

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

MAY - JUNE - JULY 2017



Winter is here! Gordon & Beryl Duthie's 6/110 in Central Otago after a recent small snowfall.

OUR CLUB OBJECTIVES:

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



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Lindsay Patterson.

EDITOR'S STUFF

The month of May now seems like a blur, but it certainly was a good one, with a visit to Australia to take part in the Wolseley Car Club national rally over there. Matthew and I went, and we both really enjoyed it. You will find a full report later in the issue, so I'll not dwell on it any further in this column.

Since returning home things have been pretty hectic – some extended family matters have had to be attended to, and there also have been a few other commitments that have had to be



prioritised before getting other important things done – the newsletter included. Hence this is an issue that covers two months, so my apologies for missing the June issue. Before heading to Australia, the month had been pretty ordinary. The 1909 Wolseley Siddeley is now fully cleaned, polished and serviced and ready for its first outing, which will be a run around the block before delivery to the local garage for its WoF. Hopefully I can report next month that it's all done and good to go, although it's hardly the weather for an open car now! The 1912 12/16 is also currently in an upholstery shop having a hood cover made for it.

I also gave the black Mk3 1500 a service and check in readiness for a WoF, however the servicing bit didn't go quite as planned. On this particular 1500, the oil filter upperhousing never quite lines up nicely with the engine block on reassembly, consequently



Matthew tucks into an Aussie pancake breakfast at the Australian National Rally in Bendigo. He couldn't eat it all!

when the filter housing is first undone to change the filter, it disturbs the whole assembly. This means that both O-ring seals are disturbed, and usually this means that both need to be replaced. Unfortunately, with most filters nowadays, only one O-ring the correct size is provided, so I thought I would try and get away with just replacing the one on the filter housing. You guessed it - the other one leaked slightly once the engine was started, so I had to pull it all off again and hunt around for another new seal, which fortunately I found amongst some old part-gasket sets I had tucked away. Lesson learned! Anyway, the car went straight through for its WoF test, although it did come back with a comment on the sheet saying the brake lights were not coming on unless the brake pedal was pushed down very hard. It will just be the pressure

Editor's Stuff - continued

switch, so at least that will be an easy job to rectify as soon as I can get around to it. Matthew's 1100 also went through last week, again with no comment on the sheet. Matthew later mentioned that apart from taking it to work a few times to give it a run, he thought it had only been used on one event (a VCC one) since the last WoF six months ago.

I was reminded of this comment when I attended the NZ Federation of Motoring Club's AGM Sunday 3 weeks ago. There was a lot of discussion about WoF's, particularly around acceptable standards for classic and vintage vehicles, and the variance in tolerances allowed between different testers of these vehicles. Also, predictably, there was a lot of discussion about 6-month verses 12-month testing. Both of these issues generated plenty of discussion. The good thing is that both issues are on the FMOC radar, and there seemed to be a good level of support from both the MTA and NZTA representatives at the meeting to work on them, going forward. Let's hope something positive comes out of it. As the MTA representative said, "keep lobbying, but go with firm evidence and solutions, not with here-say and problems".

The meeting also discussed the 'ageing' membership of most car clubs, and for some reason cited the Vintage Car Club as an example of this (although it certainly is not the case with our local branch). This is indeed a problem our club presently faces. It is somewhat worrying to think that we may be faced with more old collectible cars than we can find good owners (or is it 'custodians') for. We must find ways of encouraging our offspring and younger people to take an interest in our cars. I have seen a few VCC members allowing their grandchildren to drive their cars on events, and talking to some of these younger people – they have loved every outing. Not only has it given them a sense of achievement, it has also been a good way of bonding with the normally "grumpy old fart". Apparently it works best if Grandad wears ear-muffs and is blindfolded though! The choice is either do this and even be prepared to hand the cars on to a family member for nothing at some stage and continue to see them being appreciated, or be prepared sell them

in a market where supply may eventually out-strip demand, or to leave them unused in the garage and let family dispose of them when we've gone, because they will need work to get them back on the road. In reality, it's only rare and exotic cars that will really appreciate markedly in value in the nottoo-distant future – love them as we do, Wolseleys may not fall into that category. A few weeks ago I met a bloke who is now actively seeking 6/110's to use in demolition derbys. As well as two



Saved! This very nice original 6/110 Mk1 was recently purchased by new member Bruce Parker, from Geraldine.

