

THE



WORD

OFFICIAL NEWSLETTER OF THE  
WOLSELEY CAR CLUB NEW ZEALAND INC



APRIL - MAY 2017



UK Wolseley Register members Graham & Jenny Ryder  
out on a Club Run with Auckland members.

From left, Trevor & Adele Burrrnand, Paul Billing, Janice Belcher, Graham Ryder,  
Steve Belcher, Jenny Ryder, and Noeline Billing.

## 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.wolseleyclubnz.co.nz](http://www.wolseleyclubnz.co.nz)

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## EDITOR'S STUFF

OK, it's confession time, and I have to admit to buying yet another Wolseley! This time it's a Wolseley Siddeley – a 1909 10HP, bought from the deceased estate of an Auckland gentleman (Mr Taylor) who passed away about 6 months ago. The car was restored by Ron Duckworth in Christchurch back in the 1980's, who sold it to the last owner about 2 years ago, however the car was put into storage in local collector Errol Smith's shed pending shipment to Auckland soon after.



Unfortunately Mr Taylor then became

ill, and the car was never shipped north. He did visit it twice in Christchurch before he passed away, but unfortunately never actually managed to drive the car.

I have known Ron Duckworth for about 20 years, and see him at every VCC Swap Meet around Canterbury, and always stop for a chat. He and another fellow veteran restorer in Christchurch (the late Allan Roberts) were known as the “Mr Wolseleys” in the veteran world, between them having fully rebuilt 4 veteran Wolseley Siddeleys, and helped many other owners along the way. It was Ron who told me about the circumstances around the new owner, so about two months ago I called Errol Smith who was storing the car, and asked him if he could put me in touch with whoever was dealing with the estate. As it turned out, the wife of the owner was looking after things, so I gave her a call and asked her if the car was going to be offered for sale. She confirmed it was, and even asked me if I was prepared to make an offer on it there and then. I did, but it wasn't enough!

After a bit more discussion, we agreed that Jenny and I would go and check the car, and I would then get an independent valuation done, and proceed from there. The following weekend Jenny and I called into Errol Smith's and had a good look at the car. It was looking a bit dusty and forlorn, with the bright-work starting to look dull, a few spare parts sitting underneath it, and two old spare tyres sitting on top of the rear luggage compartment. Underneath the dust it was easy to see that it would all clean up nicely, and best of all, Jenny was just as enthusiastic as I was, although she does have a slight reservation about how easy it would be to fall out of it if she happened to fall asleep!

Unfortunately taking it for a test-drive was out of the question, as there were several other cars in front of it, and it was also sitting up on wooden blocks. On top of that it had not been run for at least 3 years, so a certain amount of re-commissioning would be needed before attempting to start it.

The next day I arranged for a valuation to be done through Upper Classics in Christchurch, who got one of their employees, well-known veteran restorer Bruce Shadbolt to do it.

About a week later it arrived in writing via email, so I emailed that away to Mrs Taylor, together with a written offer. I heard nothing for a couple of weeks, so the day before I went to Melbourne for F1, I called to see if it had just been rejected or if it was still under consideration. To my surprise, Mrs Taylor apologised for not getting back to me, and told

## Editor's Stuff - continued

me that she and the other trustees were happy with the offer and that the car was ours once the payment had been made.

Matthew and I went and collected it from Errol Smith's on Easter Saturday, helping him first move 3 cars out of the way, and then got it down off the blocks and wheeled out to the trailer. The lights and seat squabs were put in Matthew's truck for safe keeping, and about 50% of a complete engine in pieces was put in the back of the truck too. Errol said he was sad to see the car go, as Ron is a close friend of his, and the car has been a close companion to his 1912 Wolseley 16-20 Landau, part of his collection of around 20 veteran and classic cars (he has about a dozen different Model T Fords). The 16-20 was actually on the front cover of the Wolseley Word about 2 years ago, but unfortunately it's off the road at the moment with a run big-end bearing – hopefully to be repaired soon.

Anyway, the 10HP is now at home in our shed, and over the last few weekends it has been getting lots of mainly cosmetic attention to get it cleaned and polished up. I've also given it a full service,

including removing the sump to clean it out, stripping the carburettor because it was all gummed up and flooding badly, and generally just checking everything else. Like our 12-16, it's very simple and pretty robust mechanically, however it is old and fragile, and things need to be treated carefully to avoid breaking or damaging anything,

which usually will mean making parts from scratch.

Last weekend I pretty much had it cleaned up to the point where I was happy with it, and got it fired up for the first time in our ownership. When it was restored, Ron fitted a ring-gear and starter motor, so with this veteran there is no hand-cranking, which is quite nice. It started pretty easily and ran nicely, so I'm now waiting for some good weather to take it out for a short run, then it will be WoF and registration, and we can start to use it.

Incidentally, I need a correct radiator cap, if anyone has one lying around??!!

For those of you who keep in touch with Trademe, you may have noticed that listed under "Wolseley" there is a reprint of an early photograph for sale, which shows a small veteran Wolseley Siddeley sitting alongside a Cadillac in a garage in Christchurch circa 1908. It was obviously taken when the cars were new, and I can't help but wonder if it's the same car we now have.



