archibold and an invite to Ruapuna Motor race days. Once again, these cars captured my imagination, so I worked to go motor racing and watching the heroes of the day such as Paul Fahey, Rod Coppins, Ron Slyvester and of course Ian Archibold whenever possible.

Following 8 years as National Tutor for my Trade, the government of the day announced a 'sinking lid policy' on Trade Training on a number of trades. Sadly we have never recovered from losing such a great opportunity for our sector and for our young people!

The move to Tauranga in 1979 afforded the opportunity to take up the lease on a small Mobil service station in Cameron Road and subsequently we put in a CNG dispensing facility. As we had a workshop at the rear of the service station, we decided very quickly that there was an opening to install CNG and LPG, and given the generous loans being offered by the government of the day to do the installations we made the decision to proceed immediately. The next day I approached the largest fleet owner in town and later that day I had an open order to convert most of the 200 vehicle fleet of Tauranga City Council to either CNG or LPG. The automotive industry was giving me a warm welcome! However, after some 3 busy years, Theo Stanton, an old motor racing identity and Mercedes Benz franchiser made us an offer we could not refuse!

Early in the 1980s an opportunity to purchase the assets of 2 leading corporate polyethylene pipe manufacturers in Auckland came our way, and combine them, which we subsequently did. Shortly following our acquisition, I noted an advertisement in a European Civil infrastructure magazine regarding a new polyethene pipe and fitting system which was manufactured to the European standard. We quickly contacted Thames Water in the UK and offered to manufacture the pipe under license and market the fittings here in NZ, and they quickly agreed! This product was adopted by the local bodies and the pipe is the blue polyethylene pipes you see in the streets today. We subsequently accepted an offer by a corporate and the rest is history.

The blue pipe product started me down the road of interface with local body engineers nationally and included a term on Australian & NZ Standards for all potable water-related products. I did regular presentations at industry trade exhibits and technical consultations and held various management roles, which have kept me busy until my recent retirement from the industry in October 2023.

I am now gainfully employed in our busy 20-plus staff laundry business in Rotorua.

Meanwhile, my ongoing passion for cars of all types has resulted in my involvement over the last 20 years in both the Auckland and Bay of Plenty Mustang Owners Clubs. I've held both Committee and President roles, along with judging at local car shows and National Conventions.

I now look forward to contributing to the good work already underway by FoMC. I see huge potential for us in continuing to represent our wider motoring clubs in providing a progressive and financially sound base in which to better serve this rich heritage-based industry.

Bruce



Subscribe to the Wheel Torque newsletter!

As a member of an FoMC member club you can [subscribe to Wheel Torque](#) and receive it as soon as it is published.

We no longer print and distribute hard copies of this newsletter, but it is able to be easily read on different device types such as desktop/laptop computers, tablets like iPads, and smart phones, and it should print at home easily if you want a printed copy. As always, we welcome feedback at any time on Wheel Torque or our other communications. Contact FoMC Secretary [Chris](#) Butler.

We hope to be at all major shows this year. Look out for our teardrop FoMC flags. Drop by for a chat!

Next Issue...

- **A precis of the new FoMC Working Groups** and the areas they are focusing on.
- **Liability Insurance** - a detailed analysis of liability insurance and information on whether your club needs it regardless of whether your club is planning to remain an Incorporated Society under the new Act or not.



THE WORD

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