

THE



WORD

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC



JUNE - JULY 2013



The Club's Wolseley 1300 makes a trip 'home'.
Full story in next month's edition.

OUR CLUB OBJECTIVES:

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



Club website: www.wolseleycarclubnz.co.nz

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Lindsay Patterson.

EDITOR'S STUFF

Firstly, apologies that this newsletter is two weeks late – last month proved to be pretty busy, and I ended up late getting it all assembled and ready to go. You will find with this month's edition that we have included an entry form for next year's National Rally in Methven, and also the 2013-14 subscription renewal form.

Can I ask that you give the subs renewal form some early attention and get it filled out and in the post as soon as possible please? This will ensure it's out of the way, and your supply of spare parts and

newsletters can resume uninterrupted for another 12 months. Please do ensure you send it to your branch Secretary/Treasurer, and not the national treasurer – it makes it so much easier to track payments and keep the records up to date. Please also take the time to fill out your vehicle details.

I understand there have already been bookings made for National Rally accommodation in Methven, so it's now time to get your registration form filled out and sent in as well. There are a few more details later in the newsletter. As I sit and type this, skiing is now underway at Mount Hutt for the winter – the snow and skiers will all be gone by the time we go there, and hopefully we will be enjoying another long, hot summer. I'm sure it's not going to take long for the rally to come around, anyway.

In the shed this month I've managed to get a few hours spent working on a 'new' engine and gearbox for Matthew's car. Everything is now all cleaned up and ready to put back together, and we've got as far as getting the re-assembled short-block sitting on and bolted to the gearbox. I also ended up spending the best part of a wet Saturday giving my daughter's boyfriend Jonathan a hand working on his Series 2 Landrover. Although it's pretty tidy, it seems to have gone a long time without any serious maintenance and repair work, and it has a bad case of that typical British affliction – oil leaks. This, coupled with what looks like a fair amount of mud and dust driving, means that there are thick encasements of crusty oil over lots of parts, so cleaning it all off to actually find nuts and bolts makes a fair mess. With a WoF coming up, the main thing we needed to sort out was a leak out of the rear of the gearbox, which had soaked the handbrake drum mounted on the back of the gearbox. It had obviously been like that for a long time, so whoever was carrying out the WoF checks obviously wasn't looking too hard, or even testing the handbrake! Being very much 'old school' the mechanicals are quite basic, and it's pretty easy to work out how everything comes apart (we even had the luxury of a workshop manual when we got stuck). What I hadn't really allowed for was the fact that time and water had done their best to make sure parts and nuts and bolts wouldn't really come apart easily. I first had trouble getting the drum off, which is supposed to then slide down the driveshaft, allowing access to the brake shoes. Despite loosening off the brake adjusters, it just wouldn't budge off its hub, so in the end lots of heat and a big hammer jolted it loose. We then found that the universal joint bolts were hard to get at with normal spanners and



Editor's Stuff - continued

sockets, so luckily some very slim 3/8" drive sockets that Matthew had, just got in there and no more. From there, the next problem was getting the old oil seal out of the back of the gearbox, as it had a steel outer casing that was well and truly stuck in the housing. In the end I had to collapse the outer part of the seal with a punch, and then turn out the inside lip so I could get a pair of vice-grips on it and lever it out.

We could then do no more until Jonathan had the brake shoes re-lined, so I decided it would be a good idea to next tackle one of the front swivel-hubs, which was also leaking badly. Jonathan had a new seal to put for in, but unfortunately it's necessary to dismantle the whole front hub, brake, driveshaft and swivel-hub assembly to get at the seal. Jonathan had come armed with a blog that he'd downloaded somewhere on the internet showing how it could be done without taking the hub off or apart, but it did involve making a cut right through the seal, and then 'mending' it with a sealant. The theory is that if the cut is put at the top of the hub it won't leak, and it probably won't either given that it only moves from side to side rather than fully rotates, however it seemed a pretty rough way of doing it to me, so we did it the long way. In the end I was glad we did, as it would have been really difficult getting everything cleaned up before reassembling it. I also had a heart-stopping moment when I went to remove the free-wheeling hub after unbolting it from the main hub – a large circlip popped out and everything went loose, but I later worked out that there is an outer part to the free-wheeling hub that comes off first, so it was actually possible to get it all back together again quite easily. This was an accessory, so wasn't mentioned in the workshop manual.

