

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

SEPTEMBER - OCTOBER 2013



Vic Morrison brought his Wolseley "Traveller" out to Idlewood in August – back on the now on the road after 'Travelling' all the way from Waihi.

OUR CLUB OBJECTIVES:

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

Club website: www.wolseleycarclubnz.co.nz

HOW TO CONTACT US:

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If unable to be handled by your local Branch, contact: Ray Willoughby (Wendy) 14 Leander Street, Christchurch 8052 Phone (03) 352 9016 Email: <u>kitty.willo@xtra.co.nz</u>

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Instant and quality service assured, with competitive prices guaranteed.

Lindsay Patterson.

EDITOR'S STUFF

I'm pleased to be able to report that the Christchurch Branch's Wolseley 1300 is now back on the road and running well again. As reported last month it had blown a head gasket, and at the time of writing Matthew and I had only got as far as removing the head. It wasn't in too good a shape, with a nasty crack across the exhaust valve seat on number 2 cylinder, and with very bad exhaust valve recession on all exhaust valves generally. We visited Idlewood one Saturday afternoon and picked out a couple of replacement heads which



had been stripped bare and looked reasonably promising, the aim being to take them to my brother Robert to recondition one of them. In the end we used the valves out of the original head, fitted the replacement head with new valve guides, and also used four valve springs off another head we had at home to replace four of the original ones that had lost their tension. The head also had the seats re-cut and was lightly resurfaced. Back at home I put it all back together again the following weekend. Once Matthew and I had a bit of combined free time, we spent a couple of hours re-fitting it to the car and getting it going



Matthew under the bonnet of the 1300

again.

The engine fired up the instant Matthew turned the key. It used to need a few turns to get it going, so that was a plus straight away. A quick road-test to make sure all was well, and then we delivered it back to Idlewood, complete with the spare head we didn't use.

Also during the month we've managed to get a bit more time to get Matthew's own replacement 1300 engine back together,

and all that's left to do now is to get the flywheel and clutch back on, and then move onto a bit of cosmetic work before getting it into the car. I guess we'll get there one day In the meantime, Matthew's 1100 had a trip to a friend (Pat O'Connell) this month to get the front discs machined to cure a vibration in the front of the car under heavy braking. It has had a slight vibration ever since Matthew has had the car (hard to believe it's five

Editor's Stuff - continued

years ago already), and I suspect that it was there because the discs had gone rusty when the car was in storage before we got it, but not where the pads were in contact with the discs. Once Pat had a good look at it, he found that the discs did indeed need a good skim,

but he also found that someone has had the calliper on the driver's side off before and had used the wrong bolts to re-fit it to the front swivel-hub (it wasn't me, I swear!). The result was that although the whole assembly was tight, the swivel-hub assembly wasn't safe to re-use as the threads into the hub housing were damaged when the bolts were taken out. Fortunately we had the remnants of a 1300 sub-frame behind the shed at home that still had the whole RH axle/driveshaft assembly still in it, so I got stuck in one Saturday morning when Matthew was at work, and broke it down into parts so I could rescue the hub. We dropped this off to Pat the next day, and he put it all back



together and the job was done. The brakes are now spot-on, although Matthew says they still need a bit more bedding in.

The speedometer on his car has also died, and is in at the local instrument shop to be fixed. There was always the option to find a second-hand one, but he wants the mileage to stay the same so we'll see how much it costs to get fixed first.

I don't know if anyone saw a very rusty-looking Austin 2200 for sale on Trademe recently, but at only \$150 it seemed to be a pretty good bet as a spares car. It happened to



be on a farm reasonably close to home near Leeston, so after it came up for auction the second time, I waited to see if anyone else bid on it and in the final 10 minutes of the auction I put a bid in and then walked away from the computer. To my surprise, I was the only bidder so the purchase went through. I really only wanted it to provide some mechanical spares for the Six and the 2200, so the next thing to organise was how to deal with it now that I supposedly owned it. A discussion with the owner

Editor's Stuff - continued

revealed that he was more than happy if I just took what I wanted and left the rest there, as he was in the process of building up a pile of scrap metal on his farm near the car anyway. The weekend before last I loaded up the car with tools and headed off to Leeston to see what I'd purchased and to begin removing what I needed. I only had about five hours before I needed to be back home, so the plan was to get it to the point where the engine/gearbox was ready to lift out, and then remove any other parts that were common to the Six before I headed home. By the time I had to leave the engine was sitting just on its mounting bolts with everything disconnected, all the ball-joints on the front suspension were loose, and I had enough time left to remove the steering column and take out all of the instruments and switches from the dash.