Editor's Stuff - continued

smashed-up examples (plus a few Holdens and a Rover in the same condition), he had one on his property that was in quite good condition, even having chrome bumpers that most would be proud to have on their 6/110. I asked him if he would remove the bumpers for me before derbying the car, and he said "no – they were the first line of defence!" He went on to tell me he's found a 'mint' 6/110 that he's going to try and buy and derby. While we have no right whatsoever to decide how people should or should not amuse themselves lawfully, we must do everything possible to ensure this does not become the fate of our better classic cars. But that will only be achieved if we ensure prices are maintained at a level that will put them out of reach of this type of activity, or, as I mentioned earlier, ensure they are passed down through successive generations.

On another note, at work (NZTA) there is now a lot of information circulating on our intranet about electric cars and the need to plan for infrastructure (power outlets) to ensure they can be successfully deployed into the NZ fleet. There is apparently a reluctance in the take-up of electric cars because of an affliction potential buyers experience, called 'range anxiety'. Imagine your petrol gauge is showing empty, and you have no idea at all where the nearest service station is. Apparently NZ is not yet equipped enough for most potential buyers to overcome this nervous state. I also wonder how long it will take for road user charges to be introduced, or for other 'clever' ways to be found to make it just as dear, if not dearer than fuel-powered vehicles. Would I consider one though? Well, possibly I would in a few years' time. It certainly does not mean that I will like our Wolseleys less — in fact they will be so different, there will be even more fun to be had driving and maintaining them. Feel free to send me your thoughts! Have a good month.

Colin

CHAIRMAN'S REPORT

Hi members,

Winter has arrived with snow to low levels and colder temperatures for a few days and frosty nights. It's also coming to that time of year when Annual General Meetings are on the agenda. It was great to see last year good numbers attending AGM'S taking on positions and getting involved.

Note. The National Council (Executive) is made up from members appointed to it from Branch (Regions) AGM'S. The Revised 1996 Constitution and Rules under the heading "National Council"



CHAIRMAN'S REPORT - continued

6.0 states, "The national governing body of the Club shell be the National Council which shell consist of representatives of each Branch appointed by the Branch Committee." 6.1 states "Each branch shell be entitled to appoint one member to the National Council. Each Branch with more than Twenty Five members shell be entitled to appoint one or two members to the National Council". The National Council does have the power to co-opt. National President, Secretary, Treasurer and Editor are on the National Council by wright. Branches who have members in those positions should be appointing other members to fulfil their branch entitlements.

The Club elects its National positions at its AGM. The club requires a full compliment of appointed members to ensure that national positions can be taken up and that the club stays strong into the future. I ask that you consider this at your meetings.

On a lighter note, last month Lawrence had the Australian channel 9 TV crew in town

doing a film for Intrepid Journeys on the Rail Trails in Otago. They focused on the Middlemarch to Clyde and the Alexandra to Lawrence trails. Five Lawrence Car Club cars including mine were parked in front of "The Lawrence Mint" chocolate factory which has just opened recently for the final day film shoot. I had a part to play which was quite simple and that was to sit in my car looking interested while they took a close-up, then moving away for an overall shot of the line-up in front of the



Gordon's 6/110 included in a line-up outside Lawrence's new Chocolate shop for a TV promotional film.

Chocolate shop. Something different eh?

The Wolseley needed to have the rubber bushes in the rear springs replaced so this time I got the local garage to do it for me. While doing the job they noticed that the bottom spring carrier plate, that also has the shock absorber attached, had cracks through them. The left side was worse than the right. When ordering some replacements from Club Spares, Ray Willoughby mentioned that this can be quite common with 6/110's. The said plate is different in shape from the MK I to MK II models. It should be noticed when getting a warrant but if there is a lot of dirt in the area a fine crack could be missed. Something for you to check next time you are under there. I think that's enough from me for now.

All the best, Gordon Duthie.

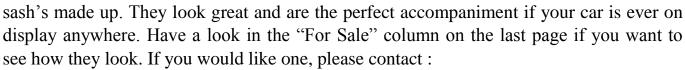
SECRETARY'S REPORT

Hi Fellow Wolselevites,

Winter has arrived here in Taranaki with a fall of snow on Mount Egmont/ Taranaki and temperatures down to 3 deg C overnight.

May has been quiet on the Wolseley front with only a WOF on the 1500 that was obtained with a clean sheet last Saturday. It was interesting to read about the 2018 National Rally in last month's Word. It is to be based in Blenhiem, it is a very exciting area of New Zealand to visit. We attended our first National Rally in Marlborough in 2004 and enjoyed very much.

Recently Ivan McCutcheon had some Wolseley



Ivan McCutcheon email windrode@clear.net.nz Ph 06 3746326 They are \$20 each plus \$3 postage.

Don't forget that annual subscriptions for the 2017/18 year are now due. You will find a yellow renewal form folded up with your hard copy of the newsletter, or emailed with this newsletter. Please fill it out and return it to your Branch Secretary (see inside front cover for address details) – please do not send it to me. Have a great month – Micheal Kruse.

