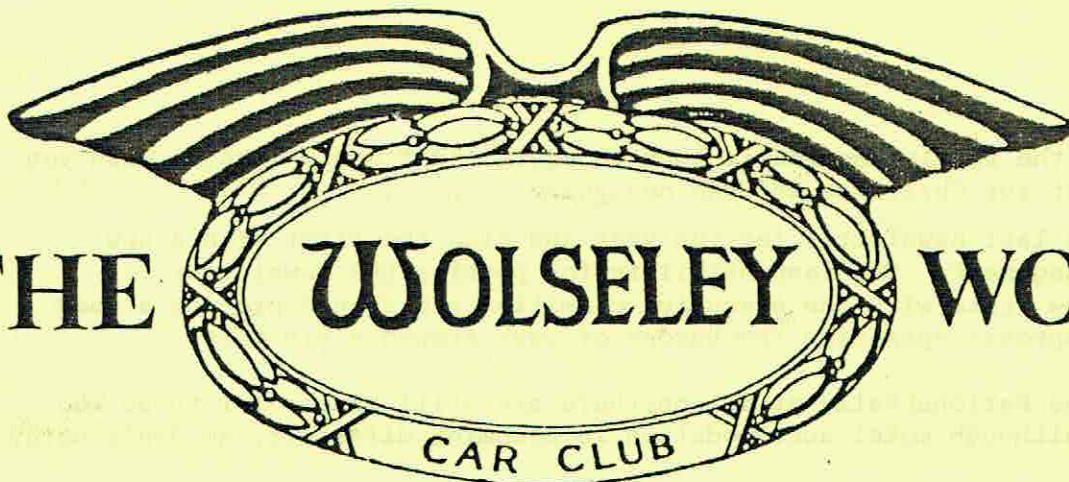


THE WOLSELEY WORD



December . 1984

NEWSLETTER

Vol. 8 No. 2

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OFFICIAL NEWSLETTER OF THE "WOLSELEY CAR CLUB N.Z. (INC)"
Registered at P.O. H.Q. Wellington as a publication.

EDITORIAL

Well folks the festive season is upon us again and I would like to wish you all the best for Christmas and the new year.

This is the last newsletter for the year and also the first with a new sort of management. The responsibility for putting the newsletter together now rests with the executive committee and should provide a good flexible approach spreading the burden of work around a bit more.

Remember the National Rally at Nelson, there are still places for those who want them although motel accommodation is becoming difficult, so don't delay your booking.

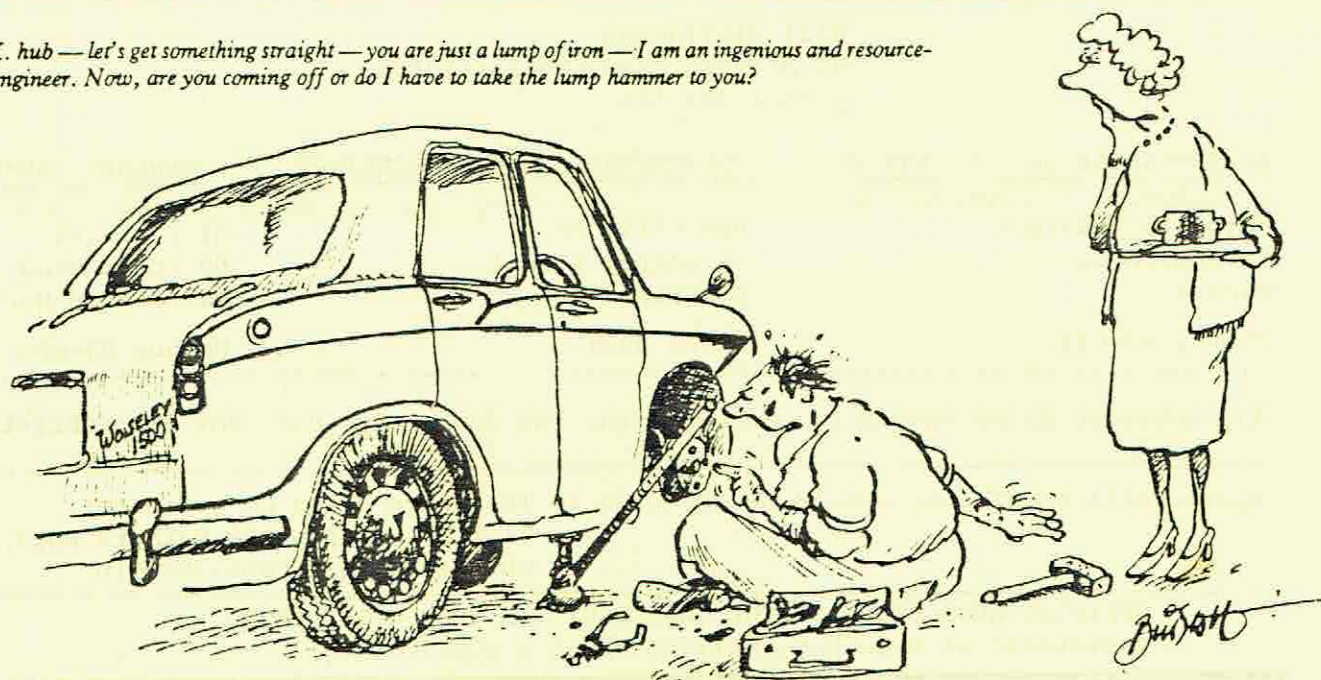
Cars are being prepared all over the country and I can think of 3 cars in the process of being painted at this time with the rally in mind.

