

# THE WOLSELEY WORD

CAR CLUB

July 1985

## NEWSLETTER

Vol. 9 No. 4

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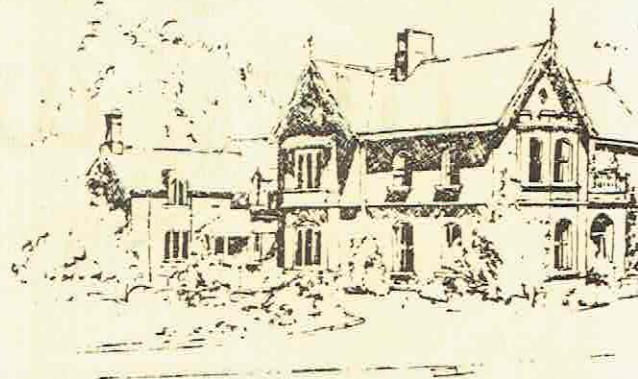
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OHOKA HOMESTEAD, N.Z.



### PRESIDENT'S REPORT

I have pleasure in presenting my report for the past year. The last twelve months have seen a tremendous leap forward in the growth of the club, membership has risen to nearly 200 and a new branch has been formed in Nelson.

On the social side, we have held a very successful National Rally, and locally the Christchurch branch has had many successful functions and now has plans to build its own stores shed.

The highlight of the year has to be the National Rally. At the forming of the Nelson branch in July of last year, it became obvious that Nelson was the natural choice of venues and Mrs. Ollie Reid and her new committee were keen to have the Rally in Nelson.

Colin Hey, the rally organiser, had the drive and expertise to ensure that everything went smoothly. Support from members was beyond expectations and with the arrival of the five Australian visitors, made the weekend one to be remembered. We all made new friends and now look forward to seeing them at the next National Rally to be held in the North Island.

Some highlights of the years activities on the local scene have been - two potluck dinners - one at Rex Fielding's bakehouse to farewell Colin and Jenny on their overseas trip, and the other, held at Tomes Road to farewell our Australian visitors on their return to Australia.

Sunday afternoon activities have included runs to the ship M.V. Tuhoe on the Kaiapoi River, the military installations at Lyttelton Heads, Quail Island, an economy run to Akaroa and the Christmas party at Orton Bradley Park. A weekend in Timaru was hosted by the Timaru branch, and was thoroughly enjoyed by all who attended. A successful night rally was held recently finishing as a house-warming for Lynne and Rod Graham, and also recently a garage raid attracted a good group to see such sights as Alan Roberts 1907 Wolseley Siddley, one of only four left in the world.





The years success socially has been mirrored by the spare parts activities. Bill Williamson, our spares co-ordinator, has increased sales and stock of Wolseley parts to the point where we need to expand our storage space dramatically.

The magazine continues to be a source of concern. A new system of making it the responsibility of the committee has only partially worked and major problems with the printing of it have cut the number of issues down to an unacceptable level for a club with such a widely spread membership.

The financial side of the club, both nationally and locally, has been adequate for what we have achieved, but there was not enough money in the national account to have the magazine commercially printed when our source of free printing dried up.

We have appealed for loans from the Christchurch branch members for the new spares shed and these will have to be repaid over the next two years by fund-raising activities organised by the Christchurch branch.

Finally I would like to thank everybody who has contributed to the well-being of the Club over the last year. The Secretary, Colin Hey, for his unremitting attention to the Club's affairs, the spare parts co-ordinator, Bill Williamson for his wheeling and dealing on the Club's behalf will be of benefit to us all.

The Committee over the past year, Colin Hey, Mike Dickison, Robert Hey, Colin Stoddart, Ron Norris and Rod Graham have all organised some activity or another in the discharge of their duties.

I would like to thank my wife Jane, and Margaret Williamson for the work they did in organising the two pot-luck dinners that have been held, and last of all thankyou to the members who have helped in the aims and objectives of the club which are to promote the preservation and the use of Wolseley cars.



Members tuck into dessert at the National Rally debriefing Pot Luck held at the Macadams. Facing the camera are John Hunt, Jean Watson (NSW), the Scotts and John Parker.





## THIS IS YOUR CAPTAIN SPEAKING

LT6282 now has a nice waterproof windscreen. The job was done by Oakleys and cost \$95.00. The majority of the cost, approx. \$55.00, was for a new rubber which came from an Austin Maxi. They made a neat job and I am very pleased with it.

The big job I want to talk about this month involves another W.C.F. I mentioned previously that I was still having problems with my brakes and this time the Testing Station turned me down on the front left wheel not braking at all. The cause was soon revealed. After pulling off the brake drum I found everything soaked in brake fluid. I pulled the brake cylinders off and found them in quite a mess. They were quite badly pitted and after cleaning them up we decided that they were beyond help.

A phone call to Safe-R-Brakes confirmed that new cylinders were available at the princely sum of \$55.00 each. A second phone call to Smiths Regrinds told me that reconditioned cylinders are to be had at \$22.00 each, I think on an exchange basis.

I had heard about the reconditioning process of getting the cylinders bored out and a brass sleeve being pressed in. This sounded reasonably easy so I thought I would have a go myself. About this time I decided to do all four of the front cylinders. The cylinders were turned out on a lathe by Russell Giddens at a cost of \$5.00 each and a piece of brass tube with the correct inside size was bought from Micro-Wakefield for \$1.00. I pressed the tubes in myself using a vice and then honed them out just to take off any burrs etc. New rubbers cost a total of \$9.50 and exchange shoes \$21.00.

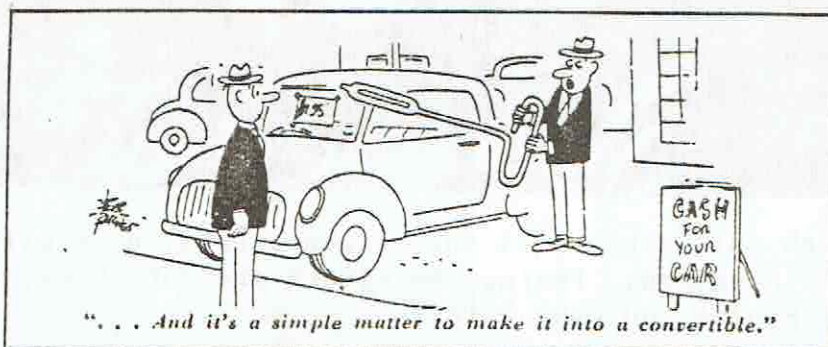
The job is now finished but I have not been back for the W.C.F. yet. While I had the front end apart I replaced the rubber suspension bushes and I will talk more about that later.

