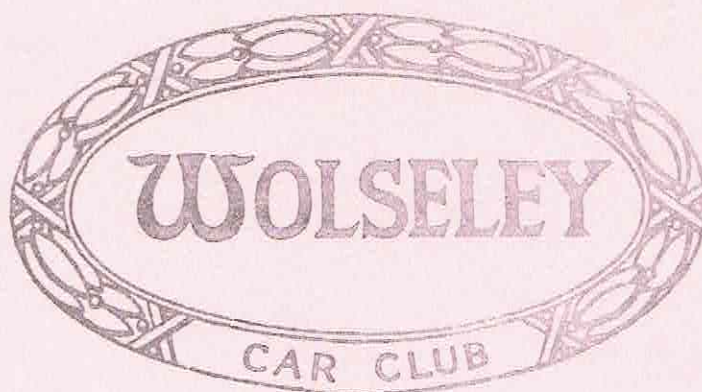


THE



WORD

AUGUST/SEPTEMBER 1982

NEWSLETTER

VOL. 7 No. 1

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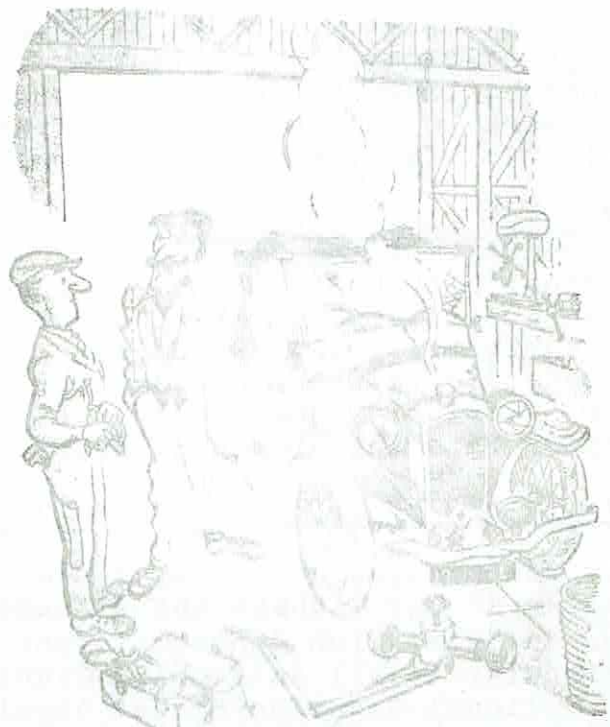
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OFFICIAL NEWSLETTER OF THE "WOLSELEY CAR CLUB N.Z. INCORPORATED" CHRISTCHURCH
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"I don't want to buy any more, but I'd like to be able to buy new bicycles."

THE PRESIDENT SAYS.

It is with pleasure that I submit this annual report of the Wolseley Car Club N.Z. Inc for the year ending 30th June, 1982.

1981-82 has been another successful year in the Club's history. We have achieved more in terms of better advertising techniques, increased membership, inspite of the Country's financial recession.

This years outstanding correspondence file demonstrate that the New Zealand Wolseley owner, still enjoys his style of car.

They also demonstrate that all over the Country we are, and will continue to be, a growing Club. The years results amply fulfilled last years prediction, that our Club has a leading and increasingly significant role to play in New Zealand motoring.

We commenced 1981 financial year with the determination to place the name "Wolseley Car Club" to the forefront of Club operations in New Zealand. With due modesty we believe that the Club has achieved this goal. In the year now under way we will maintain this position and continue to go from strength to strength in the years ahead.

Now does a Car Club know if it is making real progress? The most simple method is to improve its membership. One of our goals for 1981-82 financial year was to increase our membership and this we have done. This increase has been confirmed in figures provided by the Treasurers report. In simple terms this means our Club has attracted a steady share of publicity and means more New Zealanders are aware of us than ever before.

MEMBERSHIP

For the year ended 30th June, 1981 membership had fallen to 61.. By June this year 36 applications were accepted, and continue in spite of resignations etc., due to various reasons, including ill health, change of ownership, or leaving the country. This type of progress is not achieved by chance or luck. It is the end result of much hard work and planning. The Club was able to handle the increase in publicity with the minimum increase in costs.

EXECUTIVE ADMINISTRATION

The control of the Club has been Vested by the membership, in myself as President, and Chairman. I have been ably assisted and supported by an executive Committee, whose members and various areas of responsibility are shown on each newsletter front. It was regret that we received the resignations from the Committee, of Ron Hodge and Peter MacDiamid, due to personal reasons, and welcomed Gary Fisher who stepped into the breach at short notice to fill the gap.

OBJECTS OF THE CLUB -- TO PROMOTE INTEREST IN WOLSELEY VEHICLES.

This was managed quite successfully by attending the large Public Display of Car Clubs at the Vintage Car Club 'Swap meet Week-end'. Also an inter Club Concours event in March, and last, but not least, a circular to all Automobile Clubs, including 'Motor World' Magazine, and National Magazine 'Beaded Wheels', and providing bumper bar badge's, windscreen transfers and 'Wolseley' key rings, suitable for club members use and display.

The Club intends to participate in each annual event (V C C Swap meet 9th and 10th Oct) Yaldhurst Museum Interclub display 17th October, M.3. Car Club inter Club concours 1983.

TO PROMOTE ROAD SAFETY COURTESY

An informal representation was made by the club to A.A.C. regarding reflector posts on the Southern Motorway, these have now improved night driving conditions.

Plus the odd article in the Newsletter in regard to M.O.T. regulations to keep members aware of current matters pertaining to road safety.

TO PROMOTE AND ENCOURAGE EFFICIENT MAINTENANCE OF FELLOW MEMBERS CARS.

This has been accomplished by assisting members with maintenance enquiries as they come to hand, either by data or researching further from another technical source and reporting back and/or lending practical assistance in some small way.

