

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

MARCH - APRIL 2012



Merve Warner and Lottie Eggar's 4/44 at the Concours and Display at the Club's 2012 National Rally, New Plymouth

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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Lindsay Patterson.

EDITOR'S STUFF

This month the focus was trying to get organised enough to head off to the National Rally in New Plymouth. The plan was to try and get the Wolseley Six ready and to take that – but time was running short to get it sorted and back on the road and ready to take. On the positive side though, it was worth having a good go at getting it finished, as it had the makings of being a comfortable car for a long trip like that, and it would be the most modern Wolseley at the rally if we could get it there.



Jenny and I purchased the Six from Dave Keech last November. The process of collecting it and getting it home is a story which I will save for another issue, but in summary, Matthew and I had called in to Palmerston North late in November, and with Dave's help we got the Six out of the shed it had been stored in for about seven years. We spent a few hours getting it running, and then had it collected from Feilding by Jeffs Vehicle Deliveries and it was transported home to Christchurch by truck. Since November we have been doing odd jobs on it - tidying up the Rostyle wheels, sorting out a few minor problems, and getting it back into full running order and ready for a WoF.

I still hadn't received the OK from work to have a week off for the Rally, so there was still some doubt as to whether or not we would be going anyway. I finally got confirmation two weeks out, so I could now put some serious thought to getting the planning done properly. Ferry bookings were made, and accommodation for New Plymouth was confirmed.

With one weekend and a week left to go I got busy on the few remaining jobs on the Six, although if things were not going to work out, we could easily take one of the other cars – probably one of the 1500's. First, the car was given a thorough clean. It was amazing how much better it looked after a good vacuum, wash, and with all the windows cleaned properly inside and out. A couple of the doors were not opening and shutting properly, so some lubrication and minor adjustment of one lock soon sorted that out. A problem with the headlight was tracked down to a faulty headlight switch. The Lucas rocker-type switches used in the Sixes and other later FWD cars are notorious for giving problems, so I pulled out the dash panel far enough to be able to disconnect the switch and pop it out so I could have a good look at it. It was possible to pull it apart, and I soon found that the contacts were very dirty and could not have been making good contact. A quick clean-up and a slight tweak of the spring inside the switch soon sorted that problem out. By this stage I was happy that it could be taken for a WoF, however I was wondering how well the brakes would be working as they had been virtually unused for so long. They did seem to pull the car up straight and quite quickly, but just how evenly they all worked and how efficient they were, needed to be found out.

At the testing station, everything checked out very well, except it was noted that the brakes were binding on the RH rear wheel – not bad enough to warrant a failure, but something to keep an eye on just the same. Everything else was fine, and the first WoF sticker for 7

years was duly attached to the windscreen. This was great, as it meant that we were nearly ready to go. That afternoon I changed the oil and filter – boy do these cars take a lot of oil – 8 litres in all for an oil and filter change!

As a precaution, I rechecked the RH rear wheel as well to see if it was just a brake adjustment problem or maybe an issue with the rear wheel cylinder seizing up. I was fully expecting the latter,



Dave Keech and Matthew with the Six in Inglewood, on the Rally.

given the car had been off the road for so long, and unfortunately I was right. The brake fluid was also pretty murky looking in the master cylinder (and the clutch one as well), so I decided that the best thing to do was to get stuck in and overhaul or renew not only the rear cylinders, but also the two master cylinders and the clutch slave cylinder as well. I decided to leave the booster and front callipers alone at this stage, as they seemed to be working well, and I was worried that if I took them in to be overhauled as well, I may not get them back in time.

I was able to buy two new rear wheel cylinders off the shelf for a great price from Butlers Auto Spares in Stanmore Road, and I got Matthew to take the master cylinders out and the clutch slave cylinder off and take them into CBC to be re-sleeved on the Monday. They were ready to collect later that day, however we weren't able to put them back in until the Wednesday night. Being due to leave first thing on Saturday morning, we were certainly starting to leave our run a bit late. Undaunted though, Matthew and I put everything back together, got the brakes and clutch bled and the brakes adjusted, and then tidied up a couple of other minor jobs. We were looking good.

On Friday I took the Six to work, and then straight after work took it on a good 30-mile run out to West Melton and back, figuring that if all was well after that, we'd be on our way in it the next morning. It was and we did. We loaded up the car on Friday night with tools, a few spares in case we or someone else needed them, our clothes, and also a Princess bootlid which was for Bill Martin (from Queensland) to collect and take home for his Wolseley Wedge (2200). We were on the road at 6.45am on Saturday morning, heading to Picton for the 1.10pm sailing.