With changing the tyres to radials a small problem arose. The spare wheel would not fit in to its proper place under the floor of the boot. The extra width of the radial just fitted in but at the back of the hole there was a small steel anti-rattle bracket which stopped the tyre from going right in. About this time Rod Graham arrived and between us we drilled and chiselled the bracket off one end and pressed it down flat. Now everything fits as it should.

The muffler has started leaking.

See you soon.

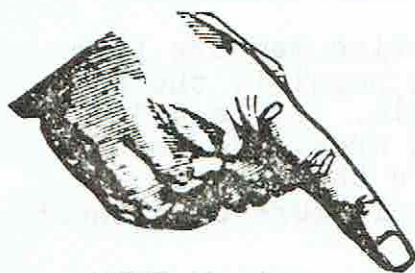
CLUB CAPTAIN







# COMING ACTIVITIES - Christchurch Branch



SUNDAY 11TH AUGUST - VISIT TO SX BAKERY - We will be taken on a conducted tour through SX Bakery which will be in full swing baking bread for delivery that night. There will be a lot to see and it promises to be a most interesting way of filling in a Sunday afternoon. After the tour we will depart to an afternoon tea destination indoors or outdoors depending on the weather. (Please bring your own) Meet at Clarksons New World supermarket Car Park on the corner of Aldwins Road and Linwood Avenue at 2 p.m.

SUNDAY 8TH SEPTEMBER - ECONOMY RUN TO HANMER SPRINGS - This is our most popular annual event and this year more entries are expected than ever before. If you only can make it to one run a year, this is the one, so get your car tuned up for it now. Assemble at the garage on the corner of Prestons Road and Marshland Road at 8.50 a.m. Please bring a picnic lunch, togs etc. if you want to go for a swim in the hot pools in Hanmer, the whole family, and an egg for the accelerator. See you there! A postponement notice will be broadcast on Radio Avon and 3ZB if the weather is bad.

MONDAY 30TH SEPTEMBER - LADIES EVENING - Microwave cooking demonstration in the Hutcheson Street Hall, 7.30 p.m. Come and discover the magic of microwave for yourself. Suitable for men too. Should be most interesting. A plate for supper would be appreciated.

If you have any questions about any of these events, require transport, or can offer assistance, please do not hesitate to contact Colin Hey, Phone 894-533.

## REPORTS ON PAST ACTIVITIES

### HOMESTEAD RUN

The 28th April was a beautiful, fine, warm, still autumn day - perfect weather for our Homestead run, this year out to Ohoka Homestead, about 20km from Christchurch. We had a splendid turnout of 14 cars, many of them full, and drove in convoy from Northlands out along the northern motorway and to Ohoka.


The Homestead is also famous for its donkey stud, a fact proven when we were taken inside the 100 year old stable where hundreds of show ribbons were on display. Our guide for the afternoon was the homestead's owner, Mrs. Mulligan, who obviously has a good sideline business breeding donkeys and taking parties through the homestead.



We were more or less free to look right through the house and gardens ourselves, and enjoy a nice cup of tea with scones and whipped cream in the plushness of any room we liked the most, or out in the garden. Very, very pleasant. Part of the garden had actually been landscaped a year or so back by none other than Gordon Macadam so we had a chance to inspect his handiwork at the same time.

It was most encouraging to see two prospective members turn up, one of them in what we would think was possibly the only Wolseley taxi in commercial use in the world. It is a 16/60 and in regular use around the Christchurch area. We hope to run an article on this car and its owner in the not too distant future. Jenny and I even had the pleasure of a short ride in it.

All considered it was an excellent Sunday outing, and I think enjoyed very much by all of the forty odd people who attended. We must start thinking which homestead we will visit next.



### NIGHT RALLY

This Rally, on the 18th May, attracted another excellent turnout, especially considering some of our keener members were for various reasons indisposed that particular night. The assembly point was Northlands Mall, and the route should have taken cars out to Hornby then back into town and across to Opawa. I say "should have" because the instructions asked navigators to go by the shortest route to a certain aircraft on a pole, with a picture of a Harvard on the instruction sheet. Because the road they were on went right past the airport, some carloads, who will remain nameless (perhaps), went straight to the more familiar landmark at the airport - the Spitfire - forgetting that there was in fact a Harvard on a pole outside the R.N.Z.A.F. base in Wigram. However, the instructions were extremely well worked out and even if the Spitfire was visited then the unsuspecting entrants carried on to eventually end up on the right route again. Other landmarks visited included the statue of Queen Victoria and the club's P.O. Box, both of which had to be found in order to work out which instructions to use next. Nobody got lost and everyone had a ball.

The rally finished up at Rod and Lynn Grahams recently purchased house in Opawa for an excellent supper provided by all, with other goodies prepared by Rod and Lynn. First prize went to David Hyndman, with Colin Miles (sen) managing runner-up. One point behind was Bill and Margaret Williamson, with the booby prize going this time to Colin and Lynnette Stoddart. Colin & Lynnette actually won the last rally, but at least they know the difference between a Harvard and a Spitfire now. Congratulations also to Les and Noeline Amtman who (following the capable directions of Geoffrey Williamson) managed fifth place. This team is ever improving so watch out future rally entrants! Other members present included more Miles's (3 cars altogether!) the Marshalls, Heys, plus one or two others whom I have forgotten - sorry!

Thanks Colin and Jenny for organising the rally, Rod and Lynne for the use of your cosy home, and to those of you who managed to come along and make the rally so successful. You should see the bulge Rod has put in the end of his garage so he can fit the front of the 6/110 in. Looks like he's trying to persuade it that its pregnant so a new bigger one will arrive. Don't know how long the gestation period is though.



## HAZARDS OF WINTER MOTORING



'Are we staying here all afternoon just because you washed the car this morning!'

## (Christchurch Branch Activities contd.)

### GARAGE RAID

This was held on Sunday, 16th June, and consisted of a leisurely jaunt around town to view and check out progress on some of the more unusual cars that have not yet seen the light of day at one of our club runs. During the course of the afternoon, four properties were visited by 20 people - a pleasing attendance considering the event probably only had a limited attraction. Wives and children were somewhat the notable exclusions from some cars - isn't that right Gordon.

