

THE WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC



FEBRUARY - MARCH 2014



Group photo taken at the 2014 NZ National Rally
Full report inside.

OUR CLUB OBJECTIVES:

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



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EDITOR'S STUFF

Well, where to start?? What a month it's been as we've counted down to the National Rally.

When I signed off last month, I still had quite a bit to do to get myself, cars, and rally details finalised so everything would go ahead as planned.

The early priority was to get cars ready, and during the month WoF's still had to be obtained for our black 1500, Matthew's 1500, John Mallia's 18/85, and also the Christchurch Branch Wolseley 1300 which was going to be available for loaning out in case anyone needed it for the rally.

John's 18/85 had been dispatched to the painter's at the end of January so that the roof and bonnet could be re-painted. In theory it was only going to be there for a week, the plan being that I would get it home at least 2 weeks before the rally so that it could be cleaned up and taken in for a WoF, with a bit of time up my sleeve to attend to anything that needed doing before WoF time. As is often the case, one week turned into three. The painter's colour matching person left the business just after the 18/85 was delivered, so nothing was done during the first week until one of the staff could get into town to have it matched at one of the local paint suppliers. As it turned out, the first attempt had too much green tint in it, so another batch had to be mixed and applied, this time (fortunately) getting it perfect. The car came back home 6 days before Rally departure date, so after a bit of work that night getting the brake lights and side indicator lights going properly, it was delivered to our local garage the next day for a WoF. I was pleased that it went straight through, with nothing more to do. That was one out of the way.

The week before I had taken both the black 1500 and also the Club's 1300 for their WoF checks to Tim at the garage around the corner from my work. A check before I took the 1500 through revealed a bit of play in the left front wheel bearings, so these were replaced before the WoF, and it too went straight through. Despite also checking the 1300, I missed a small hole in the bottom of the muffler so it was rejected, but that was the only thing that needed doing. As I headed for home I was contemplating what to do, and thought that the best thing was just to book it in to an exhaust shop and have it sorted for me. If there is one job I don't like doing on cars, it's exhaust systems. Then I remembered that when Matthew and I wrecked the spares 1300 he got with his 1100, we had removed a good exhaust system from it and put it up in the garage roof of our last house, which my brother is now living in. The next day I called in after work and had a look to see if a) it was still there, and b) what sort of condition it was in. As it turned out, it was still there, and it was practically brand-new – in fact it looked very much like it had never had any use at all, as it was still possible to see the welded seam in the tail-pipe tubing. I put it in the car, and took it home. Once we had the 1300 up on the hoist, all we had to do was cut the old exhaust off immediately forward of the muffler, slide the new one straight on, loosen and align the tail-pipe, and clamp and bolt it all into place, and the job was done. Not only did



Editor's Stuff - continued

we save a lot of time, it also cost nothing! The car was taken back to the garage for a re-check 3 days before the rally, and it too was good to go. Three down, and one to go!

Now, the last car, Matthew's 1500, is a story in itself. As I described in the last newsletter, this car had been off the road since 2000, with us purchasing it off the last owner about four years ago. At the start of February, we still had to do a small welding repair to the inner front guard, re-fit the front mudguards and front panel and a few under-bonnet items, tidy up the carpets (half of them were missing), bleed the clutch and brakes, get it running, and also get it warranted and registered.

We sat down and made a list of the things to do, roughly in the order we wanted to do them, and then just got stuck into it. All the bits we needed to re-fit were put out on the floor beside the car, and we set about getting them fitted, crossing them off the list once they were done. Things needed cleaning and in some cases painting, but the list soon got shorter. I successfully made up and welded in a patch panel on the inner guard, clearing the way for the whole front (wings and front panel) to be permanently bolted back on. We then fitted items such as the carburettors and horns, wiring lights and other electrical bits up as we went. The latter took a bit of doing, as some of the circuits turned out to have been changed in the past, in some cases with relays fitted without the benefit of using different coloured wires for different circuits. With a new battery fitted, the time came to try and fire it up. We emptied the old petrol out of the tank, bled through the new fuel, and when we tried to start it, it immediately burst into life. A quick trip around the neighbourhood proved everything was working OK, so we then got busy over the next week and finished off the more cosmetic items – carpets, mats in the boot, fitting the heater ducting, a set of new tyres etc, etc.

Although we had fitted twin SU carburettors, I was having trouble getting the engine to run well, particularly on idle. The problem was that I had very little to go on to know what needles should be fitted, with even a couple of hours spent on the internet not really proving very helpful. The carbs were in very good condition, but had come off an MGB and had needles that were spring-mounted. With little time left for more research and then sourcing some new needles, in the end I decided it was best to just re-fit the original 1¼ inch carb and manifold so that tuning it would be easy and there would be no hassles for the National Rally. This was done the following weekend (two weeks before the Rally), and with a bit more adjustment, it was finally running really well. On the Saturday evening Jenny and I had a dinner to go out to, and just before we left, Matthew decided to give it a longer run down one of the long quiet roads a short distance from home to check everything was fine. He hadn't returned before we left, and I was starting to worry that he may have broken down. We have no cell-phone reception at home, and we finally had to leave without hearing from him. As it turned out, he had got 5km away from home, and had run out of petrol! Fortunately he managed to call Sarah (our daughter) who took a can of petrol out to him.

The next day was quite hot, so we took the car out for a fast 20km run to make sure there were no overheating issues or other problems, and it passed with flying colours. All we needed to do now was take it for a WoF, register it, and we were away.

The next day (Monday before the National Rally), I took it to work and dropped it into Tim at the garage around the corner from work for its check. It had a small area (about 2

Editor's Stuff - continued

square inches) of rust immediately behind the rear wheel at the bottom of the rear guard that Tim asked me to get cut out, but everything else was just fine, so we were nearly there. I took it to a friend of mine, Grant Theile, who operates a one-man restoration business (Vintage Car Repairs) just around the road from my work, and he dealt with that by welding in a patch in one hour. Back around the corner for the re-check, Tim was happy, and it was all done. All cars were now ready for the Rally. With the two 1500's that we were using, three cars loaned out to Australians, John Mallia's 18/85, and the Club's 1300, that was 7 cars altogether that were now checked, WoF'd and registered, cleaned, and good to go. All I had to do now was hope that they would all go well for the Rally! Oh, and I forgot to mention that Allan Francis and I did a wedding with the 6/90's on Saturday 15th February. Looking back, I was sure glad that I'd prepared the 6/90, Hornet and our 1500 Mk1 well before Christmas.

It was really great though to have Matthew's 1500 back on the road after a 14-year break. Despite it looking a bit rough, we can now improve it as time allows, keeping it on the road as the work progresses. Next up is a re-paint, and then perhaps some attention to the interior, although it's hard to know how far to go with it without spoiling some of its originality. About 80% of it is still original and kind of OK, so we might just get some new carpets, tidy up the door trims, re-finish the woodwork, and leave it at that. We have a few other cars in the queue, so I certainly don't want to take it off the road again and get too carried away with it. Matthew also enjoys driving it, so that alone is a good excuse to keep it running.



