

THE WORD



OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC

JUNE - JULY 2015



Matthew Hey's recently acquired Wolseley Hornet Mk3 outside Bain's Classic Motor House, Leithfield. Beside it is Christchurch member Pat Boyle.

OUR CLUB OBJECTIVES:

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

Club website: www.wolseleycarclubnz.co.nz



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EDITOR'S STUFF

Although I haven't spent a lot of time this last month working on my own cars, there has been plenty happening on others. You may remember last month I mentioned that Matthew had just found himself a Wolseley Hornet? Well it's now at home and has taken its place alongside the other two his collection. With 3 Wolseleys of his own now, I feel it's time he found a place of his own with a shed or garage, so I'm busy regularly checking Trademe to see what's new on the market around home. Not that I'll think he'll take the hint?

Anyway, back to the Hornet. It was advertised on Trademe – a one-family-owned car, advertised as being in original condition, with only 44,000 miles on the speedo. After thinking it over for a few days and Matthew even doing a measure-up in the shed to see if it would fit, we finally gave the owner a call to find out more about it. It all sounded pretty good, with the mileage being able to be verified - the current owner (in his 60's) having taken it over from his late mother many years ago, and scarcely having used it since. It was a Saturday morning when we first rang about it, and we were told that first refusal had been given to a person from Wellington who was due to arrive that afternoon to check it out. I asked the owner to call me back and let me know if it sold or not, which he did about 2pm that afternoon. Apparently the person had stopped to also look at a car in Christchurch, and had bought that so didn't bother travelling on to Timaru. After a bit more of a chat to the owner, who assured us we wouldn't be disappointed with it, Matthew decided to take the plunge and bought it then, sight unseen apart from the Trademe photos. Certainly not the recommended thing to do, but it would be a week before we could actually inspect it, and we were told other enquiries were starting to be made. Anyway, it certainly looked extremely straight, rust-free and original in the photos, and if there did turn out to be any mechanical issues we knew we could deal with them.

Like nearly all of the other Mk3 Hornets, this one was also 1969, light blue in colour, and also automatic. Almost exactly the same as the one Jenny and I already owned! Payment was sent through that night, and we arranged to collect it straight after the Timaru All British Day the following weekend.

As I mentioned last month, the Timaru All British Day was excellent. A sunny and warm day, a big turnout, and a good finishing spot in St Andrews about 10 minutes south of Timaru. Matthew's 1500 needed to have completed two VCC events to qualify for the VCC Restoration of the Year judging the following weekend, and the All British Day was his last opportunity to get the second one done, so he took it down there, and Jenny and I took ours. The plan was to go and collect the Hornet, and he would drive that back home, I would drive his 1500, and Jenny would drive ours. Straight after prize-giving at 2pm, we packed up the picnic gear and headed to the western side of Timaru to meet the owners



Editor's Stuff - continued

and see just what Matthew had bought, hoping of course that he wouldn't be disappointed. Simon Verkerk came with us in his 1300 to join in on the occasion – this was great, as it dispelled any nervousness the owner may have had about some young guy arriving to take away and destroy a family heirloom.

As it turned out, we saw the Hornet in a petrol station not far from the house, where the owner was busy filling it up, but we kept going and then waited at the house for a few minutes for it to arrive. When it pulled into the gate, it only took a quick look to confirm that it was as good as we had been told – in fact it was better, if anything. We heard the full story of the history of the car. It had been sold new at the same dealer in Waimate where our 1500 had been sold new 11 years earlier, and had spent most of its life in Waimate. It was then taken to Timaru by the son of the original

owner when she had to give up driving. He had hardly used it, although his daughter did use it occasionally to travel to sports matches and other functions when she was still at home. It had been repainted about 10 years ago after some undercoat began showing up around the roof guttering (a common Mini problem, as they never seemed to get a good coat of paint there when new), and it had also had the automatic transmission overhauled at about 40,000 miles (which also is typical for that mileage), but apart from that it was original and in great condition.

All the necessary paper-work was taken care of, and we headed for home about 3.30pm with Matthew leading the way. The owner was in tears as we left.

We had a good run home, however being a long weekend, the traffic was very heavy and we spent lots of time letting faster traffic through. It was good to get off SH1 at Rolleston and head inland and home to West Melton, arriving about 5.15pm - just as it was starting to get dark. The Hornet ran faultlessly, and Matthew was very happy indeed with his purchase. Since getting it home, all he's taken the heater out to get it working properly, and he renewed all the heater hoses while he was at it.

