

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

OCTOBER – NOVEMBER 2013



The 6/110s of the McCutcheons and the Whitcombes outside Gasoline Heaven, Carterton.

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

Well – here we go, another month gone already, and quite a bit of activity to report on.

I've started getting the cars through WoF's again now that we're within the 6-month period until the National Rally. My logic is that this will avoid any last-minute panics before February getting cars sorted and ready for the rally. Two of them have already been offered out to Australians for the rally, so I want to have them all ready to go well beforehand. I've found a good garage just around the corner from work



owned by an old-school mechanic who knows what should be what, but does a thorough job of checking everything, which is just fine by me. I've managed to get three of them through this month, and have been taking the cars in to work on successive Fridays, dropping them off early in the morning and then walking around the corner to pick them up at lunch time. The first car through was the Hornet, which went straight through with only a comment that the engine stabiliser bushes needed doing, which has now been attended to. The Mk1 1500 was next, and it also went straight through with a clean sheet with nothing to do, which was pretty much as I expected as I had given it a good check the weekend before.

The final car for this month was the 6/90, which didn't pass. The brake lights were not coming on unless full and heavy pressure was applied to the pedal, one of the two rear number-plate lights wasn't working (I had noticed that when I checked it beforehand and had 'fixed' it with a slap on the lamp, but it obviously wasn't a permanent fix), and also the steering joint where the drop arm engages in the drag-link had what he considered to be too much play in it. This joint is spring-loaded and needs to have a very small amount of play to allow the joint to move freely whilst being held tight by the springs, but with about 3mm of play it was time to get busy and adjust it back to the specified tolerance (according to the workshop manual) of 4 to 10 thousands of an inch.

Fortunately for me the next weekend was a wet one, so with a bit of shed time available I thought I may as well get busy and sort it out. Before consulting the workshop manual, I thought it might be possible to dismantle the joint and re-shim it with the drag link in place, however in practice it's necessary to remove the RH steering arm first, which would require the whole drag-link assembly to come off the car so the lock-tabs could be bent back properly and the large ball-joint nut undone. It was fairly easy to get it all undone and on the work-bench, and from there once it was all cleaned up and measurements taken, it became simple to make up a shim to get back to the right clearances. I was amazed at the engineering in the parts that make up the drag link. All the joints had neat holes and grooves all over the place to ensure that when the grease-nipple was attended to, grease easily got to every last bit of each moving part.

Soon it was all back in the car, and with the full weight back on the steering, all but the required amount of play has now gone. Next on the list was the number plate light bulb

Editor's Stuff - continued

(easily fixed with some cleaning and a tweak of the base spring), and then on to the brake lights. After a quick check, the problem obviously lay with the pressure switch, so I found a second-hand one in my spares boxes and put that in. This time no lights at all. I went and got another one off an old Mini sub-frame I had outside, and still no brake lights. By now I was starting to think it was something else wrong, so in desperation I 'borrowed' the one off the Mk1 1500, as I knew for sure it worked. This had the desired effect, so it's still there now, and I've put the one off Matthew's 'project' 1500 back on the other 1500 until I can get a new one organised for Matthew's car. I thought they were pretty much an item that would last forever, but they do indeed seem to have a shelf life. As yet I haven't taken the 6/90 back — a job for later this week. Then it will be the Mk3 1500, and after that the Six.

We've also been on a few runs this month. First off this month was a Mini Club run which Matthew and I went to in the Hornet. The finish point was a 'make it up on the day' destination, and on arrival we found that we were to do a trip up to and around the Summit Road from Cashmere to Gebbies Pass, and then carry on to the Hilltop Pub up above Akaroa Harbour. At first I was reluctant to go because this is quite a haul for an automatic bog-standard Mini, however it was a nice day, and the Mini guys are a good bunch of people, so we went for it. Taking our time it was OK, however the Hornet has to be worked hard to get up the hills and it did take us a bit of time to get there. The coffee at the Hilltop was good though, and we stayed there an hour or so talking Minispeak, as you do. The following weekend we took the Mk1 1500 to Ferrymead Historic Park, to join the 100 years of Morris display there, and seeing it was last in the door back home, Jenny and I used it the following Sunday for a trip into town to do some shopping and to catch up with some family.