If you cast your mind back 3 or 4 newsletters, you may remember that I had mentioned that I thought I may have had a problem with the Mk1 1500. I had taken it for a WoF, and when I went to collect it there was a puddle of oil at the front of the engine that looked as though it may have come from the timing cover seal. I was worried that there may have been a deeper problem than just the front seal. I basically just took it home and put it in the shed for later. Last weekend it was the local



Our Mk1 1500

VCC Restoration of the Year rally, so I thought 'later' had finally come, and that I'd get it out and give it a good check over. If all seemed OK I'd take it on the run to see if anything happened. As usual, it fired up straight away, and once warmed up a bit it seemed to be running just fine. I checked to see if there was maybe too much end float on the crankshaft, and then left it running with my foot on and off the clutch for a couple of minutes at a time. Still no sign at all of any leak, so I thought I'd take it on the run to see if

Editor's Stuff - continued

anything developed while I had it out. I checked it again when I got into town (about a 20km run), and still all seemed just fine, so I carried on for the rest of the day. The run was about 70km long - a nice quiet run that basically circumnavigated the city about 20km out, finishing back at the VCC clubrooms for lunch. I once again checked it at the finish, and no sign at all of any oil anywhere, so I can only conclude that the oil at the garage where I had the WoF done must have come from another vehicle or spill before I arrived. Quite a relief really, as I was preparing myself for a new timing cover seal at the least, or perhaps an engine-out job if there was a deeper issue.

Although there were only 6 cars entered for the VCC Restoration of the Year event, they were all particularly nice cars and beautifully restored. In this event, the judges put a lot of weight on the work the owner carries out himself, so it will be a hard choice to sort out the best from those put up for judging on the day. I was particularly impressed by a lovely 1936 Alvis Drop-Head and an MG TD, but equally as well detailed was an Austin 7 which had been with the same owner for around 40 years (his first car), and had finally had the 'big one' done on it. Also worthy of note was a Model A Ford roadster owned by Errol Smith. Errol



Immaculately restored Alvis 25 DHC at the VCC Restoration of The Year rally, owned by Alan & Shirley Wills, Christchurch.

seems to be able to turn out one car a year for this event, and they are all stunning restorations. Diverting slightly, Errol has just purchased the ex-Alan Roberts 1909 Wolseley Tourer which was advertised in the latest 'Beaded Wheels' magazine. This was the Wolseley works Irish Reliability Trials car when new, and Alan has had the restoration on the go for about 20 years, but ill-health has forced him to sell the Wolseley, along with his two other vintage cars. It has gone to a great home though, as Errol also owns another veteran Wolseley which is very 'unrestored' but in lovely condition.



An interesting conversation developed at the Restoration of the Year rally about whether we are really doing ourselves any favours by doing all-out restorations on cars that could realistically be

returned to the road just with a good grooming and mechanical sort-out. Apparently magazines such as 'The Automobile' are now advocating that 'original is best', and that

Editor's Stuff - continued

some barn-finds should be returned to the road with the absolute minimum of restoration work, so that the full reference to originality and period materials isn't lost forever. I know that in my own experience, I wish now that I had not embarked on a full restoration of our 25HP, as it was a very good original car before I started, and could have been repaired mechanically and kept that way. There would have been plenty of room for cosmetic improvements over the years, but at least the original build and materials (particularly inside the car) wouldn't have been lost, and I could have been enjoying it on the road all these years, rather than it taking up the space of two cars in the shed in a semi-restored state. We live and learn! Have a good month.
Colin



Restore or just maintain. This is the interior of Ian Sprosen's very original 6/90 – worn but intact and factory made. What to do???