Together Matthew and I spent a few hours the following Saturday getting his 1500 ready for the VCC Restoration of the Year event on Sunday 7th June, just finishing some of those last 5% jobs that didn't get done before it went on the road again after it's re-paint. He also fitted an electronic distributor into it, and we worked until about 9pm the night before, and again for about an hour before we left for the event, getting as much detailing and cleaning done as we could. The run began in town, did a loop of the city, and then finished at the VCC clubrooms at McLeans Island. The new distributor has made a big



Matthew takes over from former owner Ian Stowell

Editor's Stuff - continued

difference to the way it runs and idles – so much so that I might fit one to our Mk1 1500. Anyway, the judges were let loose on it, and they certainly were not slow in pointing out the faults we knew about, like some uneven panel gaps, widened rims, a small dent in the front bumper, etc, etc. There were two other cars entered in the same year category, so all Matthew can do now is wait until the placings are announced at the next VCC noggin. He's not at all worried about winning anything – it was more just getting it to the point where all of the important stuff was done and he could say it was finished and in use again. We had a good day, anyway.



Judging underway at the VCC Restoration of the Year run.

Good progress has been made on Simon Verkerk's replacement reconditioned 16/60 engine. Simon spent a couple of days at our place cleaning parts and helping with re-assembly, and it's now all together and basically waiting for the old one to be removed from the car. Once the



Simon Verkerk working on his 'new' 16/60 engine

old one is out we can swap over all of the ancillaries and then put the reconditioned one in. Sounds easy, but it will take a bit of time. Hopefully we can progress that in the next month.

With all of the action mentioned above, not a lot has been done to my own Wolseleys. Over the past year or so I have been getting a few punctures in the 6/90 (in different wheels). It all started during the last National Rally when Graeme Keys had the car (which certainly wasn't anything to do with him using the car). He got two flat tyres during the rally. Since then there have been three more, two in one wheel, and one in another. Matthew has repaired them for me, saying it was just a small hole in the tubes, probably caused by them just being too old. Last weekend I took all the wheels off and sent them in to Patterson Bros have new tubes fitted, so hopefully this will cure the

Editor's Stuff - continued

problem. They've been back on the car a few days now and none have gone flat yet, so that's a good sign.

I've also spent some time (with a bit of help from Simon) dismantling a Morris 2200 I've had sitting behind the shed for about 18 months now. The engine and gearbox out of it are going to a new home in our Wolseley Six, so it's now in the workshop waiting to be cleaned and Dulux reconditioned before a swap-over. I'll also renew all the oil seals and check the clutch before it goes in. Last year I dismantled a super-rusty Wolseley Six that came from the same home as the Morris (both came as a package deal), and when I took the power unit out of that (which was later taken north to Stephen Belcher for his Six), I removed it with a crane out through the top. This is the way the workshop manual says to do it. It proved to be a real mission, mainly because the diff needs to clear the

front suspension hydrolastic housing running transversely across the rear of the engine bay. This requires it to be tilted backwards as it comes up, and with it being a tight fit at each end and across the front, it certainly wasn't easy. I decided with the Morris to lower it out the bottom, and then lift the front of the car up and over it once it was sitting on the ground. This is definitely the way to do it, and took about half the time. When it's swapped with the one in Six I'll be doing it with the car sitting on the hoist, which will make it even easier.

I was looking around the workshop the other day, and I seem to have a number of half-done projects sitting around (and not all my own), so I've made a note that I need to start putting things together, rather than taking them apart. Note to self - time to start doing this!!

Now that winter has well and truly set in, it's a bit hard to get motivated to head out to the shed after dinner. The hard bit always seems to be getting changed and getting out there – funny how it's not a problem once out there and doing something. I think most of us will be the same in that regard? I've just had a read of the latest Jowett Club magazine, and their editor (Vic Morrison) has made exactly the same remark.

Have a good month.

Colin.



Removing the 2200 engine – out the bottom, then lifting the car over the top!

CHAIRMAN'S REPORT

Hi Members,

Winter comes every year but this year has had its share of extremes. This year it has been very wet so early in the winter with some flooding here and there but serious in South Dunedin. The Wanganui river has caused some real damage as well. There will be lots of other areas throughout the country which will have been affected as well but may not be making the national headlines.

Recently we have had a run of frosts with clear cool days and snow that has fallen to lower levels. I hangs around for a while when you get frosts on it. I hope any affected members and families are getting on ok.

Club Website.

At the 2014 National AGM it was decided that the “”Password” required to access the Wolseley Word be removed. The latest Wolseley Word is to be loaded onto the web site 2 weeks after being posted so that members have first access to anything they want before anyone else.