Wanted:

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

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

Deadline for next Wolseley Word:

Friday 28th July 2017

BRANCH NEWS and EVENTS - Auckland Branch

Auckland Branch News:

On Saturday 20 May we saw 12 cars turn up for the combined run with the Rover Car Club to the Mercer Cheese Factory and Mercer Museum. Of these 12 cars 4 were from the Wolseley Car Club. The weather was not at all that pleasant but it proved to be a great event. After purchasing items from the Cheese factory and viewing the Museum we then crossed over the Highway to view the Pods on the left hand side of the main highway. These were most interesting to view.



A couple of the Pods at Mercer.

From Mercer we travelled through to the Alexandra Redoubt at Tuakau and members braved the rain and had a look around before we left for lunch at the Tuakau Hotel. Following lunch we went through to Rover Car Club member, Paul Cooper's home, who does up caravans. This was amazing seeing how much work is involved with restoring a caravan. This was a full on day and everybody seemed to enjoy themselves especially as it was a Saturday and the traffic was not quite so hectic as it can be on a Sunday. Consideration is being given to having more Saturday runs for the Auckland area.

Please remember that I will be stepping down from Committee at our Branch Annual General Meeting and someone else will need to take over this position which I have held since 1989.

Auckland Branch Coming Events:

Sunday 2nd July 2017 (Note change of date) - Mid winter Christmas meal and movie at 177 Riversdale Road Avondale. Meet from 12.30 p.m. for a lunch prior to a movie. Cost is \$30.00 per adult which includes the roast dinner, dessert and movie. This is always a popular event. Please advise Noeline Billing 2783944 of your attendance no later than 24 June 2017.

Sunday 9th July 2017 - Auckland Branch AGM - 2-15p.m. - 4-15p.m. To be held at the Ellerslie War Memorial Committee Room on the Main Ellerslie Highway which is close to the Southern Motorway at approximately 2.30p.m.

Trip to Hamilton Classics Museum on Saturday 15th July 2017. More details next issue. Probably visit a park on the way and ice creams and markets at Pokeno on the way home. see: http://classicsmuseum.co.nz/

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

Regards Noeline Billing

Lower North Island Branch

Hi all. Things have been pretty quiet this month so nothing much to report. We will be planning the AGM for end of July, venue date and time will be confirmed in the next newsletter and I will send out a reminder email. However, I am hoping for a committee meeting and working Bee prior to this possibly 1st July but will confirm this date via email. We are off to the Wanganui VCC Rally Queens Birthday weekend looking forward to that, this was a great weekend.



Have a great month

Kind regards

Raewynn

(See next page for list of coming events for our Branch)

BRANCH NEWS and EVENTS - Lower NI, Nelson – Marlborough & Christchurch Branches

Lower North Island Branch Coming Events:

- 29th July AGM Wanganui venue to be confirmed will contact members once this is organised.
- Brits on the Beach October 6,7, and 8th October
- National AGM October in Christchurch
- Keringa Park, railway run 22nd October
- Wairapa Run Whitcombe's to organise TBA maybe June/July.
- Horopito run/Smash Palace to be organised for next January 2018
- LNI/Auckland run for later in the year
- Christmas cruise end of year

Nelson-Marlborough Branch

Our branch and all other Nelson-based car clubs were invited to the opening of the new Vintage Car Club clubrooms at the Nelson speedway grounds on 14th May.

We were asked to bring a plate, and tea and coffee were provided for afternoon tea. It was a static car display with lots of different clubs there and the Vintage Car Club had a lot of their member's cars on display. We had four Wolseleys on display. The event was open to the public with free entry.

It was great to catch up with people, including Viv and Les Broughton who had made the trip over from Blenheim for the day.

Regards

Bryan Stansbury.

Christchurch Branch News:

There are a few events to report on in this issue now that two months have elapsed. May was Wheels Week in Ashburton, and as usual, there was the Swap Meet on the first Saturday of the month, followed by the Rotary Annual Veteran, Vintage and Classic rally the following Sunday. This was the 25th Anniversary of the event, so a good turnout was being hoped for.