The first garage we raided was that belonging to Tony (and Cecily) Shanks, where we were able to view the 6/80 Tony purchased through the club a year or two back. The car had been laid up a number of years but had been extremely well preserved. Tony has had it running, and has also accomplished a lot of restoration work including all of the interior woodwork, the chromework etc., and has almost got it ready for a repaint having all but finished rubbing down work. This will be one of the nicer 6/80's when completed - so keep up the good work Tony.

We then headed right over to the other side of town to view a couple of Wolseley Hornet (1930's) chassis, engines and other parts in 'as found' condition. Believe me there wasn't a lot left but owner Norm Sisson is confident that he can get at least one rebodied in its original 'special' livery. While there we were able to view Norm's extensive collection of motorbikes and 'other' cars including an A50 Special that was raced competitively about 30 years ago, and a very nicely restored Austin Seven tourer.

From there it was just around the road to Colin & Jenny Hey's place to take a good look at their 1936 25H.P. Colin is making noises about starting restoration now that the black 1500 (also on display) is finished so it will be interesting to keep track on progress over the next year or two. At this stage it is a very complete and original car although it does show its age, but if the 1500 is anything to go on it will be a particularly nice car when it's finished.



After a cup of tea and a chat at the Heys it was off to Burwood to see Allan Roberts' 1909 Wolseley Siddley in its finished and immaculate state. During the last Garage Raid we had about four years ago we saw this car in its almost completed condition and it was good to visit it again now that it has been finished and covered something like 5,000 miles. Allan has now begun restoration on a 1907 car which originally competed in various trials in England before being exported to New Zealand. We were able to see all the bits he has assembled for it and he had the engine pulled apart on the bench and was able to explain how they go together and how to restore them - very interesting. By the time that was all over it was very near 5.30.

Although not of interest to everyone, it was a thoroughly enjoyable afternoon for those who did attend. It was great to see Mark Graham in his nice MKII, and also Trevor Taylor in his Wolseley 6/110 "sports car" at their first run. The latter is a car Trevor has built himself out of a smashed 6/110, and can be best described as fast and interesting with a home made open sports body. We will try and get a photo in the next newsletter. It resides in Trevor's garage next to his MKII 6/110. Another of our members, Laurence O'Conner brought along his Porche-Carrera too - some interesting cars at the last run!!

#### Roving Reporter

N E L S O N



B R A N C H

With the Annual General Meeting having come and gone, we can look back on a good year with many new friendships having been made and a steadily growing membership.

On the 9th June, we had a Funkhana which was a huge success, held at the Richmond Mall car park and attracting 18 members. After a series of events I was announced the winner (34 Points) with Robert Paget, second, (29 points) and Peter Bird, third, (28 points). Events included backing and parking and a section on first aid. John Nally was given the prize for the cleanest car, and the best sport went to his wife, Anne. The hard luck went to Robert Paget who had had some misfortune with a friend's cat. We intend running the event annually from now on with different activities, with a trophy going to the overall winner.

Eddie Way is out of commission at the moment with a broken leg, but all other members are well.

#### COMING ACTIVITIES - Nelson Branch

SUNDAY 11TH AUGUST - Run to Wakefield - leaving Richmond at 1.30 p.m.

SEPTEMBER - In Recess

SUNDAY 13TH OCTOBER - Pelorus Picnic - the opportunity to meet our branch members on the other side of the hill from Blenheim and Picton.

OLLIE REID



## MANAWATU



## BRANCH

We are spending the next two weekends sorting out the old spares shed and hope to acquire the lease for the new one on 17th July, we must then transfer all our spares across.

We had our annual picnic way back in March, we went to Masterton to visit Mrs. Margaret Christenson. Five cars to start with, including the Wolseley Hybrid, Alex's ute has finally joined the convoy. It looks quite unique. We then spent two hours at Mt. Bruce Bird Sanctuary. Very enjoyable, and we picked the best weekend for weather.

We haven't had another trip since then, we have tried to get some interest but same old apathy. We will attempt to generate further enthusiasm at our next meeting when you are up here.

I have bought an 18/85 after selling the 16/60 (ex Christchurch) to Ron Esslemont, a new member. Anne has finally got her driving licence and is quite at home driving her car. I am still sticking to my 6/90. My brief affair with a MKII Jag. turned sour. I still have it but she is sick and I will have to take the motor out to cure an oil leak and then I'll have to sell it, you can't beat the reliability of the old 6/90.

Phil John Zeigler, Keri Keri has confirmed his repairs to his car, using the gearbox we sent him, he is now on our books. Hopefully he can get a branch started up there. We have lost a few members, especially around Wanganui, but also we have gained a couple here in Palmerston North. MIKE DAVIES

## TIMARU



## BRANCH

The Timaru Branch held its Annual General Meeting on the 21st May. We had a reasonable attendance at the meeting which went off quite well with the following appointments being made for the coming year:

President & spares officer	Jim Cummings
Secretary/Treasurer	John Styles
Vice President	Jim Garden
Club Captain & Librarian	Bill MacArthur
Spares Assistant	Des Kay

After the formal business had been completed our guest speaker, Jacqui Goodman, gave us a talk on the tour her and Brian went on through South Africa with the English Bentley Drivers Club - very relevant and thoroughly interesting. The meeting finished with a very generous supper - thank you ladies.

The Christchurch Branch has also written and invited us to a weekend of activities on the 28th & 29th September, so get yourself prepared for that! Accommodation will be in a Motel or billeting if required.





THE NATIONAL RALLY - a not so brief report by Colin Hey

One could write a book on the people, happenings and cars that attended the clubs first national rally during Easter, but no matter how exciting it was to read, how much depth it contained, there would be no experience quite like being there yourself. I have been meaning to write this article for some time now, and I think I have finally got to the stage of forgetting all the trivial details so that now I am in a fit state to give all of those who were not able to make it an idea of what actually happened.

People and cars from all over the country converged on, or even before, Good Friday, travelling from as far north as Auckland (Margaret Woolnough, Alan Thompson and the Billings family) and as far south as Dunedin (Allan and Betty Francis). We also had the great pleasure of welcoming five members of the Wolseley Car Club in New South Wales, Grayam and Margaret Fulton, Ken and Jean Watson, and Ian Berston, who turned up to make the event something of an international one.