Geoff, our Web Site manager, has made the changes for this to happen. If you still have the “Password” for access coming up on your computer then you need to click on the refresh icon or F5. I had to do this to update my computer to the new format.

Thanks Geoff.

AGM's

Branch AGM's will be coming up over the next month or two. I hope as many of you are able to attend these meetings to assist and or support your committee.

The National AGM is once again in Christchurch and organised by the Chch Branch. This year the National Committee that branch delegates attend prior to the AGM, will be held on the Saturday afternoon at the swap-meet at McLeans Island. The AGM will be at the same place as in the past. More information to do with time and place will be forwarded to branch secretaries and delegates.

Please forward to National Secretary Michael any committee and delegate changes so information gets to the right people.

Keep up with the good work.

Gordon Duthie
National President

PS: Further to my report I have done a report on the 100 Year Centenary Rally held in Palmerston North at Easter twenty years ago. It was the first Rally Beryl and I took part in. This first report is more to do with getting ready for it. My next one will be on the rally itself.



CHAIRMAN'S REPORT – continued 100 Year Centenary of Wolseley, Palmerston North 1995

I thought it was timely to do a report on the 100 year rally held 20 years ago including the lead up to it.

We bought our 1966 Wolseley 6/110 MKII in March 1992 and became members of the Club soon after via a contact through attending a Dunedin All British Club display day. The car was in good repair body wise however the upholstery was a bit rough and the engine, which went ok, fumed a lot and the overdrive wasn't quite right ether.

I had available to me an Austin 6/99 MKI with only 64000 miles on it but the body was sad with rust everywhere so I did a transplant, gearbox and all.

When we were aware of the 100 year rally we thought that we might enter but before that we needed to get the upholstery done. I took the seats and old linings out and did some repairs to the front seat adjusters and tidied up some surface rust etc in the floor pan, sealed and painted it. I also took the dash board out and had it and the door woodwork done. These were in very good order with only a light sanding preparation before painting. I took the car to A1 Auto Upholsters in Dunedin early spring 1994. I also said that we were intending to take the car to Palmerston North in April. This was probably the worst thing I could have said. There seemed to be hold up after hold up and to cut a long story short and after a lot of pressure we got the car back a week before we were leaving.

We were farming (leasing) at the time and many things can happen that stops you going anywhere so it wasn't until the 25th March before we entered the rally. The rally started the 14th of April which was Easter.

Thinking we would be the last to enter we were very surprised to receive a full rally pack with the No1 car number in it. In other words, maybe the first to enter.

We also booked the Cook Straight crossing for Wednesday the 12th April, so we were leaving Lawrence on Monday the 10th, staying at my parents in Ashburton, then through to Blenheim staying at friends, before crossing on the 12th.

I nearly forgot the fact that the car's warrant would have been overdue so had it booked in for the Thursday before leaving. It passed ok, however the mechanic mentioned to me about the clutch and that it might be on its way out and to test it on the hill on my way back home, which I did. A light touch on the clutch peddle and there was slippage, oh!!!!!!!:

On the phone to Geoff Hendry in Dunedin who has worked on BMC vehicles all his life (who was also with his wife Raelene going to the rally) for a clutch plate and some advice on an easy way to change the clutch in a hurry and without having to remove the engine-gearbox out of the car.

A near-new clutch plate was picked up from Geoff by Beryl who was in Dunedin on the Friday, and a lot of information over the phone from Geoff was given to set me right.

I had done a lot of mechanical and engineering work including on tractors and dozers etc, but the British seemed to make it a little more difficult.

Geoff's instructions were, car up off the ground 18ins undo prop shaft, undo engine mountings etc etc so the engine can move as far forward as possible, remove the gear box mountings and sit it on a trolley jack, remove the floor covers and gearbox inspection plate undo the bell housing bolts etc, remove the spark plugs. Now that's got ya!

100 Year Centenary of Wolseley, Palmerston North 1995 – continued

He explained that without dropping the gear box out you can get just enough clearance to (after undoing the pressure plate) slip the clutch plate past the end of the gear box shaft. He was right.

I made up a gauge out of a piece of bent wire before I took the old clutch plate out so that when I put the replacement clutch plate in I had the clutch plate centred so the gearbox shaft would line up with the flywheel.

Have you worked out why I took the spark plugs out yet?

This clutch thing wasn't in the plan of things to do before we were to head away on Monday.

I was already fully booked up getting the farm and the stock work done so it was easy for the neighbors to look after the farm and stock while we were away.

Sunday night was the only time I had to do the clutch. We were going to be getting everything ready for the trip, however Beryl got that done while I started on the car.

Before tea I got the car up on blocks and after tea I was into it.