The trip to New Plymouth from Christchurch went without incident. Initial concern at not having travelled any distance in the Six soon began to fade as the miles stretched out behind us, and it didn't take long before we were cruising up the Kaiakoura coast and then

heading inland towards Blenheim. We arrived in Picton at 11.15. The car was very happy cruising along at 60mph, and had plenty in reserve for the hills and when overtaking the odd slower vehicle, so maintaining a good average speed wasn't a problem at all. It certainly made a change from the last trip up to Wanganui in the 6/90, when it was necessary to keep one eye in the rear-view mirror all the time and try and allow the everyday users space to pass.

I was a little annoyed at our placement on the Kaitaki, as the car ended up sitting outside right on the edge of the ship where it would have been very exposed to sea-spray. Fortunately we struck a really good crossing, and there was only a very slight film of salt-

spay on the car by the time we got into Wellington at 4pm. Our spot on the boat also meant it took about 20 minutes to get off and onto the road again, however we were soon heading up the Kapiti Coast in quite busy traffic, with passing showers rinsing off the car as we went. My original plan was to try and make Wanganui before stopping, however it was starting to get dark and beginning to rain more consistently, so we called it a day at Sanson and settled



On board the Kaitaki – thank goodness for a good crossing!

into a small motel that had Sky TV, as we also wanted to watch the first Crusaders game on the 'new' stadium in Christchurch. It was great to see the first try go to Sean Maitland, and to see the Crusaders pull off a victory against the Cheetahs at their first proper home game in 18 months.

The next morning I got up and rinsed and dried off the car properly, and we were on our way again at 8.30am. There was a big classic car display in Whanganui that day, and we passed several groups of cars in towns along the way to Wanganui who were obviously heading there. A couple of our Australian rallyists had stayed the night in Wanganui, and called in to the show before coming through to New Plymouth, and said it was a great turnout. As we headed north between Wanganui and New Plymouth we passed quite a few more cars which were obviously heading there. We even spotted a Leyland Force 7, which is of course an extremely rare car.

We arrived in New Plymouth about 11.30am, found our accommodation at the Autolodge without too much difficulty, and got checked in. I spotted Gordon and Beryle Duthie's 6/110 and Dolphy and Margaret Mathis' Wolseley Messenger in the car park, and it wasn't long before Dolphy and Margaret appeared to greet us. The very best thing about these events is catching up with old friends again in person!

The events of the rally are recounted later in the newsletter, but I will say here that we had a great time. The weather was near-perfect, the outings were well organised and very enjoyable, and there was plenty of time to do our own things, and to catch up with old friends and make new ones as well. Normally at about this time of year I would have travelled to Melbourne for the Formula One Grand Prix, however after also having taken part in the VCC Rally 2012 in January, I decided to flag F1 in favour of the National Rally, and I'm now very glad I did.

The week of the National Rally went by very quickly, and we were soon on our way home again. On the Friday morning we had our official farewell breakfast, and by 10am were back on the road heading south. This time we only travelled as far south as my sister's place in Palmerston North on the first day, calling in and collecting some new tyres bought on Trademe for Sarah's MG Metro from Feilding on the way, and also stopping off at Dave and Lynne's in Palmerston North to collect a couple of items I left behind last time I was there.

We were booked on the 2.10pm sailing from Wellington the next day, so we had a leisurely start the next morning from Palmerston North and continued south. With half an hour or so to spare in Wellington, I decided we'd take a short diversion and go and visit Winton Cleal and Ruth Finlay up the hill behind the ferry terminal. I was really glad we had the Navman in the car, as it would have been hard to find their house without it. It sure is a climb up to their house, and I was very glad I'd sorted out the thermatic fan in the Six before we left home, as the temperature needle soon climbed to just past the middle of normal. We found Winton and Ruth as happy as Larry, but still very much recovering from their stint on the committee for VCC Rally 2012. In fact, they were still busy tidying



Gordon and Beryl Duthie at the ferry terminal in Wellington

up loose ends, and were looking forward to the end of their rally responsibilities so that life could return to normal again. Winton had the diff out of his Pre-Series Morris 8 to sort out some loose U-bolts, and said that he was soon going to get the 6/90 out and ready for a VCC run the next day. It was really good to catch up with them again. Winton even escorted us down the hill to the Ferry terminal again, just to make sure we didn't get lost in down-town Wellington and miss our check-in time, which was much appreciated.

Arriving in the queue for the ferry, we immediately spotted Gordon and Beryl Duthie, whom we knew were booked on the same crossing. Their 6/110 was one of the first cars onto the ship, and they were able to call me before we had even boarded to say they were saving a couple of comfortable seats right at the very front of the ship for us. This time the car was placed right in the middle of the hold, but the crossing was as perfect as anyone could have wished

for so it didn't really matter. The crossing was spent chatting to Gordon and Beryl, and starting on the Rally write-up you will find later in the newsletter, so the time went really quickly.