So prepare your cars we will all meet in Nelson at Easter '85.

GORDON MACADAM

*Merry Christmas, a Happy
New Year, and a safe
Motoring Holiday to All.*

O.K. hub — let's get something straight — you are just a lump of iron — I am an ingenious and resourceful engineer. Now, are you coming off or do I have to take the lump hammer to you?



REPORT ON PAST ACTIVITIES

ECONOMY RUN

This years economy run was to Akaroa. It was attended by seven cars, four 6 cyl and three 4 cyl one of these being the Mk I consul of Michael Norris.

The day was not the best. There was quite a cold wind, strong in some places on the way, but it was just a cold breeze in the township and the rain held off. We set off from Raceway Motors in Lincoln Rd after all filling at the same pump. Our destination was the Akaroa Primary School where everyone arrived safely in about 1-20 minutes which was the time advised in the Shell Road Map Book. We parked in the school grounds and had a picnic lunch. It was a good place for the children with a hill to climb and some log huts to play in.

After lunch we all doned jackets, hats etc and went for a walk down to the village and along the beach. Afternoon tea was next and then we set off about 3.00 pm for home. All cars arrived back at Raceway Motors and filled up again at the same pump. We then adjourned to Mike and Ruth Dickisons for a cup of tea and the results.

The cost of the trip, 98 miles, varied between \$10.00 to \$20.00. The best milage recorded in the 6 cyl class was by Gordon and Jane Macadam with 24.8 mpg which was not corrected since the car is a Vanden Plas Mk2, the largest in its class. Gordon's car is a 4 speed manual with overdrive. Second place in this class was filled by Colin Stoddart and family in their 24/80.

The 4 cyl class was won again by a certain little white 1500 of Colin Hey. In Colin's absence the car was driven by his brother Robert with wife Lynn and dog Jessie along for the ride. The 1500 returned 39.04 mpg which was corrected to 36.05 mpg but was still approx. 5 mpg ahead of Colin Miles Jnr in second place.

A good day was had by all who took part.

Club Captain.

TECHNICAL EVENING 4TH SEPTEMBER

By Michael Norris

On Tuesday 4th September a technical evening was held at the Hutcheson Street Hall.

This proved to be a very worthwhile evening for those who managed to attend. The guest speaker for the evening was Duncan McMahon, a former aircraft engineer with the RNZAF, who now has his own workshop specialising in carburettor reconditioning, particularly SU's.

Duncan addressed 14 Wolseley Car Club members on the basic principles of 4 stroke engine operations and engine timing and gave us some ideas of achieving greater economy from our cars. During the evening superchargers and turbochargers were discussed, also rotary engines were touched on briefly. Duncan ended his talk with a basic guide to tuning for us home mechanics, and supper was served about 10 pm.

We were treated to a most interesting, informative and educational evening and we all extend our thanks and appreciation to Duncan for sharing his experience and expertise and giving up his time to talk to us.

PEACOCK SPRINGS.

By Gordon Macadam

Sunday 16th September saw our second attempt to visit the Issac Construction Company's wildlife park, Peacock Springs.

The first attempt was cancelled by inclement weather, but the visit was well worth waiting for. About 15 car-loads of members and their families headed out from the Northlands Mall carpark to Peacock Springs. The wildlife park is only open to organised parties and the tour is escorted by one of the staff who acts as guide and answers questions.