Geoff's instructions worked perfectly. The weight of the gearbox with overdrive would have been impossible for me to do it any other way by myself.

I couldn't believe that the gearbox and engine slipped back together first attempt.

With everything all back together and going I took it for a test run 3-4 Kms up the road and back at about 11 that night, we were heading away first thing next morning.

Incidentally, the car hasn't been touched in this area since.

We had a great trip through to Ashburton and then on to Blenheim. The feel and the smell of the new upholstery was very nice as this was our first time in the car since it had been redone.

On Wednesday we headed away from our friends early as they had gone to work so we arrived in Picton early. Our booked crossing time was for 9am on the Aratika, incidentally the cost was \$226.00.

One of the port staff while going past us said we were early and would be waiting for a while. He returned to say that we could go on to the ship being loaded. This one took railway trains and trucks and there was plenty of room for us, so on we went, last and parked amongst the railway trucks. At Wellington we were to be first off.

We were in the car waiting for instructions to drive off when to our surprise trundling down the tracks towards us was a locomotive to unload the ship. It was stopped by arm-waving staff and as it backed up we drove off.

We headed off with a bit of extra time up our sleeve, however thinking we were heading out of Wellington we ended up in Tawa! That night we stopped in Levin then on to Palmerston North the next day.

Rally, and some photos in my next report.

Gordon & Beryl Duthie

Deadline for next Wolseley Word:

Friday 31st July 2015

SECRETARY'S REPORT

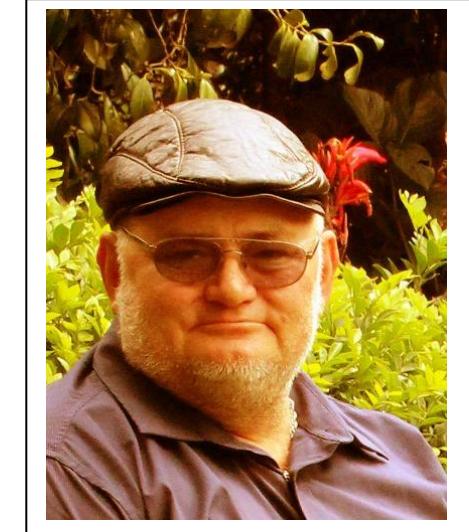
Hi Fellow Wolseleyites,

The trip to the Wanganui VCC 60th Rally was great with a very interesting rally Chris crossing State Highway 3 from the sea to the inland country ending up at a Waverly Farm Stay.

Lunch consisted of hot soup and cake "yum yum". On Sunday night we had dinner at the Grand Hotel (which is very grand and elegant, built in 1927) where there was a presentation to one of our Lower North Island Wolseley Car Club members.

Merv Warner was presented with 50 year badge from the VCC. Merv currently drives a 4/44 and is active member of our club.

On the 20th of June we had a working bee at the Ashhurst Parts Shed. I had a bit of trouble getting there with heavy rain and some flooding to contend with. It was a very progressive day with a good turnout of willing members - Steve Finch, Ivan McCutcheon, Lance Fitness, Don Simons, Andrew Thompson & me. We cleaned up the floor area and sorted



the engines out in rows of 4 cylinder, 6 cylinder and then started on the gearboxes.

We also made room for our Wolseley 1300 and Andrew got it going and drove it around the buildings and through the paddock in pouring rain (lots better than pushing it in the rain).

The only problem was when it was time to go home. The road north to New Plymouth was closed in several places and the Manawatu Gorge was closed. Ivan & Andrew got back to Dannevirke alright. Don had planned in staying in Palmerston North the night. I had planned to drive home but Steve kindly offered a bed at his place.

We dropped in to the Waterford



Merv Warner gets his 50-year badge and certificate from VCC NZ National President, John Coomber.

Pub on the way home to Steve's. There the creek in the back yard had flooded the garden bar. They had roaring fire going and with warm Irish hospitality, it was very hard to leave. After a lovely roast pork meal and interesting conversation I went to bed wondering if the Road would be open on Sunday. As it happened it was still closed and I spent the

SECRETARY'S REPORT - continued

morning on the computer with Margaret surfing the net. At 1.00pm I decided I would see if I could get home. Still no luck - Highway 3 closed at Wanganui and no detour. Closed at Waitotara and no detour.