1909 Wolseley Siddeley – latest addition to the Hey family collection



New early Cadillac and Wolseley Siddeley in a garage, possibly Gloucester St, Christchurch, circa 1908.

The month also saw a bit of adventure with the Mini Club. Matthew and I went and joined them (in Matthew's Hornet) for a run around Christchurch with the Pork-Pie charity run on Easter Monday. The convoy of 60 Minis had arrived in Christchurch the night before, and were scheduled to do a run around the Christchurch CBD the

following morning, before departing town to head for Franz Josef on the second-to-last leg of the run from Kaitia to Invercargill.

Before we did the run, we attended the briefing for the day, where all of the Pork Pie run participants were told what was happening that day, and shared any problems or issues that needed sorting. Towards the end of the briefing a call went out to see if there was anyone in the room who knew where there might be a workshop with a hoist available, as one of the cars had a noisy gearbox that was steadily getting worse, and needed to be looked at. As luck? would have it, I was planning on being home all day, so I tracked down the two-man team running the car and offered my 'facilities' for the day if they wanted them. Although it would mean they would miss a day of the run and they would then have to catch up again, they said the problem needed fixing now, and they accepted my offer and said they'd turn up straight after the run around town.

Matthew and I then joined the convoy (it was pretty cool being part of a convoy of around 70 Minis driving through the CBD), and when it was over we headed straight home to find a yellow 'Pork-Pie' branded Mini sitting outside our house, with the owners (Ian Wakely and Glen Carpenter – both senior semi-retired Australians from the Gold Coast) inside having morning tea with Jenny.

We moved a couple of cars out of the shed to free up the hoist, and then wasted no time in getting the Mini inside to get stuck into it. Glen is a Mini guru, having owned a business restoring and modifying Minis in Brisbane for many years, and suspected that the trouble was originating from the transfer gear bearings in the clutch housing. He and Ian had bought the car from an enthusiast in the North Island especially for the event, after it had had a multitude of after-market and modified parts fitted by the previous owner. It was running a freshly rebuilt Metro A+ engine and gearbox, but something had obviously gone amiss.

With four of us working on the car, we had the engine and gearbox out in 45 minutes, and Glen then whipped the clutch and the housing off to see what was going on inside. It appeared as though the transfer-gear thrust-washers had been assembled into the housing without first oiling them, because they had picked-up on the alloy housing and

## Editor's Stuff - continued

were then trying to eat their way into the housing itself. Also the lower roller (first motion shaft) bearing had failed, and was on the point of coming apart.

It just so happened that I had a Metro engine and gearbox under the shelving in the back of the shed, so we decided the best course of action would be to get that out and use the housing and other parts needed from that, with Ian offering to send me replacements when he got home. We got it out, but it had never been apart before and we found it impossible to remove the clutch

and flywheel assembly, despite having a good puller and plenty of heat and hammers available. In the end, we gave up, and Glen decided to go to plan B, which was to clean up the original thrust washers and housing as best he could. By then I had also found a brand new first motion shaft bearing and gaskets in my own spares stocks (it was Easter Monday, after all, so we



Easter Monday and the Pork Pie Charity Run Mini in bits

couldn't go anywhere to buy parts), so it seemed the best way to proceed. Glen tidied up everything in my lathe, then he and Ian got busy and reassembled everything while Matthew and I sorted parts and tools for them as they went. By 7pm we had the engine and gearbox back in the car, and everything underneath hooked up again and the car lowered on the hoist. We took a break of about an hour to have some tea (Jenny put on a big roast of lamb, which all four of us really appreciated), then spent another hour connecting everything up under the bonnet, filling it with oil and water etc. At around 9pm it was ready to fire up. It was still partly up on the hoist, so Glen got in and started it up, and then ran it up and down the gears a few times to check that everything seemed OK. It was, so feeling much happier now, we re-fitted the bonnet, and moved the car outside so Ian and Glen could re-pack their gear into the car. A final clean-up, and they were on their way to a motel at 9.30pm. Despite our offering to put them up for the night, they felt we'd been far too hospitable already and wanted us to have our own space that night. They were two relieved and very happy men. I was relieved too – I remember surveying my shed early in the afternoon, seeing Mini bits and tools scattered everywhere, and wondering what I'd got us all into! The very best thing is, from start to finish, we didn't have to leave home to get anything they needed – from equipment, to parts, and even oil and anti-freeze – it was all at home. Ian and Glen couldn't believe their luck!

## Editor's Stuff - continued

I went inside after they left to have a cuppa before heading for bed, and Jenny said to me "Well, what have you achieved today, then?", knowing my original plan for the day was to come home from the Mini run and spend some time on one of our own cars. I said to her "I've made two new friends!", and we both had a good laugh.

I sent a text to Ian the next evening. They had caught up with the event in Alexandra, the car was going fine, but apparently Glen was catching up on sleep most of the way down south that day. Later that day they met Gordon and Berryl Duthie in Palmerston, and got talking to them about what had happened the day before. Small place, New Zealand! I've since heard from Ian a few times – they finished the event, and got the car back to Auckland without any problems. And all the parts we used have now been replaced too. I know it will be one of those events we'll look back on in the future and remember.