Jenny and I arrived in Nelson on the Wednesday night, having had a good trip up in our black 1500, I think every moth between Murchison and Nelson waited along the route for our arrival and ceremoniously committed suicide on the car - what a mess over our pride and joy! We spent the next two days making final arrangements and buying odd things for the various events, and around about 10 a.m. began meeting with and seeing the various participants as they arrived and set up in Nelson. One group set up a very cosy camp in the Tahuna Motor Camp and all got on like a house on fire - the Antmans, Andrews and Harkess's to name a few. Jenny and I had a very pleasant cuppa with them halfway through checking one of the rally routes. We also managed to catch up on the Harris family who had left Timaru about three weeks previously and not received the final instructions and itinerary for the weekend (Ihew!)

We checked into our Motel early in the afternoon and after a few errands waited for Robert and Lynn (Hey) to arrive, and waited, and waited. They finally turned up about 6 p.m. having taken a wrong turn somewhere after Murchison and come the rest of the way via Renwick.

Friday night was the official rally check in, and was held at the A.A. Board room in Nelson city. Participants received their rally packs, containing itineraries, maps, a special rally badge and information about the Nelson area, and instructions for the weekend. In addition there were large windscreen stickers showing the entrants number and name so that we could all easily identify one and other to save confusion with all of the other Wolseleys driving around that Ollie Reid hasn't nabbed yet. The check in gave us a good chance to renew and make new friendships and catch up on the latest Wolseley gossip over supper and refreshments. I was able to get up after checking everyone in and welcome various people - especially our Australian guests, and lay down the law for the weekend - anyone caught not wearing name tags was liable to an instant fine - one which I found little excuse to enforce. Jenny and I finally got away with



the last merry-makers about 11.30, went back to the motel and crashed in order to be up bright and early for the first of our three rallies which began at 9 a.m. the next morning.

The weather was warm but looked a little threatening as everyone began to arrive at the starting point on Rocks Road fronting onto the main road between Tahunanui and Nelson. Jowetts and Austin Healeys bared past waving and tooting as we assembled - they were having national rallies in Nelson that weekend also. Well before everyone arrived I began setting cars off on the first rally, an easy navigational rally basically following the scenic route through the city and up to the magnificent lookout point looking over Nelson and out and beyond Motueka. The instructions were straightforward enough not to get anyone lost (and I don't think anyone did) and points were taken off for incorrect mileage and for not counting the right number of bridges, pedestrian crossings and telephone boxes. The rally only took about 40 minutes, but with something like 25 cars to get underway, I had just got rid of the last one when the first one turned the corner and arrived back.

The cars were all lined up as they arrived and attracted great interest from passers by - they really did look great. Morning tea was had while everyone discussed the rally and looked over everyone else's car, and our Australian friends tried to decide which car they would like to drive in during the next rally. The break also gave people the opportunity to dash over the road and stock up on provisions for the picnic lunch, there being everything from sandwiches to Kentucky Fried Chicken available.

The second rally got underway about 10.45, and headed out along the Motueka highway, up through Lower and Upper Moutere, through some very pleasant scenery, and ended up at a quiet spot in the middle of nowhere beside the Motueka River. Again the instructions were straightforward and no-one got lost. Entrants were told they had to attain an average speed of exactly 39 miles per hour for an unspecified distance (which was about 35 miles), and points were deducted for being over or under allowed time. Albert and Olive Harkess were allowed an extra 5 minutes in their 8 H.P. All of the cars were again lined up along a grass layby, and the picnic hampers were opened and the contents consumed.

By this time some good friendships were being struck up and a lot of time was spent just mixing, eating (it was a case of pot luck and swap for many people), and taking in the tranquility of the spot. It was also another good opportunity to have a look at the cars - some of the more unusual ones like the Harkess's 8 H.P. and the Williamsons' 6/90 coming under particular scrutiny.

About 1.30 the whole group was underway again, this time in a long convoy, the first stop of the afternoon being at the Moutere Tame Eels. If the sight of 100 odd eels squirming for bits of meat up on a river bank turns you on, then this was the place to be. The chap who fed them was even able to coax them up his leg - ask anyone who was there! When the meat had run out and about 200ft. of film spent, it was back into the cars and off to Upper Moutere (again in convoy) to the Neudorf Valley Pottery where we were able to see potters in action and see the whole process step by step from throwing the clay



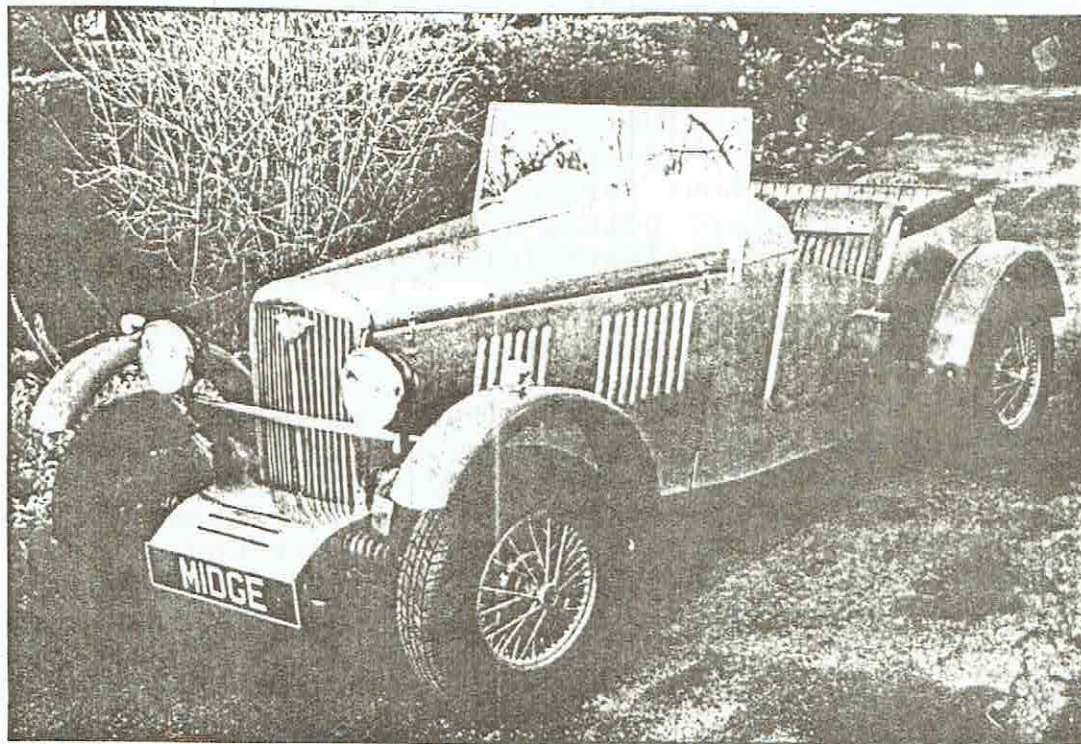
and turning it, to decoration and glazing. The kiln was opened while we were there - apparently an exciting time for any potter, so it was a most interesting and informative session for us. Quite a few also took the time available to purchase some of the finished goods.