This year the weather was once again really good, so a few of us headed down there to assemble at the Showgrounds in time for the start at 10am. Arriving at the gates in plenty of time, there was a huge gathering there already, including around 40 Mazda MX5s – a special effort from them because they were celebrating 25 years of production. Jenny,

BRANCH NEWS and EVENTS continued, Christchurch Branch

Sarah and Matthew, and I attended the very first event (Matthew was only a month old then!) and it was hard to believe that the first MX5s would have been rolling off the assembly line then, yet here was a huge turnout from their enthusiasts club for this event. The usual briefing was given, and before too long we were heading away on an easy and

scenic run that finished at the "Coldstream" Homestead about 30km south of Ashburton, which this year celebrates 150 years of continuous ownership by the Studholme family. We were parked in



Three of our member's cars at the Ashburton rally – Hey's 6/99, Simon Verkerk's 16/60, and Joe Barker's Studebaker

a paddock there near the homestead - plenty of room for the 250+ cars that attended on the day. A BBQ lunch was run by the local school – the food was good and they did well on the day. After a very informal prizegiving at 2pm, people and cars gradually drifted away, well satisfied with the day.

Next up was a visit to the new Mike Pero Motorcycle Museum in Avonhead on 28th May.



Inside the Mike Pero motorcycle museum – a small part of the collection

Meeting just around the corner at 1.30pm, we drove the short distance to the museum, which is a large but separate building added onto the back of Mike Pero's private home in Avonhead. There would have been well over 100 classic Japanese bikes on display – mainly road and racing machines, dating from the 1960's onwards – most of them in immaculate condition. The display was

supplemented by lots of pictures, movies, magazines, and even a free drink and poster for everyone. Well worth a look. After we'd had a good look around, we got back in the cars and drove out to the Edendale Café, about 3km on the West Coast Road past West Melton. Here we enjoyed a very relaxed and pleasant coffee together in a corner of the café fitted out like a lounge area. It was great all being able to sit together and socialise in this setting.

BRANCH NEWS and EVENTS continued, Christchurch Branch

On the 10th of June we held out monthly working bee – once again well attended with a few more jobs knocked off around the place. The branch is also now having its monthly Committee meetings at the working bee in the afternoon which seems to be working OK. The final event to report on is the mid-year dinner, which was held at the Plough Hotel in Rangiora on Sunday 18th June. The Rover Car Club joined us for that event, which ensured a very good turnout, and a fellow group of car enthusiasts to enjoy lunch with. Thanks go to Simon Verkerk who made all the necessary arrangements at the Hotel for us.

Talking of Simon, he has now said farewell to his Wolseley 1300, which has now gone to an elderly enthusiast in Wellington. It was advertised in the newsletter, and also on Trade Me, with the latter yielding a sale at the asking price. The new owner's nephew (with his wife) flew to Christchurch to purchase it on his Uncle's behalf, and Simon and I met them at the airport and Simon handed the car over. It was driven home to Wellington over two days, so it was a bit sad to see it go, however we are hoping the new owner will join the lower NI Branch.



Simon (right) hands over the keys to the 1300 for its delivery trip to Wellington.

This last month we have had two new members join our branch, and we welcome Bruce Parker and his wife Jan from West Melton (6/110), and Victor Foster from Kaikoura, (who I believe owns a 6/80) to our Branch.

Just a reminder to our members too, that our AGM is coming up on Saturday night 29th July. It would be great to have as many there as possible, so please keep the date free. The meeting shouldn't take long, and will be followed by a good supper. Your ideas and input into the running of our branch would be greatly appreciated. You can also pay your subs that night if you wish.

BRANCH NEWS and EVENTS - Christchurch Branch, continued

Christchurch Branch Coming Events:

Saturday 8th July - Working Bee at Idlewood, 9.00am onwards, with morning tea provided. Come and find a job that you are happy to do, come and collect any parts you need, or just come for the company and a chat. The branch Committee meeting will be held after lunch.

Sunday 16th July - Visit to the Ray Drury Collection of Vintage and Classic Cars and Musical instruments in Halswell. Ray even has a few Wolseleys in his collection, and a working Wherlitzer organ as well. Entry is by donation (all proceeds go to various charities that Ray supports). Meet at the Air Force Museum, Wigram at 1.30pm. We will probably go somewhere for afternoon tea afterwards – bring your own, because if it's a good day we will find a local domain to go to.

Saturday 29th July - Branch AGM at the Hutcheson Street Hall,

Sydenham (off Colombo Street, opposite Sydenham Park).

Please be there by 7.30pm. Come and have your say about the running of our Branch and the club – attendance would be greatly appreciated. Good supper provided after the meeting.

Saturday 12th August - Working Bee at Idlewood

Sunday 27th August - Daffodil Rally for Cancer Society. Full details in the next newsletter, but keep this date free for this special fundraising event.

Sunday 3rd September (provisional date) - Rock'n'wheels Classic Car event, Amberley Domain. Details next month.

Southern Region Branch News:

Greetings from the Deep South...jeez another month gone already and guess what...AGM time is sneaking around again. Ours will be on the 23rd July 2017. This once again will be held in Mosgiel and will again be a meal/meeting format. Full details will follow. Once again thanks to Fergus Sime for organising this. The venue will be different from last year so watch for details.