Our 1500 and Matthew's 1500 Mk1 beside it at the National Rally. This photo was taken at Colin Sweetmans private museum in Ashburton. In the background is Gary and Heather Wall's Series III 18/85.

Despite all the work going on with the cars, there was also quite a bit of paper-work to get ready for the rally. The programme and rally routes all had to be typed up and printed, along with things like certificates, table place-mats, individual name-tags for everyone, car numbers etc. This

also occupied a few nights, but it was all squeezed in. Looking back, I don't really know how I managed it all. Work had also been really busy as we were in the middle of the construction season, and I needed to get ahead of the game a bit to ensure things would happen while I was away at the National Rally and that there wouldn't be a huge backload when I returned to work after the Rally. I sure was extremely glad that Allan Francis was steering the Rally ship ahead of me, gradually getting all of the details and arrangements bolted firmly into place. I was certainly looking forward to the Rally and having a bit of a break from work and from (hopefully) working on cars.

Editor's Stuff - continued

During the National Rally we were treated to a close inspection of a 1915 Wolseley owned by Les and Margaret Nell's family, and seeing that car has given me a bit of a boost to get busy and do something with both our 12/16 and the Vintage 15HP. Now the rally is over, I've turned my attention to the veteran 12/16 Wolseley so I can finally get it re-registered and back on the road again – something I've needed to do for the last 18 months. Last weekend I took one front hub and king-pin assembly off of it so I can adjust some play out of both, and this week's task is to source some brass of the right thickness and size so I can make up some bushes and put it back together again. It's not much good just having them sitting in the shed gathering dust. They also got a good clean before the Rally ready for an afternoon tea we had at home, so they are basically now just sitting there ready to go. Best then that I get onto it!

Have a good month.

Colin

CHAIRMAN'S REPORT

Hi Members,

There will be much in this edition regarding the National Rally at Methven. Although the days were very full and interesting the Rally seemed to be relaxing and hassle free. The Ski Time lodge was well suited for such an event with good accommodation, plenty of car parking and excellent meals.

It was great to be among Wolseley club members who really enjoy their cars.

It was good to meet up with our Australian friends once again, many of whom travelled in loaned cars.

It also was great to see such a full range of Wolseley cars and in particular the effort from Brian & Joyce Stroud of Invercargill with their 1930 Hornet Special, and Colin & Judy Winter of Dunedin with their 1900 Wolseley. They both trailered their cars to the rally. Well done both of you. Of course the big surprise was to find a very early Wolseley at our visit to Les & Margaret Nell's at Barrhill. Some research on this car is to be done and I dare say we will read about it someday.

You never know the knowledge or experience that some people have until you are in the right environment, I found it very interesting when we visited Bruce McIlroy's Bentley Service Centre in Ashburton. Bruce also does Rolls Royce cars in this very nice workshop, and Graham Keys from Melbourne was a mine of information on and in particularly the older models that were there.

Since coming home we can't believe how lucky we were with the weather. It's something you can't plan for but it worked out perfectly during the rally.



Gordon beside the Winter's 1900 Wolseley

CHAIRMAN'S REPORT – continued...

We came home via Burks Pass and Lindis Pass where we came into sleet and snow down low on the mountains.

Well done to the Canterbury branch for a very enjoyable time, and in particular Colin & Jenny and Mathew Hay, Allan Francis, Joe & Judy Barker and Ray & Wendy Willoughby. There are always many others behind the scene who did their bit, so thanks to you as well. There was much to see and much to remember.

I hope you all got home trouble free and fresh.

Gordon Duthie.

SECRETARY'S REPORT

Hi,

This month we have had our summer holidays in the South Island including the National Rally at Methven. This was fantastic with lots of interesting people and places to see. At present we are at Carters Beach enjoying the sunshine.

At the rally I gave out the Handbook of Responsibilities for Elected and Appointed Members. If anybody else wants a copy please contact me on 06 7539743.

Our third rally was the New Zealand National Rally in Coromandel in 2007.

Raewynn and I took two 1969 Wolseley Hornets. In hindsight this was a mistake, because



The two Hornets on display in Coromandel

we missed out on conversation and company while driving.

It started in Thames with the working gold mine - a highlight. We travelled around the rugged coastline to Coromandel, staying one night. The next day I loaned the Hornet to Graham and Sharon Keys for the day. The trip is over some very hilly and rugged terrain.

When we got to Whangamata the Australians has lost there brakes going down the hills, but Graham managed well using the hand brake.

I fixed the master cylinder the next morning in the heavy rain !!!!!

On the trip home the exhaust extractors developed a crack and a loud noise. I stopped and moulded an aluminium can around the leak to stop heating up of the firewall. Going up a steep hill 80 miles from home the insulation on the firewall caught on FIRE.

I stopped after Raewynn passed me and told me that the car was on FIRE.

At the top of the hill I grabbed a wet towel and opened the bonnet and covered the flames. At the same time the radiator hose split and poured water over the fire. "PHEW"!! Just as I thought it was out the wiring started to smoke. I rushed around to the back of the Hornet, ripped out all the luggage and removed the battery terminal. Ya Ya Fire finally out !!.

SECRETARY'S REPORT continued

We travelled back home and came back the next day and trailered it home.

That Hornet is still in the basement awaiting repairs.

Happy Wolseleying

Michael Kruse

Deadline for next Wolseley Word:

Friday 28th March 2014

BRANCH NEWS and EVENTS

Auckland Branch

News:

Our Wolseley 16/60 would have been the furthestest travelled Wolseley to attend the Methven Rally hosted by the Christchurch Branch of the Wolseley Car Club of New Zealand. We travelled 2,163 miles over the period and our car averaged 36.62 mpg which is excellent for a vehicle 51 years old, and it never missed a beat.

This Rally was extremely well attended with over 40 cars there. Christchurch Branch are to be congratulated for such a great rally and venue. The accommodation was excellent and it was good that it was able to house so many attendees.

We congratulate all the winners of different categories with a special congratulations to Stephen and Janice Belcher who were the overall winners with the most points.

Coming Events:

1. **Sunday 23 March 2014 - Karaka Vintage Day**, Karaka Sports Park, corner of Linwood and Blackbridge Roads, Karaka. We are required to have our vehicles parked up by 9.00 a.m. as the gates open to the public at 9.30 a.m. We are requested to remain there until 4.00 p.m.
2. **Sunday 6 April 2014 - Annual Classic Car Show plus Swapmeet** organised by the Waikato Triumph Car Club and held at the Te Awamutu Race Course, Race Course Road, Te Awamutu. Show cars and drivers a gold coin donation and passengers \$5 each. Public is \$5 each and children under 12 are free.
3. **Sunday 12 April 2013 - Steam Boat trip on Mahurangi River.** More details in next Wolseley Word.

