

THE WOLSELEY WORD

CAR CLUB

April 1985

NEWSLETTER

Vol. 9 No. 3

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OFFICIAL NEWSLETTER OF THE "WOLSELEY CAR CLUB N.Z. (INC)"
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A WORD FROM THE PATRON

If you drive a Wolseley and have read the advertisements in our previous newsletters regarding our first National Rally at Nelson during Easter Weekend, 5th - 8th April, you will be assured of a fully occupied weekend, plus lots of fun with many prizes to be competed for, as emphasis is to be on family participation and good fellowship.

In 1976 several Wolseley owners met and established the Wolseley Car Club NZ Inc., which soon grew to a membership of 30. Today the club has topped 180 members throughout the country and is steadily increasing - proof, if it were needed, of the value people place on belonging to such an organisation.

Officially, this year will be the club's ninth birthday, happily coinciding with the Vintage - Veteran, and other car clubs' rallies throughout New Zealand, celebrating a hundred years of the motor car from 1885 to 1985. The three branches of the Wolseley Car Club throughout New Zealand wish to share some of their pride with the newly formed fourth branch in Nelson by asking them to host the Rally at Wakefield, with the kind co-operation of the Nelson Rover Car Club who are lending their clubrooms and facilities.

The costs of participation prevent this from becoming an annual event as competitors come from throughout New Zealand and, indeed, I must add, some members from our Australian sister club are flying over on Thursday 4th April to be with us for the weekend.

Rarely does a social discussion progress far today without the motor car asserting its claim to attention, and Easter weekend this year will be no exception, so if you have been unsure as to attend up 'til now, we hope to see you there.

Happy travelling,

BILL WILLIAMSON



COMING ACTIVITIES - CHRISTCHURCH BRANCH

Easter Weekend	National Rally
Sunday 28 April	Homestead run - leaves Northlands Mall at 1.30 p.m.
Saturday 18 May	Evening rally finishing at Gordon & Jane Macadam's Leaves Northlands Mall at 7 p.m. - Ladies a plate please
Wednesday 29 May	Slide evening at Hutcheson Street Hall at 7.30 p.m. Highlights of Colin & Jenny's Wolseley activities in England
Tuesday 2 July	Annual General Meeting - Hutcheson Street Hall

PROGRESS REPORT - NATIONAL RALLY

At the time of writing everything is go and arrangements more or less finalised. Last week all entrants (together with those members in the Nelson Branch) were sent the final registration form together with the accommodation instructions in the hope that we will all converge in Nelson on or before Friday, 5th April, to begin what promises to be a really great weekend of activities.

Jenny and I visited Nelson three weeks ago and made sure everything was all tied together, and planned out two of the three rallies to be held on the Saturday. Running through the instructions and over the routes plus visiting venues and caterers, kept us particularly busy, I can assure you, but I think will pay off dividends when the time actually comes to stage the events. The rally programme is very much as it was published in the last newsletter, except that our get together and registration are now combined on the Friday night, Sunday morning is free, and an additional meeting on the way home at the Blenheim branch of the Vintage Car Club to inspect their new clubrooms and Museum has been slotted in as well.

People attending are coming from as far south as Dunedin, North as far as Kerikeri, and as far West, believe it or not, as Australia. Five persons have accepted an invitation sent to the Wolseley Car Club in New South Wales and are to join us in our activities. Most of the cars taking part are 50's and 60's models with a good spread of models represented. Some are still being frantically prepared whilst others will be merely washed or wiped over after being removed temporarily from daily use and headed for Nelson. Altogether we are expecting something like 25 to 30 cars at our events, which will be the largest gathering at any one time since the club's formation.

The next newsletter will be full of news concerning the Rally (hopefully all good) to give those members who were not able to experience it for themselves, at least a taste of what happened and encourage you to try and make it to the next one (when and wherever it may be). Meanwhile its 4th gear and overdrive with final arrangements.

COLIN HEY
RALLY ORGANISER

THIS IS YOUR CAPTAIN SPEAKING

Some progress has been made on my 1500 since the last newsletter. I have registered the car, fitted new tyres, repaired the brakes, obtained a W.O.F. fitted a new exhaust pipe and have now got the car in the garage.