We were off the ferry and back on the road again at 5.30pm, and after a brief stop in Blenheim to top up the tank, we headed south for home. We made Kaikoura just before it got dark, and then had a stop a Greta Valley for a cuppa with my brother, before the last hour to home.

All up we had covered almost 1200 miles, and had had no problems with the Six at all. I haven't worked out the fuel consumption yet as I need to do one last fill-up, but I think it's going to be around the 28 – 30mpg mark. There are still a couple of jobs to do – the primary gear oil seal needs replacing (it leaks a bit of oil out of the clutch housing), the alternator is noisy, and there is a squeak underneath the car which I think is coming from the exhaust mounts somewhere, but all in all I'm really happy with the way it went. I think that if the Six goes that well, then the Wedge that we have also bought from Dave will be well worth doing, and provided it's well sorted, it will be a particularly nice car as well. Maybe I can get it done before the next National Rally!

Have a good month.

Colin

Deadline for next Wolseley Word Friday 27th April 2012

CHAIRMAN'S REPORT

My report will contain similar content as others, being straight after the National Rally in New Plymouth.

Our trip started well until we got into rain at Oamaru, where the windscreen wipers started to play silly buggers, going fast then slow and stopping until they gave up the ghost completely. We wiped "Rain X" on the windscreen which really worked well. With Ray Willoughby's help another wiper motor was procured from the Christchurch spares and fitted, and on our way we went. Getting nearer to New Plymouth we saw plenty of evidence of the



storm that went through the district a week or so before. Destruction to trees, crops and buildings is extensive. It was interesting to see the destructive path where a twister had gone through. Colin Hey is doing a day-by-day report so I'm not going to go into too much detail on the rally.

CHAIRMAN'S REPORT - continued

It was great to meet up with the Australians and local members again. The Rally committee put together a great time for us all. Each day took us to different areas of the district and town and along with things to do and see gave us all a good perspective on what Taranaki is all about. The country-side is very different to what I am used to down south. Mt Egmont is in your eye all of the time, and with the sun and clouds continuing to change it looks every time you see it. The 11kms of concrete walkway and embankment development along the coast was of credit to the town. It has turned what would have been a difficult coastline into a well-used and utilised area. The famous "Wind Wand" complemented the whole scene moving and swaying with the wind. Well done New Plymouth.

We celebrated two milestones at the rally, they being Betty Francis' 80th birthday and Dolphy and Margaret's 1st wedding anniversary.

I extend a big thanks and congratulations to the organising committee of Michael and Raewynn Kruse, Bob and Mary Signal, and David and Marie Sole for a well-run event. The weather turned perfect for you as well.

Congratulations to the place-getters and trophy holders. (see the main Rally report).

Congratulations to everyone who came and made this rally a success.

An offer has come from Colin to run the 2014 rally to be based in Ashburton. This will be discussed and passed at our National AGM.

Take care until next month

Gordon Duthie

Your Duck is Dead

A woman brought a very limp duck into the veterinary surgeon. As she laid it on the table the vet pulled out his stethoscope and listened to the bird's chest.

The vet shook his head and sadly said "I'm sorry, your duck, Cuddles, has passed away."

The distressed woman wailed, "Are you sure?"

"Yes, I'm sure. Your duck is dead." replied the vet.

"How can you be so sure?" she protested. "I mean, you haven't even done any testing on him or anything. He might just be in a coma or something."

The vet rolled his eyes, turned and left the room. He returned a few minutes later with a black Labrador. As the duck's owner looked on in amazement the dog stood on his hind legs, put his front paws on the examination table and sniffed the duck from top to bottom. He then looked up at the vet and, with very sad eyes, shook his head.

The vet patted the dog on the head and took him out of the room. A few moments later he returned with a cat. The cat jumped up on the table and also delicately sniffed the bird from head to foot. The cat sat back on its haunches, shook its head, meowed softly and strolled out of the room.

The vet looked at the woman and said, "I'm sorry but, as I said, this is most definitely, 100% certifiably, a dead duck."

The vet turned to his computer terminal, hit a few keys and produced a bill which he handed to the woman.

The duck's owner, still in shock, took the bill. "£150!" she cried, "£150 just to tell me my duck is dead!" The vet shrugged, "I'm sorry. If you had just taken my word for it the bill would have been only £20, but with the Lab Report and the Cat Scan it is now £150."

National Rally 2012 in New Plymouth – by Colin Hey

Day One - Arrival and Registration

After such a long time in the planning stages, the time had finally come for everyone to arrive in New Plymouth to enjoy a week of activities together using the cars we all enjoy. It's great how an event like this can bring people together from as far as the lower South Island, and from across the Tasman.