Regards

Noeline Billing

Manawatu Branch

News:

A great day was had by the 17 members who visited Duddings Lake in January. The weather was sunny and warm and we sat in a circle by the lake and ate our lunch. Also very enjoyable was the President's Run up Turakina Valley to Hunterville where we had lunch before a run up to the Gravity Canyon to look at the bungy jump. Thanks to Steve and Margaret Finch.

Coming Events:

Sunday 16 March – Run to Wimbledon – Two Departure Points

Depart from Ashhurst Domain by the toilets at 9.30 am sharp and then from outside Tui Brewery Café, Mangatainoka at 10.00 am. A short stop to look at the limestone works and morning tea at the Makuri Domain. Bring your own chairs and picnic morning tea/coffee. Lunch is at the Wimbledon Hotel - \$15 per person. After lunch a short run to Herbertville and the stunning East Coast. Waihi Falls is an option to visit on the way home. Organisers Ruth and Winton. Visitors are welcome to attend but please let us know if you are coming by Tuesday 11 March so we can advise numbers for lunch.

Saturday 5 April

10.00 am Working Bee at Parts Shed.

Future events will be a run in the Taranaki area organized by Michael Kruse and to Southern Hawkes Bay organized by Ivan and Mary McCutcheon.

OTHER REGIONAL EVENTS:

Sunday 23 March – Horowhenua VCC Annual Swap Meet and Collectables Day.

Gates open 7 am at Levin Show Grounds Park, 14 Tiro Tiro Road, Levin.

Contact: Ruth Cleal tel. 04 293 3369 or fincle@icloud.com

Nelson-Marlborough Branch

Coming Events:

April 6th Posh Picnic at Broadgreen Historic House Stoke.

Dress up for the occasion in the period of 'your car and bring your poshest picnic set. \$5 per car and \$3 p/p to visit Broadgreen House and exhibition. This event will be cancelled if wet.

Christchurch Branch News:

This month's report will be a short one, as I have to leave plenty of room for a report on the National Rally.

We've had two events since the last newsletter (not counting the National Rally)

The first was the Rangiora RSA run on Waitangi Day, which was attended by 8 Wolseleys from our club. As always, a very pleasant run through the area, finishing at Loburn domain for lunch. Great to see Danny and Sharon out in the Police 6/90, which was getting plenty of attention on the day from interested people. Simon Verkerk took the Club's 1300 along, as his own 1300 was in having twin carbs fitted and tuned in preparation for the National Rally.



Some of our cars parked at Loburn Domain

The second event was a visit to the Ellesmere Raceway 'Day in the Dirt' event. Given this was only a day after the finish of the National Rally, it wasn't surprising that only 5 cars turned out, however we had a good relaxing day watching some vintage machinery getting thrashed around the track – this year with no mishaps. Everyone, both drivers and spectators certainly seemed to have enjoyed it. Danny O'Malley displayed his latest purchase, a very original Ford Transit flat-deck pickup from the 1970's, complete with a small hoist on the back. This was found at an auction down south somewhere.

Now some member news. You will read in the National Rally report that Betty Francis had a fall while Allan was with us at the National Rally, and fractured her femur.

Unfortunately the doctors have assessed it as 'inoperable' due to the need to carry out a full hip replacement and the huge risks associated with doing that given her current condition. Unfortunately this has meant she has had to return to the rest home with a very poor prognosis, which is not good. Our thoughts are with her and Allan.

Congratulations to Les Nell, who managed to get his 25HP on the road in time for the National Rally. There are still some finishing touches required, but it's now 98% of the way done, and the result is very good indeed. It was certainly great to see it at the rally, successfully completing all of the outings and running really well. Les also won the Most Enthusiastic Participant award, not only for completing the car, but for all his great work and enthusiasm in setting up a display at his home in Barrhill, and especially for getting a

BRANCH NEWS and EVENTS – Christchurch Branch, continued

family-owned veteran Wolseley out of a very long hibernation and to his place so we could all see it. A great effort Les, and congratulations again.

Talking of 25HP's, I'm pleased to be able to say that Des Fowler's Series II 25HP (recently advertised in Beaded Wheels) has just been purchased by Joe and Judy Barker, and will take up new residence in Ashburton in about 2 week's time. Des had owned the car for 43 years, and will no doubt be pretty sad to see it leave his care, but it's going to a great home and will continue to be appreciated I'm sure. I now need to get a bit more urgency going on ours, so we can have 3 on the road in Canterbury!

Colin Hey

Christchurch Branch Coming Activities:

Saturday 29th March – Leeston Country Fair and Vintage Rally – Celebrating 150 years of Leeston.

We are going to join in with a larger BMC display which is being coordinated by the Morris Owners Club, however we will try and arrive as a group so we can represent our Club together. Meet in the main street of Springston at 9.30am, so we can travel together from there. We will only be attending the first day of the event. Admission is free. All of the usual country fair attractions will no doubt be there, so there will be plenty of food and entertainment to keep everyone occupied. If you do intend to come and cannot get to our meeting place, please call me on 359-8737 so we can make sure a space is reserved for you in the display area.

Saturday 5th April – Winchester Swap Meet.

Saturday 12th April – Working Bee at Idlewood

Arrive any time after 9.00am – come to help, buy parts, just chill out and have a yarn or solve your Wolseley problems over a cuppa. Morning tea provided, bring your lunch if you want to stay a bit longer.

Sunday 13th April – Run to Halswell Domain to visit the Model Engineers Society. Meet outside Princess Margaret (Hillmorton) hospital on Casmere Road at 1.30pm. Bring some afternoon tea with you, and a few dollars for entry to the Model Engineers display.

Southern Region Report

Greetings from the chilly Deep South. The weather seems to have taken a turn for the worst with gusty winds, hail and rain doing their best to deter me from heading to the garage to do some more work on the 16/60. I know I go to work in all weathers and work outside, but I get paid for that! I suppose the reward for working on the car is seeing it all

BRANCH NEWS and EVENTS – Southern Region - continued

slowly starting to take shape and looking like I want her to look like. So the commitment has been made to spend at least two nights a week and at least a day in the weekend out in the garage. A couple of hours at night and another small job done or the start of a longer one. It's amazing how it seems as if nothing appears to be showing any signs of progress, then WHAM!! it hits you...we are getting there and things are looking a hell of a lot better. Quite a feeling of satisfaction. I've put a whiteboard up and written a list of things to do and cross them off as completed, makes it easier to keep track of things as well. Also has a list of parts and bits and pieces to acquire/buy.

I was pretty disappointed not to be able to attend the recent National Rally as work and time restraints worked against me. I hope everyone had a great time and I look forward to hearing/reading reports of the week. We will be making plans to attend the next NZ Rally in our 16/60, that is a promise we have made to ourselves.