It was at the pottery one of the most publicised incidents of the rally took place - the goat going for its reflection on the side of Colin Miles' car. Fortunately the damage wasn't too great, but it was hard luck for Colin who happened to be in the wrong place at the right time. The moral of the story - don't wave a red car at a white goat, unless you want a goat impression left on the side of it! Colin is getting tired of being the butt of goat jokes.

Unfortunately we were not able to arrive at the Neudorf Winery before 4.15, so there was some delay before setting off, however once there we were given a tour through the winery and had the wine making process explained to us. We were then free to try the wine of our choice (or fruit juice for those who preferred) and buy the odd bottle if we wished. Some took the opportunity to stock up for the meal on Sunday night. Time was getting on by then, so everyone stayed as long as they wished, and headed back to Nelson to rest up in preparation for the night rally on Saturday night.

To be continued in the next issue.

#### JULY'S MYSTERY CAR



IS "MIDGE" FOR REAL?

If you can offer information please forward it to the Editor.



## NATIONAL RALLY PARTICIPANTS

## AND FINAL RESULTS

NAME	ADDRESS	CAR	Reg.No.	Rally 1	Rally 2	Night Rally	Concours	Gymkhana	Overall Points	Overall Place
ANTMAN, Les & Noeline	215 Lyttelton St. Christchurch.2.	Black 6/99	AO4849	79	65	59	D.N.C.	D.N.C.	203	
ANDREWS, Mort & Thelma	465 Featherston St. Palmerston North.	Dk.Blue 6/110 MKII	DD4361	75	55	61	84.2 5th	D.N.C.	275.2	
BERNSTON, Ian	N.S.W. Car Club.	—	—	D.N.C.	D.N.C.	D.N.C.	D.N.C.	D.N.C.		
BILLING, Paul & Noeline Nichola & Anthony	40 Motatau Rd. Papatoetoe. Auckland.	Blue/White 16/60	BK1340	98	57	72	D.N.C.	89.4 4th	316.4	
FRANCIS, Allan & Betty	10 Stephen St. Dunedin.	Black 6/90 Series III	AO9734	100	66	70	92.2 2nd	D.N.C.	328.2	
FULTON, Grayam & Margaret	N.S.W. Wolseley Car Club.P.O.Box 288, Granville.N.S.W.2142.	Ford Falcon	Rental	D.N.C.	D.N.C.	D.N.C.	D.N.C.	D.N.C.		
HARKERS, Albert & Olive	Greta Valley, R.D.1. North Canterbury.	Green & White 8 H.P.	AJ7390	82	86	79.5	80.0 7th	D.N.C.	327.5	
HAFFER, Doris	302A Ridgeway, Stoke, Nelson.	Grey 16/60	AT7035	91	66	83.5	D.N.C.	89.0 5th	329.5	
HARRIS, Russel and Kaye & Rebecca	78 Mountain View Rd. Timaru.	Green 6/110 MKI	CD5536	98	81	88.5	74.6 9th=	D.N.C.	342.1	4th
HART, Bert & Phil & Athol & Rev. Bradley	7 Kraitley Cres, Ashburton.	Dk.Green 6/110 MKII	DI1012	89	75	91	89.3 3rd	D.N.C.	344.3	2nd
HEY, Colin & Jenny	38 Te Rama Place. Christchurch.6.	Black 1500	AC9948	D.N.C.	D.N.C.	D.N.C.	D.N.C.	D.N.C.		
HEY, Robert & Lynn	36 Te Rama Place. Christchurch.6.	White 1500	AD533	98	82	66	D.N.C.	89.7 3rd	335.7	5th
HOBBY, Hugh, Jeneane, Ingrid & Jamie	Auckland St. Ashley. R.D.2. Rangiora.	Humber Super Snipe	CM7829	87	73	D.N.C.	D.N.C.	D.N.C.	160	
LACADAM, Gordon & Jane	79 Tomes Road. Christchurch.5.	Dk.Green 15/50	DJ3947	94	65	91	D.N.C.	93.8 1st	343.8	3rd
MILES, Colin & Edward McLean	318 Blenheim Rd. Christchurch.4.	Maroon 15/50	AO3272	62	56	72.5	D.N.C.	68.4 6th	258.9	
ALLY, John & Anne	39 Norwich St. Stoke. Nelson.	White 6/110 MKI	AI828	90	87	73	69.0 11th	D.N.C.	319	
MOCHLSON, Reg & Lesley	85 Beatsons Rd. Wakatu. Nelson.	Black Morris Six	AM2627	D.N.C.	D.N.C.	D.N.C.	74.6 9th=	D.N.C.	74.6	
MORRIS, Ron & Jocelyn	22B Augusta St. Christchurch.8.	Dk.Green 4/44	LK3328	94	50	D.N.C.	84.7 4th	D.N.C.	228.7	
MORRIS, Michael & Suzanne	22B Augusta St. Christchurch.8.	Vanden Plas MKII.	BG4396	84	79	84.5	D.N.C.	79.5 7th	327	