People actually began arriving for the rally on Saturday 24th March, and our Rally director, Michael Kruse, decided that it would be good to have a bit of a get-together that night so that everyone who had arrived in New Plymouth by then could touch base and get themselves organised for the first official rally day on the Sunday. It just so happened that Saturday also coincided with Betty Francis' 80th birthday, so it was a great to be able to celebrate that occasion as well. Consequently, those who arrived early all met at the Autolodge on the Saturday night for the first unofficial rally get-together. Michael had arranged all the food, and more importantly, a birthday cake. Apparently, Betty hadn't suspected a thing, and the celebration was a complete surprise. This was the perfect scene-setter for the days that were to come.

Because Matthew and I had to begin our trip north on Saturday morning, we missed this party, but it was great to finally arrive in New Plymouth. It had been about 30 years since I was last in this area, so it may as well have been all new, as I didn't really recognise any landmarks from my last visit (apart from Mount Taranaki, of course). After a slight unintentional detour down town, we soon found our accommodation at the Autolodge. We settled into our room, and then took a walk down town to get our bearings. Rally check-in was at 4.00pm at the Plymouth Hotel (just down the road from the Autolodge), so we made sure we were back in time to get there. By the time we got back to the Autolodge several others were arriving – Bill Martin from Queensland and Allan Francis soon appeared, and then Stephen and Janice Belcher pulled in right next door, followed soon after by Dave and Lynne Keech in their Mini Cooper, so there were plenty of greetings being exchanged. At the Check-in the welcoming committee consisted of Michael and Raewyn Kruse taking care of the paperwork, and Dave and Marie Sole and Bob and Mary Signal were sorting out other details in the background. More and more rallyists started arriving, and there was plenty of chatter and catching up going on. We learned that some of the Australians had been caught in the Northland flooding the previous week, and were still drying out the inside of their rental cars after escaping through door-deep water. Fortunately they had hired 4WD's for a better view of the countryside, otherwise they may have still been stuck in Northland somewhere. At 6pm we went through into the dining room for the welcoming dinner. Michael Kruse welcomed us all to the event, and Harry Duynhoven, the Mayor of New Plymouth, welcomed us all to the District and what it had to offer us over the next week. We were certainly all looking forward to what was to come.



Dolphy and Margaret Mathis – first away on Day 1



At Pukeiti gardens on the western side of Mount Taranaki – our first morning tea stop.



At the Possum factory



Many hands can fix a spluttering Series II 12HP



Wolseleys and the Burnnand's Wolota Camper (which did all routes) lined up outside Pukeiti gardens.



Ivan and Mary McCutcheon's lovely original 6/110 MkII at Inglewood. They loaned this to Australians.



Bob and Mary Signal's 1500



Wolseleys lined up in Inglewood



Matthew Hey in the Fun Ho toy museum



Lunch time at the Inglewood RSA, and what a great lunch it was, too!



Crossing the Historic Bertarnt Road swing bridge



At Methenex visitor centre – from left are John Bonney & John Malia (Aus) & Michael Kruse



Archery at the ICONS sports bar



We take pity on the Australians, and let them win.



Up the ramp at Chaddy's Charters – our fun-filled lifeboat ride on New Plymouth Harbour





Gary and Heather Wall's lovely 18/85 Series III



The beautifully restored interior of Ray and Carvl Chapple's 6/110 Mk II



Impromptu garage raid to Michael Kruse's



Gary & Heather Wall won Overall Rally winner.



Final and farewell breakfast at the Plymouth Hotel.

National Rally 2012 in New Plymouth - continued

Day 2 – First Rally Day

Kick-off the next morning for the first of our runs was at 8.45am, and we all assembled on the forecourt of the Plymouth Hotel. This was the first time all of the cars had been together, and there was certainly a good variety of Wolseleys. The oldest was of course Dolphy's Messenger, followed by the lovely Series III 18/85 belonging to Gary and Heather Wall. Michael soon had us all gathered up, and explained the format for the day – we were to leave in one-minute intervals, and our route instructions were in the very impressive rally handbook. Easy! I should mention here too how impressive the Rally Handbook was. All the information and route instructions for the whole week were included, and each A5 sized copy was finished with a cardboard cover and personalised for every entrant. Very neat indeed, and a great souvenir to take home.

We were soon on our way, firstly heading up towards Mount Taranaki. Within about 10km we were on a very narrow and winding road, gradually climbing towards the seaward side of Mount Taranaki. The road got even narrower, and a few of us had a close encounter with a large 4WD tractor whose driver seemed to think he had full rights to the road and all the one-lane bridges! Our first stop was for morning tea at the lovely Pukeiti Park gardens – a tranquil setting with lots of lawns, native bush and planted gardens. It's a renowned rhododendron garden, and would look truly magnificent when they were in bloom. A huge morning tea was there for us, and there was enough time for a quick stroll around the garden as well. A very nice place!