I was reading a restoration article about a 16/60 in an English magazine I get every month (Practical Classics...good mag well worth getting), and the car involved was in a condition we would normally consider dismantling for spares. "Back from the Brink" is the name of the article and they're not wrong. When they went to move the car out of the muddy floor it was sitting on they tried to lift it. To quote the article "The body of the car stayed where it was but the seats, floor and chassis raised up within the car. The car did come out using brute force and a Land Rover. The B-pillars were dangling in mid-air, eight inches shorter they should have been, the doors dragged on the ground, and the rear spring on one side had punched through the chassis. BUT, the handbrake still worked"

A very interesting article well worth the read and makes my own car seem an easy restoration.

Regards from the Deep South
Bryan Kelly

National Rally Report – by Colin Hey, photos by Graham Keys

2014 National Rally Methven, South Island, 23rd to 28th February 2014



After so much build-up over a two-year period, it was difficult to believe how quickly the final few weeks leading up to the rally went by.

Allan Francis had done much of the background preparation – the checking and booking of venues and places to visit, getting quotes together for meals and morning and afternoon teas, organising the rally packs, and collecting deposits and rally payments. Joe and Judy Barker had organised two of the rally days, and parts of a third, and in the background the Christchurch Branch committee had discussed and agreed the final programme and was all geared up to assist with the day-to-day running of some of the activities.

All we needed now were people and Wolseleys to arrive, and it was all going to happen. The registrations were finalised at 43 cars confirmed, and 75 people – very close to what we were able to accommodate at the chosen venue – Ski Time lodge and motels in Methven. It was certainly shaping up well, but just how well would it go, and how much would people enjoy it?

During the last week there was the final finishing work on the cars that Jenny and I were going to be loaning out and used by ourselves. Most importantly, the rally instructions and programme book to had to be written up, published and put together. Also name tags to finish off, certificates to print off and numerous other details to take care of. Thank goodness the committee was in boots and all to do their various jobs and bring it all together!

As well as all the other work he'd already done, Allan Francis had kept in touch with most of the Australian visitors arriving in Christchurch, and knew pretty well exactly when they were arriving, what flights they were on, and where they were staying in Christchurch. He went out of his way to pick people up from the airport, make sure they could get to their accommodation, and were able to collect their cars (whether rental or a loaned car) and then find their way to Methven.

For Jenny, Matthew and I, events got into full swing first thing on the evening of Saturday 22nd February, with dinner at the Sequoia restaurant at the Redwood hotel, where some of our Australian guests were staying. This was organised as the day progressed when it became clear that a few of them would be all gathering for a pre-rally dinner together to catch up before events officially got underway the next day. We had already delivered John Mallia's 18/85 to Allan's so John and Sandra (from Melbourne) could collect it there (they arrived on the Thursday and had already spent a couple of days looking around Christchurch), and as we pulled into the hotel car-park, there was a parking space right next to the 18/85, and right outside John and Sandra's unit. Sandra Slattery (NSW) was also there, and not long after that Graham and Sharon Keys and Richard and Marion Graham arrived (all from Victoria). They were followed very soon after by Allan, with Kevin and Heather Haynes from Queensland. The meal passed quickly, with lots of talk around what had been happening since various people had last caught up with each other, and plenty of discussion around what the week ahead would bring. We left for home at 9.30pm, ready for a good night's sleep so we could get up early and finish the packing and get organised

for people to collect cars the next morning.

Two of our Wolseleys were loaned out – the 6/90 to Graham and Sharon Keys, and our maroon and beige 1500 to Kevin and Heather Haynes. The plan was for them to arrive at our place around 11am, and then we would all travel down to Methven together, stopping off for lunch in Rakaia on the way down.

Everyone began arriving at home at about 10.45, and we soon had the cars out of the shed and onto the lawn and ready to be driven off. As well as our own 1500 MkIII and Matthew's 'new'



Arrival at Ski Time – the Nell's freshly restored 25HP

1500 Mk1, we also decided to take the club's 1300 down in case anyone wanted or needed

to use it during the rally. Allan headed off with the Aussie contingent following in a mixture of Wolseleys and rental cars, and we left around 10 minutes later with Jenny driving the 1500, me following in the 1300, and Matthew in his 1500 behind me. I couldn't help but feel a bit anxious with 4 of our own cars plus the club car now heading for Methven – there's always that nagging doubt that something could go wrong with one or more of them. Just to be sure though, my tool kit was well stocked, and I also had a box filled with various parts which would hopefully deal with any minor breakdown reasonably quickly. Before we knew it we were off SH1 in Rakaia, but we were surprised not to see Allan and the others already there and having lunch. We scouted the town a bit, and then called John Mallia to see where they were. It turned out Allan had taken the wrong road out of West Melton near home, and everyone had to back-track after Allan couldn't work out just where he was going. This amused the Australian's no end, and he was given the mandatory ribbing at dinner that night. However, soon we were all sitting in the sun having lunch. This fine weather was to stick with us for the duration of the rally.

After lunch it was an easy cruise along the Rakaia-Methven road for around 20 minutes – directly past Barrhill where we would visit later in the week – arriving at our National Rally venue (Ski Time) around 2pm. Already people were there and busy checking in. Cars were being washed, minor tinkering of mechanicals was going on, and many people were just catching up in and outside of their units. As the afternoon progressed, more and more people arrived – some cars dirty and dusty, others immaculately clean and looking splendid.

Jenny, Matthew and I checked into our room - a very new two-bedroom unit which was more like a small house than a motel unit.

Everyone seemed really pleased with their rooms, and there was also plenty of parking within the complex so no cars needed to be put out on the road or parked far from where people were staying. Official check-in wasn't until 3.30, allowing Allan and I to get set up and ready to hand out rally packs and other items, take final payments, and answer any questions people had about the week ahead. Allan had made sure that everyone was catered for. There were a few little gift items in the rally packs, including a special pack for each of the women taking part so that no-one was forgotten.

For nearly everyone the trip to Methven had been relatively incident free. The only real drama was in the 6/110 being driven down from Auckland by William and Robert Robinson. It had cried enough just south of Kaikoura, and a suspected broken piston meant that it had to remain there with a family member while they carried on to the rally in their modern car. This was unfortunate, as it had recently had quite a lot of money spent on it to get it to the rally (new tyres, battery, clutch replaced and other work). The members who were originally going to bring it down (the Rhine's) had to pull out at the last minute due to a forthcoming move to Australia, and they asked William and Robert to take it down for them.

Unfortunately the car is now for sale as-is, where-is (see For Sale section for details).



Brian and Joyce Stroud's Hornet Special (left), and Colin & Judy Winter's 1900 Voiturette (right) in Pleasant Point

Jack Penny and his passengers (Sue Penny and Rolf Drost) also had a few stops on the way down from Tauranga to deal with leaking fuel lines and water hoses, and only just made it to the Ferry on time, but apart from that I heard of no other problems.

By dinner time at 7.00pm, everyone had arrived. A few were pretty weary, such as Brian and Joyce Stroud who trailered their Wolseley Hornet Special up from Invercargill, and the Whitcombes and Moores who had travelled all the way from Palmerston North in the Whitcombes 6/110 in one day.