Deadline for next Wolseley Word:
Friday 28th June 2013

CHAIRMAN'S REPORT

Hi Members from the cool south.
A serious taste of winter was delivered to us a couple of weeks ago that went right through the country and would have affected all of you at some stage. On Monday I was off to Macarena servicing water treatment systems. Snowy clouds and snow were low on all of the mountains. I stayed in Makarora Monday night and woke up to a hard frost and snow starting to fall by 9am. My next appointment was at Treble Cone Sky Field which is not open yet to service their water treatment system,



CHAIRMAN'S REPORT - continued

a lot of snow had fallen by this stage so I phoned them from Wanaka for a road report. The road was open but not graded and they said that if I got stuck to phone them and they would come and get me. I fitted the chains in 2 inches of snow before starting up the road. My van is two wheel rear driven and got to the top without any issues. There was close to a foot of snow at the top but no drifts. The snow up there is dry powder snow and is good to drive on as it doesn't pack as hard ice under your tyres like the sleet, wet snow that falls at lower levels which goes into pack ice as soon as you drive on it. Coming back down in low gear took a while. I did come across a 4wd Nissan about a third of the way up that had got stuck, they appeared a little dejected when they realized I had been to the top and back. I helped them put chains on so they could get back down. (Townies).

It was good to see the draft National Rally Program in the last Word. Well done Canterbury Branch.

Some of you may have received and followed up on an Email and information from Colin and or Paul regarding the proposed WOF changes and the possible flow on affects that may have on older cars.

Constitution. Bill Obers was nominated at last years Nat AGM to look into and review our Constitution with the intention of seeing where changes may need to be made to bringing it up to date to meet our current needs. It was drawn up in the mid 90's and while there may have been some changes since, our organization has grown so we need to be sure this document fits our needs.

Bill is going to as his winter job set it up in digital form so you can all take some part in understanding it.

Branch AGM's are coming up in the next month or two which gives you the chance to assist in this review. This won't be a fast process and will take to at least until the National AGM 2014 to be completed.

You may Email Bill on obers@southnet.co.nz for your thoughts and assistance.

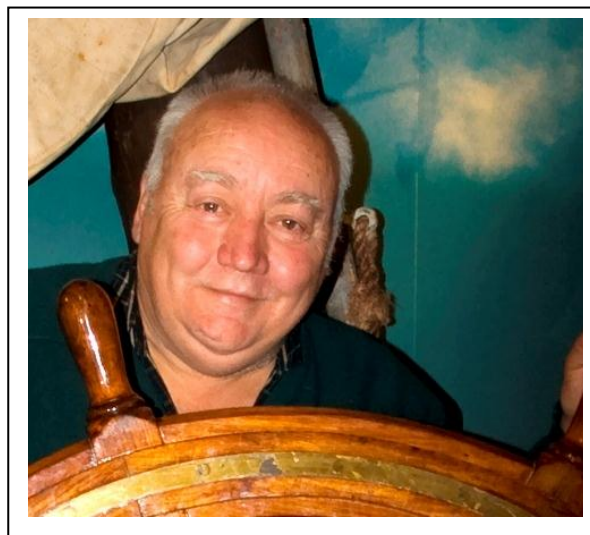
Safe travels, Gordon Duthie.

Gordon Duthie.

SECRETARY'S REPORT

We have had no new members this month, probably because it is nearing the end of our financial year. Your local branch AGMs will be coming up soon, and I urge you to get out and support your elected committee on the runs they organize, or perhaps put yourself up for the committee.

Earlier this month the Manawatu Branch organized a run to Shannon, so the women could look at the boutique and specialty shops there while the men surveyed a heap of old cars with



SECRETARY'S REPORT - continued

the likelihood of scoring some spares off the Wolseley 110s which were there. Then we all had lunch at the Museum/café down the road – a most enjoyable outing.

At the end of this month on Sunday 30th June I have organized a run to Otaki, details as follows:-

11.45 Meet at Quarter Ace Café/bistro South of Manakau for lunch.

1.15 Leave for Otaki. Visit to private museum featuring Studebaker cars and memorabilia – a stunning collection in beautiful condition on carpeted floors. A home-baked afternoon tea will be provided as part of the entry fee of \$15.

Afterwards there will be a garage raid to a rare Borgward restoration.

OR a car will take the women to look at the Otaki boutique and factory shops.

Contact Winton or Ruth 04 293 3369 for more details and to advise numbers.