A JOURNAL and BULLETIN TO PUBLISH NEWS and INFORMATION. Unfortunately this lapsed to only 3 publication this year, due to other pressing commitments, but the quality thankfully has not fallen off. However if anyone has any contribution, however small, please forward same for inclusion, as a change of prose prevents a stereotyped presentation, and is always of interest to fellow members.

A LIBRARY HOLDING PUBLICATIONS.

To hold publications of History, Maintenance, repair and, modifications of Wolseley Cars.

A never ending search for material continues to unearth a wealth of interesting items, from 1905 model information, through the following years to the last model produced in 1975 by BLMC. Handbooks, Service manuals, spare parts list manuals etc.

ESTABLISHMENT OF A REGISTER AND STOCK OF SPARES.

The precedent was made in the formative year of the Club when a Morris 21/6 was dismantled for 6/80 running gear, and stored in an old CKD car case.

In the ensuing years the Club has added to this as limited finance and limited space permitted, until the case bulged, and threatened to split apart.

This year the Club now leases, at a peppercorn rate, a storeroom, reasonably spaced and lock up area, complete with fire sprinkler protection.

There has been extra stock added, either from donation or by purchasing at sensible prices.

The Club is now able to offer financial members new parts of essential nature, such as gasket sets, filters, radiator hoses, suspension bushes, engine mounts, steering rack rubber boots etc. In addition the spares register has been amended weekly, as replies filter back from the Club's enquiries, to various selling outlets around the country.

The policy in general terms is:- If we cannot afford to buy everything at least there is a list of known stock locations.

The Committee is conscious of the cost of money and we are determined to keep parts inventory at the lowest possible level commensurate with the goal of serving our members requests for parts, known to be no longer available new, from the factory.

BRANCH ACTIVITIES.

Both Timaru and Manawatu branches continue to flourish, with both areas active in spare parts activities. The North Island branch, in particular is also extremely keen in the restoration department.

Christchurch has held Technical evenings to include, Guest speakers on trouble shooting and maintenance, oil refinery, engine reconditioning, also pot plant evenings, film shows, dining out, day runs to picnics, competitions, Motor Museum, inter branch competition, Garage sale, spare parts sale day, Car Concours both internally and interclub, economy run etc.

THANK YOU

Each year it is traditional for the President to record his formal thanks to the members of the Executive Committee for the invaluable and very loyal work and assistance they render each year to the club. This is particularly apt this year, because of the extra work load generated, and subsequently placed on Colin and Jenny Hey to produce approx 400 articles and letters of correspondence that needed individual preparation. To Ron Hodge our best wishes for a speedy recovery. Peter MacDiamid who continues to work behind the scenes for the benefit of the Club, also Vicki McCauley, Robert Hey and Gary Fisher for their hard work during the year. In particular someone not on the Committee, but has again continued to be backstop when parts research has to be done, or help in some other way is required, who else, but JIM COLLINS. Last and not least, my wife Margaret, without her help and backing I couldn't achieve anything. To you all, I would like to record my sincere thanks for all that was done to ensure the smooth, and successful running of the Club, during the last year.

THE FUTURE

The Club is in good shape. Our planning is well developed. We are pleased to welcome the challenges of Wolseley ownership and look forward to another successful year.

HAPPY MOTORING

Bill Williamson

COMING EVENT

A LADY CALLED 'GENEVIEVE'

MONDAY 20th September - 7.30 pm - HUTCHINSON STREET HALL --- To cover costs, bring a friend, Adults \$1.50, Children 15yrs & under 50c. - An item for supper would be appreciated.

A film - and a comedy at that - did more to popularise the veteran car movement than years of devoted labour by folk enthusiastic about old machinery. The film, of course, was 'Genevieve', a rollicking romp about the Brighton Run, which had audiences in stitches from Clapham to Casablanca, brought a beam to the countenance of the Rank Organisation's chief accountant - and started yet another successful tour in 1959, seven years after its first appearance.

Everywhere it has been shown there has been a remarkable and significant development. All over the world - New Zealand, Australia, Belgium, the United States, Africa - national and state veteran car clubs have grown overnight almost from a handful of members to hundreds.

In the wake of the film, has come a boom in the sale of novelties like tankards, scarves, ashtrays and in the demand for models, all depicting the great cars of yesteryear.

Officials of clubs all over the world have freely admitted, 'We were struggling until "Genevieve" was shown here. Then we were snowed-under with requests for membership, promises of help in organising rallies and dozens of general enquiries about veteran cars.'

Ironically enough, it was touch-and-go whether or not the film was ever made. There was much shaking of heads when the idea was mooted, there was still hesitation even when 'shooting' had started. But South African-born producer Henry Cornelius had no such doubts. He had the film scripted, scheduled, budgeted and cast in almost less time than it takes to tell. Then Cornelius, a big, bluff and hearty man, who, alas, has since died, went ahead and turned American Bill Rose's story into a bit of movie history...and the stars of the picture - Dinah Sheridan, John Gregson, Kay Kendall and Kenneth More - found themselves front-page names.

But only after 'Genevieve' herself, 'Genevieve' being a 1904 Darracq and the true heroine of the film in which her deadly rival was played by a Spyker of the same age. Never once during production did these grand old ladies let the side down by refusing to start, having punctures or suffering any mechanical defect whatsoever. So reliable were they that on one frosty morning when the generator truck refused to start, it was suggested that the Darracq and the Spyker give it a tow.

What was the secret of the film's success? No one knows. The background was completely British and so were the stars. Brilliant though their performances were, no one could really have imagined that they would appeal to a Texas cattle rancher or a camel-herder in Timbuktu. Amazingly, that's just what this 'intimate story of love on wheels' did.

'Genevieve' is owned (in the film) by a young barrister, Alan McKim (John Gregson). His pretty wife, Wendy (Dinah Sheridan) thinks he cares more about the car than her so she refuses to accompany him on the big event of the year, the Brighton Run.