One thing for sure was that everyone was pretty hungry, so

when the time came for the official Welcome dinner at 7.00pm, the food was being eagerly anticipated. This was the first of many meals together, and already people were well mixed-up and chatting happily. The dining room was made up in tables of around 6 to 8 people, and comfortably seated everyone right down to the last chair. This was a great way to get to know other, and seldom did I see the same people sitting at the same tables.

Our first meal was rolled out – baked ham with new potatoes and vegetables, and bread and salads as well. But wait, there was more! Pavlova and fruit salad with whipped cream! This first meal set the scene for the week to come, and our meals just kept getting better and better – what I would describe as gourmet standard every night. The waiting staff were super-efficient, and looked after each and every one of us so well.

I was soon on my feet giving everyone the official welcome, and as was to be the pattern every night, explaining the finer details of the next day's activities. The next morning was to be a fairly big day, so everyone headed off to their units (and probably to bed) probably by around 9.30.

Monday 24th (Geraldine and Pleasant Point).

Everyone was up bright and early, the plan being to set everyone off from 8.15am onwards. Joe and Judy Barker had plotted out the route, which pretty much took us west from Methven to the Inland Scenic Route 72, then south through Mount Somers, Mayfield, then across the Rangitata River and on to Geraldine. For most of the rally Jenny and I stayed towards the back of the field just to check there were no breakdowns or problems, and the whole time we had Matthew in our rear-view mirror in his 1500. We only passed two cars on the way down to Geraldine – Brian and Joyce in the Hornet who were packing away the side-screens now the daytime temperature was rapidly rising, and John and Allison Rush in the Mini De Joux who had stopped to stretch their legs. After about 45 minutes we arrived at our first stop for the day – Kennedy Park in Geraldine. Sitting immediately behind the centre of town, this was the ideal



George and Jean Brown (16/60, Invergargill) in the Rail Preservation Society's workshops. A-Class loco being certified in the background.

place to enjoy morning tea (which had been transported down by Allan and was being served to everyone), and then explore the town afterwards. This town has a lot to offer for visitors – a good motor and machinery museum, a couple of local car restoration businesses who had their doors open for us, and some local craft and produce stores for those who wanted to do some shopping. We had until 12.00pm free, at which time we were due to meet again at the nearby Geraldine Heritage Hotel for lunch. And what a lunch it was – numerous slices of ham on every plate, salad and vegetables. After dragging ourselves away from there, it was back to the cars, and then

on the road again, this time driving through to the small town of Pleasant Point, just inland from Timaru. A nice drive through rolling country – again with virtually no other traffic. Once at “Point”, we parked the cars near the railway station, and after a look through the nearby taxidermist's shop (where anybody could get stuffed) we all assembled on the railway platform for a train ride down to the HQ/museum/workshop of the local rail preservation society. Here a small group of dedicated enthusiasts restores, maintains and repairs four locomotives, including a full-size main-line steam loco which was having its 10-year boiler recertification, and a very rare Model T railcar (which at the time was being repaired after a rail-crossing crash that left it with a bent chassis and damaged engine). Also in the complex they have a small movie theatre where we were treated to a couple of old NZ Film Service films. These bought back memories of primary school days when we would sit and watch a film every Friday afternoon. The society's staff went out of their way to tell us the history of the carriages we were riding in – a couple of which had been dragged out of paddocks where they were being used as sheds. Some of the restoration work was brilliant – all the wooden panelling had been restored and varnished, seats completely re-built, and even the original livery and signs restored so everything looked just as it would have when these trains were in active use.

After about an hour looking around the shed and museum, we were back in the train to return to “Point” for afternoon tea. Allan again rolled out the trestle tables, and this time a man from the famous Denheath

Custard Square shop across the road arrived with a large box containing one large Denheath Custard Square for every person. Now, eating one of these without the aid of a stiff plate and metal spoon or fork was a very challenging exercise, especially now that a very strong and hot wind had sprung up which was ready to blow away polystyrene cups and paper serviettes at a moment's notice. Everyone managed though – these custard squares are a personal favourite, and I certainly enjoyed mine. By the way, did you know that the Australian slang name for a custard square is a 'snot pocket'. This didn't seem to put anyone off though.

With afternoon tea now settling heavily in our stomachs, everyone was free to head back to Methven by whatever route they wanted. Some went via SH1 to visit the garage at Hinds (20km south of Ashburton) where the owner has a huge collection of old cars and parts for sale, but unfortunately he had closed early that day. Others travelled back the way we came, once again taking in the beautiful scenery on what was now a very hot 30 degree day. Harvesting in the area was in full-swing, and there were many machines going flat-out in the paddocks and also travelling along the roads.

Keeping the engines cool on our Wolseleys proved challenging for some, as we had a full and strong, hot tail wind most of the way back to Methven. Both our 6/90 and Matthew's 1500 got punctures that afternoon – Matthew's happening at speed and wrecking a brand-new tyre. No problems for anyone else though, and everyone made it back to Methven safely. On this day, Les and Margaret Nell had their granddaughter with them, and all three of them were dressed up in clothes to match the era of Les's newly restored Series II 25HP. We passed them on the way home stopped outside the Mayfield store enjoying ice-creams, much to the delight of everyone who went by. Also, hat's-off to Colin and Judy Winter, who trailered the 1900 Wolseley all the way to Geraldine and Pleasant Point, taking it off the trailer in each town to give it a run around the towns so the locals could see it being used nicely in anger, and to give rides to other rally participants. The car was like a magnet, drawing lots of interest from everyone.

Back at Ski-Time dinner was not until 7pm again, leaving time to enjoy a nice cold drink, and for some who chose to take the gravel roads (Michael and Raewynn Kruse were making a habit of this in their 1500 – usually the result of a wrong-turn somewhere), a chance to wash the car in preparation for the next day's outing.

Dinner that night was barbequed chicken and meats, bread, and salads of all sorts. Again, lots of happy talk and socialising concluded a full day of activities.

Unfortunately, today was the day that Allan Francis received a call to let him know that Betty had had a fall in the rest home she is in, and had possibly broken a bone in her leg. He left soon after dinner to return to Christchurch so he could see her the next morning.

Tuesday 25th – Ashburton Day

The Rally programme stated that this was an optional day, but with lots of interesting places to go in Ashburton, the only ones to have a day off were Ashburton local's Errol and Jennifer Stewart, who were busy harvesting that day.