The park is a series of dredge ponds where, over the years, shingle has been removed for Issacs aggregate plant. As the quarrying has moved on, the areas have been tidied up, trees planted and grass sown. A lot of imagination has been shown in the planning of the park. For example, monkeys don't swim so instead of keeping resident monkeys in cages they inhabit an island in one of the ponds.

Enclosures contain goats, deer, chamois, donkeys, emu, ponies, sheep, wallabies, rabbits, guineapigs and birds of all descriptions including peacocks.

Trout farming has been an important part of the work at Peacock Springs, and the park boasts a modern hatchery laboratory and rearing ponds for rainbow trout. Feeding time can be spectacular as many fish compete for the specially prepared food pellets.

The afternoon concluded with afternoon tea and a chatter.

ON A VERY COLD NIGHT IN SEPTEMBER

On a very chilly Saturday night in September the Car Club held a night rally. There was quite a small attendance probably due to the cold weather.

However, Colin Stoddart and his wife Lynnette, Gordon and Jane Macadam, Michael Norris and his sister, Mike and Ruth Dickison, Colin Miles (Snr) and Bren, Colin Miles (Jnr) and a friend, did all brave the cold. Making a total of six cars in all.

We all assembled at Riccarton Mall at 7.30 pm, and all the cars were sent off at about 2 minute intervals. The participants wound their way through the suburbs of Riccarton, Addington, across the Southern Motorway, around the outskirts of Halswell, up the hill to Westmorland and back down into Hoon Hay, finally finishing at the Stoddarts home.

Everyone made it to the Stoddarts without too much difficulty, and they had a good chin wag about the event etc while results were decided. Colin Stoddart and Lynnette were the winners, for which they received the Dalton Trophy and a car accessories gift pack, Gordon and Jane Macadam were second, and won a car brush. The booby prize went to Michael Norris and his sister, (a carrot and a map).

After the prizes were given out we had a lovely supper and did a lot more talking before we all eventually went our separate ways at about 11 pm. It was agreed that a good time was had by all. We hope to see a few more of you at the next night rally.

Lynne & Rod Graham.

THIS IS YOUR CAPTAIN SPEAKING

This is the story of AP3395, a 1958 Wolseley 1500 which was purchased by me on the 25th August 1984. What I intend to do is a rolling restoration and I would like to keep you informed of my progress which will probably be slow and done as finances permit. I hope to have the car in good going order for the national rally next Easter.

I have now had AP3395 for about one month and have made a list of work needing to be done in some sort of order of importance. Up till now AP3395 has been sitting outside in the shelter of my garage so my first job is to get the car undercover. I hope to finish my carport at Christmas which should then give me some room in the garage. At the moment my 6/99, which is still for sale, is taking up valuable room. If anyone is interested in this car please give me a ring.

When I first looked at AP3395 prior to buying it the following problems confronted me. The registration had lapsed and there was no W.O.F. which in turn led to the need for four new tyres and some rust repair to the front crossmember under the radiator. A common problem in 1500's. Also the car had no battery. I bought a new battery from Colombo Bridge Motors for \$52.00 with a trade-in. It was a 12v. 9 plate and came with a three year guarantee.

I thought that the first thing to tackle was the registration. The ownership papers showed that the car was first registered on 10th March 1958 at Christchurch. It was owned by South Island Motors until June 1960 when it was bought by G.W. Hazeldine, a Christchurch dealer. It was then sold to Herbert Crawshaw in August of that year in whose hands it remained until purchased by me from his estate. My next visit was to the Motor Registration Department to find out how to re-register the car. The procedure is to fill out form M.R.2. and then contact the M.O.T. who will send someone to inspect the car. I suppose I will get some sort of written statement saying it is alright to register the car then I will have to take in form M.R.2., the statement from the M.O.T., the number plates and \$152.00 to the Registration Department and all will be taken care of. So when I next write to you, AP3395 will be no more and we will have a nice new registration No.

The next problem is the tyres. I have been told by Colin Hey, someone I will be relying on a lot throughout this project, that the car will suit crossplys rather than radials. I do not doubt this but I have an opportunity to buy five near new, 165 x 14 radials so I am going to give them a try for a while. If I do not like them I will sell them and go back to crossplys. As the project nears completion I will want to go back to original tyres but as that is or could be a long way off yet, I will get some milage out of the radials in the mean time.

