

THE



WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC



MAY - JUNE 2023



Michael Kruse is part of a Wolseley parade lap at the Riverina Paceway in John Mallia's Wolseley Six during the Australian National Rally last month.

OUR CLUB OBJECTIVES:

- To promote interest in and use of 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 (new one) : www.wolseleycarclub.co.nz

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Disclaimer: The views and opinions in this publication are personal to the authors, and not necessarily the official views of the Wolseley Car Club of NZ Inc.

EDITOR'S STUFF

It's been a wet and dreary day at home today, so I've spent the best part of it doing some Wolseley Car Club 'paperwork' (or computer work, more correctly) including making a start on the newsletter and ordering some spares in for some items we're running a bit low on. We've had a run on wheel bearings and carburettor parts lately, so time to get some more in to keep the carbs pumping and the wheels turning.....

As I mentioned last month, we travelled over to Australia last month to take part in the Wolseley Car Club Australian National Rally in Wagga Wagga, which as you will see from the Secretary's report Michael and Raewynn Kruse also attended.

My son Matthew came with me, but we also had the added bonus of taking part in the Australian Wolseley Hornet Special Club (WHSC) AGM and weekend rally, which coincidentally was held on the weekend immediately following the other National Rally and was only about 300km away back towards Melbourne in a town called Mansfield – Melbourne being the start and finish point of our trip over there. Both John Mallia from the Victorian Wolseley Car Club and myself are members of the WHSC, and it was great that both clubs coordinated the events as it meant we could attend both.

Matthew and I arrived in Melbourne early on the morning of Saturday 20th May and were met at the airport by John, who we travelled with the whole time we were over there. This was my first trip overseas since COVID, and it was good that everything was back to normal in terms of booking and customs and immigration, so there were no hassles with paperwork or vaccines to worry about. We were soon back at John's house, and after unloading our gear and having a coffee, we went and visited the "Woolshed" – the



Inside the "Garage" at the Melbourne Spares Shed

Australian equivalent of our "Idlewood". Their facility is a series of four sheds, the main one of which also houses their library and kitchen/dining area, with the others containing stacks of spares (all well sorted) and a workshop area which had a 24/80 in it undergoing a gearbox swap. Like our Idlewood on a working-bee day, there were plenty of people working and calling in – some just to pick up some parts, and others to

sort parts or just say hello. They had about 4 cars there in various stages of dismantlement,

EDITOR'S STUFF - continued

and it was interesting to see much more in the way of particularly 24/80 and 1500 parts, which were of course very popular models over there. It was great catching up with many of their members I hadn't seen since my last national rally over there 4 years ago – many looking noticeably a little older of course.

Back at John's place, we had lunch and then started getting the cars organised for the National Rally. John and Matthew and I were to travel to Wagga in John's 6/110 Mk2 – the car Matthew and I borrowed on our last trip over there 4 years ago. Because we were also going to the WHSC rally, John had gotten a new tow bar fitted to the 6/110, the plan being to tow his recently restored 1932 Wolseley Hornet Special on its trailer as far as Benella (200km from Melbourne), where it would be left at a fellow member's house and then picked up after the Wagga Wagga rally and taken on to Mansfield.

So, the first task was to get the Wolseley 6/110 out of the garage, followed by the Wolseley Six which Michael and Raewynn were going to borrow for the week. The Six was on the hoist above the 6/110, and it was soon out and started, then loaded up with some club regalia and parked to one side for Michael & Raewynn who called in later in the afternoon to collect it. We then got the Hornet Special out, and with some of the gear packed into it, we loaded it onto the trailer and got it tied down ready for the trip, and hooked onto the back of the 6/110. Time for a bite to eat, and then get an early night, as with 500km to travel tomorrow we wanted to leave around 8am the next morning.

Michael & Raewynn arrived right on time the next morning, and we headed off on the trip. With a full tank of petrol, our luggage and John, Matthew and I on board, the 6/110 was

feeling the load. The second-biggest hill on the trip was not far out of town, but we got over that and were soon heading cross-country to join the Hume Freeway to take us most of the way to Wagga Wagga. One more big hill to climb before we hit the freeway which we only just got over, then no more worries as from there as it was pretty



Final fill-up and check before departing for the rally. Michael & Raewynn and the Wolseley Six can just be seen in the background

much flat grades and 90km/hr all the way. Michael & Raywnn were right behind us the whole way, cruising in absolute comfort in the Wolseley Six.