Heading off from Methven on SH77 in the morning, our first destination was to the simple but very classy private car collection belonging to Colin Sweetman in Ashburton. Colin's collection focuses more on everyday cars of the 60's and 70's, mostly British, however he does have a couple of Ford Mustangs for the American enthusiasts. He currently has about 25 cars - all of them in beautiful and mostly original condition, all displayed with a small display board in a bright and immaculately painted Totalspan-type shed. For the BMC enthusiasts amongst us he had



At Colin Sweetman's collection in Ashburton

a very nice Wolseley 1300, and even an Austin Kimberley and an Austin 3-Litre. Also in the collection were a couple of Triumphs and Rovers, and a very nice Rolls Royce Silver Shadow. All of his cars are kept in running order and are driven from time to time. Colin and his wife put on an amazing morning tea, including fresh scones with jam and cream. The hour or so we were there went by very quickly.

Next “options” for the day were a visit to the Ashfords spinning wheel and craft complex for the women, while the males (and any women who wanted to) were given the opportunity to visit the Bentley and Rolls Royce workshop run by Bruce McIlroy. The latter was a real eye-opener. A workshop as classy and functional as the cars that occupy it, filled with some amazing examples of the two marques having all sorts of repairs and restoration work carried out on them. There was literally no work on these cars that they would not do – even going as far as having new engine blocks cast up and machined for one of the early cars there. Everyone was greatly impressed, and we were really appreciative of Bruce giving up an hour of his day to show us around. What he didn’t know about these cars just wasn’t worth knowing. Graham Keys works in a similar workshop in Melbourne, and he also was right in his element, pointing out all the little details that make Bentley and Rolls Royces the cars that they are. Some would argue almost as good as Wolseleys!!



Bruce McIlroy's Bentley Service workshops

After the Bentley workshop, everyone re-convened back at Ashfords, where those who went straight there had already looked around and were by now enjoying a very nice lunch in the café there. The rest of us soon filled the remaining tables both inside and outside – it is obviously also a very popular spot with the locals as well. It was here that Allan turned up again, with the news that Betty had indeed broken her femur, and would probably be operated on later in the week. Not good news at all. The afternoon was completely free to do as you liked, so many took the opportunity to visit the local aircraft and VCC museums and local craft

shops and galleries. Jenny and Matthew and I headed out to the café at Lake Hood and had afternoon tea out there – had the whole restaurant to ourselves!

It was an easy drive back to Methven, and back at Ski Time people were relaxing outside in the sun, reading books, or generally comparing notes about cars. 18/85's in particular seemed to be getting lots of talk-time, with Stephen and Janice Belcher's absolutely immaculately restored 18/85 getting some attention from Ron Hopps to try and cure poor cold-starting (he found that one of the chokes on the twin carburettors wasn't opening fully, which cured the problem). There were actually four FWD 18/85's on the rally – John and Sandra Mallia's, Bryan Stansbury's, Wayne Stansbury's, and Stephen and Janices. Lots of discussion was had about what each one of them had in the way of trim, as they were all different in many small ways – no such thing as standardisation of trim across all models.

Once again at 7pm everyone assembled in the dining room at Ski Time – this time our meal was stuffed chicken breast with seasonal vegetables, finished off with cheesecake and fruit salad and ceam. Yum! During dinner, a quiz sheet was given out to everyone, with around 20 questions covering everything from motoring history to general knowledge – this was to be one of the tasks to be scored towards determining the overall winners of the Rally.

Straight after dinner announcements, everyone was invited into an adjacent room to view the NZ film “No Petrol, No Diesel”, which features the Christchurch Branch Wolseley 1300. Based just south of Ashburton in Temuka, the film's story-line is about a henchman hired to purchase the garage belonging to a local mechanic who had died in mysterious circumstances. It turned out that the garage owner had developed a water-powered car (the Wolseley) which the heir to his estate discovered, and then got going,

all the time heading off increasingly aggressive attempts to force him to sell up the business. The movie took a while to get going, but was quite funny in places and was really well received by everyone, even if it didn't finish until just after 10pm.

Wednesday 26th – Christchurch Day.

This day was always destined to be a busy day for everyone, as there was a lot to try and fit in. Everyone was up bright and early, the aim being to be on the road by around 8.30am. The run took everyone across Rakaia Gorge and along the Inland Scenic Route 72 in the opposite direction to the trip to Geraldine. This is a lovely drive through the rolling foothills, passing through the small settlement of Glentunnel and emerging onto SH73 at the rural town of Darfield. From here, many went directly to Christchurch on the highway, rather than following the instructed route on quieter roads, however the traffic was very light at that time of the day, and it didn't matter at all.

Our first Christchurch destination was Stewart's Classic Car Museum, just around the corner from Christchurch airport. This was very easy to find, and everyone was soon parking up in a big long line alongside the driveway into the gardens there. The line-up looked very impressive – chrome grilles and bumpers stretching out over 100m down the driveway!

One of the museum's staff then began opening all of the buildings, each one holding anything between 10 and 30 classic cars – all different makes and models, and a mixture of American, British, Continental and Australian cars, with a few Japanese ones finding a home there as well. The museum is incorporated in a trust, and is managed by local businessman John Stewart. It's been a few years since I was last there, and I was amazed by how much the collection has grown and diversified in that time. It used to consist of cars only, but it has now grown to include all sorts of motoring and household memorabilia, artwork, models and toys. It looks like John and his helpers have been very busy attending auctions and shopping on Ebay and Trademe in that time. Some great collections of odd things have been put together – like grease guns, tyre pumps and other tools – all displayed on boards and in cabinets, cleaned up to as-new condition. The good thing about this collection now is that there are items to interest everyone – men, women and children, and plenty to keep the petrol-heads amongst us occupied as well. It's difficult to say just how many cars are on display as they are housed in several large buildings, but I've heard that around 150 are held there, and apparently there are dozens of others stored at another venue not far from our house in West Melton. All the cars on display were in lovely condition (mostly fully restored), but it's obvious not many of them are taken out and used any more.

It was interesting hearing the comments from people who had not been there before. I overheard one of our North Island members saying (as he looked at a female mannequin dressed in a 1960's wedding dress) "why is it you can take your car to a restoration shop and get her bodywork restored to as-new condition, but there is nowhere to take your wife to get the job done?"

By around 11.30am it was time to get back on the road again, this time travelling to the Christchurch Branch of the Vintage Car Club rooms at McLeans Island, which was only 10 minutes away. It was on this leg that Colin Winter gave Beryl Duthie a ride on the 1900 Wolseley – she looked like she really enjoyed it too!

As the cars arrived in the VCC grounds, they were parked in a fashion that would enable a group photograph to be taken, and it was here also that the cars were judged for concours and for People's Choice awards. Before judging however, Graham Keys took the group photos – one of the cars and another of all the rally participants. Once taken, Allan Francis took the memory card to a photo shop in town so a copy of each photograph could be given to all the rally participants at the conclusion of rally later in the week.

While judging was underway, members from the Christchurch Branch of our club and a couple of helpers put on a marvellous lunch in the original VCC clubrooms. Our thanks go to Eddie and Nancy Bishop, Danny and Sharon O'Malley, Stuart and Judith Penny, and Noel Nevin for all the great food and refreshments – it was fantastic and really appreciated by everyone. Other members also showed up while we were there – Anthony Dacre was one, and he brought his 14/56 out. It was also great to see Danny had brought the Police 6/90 out – this was commented on most favourably by a number of people who hadn't seen it before.