The body was so rusty that it took a crow-bar to jemmy the doors open, as the rust had expanded the panels so much that they were wedged into the door-shuts. The owner came and chatted to me for about 20 minutes while I was half-way through all of this, and he mentioned that his parents had bought the car when it was nearly new, and had stopped using it in 1992 after it blew a head gasket at around 75,000 miles. It was then parked under a tree and left. Fortunately it had only blown between cylinders (a common problem

on these engines), so there is no sign of any water in the oil at all, so hopefully all of the internal parts will still be fine. After the Austin, his parents had bought a Princess 2, a car which he said he didn't particularly like to be seen in by his mates.

Anyway, to cut a long story short, I went back the next day with my engine crane and a trailer, and with Matthew's help this time, I pulled the engine up out of the car, we pushed it back while it was still on its wheels, put the engine on the



trailer, and then we removed the driveshaft and front hub assemblies and the job was done. It was a shame to see the car wrecked, but it's good that it's yielded some useful parts and wasn't totally wasted. I was told that if I hadn't bought it, it was going to the scrap metal merchant very soon afterwards.

Another project at home this month was the construction of a letter-box for the house. Recently we received notice that NZ Post were taking us off a RD service and replacing it with a cycle postie, now that there were enough houses around us to warrant the door-todoor deliveries. Previously we collected our mail from a bank of mail boxes out near the main road.

This change meant that we had to put up a letter box on our frontage, so I decided to make one myself out of some thick plywood I had in the shed. In order to make it even more unique, I decided to incorporate a Wolseley grille badge, which wouldn't of course be very special unless the light in it worked. In order to make this happen, I took a solar garden

Editor's Stuff - continued

light, and then removed the half of it that held the LED light, from the small solar panel. I mounted the solar panel into the top of the letterbox, and then mounted the light directly behind the grille badge. Now the light will shine well into the night, every night, and is automatically re-charged the next day (provided there is enough sun). It looks good, even if I do say so myself! I'm not taking orders for any though. And on a final note, my sincere apologies to Winton Cleal for penning a report for him in last month's newsletter. Although it was only a reminder about subs and the National AGM, it was added without his knowledge and wasn't written by him, so it should not have appeared that way.



Hope you have a good month. Colin

PS: Thanks to Stuart Penny for his article later in the newsletter. I hope this inspires others to write up their Wolseley experiences.

Deadline for next Wolseley Word:

Friday 27th September 2013

CHAIRMAN'S REPORT

Hi Members,

I have just finished watching the Ranfurly Shield challenge Otago v Hawke's Bay, #@!^*?></^. Ah well we had it for a week and the sun will shine again tomorrow.

I wish to advise members that our National Secretary Winton Cleal is not seeking re-election at our AGM in October so the position is open for nominations.

Winton will be carrying on with all secretarial work up until the AGM.

Just a reminder to all Regional Secretaries that if member renewals are not registered to the National Secretary this month then those



members will not receive a Wolseley Word in October. They will also have difficulty registering their entry for the 2014 National Rally at Methven.

Thanks Colin for printing the 1996 revised constitution for members. Enjoy the spring weather.

Gordon Duthie

SECRETARY'S REPORT

Spring is in the air and I hope you are all getting your Wolseleys ready for a busy summer period of motoring.

As you will know, the Annual General Meeting is being held in Christchurch next month, the details of which were in last month's Wolseley Word. I have been very busy this year and will not be available to continue as your National Secretary after October. The position now becomes vacant and if you would like to do it please put yourself forward to your Branch Secretary. We can also take nominations from the floor at the AGM. One thing I have noticed during my time as National Secretary and a member for 15 years is that there are a number of people in the Club who think it is their personal club. This is a pity because it means that they are not open to new ideas and will not relinquish their positions and/or listen to newer members. Sadly, this way of thinking is not confined to the Wolseley Club but it is to be guarded against. I am not going to say any more on this matter and will leave it to you to mull over.

Cheers

Winton

Payments for Subscriptions and National Rally Deposits

A note to members renewing your 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.

Remember that subs need to be paid for by the **end of September** at the latest, after which the benefits you receive as a member will come to an end.

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

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.

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!!**

AGM notice - contd

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



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. As of one week ago there are 29 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.

This coming month the focus will be on firming up the programme for the week, so more news of exactly what you can expect on each day of the rally will be published. Needless to say it will be a wide range of places and experiences for everyone.

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.

BRANCH NEWS and EVENTS - AUCKLAND Auckland Branch News:

A very good evening was held at the Onehunga Club which was about Anglomoil. This was hosted by the Rover Car Club and our Club was invited to participate. All in all it proved to be very interesting.