When I have the tyres fitted I am going to try for a W.O.F. I do not think that the rust in the front crossmember is at all dangerous but I will still get it repaired as soon as possible. The people at the testing station may think differently but it will not do any harm to try. I will also be given a better idea of things like the steering, brakes etc.

See you soon
Club Captain

THE WOLSELEY HORNET 1935

Five years ago while looking through the 'Cars For Sale' column, (Wolseleys for sale), I saw an add for a 1935 Hornet Saloon. I rang the number and soon was on my way to just have a look? Well one thing led to another and soon it was on a car transporter sitting at home.

The car is a four door saloon based on the early Morris Minor chassis. It is complete apart from the original petrol filler cap. It is still even painted in the original colour, which is Fawn and Black. The car was still driveable although it had a very loud knock in the engine, and the oil pressure gauge remained on '0'. Never the less I just had to take it for a drive, once around the block and I was happy.

The first job to do was to remove the engine and gearbox with the help of Colin's bogoda to hang the block and tackle from. I then removed the doors and dash. My next problem was now I had nowhere to store it. I then made a few inquiries and managed to find a garage that I could rent. It has now been there for just over four years.

I've recently started working on it again now that we have our own home, and have finished building a new garage. So I will keep you all up to date on what I am doing and how it is progressing in the next newsletter.

Robert Hey.

WOLSELEY 24/80 MK II

Hi,

Committee members have been asked to write an article about their cars and this is one off about ours.

The origins of our car stem from Lynette's grandmother who bought the car new in November 1965 and it was lovingly cared for by her and her sister until we purchased it in 1977.

So we were then the proud owners of a nearly new car, as it had only done 18,800 miles, was in sparkling condition and it was great to see such things like the rear seats were hardly ever sat on and the paint under the mat in the boot was just as good as the day the car was bought new. However, it still required a few things like a valve grind, new tyres, brake system overhauled and a new clutch.

However, during the next three years, not having a garage the weather got at the car opening up a few seals along the boot and that then caused it to leak, and also a lot of surface rust started creeping in. We took the car everywhere and anywhere as it was great for travelling in, cruising at 75 mph no trouble at all. We also started carrying around all sorts of things in the boot like firewood, which knocked it around a bit, and this would be the untidiest part of the car at the moment with the linings requiring to be replaced.

So we saved up and had the car repainted and I thought it would be nice to bring it back to near new again, so finding parts difficult to get and also having a general interest in Wolseleys we joined the club.

Once small children arrive, cars tend to get quite a beating with scratched paint, mud and dirt taken into the interior etc. They even pulled the interior lights to bits but, mind you, they were brittle. The front seats now need respraying and the door trims have become worn, so there are quite a few small jobs that need doing.

Mechanically the car is very good, having only travelled 62,000 miles the motor runs very well but there is always the odd thing to be done like brake and clutch, cylinders etc. Any work around the motor is a painful exercise due to the fact that there is hardly any room to work and one needs magnetic

fingers. Recent work was a clutch overhaul, reconditioned front shocks, and lately a new exhaust system. I had great difficulty in getting a new water-pump bearing once and found that the bearing out of a Mk III Zephyr kit fitted perfectly. The rear suspension needs attention, but these things are all a matter of time. Thank goodness for daylight saving.

The 24/80 is not too economical and probably on a par with the bigger motor - around 21 mpg around town and, if driven carefully and well tuned, 28 mpg on a trip which isn't too bad I suppose.

We have had some great trips in our car and, there being plenty of motoring left, hope to do quite a few more but I'd be tempted to sway toward a really good 6/110 someday, preferably with over-drive and power-steering.

In the meantime I will keep at the odd bits and pieces that need doing when I get around to it.

Colin Stoddart.

THE TRAVELLERS RETURN!!!!

Having arrived back home last thing on Sunday night (4 days ago at the time of writing) we have barely had a chance to unpack yet, but I thought I would just scribble a few notes just to fill you in on a few observations we have made in England. By the next issue I will have a much more detailed account of our trip ready and if there is room for it in the next newsletter you will be able to read how we filled in our 10 weeks overseas.