This last weekend we had the annual BMC rally, this year organised by the Morris Owners Club, which was a good event. There will be a bit about this later in the newsletter. This time I teamed up with Matthew and we went in his 1100.

As well as Wolseleys, I also have in my possession a Ford Falcon, which has been my everyday car for about two years now. I bought it to use as a tow car, as after the earthquakes it became obvious that I'd be moving cars, furniture and building supplies around for quite a while, so I bought a 1992 Falcon with a manual gearbox. This has been a great car, but just recently it's started giving me a bit of grief, particularly in the cooling department. It started off with the engine running too cool, so I put in a new thermostat which fixed things perfectly. Unfortunately, it then developed a fine split in the top radiator tank (which is plastic) and the only way out of this in the end was a new radiator. Last week the water pump started leaking, so I had to spend a few hours last weekend sorting that as well. I've also recently had all the brakes skimmed and put new pads all round, but I've got to the point now where it's time to say goodbye to it and get something newer.

I really appreciate having my Wolseleys though, because although there are always things that need doing or could be made better, I can do those jobs at my leisure, and if I don't get it finished then there is always another one I can take instead. It's very therapeutic after a hard week at the office!

Editor's Stuff - continued

This month the Falcon did come in handy though to move another car – the 6/110 that we've been dismantling over the past 9 months or so at Idlewood. At our last working bee we got it loaded onto my car transporter, and then removed the front and rear suspensions

before tying it down on the trailer to begin its final journey to a furnace somewhere in China. Instead of taking it to Simms Metals in Bromley, this time I took it to Metalcorp, a scrap dealer in Hornby. They paid \$70 for the body, and the best thing was that it could be dropped off in a fully concreted yard, not a 6-inch deep yard of mud concealing all sorts of objects ready to embed themselves in a tyre, like the one at Simms.



Farewell, poor 6/110

The National AGM is now just around the corner. I wonder if I'll be re-elected as Editor? Sure hope so, as it's good having an excuse to push myself and get it out each month. Have a good month.

Colin



Deadline for next Wolseley Word:

Friday 1st November 2013

CHAIRMAN'S REPORT

Hi Members.

As day-light saving comes with spring colours, and blossom on trees we start thinking of the warmer weather and getting out and about with our cars. I hope you are all able to get out and enjoy the events in your areas.

AGM. Talking to Allan Frances recently, he mentioned that very few people have booked in for the AGM meal. He requires numbers in advance for catering purposes. Please give Allan a call to register on 03 323 7559, thank you. As Colin mentioned in the last Wolseley Word, one of the item's on the agenda is the updating of the clubs constitution.



Over the years the club has worked on three Constitution documents.

The first is the 8/9/1978, which consists of 12 pages and was, and still is the only one registered under the Incorporated Societies act 1908.

On the 22/9/1990 at a national AGM an amendment to do with Junior Membership was passed and approved.

A fully Revised Constitution and Rules consisting of 5 pages was done in November 1996. This 1996 one has not been registered under the Incorporated Societies.

These three documents, will provide a good base of information to add to any additions to bring it up to what we require for the future.

I expect that the committee should be able to get a proposed draft copy out so that branches and members can have a say, and that a final document be presented, and approved at the 2014 National AGM.

I have also put together a "Hand Book of Responsibilities for Elected and Appointed Members" for the committee to consider.

It is really a formality but gives to those Elected and Nominated Members a break down of what their responsibilities are, to whom they are responsible, support structure etc.

Members who willingly take on positions within the club need to feel confident of that position, and be able to for fill the position they have taken on. I feel it will help many who are not sure of what their responsibilities are and where to get support.

I will send a copy to delegates before the AGM.

Wright, enough of the heaver stuff.

I will have my Annual Report printed in the next Wolseley Word, but I do wish to now thank all members for your continued support. and to both you and new members on/going enjoyment and fellowship. Thanks to those of you who have taken on positions within your branches. I wish all branches success with your events.

Thanks to Ray Willoughby for looking after, and managing our national new, and used spares. I know you have a strong group of people to assist with the spares department, a big thanks to them as well. I think I should also mention and recognize with thanks, the effort the Manawatu branch has gone to in establishing a new site for car parts. It all helps to keep the cars going.