I have just recently been handed a couple of boxes of Wolseley parts from a gentleman who has all but finished his car. They are mainly for a 15/60, so I'll sort them out and get

BRANCH NEWS and EVENTS - Southern Region Branch, continued

them to the Christchurch spares dept. That's where they'll be more help to someone who needs them.

Our own car has been awoken from her rest period and informed D-Day is Christmas (or sooner)...yeah right!! But orders from she who must be obeyed must be followed so no more excuses. Plenty of room in the garage to work now due to reduction in fleet numbers. Bye bye to late model Ford Escort and faithful Telstar..replaced with later model Falcon..more comfortable and just right for towing the caravan! So hopefully next report will have a couple of photos for proof I'm doing something. Found another couple of dodgy previous repairs done on the outriggers that are under rear of front mudguards and on the front doors, so I have to sort out how to deal with them. Repair panels or complete outriggers are available ex UK so will have to look into that. Still working on a shopping list to get from spares shed in Christchurch as well. Better, as Fred Dagg would say..'Rattle my dags!!'

Regards to all Bryan

Wolseley Club National Rally, Marlborough 2018 Sunday 4th March to Saturday 10th March - Update # 1

This is a brief update report for our National Rally to be held in **Marlborough**, based in Blenhiem, 4th to the 10th March 2018.

More investigation has been done to book venues to visit. It now appears as though the SH1 route through Kaikoura will be open, so although the Rally will officially start in Blenheim on Sunday 4th March, those who are travelling from Christchurch or further south will have the opportunity to stop over in Hanmer Springs on the Saturday night on the way up. We have been informed it's likely there will still be lots of earthworks and repair work happening between Kaikoura and Blenheim, so that alone will be interesting to see on the way up.

When booking your accommodation in Blenheim, the preferred venue is the Cherylea Motels in Nelson Street, Blenhiem, which has affordable accommodation and enough room to accommodate everyone. You will need to book 6 nights from Sunday 4th to Friday 9th March inclusive.

The draft itinerary is as notified last month, being:

- Sunday 4th March arrive in Blenhiem. Those travelling through or from Christchurch will have the option of leaving on Saturday 3rd, and staying overnight in Hanmer Springs.
- Monday 5th March Run, with a visit to a private collection, then vineyard for lunch
- Tuesday 6th March Girls day out and Boys day out lunch together
- Wenesday 7th March Picton visit to Edwin Fox, and cruise in Queen Charlott Sound.

Wolseley Club National Rally 2018 Update - continued

- Thursday 8th March Run to Nelson visit WOW, and glass blowing studio
- Friday 9th March Visit Omaka Historic Fighter collection and Museum, display and optional concours/pride of ownership. Formal Dinner that evening.
- Saturday 10th March farewell breakfast and depart for home those heading South may overnight in Westport, and return via Punakaiki, Greymouth and Arthurs Pass.

Entry forms are now available, and will be emailed out to all members with email addresses with this newsletter. If you would like a hard-copy, these will be included with the hard-copy newsletters next month, or if you want one now, please just give me a call on 359-8737 and I'll post one to you now. Colin Hey.

FROM THE IN-BOX

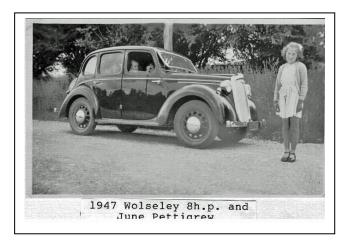
From: John Gertson < johngertson 37@gmail.com>

Date: Tue, May 30, 2017 at 1:14 PM

Subject: South Island Motors

Hello Colin, I wonder if you could offer any suggestions please on a rather minor matter which is of considerable interest to me. I am an ex Wolseley owner and staff member of South Island Motors, the Wolseley agents in Dunedin. For a few years I owned my late father law's 1958 15/50 Mk2, bought off his estate with 29000miles on the clock. Allan Francis was good enough to email me a photo of the old Chch premises of S I Motors in Armagh St, but I was never there. I did visit the new garage in Cambridge Tce on three occasions and would dearly love to find a photo OR information on that. When they sold out to David Crozier and closed down in August 1969 it was my first and only redundancy. I have to say that my six years with S I M in Dn were the most enjoyable of my working life and it was with great sadness that I watched it close. My old car interests have been with Austins where I have been Otago VAR Area Organiser for 40 years. My wife's dad was Ron Pettigrew, who bought a new Wolseley Eight in Dunedin in 1948. We think it was the only Eight to come to Dn. After 10 years of very satisfactory service, Ron traded it in on the maroon 15/50. Hope the attached photos are of some interest.