Happy motoring and stay warm.

Winton

BRANCH NEWS and EVENTS

Auckland Branch

News and Coming Events

Apologies for not being able to attend the event on 26th May as we were attending the AGM of the New Zealand Federation of Motoring Clubs in Christchurch. This proved to be a very interesting meeting with a lot of emphasis on the submission to LTSA on Warrants of Fitness. It is hoped that as many of you as possible took the opportunity to lodge a submission before closing date of 3rd May 2013.

The movie evening at Westwind Theatre is take place on the 7th July 2013 for a mid-winter dinner and movie. We do need to know numbers for catering purposes before the end of June please. We also ask that you take note of the date for our Branch AGM and make the effort to attend.

Coming Events:

Sunday 7th July 2013 - Mid winter dinner and movie at the Westwind Theatre at Riverside Road Avondale. The cost is \$25.00 per head and we are to be there at 4.00 p.m. for a 5.00 p.m. meal followed by the movie. Please confirm numbers to Noeline Billing 278-3944 *no later than the end of June*

Sunday 28 July 2013 - Auckland Branch AGM to be held at the Ellerslie War Memorial Hall at 2.30 p.m. Note your diaries now,

Regards, Noeline Billing

Bay of Plenty Event:

**SUNBEAM CAR CLUB
OF NEW ZEALAND INC
PO Box 343, Taupo
New Zealand
www.sunbeamcarclubofnewzealand.org.nz**



**THE SUNBEAM CAR CLUB WAIKATO BRANCH
INVITES YOU TO THE BRITISH CARS BOP RUN FOR AUGUST**

WHEN: August Sunday 25th 10.30am

WHERE: Looking Glass Garden
558 Te Puke Quarry Road (Follow signs from SH2)

Parking: Come down the drive to the house, or, up off the road

In what might be your last chance to see this nationally significant garden, Gail and Cedric Blaymires invite you to see it when the massed daffodil plantings are hopefully at their peak.

Bring stout shoes to do the garden justice. Hopefully Cedric will have his garage open to display his collection of stationary engines.

Bring your picnic lunch and a gold coin for entry.

For more information contact:
Ian Gerrard 07 549 2884

Manawatu Branch News:

Steve Finch organised a trip to Shannon for the ladies to look at the shops and the men to have an inspection of some Wolseleys that were in a yard, but unfortunately he wasn't able to join us on the day. Three cars turned up and after so looking we were directed to the yard. The only way in was through an old building. All the cars and pickup trucks were landlocked – you would have to take down a fence or a building to get them out. There were six Wolseleys there, two 6/110s, two 1300s, one 6/99, and a Vanden Plas. The photos will show you the condition they were in. Definitely suitable for parts only!

BRANCH NEWS and EVENTS – Manawatu, continued

From Shannon we proceeded to the Clydesdale Museum where we had lunch and a good chin wag. From there we proceeded home, calling in on Steve as his leg was giving him bother and he had decided to stay home and rest it.

All considered a good day out.

Regards Ivan

Manawatu Coming Event – Winton's Run to Otaki

Sunday 30th June Winton Cleal has organized a run to Otaki, details as follows:-

11.45 Meet at Quarter Ace Café/bistro South of Manakau for lunch.

1.15 Leave for Otaki. Visit to private museum featuring Studebaker cars and memorabilia – a stunning collection in beautiful condition on carpeted floors. A home-baked afternoon tea will be provided as part of the entry fee of \$15.

Afterwards there will be a garage raid to a rare Borgward restoration.

OR a car will take the women to look at the Otaki boutique and factory shops.

Contact Winton or Ruth 04 293 3369 for more details and to advise numbers.



Derelict Wolseleys in a yard in Shannon



Christchurch Branch News:

The month of May got off to a good start with the Ashburton Swap Meet on 5th May. As usual, the Swap Meet was a good one – great weather and lots of interesting stalls to pick over. The good thing about Ashburton is that there always seems to be enough sites with just a bit of variety to keep wives and partners interested, but plenty of car-related ones as well, so everyone stays pretty happy. I found a few parts of interest, but one of the bargains of the day was made by my daughter's boyfriend Jonathan, who purchased a whole Series 2 Landrover engine, said to be in good running order, for \$20. It was nearing

the end of the Swap Meet, and the guy just didn't want to take it home and put it away again. Unfortunately it's now stored in my shed, but it's out of the way, at least.