The registration went ahead more or less as expected. I phoned the M.O.T. and an officer duly arrived the next evening to inspect the car. He took the details of the engine no., chassis no., etc., and radioed them back to his headquarters where they were put through the computer. After about ten minutes he came back from his bike and said all was well and gave me Form M.R.2 all signed and approved. A visit was then made by me to the Motor Registration Department, where I was issued with a new set of number plates LT6282. The cost was less than the \$152.00 I first mentioned so I assume there is a reduction per month.

The tyres I bought from Bill Williamson. They are slightly used 165 x 14 radials and were fitted to 16/60 wheels which unfortunately don't fit 1500's. They have now been changed on to my wheels and fitted to the car. I have done about 200 miles on them and so far am very happy with their performance.

I then decided to try for a W.O.F. LT6282 almost made it except for the right front brake which did not seem to work at all. The brake cylinder was seized so Colin Hey kindly swapped it for one in working order and helped fit it. This cured the problem and we now have a current warrant. Unfortunately it has gone back to not working again so will have to be looked into further.

After leaving the testing station I noticed a lot more exhaust than the car had before. The flange had already been leaking a little and I think the violence with which the man at the testing station tried the brakes was the last straw for the poor old exhaust. I took the old one off using it for a pattern, had a new one made at Magoo Mufflers Ltd. The cost was \$2.00 for each bend plus the price of the pipe itself. Any exhaust system can be made in this way as long as they have a sample to work with. The total cost of the front pipe (flange to muffler) was \$21.00.

Some time during all this I sold my 6/99, so now LT6282 has a roof over its head. My 6/99 has gone to a good home in Kirwee and we hope to see more of the Sharp family in the future.

My next job is to tackle a leaking windscreen. I would like to get the screen taken right out and a new rubber fitted. I have had some rubber given to me. It is not original but the original is almost impossible to obtain in N.Z. so I will have to accept that. I think that a non-original windscreen is better than wet feet.

During the holidays I took my father, who was up from Dunedin, fishing at Lake Lyndon in LT6282. We caught two nice trout each, the first for a long time, so perhaps this is a good sign.

See you soon,

Club Captain.

THE GRAHAM REPORT

Lynne and Rod Graham

We have had our 6/110 Mark II since October 1981. The car had 9 previous owners, four of whom were car dealers. The original owner was the Bank of New Zealand in Wellington. We bumped into the second owner of the car recently at Lyttelton, he recognised it and we had quite a long chat with him. He had it when it was about five years old, boy, what we would have given to have seen it then.

The people we bought the car from informed us of the Wolseley Car Club. We always intended to join but never got round to it until one day a friend of ours looked at a 6/110 for sale that we'd pointed out to him, he loved it, bought it, and joined the club, and it was he who finally got us to join. This person was none other than our "firewood" man, Dave Edwards.

When we got the old girl she'd already done 130,000 miles. The motor ran quite well, but she was starting to get tired. We nursed the car the way she was for a little over a year, just doing the usual maintenance necessary to keep going. By about Christmas 1982 we decided that the car needed some major work done, and as the Wolseley was our only means of transport, we decided to look around for a second hand motor and have it reconditioned. We eventually bought a motor for \$50.00 from a farmer in Halswell. It had to be removed from a somewhat derelict Wolseley the farmer wasn't interested in and we decided that the quickest way to get the motor out was to use an acetylene torch. A couple of quick "incisions" either side of the grill and a lot of help from an old winch, and hey presto, one second hand motor. We removed the gearbox, clutch plate and carbs as the farmer wanted these himself. Our mechanic decided the original parts, with a little work, were alright as they were (the automatic gearbox had been recently reconditioned when we bought the car), and the rest of the motor was completely reconditioned leaving not even the smallest part untouched. This whole process took a couple of months, and in the meantime, the old motor was getting very tired and very fussy.

Finally we took the car into the mechanic for the new motor to be fitted etc. We expected to be without the car for about a week or more and intended to clean and paint the firewall while the old motor was out, but we went to see Adrian (the mechanic) the next day and he had the old one out, the new one in and running. As a consequence we were without a car for only a few days. Since having had this work done, we have done 25,000 miles, the car having done 165,000 all told. The car regularly visits our mechanic for thorough check-ups and any other maintenance work that she may need, so as you can imagine she is mechanically sound most of the time.