Once the cars had been judged (which took until about 2pm), the rest of the afternoon was free for people to do as they wished in Christchurch. Many took the opportunity to drive into the CBD so they could see

first-hand just how much of the central city has now been demolished following the 2011 earthquake, and some of the re-build underway. For a visitor it was always hard finding a way around the CBD, but factor in dozens of roadworks sites where the underground infrastructure is being replaced; sites where demolition is still underway; busy traffic; and it becomes very difficult. All who made the effort were amazed at what had happened and at what was going on.

Everyone also had the option of calling in at the Christchurch Branch clubrooms and spares shed at Idlewood on the way out of Christchurch. Being just down the road from the VCC grounds, it was easy to find, and many took up this option. Poor Ray Willoughby was rushed of his feet with enquiries and sales, and did a massive turnover during the afternoon. All who visited were impressed by our facilities, most not having seen it before.

As people travelled home, they also had the option of calling into our house in West Melton for afternoon tea. Our cars which were not on the rally, and a couple of my longer-term projects, were in the garage for them to look at, and quite a few called in to catch up and break the journey back to Methven.

Back at Methven, with dinner a bit later tonight (8.00pm), there was plenty of opportunity to unwind and relax after a day in earthquake territory. Everyone was certainly keen to share where they'd been and what they had seen on their travels. There was plenty of happy noise and discussion over dinner, anyway. Dinner that night was a choice of beautifully cooked pork or chicken, with chocolate mud cake and cream for dessert. The food just kept getting better and better!

Thursday 27th – Into the High Country.

This was the second of the big days put together by Joe Barker, the aim being to get out into the higher more scenic country on an easy and enjoyable run for cars and people alike. Joe chose Lake Coleridge as the destination – the road was sealed all the way, and there was a great spot there to enjoy a picnic lunch, with plenty of room for the cars, and good toilets available. Not being too far away (about 40 minutes from Methven), there was no need to get up early this morning, so breakfast and departure was at a much more leisurely pace, with most leaving around 9.30am. The weather was still performing wonderfully at its best, and the forecast for the rest of the day was really good as well, although the outlook for the next day wasn't shaping up well – not that it mattered, as the National Rally was now coming to an end.

The run up to Lake Coleridge was grand indeed. Big wide open spaces, views of the mountains up the Rakaia River gorge, and for those who dared the shingle road to the lake, scenic vistas across the lake as well. The picnic spot there is nestled in amongst trees in a gully down by the power station, although now there were considerably less trees than the week before, as a crew had been in over the previous few days to take out the larger ones which were obviously causing problems of some sort. In the



Graham Keys, for once stumped, at Lake Coleridge

gully we were sheltered from a hot nor-west breeze that was starting to pick up, and the temperature would have been nudging 30 degrees. Despite the recent tree felling, there were still plenty left to get shade from, and it was really pleasant just sitting around chatting about all that had happened in the past few days, and generally discussing how to make the world a better place – starting by getting more people to drive Wolseleys (and Jowetts and Bradfords – eh Vic?).

Our mobile Café (Allan Francis in his camper van) was soon on-site with morning tea, and with our picnic lunches, which had been put together by the Four Sqaure store in Methven. Very nice they were

too! As an added bonus, one of the power station staff offered to take a few groups through the power station, which was the first full hydro-electric power station fed from a man-made lake to be constructed in New Zealand. Built in 1914, it celebrates 100 years since its commissioning this year. It has gone through a couple of major re-fits and an expansion since then, but one cannot help but be impressed by the engineering involved in constructing such a facility back in the days when most construction was done by hard labour and horses and carts, and heavy haulage of materials and generating equipment was done using traction engines.

At around 1.30pm, we began to head off on the next part of the run, this time heading back towards Methven, and then due east to follow the Rakaia River road down to the small settlement of Barrhill, about 20km east of Methven. Barrhill is the home of members Les and Margaret Nell, who have lived in the small settlement for many years. Consisting of a few houses, a church, and a school-house, the settlement is the only one of its kind in Canterbury. When we all had arrived there, everyone was treated with afternoon tea and then assembled inside the now no-longer-used school house so that Margaret could give us the history of the village. Established by a politician Cathcart Wason in 1869, the town was laid out in a circular fashion around the church with large trees and streets forming a cross pattern that can still be clearly seen from the air. The church is still used for services once a month, and retains all of its original features. Apart from the quaint village and its history, another reason for going to Barrhill to see some vintage machinery owned by Les and Margaret and their wider family. What Les doesn't know about vintage John Deere tractors isn't worth knowing, and being the registrar for them, he has documented history of every John Deere tractor sold in New Zealand up to the start of the multi-cylinder era. He even knows where most of them are and who owns them – including many in his own collection. Les had gone to a great deal of trouble for our visit. He had been absolutely flat-out right up to the first day of the National Rally trying to get his newly-restored Series II 25HP Wolseley on the road, which he proudly achieved. Although there are still a few finishing touches to sort out, the car looks great and runs superbly – the result of nearly two years of full-time restoration and engineering work on Les' part. With all the pressure of getting the 25HP done, he also made time to organise our visit, get lots of his tractors and some stationary engines out on the village green for us to look at, and he had also laid out much of



Veteran Wolseley treat at Les and Margaret Nell's, Barrhill.

the original interior trim and some of the parts he'd removed from the 25HP as he'd restored it. It was clear to see how much work was involved in getting his car back to the condition it's in now. A tremendous effort. However, the real jewel in the crown as far as we were concerned was also on display. He had personally collected and had available for inspection a very rare 1915 Wolseley Tourer which has been in Margaret's family for over 20 years. It was restored many years ago, but has had little use since then – none at all for at least the last 10 years. However with a bit of work, Les had managed to get it running, and it did a

couple of laps up and down the road for us to prove it. It is suffering a bit from its hibernation, however with some time and elbow grease it will clean up beautifully and will be a magnificent veteran. I think this is now on Les' list of things to do once the 25HP has been properly finished off. It's certainly great to know it's around.

After leaving Barrhill, there was another property to visit which Les had arranged, however we chose to head straight back to Methven so I could start to prepare for the final prizegiving dinner that evening. Back at Ski Time, Allan and I sorted out the list of trophies and prizes to be awarded during the final dinner. We were sure the winners were very deserving of their prizes and trophies, but by now we were also satisfied that everyone had enjoyed the event and would more than likely head home not at all regretting that they had made the effort of taking part. Apart from the Williamson's 6/110 expiring on the way down, there had been no major issues with any of the cars during the rally. In fact, I think our own cars have suffered the most, with 3 punctures between them (2 on the 6/90 and one on Matthew's 1500), and I also had to spend 15 minutes one evening sorting out the generator on the 1500 we'd loaned to Kevin and Heather Haynes. I had fitted new brushes shortly before the rally, and the tensioning spring had obviously jumped off one of the brushes as I had put it together. Eventually the brush had lost contact, causing the ignition light to glow. It was a simple fix, although I did appreciate a hand from Graeme Quate to flick the spring into place as I held the end of the generator slightly open. Talking of Graeme – he and Judy took their recently purchased 1500 Mk3 on the rally, and had a great run in it (we had five 1500's registered, which is the most ever).