Coming Events:

1. Sunday 22 September 2013 Visit to Waingaro Hot Pools. Meet at the Carpark alongside the Caltex Garage at the Bombay Motorway off ramp at 10.30 a.m.

2. Sunday 29 September 2013 - Branch Committee meeting at Paul and Noeline Billing's place at 4.00 p.m.

Regards, Noeline Billing

Manawatu Branch News:

Yay! Spring is here! Or, is it? I don't know about anyone else but, in our neck of the woods, we had an early taste of spring during the latter part of August and now that September is here we seem to be back in the grips of winter. Typical.

Reporting on the Branch's activities, we've had surge of activity in recent months, which is great to see! Let's see it continue! At our AGM, in July (which was well attended), we welcomed onboard some new blood to the executive committee. Michael Kruse has taken on the Treasurer's role, and Ruth Findlay the Club Captain's job, both with much enthusiasm for their new positions. Steve Finch remains our esteemed Branch leader, and Michelle Thompson (myself) as Secretary.

We recently had our first ordinary meeting for this financial year and, at the same time, a working bee at the parts shed. Work continued on erecting sturdy shelving to store the spares parts on, a lot of which are still waiting to be stored properly following the shift from Taikorea. Besides finishing off the shelving and sorting and storing parts, there is still much work needed to get our parts shed to a sufficiently operable state including installation of plumbing for the kitchette and furnishing this area to make it suitable for holding meetings. Good progress was also made on getting the landlord's Landrover running again – an informal arrangement made in lieu of rent. Work continues on getting this job completed.

BRANCH NEWS and EVENTS - Manawatu, continued

And on everybody's favourite topic, coming events, we have lots of outings planned between now and Christmas (see Coming Events for details) – including an overnight run, something we haven't done as a Branch for a long time. And, remember, If you have any suggestions for future runs be sure to let our new Club Captain know – she is keen to hear your ideas. Flick her an email or give her a call!

Regards, Michelle

Manawatu Coming Events:

29 Septamber – Wairarapa Run

- 10.30 am Meet at Wild Oats Café, Main Street, Carterton.Tables and chairs outside for picnic morning tea or café inside.Leave by 11 am.
- 11.15 am Look at Paua factory shop in Carterton plenty of parking. The shop has a fantastic range of items and things to see.

Then drive up the road to Gasoline Heaven car and memorabilia collection. Cost \$5.00 (under 14 free).

1.15 pm Lunch at Gladstone Inn. Price range of mains \$17 - \$20. Dearest menu item is scotch fillet at \$32.00

Ring Ruth or Winton Cleal on 04 293 3369 by Wednesday 25 September if you are coming as we need to advise numbers to the Gladstone Inn.

2/3 November – Taranaki Weekend

A run is planned up to New Plymouth at the time of the Taranaki Garden Festival. It is planned to meet at Sanson at 10.00 am and drive up to New Plymouth with a stop for lunch on the way. We can go to one or two of the events when we arrive in New Plymouth and visit Colin Johnstone's memorabilia collection on Sunday morning. Accommodation is available at the Belt Road Holiday Park with a range of cabins and prices. If you intend to come book asap as this is a popular weekend. Tel 06 758 0228 or visit the Belt Road website. More information will be in the next Wolseley Word.

Sunday 17 November - Southward Car Museum Auto Jumble

From 8 am onwards. More information and trade site inquiries contact Hayden 027 859 2774.

Saturday 30 November

Christmas lunch has been booked at the Manukau Hotel.

Contact: Ruth Cleal tel. 04 293 3369 or fincle@icloud.com

BRANCH NEWS and EVENTS - Manawatu, continued

Nelson/Marlborough Branch News:

On Sunday the 1st September three members attended the Rover Car Club All Makes Day. Ollie Reid set up a good display for our branch.

Phlip Stansbury is looking for a hubcap wheel trim with embossed 'W' for his Wolseley Hornet, so if anyone can help please get hold of him on Ph or text 0211332051. Regards

Bryan Stansbury.

BRANCH NEWS and EVENTS – Christchurch Branch Christchurch Branch

There isn't very much to report this month, as the only run we had organised had to be postponed for the second time due to wet weather. Unfortunately the decision had to be made the night before so it was always going to be touch and go, but in the end it proved to be the right decision. We'll try and book it in again in perhaps in October.

Our working bee this month again saw a good turnout – some calling in to lend a hand, a couple to collect parts, and others just to come and see what was going on and to have a

chat and get some advice. It's all good, and what exactly what we want. Among those to visit was Vic Morrison, who bought along his recently revived Wolseley 'Traveller'. This is the car that was advertised in the Word about 4 months ago by Alex Sutton in Waihi, who had changed the front of what was a Morris Traveller into a Wolseley 1100 one, making it into a unique car.

