

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

JUNE - JULY 2016



Paul and Noeline Billing's 16/60 at the Waikato National Rally in February this year.

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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Lindsay Patterson.

EDITOR'S STUFF

The month has been a long one – effectively five full weeks between newsletters, so a bit more time to get things together. Not that it makes a lot of difference – there is still the rush at the end.

I can't say I enjoy leaving for work in the dark, and then coming home in the dark either – the only time I see the outside of the house in daylight is on Saturday and Sunday! At least now we've passed the shortest day and already I can notice the daylight is lengthening out.



It's now also getting very cold in the shed at night, and it's a bit harder to get motivated to get out there sometimes. It's good if I can find something to do at the work bench, as it's directly in line with the heat pump and it certainly makes it more pleasant being out there. Or maybe I'm just getting soft?

In my branch report, I mentioned how much Jenny and I enjoyed the Timaru All British day, but it was tarnished a little by traffic travelling home in the late afternoon. I was sitting at 100 to 105km/h all the way, and only passed two vehicles — a campervan and a car towing a caravan (both sitting steadily on 90km/h), and that was on passing lanes. I know for a fact that the speedo in the 6/99 is accurate, but I was passed by dozens of cars. It could just be because we were in an 'old' car and people think that it makes us a target, but I do suspect that people just don't really care about the speed limit too much anymore? Little wonder there was a horror death toll over that weekend, with 11 people killed.



The donor 18/85 now looking very dismantled

Anyway – enough ranting. Progress is going very well on the 18/85 project, and I've now got the engine and gearbox out of the spares car, and have removed nearly all of the other parts that will eventually go onto the project car. The whole braking system and clutch hydraulics are going to be swapped out, and I recently took the whole lot (booster, callipers, slave cylinders, master cylinders and the brake proportioning valve) into CBC in

Editor's Stuff - continued

town and had them overhauled with stainless sleeves. It wasn't cheap, but at least I know they will be good for a long time to come, and there should be no issues in that department



Reconditioned hydraulics for the 18/85 project

when the car goes back on the road. The expensive items were the front callipers at \$360 as they needed new pistons, and the booster was fitted with whole new internals, including a new diaphragm, and cost \$320. I did for a while consider whether it. would be better just to purchase a brand-new Chinese-made VH40 booster off Trademe instead, but by the time I modified brake lines and then brackets to mount it, I thought it better just to stick to reconditioning the

original item. It came in at around the same cost anyway, and it now of course has the advantage of being sleeved in stainless steel so should last a lot longer before it needs to be touched again. This month's mission is to get the interior and dash swapped over so I can put the spares car outside, and then get the cover off the project car, and get it inside the shed to start reassembling everything again.

In an unusual step for me, I've written up the order in which I want to carry out all the work, and taped it to the back of the workshop door. The items are gradually being crossed off the list, and it's forcing me to be a bit more disciplined about when and how I do things, so it will be interesting to see if it helps progress the project overall. I have a very bad habit of diverting onto other projects part way through when a particular task becomes difficult or very messy, so my aim is to try and avoid that happening. About the only thing that is a major unknown at the moment is how I stop a bad oil leak out of the gear change cables. I have the complete assembly on the work bench now, and from the parts diagram I see there are oil seals (o-rings) in there somewhere, so the challenge will be getting to them and then replacing them. I have a friend in the Morris club who has the same problem with a Mk1 BMC 1800, so I'd be keen to hear from anyone who has tackled this before.

I trust most people saw the very nice looking Wolseley Wasp for sale on Trademe recently. It looked very nice, and although the paint was described as needing attention, it seemed to be a very good buy when bidding ceased and it sold for \$6,150. It's gone to a buyer in Aukland, so hopefully we'll hear from the new owner in due course. Another pre-war Wolseley to arrive on the scene in the last few months is a Wolseley 21-60 County, which first came to light about 4 months ago on the West Coast (SI) when Ray

Editor's Stuff - continued

Willoughby had a request for spares (some of which he was able to supply). The car was in the process of being WoF'd at the time, and it has now been taken up to Manawatu, where Ivan McCutcheon has managed to have a look at it.