As for the body work, it needs a lot of work but until we can afford it, all we can do is keep her clean and hope that she doesn't fall apart around us.

That's enough about the car, so now a bit about the owners. You see we've developed quite a bit of a reputation within the club for doing mad, impulsive trips in our trusty car. We have been known to leave Nelson heading for Christchurch via the West Coast. Now any ordinary person would use the Arthurs or Lewis Passes, but no, we've done those all before, so decided to go via the Haast Pass. From Haast we travelled south to Queenstown and Wanaka stopping for a short time to visit friends, Mike and Ruth Dickison on holiday in Arrowtown, then back on the main road heading for Christchurch at last. We left Arrowtown at about 4 p.m. on Sunday and had to be back in time for work the next day. The whole trip normally reached in one day took us three days. We have to cut down on these trips now because we simply cannot afford it.

That's about all we can tell you about our car. To sum it up, she's very reliable, comfortable and just like one of the family to us.

M.V. TUHOE

Michael Norris

On Sunday, 10th February, seven carloads of Wolseley Car Club members met at the Kaiapoi wharf for a river cruise.

At about 10 o'clock we boarded the M.V. Tuhoe, an auxillary schooner built in 1917 by George Nichols in Auckland and launched on the 7th April 1919. The Tuhoe was taken over by the United States Army Small Ships Division during World War 2 and sailed to the Pacific Islands after she had been sailing for the Northern Steam Ship Company for seven years.

In 1963 she was laid up in the Kaiapoi river, where she sat for 17 years. In 1980 she was bought by the Cure Boating Club and restoration began. Now after many years of work by volunteers she regularly cruises on the river while restoration is still proceeding. The trip takes about an hour and a half, a return voyage to the mouth of the Waimakariri River.

After the cruise we drove to the Pines Beach domain for a leisurely lunch under the trees. After lunch we wandered over the sand dunes to the beach giving the younger ones a chance to paddle. In mid-afternoon we left the domain for the drive home after what had been an enjoyable days outing.

QUAIL ISLAND

Gordon Macadam

On Sunday, 24th February, 7 cars assembled at the New World car park, Linwood Avenue, to drive through the tunnel to Lyttelton for a visit to Quail Island. The Grahams had the honour of possessing the only Wolseley in the group until we reached Lyttelton where we met up with 2 others.

The day was one of the last good Sundays of what has been a great summer, and the sea trip in the launch to Quail Island and the following picnic was an ideal way to spend it.

Quail Island is an island in the middle of Lyttelton Harbour, geologically. It is part of the vent of the volcano that formed Banks Peninsula and after the eruption which split the volcano and allowed the sea in the harder rock resisted the erosion of the sea, so leaving the island.

Robert Falcon Scott used the island to quarter his dogs and ponies before his ill-fated expedition to the South Pole. In the very early days of Canterbury settlement lepers and others with infectious diseases were quarantined there, and in later years Count Von Luckner was kept a prisoner there. The buildings associated with his term of residence are still in existence.

Nowdays the area is a farm park and you can walk round, enjoy the views, observe the collapsed container crane, swim, fish or just laze. We had a wonderful day out and so did the children, many of whom had not been on a launch before.

HOMESTEAD RUN

Gordon Macadam

Sunday, 17th March, saw 8 Wolseleys and 1 Vanden Plas lined up in Northlands Mall car park for a homestead run.

Unfortunately the homestead fell through (not down) and the venue had to be changed to Godley Head. The homestead run has been rebooked for Sunday, 28th April and should be worthwhile.

The sight of 7 Wolseleys (1 got lost) shining and twinkling their way round twisty roads of Godley Head was a sight to remember and I feel worth recording.

In front, fresh from winning the Inter-Club Concours was Colin and Jenny Hey in their black 1500. This car was on its first club outing and is a credit to Colin and Jenny. It will be at Nelson and must be leading the running for concours honours there also.

Behind were Robert and Lynn Hey in Colin and Jenny's white 1500. Robert's own 1500 is undergoing a total rebuild but due to delays in the paint shop may not make it to Nelson.

Number 3 was Mike and Ruth Dickison in their beige 1500, a delightful original car which Mike has big plans for.