Vic had purchased it sight unseen, and had it



Vic's Wolseley 'Traveller' from the rear – a useful vehicle.

trucked down to Christchurch. He had spent quite a bit of time getting it ready for its WoF as it had been quite some time since it had been on the road, and here it was back in use and fully road-legal again. On the whole Vic is happy with it, although he still has a few jobs on his list to get ticked off. As it stands at the moment though, it is presentable and goes well enough, and is pretty much his everyday run-around while he sorts out a Jowett

BRANCH NEWS and EVENTS - Christchurch, continued

Javelin project to take over. Vic is fully involved in the Jowett Club, and I received the Flat Four magazine the other day (Vic is the editor), and happened to read his report. As well as doing lots of Jowett work, he happened to mention that the exhaust manifold had recently broken on the Wolseley and the pipe had got tangled up in the drive-shaft coupling. No doubt that had made some pretty interesting noises! Matthew has since seen it on the road in town, so it obviously was something Vic has taken in his stride. Never one to walk away from a great original car at the right price, Danny O'Malley has

once again been on-task and purchased a very original looking 6/90 Series 2 off Trademe a week or so ago. The car was owned by a garage owner in Nelson who had looked after the car for many, many years for its now deceased elderly owner. It had been in storage for 20 years, and was recently bought out and put back on the road after a bit of mechanical attention, but unfortunately it had to be put on the market so the owner could free up some time and space. Danny and Sharon travelled up to Nelson in their campervan the day after it was purchased and trailered it home even though it was fully road-legal, but they did unload it from the trailer with about 20 miles to go so Danny could try it out. Needless to say he's



The latest addition to Danny O'Malley's collection



quite pleased with it, and knowing him he will be working his magic on it now to bring it up to its best possible condition without spoiling any of its originality. It will be good to see it in the metal. Being a Series 2, it's quite a rare car nowadays.

Another member busy with some renovation work is Chris McLeay, who is having some bodywork repairs done to the front of his 1300. This has meant a front sub-frame removal,

BRANCH NEWS and EVENTS - Christchurch, continued

so it's not a small or easy job by any means, but it will mean that he can carry on with more work in future, knowing that the worst bit is now out of the way.

Simon Verkerk is now coming to terms with his recently purchased 1300 and finding work that needs attending to now the car is back on the road after a year or so in hibernation. We had pointed out to him at a run recently that the fan-belt was way too loose, so he made that a priority job, only to find that as soon as it was tightened to the correct tension, water began running out of the water pump, so it was one of those easy jobs that turned to custard pretty quickly. Another project he has in mind soon is to fit the correct twin carburettors, as at the moment it just has a single 1¹/₄" SU, so it runs out of breath pretty quickly. There's nothing like a bit of work required to find out how these now old cars tick, and to build up confidence and a few mechanical skills along the way. Ray Willoughby was out at Idlewood the other day getting a parts order together when he was approached by Margaret from the Caravan Club, and given an invitation for our club members and the Jowett club members to join them for a pot-luck lunch and a car boot sale on Saturday 28th September. A couple of our members attended a pot-luck lunch with them last year and reported it was a very social and happy occasion – a great opportunity to get to know our next door neighbours at Idlewood. It seems only fitting that we should join them in numbers this year, so we have accepted the invitation and invite as many of you as possible to join in. A copy of the notice is reproduced at the end of our list of Branch Coming Activities. It will be a full weekend, with the BMC rally to be held the following day, so please just come to whatever you are able to fit in.

Christchurch Branch Coming Activities:

Saturday 14th September - 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.

Sunday September 15th: Display of vehicles at Ferrymead Heritage Park

from 9 a.m. Includes free rides and entry. A Radio Ferrymead notified promotion. **ALL** makes of Morris origin including MG, Wolseley, Riley, Austin and Morris are welcome! We will be in an area set aside just for Wolseley's, so it would be great to have a number on display, and as many different models as possible too.

Saturday 28th September – Pot Luck Lunch and Car Boot Sale at Idlewood, McLeans Island. See separate notice on Page 16.

September 29th: Annual BMC Rally. This year gather at The Peg Hotel at the Start of the northern motorway at 10 a.m. for an easy semi-competitive run to Ohoka Estate (with prizes). You can be as serious as you like, or just enjoy the run in the country without any stress.

BRANCH NEWS and EVENTS - Christchurch, continued

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

We have booked in for a High Afternoon Tea, which will cost \$16.00 per person. This consists of all manner of tasty treats, and will not disappoint at all. A run will be put together, finishing there.

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.