I'd better stop there, and leave room for others. Matthew and I head for Melbourne in two weeks' time for the Australian National Rally, so no doubt there will be plenty to write about next month too.

Regards

Colin

## CHAIRMAN'S REPORT

Hi members,

The Autumn colours are in show now and in particular in Wanaka where I was working last week. At one end of the lake front there are many poplars and other trees glowing with colour. There is quite a large area of lawn where the leaves were falling too and had turned the whole area into a feast of colour. The whole area had many tourists all over it taking photos, lying on the leaves and just enjoying this magnificent scene what with the



lake and the mountains in the back ground. It is very easy for us to take all of this for granted. I just wished I had the Wolseley there to add to the enjoyment. I have had the Wolseley out at Easter going through to Nelson and Blenheim via the only way, the Lewis Pass. It was very wet going up but dry coming back. We went through to catch up with my Mum and sisters and to go over things to be done to help Mum shift from her little house into a flat in a retirement village two blocks away. It's all going good and she is very excited. She is looking forward to the people contact and other activities that are available

## CHAIRMAN'S REPORT - continued

to her. Although she is 86 she is very able and capable of looking after herself but she was getting quite board where she was. On our way up to Blenheim we called in to Colin and Jenny Hey to have a yarn about the Wolseley Club's 2018 National Rally. It's to be based in Blenheim. Bryan Stansbury, Colin and I are putting it together and it's following some of the program that the Morris 8 club had done in the past. Whilst in Blenheim I took the time to get information etc etc to make up the rally program. More later on this in this issue.

All the best,  
Gordon Duthie.

### Wanted:

**Photos of your Wolseley, your restoration project, or just good photos of an outing you've been to with the club. Please just email them to me at: [heywolseley699@gmail.com](mailto:heywolseley699@gmail.com)**

**or post hard copy to me to 34 Rossington Drive, West Melton 7618. Please provide me with a simple caption. If you can pen together a quick story to go with it, so much the better.**

## SECRETARY'S REPORT

Hi Fellow Wolseleyites,

We have had a busy month with our son Jeremy (29) returning from Australia to New Zealand to live after been in Brisbane for 6 years. He has now got himself a flat so life will get back to normal soon. Quite on the Wolseley front only an enquiry from the website about a Wolseley 1300 suspension issue and they would like to join the club .This is good that the web site does get read by interested people. Another interesting phone call came from elderly gentleman in Wellington.

He had some Wolseley brochures he had collected many years ago when he was a child, and he was

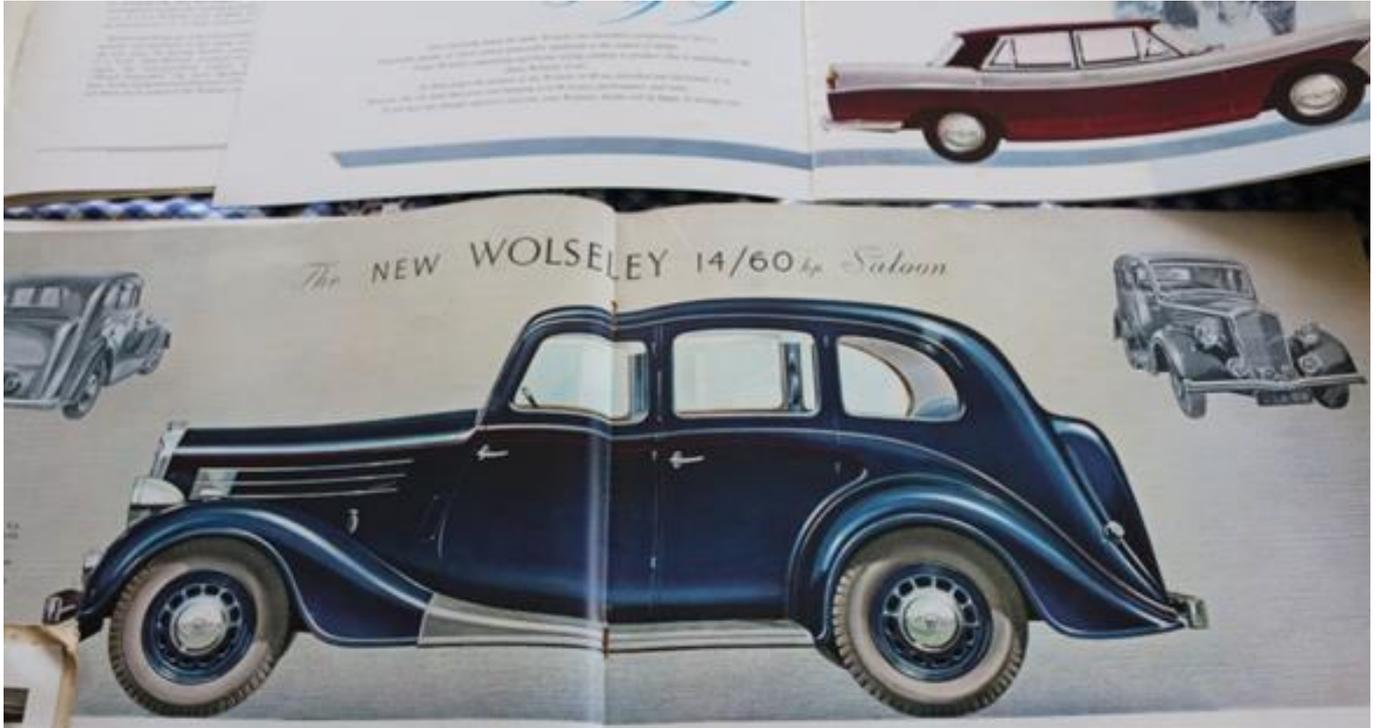
wondering if our club would be interested in them. He would hate the thought of his family throwing them out once he passed on. The couriered package duly arrived from