There were a few members at the swap meet, and at 12.30 some of us met just down the road in the domain for a picnic lunch. There we joined with the Morris



Colin Sweetman's classic car collection

Owners Club, who were making the event another one in their series to celebrate 100 years of Morris. The plan was to have lunch there, and then join them on a parade across town, finishing at the home of Colin Sweetman, who has a collection of classic cars which he is happy for groups to visit. I was particularly looking forward to this, as Colin's collection is one we will visit during the National Rally next year, and I was keen to see just how he had set things up in his recently-built shed.

Colin's collection is indeed a good one. All of his cars could be described as every-day type classics, and they are all in showroom condition and displayed with sales material and a bit of history about the model, and the particular car's own history as well. They are all in running order, and Colin does use them all from time to time, just to ensure they are kept up to scratch and can be used for some event if needed. Amongst his



A recent addition to the collection is this Wolseley 1300

BRANCH NEWS and EVENTS - Christchurch Branch, continued

collection there is even a lovely white Wolseley 1300 which he acquired from Invercargill last year. Although most of his cars are British, he does have a couple of Ford Mustangs – a mid 1960's model, and another that he has recently had imported which I think was around about a year 2000 model. He has only just got the latter car, and had collected it from Auckland and driven it home, which he said was a fantastic journey. Colin also put on afternoon tea for the whole group (probably around 70 people in all), which was really appreciated. For those of us who go to the National Rally, I can guarantee that you will not be disappointed when we visit Colin Sweetman's collection!

This run to Ashburton was also another opportunity to test out the club's Wolseley 1300, and it was driven there and back by Simon Verkerk. Simon has first option on another 1300, and is currently waiting for it to be repaired by the present owner (it has a slow suspension leak on the LHS) so he can finalise a deal and purchase it. In the meantime the club's car is available, and Simon is enjoying using it on as many club outings as he can fit in.

As an aside, Matthew Hey has volunteered to look after the club car, and this month had an unfortunate (if not embarrassing) incident with it. It needed a new battery, so he purchased one and was fitting it, and somehow managed to drop the 4-inch adjustable spanner he was using to do up the battery terminals. Unfortunately the club's 1300 (which is an automatic) is missing its rubber grommet from the torque-converter housing, and although it's only about a 20mm hole with virtually no clearance around the torque-converter inside, somehow the spanner fell into it, and disappeared to the bottom of the housing. This put the car out of action for a couple of weeks, and meant Matthew and I had to spend about two hours at Idlewood to remove the torque-converter housing and get the spanner out – this was after firstly fishing with a magnetic pick-up and wire, which proved fruitless. Luckily the housing can indeed be removed in-situ after first removing the battery tray and starter motor. It's not a nice job on a dirt floor though!

Late in May we were invited by the Morris Club to display a few cars at Bains Motor House in Waikuku, to promote the launch of the new book "The New Morris Range" by David Greenslade. David is a keen Christchurch Morris Minor enthusiast, and has written the book over a period of about 10 years and finished it in time to launch it during the

Morris centennial year. Bains Motor House (a recently established classic car sales business which we visited about 2 months ago) was the ideal place to launch the book, and signed copies of it were available for sale at the



Display outside Bains Motor House for the book launch

BRANCH NEWS and EVENTS - Christchurch Branch, continued

launch. At \$139.00, it isn't cheap, but it is crammed full of material of interest to anyone with a car from the Nuffield and BMC lineage. It even has one page with a photo of our



Eddie & Nancy Bishop's 6/80 at the book launch – it is also featured in the book.