October 27th: All British Day from VCC grounds at Cutler Park. This is a picnic run, from 10 a.m. 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.

BRANCH NEWS and EVENTS - Southern Region Branch Southern Region Branch News and Coming Events

Well another month has sneaked past us, I think they,re getting faster...or maybe I'm getting older!. A bonus is at this time of year the evenings are staying lighter longer and are usually warmer so more time in the man cave working...if the motorvation is there! A urgent note to southern members. Autospectacular in Dunedin is on the 19th October and their committee would like entries in and confirmed by 30th September. The theme this year is 'Man Cave'. All clubs displaying are encouraged to use this theme or have a theme of your own. I know Gordon Duthie had suggested that this year it would be nice to let some of the 'smaller' Wolseleys have the 'limelight' this year. So, any Hornets,1100s,1300s,etc out there want to have a go? Plenty of us are already travelling to

Dunedin for the show to man the stand so you won't be alone....help will be there for the whole day.

If you're keen or interested could you please let me..Bryan Kelly or Bill Obers know as soon as please Contact details inside front cover of this newsletter. In fact if anyone wants to display or has any ideas on the display drop me a line.

Regards from the Deep South Bryan Kelly



Another Government study provides outstanding results . . .

CSIRO Officials admitted that they found about 200 dead crows on the highway between Noonamah and Palmerston, in Northern Territory, where there was concern that they may have died from Avian Flu. The Territory Government approved and the CSIRO contracted a bird pathologist to examine the remains of all the crows and he confirmed the problem was definitely NOT Avian Flu, much to everyone's relief.

However, he determined that 98% of the crows had been killed by impact with trucks, and only 2% were killed by car impact. The Territory Government then hired an Ornithological Behaviourist to determine the disproportionate percentages for truck versus car kills.

After 18 months of research and \$2.7 million spent, the Ornithological Behaviourist determined the cause in the deaths. When crows eat road kill, they always set-up a look-out crow in a nearby tree to warn of impending danger. His conclusion was that the lookout crow could say "Cah", but he could not say "Truck". I just wanted to make sure that you knew your tax money was being well spent

Spare Parts Reports for 2012/2013 Year

WOLSELEY CAT CLUB NZ LTD SPARE PARTS REPORT 2012 – 2013

This was to be my final report after 7 to 8 years as the Parts Co-ordinator anticipating to step aside to let someone else take over and bring in new ideas to the spare parts setup but after being requested to stay on and talking things over with Wendy I will carry on for another twelve months.

We will have to look hard at finding someone or some way to carry on with what has started way back in the late 1970s and today runs very smoothly with a reasonable turnover. To keep our activities running at Idlewood it's become hard when the old age and a body that won't do today what it could do yesterday comes along.

We have had a good year with the sale of new and second and parts to keep our Wolseley cars on the road and receiving more enquiries for parts from overseas. It is not very often we can help these enquiries because we require these parts for our cars but if there is something that we have plenty of I will quote a price on the parts required. Sometimes the sale will go through but most times you don't hear back.

My thanks to everyone that has turned out to working bees. They are a lot of fun and good to catch up with out of town members. To the team that turns out every week cutting grass. Building, planting, painting etc the Club Spare Parts thank you from the bottom of their hearts for your efforts.

We have had, just recently, taken out Public Liability Insurance for \$1,000,000 to cover the club for accidental fire or for an accident that has occurred due to any faulty part we have unknowingly sold. The cost of this about \$34.00 a month which we can cover quite easily.

Our lease on Idlewood was \$1200 a year then 6 months ago it came down to \$1000 a year. However, we have just received notification that our lease costs for the next 7 years will be \$1115.00 for a year.

So we started at

Went down to

\$1200 per year \$1000 per year

\$1115 per year

Thellow

Now will be for the next 7 years

Ray Willoughby SPARES COORDINATOR

Spare Parts Reports for 2012/2013 Year - continued

WOLSELEY CAR CLUB NZ INC CHRISTCHURCH BRANCH TRADING ACCOUNT RECEIPTS AND PAYMENTS FOR YEAR ENDED 30 JUNE 2013					
RECEIPTS			PAYMENTS		
WESTPAC OPENING BALANCE ` Petty cash	10297.51 89.60		NEW PARTS USED PARTS	10310.78 1858.48	
		10387.11	<u>OTHER</u>		12169.26
PARTS & ACCESSORY SALES NEW PARTS USED PARTS	12615.75 3338.79	15954.54	BUILDING FUND Account MCLEANS ISLAND - Plants	1000.00 104.00 1016.90	
OTHER	1925.00	10904.04	CONTAINER Transport PETROL INSURANCE LEASE MCLEANS ISLAND	188.20 250.50 772.71 1133.60	
LEVIES REIMB FREIGHT/POSTAGE JOWETT CC INTEREST	428.00 25.00 71.55	2449.55	POSTAGE/FREIGHT STATIONERY TOLLS SUNDRY - various petty cash items	520.30 77.40 93.24 183.30	
		2440.00			5340.15
			WESTPAC BALANCE 30/6/13 Petty Cash		11238.69 43.10
	\$	28,791.20	- -		\$ 28,791.20
	в	UILDING FU	R CLUB NZ INC ND ACCOUNT OR YEAR ENDED 30 JUNE 2013		