Regards from John Gertson Ps wish I still had that 15/50.





FROM THE IN-BOX - continued

From: Colin Hey

Hi John

Good to hear from you. I met you last year at the Autospectacular in Dunedin - you were with Eric Lysaght. I came onto the old car scene after the Cambridge Terrace premises of South Island Motors had become Tench Brothers, selling Datsun cars and Utes. By then SI motors had become NZMC - the Morris division was in a building that was next to the Theatre Royal in Gloucester Street, and ran between Gloucester Street and Armagh Street. Spares was in the Armagh Street end, and the sales and workshop area was more the Gloucester Street end. The Austin division was in Worcester Street, near Montreal Street, where the new Art Gallery is now.

The original Armagh Street premises of SI motors was a smallish building as you say, and it was actually demolished about 2 weeks ago. I have some photos taken just before it was demolished, and some with demolition underway. They had pulled the panels off the facades at each end, revealing the Wolseley, Willys and Studebaker logos painted onto the frontage. It was sad to see it going down. My wife's grandfather

bought a 6/99 new from there in 1960, and we have the receipts with that address still on them. Best of all - we still have the car, still very original.

One of our members, Anthony Dacre, bought a succession of cars from there, and knows the history of the firms and the buildings. I need to give him a call and have a word to him and see if he can come up with any photos or further information. My wife also is good at researching this sort of stuff, so I'll see if she can come up with anything as well.

It would be nice to know if the 15/50 is still around. There is a maroon one here in Christchurch, but I guess it would be a very long

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The original South Island Motors building in Armagh Street, Christchurch, meets its fate (May 2017)

shot indeed if it was the same as the one your father had.

I will keep in touch. Best regards, Colin Hey

Hi Colin, Many thanks for your reply. Eric & myself enjoyed meeting you lads at the Autospectacular. Interesting that Tench Bros moved into the new S I M garage and that the old Armagh St building has gone. Well yourself and your good lady might uncover something for which I will be very grateful. I will attempt to find the actual Cambridge Tce street number. Have been reading some of your WORD mags on line. Very interesting. I note that your man from Lawrence? was interested in Theomin Wolseley's. Eric recalls a Post War 12 h. p. possibly a series 3 and of course I was very familiar with the black 1500 having to recover it with flat battery several times. Once our manager asked me to go home with Miss T and bring the car back. We went shopping first. Dorothy drove, with many revs and much clutch slipping. After that I used to say "You be the lady and I will drive". An apprentice & myself went to Olveston to collect the car--usual flat battery. We walked up the drive to collect the key and rung the doorbell. An upstairs window opened and MIss T appeared. "Round to the tradesmen's entrance please". So to the back door we went. Her garage was round the corner on the other side of the property. Ron Pettigrew's 15/50 was sold to our Port Town Clerk, who after quite a few years told me he had sold it on to Christchurch. I attach another photo of it. Once again many thanks for bothering.

Regards from John Gertson

Australian Wolseley Car Club 20th National Rally, Bendigo, 2017 Report by Colin Hey – Part 1.

When attending the Australian National Rallies in the past, we have left a couple of days before the start date, and then returned a day or so afterwards to ensure we not only made the connections, but also had a day or two in Melbourne to do a couple of things in the city. This year both Matthew and I needed to take the minimum time off work, so I booked our flights for the same day as the rally started, and then the same day as it ended as well. This year the rally was based in Bendigo, which is only about a 1.5 hour drive from Melbourne, so provided our flights left and arrived on time, we would be able to arrive around 8am on the morning the rally began, travel to Bendigo, and arrive around mid-day in time for the start of proceedings that evening. Coming home, we would have time to enjoy the farewell breakfast, travel back to Melbourne, and then catch the 6.30pm flight home. Fortunately, this was exactly the way it panned out.

Our host once again this year was my good friend John Mallia, who once again offered to do the airport pick-up, take us back to his house about 15 minutes away, and then loan us his magnificent 1938 Wolseley 25HP Drop-head coupe for the rally.

We duly arrived pretty much on time, got through customs quickly, and sure enough, John was there waiting for us in the pick-up area. Back at his house, John's wife Sandra was there to meet us, and also Allan Francis (who had travelled over a couple of days earlier). We sat down for a cuppa and a catch-up, but it wasn't too long before we were out in the shed inspecting John's latest project, a 1930's Wolseley Hornet Special. This is progressing nicely, with the body now about 70% done, and most parts now found to allow a full restoration to be completed, including a new set of wire wheels that have come

from the UK.