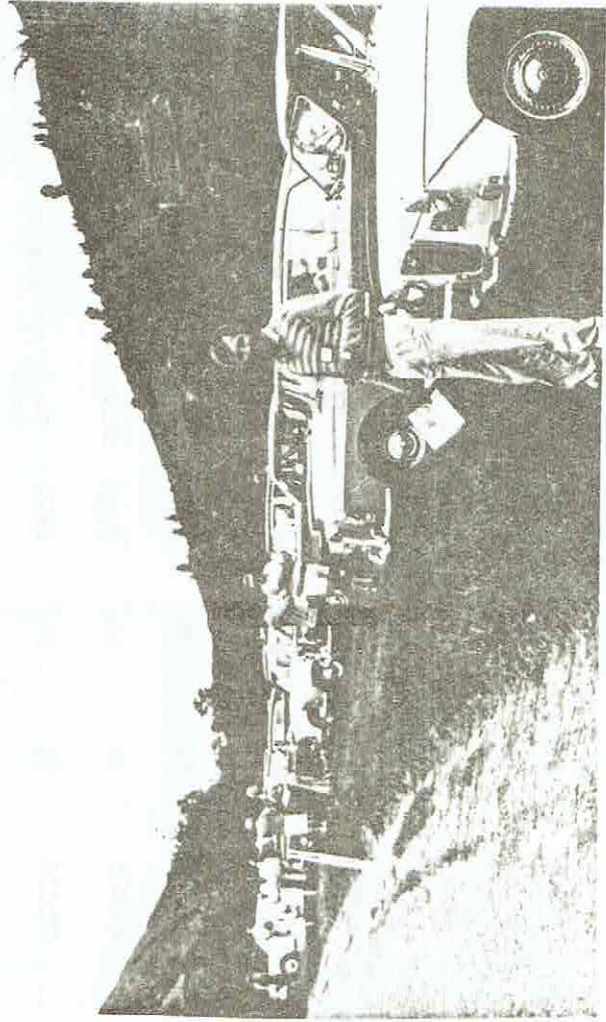
NAME	ADDRESS	CAR	Reg.No.	Rally 1	Rally 2	Night Rally	Concours	Gymkhana	Overall Points	Overall Place
GET, Robert & Marie & Jannette	Tait St. Ruby Bay. R.D.1. Upper Moutere.	Westminster 6/110 Blue	AT2201	D.N.C.	D.N.C.	D.N.C.	D.N.C.	67.0 9th	67.0	
ETD, Doug & Ollie, Gordon & Caroline	36 Darcy St. Richmond Nelson.	White 16/60	DY5201	76	60	90.5	74.7 8th	D.N.C.	301.2	
ICHARDSON, Jim & Pauline	49 Fegasus Avenue Christchurch.9.	White 6/110 MKII	DH8355	96	54	78	83.1 6th	D.N.C.	311.1	
HOWFSON, Allan & Margaret Woolnough.	351 Wairau Rd. Glenfield. Auckland.	Toyota Starlet	Rental	96	73	74	D.N.C.	91.0 2nd	334	
ATSON, Ken & Jean	N.S.W. Wolseley Car Club. P.O.Box 288, Granville.N.S.W.2142.	Ford Falcon	Rental	D.N.C.	D.N.C.	D.N.C.	D.N.C.	D.N.C.		
AY, Eddie & Marie & Isaac	38 Quarantine Road Stoke. Nelson.	Green 6/110 MKI	AG2195	D.N.C.	D.N.C.	87.	D.N.C.	76.9 5th	163.9	
ILLIAMSON, Bill & Margaret & Geoffrey	80 Mathers Road, Christchurch.2.	Fawn 6/90 Series II	AQ6301	96	81	97.5	93.7 1st	D.N.C.	368.2	1st

D.N.C. = Did not compete.

TES: Most people had at least one event in which they did particularly well, however it was the consistently good performers that got the final high totals. When scoring the rallies, emphasis was placed on the following points: Rally 1 - mileage; Rally 2 - time (remember that an average speed of exactly 39 m.p.h. had to be obtained for an unspecified mileage); Night Rally - mixture of mileage and finding clues. Unfortunately the night rally threw a number of people off the pace, but I guess something had to get hard somewhere along the line.

If you wish to question any of the scoring, correspondence will be entered into, but only on the reverse side of \$50.00 bills which I reserve the right to retain on file in my bank account. This will help me get to the next National Rally. I am sure you all enjoyed yourselves and I hope the above information will be of some interest.

Regards,  
Colin Hey. (Rally Organiser)



Saturday lunch stop beside the Motueka River.  
The Rally Organiser Colin Hey in foreground



# classified advertisements

- SELL: - Wolseley 6/80, 1950, 138,000 miles, being sold as deceased estate. (Lower South Island). Immaculate condition.  
Contact Bill Williamson, 382516, for photographs and more information.
- SELL: - Veteran Wolseley, 16 H.P. Complete mechanical parts and chassis, however the body is missing. Pictures are available and what is there represents an excellent and rare rebuild project. More information is available from Allan Roberts who himself has built a similar car from even less. According to Allan the car would be available for about \$4,000 and would cost approximately \$10 - 15,000 to rebuild. Anyone seriously interested should contact Allan Roberts, 235 A Queensbury Street, Christchurch.
- SELL: - B M C 1500 engine, good condition, recently reconditioned, complete with cylinder head but the latter not bolted on; 16/60 cosmetic parts including indicator lights, tail lights etc., reasonable condition; 24/80 gearbox in good order. Contact Bill MacArthur, 45 Cain Street, Timaru. Offers accepted for all of the above.
- SELL: - Wolseley 24/80, MkII, Auto, 3 owners, in excellent all round order. Contact Brian Kitching.  
Phone 769-965, Wellington.
- SELL: - Wolseley 6/110, 1964, in very good condition. 94,000 miles, 1 owner from new. Recent valve grind and fitted with stainless steel exhaust. We are not sure if the price is \$3,600 or \$1,800, so if you are interested, contact Mr.D.H. Steenson, 1 Ngarimu St, Havelock North (Hastings), or Bill Williamson.
- SELL: - 1967 6/110 MkII, Pale Blue, New upholstery and carpets, good condition, \$2,300. Contact W. Sharp  
Phone 422-481, Blenheim.
- SELL: - 16/60, fully reconditioned motor (rebored etc), average body & interior. \$1100. Contact Warren South  
Phone 82-580, Motueka.
- SELL: - 4/44, condition unknown, but in running order with some spares for restoration work. \$600.  
Contact A.w. Turner, 808 Atawhai Drive, Nelson.  
Phone 520-882.