However, the night before the Run, Alan buys her a new 'motoring' hat, all is forgiven and Wendy, woman-like changes her mind.

Unfortunately, the journey to the coast next day proves to be a long series of mishaps, all the more annoying because Alan's boastful friend, Ambrose Claverhouse (Kenneth More) accomplishes the Run in fine style in his 1904 Spyker. To crown it all, when Alan and Wendy do eventually reach Brighton it is to find hotel accommodation almost impossible to get, Alan having cancelled his reservations after Wendy's earlier refusal to come on the Run. They finally get a very dubious bedroom from a very formidable landlady (Joyce Grenfell) and are nearly deafened by the chimes of a public clock a few yards from the window.

Making the best of a bad job they go off for what they hope will be a pleasant evening in a night club. But - they are joined by aggravating Ambrose, even more obnoxious than usual, and a beautiful girl friend, Rosalind Peters (Kay Kendall). In one of the most hilarious movie scenes of our time, Rosalind proceeds to get more than somewhat tight and astonishes everyone by playing the trumpet like Harry James before passing out.

There's a lot of the dour Scot in Alan and it proceeds to come out as Ambrose pays too much attention to Wendy. But Ambrose is only half-hearted in his efforts being very much more concerned because his not-too-honourable intentions towards Rosalind have been frustrated. Finally, the two men, unhappy and disconsolate, meet in 'Genevieve's' garage. Ambrose makes disparaging remarks about the Darracq, Alan resents them - and the outcome is a 100 wager on which car will be the first to reach Westminster Bridge on the homeward journey. Alan's temper has really got him into trouble this time - the Spyker is faster than the Darracq - and the McKim budget can certainly not stand the strain of parting with a hundred pounds.

However, there's no way out and early next morning the rivals set off. The Darracq is halted by speed cops - but Wendy's charm melts their hearts. The Spyker is delayed by a flock of sheep and when Claverhouse tries to find a short-cut, the car is stranded in a ford. Poor old Rosalind who isn't feeling too good anyway after her junketings the night before, has to take off her shoes and stockings and push.

Both girls are heartily sick of their menfolk and their cars by the time the Houses of Parliament appear on the skyline but 'Genevieve', one tyre flat and minus a mudguard, gets to the finishing line first and all ends happily.

Incidentally, folk with experience of the Brighton Run may wonder about all the sunshine seen on the screen. The answer is that the producer manufactured his own with a high-power generator and two dozen arc lights.

Fifty-five veteran cars were assembled for the film - but one of the drivers had no licence! John Gregson took extensive lessons for his role as Alan McKim but there just wasn't time for him to pass the Ministry of Transport test. Fortunately, the police turned a blind eye and John drove the hundred-odd miles involved without trouble.

Not so one actor, who played a speed cop in the film. He was fined two guineas for a traffic offence, going straight to the court from Hemel Hempstead where the local police had been teaching him the wrinkles of a speed-cop's job.

Motorists travelling in the Home Counties had to be on the alert during the filming. Innocent-looking country roads, forty miles from the sea, suddenly sprouted signs reading 'Brighton, 6 Miles' or dead-ends were marked with bold notices, 'London'. One police officer found a signpost outside his front garden bearing the legend, 'Cattle Crossing - Beware'.

The best story from the making of 'Genevieve' occurred when the unit was on location in the Old Kent Road. John Gregson was signing autographs for a number of young children who were crowding around him.

'Say, mister,' said a little girl of about eleven, 'was you in the "Venetian Bird"?''

'Yes,' beamed John, drawing himself up to his full height.

'Did you swipe Richard Todd on the back of the head?'

'That's right,' agreed Gregson blandly.

'Then I'll never go to see one of your pictures again as long as I live.'

That little girl is probably an attractive young lady now, perhaps married, but somewhere at this moment 'Genevieve' (the film) is still going strong.

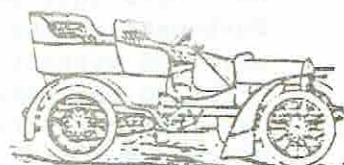
There have been other films featuring veteran cars - notably a Czech production 'Old Man Motor Car' - but never one to equal the tale of the Darracq and the Spyker.

'Genevieve' (the car) is no longer in Britain. Her owner sold her to a collector in New Zealand, a decision which caused a storm amongst some veteran car enthusiasts, but she is in loving hands and, like the film, will be with us for a long time yet. (She is now housed in Giltraps Motor Museum - AUSTRALIA.)

A postscript to the 'Genevieve' story may interest you. Several years after the film first appeared Phil Drackett was chatting with Kenneth More, a top-ranking world artist, on the set of his latest film. Their conversation went something like this: P.D. The Veteran Car Clubs all over the world say that 'Genevieve' did more to help the veteran movement than anything else. In fact, 'Genevieve' converted thousands into veteran car enthusiasts. Now, what no one has ever asked as far as I know, is, 'Did the film make you, its star, into a veteran car enthusiast?'

K.M. Well, no. I didn't rush out and buy a veteran car if that's what you mean. But 'Genevieve' did much more than that for me. It made me.