Chairman's Report - continued

Thanks to our committee members for being available when I have called you. Paul Billing once again dose a great job as National Treasurer and also represents the club on the Federation of Motoring Clubs, Thank you Paul. To our Wolseley Word Editor, Colin, a big thanks to you and your helpers for getting this Magazine out. It is quite a commitment. I also thank the sponsors for their continued support.

Finally I thank Winton as the National Secretary. I have enjoyed working with you and have valued your input and effort into improving, and making a difference to the club. Take care on the roads.

Gordon Duthie.

SECRETARY'S REPORT

MESSAGE FROM NATIONAL SECRETARY, OCTOBER 2013

Hi Everyone

There is only a few days to go now until the 2013 AGM, and I expect to receive reports in the next week from the President, Treasurer and all Branch Secretaries.

If you hear of anyone who has not received their magazine the chances are that they have not paid their subs. So tell them they need to contact the branch secretary and pay them. Welcome to a new member, Lance Fitness who lives in Palmerston North and has a 4/44, Cheers

Winton

Payments for Subscriptions and National Rally Deposits

A note to members renewing subscriptions – please make payment to your Branch secretary, not to me or to the National Treasurer. Also, if you are paying subs and your National Rally deposit at the same time, please write out two cheques, as the funds need to be banked into separate accounts.

National Rally deposits should be paid as soon as possible but no later than the end of October so that planning can be firmed up.

Notice of National Annual General Meeting (and National Executive Committee meeting)

Here are the final details for the National AGM, to be held in Christchurch in October:

The meeting will be held on **Saturday 12th October**, at 7.00pm, at the Papanui RSA on the corner of Papanui Road and Harewood Road. This is the same weekend as the VCC Canterbury Swap Meet at McLeans Island, Harewood.

AGM notice - contd

The meeting will be preceded by dinner (which is optional), at 5.30pm sharp – cost will be \$25.00 per person, and will consist of a full roast meal, served at our tables. We need to advise the RSA one week beforehand how many people will be requiring dinner, so please contact Allan Francis on 03-323 7559 if you intend to come. **No advice will mean no dinner!!**

One important item on the agenda will be the updating of the Clubs' constitution, which is currently being reviewed to ensure it properly reflects the present operation and interests of the club.

A copy was reproduced in the last four pages of the last newsletter, but the quality of the reproduction was not great, so if anyone wants a clean copy please let me know. You are invited to read it and make any suggestions for change to Winton Cleal before the end of September. Please note that if any changes are to be made, they will need to be discussed at the AGM this year, and then a motion to change put during the year so that they can be voted on at the 2014 National AGM. It's a bit of a process, but necessary.

The National executive committee meeting will be held the night before (Friday 11th October) at the home of Allan & Betty Francis, 19 Richard Seddon Drive, Northwood, at 7.30pm.

Colin Hey

National Rally News

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



As of today ago there are 31 Rally entries, and they are still coming in. Please, if you intend going to the fill your entry form in ASAP, it will help the rally committee plan the activities and catering. A closing date for registrations has now been set so we can start firming up details such as meals and outings. We will require confirmation of your attendance by Thursday 31st October.

The programme for the week has now been firmed up, and Joe and Judy Barker have now planned out the touring days. At the moment the programme looks like this, but is subject to some fine tuning:

Sunday 23rd February –Registration and Welcome Dinner

Monday 24th February

Methven – Geraldine – Pleasant Point – Methven Arrive Geraldine 9.30 – 10.00

- AM tea Geraldine Domain then activities of approx 2.5hrs
- O Vintage Car & Machinery Museum Talbot Street cost \$8 p/p with name badge
- o Geraldine Auto Restorations
- o The Giant Jersey & Medieval Museum, followed by lunch

National Rally News - continued

Depart Geraldine to Pleasant Point

- Pleasant Point Museum & Railway which includes train ride, movie, museum & workshop.
- o O'Rourke Taxidermist
- o Richard Pearse Memorial Orari Rangitata Ealing Methven
- o The Tin Shed at Rangitata Merino clothing etc

Tuesday 25th February

Rest day, with optional trip into Ashburton to visit craft shops, Museums, Art Gallery, and a well-known Rolls Royce and Bentley workshop

Wednesday 26th February

Trip into Christchurch to visit Colin and Jenny Hey's for morning tea, maybe see the now-demolished post-earthquake CBD, visit to a huge private collection of Classic Cars, Lunch at the VCC complex where the parts shed will be open, finishing the day at the Christchurch Branch club facilities at Idlewood.