## Wolseley Car Club Accessories:

Lapel Badges (Blue & Silver)  
Windscreen Transfers  
Monograms (Embroidered)

- SELL: Wolseley 6/90, 1957, with RH floor change, reconditioned engine, re-upholstered and resprayed (Norfolk green). Redg. and W.O.F., in beautiful condition. Genuine reason for sale - must go to an enthusiast. Open to offers. Contact M. Baker, 7 Jeans St. Masterton  
Phone 29519



## SPARE PARTS NEWS



The Christchurch Branch of the Club has recently managed to purchase a vast stock of new Wolseley spare parts from a past Canterbury Wolseley agent who has retired. There is a wide range of new parts including everything from body panels to brake seals, all of which will be of major benefit to Club members. Due to past fund raising efforts such as skip-site running, we fortunately had enough money to pay cash for the entire stock and it is now in storage in various temporary locations around the city. Compounding this storage problem we are now faced with having to shift our entire existing stock of both new and used parts from their present location in a leased area in Carlyle Street Warehouse. The owners of this building are now in receivership.

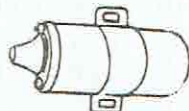
The committee advertised for and looked at alternative storage facilities and for the room we now require the best rate we could obtain on a long term lease was \$20.00 per week i.e. \$1040 per year. At the present turnover in spares this, to say the least was unaffordable.

Fortunately an alternative was offered by one of our members. We are able to incorporate our own building with a large implement shed. Our area will be approximately 7 m x 5 metres (double garage size), with a stud height high enough to allow for a mezzanine floor in which we will be able to store the bulkier light articles such as body panels, windscreens, upholstery etc. It will have a concrete floor and a garage tilting or roller door, be built utilising maintenance free materials, and is in a very secure location.

At the time of writing the finance is available to go ahead with the project. This was obtained by calling on debentures from Christchurch Branch members which are in effect loans which will be paid back within a two year period. The money will be raised by various fund raising activities between now and 1987. We are anticipating the financial aspects of the project will be discussed and passed at the A.G.M.

This new facility will represent a major leap forward in the development of the club's spare parts service in that we will not have the constant fear of having to move our entire stock once every few years as circumstances change. There will be plenty of room to extend the range of both new and used parts carried in stock, and at a future date we will also have available room to expand the building, although it is hoped that this will not be necessary, especially if we are careful what we keep and how we store it. Bill Williamson will maintain a range of fast moving stock at his own house to cater for day to day requirements, but at least he will be able to "unclutter" his garage and get on with his 6/90 Police car restoration.

We are hoping that construction will begin within the next two months, so hopefully by the time the next newsletter arrives what was once a dream will be approaching the stage of reality.







## COMMITTEE CAR SAGAS

Gordon Macadam has now completed a major rejuvenation job on the 15/50 and it now sports a beautiful coat of dark green glossy paint. The bodywork and interior were completely gutted leaving a bare shell (no windows, chrome, lights etc) which was sandblasted back to bare metal. Unfortunately the painter took much, much longer than expected and Gordon got the car back exactly one week before the National Rally. Colin Hey and Gordon spent many long hours on the car (Colin was working on it up to 1 a.m. the night before he left for Nelson) and got it all back together to make a triumphant debut in Nelson. Jane now proudly parks with the Telstars and Cressidas in Merivale, sternly daring anyone to even think about possibly putting a scratch on it.

Robert Hey is still having a bit of bother getting into the 1500 restoration, especially now that he has started up his own engine reconditioning business. A few bits and pieces have been overhauled and the engine is nearly back together again now. He has also just bought another 1500 (fairly rough but not beyond hope) which will be tidied up for Lynn - soon she hopes! We hope it won't turn out to be like the other 1500 - a repaint that turns into a full scale restoration.

Colin Stoddart is in the market for a nice tidy MKII 6/110 and I guess will be looking at selling the 24/80. As far as we know the 24/80 is still humming along - just getting a bit small for his growing family. No doubt Lynnette would prefer a model with power steering!

Ron Norris hasn't really been up to much with the 4/44 lately so all must be reasonably well. He and Jocelyn had a great run out of it up to Nelson and back and are already looking for an excuse to take it on another long trip. Incidentally, Ron and Gordon's cars were painted by the same car painter and are exactly the same colour - an excellent pair for a wedding. That particular shade of green is now known in committee circles as "painters choice green", if anyone wants to know.

Rod Graham's 6/110 MKII took a rather low profile over the last couple of months while a house purchase dominated the scene, but continues to give faithful service. Rumour has it they will soon be looking for a smaller Wolseley (1500 or 1300) as a run-about especially now that Lynne is starting to make noises about learning to drive. Their first priority, however, is probably to get the garage enlarged seeing as the 6/110 door handles scrape the wooden doors on both sides when Rod puts the car away.

Colin Hey is looking in the direction of the 25H.F. now that the black 1500 restoration has all but been finished. Colin also is planning a garage extension and intends to concentrate his efforts on the 25's smaller removable items until this is done. Meanwhile the white 1500 continues to give him and Jenny reliable service while the black one remains covered up in the garage waiting for its Sunday and car club runs.



Mike Dickison is making small but continual improvements to his 1500 and is still very pleased with his purchase. Brakes still seem to be a niggling problem mainly due to seized wheel cylinders. This is probably because the car had been laid up for so long before Mike bought it, but shouldn't be too difficult a problem to rectify. Meanwhile the car is a regular sight at club runs and a source of pleasure to Mike, Ruth and the whole family.

Gordon Macadams 15/50 in "Hell on Earth" before sandblasting. He drove the car there and back!



Committee Cars lined up after the Amberley Centennial Parade. Gordon's finished car is in the centre. Margaret Williamson is buttering scones in the boot of the 6/90.



#### MORE BUY, SELL & EXCHANGE

BUY - 4/44 or 15/50 Driving light (clear) or lens only. Contact Bill MacArthur, 45 Cain Street, Timaru.

SELL - 8 tyres, 735 x 14 suitable for retreading. 3 are low profile type. Contact Gavin Cockcroft, 17 Maple Crescent, Timaru.



### MONKEY MECHANICS CORNER

This time I would like to talk about shifting petrol tanks. This is becoming more common as members are installing pressurised gas tanks in place of the original petrol tank, then installing a smaller petrol tank elsewhere. I put two ford-consul tanks into the ute and installed twin pumps. The pumps are no higher than normal and the lift from the tanks is no higher. Everything worked for the first 12 miles and then the pumps overheated and I had an air vapour lock. The pumps were that hot that I could not touch them. The pumps were overhauled - new points etc. but still the same problem.