Back on the road again, we travelled further south, still skirting the western side of the Mount. The roads soon got wider again, and fantastic views to the coast and to the south soon opened up. There were a few simple questions to answer along the way, and before long we were at our next stop, the Possum Factory. Here we were given a talk by Sally Sands, the owner of the business. We learned all about the skin and fur processing, and of course the wonderful products they are able to manufacture from the skins and fur from these pests. The company exports all around the world, and they have a huge range of products available. Some of us even splashed out and bought a few things, so I'm sure the visit benefitted both the factory and our group. It was certainly good to see a small business thriving out of such a pest of an animal.

The next stage of the route took us down to the flat again and into Hawera, where we were directed past the huge Fonterra plant, through the town, and then just a small hop east to the Tawhiti Museum. Matthew, Jenny and I actually visited the museum in January when on the VCC Rally 2012, however Matthew and I were quite happy to return so soon for another look, as it is such an interesting place and so well set up. We all enjoyed a good lunch first of all, before moving into the museum itself for a good look around. The owner of the complex (the museum is housed in an old dairy factory) manufactures life-like mannequins (all different), and they are displayed in and amongst a huge collection of historical and collectible artefacts from around the local area. Various areas are set aside for various 'themes' and there are rooms dedicated to Maori history, the settlement of the area, agriculture, and local industries. It is very, very well done. A recent attraction added is the Whalers and Traders museum, a boat ride through a large and dark diorama that depicts the Maori and Whalers trading and feuding, as went on in the early settlement of the area. Wheta workshops in Wellington had an input into this, so it is particularly good.

I'm sure everyone was very impressed by this place. They even had a few Wolseley-related items on display, such as a vintage radiator, a stationary engine, electric fence units, and some small Wolseley instruction leaflets.

We were free to make our own way back to New Plymouth from the museum after we'd seen enough, and we met again that evening for a great meal at the New Plymouth Club. This was another good opportunity to catch up with everyone again. The food and conversation was a perfect way to end a great first day on the Rally.

Day 3 – Free Day

Tuesday was a free day, and everyone took the opportunity to do a spot of shopping, walking, and to visit some of the local attractions that couldn't be fitted into the Rally programme. The weather was perfect for it too. We did hear that some went with Michael Kruse on a tour of the local wrecker's yards, and that some bits were found! John Malia from Melbourne even found a hubcap for his Series III 25HP drophead, and was actually given it by the owner of the yard for free. Great local generosity shown there! That night we met back at the New Plymouth Club for dinner, which was once again generous to say the least, and served in short time as well. For the second night in a row we were treated to a great sunset which could be viewed easily from the Clubs' dining room window. Dinner was followed by a talk by a Mr Max Rutherford. Max was New Plymouth born and bred, and grew up in a motor racing family. He served his apprenticeship in the local Ford dealership, and was then persuaded to go to the UK on a holiday with a group of mates in the mid-1960's. Before he left he was written a letter of introduction, and when he arrived in the UK he took this to the Brabham Team, and asked if he could see the personnel manager. As luck would have it, the team was in crisis as it was running very short of time to prepare cars for a forthcoming meeting, so he was offered a job on the spot, and told to report the next morning for an 8am start, with his overalls. He did as he was told, and wasn't able to knock off work until 8am the next morning. He wondered what he'd let himself in for.

Max worked building and preparing cars for various drivers and teams over the next 5 years, which took him all over Europe, to South Africa and America. He had many great tales, and wasn't slow to point out that it was a very busy life indeed, and that the F1 business was full of pitfalls, wannabe's, and downright misers and cheats. But for the smart, resourceful and skilled people, there was plenty of opportunity and personalities that made it an exciting sport to be tied up in.

After a number (I think it was 6 or 7) years and a great reputation under his belt, he decided that it was time to return to NZ, and became involved in setting up and running a very successful hire business in New Plymouth, and also branched out into manufacturing cycle helmets and sports chest-protectors. When the economy was turned on its head in the 1980's he almost went broke, and the only thing that saved him was the chest-protector manufacturing business. He has now retired, and spends some of his time building and restoring small historic racing cars. He showed us some photos and videos of the cars he's built, and there was no doubt about his skill and knowledge in this field.

Wednesday was soon upon us, and required a leisurely start at 10.30am. Our first destination was to be Inglewood, about 30km east of New Plymouth. Most travelled out there in their own time, and we assembled outside the old railway station in an area set aside especially for the rally. We were joined there by new club members, Mitch and Debby Mitcham, in a Series II 12HP. The 12 had been purchased a couple of years ago, and had only recently been put back on the road again after a bit of a sort-out. This was the second-earliest car that had joined the rally – very good to see another Pre-WWII car back on the road.