## SECRETARY'S REPORT, continued

Wellington. I was surprised at the amount of brochures and the condition they were in. I rang him and thanked him then spent 30 minutes on the phone discussing how he kept bothering the salesman at the car sales in Hamilton and other parts of the North Island until they gave him some car brochures.

Keep the spirit up and start your Wolseleys once a fortnight and use them as much as possible.



Happy Wolseleying  
Michael Kruse

## Lions Test tickets.....

Hey - a great offer. If anyone can take it up Let me know!!!

This may be of interest to some of you. A friend of mine has two tickets in a corporate box for the final Lions Test in Auckland on 8th July. He paid \$1000 each, [includes food & beverage] but he didn't realise when he bought them months ago that it was going to be the same day as his wedding.

If you are interested, he is looking for someone to take his place!

It's at the All Saints Church Palmerston North at 2.30pm Sat July 8th .The bride's name is Nicole -- she's 5'8", about 9 stone (57 Kg), quite pretty, has her own income and is a really good cook !

She'll be the one in the white dress!!!!!!!!!!

## Auckland Branch

### News:

On Saturday 22 April 2017 saw 12 people catch the Ferry on the Mail Run to Kawau Island. The weather was fantastic and the water was extremely calm. All those attending thoroughly enjoyed themselves. It was great to catch up with members. This was a combined event with the Auckland Rover Car Club. It appeared that being on a Saturday appealed to everybody. You will note that the event planned for this coming month is also a Saturday as the Cheese Shop at Mercer is not open on a Sunday.

Our mid Christmas dinner which was to be held in June 2017 has been deferred to the following Sunday being the 2nd July 2017 as there was another group using the theatre that day.

I would like to advise that at our Branch Annual General Meeting in July 2017, I will be stepping down from the Auckland Branch Committee and will not be available for any position. We need members to attend this Annual General Meeting to elect new officers. Our Branch AGM date will be advised in the next newsletter.

Noeline Billing

### Auckland Branch Coming Events:

#### **Saturday 20th May 2017 - Visit the Mercer Cheese Shop & Museum.**

Meet at the carpark at the Caltex Service Station at Bombay at 10.30a.m. After visiting these two places we intend travelling through to visit the Alexandra Redoubt at Tuakau and have lunch at a café in Tuakau.

#### **Saturday June 17th - Bay of Plenty Run.**

Waikete Valley hot springs. For further information please contact Stephen and Janice Belcher 07 5763773.

**Sunday 2nd July 2017 (Note change of date)** – Mid winter Christmas meal and movie at 177 Riversdale Road Avondale. This event is always popular and it is intended to be a luncheon first followed by the movie so that people are not driving late at night. The cost is \$30.00 per adult. Please contact Noeline Billing 2783944 to confirm attendance for gathering purposes no later than 24th June 2017.

**Sunday 3rd September 2017 (Fathers Day)** – Wild Wheels at MOTAT. – This is a great event and people need to advise if they intend displaying their vehicle at MOTAT.

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Deadline for next Wolseley Word:

**Friday 26<sup>th</sup> May 2017**

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## BRANCH NEWS and EVENTS - Lower North Island Branch

### Lower North Island Branch

Hi all. I hope this report finds you all well and enjoying this beautiful autumn weather. We have been quite busy this month on the family front with our son coming home from Australia to live and our youngest daughter and her partner home for Easter. We had the Wolseley out on a VCC run in the weekend where we did very well winning a lovely Trophy for the winner of the Taranaki P60 class, (I might like to add that we swapped positions and I did the driving with Michael navigating) only one rather loud discussion occurred, it was also really nice to have Winton and Ruth join us on this Rally with their Wolseley 6/90. It was a great weekend.

Michael and I have been talking about doing a garden run this year during the Taranaki Garden Festival. The weekend we have chosen for this will be November 4/5 due to us being away last 2 weeks of October. So pencil this in your diaries now. My suggestion for accommodation would be the Carrington Court Motel. **Address:** 61 Carrington St, Lower Vogeltown, New Plymouth 4310 **Phone:**[06-757 9431](tel:06-757-9431) close to the city and the NP Club where we plan to have dinner. However there are hotels in the city that you may prefer. Another run that we are looking at is the LNI/Auckland. This will probably be early September, placed in Wanganui, but still to be finalised. To everybody going over to the Australian rally in May have a great time.

Hope everybody has a lovely month and keep Wolseleying.