P.D. You mean it made you a star?
K.M. Yes, it was the turning point in my career.
P.D. I read that John Gregson, your co-star, could not actually drive when this film was planned. I assume you could.
K.M. Oh, yes. I have always been a keen motorist. I must have been six or seven when I learned to drive. We had a car called an Albert which they stopped making in the twenties and my father put it up on wooden blocks so that I could sit in it and learn how the controls worked.
P.D. As an experienced motorist did you find difficulty in handling the Spyker which you drove in the film?
K.M. Well, it was a bit difficult but I had been so used to driving for so long that I soon got the hang of it. The major difficulty I found was in the braking. You know the brakes on these old cars are not very effective and it took rather a long time to get the hang of it.
P.D. Did you enjoy making 'Genevieve'?
K.M. Yes, it was often hilarious. All sorts of things happened during the making of that film. There was never a dull moment.
P.D. I suppose you remember some funny stories?
K.M. Yes, there were dozens of them. But one I remember best happened when I went to America afterwards to attend the premiere there of the film 'Titanic'. They took me to see a show in which an Apache Indian, a very savage-looking man, fought an alligator in a pit. As we sat there watching, the Indian flipped the alligator over onto its back, looked up at me and, in the most cultured voice imaginable, said: 'Excuse me, Mr. More, but did Ray Dendall really play the trumpet in "Genevieve"? I've always wanted to know.'



POST SCRIPT: It is with regret we record the recent loss of
Kenneth More.'

RUN TO SPENCER PARK - 25th APRIL

This run was well attended we think for a number of reasons. Firstly, the weather was good - fine, but with a bit of the infamous cool North-east wind blowing which was reasonably sheltered by the trees anyway. Secondly it was not too far for most people to come, and thirdly members were free to arrive at a time suitable to themselves and leave when they had to.

The run actually began at Marshlands Road opposite Woolworths at 11am so that whoever wished to could go to Spencer Park for a picnic lunch, but the majority of people arrived out at Spencer Park after lunch and stayed through the greater part of the afternoon. One or two even stayed for a barbeque tea. While the ladies all gathered round and formed a rather large knitting circle (with the exception of poor Beth Mackie who had left hers at home) the rest got down to the more serious business of talking cars. The children had by this time long disappeared to the excellent playground facilities in the area. Later on a brief game of French cricket was held but it seemed to be between Geoffry Williamson and the McMahon family with no-one else getting much of a turn at all. It was good to see Micheal Crehan and Colin Miles (plus family) at their first run, plus one prospective member who spent the afternoon pouring over Gary Fishers 4/44. Those present were:-

Gary & Glenda Fisher (plus family)	4/44	Colin & Jenny Hey	1500
Bill & Margaret Williamson	6/110	Vicki McCauley (plus family)	6/99
Micheal Crehan	6/110	Colin & Bren Miles (plus family)	18/85
John & Pauline Parker (plus family)	18/85	Dawn McMahon (plus family)	A/110
Peter & Beth Mackie	A/110	David Hyndman	Datsun ?????
Robert & Lynn Hey	Monaro ?????	David Armstrong (prospective)	

SECRETARY'S REPORT A.G.M. 1982

This year has been one of the best years the club has experienced in terms of total growth. During the course of the year 28 new members joined the club bringing the financial membership at the end of the financial year to 79 persons. 18 new local members were enrolled, 8 in the Manawatu region, four in Timaru/South Canterbury, and six independent members from other parts of the County. (the latter largely being the result of advertisements placed in the Vintage Car Clubs magazine - Beaded wheels). Membership now spreads from as far south as Invercargill up to Auckland. With one new member from Australia also joining. The bulk of the new membership has come from personal approaches to Wolseley owners made mostly by Committee members in each branch, and from advertising in local papers.

While Bill Williamson was in the North Island on Christmas holidays contact was made with a Wolseley Club that had been started up in Auckland 18 months ago. The last time they were contacted they only had 15 or so members and we have begun negotiations to try and help them form themselves into a branch similar to Manawatu. At the moment we are waiting for them to reply to us and report on the outcome of a meeting they were going to hold to discuss amalgamation.

This year has also been particularly busy as far as correspondence is concerned, and I have been spending an average of about 1 night a week on it to keep up to date. I managed to get seriously behind over the Christmas period due to other commitments, and this unfortunately inconvenienced the Manawatu branch and some members a little, but on the whole all correspondence has been actioned as promptly as possible. About 150 letters have been written in total and this year there has been a significant amount of correspondence overseas also, particularly in an effort to trace new supplies for spare parts. I have also tried to contact both the Australian and English Wolseley Clubs but to date have had no reply from either, although the Manawatu branch has had a letter from the English Club recently, 4 months after they sent their letter.

Correspondence regarding spare parts and literature has also been plentiful, and a standard letter sent to all NZMC branches (114 in all) has proved quite fruitful even though we have had a small percentage of returns so far.

As much correspondence as possible has been maintained with members who do not live near any branches to keep them interested. Any member who wishes to is more than welcome to borrow the correspondence file at any time to see what is going on behind the scenes.

Again this year, newsletter production has been difficult because Bill and I (and other committee members) have been too committed in other areas of the club to make a good job of producing regular and informative newsletters, and we would really welcome any offer of assistance in this area. Even any articles submitted are an immense help.

During the course of the year 18 organised activities have been held, 10 runs and 8 evening events and technical evenings. On the whole, attendances this year have been good, with an average attendance of 20 people. The highest attendance was 44 at the Economy Run to Hammer on 30 May and the lowest 7 people at the Run to Okains Bay on New Zealand Day. The most enjoyable activity for me was the economy run on the 30 May, even though it did turn out to be a rather expensive day for most. Jenny and I have made it along to every activity except one and it has been good to get to know most Christchurch members anyway so that names become faces and we can find out a bit more about you all.

before finishing I must first offer my thanks to my wife, Jenny, for typing nearly all of my letters, the minutes of the committee meetings, the newsletters, and other club material, and for her support and help keeping the records up to date. There would be no doubt that the job of secretary/treasurer would have taken two persons had I not had her help.

I must also thank the rest of the committee for their support and help throughout the year. It has been a pleasure to get to know each of them better and work alongside them organising club activities and working out problems.

In the whole I have enjoyed the year very much and look forward to this coming year being just as busy but just as rewarding.