Once we had all assembled, some of us went to a local café for coffee, while the rest visited the Inglewood Toy Museum, which is home to the Fun-Ho collection and museum set up by former Fun-Ho employee Richard Jordan. All New Zealand kids from the Fifties to the Seventies played with Fun-Ho toys, and the whole range, plus lots of the original manufacturing equipment was on display. There was also a video playing explaining the history and processes behind the brand. Some of the range is still being made as souvenirs using the original manufacturing equipment, and a few of us purchased examples to take away with us. This was a great place to visit, and bought back memories of toys I owned when I was a kid – including a bright red tractor that was in our toy-box at home, well into my teenage years.

After the toy museum visit we were treated to a fantastic lunch at the local RSA rooms, and then it was back to the cars to depart on the second 'official' rally, that was to take us to the Methanex Plant down on the northern side of New Plymouth via the historic Bertarnt Road one-lane wooden suspension bridge, where all the cars were photographed as they crossed one at a time. At the Methenex plant (which primarily produces methanol) a very interesting visitor centre was open for us, the idea being that if the weather had been bad (it actually couldn't have been any better that day) we would have been indoors. It was here that we first started becoming aware of problems looming on the Vanden Plas 4 Litre R being driven by Colin Rowley from Australia, as it was beginning to lose more and more water, and starting to run hot.

We were soon on our way again, the next stop being at one of the Kapunini wells, passing another being drilled on the way. The countryside around here was picturesque to say the least – rolling hills and green pastures where agriculture and energy production co-exist, obviously an abundant supply of wealth for both above and below-ground activities. The answers to some of our questions could be found on the information board at this stop, and we were soon on our way again, this time heading for Lake Ratapiko, which is back on the route towards SH3. The NZ Jet Boating Association has clubrooms here, and the grounds around the lake are mown and maintained by its members.

Our last and final stop for the day was at the ICONS sports bar, which is basically a pub in the middle of nowhere alongside SH3, where the owners have set up an outdoors and sports training facility in conjunction with a bar. The facility has its own mini-golf course, archery and shooting range, and is fitted out with pool tables, and as a shop that sells a huge variety of sports equipment and clothing. Apparently they make good income from corporate groups and team-building activities. One of the main reasons we came here was to take part in the inaugural Australian vs New Zealand Wolseley Challenge. Michael Kruse explained that this was now to become a fixture of all Australian and New Zealand National rallies, given that there are good numbers from each side of the Tasman present at our National rallies. One of the prime motivations for having this challenge was to run

an event in honour of our very good friend and Wolseley ultra-enthusiast, the late Bill Slattery, who passed away two months ago. Michael produced a trophy that had been donated in honour of Bill, which will go from Rally to Rally, and hence be competed for annually. It was good to pause and remember Bill and all he has achieved for the Wolseley marque in his long and busy association with the Australian clubs.

And so the games began. Archery and mini-golf were the chosen sports. After a couple of practice rounds we were into it, however we soon found that those smart Aussies had been practicing back home before they came over, and us Kiwis were no match for them. They bragged about how as kids, they had played with bows and arrows in the tradition of their ancestors, and that they had already provided refuge to the many descendants of the Woods families. This was probably the one and only mistake made by the rally committee – choosing the sports for the sports challenge. Clearly when we return the challenge next year in Australia we will have to go with a strategy that will allow us to bring the cup back to this side of the Tasman.

While we were battling with the Aussies, the staff at ICONS were busy preparing our barbeque dinner, which was soon on the table and ready for us to eat. The steak was cooked to perfection, and the rest of the food was just great as well. After dinner Michael introduced our guest speaker, Ross Calgher, Ross was another ex-Formulae One mechanic who had done the great OE to the UK, and he was a specialist engine-builder and worked most of his time overseas for Cosworth. He had lots of interesting tales about various personalities and cars that he came across in his time in the industry. Sometime later he too returned to his birthplace in New Plymouth, and still spends his time working on high-performance engines and cars. His latest discovery is Dodge Vipers — he reckons they are the ultimate race car, as the air-conditioning and lots of other extras can be left in the car and it can still be really competitive. By about 9.30 it was time to call a halt on proceedings, and Ross was thanked by Dave Sole, and we all made our way back to our accommodation in New Plymouth. Another great day, even if the Aussies did take the Bill Slattery trophy for the first time.

Day 5 – Boat Trip and Concours

Thursday was our last full 'rally' day, and another leisurely start. Our instructions were to meet at the base for Chaddy's Charters in the New Plymouth harbour, where we were to be split into two groups — one for a trip out on the lifeboat, and the other to stay behind for snacks at the café next door. As it turned out, those that arrived first were immediately kitted out in life jackets and sent walking to the other side of the harbour so we could get on the boat and be ready to go when we had enough there. Now, normally, Chaddy's boat (an ex-marine lifeboat) would be launched in flying style down the slip-way with everyone on board, but because it was a very low tide, this wasn't possible. Just the same, we were treated to an informative trip around the inner harbour and offshore islands, all the time being told about the local history, wildlife, and also being told a few dodgy jokes. It was a very enjoyable outing. When we returned we were treated to yet another enjoyable morning tea at the café next door.