Eventually the time came for the prizegiving dinner. Many dressed up for the occasion, including Colin and Judy Winter who wore circa 1900 costumes to match their car. Very smart they looked, too. Again, the meal was superb – this time starting with house breads and spreads, a choice of either a ribeye steak or a salmon main with lots of fresh vegetables, and either an almond tart or a fresh berry dessert. We had the prizegiving between the main and dessert, the waiting staff getting on with their job silently and efficiently as proceedings took place.

Lots of people had to be thanked. Our hosts Suzi and Peter Wood at Ski Time were high on the list, as were their staff. Also the Christchurch committee and members who all assisted in lots of ways to get everything together, most of it very close to or during Rally. To Joe and Judy Barker who plotted out the Geraldine and Coleridge runs, and also persuaded us in the first place that Methven was a better place to go than Ashburton. Also, a very special thanks to Allan Francis, who took care of all the big picture and detailed stuff – finalising the venue and prices, arranging all of the morning and afternoon teas and some of the lunches, looking after registrations and finances, the rally packs and the prizes, plus lots of other tasks that just needed someone to spend time and sit down and do. He did all of this so well, and I'm sure he won't mind me saying that he was buggered at the end of the rally – it was great, but it was a lot of work. Importantly, however, we have to thank everyone who took part in the Rally, especially to those who travelled long distances in their Wolseleys from the lower South Island and anywhere in the North Island. It's no longer an easy trip in an old car, and it was truly great to have you all in our home region and seeing you enjoy yourselves. Also a special thanks to our Australian visitors. We know they all enjoyed themselves, and I'm sure many will come back to NZ rallies, as we will attend theirs.

It was a real pleasure giving out prizes to those who had won them, for whatever reason. The list is as follows:

Longest Distance Travelled (Australian) – Richard Lang and David Oliphant (Adelaide)

Longest Distance Travelled (New Zealand) – Trevor and Adelle Burnnand, Auckland

Oldest Participant – Daisy Frame (Australia) – 92 years old (her first overseas trip!).

Youngest Participant – Matthew Hey

Concours (Pride of Ownership) Event

Pre-war – Colin & Judy Winter – 1900 Wolseley Voiturette

Post-War – Stephen and Janice Belcher, 1970 Wolseley 18/85. The judges gave their car a **perfect score**, and commented that it was **the best restoration they had ever seen**, and said it was a car that shouldn't be driven, it was so good!

Most Original Car

Richard Lang – Wolseley 1100, loaned by the Winter's.

Most Enthusiastic Participants

Les and Margaret Nell

Good Samaritan Award

Ron Hopps (always there to give advice and ready to tinker if need be).

People's Choice Award

1st – Colin and Judy Winter, 1900 Wolseley Voiturette

2nd – Stephen and Janice Belcher, 1970 Wolseley 18/85

3rd – Brian and Joyce Stroud – 1930 Wolseley Hornet Special

Bill Slattery Trophy for Australia vs NZ Challenge

New Zealand

Overall Winners

1st – Stephen and Janice Belcher (Tauranga), 1970 Wolseley 18/85

2nd – Michael and Raewynn Kruse (New Plymouth), 1961 Wolseley 1500

3rd – Ray and Kathy Jack (Invercargill), 1958 Wolseley 6/90

Friday 28th - Farewell Breakfast and Home time.

As we got up in the morning, it was clear that we were due for a change in the weather, with showers forecasted later in the day. We were indeed spoiled with 5 fine and warm days, but that is one of the reasons we had the Rally in February.

Breakfast was at 8am, so those who needed to get away early were all packed up and checked out by then. A full cooked breakfast was laid out for us – just what was needed for those who had large distances to cover that day. For many, the trip home was to be gradual, taking time to see a bit more of the country on the way. Many of the Australians were staying an extra week or so and travelling to other parts of the South Island before heading home.

As breakfast was nearing completion the final farewell speech was given, one task being to announce the holder of the Bill Slattery Trophy for the Australia vs NZ Challenge. It was a close thing, but using the average scores from all of the competitors, the trophy got to stay in NZ, and was proudly awarded to Gordon Duthie (NZ Club Chairman) on behalf of NZ members by Bill's wife Sandra Slattery, with a promise that it's not going to stay in NZ long. She may be right! She was followed up immediately by Graham Keys, who thanked everyone on the rally for making them feel so much at home. He also extended an invitation to everyone to come to the next Australian National Rally, which is going to be held in a town called Corowa on the Victoria/NSW border in May of 2015.

And that was it – the end of the 2014 National Rally in Methven! All that needed to be done now was for everyone to collect their certificates of participation and their rally group photos, and start heading for home. But wait, there was more! Each entrant was also given an envelope with a \$20 refund per person in it, as Allan had determined what the final cost was to be, and made refunds based on this.

What a week it had been. For us, the trip home was pretty short and easy. I headed up a small convoy of Wolseleys in the Club 1300, with Jenny following in the black 1500, Matthew behind her, and Richard Lang and David Oliphant in our maroon and beige 1500 behind them (they took the car to Methven and brought it home again for the Haynes, who helped Allan get his 6/90 to the rally). A few minutes behind them came Graham and Sharon Keys in our 6/90. At home, all the cars were parked on the lawn. I took Richard and David to the airport where they were collecting a rental car to continue their travels, and by the time I got home again it was starting to rain. I left the cars to sit in it and get wet, and then put them all in the shed one by one, first cleaning each one of them down with one of the microfiber cloths Allan had slipped into the rally packs, and then finishing each off with a chamois once parked in the shed. Each one had performed well, and all the work getting them ready for the rally had been worth it.

One cannot deny it was a good event, and I think I can safely say everyone enjoyed themselves. Great venue, great meals, great runs, great people, and great cars.

Note; for all the photos, go to <https://www.facebook.com/wolseleycarclub> - all of Graham Keys photos are posted there. More will be published in coming newsletters.

FOR SALE

Wolseley 6/110 Mk2 – 4 speed manual, with serious engine problem. New Tyres, battery, and clutch, with WoF and registration. Body and interior need work. Expired on the way to the National Rally from Auckland, and is currently in Kaikoura. \$1,000. Contact Goetz (owner) on 021 287 2525 or at work on 09-377 2525

6/90 Series 3 – a part-restoration project that has had around \$6,000 invested in it. Bodywork has been done but not painted in top coat. Due to health reasons I have to give the project up. Second car also available with this one, but it's very rusty. Contact Anthony Dacre on 0274350657

The  *Word*

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