By late morning we had arrived in Benella, and dropped the Hornet Special off at the home of another Wolseley Car Club member, who incidentally had a very nice Wolseley Wasp Coupe (Australian bodied). I took over the driving from there, and it was good to be able to continue without the worry of the trailer behind us. We continued on for about another half hour to the lunch stop at a freeway service centre, the agreed meeting spot for all of the other Wolseleys heading from Melbourne. Great to catch up with everyone there,

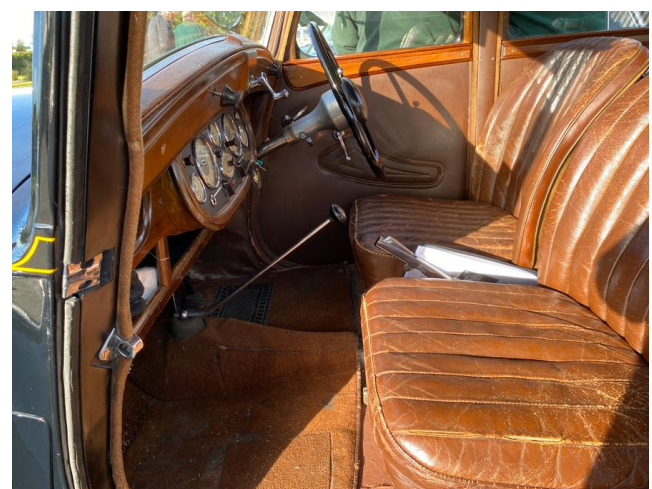
EDITOR'S STUFF - continued

and after topping up the cars with fuel and the bodies with Macca's, we were on our way again pretty much in convoy heading to Wagga Wagga, passing through Albury and soon crossing the NSW border.

We arrived in Wagga Wagga about 4pm, and found our way to the motel John had booked and got checked in and unpacked. A nice big and warm room for all three of us, with a good car park and handy to the centre of town and some of the places we'd be meeting at later in the week. 'Rally Central' was the Carriage House motel across the other side of town, and the majority of people were staying there. It had a large dining room, and that was where we had the rally welcome and dinner that night – very good food and a nice social occasion. This was our first chance to meet nearly everyone on the rally and to see most of the cars too – many 6/110's, 6/80's and 24/80's, a few 1500's, and the Six. To my knowledge everyone got there without any breakdowns, quite amazing considering most cars had come over 500km. Some had come considerably further, and none were less than 50 years old. A couple of other cars came and went as the rally progressed, including a

lovely and very original Series III 18/85 owned by Victorian member Doug Heiner who was in his 80's, with the car was being driven by his son. This was my pick for People's Choice. The evening concluded about 9pm, with everyone pretty tired after the long trip there, and an early start planned for the next morning.

Next morning (Monday) we all met back at the motel for our first rally day – a run of about 40km to the town of Junee. There was frost on the cars as we met in the car park, but it was a clear blue sky and it was obvious it was going to be a nice day and everyone was delighted to be there and doing what we enjoy. We departed about 9.00am, and were soon on the main road to Junee – an agricultural and railway town of about 5,000 people. Our first stop there was at the famous Railway Roundhouse, built during WW2 as the hub and control centre of all rail activity in the northern Victoria and Southern NSW region when steam was king. The Roundhouse is a huge circular building with a 100 foot railway turntable in the middle of it, where all the locomotives and rolling stock were serviced and repaired, and boy is it big – it was the largest structure of its type in the southern hemisphere when it was built. Half of it now is a museum, with the balance still in service to the various railway contractors in the



Doug Heiner's beautiful original 18/85

area – a very interesting and informative place to visit. Whilst we were there an operational large diesel-electric locomotive was actually turned through 180° on the turntable, and we also got to see through the locos and rolling stock now kept in the roundhouse for display purposes. In the former administration building there is a huge model railway layout, and lots of information and photos of key moments in history and incidents that occurred in the times the roundhouse was built and operational.



Diesel loco goes onto the large turntable at the Junee Roundhouse

After a couple of hours there we drove a short distance into the centre of Junee and had lunch at a local church hall, before then heading to the other side of town to the Junee Chocolate and Licorice factory. There we were given a tour of the factory and watched a bit of the manufacturing process. A visit wouldn't be complete without a tasting session though, and many people bought various products to take home with them. We also got to visit a small private car museum next door – mainly Fords of all eras, but lots of motorabilia was on display too so it was worth a look. By 4pm it was time to head back to Wagga Wagga, where we had a good dinner that night at the RSL – a very modern and expansive building with a large and busy pokie room.