Thursday 27th February

Methven - Lake Coleridge - Barrhill - Methven - 140k round trip

- Methven to Coleridge via Mt Hutt Station
- Return to Rakaia Gorge for lunch via Coleridge Rd, Drive into I view Terrace Downs on the way.
- o Rakaia Gorge to Barrhill visit to a private collection (Vintage Wolseley)
- Return to Methven via Lauriston Barrhill Rd This will give people time to look around Methven Village.
- Final Dinner and Awards at Ski Time

Friday 28th February

Farewell breakfast and departure for home or elsewhere.

If you need a registration form or you want more information, enquiries can be sent to Colin Hey, email c_jhey@xnet.co.nz, phone 03 3598737, or Allan Francis, email allan.betty@xtra.co.nz, phone 03 3237559.

Accommodation:

Ski Time ,Methven who are our principal accommodation providers, have advised that they are starting to have limited rooms of some types available due to the number of bookings for the rally. The message is, book now if that is where you would like to stay. If you are unable to get suitable accommodation there, try:

Methven Motels & Apartments 197 Main Street Ph 033029200

WWW.methvenmotels.co.nz

Mount Hutt Motels 205 Main Street Ph 03 3028382 <u>WWW.mthuttmotels.com</u> Email <u>mounthutt_motels@xtra.co.nz</u>. Both these Motels are walking distance to Ski Time. Be sure to mention that you are booking for the Wolseley Car Club National Rally.

BRANCH NEWS and EVENTS - AUCKLAND

Auckland Branch News:

Two couples went and visited Jack Penney last Sunday and viewed the wonderful restoration that he has done on his cars and is doing on a Wolseley 6/110 which still needs the upholstery installing and bonnet attaching. It runs like a dream. We were treated to morning tea at his place before we left there to our next destination which was to be the Hot Pools at Waingaro but due to the late leaving Jack's place, ended up being lunch at the Rangiriri Tavern.

We wish to welcome Goetz and Mandy Neugebauer to our Branch. They have a Mk I 6/110. We hope to see them at an event in the not too distant future.

Don't forget that if you are intending to go to the Rally in February in Methven you need to send off your registration form to Christchurch by the end of this month.

Coming Events:

Sunday 20 October 2013 - Meet at the carpark beside the Caltex Service Station at the Bombay offramp of the Southern Motorway at 8.30 a.m. We are travelling to Thames to visit George Haffenden who lives at 205 Williamson Street Thames and from there to visit the Pumphouse Museum at a cost of \$5.00 per person. Following this we intend going to the Kopu Roadhouse for lunch.

Sunday 24 November 2013 - Meet at the Karaka War Memorial Hall at 10.30 a.m. Take the Papakura offramp on the Southern Motorway and turn right. Once you reach the 80 km sign slow down and the War Memorial Hall is on your left. From there we are going to a real country craft market where we will have lunch and from there travel onto the Awhitu Lighthouse. This will be a great day for the entire family.

Regards Noeline Billing

Manawatu Branch News:

Wairarapa Run – Sunday, 29 September

What a fantastic turnout we had for the Wairarapa Run! Carterton and surrounds turned on a reasonably nice day for us, weather-wise, too. A few of us drove through some pretty stormy weather on the way there, so it was nice to see the sunshine, and no rain or howling gales.

BRANCH NEWS and EVENTS - Manawatu, continued

We met at the Wild Oats Café in Carterton where we had a very nice morning tea (definitely a place worth going back to, and would recommend it to friends) before heading around the corner to the Paua Factory where one can find all manner of items made from paua shell and other New Zealand-related souvenirs. A great place if you're looking for gifts with that distinct New Zealand feel. They also have a pretty impressive playground for the kids!