RECEIPTS		PAYMENTS	
WESTPAC OPENING BALANCE From Trading Account Scrap	892.51 1000.00 225.00	Building materials Packing Paper Tools Bank Fee W ESTPAC BALANCE 30/6/13	373.90 135.00 39.99 10.00 558.89 1558.62
	\$ 2,117.51		\$ 2,117.51

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R Willoughby TREASURER SPARES ACCOUNT JULY 2013

AUDITOR JULY 2013



FOR WHAT REASON DO OWNERS OF" WOLSELEY" VEHICLES HAVEPASSION FOR THIS PARTICULAR MARQUE?By Stuart Penny

Consistent with members writings in the Wolseley Word, some have written and identified their reasons and attraction to an individual model, and their subsequent story that reveals how a vehicle comes into their ownership.

Some have had the good fortune to have had family cars handed on to them, others, because of such vibrant memories of growing up with the Wolseley as the family car, have gone and sourced one, to relive the memories and emotions. Everyone has a reason, which could simply have been a good buy at the time, but, it would be interesting to hear the stories that do exist, of people's interest or desire to own a specific model of car.

Before launching into my own association, and eventual ownership of a Wolseley, I will reveal the story of a friend who has in accordance with what I have just written, owns a really mint and original 1953 Austin A30. - As a lad growing up, the very first car he ever owned was exactly that, an Austin A30. He tells of simply loving that little car, and the very first romantic inclination, and sexual encounter, took place in the back of the A30. (if you can imagine that) For these reasons, he always had fond memories of the little car. So to his sheer delight, in the early 1980's when he was living in Christchurch, he observed in the "The Press" one Saturday, a 1953 Austin A30, with one original little old lady owner who was selling her beloved car. He very quickly made the contact, viewed the mint little car, and duly made the purchase. This little car who he named Edna after the lady he made the purchase from, has remained in his ownership ever since, but has been confined to storage. He has pressure from his wife to part with it, so I conclude from this that she was not the girl in the back seat. This is just an example I give, although how obscure it might be, of why people attach themselves to a particular make and model of car.

My own story has much less impact, but equally to me, as much passion. Commencing work as I did in Dunedin in the month of December of 1960 in a Government Department, my need for motorised transport, took the form of a Vespa motor scooter. The reason incidentally for commencing employment in the latter part of the year rather than to wait commencement of the new year, was to gain seniority as it was in those days and to sacrifice your holiday, gave you an advantage for career prospects, ahead of those starting later.

My little 125cc Vespa served me well, but with Dunedin's climate, and winter riding, it was sometimes daunting and dangerous negotiating the hilly suburb where we lived during the winter months. I can remember riding it down to Invercargill for a period of six weeks whilst I was relieving down there, so upon reflection it did serve me well.

I on sold the little Vespa and purchased my first car which was a 1953 Ford Prefect. This car was being sold at the Balclutha Branch of City Motors, who had the dealership of Morris cars, with their main Branch being in Dunedin. Having only been exposed to the car in the advertisement which featured in the Otago Daily Times, it was arranged that Don Hunter from this Company would drive my mother, who I think for memory may have been providing with some necessary cash, to Balclutha one Saturday morning to view the car. Should the car not be to my liking, the arrangement was that we would simply be returned to Dunedin with him. This was to become my first exposure to the Farina style,

series 6 Morris Oxford, brand new. I think I can still smell the new upholstery that was always distinctive and unique. That ride to Balclutha was something else. It seemed so smooth, quiet and fast. In contrast to that, I purchased the little Prefect, which had a new reconditioned motor just fitted in it, and the trip back to Dunedin in it was the exact opposite. Little elegance, very noisy, busy slow little motor with no finesse in the comfort or ride attributes.