It was then decided that we should get the Wolseleys going to Bendigo out of the shed. In total, 3 of John's Wolseleys were earmarked for the rally – the 25HP Drophead for Matthew and I, the Series II 25HP Sedan for John and Sandra, and Allan was going to be tasked to take John's 6/110 to Bendigo so Kevin Haynes from Queensland could borrow it. John also decided to take his VW Golf up there so it could be used during the evenings, so Matthew was allocated to drive that up to Bendigo.



John Mallia's two magnificent 25HP Wolseleys outside one of the venues we visited during the rally. Matthew and I were extremely privileged to be loaned the Drophead Coupe (right)

John and Allan had cleaned them the day before, but they all needed petrol, so they were moved out into John's yard, loaded up with our luggage and a pile of regalia that John had to take, and then we took them around to the local garage. Unfortunately for Allan, the 6/110 ran out of petrol on the way to the garage, so we finally got him sorted, and were finally all ready to depart for Bendigo at about 1.00pm.

John led the way in the 25HP, and with the Calder Highway (the direct route straight to Bendigo, only a few miles from home, we soon were on the on-ramp and on our way. Purely by luck, we merged into a convoy of around 5 other Wolseleys which had departed an assembly point in Melbourne about 20 minutes earlier, so we had company for the whole trip to Bendigo. Everyone seemed happy cruising at around 90km/h, and the trucks and other traffic overtook us freely with no dramas. I had Allan and John in front of me, and Matthew behind me in the VW.

Gradually the miles counted down, and in just over an hour we were entering the outskirts of Bendigo. It was a much bigger town than I had imagined, and before long we were passing through traffic signals, looking for a left-turn that would take us directly to our motel. It was here that things came slightly un-stuck when Matthew got a red light behind me and lost sight of me. Unfortunately I didn't know where the motel we were staying at was, so I kept following John and hoped Matthew would catch up. We made it to the motel, and checked in. Ten minutes went by and no sign of Matthew, so I sent him a text hoping he'd get it and then use the GPS to find us. Half an hour went by, and still no sign of him! John and I went on a scouting mission in the 6/110, and although we didn't find him, he finally found the motel himself and all was good. It turned out he couldn't use his phone to contact us because he was still running on a NZ network. He had actually followed some other Wolseleys to another motel, only to find we were not staying there! We got the cars unpacked and got set up in our motel room - a comfortable unit at a motel called "Welcome Stranger". We then took a stroll around the motel, catching up with other rallyists, most of whom we'd met before at previous rallies both here and in NZ. Everyone



Our motel, the Welcome Stranger, in Bendigo.

at our motel seemed to have had a trouble-free run to Bendigo, and the only report of a breakdown that anyone had heard about was the 6/80

belonging to Tony Rawnsley from NSW, which had suffered a seized rear brake which subsequently blew one of the rear tyres. With over 50 cars attending from all over eastern

Australia, to have only one minor breakdown was a good outcome, especially considering all of the cars were over 50 years old.

Our first official rally activity was a welcome dinner and registration that evening, which was held at a pub near the Bendigo CBD. We were greeted on arrival there by Graham Keys, who with his helpers was handing out the rally packs as we checked in. The packs contained a comprehensive set of instructions for every day and every organised activity planned for the rally in a clear-file folder, our official rally sticker for the windscreen, maps and brochures of places of interest in and around Bendigo we could visit ourselves, and various goodies such as Bendigo manufactured sweets, wet-wipes and pens. We then all sat down for a great meal together, and some brief welcoming speeches from Graham and the local Deputy Mayor. All very appropriate. The room was full of chatter and laughter, so the scene had been set for an enjoyable week ahead.

The next day dawned slightly overcast, but by no means cold. Our instructions were to assemble in the official 'muster point' – a church car park just down the road from our motel. This was to be the procedure for every day, and it worked brilliantly. Everyone was there with their cars, and even though the instructions were already in writing for the day, we were given a full briefing of what was happening, exactly where we were going and what to look out for and expect on the way, how to park when we got there, and told about any last-minute issues that we may have needed to know about. Nothing was left to second-guess, and this ensured the whole event ran smoothly with very few and only minor hiccups.



At the muster point, just down the road from our motel. This is only a portion of the cars.