Next stop was a short trip up the road to Gasoline Heaven. Owned by Bob and Georgie

Wilton, this is the home of a fantastic collection of automotive memorabilia. They also have a varied collection of cars on display, which is always changing so, every time you go there, there will always be something new to see.

We then headed out to Gladstone for lunch at the Gladstone Inn. This a very



Bob Wilton (far right), owner of Gasoline Heaven, talks a bit about the collection.

popular venue and understandably so – the meals we had were beautiful and everybody very much enjoyed their lunch. At least, I assume that everybody enjoyed their lunch – the only complaining I heard was about having eaten too much!

All in all, it was great day out! Those that were present included Winton & Ruth Cleal in the 6/90, Ivan & Mary McCutcheon and friends Trevor & Carol Briskie in the 6/110, Ray & Loris Whitcombe and family in their 6/110, new member Mike Driscoll in his newly restored 14/56 Series II, Andrew & Michelle Thompson and daughter Elsie in a Sunbeam Rapier, and in mods were Graham & Ann Bennett and son Mark, and Steve & Margaret Finch – making a total of seven cars. Due to other commitments, the Whitcombes weren't able to join us for lunch but it was great that they made it along for the other "activities". It was also great to put a face to one of our newest members, Mike, and see his beautiful 14/56 on the road – a project that was originally started by Winton. Many thanks to Ruth and Winton for organising this run. Next run is a weekender in Taranaki on 2 & 3 November. See 'Coming Events' for details and other upcoming events, including the next meeting/working bee.

Regards, Michelle

BRANCH NEWS and EVENTS - Manawatu, continued

Manawatu Coming Events:

Club Events

Saturday, 12 October 2013

National AGM, Christchurch.

Saturday, 19 October 2013

Next meeting and working bee – meeting will start at 10:00am.

2-3 November 2013 - Taranaki Weekend

Run to New Plymouth for the Taranaki Garden Festival. Meet at Sanson at 10:00am, Saturday. We can go to one or two of the events when we arrive in New Plymouth and will visit Colin Johnstone's memorabilia collection on Sunday morning. Note: accommodation at the Belt Road Holiday Park is now booked out but you may still be able to find something elsewhere, if you haven't already booked.

The full programme for the weekend is as follows:

10.00 am Meet at Sanson for morning tea/coffee.

10.30 am Motor up to Stratford with a stop for picnic lunch on the way.

1.00 pm Stop at Stratford to watch New Zealand's only glockenspiel (clock tower) play a scene from Shakespeare's Romeo and Juliet.

3.00 pm **Pukekura Park, Fillis Street, New Plymouth**

The Fernery and Display Houses with its historical tunnel entrance and connecting tunnels leads to a diverse collection of both tropical and temperate plants. The extensive collection of thousands of potted plants is displayed throughout the five glass houses, creating a fusion of colour, texture, form and fragrance. Truly one of the best indoor plant displays in New Zealand. Admission is free and we can have afternoon tea at the Tea House on the Lake which is open until 10.00 pm during summer.

4.30 pm Book into your accommodation to freshen up.

Michael and Raewyn Kruse have kindly offered their home for a barbecue dinner (BYO meat). Time to be confirmed.

Sunday morning: visit to Colin Johnston's collection of vehicles and memorabilia in Waitara.

Saturday 30 November

Christmas lunch has been booked at the Manukau Hotel. More details of time and prices will be advertised in the next Wolseley Word.

BRANCH NEWS and EVENTS - Manawatu, continued

Other Manawatu Events

Saturday, 5 October 2013 - Manawatu Swapmeet

Starts 7:30am, Manfield Park, Feilding. Entry \$10, sellers \$20.

Sunday, 17 November 2013 - Southward's Car Museum Auto Jumble

From 8am onwards. For more information and trade site enquiries, contact Hayden 027 859 2774.