Whilst in England, we attended two major motoring events - the Northern Classic Car Show which was heavily sponsored by the magazine Practical Classics and held in Manchester; and the Motoring Milestones Pageant held near Peterborough and organised by a large former BMC (now B.L.) distributor. Attending both of these events gave Jenny and myself not only an excellent insight into the Classic car movement as it exists in England, but also enabled us to make contact with various people, and specialist firms which ensure the wheels of old cars are kept well oiled and turning that Country, and which I am sure will be of some benefit to us here in New Zealand. We also personally visited a couple of other companies not represented at these shows and we have come back with a large bundle of names, addresses, business cards and catalogues which I hope will be of use to those of you who want parts or literature but cannot obtain them here in New Zealand.

On the spare parts side - the news is mostly good. There are still parts available for cars dating back to the 1930's, but some effort and time will be required writing letters to locate them. In many cases time would be better spent searching in N.Z. but for those illusive parts there is still plenty of hope. Parts for cars of this vintage also tend to be rather expensive. For cars of the late 1940's onwards, the news is all good. We are indeed fortunate that BMC rationalised their model range by utilising the same components in the Austin, Morris and particularly the MG range, as this has ensured that a large quantity of parts are still to be found, and when supplies have run out, reproduction has been undertaken by specialist firms over there to satisfy their own demands and those of the people who are rebuilding, maintaining and running their cars. Because in particular MG produced such popular and now sought after cars, the cars of the Wolseley range which share the same mechanical and in some cases, body parts should be able to stay running a few decades yet with little worry. 4/44 owners are now well catered for - in fact one of the best

catered for in the Wolseley range. I spent some time speaking to a representative of a company specialising in MG restoration who are now manufacturing to a very high standard indeed XPAG engine parts which are used in early T series MG's and 4/44's. Those parts available include camshafts, camfollowers, yes - even new cam bearings at only \$50 N.Z. per set, pistons in any size at about \$180 per set, gaskets in sets or individually, and big end bearings - with a new supply of mains being manufactured at the moment. Another firm is making new sills, floor pans and a few other body parts for the 4/44 and 15/50.

B. series engine parts are still easy to get ex MGA & MGB, and C series ex MGC, although it would seldom be necessary to approach MG parts suppliers as there are still plenty of stocks in the hands of autojumbles and other motor parts suppliers. Autojumbles were real bargain bins - sets of pistons could be purchased for \$50.00, and for those prepared to search around a bit new parts such as chrome trims, various body parts, rubber parts, gearbox parts (you name it, it was there) could be found.

As well as mechanical and body parts, most trim materials are still available draught excluders, rubber mouldings and carpet materials likewise. Specialist services are also on hand for things like reconditioning of various components leather renovation services and so the list goes on.

Throughout the trip we took hundreds of photographs, and all of the car related visits we made are on colour slide so we can at least show you all what it's all about over there some time. We visited quite a few motor museums including the British Leyland Heritage Collection where the first Wolseley ever made is kept, the National Motor Museum, as well as some impressive collections.

Unfortunately time doesn't allow me to elaborate more than I have in this issue, but hopefully by the next newsletter I will have had time to detail more fully our whole trip and in particular our wonderful experiences with the Wolseley Register members in England.

Colin Hey.

NATIONAL RALLY NEWS

Planning is well in hand for our First National Rally and we have already got over 15 entrants excluding those in Nelson who will be there anyway. Below is the rally programme. I will be in Nelson probably mid February to tidy up the last minute details and finish organising venues. It is important for those who wish to take part in rally activities to register. All those who officially register will receive an official Rally Package when they arrive in Nelson which will contain maps, instructions for the weekend and other goodies that will be needed during the weekend. If you haven't yet registered please send off your \$10.00 to me as soon as possible. More registration forms are available on request.

There are several restorations underway that are being aimed for completion prior to the rally - two that come to mind are Robert Hey's recently acquired 1500 which is having a total rebuild, as well as a Wolseley 8 owned by a very recent member that is having a motor rebuild and the bodywork bought up to scratch in time for the rally. So far we have got members coming from Dunedin to Auckland. It will be a great weekend so don't be disappointed - get your registration form in now! We do not have much time left to organise accommodation for you now so let us know if you intend to come.

PROPOSED RALLY PROGRAMME - this may be subject to minor alteration but hopefully nothing major.

Friday 5th April

- Morning - Travel to Nelson.
- Afternoon - Check in and official registration on arrival/free time.
- Night - Social Evening - chance to get to know other entrants and catch up on old friends.

Saturday 6th April

- Morning - Longish navigation rally over scenic routes.
- Afternoon - Group excursion after picnic lunch at the destination point of the morning rally. This will take us to a local place of interest.
- Night - Night Rally finishing with supper.