Supposedly it too may soon be offered for sale. Being early 1930's, it will be the successor model to the late Dolphy Mathis' Messenger,



but it is definitely the only one I've ever heard of in NZ. Just goes to show that we still don't really know exactly what is tucked away in people's sheds.

Have a good month. Colin

Deadline for next Wolseley Word:

Friday 29th July 2016

CHAIRMAN'S REPORT

Hi Members,

Not a lot to report this month other than everywhere I go everyone is commenting on the mild winter we are having. We have had a few hard frosts around minus 4 but then on the other hand we get warm days up to 18 degrees. The Wax-eyes haven't turned up yet. We normally have quite a flock of them along with Bell Birds around feeding on the fat and seed balls that Beryl makes for them. However



CHAIRMAN'S REPORT - continued

it's been good for a winter run. Last weekend the 11th, I organised a run that meant us

visiting a connection that Colin Winter had. Eleven members, Colin/Judy Winter, Stuart/Noeline Milne, George/Pauline Strong, John McAdam, Beryl and me and Fergus/Mary-Jane Sime who had with them Paul/Jan Hooper. Paul & Jan belong to the Jag club but were passengers in Iris for the day. We met on a fine day outside the Mosgiel Railway Station Cafe and went to Allen & Lucy Mill's house and shed (We-Ka World) to see an amazing collection of Matchbox Toys. Allen said



. Left to right, Jan Hooper, Pauline Strong, Judy Winter, Beryl, Mary-Jane Sime and Noeline Milne at the Mosgiel Railway Station Cafe

he had in excess 6500 in his collection. There were Fire Engines, Ambulance's, Trucks, Cars, Muscle Cars, Army Vehicles, Race Cars, Traction Engines, Novelty Vehicles etc etc including the original "Muffin The Maul" Puppet made in 1952. He didn't have many Wolseley models, only a 1500 and 1100. Lucy also had her interests in Blue Mountain Pottery, Royal Albert and more so there was something for everyone. He also had a couple



Interior of the customised Honda

of Mini's one of which has low millage that his aunty drove up until she was 95. Another shed was then opened up which housed a one off car. It was a 1996 Honda Accord Wagon that in Japan was customised by an electronics company as a demonstration car. It had been painted a metallic blue with silver stripping all over it depicting an

CHAIRMAN'S REPORT - continued

electronic circuitry. The car was fitted with a "Black Mafia Body Kit" and had hydraulic Suspension. The inside of the car had been overhauled with an extensive and complete entertainment system. It is not able to be driven on the road because of the type of hydraulic suspension. This car may not appeal to everybody but is still never the less interesting. We then drove to Waihola Black Swan via Outram and Berwick for afternoon tea and a chat.

Happy Wolseleying, Gordon Duthie.



Allen Mill in front of some of his model collection.



Cars outside the old Mosgiel Railway Station

SECRETARY'S REPORT

Hi Fellow Wolseleyites,

This month has been quite with the weather been wet and cold. I have been in the basement and slowly working on our 1969 Hornet . It had a slipping clutch was due for a tidy up around the engine bay. I removed the motor from the car this entailed dropping the sub frame and lifting the body from the engine. This is quite a mission by yourself but it all worked out OK.

I changed the clutch and cleaned down the sub frame and painted it black. I cleaned the engine up with a wire brush and undercoated it. Then I went on a hunt for some BMC engine green paint in my cupboards. I finally found some but there was only enough paint left in the tin for matching the colour.



I went to the local paint shop on Friday afternoon and they were closed for stocktaking so it was one more week before I went back. She was busy and asked if I could wait till next week and it will be ready then. I picked up the paint the following Friday. It cost me \$35.00 to make up a small spray can!!

I got ready to paint on the Saturday. I read the instructions "shake the can for at least 2 minutes" I did this then removed the plastic top of the can and inside there was NO spray nozzle??? I thought easy, I have other paint spray cans, I will use one of their nozzles. But to no avail - all a different style of nozzle and none of them fitted. I rang the paint shop and they were closed till Monday. So I had to wait another week to get the spray nozzle. This was a bit of a saga but today I finally got the engine painted "Yahoo!!" Progress! Now a special request. Please attend the AGM in your area in next couple of months - it is lots fun to be involved.