If you have any questions or suggestions about Club events, please contact Ruth Cleal on 04 293 3369 or email fincle@icloud.com

Christchurch Branch

The month started of very quiet for our branch, but ended with a flurry of activity during the last two weekends of September. Our visit to a workshop and garage in Sheffield once again had to be postponed because of wet weather (again), so with a fairly full calendar of events coming up between now and Christmas, it might well have to wait until the new year before we can schedule another date for that one. Because it had been some time since our last outing, the committee this month will discuss contingencies in case of wet weather on the dates we organise events. It may well be that we go ahead with an outing, but instead of going to the chosen venue, we will have a simple run to a café somewhere so we can still catch up and keep things going. There would be no problem at all leaving the Wolseley at home in the dry while you get your modern car wet.

The first fixture for the month was our monthly working bee at Idlewood. Following the wind storms the weekend before, we were very nervous about how many trees might have blown down around our part of the grounds, as parts of McLeans Island had been wiped flat and were in a terrible state. The road was actually closed for 4 days while a couple of crews using heavy machinery worked flat out just to clear it, so we



Trees blown down across the road into Idlewood

weren't really sure what we'd find once we got in there. Fortunately for us, there was

enough of a balance of open ground and trees around our area that very few trees had fallen. There were about 10 or so that had blown down across the fire break and access track down to our area, and then one more across the track that serves just our area and the Jowett Club area. It was possible to carefully drive around them all and get right into our containers and smoko room. Our area was completely unscathed, however a few trees had fallen around the Jowett Club's area, one just nicking the edge of their clubroom portacom, denting one corner of the roof a bit, but still leaving it waterproof. The tree across the track was soon cleaned up (I think Eddie Bishop might have done that?), and the others along the firebreak have to be left for ECAN's own contractors to clean up. I think they might be there for a while yet.

With the trees no longer on our 'to-do' list, our main aim for this month was to get the 6/110 we've been parting out over the last 9 months or so onto a trailer and ready to be taken for scrap. We'd purposely left the wheels on it so we could get it onto the trailer, and this was achieved easily. About four of us then got busy removing the whole diff assembly, and then each of the front hub and king-pin assemblies and front shock absorbers. One side came to bits easily, but the other turned out to be a bit of a mission. A big thanks to Merv Wayne and Graham Quate for getting stuck in to make sure the job was finished. With no wheels now, the body was dropped onto the trailer and tied down



The Late Rex Fielding's 6/80 gets a polish at Ferrymead Historic Park. From left are Eddie Bishop, Colin Hey, Simon Verkerk, and Tony Shanks.

securely to be taken away by me the following day. On Sunday 15th September we joined the other local Morris-related clubs to put on a display at Ferrymead Historic Park. We managed to get together a good turnout, however it seemed that Ferrymead may not have promoted the display as there were very few members of the public strolling around. Either that, or the cold weather put a lot of people off. It was certainly a good opportunity for us to have a good look around. Many

years ago one of our members (the late Rex Fielding) bequeathed his 6/80 to Ferrymead, and it's been in there on static display ever since, so knowing that it would probably need a bit of a clean-up, I took a bottle of car polish and some rags with me in case we had an opportunity to spend some time and get it polished up a bit better than the staff at Ferrymead are able to manage. This turned out to be a good idea, as it really did need a good once-over to get some good shine back on it again. In the end, about 5 of us got stuck

in, and we had the whole car done in about 20 minutes. It certainly looked a lot better by the time we finished, and we wonder if the staff noticed when they next had a look. After that bit of work we found a sheltered spot outside in the sun to have lunch, and then most of us left soon afterwards. The Morris Club turned up a couple of interesting cars. One was a Series 6 Oxford that had been dressed up as a Taxi with all the period trim, stickers and genuine Taxi meter and sign, and even a mannequin passenger in the back. Owned by well-known Christchurch memorabilia collectors Greg and Karen Price, it needed to be looked at carefully to be appreciated – lots of thought and effort (and collecting) had gone into it. Another car worth a second look (well, it was a trailer really) was a Morris Marina ute and trailer. The trailer had been made out of the rear section of a Marina ute, and was not only well made and engineered, but beautifully finished as well. Paul Jones owns this set-up – he's a well-known Christchurch Marina enthusiast, and had done a great job of putting it altogether. No doubt the Morris Club will find it useful for carrying their club gear on outings.