The afternoon event on Thursday was the concours and public display, and we were given directions to a park just to the north of the CBD where we were to assemble by 1.30 for photographs and for the cars to be judged. Cars and people alike were lined up over the road from the beach for the photographs, and once they were out of the way three cars

were used to convey the women-folk into town to the gardens while most of the men stayed behind to look over and talk about cars. One of the judges (a local car enthusiast) had arrived in a very unusual 1967 Panhard Coupe, and this attracted quite a bit of attention from us all. Once again New Plymouth had turned on the weather, and it was warm and pleasant being outdoors. We even had a resident Mr Whippy there, although some found the chocolate-dipped cream freezes to be more like melting moments (they only took a moment to melt – eh, Allan?).

There were some great examples of our marque lined up for judging, and it was a great time to have a look at each other's cars and to pass on tips and restoration ideas – there is always something new that can be learned from anyone who restores and maintains their own car. A notable car indeed was the green 6/110 Mk 2 belonging to Ray and Caryl Chapple. Ray had just completed a major restoration, and the car was looking just great. An engineer by trade, Ray had gone to great lengths to make sure everything not only looked good, but also worked well, and there were lots of little extra touches that made a great car even better. As always, Dolphy's Messenger was another stand-out vehicle, and attracted a lot of attention. Later on we were told that the judges hadn't stuck rigidly to the 'concours' criteria, and had instead focussed more on a 'pride of ownership' line that gave a bit more weighting towards how well the car was presented and cared for by it's owner. With the judging over, it was time to return to our accommodation to freshen up for the Prize-giving dinner which was held that night at the Plymouth Hotel. We were invited to turn up in dress that reflected the era of our cars. Our two rallyists from Nelson, Phillip and Bryan Stansbury, had been given the nick-name of the "Ferals" by John Malia, so that's what they came dressed as. There were some other notable outfits as well, with several couples really getting into the swing of things and dressing up in great period costumes.

We were invited to enjoy our dinner (and it was lovely food too), and then the rally committee disappeared for 20 minutes or so to finalise the winners lists, and to get all the certificates written out for all the rally participants. The really good thing about this was that no-one went home empty handed, and everyone now has a souvenir of their time in New Plymouth. Before too long Michael Kruse, Bob Signal and David Sole were up the front ready to present the prizes, and the ceremony alone was one of the more hilarious parts of the whole event. David Sole even found out what it was like to get a 'kiss' from a Feral! All the prizes were dispersed to the very deserving owners (see below for the results), and the rally committee was then thanked by both the Australians and by our own President, Gordon Duthie. No-one at all could argue that we hadn't had a great time! An invitation was also offered to go to the Australian National Rally in Queensland next year, and then we announced our plans to run the next New Zealand National Rally in Ashburton in 2014. Nothing like another event to start to plan for. Myself and Allan Francis will begin to get some plans together for this soon so we can get it signed off by the Christchurch Branch of the club, and then put our case to the National AGM in Feilding later this year.

Day 6 – Farewell Breakfast and Home

On Saturday morning we were up bright and early to vacate our accommodation and get across to the Plymouth Hotel for the farewell breakfast. This was to be our last chance to have a meal together (and what a great spread awaited us), and to say our farewells before

heading home. It was also to be the opportunity for our official rally photographer to get photos taken on the second rally day to us, however a technical glitch with his printer left him running late, so not everyone was still there by the time he arrived. Michael and Raewyn have now posted out the photos to everyone that had to leave before he got there. And so it was that the Rally was over. What a great event, and what a good time we all had. There was no doubt that the Rally committee had put in a lot of time, and that all the hard work had paid off, as everything had gone to plan and nothing was left undone. Our thanks to them all – Michael and Raewyn Kruse, David and Marie Sole, and Bob and Mary Signal – congratulations on a job well done. Also thanks are due to the other members of the Manawatu Branch (our host Branch) who got in behind the event from the beginning of planning. We can only now look forward to the next National Rally and the chance to do it all again in another part of our wonderful country.

Rally Results

Concours (Pride of Ownership) Event

 1^{st} – Ray and Caryl Chapple – 6/110 MkII (Auckland)

2nd – Bob and Mary Signal – 1500 MkII (New Plymouth)

3rd – Michael and Raewyn Kruse – Hornet Mk III (New Plymouth)

Most Enthusiastic Participants

Phillip and Bryan Stansbury (aka 'The Ferals') – Hornet MkIII (Nelson)

Good Samaritan Award (Night trophy)

Gordon and Beryl Duthie -6/110 Mk II (Lawrence, Otago). (Gordon rendered assistance to no fewer than 3 other rally participants, and shadowed one car with cooling problems home in the dark).