Winton, Ruth and Raewynn relaxing before dinner

## Lower North Island Calendar of Events

- Wairarapa Run - Whitcombe's to organise TBA maybe June/July.
- Brits on the Beach October 6,7, and 8<sup>th</sup> October
- National AGM 7<sup>th</sup> October in Christchurch
- Keringa Park, railway run 22<sup>nd</sup> October
- LNI/Auckland run for later in the year
- Horopito run/Smash Palace to be organised for next January 2018
- Christmas cruise end of year – Hugh
- Working Bee and Meeting to be organised for June date to be confirmed



Off Rallying, guess who is driving?



The finishing result !!!!!

## Christchurch Branch

### News:

Our one and only event for last month was a run to Ashburton on 23rd April to visit the recently-built new museum and art gallery, which opened on SH1 in Ashburton a few years ago. We were aware that many of our members would have passed by it many times, but no-one we'd spoken to had ever stopped off to have a look through, so we thought it was about time we went there. If nothing else, it was a good chance to catch up with some of our more southern branch members.

Because we were heading south, our run first began in the Wigram Air Force Museum, where four of us met at 10am. Anthony Dacre was in his Series 2 14/56, Ian Sprosen in his 15/50; Jenny and I in our 6/99, and Stuart and Judith Penny had their Honda. We then

## BRANCH NEWS and EVENTS - Christchurch Branch, continued

drove south to Rakaia, picking up Eddie and Nancy Bishop (24/80), Les and Margaret Nell (Series 2 25HP), Matthew Hey (1100), Ian Scott (6/110), and Merv and Marilyn Wayne (Ford).

After checking out the brand-new electric vehicle charging station and finding it was non-Wolseley compatible (Eddie parked directly in front of it just in case it was!), we all continued south for the rest of the run to Ashburton, stopping right outside the museum and the botanic gardens.

Joe Barker and Errol Stewart met us there, and we proceeded to have a look through two rooms of paintings, and another larger room that had been dedicated to a school holiday programme. I have to say it was a little bit underwhelming, however it was a good place to gather in Ashburton and begin some conversations not just limited to the quality of the art on display. Unfortunately, although housed in the very same modern building, the museum did not open until 1pm, so we were not able to look through that. Obviously the Art Gallery staff are far more enthusiastic than the museum staff and like to turn up for work earlier!

After about 30 minutes we'd seen all there was to see, and then went back to the cars to retrieve our picnic hampers, and I'd have to say we enjoyed a very relaxing and social lunch together in the gardens opposite to where we were parked. The sun was shining, there was no wind, and the autumn colours were in full show, so it was pleasant indeed. At 1.30 we packed up, and then moved down the road where the local branch of the VCC had organised a Show-n-Shine event as a prelude to the forthcoming Wheels Week (see our coming activities list). A total of 62 vehicles were on display, ranging from a couple of early vintage cars, right through to a 2014 Ferrari – most of them owned by local VCC



members. With about 10 cars in our line-up, we were by far the best-represented marque. The three Series 2 cars looked particularly impressive together in the line. Some informal judging was carried out by a couple of the VCC members, and a few prizes given away, with Anthony Dacre winning the prize for the furthest distance travelled. Interestingly, it was a voucher for the local Robert Harris café, and Anthony isn't a coffee drinker, so he ended giving it to someone he met who was going to show him his personal collection

## BRANCH NEWS and EVENTS - Christchurch Branch, continued



The three Series 2 cars lined up at the Show'n Shine in Ashburton – from left Les & Margaret Nell's 25HP, Anthony Dacre's 14-56, and Joe Barker's 25HP

later that afternoon. After a bit of afternoon tea, we departed for home around 3.00pm, having had a pretty relaxing day. Our working bee for the month was another productive one, with some more dismantling work continuing (we're never going

to run out if it), and Eddie's team fitting some locks to the garage door. The latter has become necessary now we have some equipment stored in there – even though it would be hard to carry away if someone did decide they needed it more than us. Last month also saw the last of our monthly Wednesday night committee meetings held at Idlewood – it's now too dark and too cold out there at night, so we're changing to having them early in the afternoon following our working bees. Feel free to join us if you wish.

For those of you who scan Trademe, you will see Simon Verkerk's 1300 for sale. He's decided to let it go so he can concentrate on his 16/60, and is also looking at buying a Mk2 Cortina to diversify his collection. It's also advertised in the For Sale column – we're all hoping it goes to a good home and stays in the club.

This coming weekend we're having another trip to Ashburton to take part in the annual Rotary Club vintage and classic rally, which this year finishes at Coldstream Homestead about 30km south of Ashburton. The long-range weather forecast looks very promising, and I can promise a really good day out, so please do come along if you can manage it. Also, don't forget the Ashburton Swap Meet this Saturday at the VCC ground in Tinwald – it's always a good one, and one that women folk enjoy too, with a good number of craft and plant stalls there. Somehow it never fails to produce some useful parts as well.



Have a good month.

Colin

## Christchurch Branch Coming Events:

**Saturday 6<sup>th</sup> May - Ashburton Swap Meet - be there early!**

**Sunday 7<sup>th</sup> May - Annual Ashburton Classic, Vintage, and Veteran Car Run.** This year will be the 25<sup>th</sup> Anniversary of the event, and, will visit the "Coldstream" Homestead about 30km south of Ashburton, which this year celebrates 150 years of continuous ownership by the Studholme family. There will be hot food, cold and hot drinks available at the destination. Registration for the event is between 8.30am and 10.00am at the Ashburton Showgrounds, which are behind the John Deere agency at the north end of Ashburton. Entry fee is \$20 per car (driver and passengers are free), with all proceeds going to the Ashburton Fire Museum.