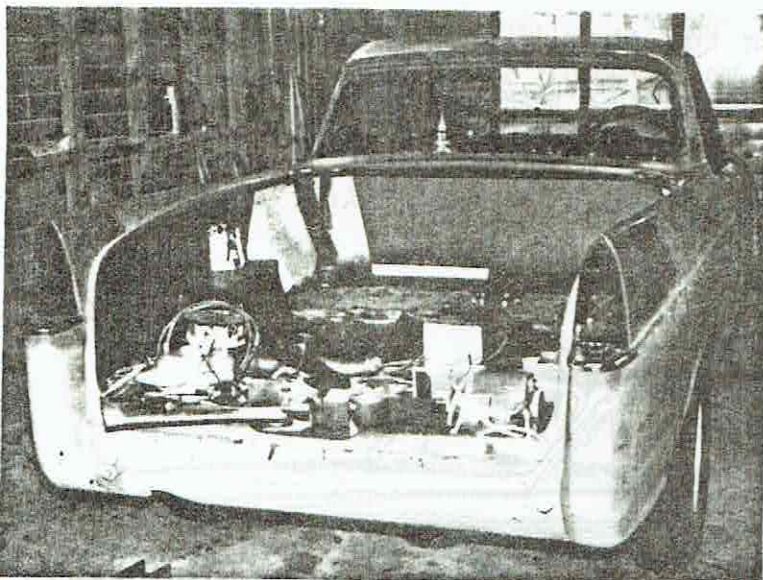
It took some time to find the trouble. I took the tanks out and found the pipe inside the tank to the outlet was  $\frac{1}{4}$  pipe. I had used the same size pipe from the tanks to the pumps as the original  $\frac{5}{16}$  inch pipe. The only difference between the new set up and the original was the length of the pipes. Working on a refrigeration principle the further away the fluid is from the pump, the larger the pipe has to be, I drilled the tank pipes out and installed  $\frac{3}{8}$ th inch copper pipes from inside the tanks to the pumps, put the tanks back, connected up the pumps, and everything worked out alright. So if you are shifting the petrol tank remember if the length of the pipe from the tank to the pump is increased you may have to also increase the diameter of the pipe.

If you remember, the original purpose behind building the 6/110 ute was to retrieve Wolseleys and parts that would have otherwise been dumped. It is now all but finished and we have already used it to get some 6/80 parts and still have another load to get. I have found that the back springs will have to be reset and the wheel arches cut and flared to give more clearance. A modified tow bar will also have to be made up. Otherwise the idea of a go fetch it wagon works well.

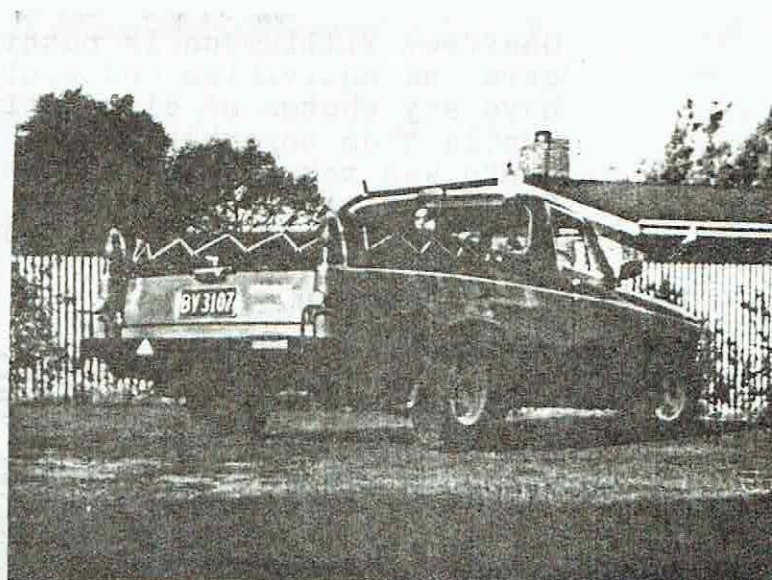
Drive carefully,

CHIEF APE

Note: I have been writing this column since the issue dated September 1980 and have had virtually no feedback. If readers find this column not worthwhile I shall stop writing it. To date I really have no indication of the value of the Monkey Mechanics column and would like some reader response. What do you think?  
ALEX SUTTON.



The Ute part way  
through construction



The Completed Project





### GENERAL NOTES

One of our more recent members, Laurence O'Connor has bought a 24/80 and managed to change the registration to LO 2480. Very appropriate!

Unfortunately we have once again run into the problem of printing the newsletter, so this time we are taking the bull by the horns and looking at a combination of gestetner and professional printing that will hopefully solve the problem once and for all. Our membership is now large enough to justify a more professional publication, and we intend to budget more money for this in the coming year. Accordingly, opportunities are open for advertisements to help offset some of the costs, so if you are interested in placing a block ad inside what will be the front or rear cover of the newsletter, then please contact Colin Hey or Gordon Macadam. The distribution is now up to about 220 copies, approximately 80 of which are in the Canterbury region, and the rest throughout the country with, of course, local concentrations where other branches are established.

As a result of recent correspondence between Colin Hey and the Wolseley Register in England, the Club is now a body "affiliated" to the Register. This involves no more than an open exchange of correspondence to try and help each other as much as possible, and involves no legal or financial implication whatsoever. This is in effect an extension of the initial contact made by Mike Davies (who is a financial member of the Register) some years ago, and it is hoped that long term benefits will be in areas such as spare parts co-ordination and the supply of historical and technical information relating in particular to some of the older cars.

This year new membership cards will be sent out when subscriptions are renewed rather than stickers as in the past two years. This will replace cards which members have lost or have got a bit war torn since they were issued.

Geoffrey Williamson is putting together a photo album of club cars and activities and would value your contribution. If you have any photos of club activities (no matter how old) then bundle them together with a brief note of where and when the photo was taken, and send it off to Geoffrey at 80 Mathers Road, Christchurch.2. or to the clubs P.O. Box. Any contributions would be gratefully accepted.

The **NEW Six-Ninety**  
now available for inspection and demonstration

Also the delightful  
**Four-Fortyfour**  
the moderately-priced luxury small