People's Choice Award

Ray and Caryl Chapple – 6/110 MkII (Auckland)

Overall Winners

1st – Gary and Heather Wall – 18/85 Series III (Manawatu)

2nd – Mark and Louise Sheilds – Modern (NSW, Australia)

 3^{rd} - Gordon and Beryl Duthie – 6/110 Mk II (Lawrence, Otago)

For Photographs from the National Rally, visit the website of our official rally photographer, Deane Riddick, www.deaneriddickphotography.com
Photographs can be ordered from the website and cost \$5.00 each for 6cm x 4cm, \$10.00 for 10cm x 8cm, and \$15.00 for A4 size. Login is: michael, password is: kruse

You can also view photographs taken by Graeme Keys from Melbourne on the Victoria Club website – www.wolseleycarclub.com – look under the WCCV tab at the bottom of the page.

Auckland Branch

News and Coming Events

A huge congratulations to the Manawatu Branch for hosting the Rally in New Plymouth and a special thanks go to Michael and Raewyn Kruse, Bob and Mary Signal and David and Marie Sole being the organisers. Even the weather was fantastic after the horrid weather the previous week. The Auckland Branch can be very proud of our own members Ray and Caryl Chappell who won the Concours d'Elegance and most points



Ray and Caryl Chappell's 6/110 – Concours winner at the Rally

overall. Their car looked splendid and as for the prize giving night, well they certainly dressed up to the year of their car. Well done you two!

On 18 March we visited Rex Benns Collection at Drury. This was well worth the trip and afterwards everyone went to the Jolly Farmer Inn for lunch. We do hope to organise an event for May but as yet have been unable to contact the owners of the venue and therefore will advise in the next issue.

Coming Events:

24th June 2012 - Mid Winter Christmas dinner and movie at the Westwind Theatre at Riversdale Road in Avondale. We intend to meet there at approximately 4.00 p.m. for a roast dinner at about 4.30p.m. and then the movie after dinner. The cost is \$25.00 per adult and children under 12 \$10.00. Please contact Noeline Billing before the 17th June 2012 on 2783944 if you are coming and the number of people you are bringing.

29 July 2012 - Auckland Branch Annual General Meeting to be held at 2.30p.m at the Ellerslie War Memorial Hall, Committee Room, on Main Highway Ellerslie.

Regards Noeline Billing

BRANCH NEWS and EVENTS

Christchurch Branch News:

Our March run was the Greendale School run on Sunday 25th March. This was the second time we had been supported this event, and this year's was just as good as the first. We had a good turnout once again, with 7 cars attending and then going on display at the school. Unfortunately the date did clash with the Christchurch Rotary Twin Rivers run, so there wasn't as many clubs or vehicles represented there as there could have been. This aside, it was a very successful day for the school and there was still a great display and plenty to look at and do.

Our scheduled working bee for Easter weekend was held one week early, and occurred on Saturday 31st March, so the date advertised in the last newsletter does not now apply. Another good turnout saw lots achieved, with shelving for body panels now in place in container #3, and plenty stacked and sorted in there already.

Congratulations to Betty Francis, who celebrated her 80th birthday while away in New Plymouth at the National Rally.

We have a special run coming up on Sunday 15th April to a new museum in Oxford – the details of which are below. This will be a good outing, and we would especially encourage our branch members to make an effort and come along.

Christchurch Branch Coming Events:

Sunday 15th April - Visit to Time Traveller's Museum in Oxford

Into the past, and step back into the future. This new museum is described as a "blast from the past" and boasts a fabulous collection of over 2000 items - vintage toys, TV and film collectables, dolls, robots and more. It is described as a new concept in the museum experience, and exhibits things we can relate to in our own lives.

Assemble at the Belfast Hotel at 1.00pm, or meet us in Oxford (176 High Street) at 1.45pm. Entry fee is \$5.00 per person. Please bring afternoon tea, as we will have it somewhere local after the museum visit if the weather is OK.

Saturday 5th May - Ashburton Swap Meet, Tinwald - starts bloody early!!!

Sunday 6th May - Ashburton Rotary Classic and Vintage Run



Meet at the Ashburton Racecourse before 10.00am (9.30 if possible). The run will take us to a country destination, you can bring your lunch or buy it at the sausage sizzle that will be operating at the finish point. Entry fee is \$15 per vehicle, with all proceeds going to charity.

Saturday 12th May - Working Bee at Idlewood.

Arrive at a time to suit you – someone will be there from 8.30 onwards. Come prepared to do anything that suits you – sorting parts, building shelving, planting shrubs, etc. Morning tea will be provided, and if you would like to stay into the afternoon, bring something to throw on the barbeque, sammies, whatever.

The



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