This is always a great event, and we would encourage all members to try and get there.

**Saturday 13<sup>th</sup> May - Working Bee at Idlewood, 9.00am onwards**

**Sunday 28<sup>th</sup> May - Visit to the new Mike Pero Motorcycle Gallery -** A new museum with 60+ classic bikes on display. Entry fee \$15 per head, Seniors \$12. All visitors receive a free poster. Meet outside the Burnside Rugby Club rooms in Avonhead Road, at 1.30pm. We will go to a café after the visit to finish the day off. For more information see <http://motorcyclegallery.co.nz/>

**Saturday 10<sup>th</sup> June - Mid-year dinner** with the Caravan Club and Jowett Club members (our Idlewood neighbours) at the Mcleans Island Golf Club. See the separate flyer on Page 21 of last month's issue. Bookings are essential, and can be made on the RSVP sheet in the clubrooms at Idlewood, or by contacting Colin Hey on 359-87737. This will be an excellent night out, and we would encourage you to come.

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## Southern Region Branch News:

Well guys (and girls), here I am, back on deck and ready to get on with life again. This report is a wee bit personal so I apologise for this. Long story but a short version is in November last year we had a huge upheaval in our lives. My only son (Jonathan.aka JD) passed away aged only 28 due to complications while being treated for a severe case of pneumonia. Not something any parent would want to go through. All of a sudden life completely changed and the cars were the last thing that I wanted to do. However family and friends closed ranks and the support and help we received was overwhelming. Thank you to club members for the support during this time. A big thanks from me to Gordon and Beryl for filling in for articles for the Word, Colin Hey for the

## BRANCH NEWS and EVENTS - Southern Region Branch, continued

visit and long chat, Fergus and Mary Jane Sime for the very personal card and message...all much appreciated. But the biggest thank you to Steve Finch. A totally unexpected phone call from Steve blew me away. I've only met Steve twice when I've travelled to Palmerston North for AGMs. Both times he arranged transport for myself and others. I like to think we hit it off straight away and I found him a very likeable chap. Well, now to me he is one of life's true gentlemen! That phone call was exactly what I needed at the time. Steve, down this end of the country you have a friend for life. Thank you.

The garage now has another vehicle to contend with...not another Wolseley but my son's 1978 Nissan Patrol. He was doing a rolling restoration and was about 70% finished. My eldest daughter and I have decided it is to remain with the family so it is to be finished (with help from some of his friends) so more worktime to be split up to fit it in BUT...our goal is to attend the next NZ rally next year in our 16/60 so all the stops are to be pulled out. We have had plenty of offers to help so full steam ahead. The caravan is finished (it was one way to take my mind off events) so the focus is now on 'Winnie'. A list is being compiled to send to Christchurch for parts and with some of JD's friends and mine, a full effort is underway. Will file progress reports as we go.

Once again, a big thanks to everyone

Regards from the Deep South

Bryan and family

## SPARE PARTS DEPARTMENT

The Wolseley Car Club has a very good spares setup. Christchurch is the club's main National Spares Department which is administered by the Christchurch branch. It may not be well known but we have not only second hand parts but also fully reconditioned and new parts. Lower North Island also has a good supply of second hand parts. Second hand



parts are retrieved by those local enthusiastic members collecting known cars and wrecking them to retrieve those parts that are going to be needed now and in the future. In Christchurch they have a supply of the most often requested

parts that are reconditioned ready for sale on shelf all the time. New engine parts for instance for all models are available. New seals, bearings, suspension rubber bushes, gaskets, filters, clutch parts, break shoes and pads, contact points and plugs to name but a few are all available. External panels, chrome strips etc and some upholstery items, glass

## SPARE PARTS DEPARTMENT - contd

are also available. As our cars get a little older and as we use them our parts departments become more valuable. This is not only a plug for those who look after the parts inventories but to the club as well for insuring that our members parts requirements are in hand. The availability of parts are greater than what we have in New Zealand. We are able to source parts from Australia and England in fact many parts are manufactured off shore. The information network and therefore contacts are vast.

Contacts for Christchurch National Spares and or the Lower North Island are inside the front page of the Wolseley Word. Please respect when ordering parts that the parts people are voluntary and have to travel to get your parts together and send them. A surcharge on urgent items may be required.

National President

## Wolseley Club National Rally, Marlborough 2018 Sunday 4<sup>th</sup> March to Saturday 10<sup>th</sup> March - Advance Notice

This is a brief report for our National Rally to be held in **Marlborough**, based in Blenheim, 4<sup>th</sup> to the 10<sup>th</sup> March 2018. It will be a traditional Rally week with meet'n greet on Sunday 4<sup>th</sup> with the last day of the Rally on Friday 9<sup>th</sup> departing, Saturday 10<sup>th</sup>. Most of our runs will be quite short going around the Blenheim, Seddon and Renwick areas with one day going to Picton and Havelock, and the biggest day going to Nelson. We would have liked to have gone to Kaikoura, but the road disruptions are likely to hinder us. However Colin Hey will put together a Pre-rally run from Christchurch that will take in Hanmer Springs, and then depending on road availability, Kaikoura or the Lewis Pass. The Blenheim and indeed the Marlborough area has much to offer without having to travel far. Many car clubs have organised rallies in this area and have found them to be very enjoyable.