Ron and Jocelyn Norris in their green 4/44 started the other models. Ron has done a lot of work on this car and gets embarrassed when strangers come up to him in the street to tell him it is a credit to him. Rumour also has it that the Warrant of Fitness people can't check it properly as they get dazzled by the shine from the chrome and paintwork.

Colin and Lynnette Stoddart's 24/80 followed. This car is original having belonged to Lynette's grandmother from new and although a "Mum's runabout" still appears on club outings in superb condition.

The 6/110 were represented by Rod and Lynne Graham in their much loved grey Mk II. An article appears elsewhere in this newsletter about the car.

Les Amtman and his wife completed the seven Wolseleys with their shining black 6/99 which has covered a phenomenal mileage, having been a Taxi in its younger days and in spite of living outside is always presented in spot-on condition.

Once at Godley Head which is an old defence establishment we departed down the track into the teeth of a howling southerly to look at old search light bunkers, access tunnels, generator houses etc.

The heads to Lyttelton Harbour are such that protection of the harbour is easily obtained by stationing some big guns at the entrance, and this was done during the Russian scare of last century. The area has been a defence position ever since with part of it becoming a farm park only recently.

Ron and Jocelyn Norris invited everyone round to their house in Redcliffs for afternoon tea where we chatted until early evening.

MAINTAIN YOUR WOLSELEY

The first job to do was drain the sump,
So I found the right spanner and gave it a thump.
I pushed and I grunted and sighed and wheezed
And finally decided that, yes, it was seized.

I extended the spanner with a hunk of old pipe
expecting I'd be there the rest of the night,
but finally it came after my strongest heave,
So I undid the bung and you guessed it, it ran down my sleeve.

I thought the filter would be the next thing to do,
But after I looked I nearly rang the zoo,
After a fight and a fiddle it was plain to see,
That the man for the job was a chimpanzee.

With a crick in my neck and triple jointed wrists,
I got a socket on the nut and gave it a twist,
Then the whole show fell down without a sound,
but landed on it's side and spilt oil on the ground.

I put it back together with the utmost care,
installing the new filter I'd had almost a year,
putting it back on the engine was rather a shock,
I couldn't get the new seal to stick in the block!

With that job behind me I felt quite smug,
So I turned my attention to the four spark plugs,
They all came undone except one which I broke,
I dare not write down the words that I spoke.

With a new set installed and leads put back,
I reached down and flicked off the distributor cap,
I undid the screw down below the rotor
But dropped it and lost it around the starter motor.

I finally found it after close to an hour,
My enthusiasm now was turning quite sour.
I installed the points and put the cap back on,
And sat back and wondered what else could go wrong.

The next thing to do was to grease the suspension,
a job which I tackled with some apprehension,
I jacked the car up, high off the ground,
Removed the hubcap and guess what I found.

I had bought some new tyres during the price cuts
And the firm that fitted them use air tools on the nuts.
Having not removed any wheels since then,
Oh no - it was the sump bung all over again!

When the wheels were all off I was really worn out
Then I found the grease gun was suffering a drought.
A refill and bleed soon did the trick,
But the number of blocked nipples FAIR MADE ME SICK!

I crawled underneath to check the gearbox oil level,
but the bung in the diff was a right little devil
I climbed back out whacking my head on the door,
Topped up the oil and spilt more on the floor.

I put the wheels back on and tightened each one,
let the jack down - and squashed my grease gun.
I cleaned up that mess and to complete my toil,
I refilled the engine with a pack of new oil.

I held my breath when at last I jumped inside,
Started it up and went for a ride,
When I got back - you can imagine my bliss -
after checking my work I found nothing amiss.

Shortly afterwards my wife appeared,
and surveying the mess said "How goes it dear?"
I said "well, O.K" in tones rather soft,
and then I revved up the motor & the muffler fell off!

Now if you think this story's not true
You're probably right just between me and you,
but one thing I'd really like you to do,
Is to service your own Wolseley - you'll enjoy it too.

COLIN HEY

MONKEY MECHANICS CORNER

Radial Tyres: Are they any good on our cars?

1500 cars: These cars have the same floor pan and suspension and wheels as the Morris Minor. The 4 inch wide wheels are suitable for 155 x 14 tyres. If 165 x 14 are to be fitted I suggest the rims be widened by 2 inches, making them 6 ins. wide. The reason for this is that the car will roll around on 165's on a 4 inch rim. We have a Morris Minor convertible which we have 6 inch wide rims with 165 tyres on. These have done 6 years running around and may still just pass a warrant. To my thinking many old cars are not suitable for radials as the suspension is not set up for them and the wheels are too narrow.