clubrooms at Idlewood, and photos of both Nancy and Eddie Bishop's 6/80, and Anthony Dacre's 14/56, plus lots of interesting Wolseley-related material buried within its pages. Six of our members bought their cars out to the launch, despite it not starting until 4pm. At least 3 others were there without Wolseleys, but came for the launch

anyway. David Greenslade was on cloud-nine finally seeing his book in hard-copy format, and after a couple of short congratulatory speeches, a fabulous spread of finger-food and drinks were laid out for everyone to enjoy. By 5.30 it was starting to get dark, so we gradually headed for home – a few of us with a copy of the book under our arms. One notable appearance at the launch was Tim Dunningham and his partner Sheryl, in Tim's recently purchased 6/110 Mk2. This was the first club outing Tim has bought the car to, having just purchased it from Colin Newburn near Geraldine in South Canterbury. Tim's story can be read later in the newsletter, but he's absolutely delighted with the car, and really pleased to have another Wolseley again. By the way, David has asked me to thank all the people who attended on the day – and especially those that bought out cars for the display.

As far as spares news goes, we have now completed the dismantling of the 6/110 that's been at Idlewood for some time, and it will in due course be removed to make way for another car which is currently sitting out in the weather. We had a very large turnout to our May working bee, but things will no doubt slow a little now that we're into winter and the days are cold and short. A successful return trip was run to Joe and Judy Barker's property near Ashburton during the month to pick up some more 6/110 parts that had to be collected now that Joe and Judy have sold their property and are moving. I'm not exactly sure who carried out this mission, but I suspect at least five were involved, and there was immense help at the other end from Joe himself, who just hates seeing things go to waste. The parts collected will I'm sure be valuable to someone in the future.

BRANCH NEWS and EVENTS - Christchurch Branch, continued

Thanks also have to go to Merv Wayne, Eddie Bishop and Ray Willoughby who all pitched in to help empty out the front half of Bill and Margaret Williamson's garage in preparation for earthquake repairs. Margaret also sold off some engines and trim parts to the club, which are now stored away at Idlewood.

And now for some really good news – Ray Willoughby has offered to carry on for at least one more year as our spares coordinator. He gave formal notice at the AGM last year that this year now almost gone would be his last year in the role, but after some deep thinking and discussion with the family, he has offered to stay on for a bit longer. This comes as a relief to everyone, because his knowledge of parts and management of the spares department has been immensely valuable to so many of us during his time in the office. He actually tabled his formal resignation at the May committee meeting, and we'd been kind of hoping that the problem would go away. It has for now, but not forever, so we are on notice.....

On a more sombre note, Anthony Dacre has now received strict instruction from his doctor that he needs to slow down and take it easier. As he put it, medical miracles don't last forever. This being the case, he's now looking for a new home for his 6/90 project, which is now primed and ready to paint, having already had around \$6,000 invested in it. If anyone is interested, please get in touch.

Also, a quick update on Betty Francis. Last week she was well enough to return home, which was a major milestone reached. Unfortunately she has had to return to Christchurch Public hospital after a suspected infection came to light, although she is not expected to be in there long. We continue to wish her (and Allan) the very best.

Christchurch Branch Coming Activities:

Saturday 13th July Working Bee at Idlewood

Arrive any time after 9.00am – come to help, buy parts, just chill out and have a yarn or solve your Wolseley problems over a cuppa. Morning tea provided.

Sunday 21st July – North Canterbury Run

This will be a combined run with the Morris Clubs organised by the Mini Club. Planning is still underway, so details will be provided in the next newsletter. Likely leaving meeting point will be the Belfast Hotel at the start of the motorway, at 10.30am. Please put the date in your diary now.

Saturday Night 27th July – Branch Annual General Meeting.

To be held at the Sydenham Community Centre, Hutcheson Street (off Colombo Street opposite Sydenham Park), starting at 7.30pm. It's something we need to do, so come with any ideas or offers to help – a good turnout would be appreciated.

A woman's "I'll be ready in 5 minutes" and a man's "I'll be home in 5 minutes" mean exactly the same thing.

BRANCH NEWS and EVENTS - Southern Region Branch

Southern Region Branch

News and Coming Events

As far as motoring activities go, we have not been overly active as a Branch lately, but many of our members have been involved in a range of other motoring activities, so that makes up for it a bit.