Our next event was a social pot-luck lunch with the Caravan Club at Idlewood, followed by a car boot sale. This was held last Saturday in the Caravan Club facilities, and it was really enjoyable. It was really good meeting our principal lease-holders, and they certainly made us feel very welcome. Lunch was pot-luck, and there was plenty of selection for everyone to enjoy. About 6 Wolseley members plus partners were present, and all of us left well impressed by the dedication the club members had towards getting their grounds and facilities developed over the years they have been there (about 30 years I think). There were also one or two bargains at the boot sale for those who saw something they liked. Our final event for the month was the BMC Rally the day after on Sunday 29th September. The Morris Owners Club organised this event, and put together a good run that took us out to Brooklands (now looking very empty and semi-demolished), through Ohoka (where we saw trees blown down all over the place), finally finishing at a private property right next door to Ohoka Homestead. Here we took part in a series of well-organised field tests, and then were able to park the cars and sit and enjoy lunch together. We had a good turnout to this run (8 cars), and although Matthew and I had to leave before the organised visit to the homestead, I'm pretty confident in saying that all would have enjoyed the day. Well done the Morris Club for getting it all organised. Going back to the beginning of the run at the Belfast Pub, the Ferrari Club were also meeting there for an outing. They had at least a dozen cars present, and they looked pretty stunning. It was great to hear them roar off down the motorway as they left the car park. The owner of one very new one wasn't going to waste any time leaving, and the car was wheel-spinning in every gear as it accelerated away down the motorway. The noise was just a series of high-pitched howls – pretty impressive indeed.

As far as member news is concerned, Danny O'Malley once again makes the headlines this month, with a good story to tell about the very original 6/90 he's recently purchased from Nelson. He sent the seats in to an upholsterer to have the leather re-stitched an a small hole in the driver's seat repaired. When the front passenger seat was pulled apart to re-stitch it, a large spanner was found sewn into the base of the seat. It had to have been there from new, as the upholstery is all-original, and it was located inside a sewn-up seam that could only have been done when the seat was built up from new. Obviously some

poor person on the Wolseley production line lost it or had it 'lifted' as a practical joke. The interesting thing was that it is a very well used German-manufactured tool, so being so soon after WW2, perhaps it was a wartime souvenir? We shall never know.

Danny is really happy with the car – it is probably one of the most original 6/90's left in

the world, and he plans to leave it just the way it is now to ensure it's originality isn't lost. All Danny has left to do now is give it a good polish, and then just enjoy it. Allan Francis now has his 6/90 back on the road after some attention to the brakes. helped out by Graeme Quate just to get it finished off and back together again. Graeme is now well on the way to getting his Wolseley 10 sorted again, and I think I



Anyone want their nuts tightened? This spanner was found sewn into the lining of the passenger's seat in Danny O'Malley's 6/90.

overheard him at the last working bee saying that the engine overhaul was going well. It will be good to see it out and about again.

Coming up we have our run to Snuggle Inn (see the events list below). We need to have numbers for this by Friday 4th at the latest, so if members do intend to come, please let Allan Francis know asap. This event is followed by the VCC Swap Meet the following weekend. This year we will be parking in a different area in the main display oval, so if anyone does plan on coming out to display your Wolseley, please proceed to the main display area rather than the area to the east of the access road. I have free passes for 6 cars for each day, so please contact me if you intend to come. I can also email copies of the site plan to anyone who wants one.

The same weekend of course is the National AGM. Details are below and earlier in the newsletter, and a good turnout of branch members would be appreciated as we sort out the way forward for the next couple of years for the club nationally. As hosts this year, it is up to us to represent the club members as a whole and provide some input into any decisions that are made.

Last thing this month is the All British Day on Sunday 27th October. Details are below. Hope you all have a good month. Colin Hey

Christchurch Branch Coming Activities:

Sunday 6th October - visit to Snuggle Inn, Giles Road, Clarkville.

Spring Run to Snuggle Inn in Clarkville to walk through the rhododendrons and other plants in flower, then to have a High Afternoon Tea in the tearooms. Cost is \$16 per head, kids half-price. There is also a cattery to look through, and a shed from which antiques and collectibles are sold. The run will leave from the Belfast Hotel at 1.30pm and finish at Snuggle Inn in Giles Road, Clarkville.