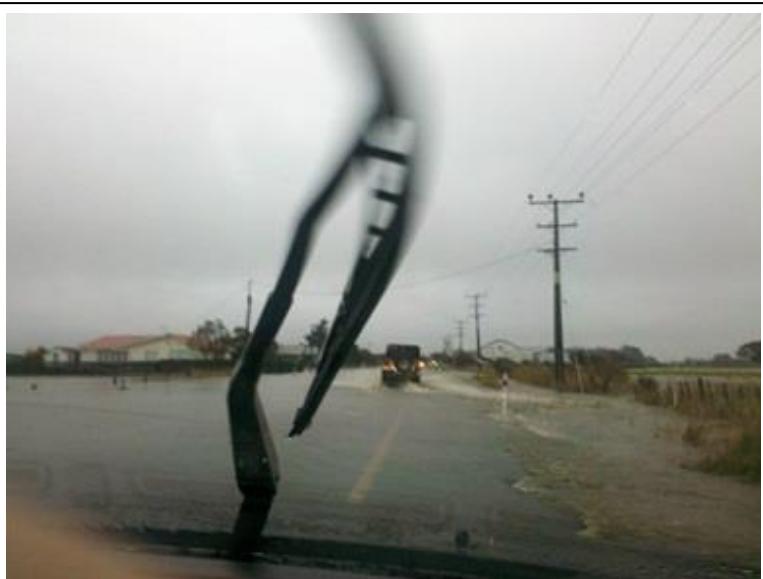
Highway 1 closed but a small detour was in place, so I decided to set out on this route. Away I went, firstly filling up with LPG and petrol before I left Ashurst. I had a few issues getting to Highway 1 and had to back-track 15km to avoid a washout. Once on Highway 1 no more problems. After 530km and 6 hours I was finally home. A big detour for a drive that normal takes 3 hours!!!

Happy Wolseleying

Michael Kruse

National Secretary

New Zealand Wolseley Car Club



Trying to get home.....

Would all Branch Secretaries ensure that a copy of your annual Branch accounts for the year ended 30 June 2015 are forwarded to the National Treasurer PO Box 23-393 Hunters Corner Auckland 2155 after you have held your Branch Annual General Meetings.

These are required to enable the National accounts to be prepared for the National Annual General Meeting to be held in Christchurch in October.

Thanks

Paul Billing, National Treasurer

FOR SALE

For Sale - Classic Car Steering Wheel Covers.

Quality reproduction hand-made 1940 to 60's style vinyl covers with foam backing for driver comfort, made to measure with a choice of colours. Includes stitching cord, a bodkin and fitting instructions. The diameter of your steering wheel and its rim required. Good value at \$63 each. Phone Roger Honey on 06 8684846 or 0274780872. email rohoney@clear.net.nz (Club Member)



Photo shows one of Roger's steering wheel covers fitted to Gordon Duthie's 6/110.

BRANCH NEWS and EVENTS - Auckland

Auckland Branch

News:

We wish to welcome Lou and Ans Schoenmaekers from Whangarei with a 1952 Wolseley 6/80 and a 1954 Wolseley 4/44.

On Sunday 28 June 2015 saw members visit McNabney's Toy Museum at Whitford. He has a most interesting collection of dolls, pedal cars, model cars and various other items of interest.

Coming up we have our Branch Annual General Meeting to be held on 19 July 2015 at 4.00 p.m. at 177 Riversdale Road, Avondale and we hope to see as many of you there as possible.

The Auckland Branch are hosting the National Rally in the Waikato area at the end of February 2016 and included in this magazine is the proposed programme (see page 19) and an entry form (attached separately). Please do not hesitate to contact us if you want further information, and above all else, get your accommodation and entry forms sorted as soon as possible. This will help us with our planning.

Coming Events:

1. **Sunday 19th July 2015 – Auckland Branch Annual General Meeting** 4p.m. at 177 Riversdale Road Avondale prior to the film evening at the Westwind Theatre. Please note this date and make an effort to attend the AGM.

2. **Mid Winter Mystery Film and Roast Dinner evening Sunday 19th July 2015** at the Westwind Theatre, 177 Riversdale Road, Avondale. Cost is \$25.00 per adult and children up to 12 \$1.00 per year of age. Meet at 5 p.m. for a 6 p.m. meal. Please contact Noeline Billing 278 3944 advising numbers and attendance on or before 12 July 2015 for catering purposes.

Regards
Noeline Billing

Lower North Island Branch

Coming Events:

We changed the name of this branch last year, it seemed a good idea at the time - nothing else has changed !!