During this period, I had joined the Civil Service Harrier Club in Dunedin, and used to arrive each week for training nights and the weekend events, usually from where our Club Rooms were situated at Tahuna Park. I always ensured I got there in plenty of time in my little Prefect, because I could watch and view the more affluent members arrive in their brand new Series 6 Morris Oxfords. The way they simply just appeared with what to me seemed the upmost in styling was to me amazing. This cemented in my mind that one day I might own something from this BMC stable, whether it be a Riley 4/72, Wolseley 16/60, Morris Oxford Series 6, or Austin A60 Cambridge. I never really considered the MG, possibly because they were extremely rare.

In this same era, one of my best school friends, father, used to be a Sales Rep. for Rothmans. And yes during that period he drove several different Austin A60 Estate cars. I in those days used to walk to work to supplement the desire for exercise and walk from our home which was adjacent to the Balmacewan Golf Club, via Dunedin's Town Belt, to my work location in South Dunedin. To my great joy, quite often while walking in the Town Belt, a sleek A60 would pull up alongside with a voice requesting, did I want a ride, Did I want.

I had many cars after my first little Prefect. For memory they were a A40 Somerset, Humber 80 series 3A, Singer Vogue, and so the list goes on. Then another milestone became evident in 1964 when I met my wife to be (Judith) after being introduced by a mutual friend at Harry Strang's St Kilda Town Hall dance, which was renowned in Dunedin at this time. Guess what, Judith's father and mother had a new Series 6 Morris Oxford. That car used to convey Judith's mother and father, her 5 other siblings, one being in a bassinet on the back seat, coupled to that was a large wooden constructed trailer that transported their equipment and personal effects to a holiday house they owned just outside the outskirts of Alexandra, at a rural location called Galloway. That car traversed that road every school holiday, statutory holiday, that was possible, and did it perform well. Judith's mother always struck me as being a coordinated attentive driver, considerate of the vehicles performance and the need to change gear, but opposed to that, her father used to have the Morris Oxford screaming it's head off between gear changes, just begging for relief to be changed up to the next gear. This car survived this continued hammering, and was replaced with a new Hillman Hunter in 1971.

Another memorable, save the hour scenario took place in Lyttleton in 1966. Judith and myself were holidaying in Christchurch with my mother.

My mother had a very special friend who was returning to Auckland after spending time in Dunedin visiting family. Her means of travel was the Lyttleton express from Dunedin which joined up with the Inter Island ferry to Wellington. We had decided to leave our car at the Christchurch Railway Station, and join her on the short journey to Lyttleton for a catch up, and provide her with some company, then return to Christchurch and collect the car. Good plan ah, oop's not so good. It happened to be New Years eve, and upon arriving at Lyttleton, we learnt that the departure of the Inter Island Ferry was delayed. The mistake was made at that point because we elected to stay with the dear friend, rather than make our way to the train which just happened to be the very last means of commuting that night. When the ferry did depart, we made our way firstly to the train station, then endeavoured to find an alternative way back. Every thing was to no avail. It was getting very late into the evening and a very scary place to be with the Hotels emptying out, with drunk patrons trying very hard to maintain their equilibrium, and fist fights taking place every where. To cut a story short, what eventually came along, and what we flagged down, and was ever so relieved to climb aboard, was a Wolseley 16/60. Nice ride back to Christchurch I can tell you, and that car did run sweet.

It was inevitable that I would ultimately purchase my own Farina style BMC, - something with the 1622cc engine from the 1960's era, and this eventuated with me buying a 1962 Austin A60 from Jack Montgomery who owned Queens Gardens Car Sales in Dunedin. The car was a pale green in colour, with the white flash contained within the chrome strips detailed along each side. I do love chrome. This makes any sort of classic car a real hit with me To polish so it gleams back at you is so very rewarding.

I used to sometimes be at Galloway with Judith's family and can remember polishing up the A60 and the Morris Oxford as they parked alongside each other, gaining enormous satisfaction.

Judith and myself decided to take my mother on a road trip in the Austin up to Auckland, and visit with the dear friend I have previously mentioned. In these days prior to a marriage celebration, you never ventured too far as a couple. This combined with the fact that my father had fairly recently died very suddenly, was an opportunity to have motoring adventure. The Austin performed magnificently on the trip up, with lots of day trips and excursions from the North Shore of Auckland where we staying via the Harbour Bridge to the city. On the return trip home, we elected to travel via the National Park, and make our way to Whanganui, a place where we had not previously visited. Well golly gosh, the road through the National Park was, at that time undergoing huge reconstruction. It was fair pouring with rain that particular day and the road which we travelled was nothing more than a goat track. In places, with the amount of rain that was falling, and the heavy vehicles traversing the road had created huge ruts or craters where the vehicles had been. Unfortunately there wasn't a choice other that to follow the wheel patterns, as there was considerable drops both sides of the road. The poor old A60 belly flopped on so many occasions with it's wheels not reaching the bottom of these huge ruts. The noise of rocks and gravel trying to penetrate the floor pan was horrifying. Upon reaching our destination in Whanganui revealed a frightfully dirty and neglected motor car, but more frightening was the view from the underside revealing the battering the car had taken. There was all sorts of remodelling taken place that wasn't the way it was intended to be off the assembly line. Visually probably the worst area was the wind down compartment that houses the spare wheel. That was so beaten in, it had taken a whole new shape.