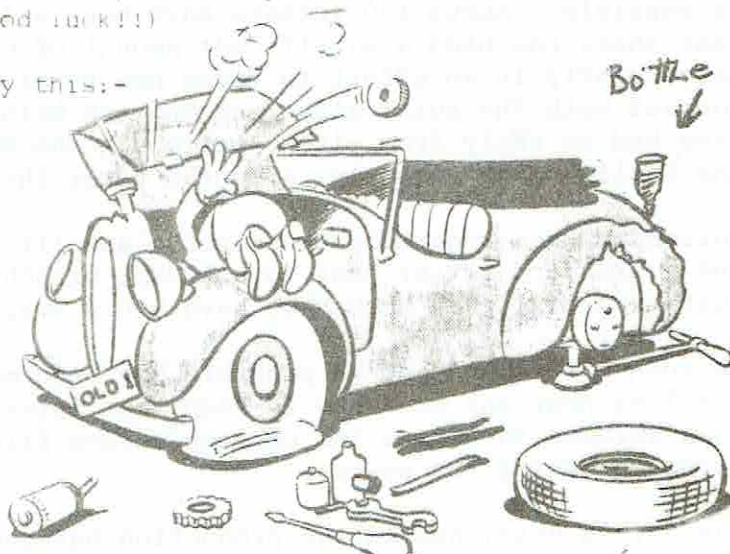
C.R. Hey
SECRETARY

MONKEY MECHANICS CORNER

A note for people who are doing an engine swap and are using an ex-Auto motor in a manual car. Don't forget to change the thrust bush in the end of the crank shaft. The Auto's have a steel bush whereas the manual has a brass bush.

A steel bush on a steel shaft will give trouble sooner or later by either binding up or squeaking. Sometimes the only way to get the steel bush out is to burn them out with a gas axe. (good luck!!)

Having trouble filling a diff-well try this:-



This bottle tied to bumper with a tube into the diff will enable you to work somewhere else while the diff is getting topped up. If bumper is not high enough tie a stick to the bumper with the bottle on the top.

A few exchange parts:

6/90 - PA Vauxhall engine mounts, series 2 landrover clutch plate

6/99-110 - Series 3 landrover clutch plate, oil filter from 1800 with switch on top will exchange for a plain one, 1800 or Kimberly Tasman boosters from power brakes.

6/80 - 4/44- Tail pipes from Vauxhall Victors can be modified to fit.

At the moment we are working on seeing if a 1622 motor can be fitted into a 4/444. We will let you know of our progress in the next issue.

Drive Carefully,

CHIEF APE.

TECHNICAL EVENING 18th MAY

This proved a very worthwhile evening for all who managed to attend, there being a total of 19 persons present in total. The guest speaker for the evening was Bob Clarke, who's experience on Wolseleys alone dates back scores of years with South Island Motors (ex Wolseley agents who are now Tench Brothers here in Christchurch), Dominion Motors and then New Zealand Motor Corporation. He has a wealth of knowledge on all models, especially from the 6/80 onwards, including modifications, repair short cuts and fault finding, and handy tips on both major and everyday maintenance.

There were several problems that quite a few members present at the evening were having with their cars, and if they weren't told how to solve them there & then they were certainly put on the right track. An example was Jim Collins who has constant problems with overheating on his 6/90 while towing his caravan. Bob explained a very successful modification that was quite often made to the 6/90 radiators to overcome this problem and we gather one which Jim is going to have a go at.

Bob also had some very interesting information and facts on the production of various Wolseley models over the years and has many interesting stories to tell about so called improvements made by the manufacturers, cars that were brought in for repair and the people that have owned them. We got the impression that he could have gone on all night had he been allowed, but we finally called a halt to questions and answers about 9.45 and got onto the supper which was gratefully provided by those present. During supper a raffle was run for an impact driver, won by Des Woods who had to leave before it was drawn and had left his tickets with Bill Williamson. A presentation was made to Bob in appreciation of his talk and the evening was finally wound up at 10.30pm. Bob extended a welcome to any members wanting further information or experiencing difficulties to contact any time at home. His address is 97a Johns Road, Harewood, Christchurch Phone: BELFAST 7150.

On the whole the evening was enjoyed by everyone, although it was appreciated that one or two of the ladies present may have become a little bored, and our apologies for that. Thanks to all of those who were able to come along and make the evening the success it was.

ROVING REPORTER.

CHRISTCHURCH BRANCH

Trophy Presentation:- The following trophies were awarded to members:

1. Higgins Trophy (for member who has contributed the most during the year) awarded to Vicki McCauley.
 2. Recruiting Trophy (for member who is directly responsible for the most new members during the year) awarded to Bill Williamson.
 3. Stirrers Trophy - was made and donated By John McMahon and awarded to the biggest stirrer - accepted by Gary Fisher in absence of His wife Glenda Fisher.
-

ECONOMY RUN TO HAMMER SPRINGS

The weather was perfect for this run, which was held on Sunday 20th May. A good turnout was expected and indeed it was. I arrived at the starting point, Marshlands garage in Marshlands Road, about 10 minutes early to beat the firstcomers, but there were about four cars already there and waiting. The garage did not open until 9am, and by the time the chains were unlocked and we were ready to fill the first car, about 10 cars had assembled.

The garage must have made a record turnover in the first half hour, as a good number of the cars had arrived nearly empty. I could see a smile, slowly turn into a look of despair on Peter Mackies face, as the petrol pump reached the \$40.00 mark and still showed no sign of slowing. The same pump was used to fill all of the cars and the odometer readings and times were recorded and the cars sent on their way. Bill Williamson and John McMahon, both rocked their cars during the filling process - I'm not sure if they were trying to get more petrol in, or give their families a bout of motion sickness before they got underway. By the time each car was filled, the drivers (and passengers) briefed, tyre pressures checked, lollies bought, and a quick dash to the toilets made, there was about a 3 minute interval, between departing cars. Robert Hey left first, to act as a check in point just outside Hammer, and Jenny and I were the last to leave at about 9.35. A total of 14 cars were competing and each was allowed 1 hour 50 minutes to reach Hammer. This proved an easy target, requiring an average speed of only 43 miles per hour, and leaving most competitors with a spare 5 minutes up their sleeve for the return journey in the afternoon. A few chose to dawdle up there, to arrive as near as possible to the correct time, one of them being Bill Williamson, who I wasted petrol overtaking, just north of Saltwater creek.