6/99 and 6/110: These cars have a 5½ inch rim and will take radials up to 205 x 14. Any small size will gear the car down and give the speedo a higher mileage reading than what has been driven. Thus, when you work out the mileage you will get a higher miles per gallon than you are really getting. The 6/110's are inclined to thump and windows rattle on the wrong radials, and without power steering they are heavier around town and at slow speeds. I found that Aquajets by Dunlop are too soft in the walls for the weight of the 6/110's.

SO when fitting radials don't take the first opinion you get from a dealer.

Check the size: will it be the same overall diameter?

Check the width: is it too wide for the rims, and are the walls too soft for the weight of the car?

See you all at Easter
CHIEF APE

INTER CLUB CONCOURS - 23RD MARCH

Once again the MG T register organised a concours competition between all one make car clubs in Christchurch. This year it was held out at McLeans Island in the Canterbury Vintage Car Club grounds. In the past this event has suffered because of lack of sufficient notice, however this year attendances from other clubs were well down once again despite at least 3 months notice - rather disappointing considering the effort the MG club had made this year.

This year about seven clubs were represented (poor when there are something like 25 in Christchurch) all credit going to the Jowett Car Club who had about 8 or 9 cars there altogether. Representing our club was Colin and Jenny Hey's black 1500, which I am pleased to report stormed away with the major honours, landing Colin with an armful of prizes which have come well deserved. The car was placed in Class C - cars produced between 1960 and 1970. It was judged twice - firstly by all the other entrants in Class C and came in second behind a particularly nice and newly restored Daimler V8 saloon. The overall winner was judged by representatives of four of the participating clubs who picked out the best 10 cars and went over them all very carefully. Colin's car came out top in points with (from memory) the Daimler runner up and a Triumph TR7 third.

The team prize was awarded to the Early American Car Club who had some really lovely cars on display, and I think second and third going to the Mercedes Benz Club and the Jowett Club respectively.

Some criticism has been levelled at the MG Club (T register) for the way in which the event has been run in the past - however, they did state that each year the winning club was to be responsible for organising the following years competition. This for some reason has not occurred, however, I am pleased to report that the Daimler Club (having won the team prize three times so far out of the four events) has agreed to be responsible for next year's competition. From what I have heard planning will begin next September, it will be indoors, and extensively publicised and promoted, so lets get a few more cars ready!

Meanwhile, well done Colin and Jenny - you can now get the car dirty ~~during~~ the National Rally safe in the knowledge that it has won both our own concours last year and now the inter-club concours as well!

Roving Reporter

There are three ways to get a thing done, do it yourself, hire someone, or forbid your kids to do it.

BUY, SELL AND EXCHANGE

- Sell Wolseley 1500, 1961 Mk2 Model, 115,000 miles, recent valve grind and full mechanical history available. 2 owners. Two-tone grey with red interior, fair condition inside and out. Woodwork restored and rebuilt. Diff with new crown wheel and pinion. Some spares also included. Needs a kind home and restoration. \$2,000 Contact Colin Campbell, Hastings (070) 85-969.
- Sell Reconditioned S. U. fuel pumps. Contact the Spares Secretary, Bill Williamson, 80 Mathers Road, Christchurch.
- Sell Wolseley 16/60 automatic, 130,000 miles. Interior, good condition, small amount body rust. Runs extremely well. Phone 8934, **Richmond. Nelson.**
- Sell Vanden Plas Princess - 3 Litre - MkII Auto. 110,000 miles. 2 owners since 1974. Original condition throughout. Price negotiable. Contact Michael Norris - Phone 843-564, Christchurch.
- Buy Series 3 Wolseley (1938 - 1948) 12, 14, 16 or 18 H.P. Wanted to restore. Anything considered, approx \$600 to spend. Phone Kerry, Christchurch 596-275 evenings. South Island car preferred.
- Sell 1948 Wolseley 8 HP, dismantled but all there, all parts require reconditioning and body requires restoration. Contact Mr & Mrs Bergman, R.D. 3, Hokitika, phone 522
- Wanted 1500 or 15/50 in good condition, contact Peter McDiarmid, 79 Tennyson Street, Christchurch 2 Phone 39-103
- Wanted 6/110 MK II Auto, must be in excellent condition all round. Wanted for a member. Contact Bill Williamson (Parts Co-ordinator).