Sunday 7th April

- Morning - Free time to prepare for the concours competition in the afternoon, do what you like, or an optional visit to another place of interest may also be organised.
- Afternoon - Concours completion with a gymkhana for those who don't want to enter the concours.
- Night - Full social dinner and prizegiving to cap the weekend off.

Monday 8th April

- Morning - Optional visit to local place of interest for those who wish to stay a bit longer or start to head for home.
- Afternoon - Travel home.

See you there!

Colin Hey
(Rally Convenor)

GENERAL NOTES

One of the cars that originally belonged to one of the clubs founders, Colin Higgins has turned up again, now residing in Whangarei. The car was rather extensively renovated by Colin and used as his wedding car alongside his brother's white 15/50, which incidentally is still in daily use here in Christchurch. Unfortunately the re-rung motor didn't stand up to the honeymoon trip to Queenstown very well, and Colin was so disheartened with it he bought (of all things) a Ford Cortina, and the car was sold to Robert Hey in 1977. Robert fully reconditioned the engine and did quite a bit more cosmetic work on it (including cleaning off and repainting the whole underside) and then sold it himself a year after that. Unfortunately the car has been rather abused since then, but has just been rescued by its proud new owner and new club member, Garry Love in Whangarei. Garry sent some photos of the car as it is now, and as Robert himself put it, the car has turned into a normal 30 year old neglected 4/44 in the space of 6 years. However, all is not lost as Garry intends to get stuck in and return the car to its former glory.

PROPOSED BIRTH PROGRAM - This may be subject to some discussion but
PROPOSED BIRTH PROGRAM - This may be subject to some discussion but

Friday 25th April

Arrival at 10.00
Morning - Check in and official registration at arrival, free time.
Afternoon - Social evening - drinks, music, etc. (free time)
Evening - Free time

Saturday 26th April

Arrival at 10.00
Morning - Group activities, free time, etc.
Afternoon - Free time
Evening - Free time

Sunday 27th April

Arrival at 10.00
Morning - Free time
Afternoon - Free time
Evening - Free time

Monday 28th April

Arrival at 10.00
Morning - Free time
Afternoon - Free time
Evening - Free time

See you there!
See you there!

GENERAL NOTES

GENERAL NOTES

One of the main aims of the programme is to provide for the personal development of the participants in the field of the arts that will help them to understand the world around them and to express their feelings and thoughts in a creative way. The programme is designed to be a series of workshops and seminars which will provide the participants with the opportunity to develop their own ideas and to work together to create a shared vision of the world. The programme is designed to be a series of workshops and seminars which will provide the participants with the opportunity to develop their own ideas and to work together to create a shared vision of the world. The programme is designed to be a series of workshops and seminars which will provide the participants with the opportunity to develop their own ideas and to work together to create a shared vision of the world.

In spite of recent fuel price increases, the larger cars still seem to be holding their value. I recently saw a 1968 MK II 6/110, power-steering and auto with 52,000 miles, advertised as being in immaculate condition for sale at \$7,200. Whether or not it sells at this price is another question, but it does follow the trend of other luxury British cars over the past two years.

Another car, a series III 6/90 was rescued recently after lying in a rather sorry state in someones back yard here in Christchurch. The car was towed home, fired into life and is now in the process of being tidied up by its proud owner, Jason McLeod. The car is having a quick paint job and one or two other details attended to and then will be taken for a warrant and pressed back into use. It was only a one owner car and was complete down to chrome wheel bands and foglights - however, very sad looking. Great to see something being done with it.

Mike Dickison has also now bought a 1500 - possibly one of the oldest survivors in New Zealand - even the world. It's chassis number is 570, and numbers started at 101. It belonged to the Wolseley agents here in Christchurch until 1961 which is when the MK II models were coming through so it was probably in the first batch from England. Mike and Ruth are really impressed with the car and it will gradually be bought back up to scratch. Mikes story appears elsewhere in this issue.

On the parts scene - Bill Williamson has just informed me that oilseals for overdrive units are now available and as far as he knows we are the only source here in N.Z.. Don't forget to contact him for all your other needs as well. Please address all enquiries to him at 80 Mathers Rd, Christchurch 2.