Everyone arrived safely without any problems at Hammer, where Robert & Lynn Hey were waiting to record their arrival times. From there, everyone was free to either, go for a swim in the hot pools (and most did - very pleasant it was too) or go straight to the Forestry Park, where everyone was to meet for a picnic lunch. Eventually everyone arrived at the park and managed to get some lunch, but on the way in, no-one happened to notice, that Vicki McCauley had the choice spot down the hill and round the corner, and consequently, the group assembled just near the entrance, which was still a nice spot anyway. Lunch was had and then Robert Hey began a mystery inspection - the cleanliness of everyones battery and battery terminals. Colin Miles took away the prize (a tin of handcleaner), but had to admit that the battery was brand new, because his original one had been stolen a couple of weeks before. Jim Collins was a close second. A raffle was then run, first prize being a take home pack of oil. Tickets sold well, but it was in vain, because who should take away the raffle prize again, but Des Woods. Talk about tinny! We had trouble establishing the winner, because he didn't want to own up, for fear of being bannished from all future raffles, but he eventually accepted it, and was telling me the other day he has used it too.

It was great to see Chris Harland and his fiance in the wasp, and also David Hyndman and friend in a Japanese "thingo" both arrived at the park shortly after lunch bringing the final turn out number to 16 cars.

There was time only for a short bush walk, before we had to start heading back to Christchurch at 2.30pm, to enable enough time to get the cars refilled at Marshlands garage and work out the results. The cars were again sent off in roughly 3 minute intervals, Jenny and I being the first to leave, so we could record times, odometer readings and petrol quantities at the other end. We were soon caught up by Rex Fielding, who didn't overtake but kept making funny gestures at me to hurry up. No wonder he didn't win!

The cars seemed to arrive in bunches of 3 or 4, back at Christchurch and recording of times, distances and petrol used went fairly smoothly. The same pump was used, with the cars parked in the same position, as they were when they were originally filled. The McMahons and Williamsons, went to great pains to ensure, that they rocked each others 6/110's, in fact a fight almost broke out between

Margaret Williamson and John McMahon, when Margaret pulled John's car up and down, hard enough to almost rip the rear mudguard off. I had visions of Dawn McMahon who was still inside the car being thrown through the windscreen! Again I could see the expressions of amazement (for some) and despair (for others) as the dollars quickly rolled over - everyone hoping that each dollar would be the last. There was room for everyone to park on the garage forecourt, and wait while the results were worked out.

The distance used to calculate each car's petrol consumption, was the average of all the odometers - 162 miles. The results were very interesting. Our 1500 recorded the lowest consumption which worked out at 38.7 M.P.G. Not too bad for a 24 year old car of its capacity I thought. Next time I'm aiming for 40. Winner of the four cylinder class, taking car weights into consideration, was Colin Miles, who managed 36 m.p.g. out of his 18/85, with Rex Fielding not too far behind with 33.6 m.p.g. from the same model. Gordon Macadam managed 32 m.p.g. out of his 15/50, which also was quite good considering the car's weight and age. It was a pity Gary and Glenda Fisher couldn't make it in the 4/44, because one of their children was ill, as the 15/50 and 4/44 would have been an interesting comparison. Tony and Cecily Shanks returned 29 m.p.g. in their 16/60, and I seem to remember, Tony saying something about it being due for a tune up anyway.

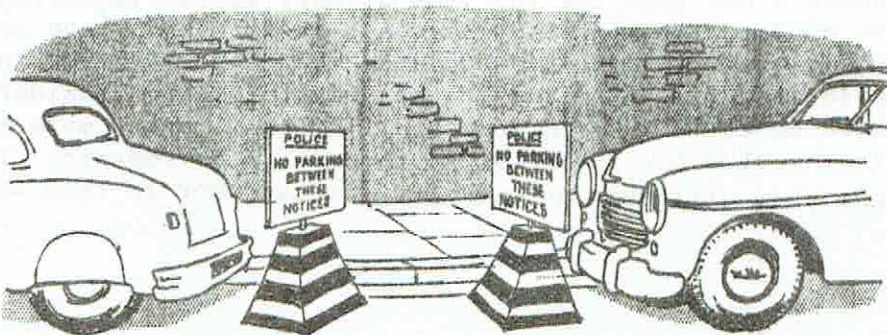
The six cylinder class returned the most interesting and surprising results. How does 33.05 sound from a Mk1 6/110? That was what John McMahon managed out of his Westminster, and naturally he took away first prize, close behind was Bill Williamson who managed 32.14 from his 6/110 MkII, also a creditable effort. Both of these results, proved how economical these cars really can be, when well tuned and carefully driven, a reason which explains their popularity amongst members.

Unfortunately, I returned the score sheets to the competitors, so I can only rely on my memory for other results. I remember Jim & Norma Collins expressing their satisfaction with their result of 28.6 (the best they have ever got said Jim) from the 6/90, also a good effort. The other 6/110s, all returned in the region of 28 m.p.g. also, Peter and Beth Mackie cheerfully admitted their Westminster (oops I mean Westminster) required tuning with only 22 m.p.g., and two non Wolseleys competing - Robert & Lynn Heys Monaro and Kevin Miles MkII Zephyr - returned 22 & 29 m.p.g. respectively.

All considered, the Economy run was an outing enjoyed by everyone. It was a pity we couldn't have spent longer in Hammer, but at least the time that was available, was long enough, for people to do what they wanted to do. It was very encouraging for me, as the organiser to have such a good turnout, and also, for several people to have commented to me, on how much they enjoyed the day. It was my pleasure. We will have to look into holding a similar event, perhaps at the same time next year.