We decided to have a Working Bee on June 20th which turned out to be a rather wet weekend for everyone who turned up - the usual few die-hards - Ivan, Lance, Andrew, and Mike Kruse plus Don Simons From New Plymouth. Both Mike and Don drove through floodwaters to get there, and Mike stayed with us that night as there was no way home. He left after lunch on Sunday, and it took him 7 hours to get home to New Plymouth via

BRANCH NEWS and EVENTS, Lower NI Branch - continued

National Park & Te Kuite. Don stayed with relatives in Palmerston North. I had a call from Dan Thomson in Paraparaumu on Sunday morning apologising for not being there. After two hours on the road, he found SH1 closed at Manakau, so tried via Wairarapa where the Police advised him to go home.

We do have some enthusiastic members but have cancelled several events recently due to lack of support. It would be good to have some input into the running of the branch, so please come to the A.G.M. on 25th July in Sanson (see below).

How about organising a run in your area this spring? It only needs to be something simple, you don't need a degree - common sense and some imagination will do. Hope to see you on 25th.

Steve Finch.

Coming Events:

Saturday, 25 July 2015 – Branch AGM

To be held at The Woolshed, Sanson, commencing 11:00am.

Christchurch Branch News:

We had another really good working bee this month, with many members showing up and a few good jobs done. I took a stripped-out Austin Westminster A/110 body to the scrap metal man, and by the time I got back to Idlewood about 9.30am, things were in full swing. Merv Wayne and myself got busy and began stripping down some 4/44 and 6/80 diffs, with four stripped down to bare housings and all components removed and put away. We certainly got into the swing of it once we'd found our way around the first one, and were getting pretty quick at it by the time we'd finished at lunch time. This was despite me disappearing for an hour or so in the middle of it all to help Joe Barker collect some 25HP mudguards from Des Fowler, who he'd bought his 25HP from about a year ago. They were hung up high in a shed, and took a bit to get down.

Another team led by Eddie Bishop and Stuart Penny got busy finishing off a lean-to shed on the back of one of the containers, which had been started mid-week. This has been built with racks to hold our stock of wheel rims, which have until now been stored outside in the weather. While all of this was going on, Graham Quate and Simon Verkerk were busy with their on-going stock-take, and others were busy buying, selling and sorting parts. I must mention too someone who comes each working bee just to catch up, have morning tea with us, and then do the dishes – Pat Boyle. Definitely our branch “Good Sort”.

Thanks Pat – you're really appreciated by us all!

The next working bee project is probably destined to be an extension to the smoko room. Eddie Bishop has managed to salvage a bay-window and some flooring from a neighbour's house which is an earthquake demolition job, and is hatching a plan to add it

BRANCH NEWS and EVENTS – Christchurch Branch continued

onto the room. Knowing him and his helpers (Tony Shanks and Stuart Penny), if it reaches fruition it will be a thing of beauty when it's finished!

Talking of things of potential beauty, it seems we may have found a new owner for the Anthony Dacre's 6/90, which is at Idlewood looking for a new home. It's not going to be an easy project, but the bones are very good for someone who is good at putting together what others have taken apart. Plenty of advice is available anyway.

Our run for the month was a trip out to Sefton for a pub lunch, which generated a great turnout, with 14 Cars (10 of which were Wolseleys) and 29 people attending. Graeme and



Line-up of Wolseleys outside the Sefton Hotel

Judy Quate put together a simple but scenic 45-minute run to get there, taking in some of the local farm and beautiful late autumn colours on the way. The weather was sunny and warm – hard to believe that the day before had wracked so much flooding and destruction



Everyone getting fed up in the Sefton Pub

just a few hundred km further north in the Wanganui/Taranaki area. We also had a fellow called John turn up who is selling his MkII 6/110 – it is advertised on Trademe at the moment. He enjoyed the day with us, and I hope he finds a new owner for the car and can recommend they join the club.

Once at the Sefton Pub we pulled a few tables together, and sat around chatting while we waited for our lunches to be brought out. The small number of staff did a sterling job getting it all sorted and out to us,

BRANCH NEWS and EVENTS – Christchurch Branch continued

and although it took about 45 minutes until the last meal came out, it didn't seem to matter one little bit. The food was good, and the helpings were generous.

By about 2pm we decided it was time to head for home, however a few of us detoured to Bains Classic Motor House a few km away to take a look around the books and collectibles they had for sale.

As an aside, I was having an email conversation with Steve Finch the other day, and we both ended up agreeing that we shouldn't really have to worry too much about finding great new places to visit and things to do as a club, every time we have an outing. Often all people really want to do is get the old girl out of the shed for a run in the country (the Wolseley, I mean), and stop somewhere for a meal or a cuppa together and the chance to catch up and have a yarn and a laugh together – it's about people as much or more than the cars or places or things. Some different scenery in a nice old car and keeping it simple is good!