Window transfers - 60 cents each, or 2 for \$1.00

The Club has stocks of leaflets for putting under prospective members windscreen wipers, so if you see a Wolseley parked and wish to contact the owner, these leaflets are ideal.

Contact the Secretary if you want some.



- Sell 1931 Wolseley Hornet, 90% restored, \$3,000 spent on reconditioning engine, diff, gearbox, brakes, rechroming, upholstery etc. Complete with nothing missing, genuine reason for sale. \$3200 O.N.O.
- Contact Des Jackson, 35 Ranch Road, Mount Maunganui, Phone Tauranga 54-394
- Buy Wolseley 6/80 parts - steering wheel, full set of guards, bumper bars with overriders (front and rear), and a brake master cylinder assembly.
- Contact Richard Cook, 29 Frame Street, Dunedin, Phone 730-297 Collect. Have 6/80 engine parts and some miscellaneous parts to swap or sell.
- Sell 1955 6/90 - dismantled restoration project but all there.
- What offers - contact E.O. Dalby, 11b Mallard Avenue, Masterton
- Sell 1965 24/80 MK II Auto. 3 Owners, Mechanically sound and regularly serviced. Still has the original white paint in reasonable condition, very good order throughout.
- Contact Brian Kitching, Phone Wellington 796-965
- Sell 1948 Wolseley 18/85 very good original condition, 84,000 miles only since new by 5 owners, in very good running order, \$3,200 O.N.O.
- Contact Bryan Lovegrove, 154 Nixon Street, Hamilton, Phone 64-327 Hamilton
- Sell 1966 6/110 MK II, 4 speed plus overdrive. 62,000 miles by 2 owners, Original condition, green \$5,000
- Contact Bill Williamson, Phone 382-516 Christchurch
- Sell 1967 6/110 MK II, 4 speed plus overdrive, Trafford Blue, good mechanical order, \$3,000,
- Contact Mr D. Petrie, Sutherlands Road, Christchurch 2
- Sell 6/110 Motor and box, propshaft etc. \$650 O.N.O.
- Contact Mr A. Perkins, phone 487-645
- Sell 4/44, new rings, good tyres and no rust. Good interior but has minor body dents. Offers.
- Contact Mr John Low, 17 Havelock Street, Ashburton, Phone 7292
- Sell 1965, 24/80, Excellent condition, reconditioned motor 5,000 miles ago.
- Contact Mr J. Styles, 160c North Street, Timaru.
- Also wanted to buy - 4/44
- Sell 1955, 6/90 Series I, plus spare motor, gearbox and body.
- Contact Jeff Gardiner, 117 Lonsdale Street, Christchurch phone 886-000

NEWS FROM NELSON BRANCH

On the 10 of February 13 members of the Nelson Marlborough branch left the Richmond Post Office and met up with the Paget family at Motueka. We then travelled over the hill to spend the day with Roy Ward and Family - our lone member in Takaka. Roy met up with us on the other side of Takaka and escorted us to his home at the end of Rangihotea Road. A lovely little bay with a view out to Tarakohe Wharf. While the adults talked, inspected cars, and looked at photos or took some, the children enjoyed a swim. Lunch was then had by all. In the afternoon we took advantage of a visit to McCartneys lookout where panoramic views of the Tasman from Farewell spit to Tarakohe and Separation Point could be enjoyed. Next we visited Pupu Springs and had a walk in the bush.

Afternoon tea was had by the Aorere Bridge while the children swam again. Roy opened his pump for petrol then after farewells we travelled back over the hill and home.

Two new members have been welcomed into our branch of the club - Steve Perano of Picton with two 6/80's one of which needs 4 new brake cylinders - are these available? - and Cliff Trenchard of Stoke with a 6/110.

Cars newly painted are the white 16/60 of the Reid Family and the 6/99 of Peter Bird.

Restoration of other cars is going ahead nicely, so we are looking forward to a good Easter Rally. On 10 March at the Wakefield Steam Musuem we had a one make swap and sale day plus a "Best of Four" from each club which were judged for a Trophy. The event was run by the Rover Car Club.