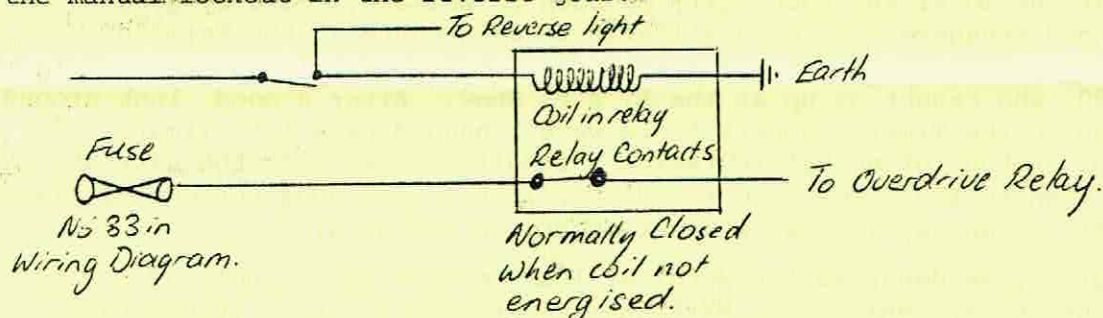
One of our recent membership applications was from a person who has got a MK II Wolseley 24/80 - registered number is LD 2480!

BUY, SELL AND EXCHANGE

- SELL - 6/110 MK II 4 speed + O/D floor change gearbox. New bearings and syncro overhauled. \$300.
Contact Alex Sutton, 12 Ranfurly Rd, Feilding. Phone: 36-307.
- Wolseley 16/60, 1971, 2 owners, 59,000 miles, Grey with Red interior in excellent condition. Auto just checked and in perfect order.
Asking price is around \$2,500.
Contact W. Browne, 483 Yaldhurst Rd, Christchurch. Ph: 428-833.
- BUY - Front carpet set for 6/110 or 6/99 Auto, any colour in reasonable condition, Contact Alex Sutton, 12 Ranfurly Rd, Feilding. Ph: 36-307.
- SELL - 1948 Wolseley 18/85, Motor and front suspension done, 4 good tyres, Body needs doing. \$500.
Contact Ron McCullough, 49 Dalton St, Gisborne. Ph: 75-071.

MONKEY MECHANICS

In Newsletter Volume 7 No.3 I wrote about the building of a ute. The project is still going and near the final stages. In Newsletter Volume 6 No. 3 there is a circuit diagram for the overdrive. In the ute I have fitted another relay which is a reverse operating one, that is, the contacts only open when the coil is energized. This coil is connected to the reverse light circuit, and the wire to the overdrive relay is fed through this reverse operating relay connection. This means that the overdrive is electrically locked out as well as the manual lockout in the reverse gear.



The rest of the circuit is the same as in the Volume 6 No. 3 issue.

The motor has been breathed on, the head has had 50 thou planed off and the cam has had a 731 grind. For those who have a mechanical mind, a 731 grind is the same as a GT Mini grind with with a longer hold on top of the lift. I have fitted electronic ignition and hope these mods will help the performance and power range.

A sheet of construction 7 ply was used over a steel frame for the deck. Hardwood runners were used on top of the ply. The lot has been stained and had three coats of polyurethane over it. This should seal any cracks or water traps.

Front and back bumpers have been recycled onto other 6/110's and the ute will sport plain steel bumpers painted black which can be used for pushing wrecks around.

That all for now folks, and take care out there on the roads.

APE



"Sorry I wasn't at work yesterday, sir. I drove down here but couldn't find a place to park."

MEL MILLAR

WEEKEND IN TIMARU

On the 17 and 18 November a contingent of Christchurch members attended a weekend of activity down in the Timaru region at the invitation of the Timaru brach. We were also joined by Alan Francis and his wife in their black 6/90 from Dunedin, and at varying times from a few of the Timaru members during the weekend.