COLIN HEY

P.S. The economy device now recommended by the club - Rock your car gently and speak it softly at the start and end of a long run. John McMahon & Bill Williamson have found it works wonderfully.



TREASURER'S REPORT A.G.M. 1982

This year has been much busier than any previous year as far as turnover is concerned. Our total turnover this year was \$2,403.40 which is 65% higher than last year. The trading account bank balance has dropped \$84.60 but we now have (ignoring depreciation) stock to the value of \$2226 of which an increasing amount is new stock of fast moving items.

At the start of this year a new account was opened with the C.S.B. (the national branch account) and two new cheque accounts opened. The Christchurch Trading account and club accounts were previously operated from the same cheque account. The national branch account was initiated to handle income from branches (including Christchurch) and expenditure from this account was used solely for expenses which no particular branch was responsible for mainly postages, toll calls, newsletter production, accumulation of material for the Clubs library and to refund branches their entitlement for new members joining and subscription renewals. During the course of the year some delays have arisen in branches being reimbursed their entitlements, and the system of full payment into the national account followed by reimbursement to branches is being phased out in favour of a "one payment only" system which eliminates holdups. It also means less book-keeping work for the treasurer which must be a bonus. The funding for the national account has been from membership subscriptions only with \$10.00 going into the account for each new member, and \$5.00 for each renewal subscription. Branches are now being reimbursed the \$10.00 spare parts levy for each new member in full to enable branches to hold their own stocks of spare parts, and as an incentive to gain more new members to help build up funds in each branches trading accounts.

This year the Club account was operated with an increase in funds of \$89.28. Compared with a loss to the trading account of \$18.94 last year. Funding of this account has been from \$5.00 for each financial member in the Christchurch area for the year. Expenditure has been mainly for advertising local events and activities in the newspapers \$20.00 was also spent on having a large and extremely well presented sign made to display at runs and events such as the interclub concours and the Vintage car club swap meet where members cars were on show to the general public. Several raffles have been run this year also, the proceeds of which have helped pay for expenses incurred running various events (such as presentations to winners of competition events) but it has only been worthwhile running them at events which have had a good turnout or we struggle to make enough money to cover the cost of the prize. Hopefully turnouts will continue to be good and this problem will be overcome.

The trading account this year has shown an increase in turnover of \$735 or 299%. Funding has come from spare parts sales, boosted greatly by the spares levy collected from the new members, plus the money raised at the garage sale just prior to Christmas last year. This year a conscious effort has been made to turn over new stock which is in demand, and this reflects in the income from new spares of \$388.45. On the other hand used spares have enjoyed an improved turnover this year also, but this has been helped by more selective purchasing on the part of the committee.

We are very fortunate to have secured suitable long term storage for our parts (with room for expansion yet) for the princely sum of \$1.00 per week. The account has shown a net loss for the year of only \$84.60 (ignoring depreciation) which is quite good considering the increased stock we now have available to members. At this stage I would not recommend that any of our balance be invested because at the moment, taking many factors into consideration, it is more valuable to us in terms of availability as more and more members are turning to the club now for their spare parts requirements. I have no doubt that next year will show an even greater turnover in this account.

with an increased profit. I would thoroughly recommend that we continue to look at ways of increasing funds in this account to build up our reserves to enable greater purchasing power for stocks that are now becoming available to us.

The committee has decided against raising subscriptions this year because both the National and Branch club accounts are receiving sufficient funds, and it is unfair and unrealistic to raise the spare parts levy for new members at the moment in view of the high cost of joining the club with the fund set at its present level. Perhaps later when we can offer a better parts service we may be able to justify an increase in the levy.

Overall the National Branch Account and Christchurch accounts show a joint balance of \$607.00 and if the estimated value of stock is added to this a total of \$1842.64 represents the assets on hand, this being an increase of 3.7% on the previous years total allowing for an inflation rate of 15%.

This year the books were again audited by Mr Martin Rigby, who found them to be a true and accurate record of the Clubs trading activities for the 1981/82 year.

C.R. Hey
SECRETARY

NEW MEMBERS

We wish to welcome the following new members to the club and we trust you will make the most of your membership with us.

Max Higgins	2/12 Curletts Road, Chch	41-080	18/85 (1968)
Colin Hargreaves	94 Wellington St, Opetiki	941 Bus.	18/85 (1948)
Peter Small	33 Roydvale Ave, Christchurch	585-525	6/90
Patrick McCarthy	P.O. Box 22-023, Christchurch	-	6/110
Ron Norris	22 Augusta Street Christchurch	843-564	4/44
David Armstrong	57 Cottonwood Street, Ch-ch	830-718	4/44
Patrick Keenan	41 Hands Road, Chrch	389-399	6/110
Doug Wright	461 Ilam Road, Chch	519-706	15/50
Tony Clement	26 Essex St, Balclutha	80-144	6/80
William Cowan	12 Cornwall Street, Dunedin	45-673	16/60
Micheal Dickison	60 Domain Terrace, Chch	382-993	6/80
Gordon Somerville	R.D. 2 KAIAPOI	Kai 7616	Hornet (1970)
James Petrie	132 Sutherlands Road, Ch-ch	228-724	Eight
Ian McDonald	82 Elixabeth St, Invercargill	88-786	18/85 & 4/50
Ramon Smith	163 Beach Road, Kaikora	375	1500
Vicki Lowe	259 High Street, Danniverke	8431	6/90
Ian Bailey	44 Coley Street, Foxton	7340	6/110
Harry Griffiths	C/- Post Office, Himatangi Beach	575	6/110
Alex Van Meygaarden	C/- 17 Wincanton Place, P. North	76-496	6/90
Colin Ingram	11 Old North Road, Timaru	83-822	4/44
David Caswell,	11 Angland Ave, Timaru	47-334	6/110
Tony Kane	77 Wilson St, Timaru	80-556	6/110
Colin Beran	27 McDonald St, Timaru	45-209	A/110
Jim Garden	10 White Street, Timaru	43-680	A/110

Incidentally, new membership cards have been printed and those of you who are current financial members will find (or will have found) your new card with this issue.