This rally being at the very north of the South Island should mean a good attendance from within NZ, and offers some of the best that NZ can offer to overseas visitors.

The rally will be based at the Cherylea Motels in Nelson Street, Blenheim, which has affordable accommodation and enough room to accommodate everyone.

The draft itinerary is as follows:

- Sunday 4<sup>th</sup> March – arrive in Blenheim. Those travelling through or from Christchurch will have the option of leaving on Saturday 3<sup>rd</sup>, and staying overnight in Hanmer Springs.
- Monday 5<sup>th</sup> March – Run, with a visit to a private collection, then vineyard for lunch
- Tuesday 6<sup>th</sup> March – Girls day out and Boys day out – lunch together
- Wednesday 7<sup>th</sup> March – Picton – visit to Edwin Fox, and cruise in Queen Charlott Sound.
- Thursday 8<sup>th</sup> March – Run to Nelson – visit WOW, and glass blowing studio

## Wolseley Club National Rally 2018 - continued

- Friday 9<sup>th</sup> March – Visit Omaka Historic Fighter collection and Museum, display and optional concours/pride of ownership. Formal Dinner that evening.
- Saturday 10<sup>th</sup> March – farewell breakfast and depart for home – those heading South may overnight in Westport, and return via Punakaiki, Greymouth and Arthurs Pass.

More details and an entry form will be provided in the May/June issue of the Wolseley Word, together with some indicative costs and an entry form. Updates will then be provided every month.

Rally committee: Gordon Duthie, Colin Hey, Bryan Stansbury.

## JENNY AND GRAHAM RYDER'S VISIT TO NEW ZEALAND

Having always wanted to visit New Zealand we finally made it this year for a “once in a lifetime” trip to celebrate our upcoming Ruby Wedding Anniversary.

With no family connections in the area but having met or communicated with several Australian and New Zealand Wolseley enthusiasts in recent years, a Wolseley theme ran through our plans. Our itinerary was a 4-week tour of NZ followed by 2 weeks in Melbourne. When longstanding Wolseley Register Members Paul and Noeline Billing visited us as part of their 2016 UK tour, their offer to recover from the arduous flight from Birmingham to Auckland settled the starting point in NZ. Noeline's announcement of our visit in Wolseley Word generated many helpful emails from other club members and a route was devised to cover the whole country. We booked a motorhome and the ferry crossing to give us 2 weeks on each island before our flight from Christchurch to Melbourne.



Jenny with Mary McCutcheon and Mary & Ivan's 6/110

Reports of the NZ 2016 National Rally had captured our imagination so Paul and Noeline arranged for us to retrace part of that route. The day after our arrival in NZ we all met up with Stephen and Janice Belcher and Trevor and Adele Burnnand at Greenstones Museum.

After lunch at the Rangiriri Tavern the party headed for “Graham's Beach” and the Awhitu Lighthouse.

The motorhome was collected the next day and following an excursion to the Bay of Islands we headed south from Auckland, camping next to the Kiwi House at Otorohanga. This offered easy access to the nearby Waitomo Glow Worm Caves.

Leaving the 2016 Rally area we headed across to Rotorua for the weekend then drove via Taupo to Napier. After enjoying the Art Deco capital we explored Ian Hope's amazing British Car Museum which houses a large number of Wolseleys and even more Morris Minors (our family's other love). Nearby we visited the owner of a 1911 16/20 who we had been put in touch with by a Wolseley Register member.

On our way down the east coast we called on Mary McCutcheon. Unfortunately, Ivan was out that day as we arrived at very short notice but Mary and Geoffrey made us very welcome, giving us a tour of the family collection and taking us out for a run in their Wolseley 6/110.

The next two days were spent with Gary and Heather Wall at their lovely home in Martinborough. After



Jenny in the 1911 16/20 Wolseley

viewing Gary's marvellous MG collection, he drove us to Lake Ferry in the Wolseley 18/85 where we met up with Ray and Loris Whitcombe in their 16/60. Gary also arranged for us to call on the owner of a 1909 Wolseley-Siddeley which his grandfather, who became Mayor of Blenheim, South Island had purchased new. The owner explained how



Gary Wall's Series 3 18/85

the car had come back into the family on its centenary and treated us to a very windy ride round Martinborough.

Next stop was the Southward Museum where there are two 10hp Wolseleys: a 1920 displayed at the entrance and a 1904 model in the main museum.

From Wellington we crossed to South Island and headed west to Nelson. There was just one Wolseley in the World of Wearable Art and Classic Cars

Museum – a 6/110, but we learned about the former car industry of the city and viewed some amazing garments in the fashion gallery.

After travelling down the west coast our next classic car museum stop was at Wanaka. The National Transport and Toy Museum brought back many memories of our childhood with cabinets full of Meccano; Lego and Bayko. Amongst the hundreds of transport exhibits we found 6

Wolseleys and the surrounding mountain views made the whole visit even more memorable.