Happy Wolseleying Michael Kruse

2017 Australian National Rally, Bendigo, Victoria, May 14th to 19th, 2017

A flyer is now available containing all the initial information that we have on hand at the moment for the rally. Accommodation has now been secured and planning of activities is underway. A full copy of the flyer will be emailed out to all NZ members who



have email addresses, and a full copy will be included in the next NZ Wolseley Word. The next thing will be a rally deposit and an expression of interest form.

As soon as I have email addresses of the interested parties I will start a monthly email newsletter to keep everyone up to date, so if any NZ members are thinking of attending, you are invited to send me an email and get on the list.

Graham Keys - gkeys@optusnet.com.au

Hon. Vice President & Membership Secretary Wolseley Car Club Inc, Australia

BRANCH NEWS and EVENTS

Auckland Branch News:

We had a very nice evening on 26 June 2016 for our roast dinner and movie night. It is hoped that as many members as possible attend our Branch Annual General Meeting to be held in Ellerslie on 26 August.

Noeline Billing

Coming Events:

Sunday 28 August 2016 - Auckland Branch Annual General Meeting to be held at the Committee Room at Ellerslie War Memorial Hall at 138 Main Highway Ellerslie. There is plenty of parking available in Arthur Street in the carpark.

Sunday 3 September 2016 – Wild Wheels at MOTAT. This is Fathers Day and we are having a display of Wolseleys at MOTAT. Anyone who wishes to display their car needs to be on site by 9.25 a.m. The entry for vehicles on display is from Stadium Road and you are requested to remain until 4.00 p.m.

Thursday 29th and 30th September and 1st and 2nd October 2016 -Brits at the Beach, Whangamata. For more information check out info@britsatthebeach.co.nz

Sunday 2nd October 2016 Huntly Bush Tramway. Meet at Rangiriri Hotel at 11:30am for lunch and then on to Pukemiro Junction, 1153A Rotowaro Rd, 12 km West of Huntly. Trains depart hourly from 10am. Last train departs 3pm. Cost for day ticket is \$15 adult, \$5 child

See: www.bushtramwayclub.com Contact person is Noeline on 278 3944

Sunday 27th November 2016 – Christmas Dinner & Mystery Movie from 5pm for 6pm dinner at Ryder's of Avondale, 177 Riversdale Rd, Avondale. This one of our most popular events and will be our last event for 2016. A roast dinner followed by dessert and a mystery (family friendly) movie. BYO drinks. Cost has risen a little to \$30. Please advise numbers for catering purposes no later than 20 November 2016 to Noeline Billing

on 278 3944.



BRANCH NEWS and EVENTS - continued

Lower North Island Branch News:

Another busy month on the home front with Mum still not well, visiting doctors and specialists, but hopefully she is now on the mend. Nothing to report Wolseley wise this month but please remember the dates below. We went on a VCC run last weekend up to the Mountain House where we had lunch on a cold blustery day but inside was warm as was the company and it gave the 1500 a bit of a run and discovered that new window wipers were probably required. Michael and I have planned a weekend in Taupo in August so we can sus out accommodation options etc for an overnight run in November, will keep you posted on this.

Hopefully see LNI members at our AGM at the end of the month and keep those flu bugs at bay.

Regards Raewynn.

Dates to remember

- Branch AGM Woolshed Café 31st July
- 11am meeting and then lunch.
- National AGM Raceway Motel 15th October, at 3pm
- Manawatu VCC Swap Meet 15th October
- Taupo Overnight run 19th November to be confirmed



Nelson-Marlborough Branch News:

Our Branch AGM will be held on 17th July 2pm, at Ollie Reids - Flat 1/65 Ferguson St Stoke.

I have been busy with my Wolseley 1885 getting it sorted for its WoF.

I had to put in right-front and right rear wheel bearings and do the right hand side ball joints.

I also changed the right side cv joint. When I tried to undo the front hub nut I broke my strong-arm bar, so I took the Wolseley down to the garage to get them to loosen it. Also I had to buy two large sockets to undo hub nuts. It was a pretty big job. I also had to have a new muffler fitted.

It is the most jobs I have had to do for a WoF. Normaly it goes straight through.

My brother Philip had to replace the right-side front brake cylinders and brake pads on his Mini Hornet. He also had to buy a new steering rack, which is still to be fitted.