Virtually from that point on, that car had developed a dreadful whine that came in at around for memory about 45mph. It fair drove me to distraction. Having no real mechanical ability with cars, I spent a fortune, upon arriving back in Dunedin, trying to sort this dreadful curse of a noise. It had the rear end completely stripped down with new crown wheel and pinion, springs removed and reset, new spring bushes, and virtually

everything connected to the rear end including the drive shaft scrutinized. Nothing solved the problem, so in the end, I traded the Austin A60 at South Island Motors, Anzac Square Dunedin, which were the agents for the Wolseley motor cars, and purchased a 1964 English assembled two door Ford Cortina.

Many years and many cars came and went. Marriage to Judith in 1968, followed by 3 children. Changes in living locations through initially career moves, and employment opportunities, came about firstly to Christchurch in 1981, then Alexandra in 1984, and back to Christchurch in 1999, where my working career ended in 2010.

Upon visiting the Classic Car Show at Pioneer Stadium in the early 2000's, what a joy to behold, for there sitting out front in the section allocated for the cars for sale was this absolute amazing I think, fully restored Wolseley 16/60. Complete new upholstery, new paint, chrome bumpers that you good stand back and comb your hair in, an absolute sight to endure. I knew without hesitation if at all possible that car had to be mine. I visited the display stand for Wolseley at the show and met up with Jenny Hey who was minding proceedings. Jenny knew not a lot about the car, suggesting Colin would know a lot more about it's ownership and history, but he was rather elusive involved with the aspects of running the show that I never got to see him. Upon tracking down the owner who had so diligently restored the vehicle, and upon being taken for a ride in it, the purchase was duly effected.

I didn't initially join the Christchurch Branch of the Wolseley Car Club, what with work commitments at weekends it didn't seem that practical, but upon doing so, it really has been one of the better moves I have ever made. The Club in Christchurch has endured a lot with the dreaded earthquakes, more so I think than any one else from the outside looking in would find it hard to comprehend. But because of incredible leadership from the top, courage, a vision for the future and the tremendous amount of hard work from an absolute dedicated team of members, has seen an incredible facility emerge from what seems like the ashes, and it's what we see created at Idlewood today. There is a lot of ongoing work that carries on week in and week out. Those that front up, because they are able to, and because they want to that continue to make this asset so valuable to the whole Wolseley movement.

Just to mention one name is that of Ray Willoughby who contributes so much of his, and probably his devoted wife Wendy's time, to the running of the National Parts side of the Club's activity. I sincerely hope this aspect of his devotion, and willingness to oblige in fulfilling the needs of so many Wolseley owners throughout the country is never taken for granted.

Of Judith and my own personal circumstance, we shifted last year on a bit of whim from Christchurch to Mapua, in the Tasman District. Although this really is paradise, with almost daily visits to the white sands of nearby beaches, even during the winter months, I dearly miss the club and it's members we left behind in Christchurch. Not the only thing left behind as my much loved Wolseley sits In Eddie and Nancy Bishop's garage in Greenpark. Our location here in Mapua does not lend itself ideally for the housing of the car. Bit of a concern, as I know that I am imposing on the generosity of the Bishop's and consider that realistically it needs to go to a new home. This problem remains in the too hard basket where it has been for really far too long.

The objective of writing this epistle is to encourage others to share their passion in owning a vehicle that carries the Wolseley emblem, and reveal to others the reason why.

FOR SALE

Wolseley 6/90 Series 2 – 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

Wolseley 6/80 - These photos show a recent barn find in Taranaki. I have had a chance to have a look at it and overall it appears to be a readily restoration project. It has been sitting in the barn for at least 5 years but has aged well.

The interior is in mint condition having been fully restored not long before it was stored. The exterior whilst covered in layers of dust has retained its paint work in remarkably good condition. There is some slight surface rust on the paint but it does not appear to have penetrated any further. Overall I could find no structual rust but I was unable to look underneath. The engine appears complete but has not been run since going into storage. Rego is dead.

This car is for sale for a reasonable offer so if you are interested please email me at minchton@slingshot.co.nz











OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

If unclaimed, please return to; The National Secretary Winton Cleal 11 A Kohekohe Road Waikanae 5063

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