We enjoyed a coach trip to breathtaking Milford Sound, before picking up the Southern Scenic Route down to windy Riverton on the south coast. At

Invercargill we visited the Bill Richardson Transport

World Museum – no Wolseleys but we learnt about Bert Munro and his Fastest Indian motorbike.

Our route continued up the east coast to visit Colin and Judy Winter at Dunedin. We had just missed the Dunedin – Brighton Run which Colin's 1900 Wolseley has taken part in every year since the event started in 1954. Graham was delighted to be given the chance to drive "Grandma" and Gordon and Beryl Duthie came over from Lawrence in their smart 6/110 to spend the evening with us.

On our way to Christchurch we called at the Geraldine Car and Tractor Museum which houses a Wolseley 6/99.

Allan Francis kindly hosted our last 3 nights in NZ and drove us around in his Wolseley

6/90. After a tour of Akorua we were surprised and saddened to see how much work there is still to be done in Christchurch city centre following the 2011 earthquake. The next day, Allan took us to see Danny O'Malley's collection which includes several Wolseleys - the highlight of course being the genuine police 6/90 which was great fun to have a ride in.



Graham at the wheel of Colin Winters' 1900 Wolseley



About to ride in the back seat of a REAL Police Car

That afternoon a Barbeque was held at the Christchurch Branch club rooms at Idlewood. Graham was in his element chatting to club members and being shown the containers full of racks and shelving of neatly organised and labelled spares. We enjoyed meeting so many local members who arrived in their Wolseleys bringing sweet and savoury dishes to accompany the BBQ.

Paul and Noeline had flown down to join in the weekend activities and we all met up again at the home of Colin, Jenny and Matthew Hey who showed us their family collection of Wolseleys. Graham was given the chance to attempt to drive Colin's two oldest models. After a final run out to Lyttleton we were sad to leave NZ but had wonderful views of South Island as we took off for Melbourne on 5 February.



Colin Hey gets the 1912 12/16 ready for a ride, soon to be followed by the 1922 15HP Tourer.

The weather in Melbourne was a complete contrast to the sunshine left behind as we arrived in pouring rain to collect our hire car at midnight. Staying in a self-catering apartment we spent the first week sightseeing in and around the city as the weather hotted up. We were invited to attend the Wolseley Car Club monthly meeting as well as one of their Working Bee mornings at the Chookshed. This was another enviable facility housing more racks of organised spares and space to work on projects, not to mention the famous Morning Tea break!

The next day John Mallia took us to the Picnic at Hanging Rock car rally in his 1964 6/110. This was the only Wolseley on the field and attracted much interest.

The final week of our holiday was spent driving along the whole of the spectacular Great Ocean Road back towards Melbourne.

We had hoped that our trip would coincide with either a NZ or Victoria Wolseley Car Club National Rally which we know are held on alternate years but that didn't work out. Our dates were affected by the announcement that our daughter and daughter-in-law were both expecting their first children in February 2017. Although both babies weren't due till the second half of the month, our grandson and granddaughter both arrived while we were still in Australia.

We had such a wonderful holiday, throughout which we were really overwhelmed by the generosity and hospitality of all the Wolseley people we met that we are already trying to work out when we can return. Maybe this wasn't a "once in a lifetime" trip after all!  
Jenny Ryder.

## Buy and Sell

**For Sale: Wolseley 1300.** Engine, clutch and (manual) gearbox overhaul about 2 years ago. In great order throughout, with a recent new WOF and 12 months registration. Recent new BLMC steering rack, battery, and fuel tank and pump. Runs and drives as it should. Now advertised on Trademe – closes Saturday 13<sup>th</sup> – see listing number 1314301530. \$5,000. Contact Simon Verkerk on 021 115 4789.



**Wanted** – rear window chrome surround and fittings for a Series 3 6/90, and also a complete heater assembly. Contact Derek Brehaut, phone 03 324 4450.

**For Sale** – Wolseley 6/110 Mk1 Manual. In really good condition, with some spares. Car is currently in Akaroa. Last owner since 1984. Price negotiable. Contact Russell Poppe, Ph 03 304 7172, or kevin Poppe on 06 327 7578.

**For Sale: Two Wolseley 6/110s:**

1) 1964, Interior: average condition, colour green, New engine and head – 3500 miles (Mechanic Cliff Bond). Still got receipts from when engine and head were replaced – 3 years ago, Body work – very tidy, Manual, Owned 5 years, Has 4 new tyres, Warranted expires July 2017 and registered.

2) 1968, Good runner, WOF expired May 2016 last year. To be road worthy it will need: front wheel bearing, brake hose on front calliper and 4 tyres required, Body work not great, Colour: matt black, Mileage: 98,000 miles, 4 speed manual with over drive. Interior needs attention, colour brown. A doer upper.

Contact chrizzie\_curtis@hotmail.com



**For Sale: Blue 1970 Wolseley 18/85.** \$2750 ono. A solid car, that needs a little more TLC to turn it into a really nice car. Current WOF and Rego. Comes with some spares including an engine (in pieces). Give me a call and I can describe her in more detail. Car is located in Dunedin. Contact Andrew Stone (member) on 03 552 0703 or 021 1403 871



*The*  *Word*

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