One highlight for me for the month was seeing the now fully-restored A/110 Westminster belonging to Dunedin member Fergus Sime. The car has had a full restoration carried out by John Finlay Motors in Christchurch, and as it is now, it would probably be the best 'big Farina' in the world. Fergus needed it valued before he collected the car (it's now due to leave Christchurch for Dunedin in July), and I have no doubt that he will be extremely pleased with the end result. John has undertaken some very subtle modifications, including fitting power steering and an alternator which I think are just awaiting final certification, and then it's heading to its new home. Fergus has told me he's taking it back to show ex-member John McMahon whom he purchased it from around 18 months ago, and is looking forward to seeing his reaction. The finish is superb, and it is also running beautifully, so I think John will be impressed as well. Maybe will be able to show some photos next month.

Unfortunately we have to record the passing of one of our branch members, Neil Stott, who passed away suddenly on 16th June. Neil had been an active member for many, many years, and supported our branch and club in many ways. A farmer all his life, Neil was extremely active in Federated Farmers and the local A&P Association, but also found time to enjoy an active interest in all things heritage-related, including horse-drawn gigs and carts and motor vehicles. He owned a lovely 1936 International pick-up truck and an equally good Wolseley 4/44. His funeral was one of the biggest I've ever been to, and demonstrated the standing and respect he had gained in his local community of Darfield. He was passionate about farming, wool quality, and also about ensuring that farming and shearing were seen as viable careers in the modern world. Recently Neil scaled-down his farm with the intention of spending more time on his interests, including setting up a private museum on his property, which was nearing completion.

We will long remember the wonderful Christmas barbeques we had on the lawn at Kimberley, and the help he provided for any displays or special activities we were



BRANCH NEWS and EVENTS – Christchurch Branch continued

running, especially if they involved items from his collection. We extend our heartfelt condolences to Neil's wife and soulmate Kay, and his wider family. His loss will be felt by many.

Before I finish, just a request to all of our Christchurch members to please try and get to the AGM on Saturday night 25th July. It will be held in the usual place (Hutcheson Street Hall in Sydenham), starting at 7.30pm. A good supper will follow.

Have a good month everyone.

Colin Hey

Christchurch Branch Coming Activities:

Saturday 11th July – Working Bee at Idlewood, McLeans Island. 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 12 July – Winter run with Morris Owners Club

A chance to join together for a social afternoon run together with the Morris Owners Club members. We will be heading to Rangiora for afternoon tea after an easy run in the countryside. Meet at the Belfast Hotel at the start of the northern motorway at 1.30pm. Cost is expected to be no more than \$10 per person.

Saturday, 25 July 2015 – Branch AGM

To be held in the usual location – the Sydenham Community Centre Hall, in Hutcheson Street (off Colombo Street opposite Sydeham Park), commencing at 7.30pm. Apologies may be made to Allan Francis (phone 323-7559). The meeting will be followed with a good supper. Please come along and have your input into a review of our year's activities and the planning of a new one. All welcome.

Southern Regional Branch

Don't know about the rest of NZ, but it has been very cold and miserable weather down this end of the country. But going by the news and weather reports, I don't think anyone is being spared . I hope everyone is safe and well. What with flooding in Dunedin(!) and further north, snow and frosts , it's not exactly working on your cars type weather. Unless you have a very good heating system in your garage! Some of us are probably more hardy (or foolhardy) and venture out to the garage anyway. And that is what i've be doing. Still minor bodywork to tidy up and I thought I'd fixed the clutch problem with putting a new kit in the slave cylinder. Kool or so I thought. Nope, not that easy! Now the clutch master cylinder needs to be done. So it's out and awaiting it's turn on the workbench. Maybe this weekends job. Still, it's getting there, one step at a time. Can't wait for the day I get to

BRANCH NEWS and EVENTS – Southern Region, continued

drive her down for a WOF. Then I can do some of my magic on her and paint her. Colours have finally(!) been decided but you'll have to wait and see photos when I've finished. It's a pretty closely guarded secret...I hope! Also been talking to a friend who is in the upholstery trade (really he owns his own workshop), and he has quoted a good price for carpets and a repair on the top edge of the rear seat(sun damage...cracking). Bit of a swap job going on really....he has something he needs painted so should be good for everyone. A heads up for local members. The Autospectacular is on again in Dunedin on the 12th September. Theme is unknown as yet but details will be in the Word when we find out. Give some thought as to you would be willing to display your car on our stand. I've done the last two (with a borrowed Car!). It's a real good day out and a hell of a lot of fun. Well worth the effort. I'll be going again, probably not as a display of a car, but as support for the club. PLEASE give it some thought

Also the AGM is coming up. Details will be e-mailed to members and also in the Wolseley Word.