Regards

Bryan Stansbury.

BRANCH NEWS and EVENTS - continued

Christchurch Branch

News:

A few of us ventured down to the Timaru All British Day on Sunday 5th June. Derek and Lee Brehaut travelled down in their 1500 on the Saturday, and Simon Verkerk (1300), Matthew Hey (1500) and Jenny and I in our 6/99 all left West Melton together at 7.30am on the Sunday morning. We had a great run down in very light traffic, arriving at the start in Caroline Bay soon after 7.30am. Joe and Judy Barker had also travelled down from Ashburton, and had already arrived by the time we got there – great to see Judy out and about again after her recent hospital treatment. There were two other Wolseleys in attendance – a 1500 from Ashburton and the lovely 6/110 owned by Steve Keenen from Timaru.

The rally briefing was given at 10.15, and soon after everyone headed off on one of two routes that eventually finished in the small town of Albury on SH8, about 45km west of Timaru. Simon, Matthew and Jenny and I were all on the same route, which took us southwest of Timaru, through the Limestone Valley area towards Cave, then back to Pleasant Point, through the Totara Valley, and finally back on SH8 to Albury – a run of about 60 miles. The weather was absolutely stunning - clear sky and brilliant sunshine, with no wind. Travelling through the really picturesque countryside with 140 other British cars with fresh snow on the Southern Alps in the distance made it the place to be on Queens Birthday Sunday.

Once at Albury we were parked in all sorts of places around the local pub – across the

road, along the street, in the paddock behind, and even in the storage yard behind the pub, which is where Matthew ended up. It was then out with the picnic lunch, enjoying it sitting in the sun behind Derek and Lee's car opposite the pub – very pleasant indeed. The run ended with the handing out of lucky number prizes at 1.30pm, leaving us free to head for home or stay on longer if we wished. Jenny and I wanted to visit some friends in



At Albury for lunch. The 1500 belongs to Lee and Derek Brehaut, and the Hillman Husky belongs to their nephew and neice-in-law, Leighton and Ingrid Brehaut

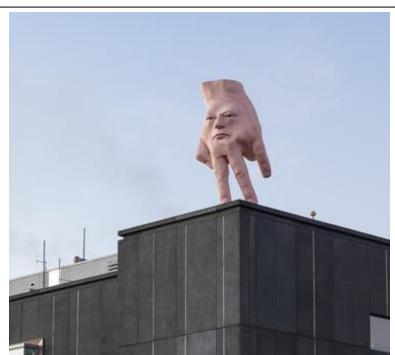
Timaru, so we headed away to do that, while Matthew and Simon left us at Pleasant Point to head straight for home.

BRANCH NEWS and EVENTS - Christchurch Branch continued

All was well until about an hour later, when I had a call from Simon to say that he was in Ashburton and was unable to get the 1300 going after stopping at a petrol station, suspecting the petrol pump had stopped working. After jiggling the wiring he managed to get it going again and carried on, but it died again about 40km south of Christchurch, so the rest of the run was done on the back of an AA truck. Jenny and I stayed in Timaru until about 4.30, and then headed straight home, having had a long but very enjoyable day. June's working bee at Idlewood was yet another very productive one, with a number of jobs ticked off the list. The most important thing to do was to repair the fence and main gate on the McLeans Island Road frontage, which was demolished earlier in the week by a young woman in a Holden Commodore losing control on ice. Luckily she had spun out and went through it all with the back end of the car and wasn't hurt, but it wrote the car off, together with about 20 metres of the post and wire fence and the gate strainer! A small team attended to that, while others of us made another trip to Claude Moffat's Leeston property to collect another parts 6/110 that we had to leave last time because the rear brakes were locked on and we couldn't move it. This time we went prepared with a blowtorch, big hammers, and Derek Brehaut even arrived with his tractor (he lives about 5km away), so we were assured of success. As it turned out, some gentle persuasion with a club hammer and a crowbar soon had the drums off, and after Derek turned it around with his tractor we were able to get it loaded onto the trailer and were back at Idlewood in time for a late morning tea. We got that one unloaded, and then put a stripped-out 4/44 on the trailer for its final journey to the recycling depot. Once on the trailer the front guards,

steering rack and gearbox were removed, and it was ready to go. Even though it was sunny, there was a pretty keen wind blowing, and it was great to be able to have everyone fit inside the clubroom for lunch.