At around 10am we headed off on our first run, which headed south to (of all places) a Hindu mosque called the Great Stupa of Universal Compassion. Founded on one man's vision for the family property, this grand structure has been constructed on a hill on the property and is now a leading attraction in the area, bringing in tour groups and believers from all over the world. The run there was through rolling farmland, and took about 30 minutes – an interesting drive and of course quite different from the farmland around New Zealand. We soon arrived at the Great Stupa and the cars were assembled in the car park to allow a group photo to be taken – a perfect opportunity with the Stupa in the background. We were then split into two groups – one that was guided through the garden and sculpture area and then shown through the Stupa itself, while the other was invited into the reception area to see a video about the development and theology around the project, and to be given morning tea. It was all very organised and very informative, and the morning tea was good

too! About 45 minutes later the groups swapped places, and we had the opportunity to visit the garden (complete with its sculptures and prayer rollers) and then have a look through the Stupa ourselves. At present, it is only about 60% complete, with much of the





The Grand Stupa from the inside (above) and outside (top)

exterior completed to a closed-up shell status, and work now underway on a dome structure to cap the building off, and fitting out the interior. The interior is absolutely immense, with a huge open temple in the middle of the building featuring a huge gold-plated Buddha, and a replica jadecoloured one which will eventually be replaced by the genuine jade on once it completes a world tour. The walls are made up of dozens of small rooms, each of which will have a specific purpose when the whole of the building is completed. Once finished, it will be 50 wide at its base, and 50m high. Mr Green, who would be around 70 years old, says he will not see it completed in his lifetime, despite there being a whole community of people now working on

the project. And it's not surprising, as there is an enormous amount of work to be done, and no doubt millions of dollars to be found to fund it.

After our tour of the building and gardens, which took another 45 minutes, we gathered back at the cars to depart for our next venue – the Mt Alexandra Golf Club, just out of Castlemaine, where we were booked for lunch. By now the day was warming up, so Matthew and I put the roof of the Drophead down to enjoy some open-air motoring. Splendid it was too! We arrived around 15 minutes later, and were parked in an orderly fashion around the clubhouse. Inside a great cooked smorgasbord lunch was ready for us, including dessert. There was no excuse for anyone to leave feeling hungry, and the room

filled with happy chatter as everyone talked about the morning visit and generally caught up.

At 1.30pm we were briefed about the afternoon outing, and then dispatched to our cars again. A 5-minute drive and we were at our next venue – the workshop and museum of world-famous hot-rod and custom car builder Rod Hadfield. After a minor glitch that meant most people parked in the neighbouring property first, we were soon parked in the museum grounds, and then assembled at the entrance to his building. Rod met us there, and spent about 20 minutes giving us a very interesting and entertaining speech about the history of his career and his life-long business. He was originally inspired by his

grandfather, who gave him a hand-built model streamlined car in his childhood (which takes pride of place in one of his display cabinets), and then proceeded to involve him in all his workshop projects fabricating and customising cars. He never looked back, and once he had left school and done some automotive training, he went on to build hundreds of cars by commission, or just because he 'could'. During the heyday of the business, he employed several people, and put the town of Castlemaine on the map internationally as the hot-rod capital of Australia. Now semiretired, he still builds project cars mainly for himself, and tends to his amazing museum which displays some of his best-inlifetime builds, hundreds of trophies (which have been won at events all over in Austalia and even in the USA), and all sorts of motoring and hot-rod memorabilia. It was easy indeed to spend an hour there, and still not see everything. His workshop in particular was amazing, with pride of place going to a nearlycompleted huge V12 Merlin-



Rod tells us his life story (top), and above is his latest creation, a Fiat Topolino fitted with a supercharges La France engine. It had just won a best in show award the day before.

engined hot-rod built in the style of the toy his grandfather had given him all those years ago. Not quite yet on the road, it will be another show-stopper when it's ready. With the appropriate thanks given to Rod, we were then free to head back to Bendigo, although Matthew and I and John and Sandra decided to do a short stop in Castlemaine

although Matthew and I and John and Sandra decided to do a short stop in Castlemaine before heading home to top-up the cars, and check out a second-hand shop first. Luckily, we didn't find anything that needed to come home.

It was an easy run back to the motel in Bendigo, where we arrived about 4.30pm. There was a bit of time to walk around the motel and talk to others on the rally, and it was clear that everyone had really enjoyed the day.

(to be continued next issue)

Buy and Sell

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

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

For Sale: 1958 Wolseley 15/50, Excellent mechanical condition Rust Free, Interior needs a little T.L.C. In regular use Reluctant Sale, Too many cars. \$5250 Phone 06-329-4009, Steve Finch

1961 6/99 auto for sale - is in Dannevirke . Has been parked up since 2001. Registration on hold. Rear window is not there. Has some rust in LH sill and door. Not sure of motor condition . Upholstery in good condition. Price \$2500, contact Ivan McCutcheon, Phone 06 3746326 Email windrode@clear.net.nz . More photos on our club web site.





Wolseley Car Club window sashes for sale. Please contact Ivan McCutcheon, email windrode@clear.net.nz Ph 06 3746326 They are \$20 each plus \$3 postage.



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