Regards from the Deep South

Bryan Kelly

NZ National Rally 2016 - Report # 3 – Accommodation & Programme

Wolseley Car Club National Rally 2016 (Hosted by Auckland Branch)

Suggested venues for accommodation:

Pre-Rally Event

(Arrive Wednesday 24th February, to check out morning of Sunday 28th February)

- Homestead Motor Lodge 64 Great South Road Papakura - 6 units at \$100.00 per night. Free phone 0800 66 8675 homestead.motor-lodge@xtra.co.nz (Have reserved these under the Wolseley Car Club until end of November 2015)
- Papakura Motor Lodge & Motel 407 Great South Road Papakura – 2 studio units at \$110.00 per night; 1 deluxe double unit at \$140.00 per night; 1 x 2 bedroom with lounge unit \$160.00 per night. Phone (09)298 6912 or 021 1234 999 papakuramotel@hotmail.com

National Rally

(Arrive Sunday 28th February, to check out morning of Friday 5th March 2016)

- The Airport Hotel and Conference Centre, Airport Road R.D. 2 Hamilton (07)843 8412
- Alternative overflow to the Ventura Inn, 23 Clarence Street, Hamilton (07)838 0110.

Proposed Programme:

1. Pre Rally to consist of (all at entrant's own expense):

- (i) Wednesday 24 February 2016 – Arrive and have dinner at a local diner.
- (ii) Thursday 25 February 2016 –
 - Visit Motat (Museum of Transport and Technology) Museum with tram ride to the aircraft museum and/or zoo.
 - Proceed to Coatesville to view the Shaw Brothers collection (optional).
 - Those not going to Shaws can continue up to Warkworth to the Honey Centre to be joined by others later.
 - Travel to Warkworth to view the historical boats on the jetty and have a look around the shops.

- Planning dinner at a unique site of interest near Warkworth.
- (iii) Friday 26 February 2016 –
 - Visit McNabney's Toy Museum at Whitford
 - Travel through Maraetai, then to Clevedon for lunch
 - Plan to view a car collection at Brookby.
- (iv) Saturday 27 February 2016 –
 - Travel up the Awhitu Peninsula to stop at beaches and lighthouse for a viewing.
 - Return to Waiuku for lunch at the second oldest hotel in NZ being the Kentish Hotel
 - Travel to Glenbrook to the Steam Trains
 - Travel to Sharmas Museum.
- (v) Sunday 28 February 2016 –
 - Travel to Te Kauwhata (greenstone museum and souvenir manufacturer and retailer).
 - Continue onto Rangiriri to view a historical site.
 - Drive to Pirongia for market day and onto Rodney MacDonald's for a barbecue lunch and to view his car collection and beautiful landscaped gardens.
 - Travel through to Te Awamutu stopping at Rose Gardens on way to Rally venue.

2. Rally

- (i) Sunday 28 February 2016 –
 - Registration from 4.00 p.m. onwards
 - Welcome dinner at Airport Motel Hamilton
- (ii) Monday 29 February 2016 –
 - Drive to Cambridge for a look around the township
 - Planning lunch at the Waikato Vintage Car Club Rooms in Cambridge
 - Run through to Matamata to venues of interest
 - Travel onto Tirau for Corrugated Iron Sculpture Talk and Mercedes graveyard
 - Return over the dam of the Karapiro Power Station stopping for photo shoot
 - Then continue to dinner destination.
- (iii) Tuesday 1 March 2016 –
 - Meet at Hamilton Gardens for a look around the different displays of gardens
 - Travel to Sculpture Park
 - Then drive to Zealong Tea Plantation where lunch will be provided
 - Continue then to the provincial historical town of Te Aroha which has mineral pools, an interesting museum and park, local interesting shops concluding with dinner at a local hotel.
- (iv) Wednesday 2 March 2016 –
 - Leave Airport Motel for Waitomo to visit Waitomo caves
 - Lunch will be at a local venue at Waitomo
 - Then return with option of visiting extra caves at own expense or travelling back to accommodation with option of stopping at Otorohanga to view Kiwi House cost of \$24.00 per person
 - Finally dinner at 7 p.m. at Airport Motel.
- (v) Thursday 3 March 2016 –
 - Travel to Raglan for Boat Trip leaving Motel at 9.30 a.m.
 - Lunch will be provided at Raglan
 - Return to motel
 - Prize giving dinner at Airport Motel at 7 p.m.
- (vi) Friday morning 5 March 2016 – farewell breakfast.

Note – entry form attached to this newsletter and available on the Club website.

The  *Word*

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