On Sunday 19th June our monthly run ended up being a little different to that advertised in the last newsletter after I forgot to book in a date for a visit to a local car collectors shed, and instead had to come up with an alternative venue. Having been in the media during the week following the installation of a very different piece of artwork, it seemed quite appropriate that it was time we visited the Christchurch Art Gallery and got our dose of culture for the year, especially seeing as it



'Quasi', by Ronnie van Hout, is the Christchurch Art Gallery's new outdoor installation. It will be in place until the end of 2017. Perhaps then it will be turned up the other way and take on a whole new meaning, but as-is, many people love it for its quirky nature.

has only just opened again since the earthquakes and none of our group had been there

BRANCH NEWS and EVENTS - Christchurch Branch continued

since (some never). So we all drove into town and eventually found a park a few minutes' walk away, and spent an hour wandering around the gallery. It was busy in there, but it was a warm and happy place to be, and there was plenty of different sorts of 'art' to look at and enjoy. It's amazing what some people create and then sell or even give away as art - a good example was a concrete building block with the end partially broken off, painted up in rainbow colours, put in a display case, and then displayed. Or a bird cage with a molten blob of plastic and a few rubber hoses hanging down? But then there were some absolutely fabulous paintings and meaningful creations. I guess that is what art is all about. At 3.00pm we retired to the Villas café one block away for tea and coffee, which finished off the afternoon nicely. My apologies to the small group that turned up on a cold and damp day to see the car collection – I hope you enjoyed the afternoon anyway. Personally, although I did enjoy the visit, to get my head straight again I went home and got my hands dirty doing some more work on the 18/85 project – I found that a bit more creative! On Wednesday 29th June there was another 'Retirees' run, this time visiting Hand Made Studios, a special workshop for disabled workers in Riccarton Road, where our very own Pat Boyle plays a leading hand in the running of the place. Unfortunately I haven't graduated to 'retiree' status yet so I wasn't able to attend, but I'm told eighteen people took part – only two Wolseleys on a cold day, but that was just fine. Everyone was totally blown away by the people and items produced in the studios – especially Rex and Velmai Wellsford and Kelvin and Jenny Field, who were totally impressed by what can be achieved by the workers there. In particular, there was one worker (I think I was told her name was Olivia) who produced the most amazing woven fabric, taking around one month of solid work to produce 5.5 metres, which was then cut up and made into various goods,

including a shawl which Jenny Field tried on. After spending an hour or so talking and looking around, everyone then moved on to a local pub for a very nice lunch. All agreed it was another very successful outing, and there is no doubt that there will be more like it in the future. A special thanks to Ray and Wendy Willoughby and Pat Boyle for



Jenny Field tries on a shawl at Hand Made Studios

making it all come together.

BRANCH NEWS and EVENTS - Christchurch Branch continued



On the Retirees outing – enjoying lunch together

Colin Hey

Christchurch Branch Coming Activities:

Saturday 9th July - Working Bee at Idlewood

Come any time after 9am to help, get parts, or just have a chat over morning tea. Morning tea will be provided, but bring your lunch if you want to stay a bit longer.

Sunday 17th July - Combined Morris Owners Club and Wolseley Car Club outing.

The outing meets at the Bottle Lake Forest Park near the toilets at 9.30am. Departure for the drive leaves at 10am.

The drive will end at Amberley Beach Rd at a venue for a visit to a private historical collection, then move on to have lunch at the Old Leithfield Hotel.

Members are requested to register for lunch at the hotel with the Secretary of the Morris Club, Gordon Taylor by contacting him on 021 462 779 (by text is OK), or 342-7598. The first 25 will eat in the restaurant. Others will still be able to order but may have to have a meal at the bar or on a leaner.

Feel free to phone Gordon to confirm that you are going or ask any questions.