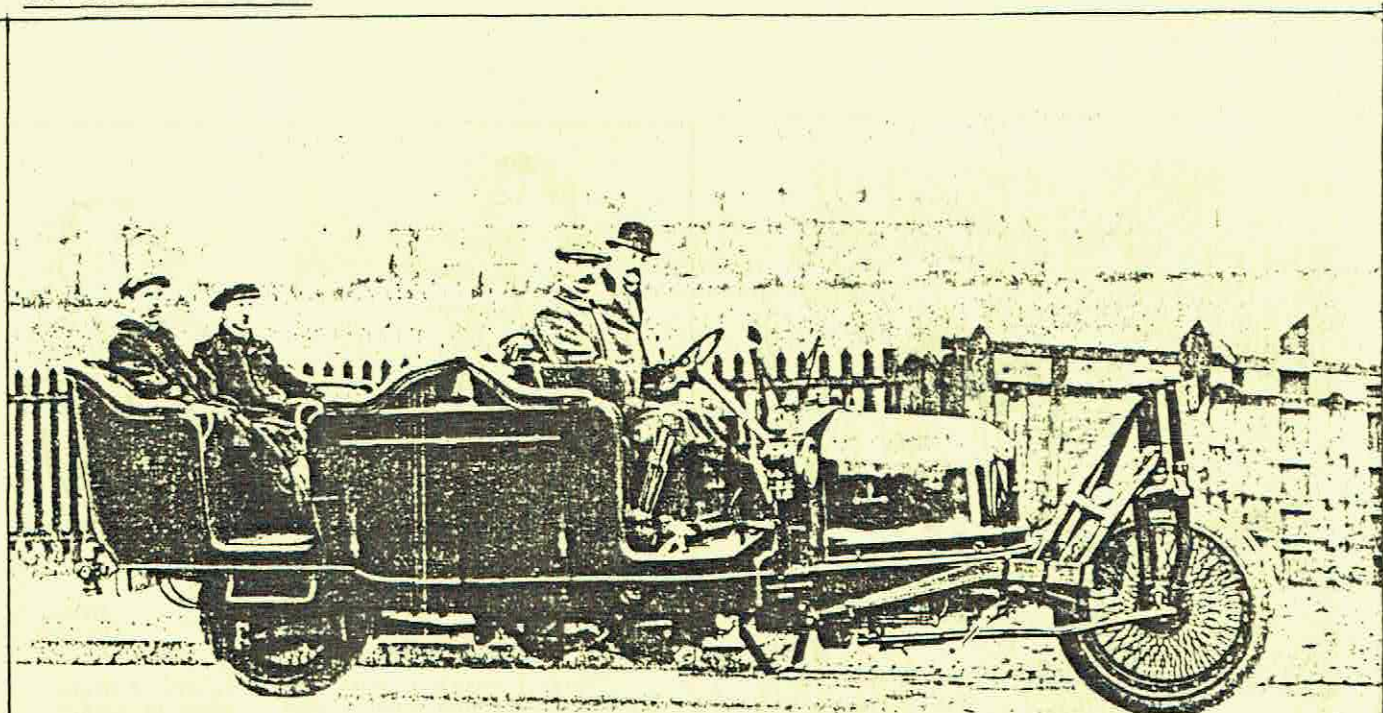
The arrangement was to meet at the Waimate A. & P. Show at 2.30pm on the Saturday so most of us left Christchurch about 10 am to arrive in Timaru in time for lunch at the motel and then carry on down to Waimate. More by good luck than good management we were all able to congregate at the Waimate turnoff on S.H. 1, except for Bill, Margaret & Geoffrey Williamson in their shining 6/90, who caught us up at the A. & P. Show. After a good look around and chatting to the Timaru members there we all headed back into Timaru to relax for an hour or so before taking a stroll (Yes we left the cars at the Motel) down to the HydroGrand for dinner with a very good turnout of Timaru members. All I can say is that a great night was had by all.

The next morning we departed the Motel at 10am to look at a couple of restored vintage cars which Bill MacArthur had turned on, then it was back into the cars and off to the Hadlow Game Park. We had a walk around, then an excellent barbeque lunch turned on by Timaru Members. After lunch we strolled back to the cars, had time for a bit more of a chat and departed shortly before a rather heavy cloudburst about 2.30pm. A few of the group stopped off at Ashburton to call in and see Bert Hart who was found in good health but embarassed that the rally had come to him rather than him to the rally. He turned on a good cuppa anyway.

Those in attendance from out of the Timaru district (apart from those mentioned above were Colin & Jenny Hey, Robert & Lynn Hey, (both couples in a 1500 each), Gordon & Jane Macadam with Mike & Ruth Dickison in the Van den plas, Rod & Lynnette Graham (6/110), & Eddie McLean 6/110. The two Hey couples (Hey Hey!!) had their own economy run on the way down - results were white car 37.6 m.p.g, fawn and maroon car 36.4.

Our special thanks to the Timaru Branch for hosting an excellent weekend (especially to Noel and Marjorie Anderson & Bill & Annette MacArthur). We all did throughly enjoy ourselves.

ROVING REPORTER



The Wolseley Gyrocar - Story next issue