We have a hard job here saving Wolseleys, Westminsters and Austins from Demolition Derbyists, although we are getting some of the chrome lights and windows stripped off the cars before the derbys now that some realize our Clubs aims. 16/60's are the hardest hit cars with Westminsters a close second.

HAPPY MOTORING FROM
US ALL UP HERE

OLLIE REID
Acting Secretary
Nelson/Manawatu Branch



Members of the Nelson Wolseley Car Club stopped here and "only took on water" during the course of their picnic run to Golden Bay last Sunday.

The 16 members and four cars were met by the lone representative in Golden Bay, Roy Ward, and enjoyed their picnic meal at his home at Rangihotea Head near Takaka.

Advantage was taken of the afternoon to visit Pupu Springs and enjoy the panoramic view from McCartney's Lookout which embraces Farewell Spit to Tarakohe and Separation Point.

An official of the Canterbury club is expected to be in Nelson early next month to discuss the national rally to be held in Nelson over Easter.



FRANK
O'NEAL

"How did I go backing out
of the garage this time, darling?"

STOP PRESS



National Wolseley

rally

Nobody questioned the authenticity of the winning hard luck story at the first national rally of the Wolseley Car Club in Nelson at the weekend.

Many of the visitors in the 20 competing cars were witnesses to the fact.

Shortly after the gleaming cavalcade arrived at a pottery at Neudorf on Saturday afternoon to see a display of the craft a free-ranging billygoat began to take an interest in the proceedings.

He caught sight of his reflection in the polished paintwork of Colin Miles' Wolseley and immediately went on the attack.

Despite hoots and yells and cries of alarm the goat made his mark and this was enough, according to the Christchurch driver, to put him out of the running in the concours event. What else

could officials do but present him with the hard luck prize of the rally?

The overall winners were Bill and Margaret Williamson of Christchurch, who also won the concours with their fawn coloured Wolseley 6/90.

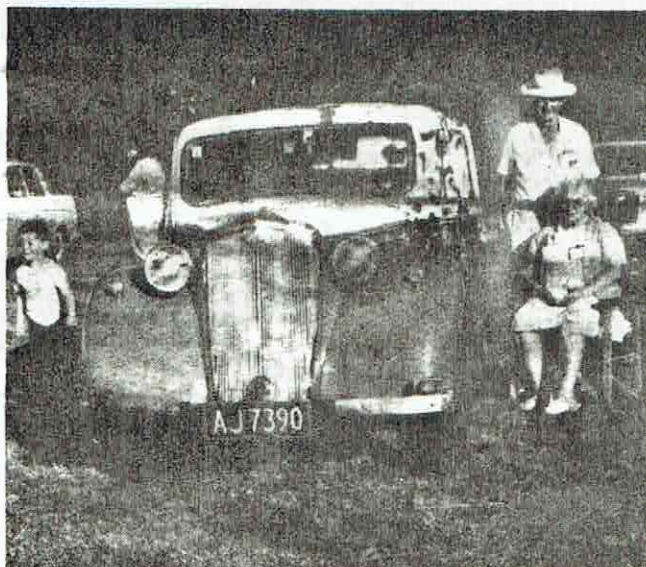
The most enthusiastic participants were judged to be Mort and Thelma Andrews, of Palmerston North, and the winners of the gymkhana were Gordon and Jean Macadam, of Christchurch, in their dark green 15/50.

The oldest competitors were Albert and Olive Harkness, of Greta Valley, who drove their 1946 Wolseley from Canterbury to take part in the rally.

The prize for the longest distance travelled went to two Australian couples who are leading lights in the 150-strong Sydney club, Ken and Jean Watson and Grayem and Margaret Fulton.

During the course of Saturday competitors took part in three short rally runs around the city environs, to the tame eels at Moutere, a winery, pottery and the Motueka Valley, and a night run over the port hills.

On Sunday afternoon the visitors were guests of the Rover Car Club at the Wakefield steam museum where the concours, public show and a gymkhana were held during the afternoon. There was an official dinner and presentation of prizes in the evening.



• This 1946 Wolseley overhead valve model was the oldest car on display at the Wolseley rally. At right are Albert and Olive Harkness, of Greta Valley, who also qualified for the oldest competitor award.