BRANCH NEWS and EVENTS, Christchurch Branch, continued

Saturday 23rd July - Branch AGM at the Hutcheson Street Hall, Sydenham, 7.30pm. Hutcheson Street is off Colombo Street just opposite Sydenham Park. We would really value having as many members there as possible – the normal AGM stuff will be covered, but it's also a great opportunity to have your say about what you would like to happen over the next 12 months, and to socialise afterwards. A good supper will be provided.

Saturday 13th August - Working Bee at Idlewood.

For your Diary: 18th September - BMC Rally

Southern Region Branch Coming Activities:

Sunday 24th July - Branch AGM. To be held at Mosgiel Railway Station Function Centre 22 Gladstone Road South Mosgiel. For those who wish to have a bite to eat, lunch is at 12 followed by the AGM at approx 1p.m. We welcome as many as possible to attend.

Buy and Sell

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.

Brits At The Beach, Whangamata, October 8th to 11th, 2015. Written by Stephen Belcher:

On Wednesday, 7th October, Janice and I drove off to Whangamata to stay with the Burnnands at their holiday home.

We decided to take two 18/85s, the Blue 1970 Mk2 and our latest addition, a Brown 1968 Mk1, just recently registered and vinned after being shelved for over 20 years. Janice drove this one. When we stopped for a quick stretch at Waihi, an English gentleman, who had been following us, asked if he could take photos – he was really excited. He had once owned a Maxi and hadn't seen these cars for many years – a positive start for what was a nostalgic event.

On Thursday afternoon Trevor, Janice and I went to the Ocean Sports Club to do our registrations, joining a growing number of keen enthusiasts doing the same. After 6pm at this venue they held a quiz night and after 9pm there was a musical tribute to The Beetles – things were starting to warm up!

On Friday we joined the convoy over the ranges to Grahamstown in Thames. Janice and I decided to take the Mk 1 that day. Adele and Trevor were unable to come as they were still on grandparent duty until their daughter returned Friday afternoon. The 'car of the day' at Grahamstown was a Green Morris 8 Series E.

Grahamstown is the most historical part of the town of Thames. The main street was coned off at both ends so that all the cars parked for display were end for end and three rows abreast, with just about every make of British car imaginable. There was a fabulous atmosphere, with the business people really laying it on, some dressed for the occasion in period clothes. There were plenty of good eating places where we could eat outside and enjoy our time – eating, listening to musicians and enjoying the public inspecting the cars. The whole day was excellent, a lovely drive there and back. The winner of the 'Port Road Park Up' later on in the day at Whangamata was a metallic blue Austin Healey 3000. That evening there were three entertainments on, the 'Drive in Movie' at Williamson Park, the 'Gee Bees' at the Memorial Hall and the 'Show Stoppers Variety Show' at the Bowling Club. We went to the Ocean Sports Club for live music by the English born and bred duo, the 'Two of Hearts'.

Saturday was the 'big day'. We lent the Mk 1 to Trevor and Adele, who took their older 2 grandchildren, Samuel and Hannah, with them in the car. Very exciting to be going in a parade! Again all cars assembled at Williamson Park, which is by the Surf Club and drove in convoy through the streets, finally proceeding back up the main street (Port Road) and turning back to Williamson Park for the main display from 10am - 2pm. It was great to see the Wolseleys so well represented. We caught up with Winton and Ruth Cleale with their 6/90 and met several other Wolseley enthusiasts who were not club members, 2 x 6/110s, a 16/60 and a blue Mk 2 1300. Shaun and Adam Belcher had arrived earlier, just for the day and had registered Shaun's grey Mk 1 18/85. The three 18/85s remained in convoy for the parade. A total of 8 Wolseleys, only 4 being club members! Alongside the main display at Williamson Park was The Village Fete, with various stalls, food and ice creams – plenty to keep everyone involved including a dog show, Maypole and Morris dancing displays, various competitions including gurning (an ancient art of face pulling going back 1000 years), a fancy dress competition, a marbles game, and

Brits At The Beach, Whangamata, continued

ALF'S IMPERIAL ARMY GLORIOUS SPECTACLE, apparently a 'pacifist battle' although we never got to see what that actually was!!!!