ANNUAL GENERAL MEETING:

The next big thing on our horizon is our Branch Annual General Meeting on Sunday 7 July. This year it will again be held in Balclutha, at the South Otago Vintage Car Club rooms in Crown Street, starting with lunch at 1200 noon. Some delicious soup will be available to have with your lunch, so bring your lunch along and have a jolly fine time while eating, and then the meeting. Afternoon tea will be served after the meeting. As a treat, we will have a showing of a DVD 'Round Australia in 9 Days' - the story of how a standard 1962 Austin Freeway was driven around Australia in record breaking time.

SUBSCRIPTION RENEWAL:

We would like you to fill in the subscription renewal form (attached with the Wolseley Word) with as much detail as you can, so that the National Secretary can have as complete a record, of members and cars, as possible. Bring the form with you to the AGM, and your payment.

REMINDER:

AGM Sunday 7 July, Lunch @ 1200 noon, Meeting starts @ 1.00 pm.
SOVCC Clubrooms, Crown Street, Balclutha
Afternoon Tea and DVD to follow
RSVP to Bill Obers 0274 321 776 or 03 2159 765 before 10.00 am

07/07/13

Any queries or queries, please ring Gordon Duthie - 0274 310 039 or Bill Obers - 0274 321 776

See you at our AGM

Bill Obers

National Rally Notice

Wolseley Car Club, New Zealand 2014 National Rally Methven, South Island, February 2014



The Christchurch Branch of the Wolseley Car Club NZ Inc is pleased to confirm that the 2014 New Zealand National Rally will be centred in the idyllic South Island township of Methven, only 90km from Christchurch, nestled in the shadow of the Southern Alps and the Mount Hutt ski resort.

The rally will be held beginning with check-in on Sunday 23rd February 2014, and conclude with a farewell breakfast and send-off on Friday 28th February.

A Rally Committee has been established, an accommodation and venue base has been booked, and a draft rally programme put together.

National Rally Notice - continued

The rally will be based at the Ski Time Lodge, offering great accommodation at off-season rates, and a conference venue suitable for group meals and other activities.

Room rates are as follows:

Three bedroom apartment :	\$330/night
Two bedroom apartment:	\$220/night
One bedroom studios:	\$110/night
Upstairs lodge rooms:	\$100/night
Downstairs lodge rooms:	\$80/night

A complimentary light breakfast (cereal, toast, tea & coffee etc) to all house guests. It won't matter, if they are staying in the apartments, studios or lodge rooms.

Everyone can decide if they would like to take this offer or make their own breakfast.



All rally participants are encouraged to stay at this venue, however a range of accommodation is available elsewhere in the township.

Draft Rally Programme:

Sunday 23rd	Arrival in Methven, check-in and welcome meal
Monday 24th	Run into South Canterbury visiting Geraldine, Pleasant Point, Rangitata, stopping off at museums, a leading taxidermist, and other local attractions.
Tuesday 25th	We explore the Ashburton district – a wide range of attractions to visit, including some alternatives for the women to enjoy.
Wednesday 26th	Trip to Christchurch, including visits to local car collections, the local branch of the Vintage Car Club, and the Wolseley Car Club's own club facilities and spares shed.
Thursday 27th	Run into the breathtakingly spectacular gorges of the Southern Alps, including a homestead visit.
Friday 28th	Farewell breakfast and departure for home.

A limited number of Wolseleys have been offered for loan to overseas participants from Christchurch members – please enquire. Rental cars (moderns) are readily available from Christchurch.

More details and a registration form will be available in June 2013. In the meantime enquiries can be sent to Colin Hey, email c_jhey@xnet.co.nz, phone 03 3598737, or Allan Francis, email allan.betty@xtra.co.nz, phone 03 3237559.

Those wishing to book accommodation can do so straight away. The contact details for Ski Time are as follows:

Ski Time Conferences, Apartments & Restaurant
 Mt. Hutt Methven
 Ph 64 3 302 8398, Fax 64 3 302 8394
res@skitime.co.nz,
www.skitime.co.nz

Be sure to mention that you are booking for the Wolseley Car Club National Rally

Timing – by Tim Dunningham

And no I don't mean ignition or valve timing, I mean life timing and how things turn out sometimes when you least expect it, and this is one of those stories. After selling my last 6/110 a manual overdrive Mk1 to purchase another car with that disease we all have, I missed the old girl and regretted what I had done but tempered that thought with “oh well I have had two Mk1's over the years but had always hankered for a Mk2 and thought in such a big car an auto might be quite nice.