Please note that numbers are required – please email or call Allan Francis by $4^{\rm th}$ October

October 13-14th: VCC Swapmeet, Cutler Park.

Display cars will be wanted – at least 6 each for Saturday and Sunday. If you can assist please contact Colin Hey – free entry for car and driver for the first 6 who offer each day.

Saturday 13th October; National Annual General Meeting at the Papanui

RSA, commencing at 7.00pm sharp. A good attendance would be appreciated. See Page 8 for all the details. Don't forget to let Allan Francis know if you intend to come for the dinner beforehand.

Saturday 19th October - Working Bee at Idlewood

Arrive any time after 9.00am – come to help, buy parts, just chill out and have a yarn or solve your Wolseley problems over a cuppa. Morning tea provided, bring your lunch if you want to stay a bit longer. Note that it's the 3^{rd} Saturday of the month this month so it doesn't clash with the Swap Meet

October 27th: All British Day from VCC grounds at Cutler Park. This is a picnic run, arrive between 9am and 10am. Leading the All British fleet will be Morris, Wolseley, Riley, MG, and Austin. An entry fee of \$10 per car will be charged, with all proceeds going to van Asch Deaf Education Centre.

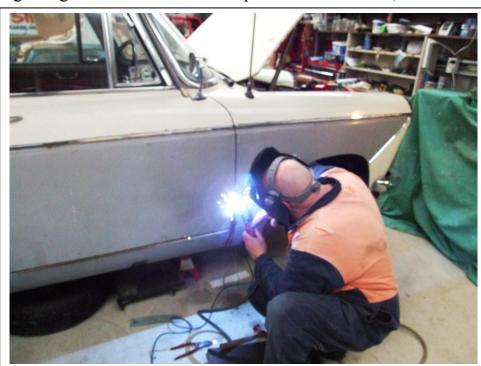
Southern Region Report

Greetings from the Deep South to all members. Time is certainly slipping away from us and the National AGM and National Rally will all too soon be upon us. Daylight saving is here so more time at nights to carry on or spruce up our projects/cars. Being new to this I intend to try and catch up with as many Southern Region members as I can personally and see if they'll let me write a little bit about their cars. Always good to know what cars are out there and find out some history and stories. I wonder what model Wolseley is the most popular in our club? Could be interesting to find out.

BRANCH NEWS and EVENTS - Southern Region Branch, contd

Our own 16/60 is progressing along well with the four rust patches now cut out, treated

with rustkill and new metal migwelded in and all finished off and primed. Looks a hell of a lot better and very rewarding to see 'Winnie' looking just about ready for the road once more. Many thanks to my younger brother for welding job, that is something I can't do. Still needing cars for display at Autospectacular in Dunedin on Saturday 19th October. Give myself or Bill Obers a call or e-mail if



Bryan's brother attends to some welding on "Winnie".

interested. Regards, Bryan Kelly

FOR SALE

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

1958 Wolseley 15/50. Reluctant sale, too many vehicles. Receipts for recent engine recond. New diff head & rear axle seals. Brakes in top condition. Drives well lots of spares. No rust. \$7500-00.

Contact Steve Finch by e-mail <u>margaretfinch@slingshot.co.nz</u> or phone (06) 329-4009.

Wolseley 15/50. Sadly my old girl is up for sale, we are no longer able to care for her in the way that I would like and the room she takes is much needed by our daily use cars. She is grey (French I think) repainted before the quakes-though you wouldnt believe that now! (I have the extra paint). I also spent quite alot on rust removal but that also seems to have come back!! Shes a 1958, rego on hold and last wof 2010, milage 7871miles on reconditioned hardened seat motor, she has radials which havent had much use but i still have some cross plys also. She in fairly poor condition I must say, but smiles when shes had a clean and tlc!

Ive also held onto all her spare parts and have collected other bits such as the odd seat to redo seats. I would love for someone to take her on as a project but am also realistic that she may well become a donor for another 15/50.

"Expressions of interest" wanted. Maria Will, Phone 03 3810385 home, or 027 769 0360 cell.

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If unclaimed, please return to: The National Secretary Winton Cleal 11 A Kohekohe Road WOLSELEY CAR CLUB NEW ZEALAND INC Waikanae 5063

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