NIGHT RALLY - 28th AUGUST

This event was well attended, considering the weather was threatening to rain and the fact that it was held on a Saturday night for a change. Nine cars took part in the rally, which began at Bishopdale Car Park and finished up at Colin and Jenny Heys' for supper.

The route took (or was supposed to) competitors, out behind the airport, back into town and over to the south and then the Eastside of town, finishing at the Hey's 28 miles and just over an hour later. Three landmarks had to be found - the Totem Pole, the statue of James Edward Fitzgerald, and the Clubs P.O. Box, in order to obtain clues to continue on the correct route. Everyone but Gary and Glenda Fisher found them all, although I later learned, that some "cheating" took place. Two competitors, namely Gordon and Jane Macadam and Merve and Maralyn Wayne, stopped off at a phone box and rang home, to find out the club's P.O. Box number, rather than open the penalty envelope, and Robert and Lynn Hey figured it out, using a strong torch, to shine through the envelope. Good job neither of them won.

18/85's were not a good choice for cars either, Fex Fieldings broke down just before the start, and he had to fit a spare coil to get underway again, and then changed cars half way through by taking a detour to his house, and the Parkers car, suffered a few electrical blackouts en route too.

First back were the Pearce's, who were over for a week or so from Australia, (Great to see them) and last were Gary and Glenda, (they do live in Rangiora so we can appreciate they found it a bit difficult) followed by Rex in his other car. First place went to the Parker family, with Robert and Lynn Hey being the runner ups. The Lucky Last prize went to Gary and Glenda (see, it does pay to loose sometimes), and if we had bought a prize for grim determination it would have surely gone to Rex.

On the whole it was a most enjoyable night with a good supper (thanks to those who supplied a plate) and a good chat afterwards. Other competitors who who haven't been mentioned, were Peter and Beth Mackie and two members of the Sunbeam Car Club who asked to come along so they could meet a few of us.

ROVING REPORTER

NEWSLETTER CONTRIBUTIONS

Because contributions from members other than committee members have been almost non existent, we are proposing to run a competition to try and encourage everyone to send in at least one article for the newsletter. This will make it very much easier for each newsletter to be put together and more interesting for you as readers.

All articles sent in, will be used at a future date, each one will also receive a raffle number, which, will go into a barrel, where the winning number can be drawn out, after a suitable period of time.

A prize to the value of

\$50 is at stake, and its exact form will be decided soon, but it may be anything from goods, to free subscriptions, to cash (probably the latter) so dont miss out! Some suggestions for topics are maintenance tips, a written report of restoration work or perhaps a trip you went on, poetry, a biography of your car, the list is endless. Any article will do, even if it is a copy of material from another publication, but original material is preferred and is more likely to qualify for the prize. Alex Sutton's "MONKEY MECHANICS" is a good example of the type of material we are after.

SEND YOUR ITEM IN NOW!!!!!!

GENERAL NOTES

Since the last issue Jenny and I have been fortunate to meet and speak to a good number of out "out of Christchurch" members through various circumstances. We were able to have a day in Palmerston North early in August and meet a few up there, and on top of that we have had a few people call in and visit us over the last few months. It was especially good to meet Ivan and Fay Wilson and Ian McDonald from Invercargill, and also our resident Australia member Kevin Pearce and his wife (whose name escapes me, sorry!) at the night rally held late September. If any other members are ever up or down our way, please do not hesitate to visit or ring us - we will be glad to hear from you. Also, another of our more recent members Ivan McBain from Gore rang the other night (he was out at Lincoln College on a course) and it was good to have a chat to him for about ten minutes.

- Manawatu Branch Secretary Mike Davies recently bought another car off another one of our members here in Christchurch. Phyllis Hancock, who only joined the club about five months ago, was forced to sell her extremely tidy 16/60 because of health reasons to buy something a little smaller, and it just so happened that Mike and Anne were on the lookout for a runabout at the same time. The sale was arranged and Mike and Anne came down early in September and picked it up. Mrs Hancock was quite attached to the car (her husband and her were the original owners) but she can at least be assured that it has gone to a good home.
- It has been most encouraging to see membership numbers on the increase (as you will see from the list elsewhere in this issue). Nearly all new members are the result of personal approaches from existing members, so keep up the good work. You will find attached to this newsletter a Club Information Sheet (which was produced especially to let prospective and new members know more of the operation and activities of the Club) and a membership application form. Please make use of them! More copies can be obtained by ringing or writing to me.
- Since the last newsletter, contacts have been made with the New South Wales Wolseley Club in Australia, and we are now exchanging newsletters and other material with them. If anyone is interested in looking at copies of their newsletter, please ring either myself or Bill Williamson. The Manawatu Branch is currently operating the same system with the Wolseley Register in England.
- We are currently trying two overseas sources out to see if we can obtain windscreen rubber seals for 4/44's and 6/90's. Hopefully we can have some positive news in the next issue. Letters to Australia have proved fruitless and we are now trying further afield.
- The Clubs library is now booming with material including original handbooks, factory workshop manuals, and parts books for most models. The new librarian is Gordon Macadam and you will find his phone number and address on the front cover. We have spent a good deal of money on building up this facility for your use so please feel free to make use of it. Copies of all of this material are available for a small charge, or in some cases original material is available for members to buy.
- Please ensure to inform either your branch Secretary or myself (preferably both) of any change of address or phone number. This will save your information going astray.

REGARDS TO ALL , COLIN HEY