Anyway this was all a couple of years ago and when my father passed away he left me a bit extra in his will to buy specifically a 1958 Jaguar 3.4 Mk1 if I could find one, because in the early 80's I had sold my 6/110 to purchase a 1958 3.4 Mk1 Jaguar which was always another love of mine. At the time I had borrowed \$5000 from my Dad to buy a lawn-mowing business, and when my mother died very suddenly my father decided to retire and buy his first house - as being a vicar we had always lived in a vicarage.

Dad had no mechanical aptitude at all, Mum used to change the flat tyres but he had a real feel for cars and could always tell if they were slightly off-song and he loved that Jaguar especially after a trip over the Auckland Harbour bridge late one night at 100mph!

Anyway I had to sell the Jaguar to pay him back and he always felt bad as I loved that car so much. Hence the extra money left to me to buy a 1958 Mk1



Jaguar again and having not seen one for many years I was astounded when a few months later the perfect one came on the market and I bought it. Talk about perfect timing.

Just after that a really nice 6/110 came up for sale and I felt a wee twinge as I still had a big soft spot for them, but thought well, I will never be able to afford a really nice one so my Wolseley days are over.

A few months ago we went on the Great British car rally and of course there were some Wolseleys in attendance, and out of all the cars attending, and much as I love the Jag, the same old twinges of envy were there. Fast forward a few months to mid-May and purely by chance whilst waiting for an appointment I went on Trademe (as you do) and thought I must look at Wolseleys. I hadn't for a long time, and there listed that day only hours before was a 1967 automatic Mk2 for sale at a very reasonable price. It looked sad in the photos but the words read quite well, so I rang. The owner was very scathing of the cars' condition but I still wanted to see it. I had just sold another old car so had some spare cash and this one was very affordable.

Timing – continued

The funny thing was (and this is where the timing comes in) the car was situated in Fairlie and you wouldn't read about it, but we were going away the next day to Lake Tekapo, so we would be driving right past. I rang the guy and he told me he was going away for 3 months late on the next day. So we didn't go to the museum in Geraldine, we went looking for this place in the middle of nowhere and found this car. The minute I saw it I knew I had to have it. It was the straightest most original I had seen for a very long time. I only drove it for 5 minutes and was in love, so paid the asking price and was so excited I couldn't sleep for days. It had been in storage for 6 years, rego on hold etc. We went down the next weekend armed with tools and towropes etc, and drove it all the way back to Purau, and I haven't stopped grinning since. It drives like a new car. My partner Sheryl's father is a mechanic and does warrants. He is really tough and he could not fault it, so now it is all legal and runs perfectly.

So the fact I had some money, the fact I chose to look on that day and the fact we were going to drive right by seemed it was meant to be.

My timing was PERFECT and I count myself very, very lucky as I thought my Wolseley days were over.

Tim Dunningham

Buy and Sell

For Sale

Twin-carbs to fit a 6/110 – full setup, fully overhauled by Swift Automotive in Christchurch using brand-new parts right through. Have only been used to start the car a couple of times – restoration of the car is now no longer continuing, so the carburettors are for sale. Contact Simon Verkerk, 021 115 4789.

Wanted

Wolseley 18/85 or Wolseley Six – Front Wheel Drive model. Wanted for John Malia in Melbourne. Please contact Michael Kruse, Phone 06-753 9743, or email kruseco@xtra.co.nz

For Sale

Wolseley 16/60 – has been sitting for years, original but needs lots of work. Motor won't run. Grey with a red interior – car is located in Glenavy, South Canterbury. Contact Karen Rowe by email – karen_rowe@rocketmail.com



For Sale on Trademe – the ultimate Wolseley.

Said to be manufactured in the Wolseley Works during WW2, this armoured personnel carrier has been restored and is in running order. It has Ford V8 running gear. Listed for \$60,000

The World



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