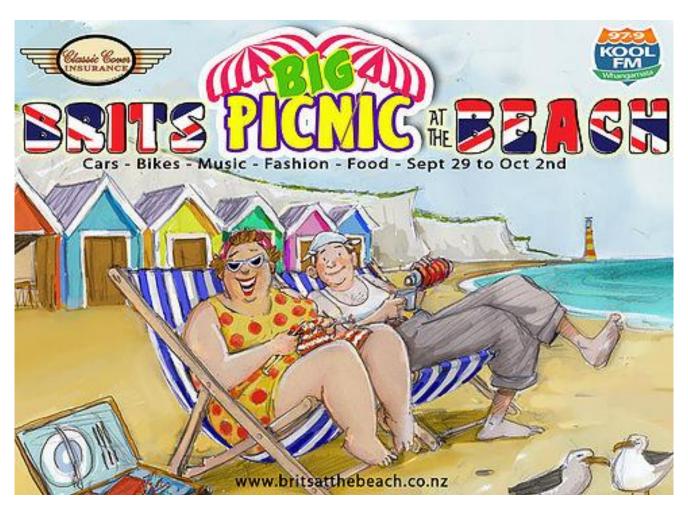
From 2pm those who chose to, including Janice and I and Adele and Trevor departed for Tairua for a further park up in the Pepe Reserve. More talk, refreshments and again live entertainment. We met up with two of the Wolseleys, owned by Ben and Jacki Wilson (two tone beige 16/60 and Nick Buxeda and Jacky (green 6/110), later we headed back to the main street of Whangamata. The winner of 'The Car of the day' being a very nice black 1939 MG.

There were two shows on that night, 'Into the Pink', at the Memorial Hall and the 'Show stoppers Variety Show', at the bowling Club. We did not attend but understood that they were both great shows!

Footnote from Trevor Burnnand:

There has been supporting comment in a previous Wolseley Word re "Brits at the Beach" noting that the 2016 event will be held at Whangamata, September 29th —October 2nd, 2016. Put this date in your calendar now, as it is an event well worth attending. But with the months ticking over, it is time to get accommodation booked if you intend going. See you there! More information is available at www.britsatthebeach.co.nz

Contact address during the event – 110 Charleston Ave, Whangamata, Trevor & Adele, 0274 587 327 or 027 247 8284



Janice and myself needed a few days break. For some time we had talked about exploring the Auckland area and visit places, but time had not allowed us to do so. Trevor and Adele Bernnand kindly extended amazing hospitality by providing us with accommodation. We invited them to join us on our day trips.

Day One

Day one was really nice. We drove from St Helliers and followed the coast around the north-eastern bays as far as Maraeti Beach. We stopped at Music Point – a nicely elevated peninsula with fabulous views out towards Rangitoto Island. A little further along the coast we stopped for morning coffee at one of the many lovely little bays. We headed towards Howick over the River Bridge at Tamaki, then out into farmland to Beachlands Marina, then lovely country driving to Maraeti – this spot is the tip of the Firth of Thames. Our return home to the Burnnands was via Clevedon. We certainly experienced Auckland's hidden treasures on this trip.

Day Two

With Trevor as our expert Auckland driver we headed out to Muriwai Beach - it's a spectacular spot north of Piha. The hills above the cliffs have homes nestled amongst the pohutakawa trees, and their views are spectacular looking over the rugged west coast. We had a walk to the viewing platforms that provide close-up views of gannet colonies and nesting grounds. We saw the famous blow-hole, and the sea was certainly crashing that day. A great place for a club run sometime in the future?

The café at Muriwai provided a lovely lunch. On the route back to Auckland we diverted to Riverhead and the lovely old hotel there for more refreshments at afternoon tea time – another great place to re-visit some time. We all enjoyed the day – it was well worth the visit.

Day Three

We caught the bus to downtown Auckland, then got on the ferry to take us to Waiheke Island. Our day was spent walking around the township, a visit to the arts centre displaying and selling works from the local talent. Another lunch at a café – always a treat! We also passed by a most colourful busker, so stopped and talked and sung along with him. Finished the day visiting a



Stephen joins in with a busker on Waiheke Island

lovely friend of the Burnnands for afternoon tea, and they even dropped us back at the ferry for the return trip back to Auckland.

We were grateful to have expert help navigating our way around these places. We had been looking forward to visiting them, and it was lovely to have Trevor and Adele's company to share our time away.

Mord Word

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