Our Tuesday itinerary was very relaxed, with a visit to the Wagga Wagga botanic gardens, zoo and aviary, and then the adjacent Museum of the Riverina (settler's museum) and the Engine Museum. They were all just around the corner from our motel. Unfortunately the aviary was closed when we were there, but the Engine and Riverina museums were both open and interesting. The latter was a modern museum operating on the "Less is More" principal, which I found really good as it wasn't cluttered with exhibits, but had lots of information you had time to read and look at, and you actually left knowing a lot more than you would have



The Wagga botanic gardens in Autumn splendour

if you were just browsing around 'stuff'. On the other hand, the Engine Museum was noisy, smelly and dirty with many old engines running on the day, just the way you'd want it to be to get the full experience. Some great old machines in there too! The visit to the

EDITOR'S STUFF - continued

whole area was capped off with a ride on the 2km miniature railway that weaved its way around all of the buildings and one side of the botanic gardens.

After a good lunch in the gardens function centre, we left about 2pm and headed down town to a local domain at "Wagga Beach" (don't really know why it was called that because it was only a river and we were 300km from the sea) to have a group photo taken in the car park there. The car park had just been resurfaced and there were no parking lines in place, so it proved a good spot to line the cars up.

That evening we all reconvened at the Riverina Paceway – a trotting race track on the outskirts of town. Here we were looked after extremely well by the race club, with a great dinner in our own lounge area and one race dedicated to the Wolseley Car Club which was televised nationally on the TAB feed. They even requested a slow parade lap of 6 cars representing the different models on the rally, which included Michael in the Wolseley Six (see picture on the front cover). It looked very impressive! The president of the racing club even gave out his personal tips for the night, and they seemed to be pretty hot too with a few rallyists going home on the positive side of the ledger.

Wednesday also dawned clear and sunny, and today we were heading north again, this time to a town called Temora about 90km away.

The roads were quiet, and a long but passable convoy formed up, cruising along about 90km/h. All of these small towns were very similar – a long and wide main street lined with brown brick and stone buildings, most with verandas over the footpath. We cruised on through town, and carried on to the Temora Airport – a working air museum with a stunning collection of vintage aircraft, all in flying condition. It includes two Spitfires, a Canberra bomber, Vampire, Hudson, Dragonflies, Tiger Moths and other aircraft – all in immaculate hangers with lots of information about them on display. Temora was one of the biggest Australian airfields during WW2 due to its flat landscape and predictable weather, and intensive pilot training was undertaken there with over 180 Tiger Moths stationed there at its peak. We were broken up

into groups of about 20 people, and all given a tour around the facility by very



Inside the Temora Air Museum, Spitfire on display



Austin 1800 Ute belonging to one of the museum guides

knowledgeable volunteers, most of them experienced pilots. One of them even owned a very nice Austin 1800 Ute, which was in daily use and parked in the public car park for everyone to look at.

We could have easily stayed at the airfield another hour or two, but lunch at the Temora Rural Museum was waiting for us so we headed to the other end of town to enjoy that. Another good feed, after which we were left to wander around the full museum with its different buildings housing extensive collections gathered up from around the district. There was a particularly impressive ambulance collection, and an equally good fire engine display, both in quite new buildings and each with room for about 30 vehicles. The other buildings covered everything from farming and industrial goods to everyday homeware and even fashion

sections – something for everyone. If you Google Temora Rural Museum, and look at the ‘Photos’ page in the Website preview you will see some of the amazing displays. Dinner that night was back in Wagga Wagga at the botanic gardens function centre and enjoyed by everyone. That left us with one last rally day, the Thursday,



Main street of Coolamon, lined with Wolseleys

which was a visit to the historic town of Coolamon, another trip of about 40km. In Coolamon there are several local attractions, including the original General Store still with its original Lamson Cash



Inside the Fire Museum

Rail system in place, which used to convey cash in a rolling ball from sales counters throughout the store to a central cashiers office and then return back the receipt and any change. This was an extensive building and now is used as the I-Site for the town, and is fitted out with various historical displays. All very interesting. We could wander around town at our leisure, with most enjoying one of the local eateries, and also a wonderful private collection of fire memorabilia housed in the original fire station at the end of the main street. There was everything there from model fire engines, the biggest collection of fire helmets I've ever seen, and all

the equipment that has been used by the fire brigade over the years. The only thing that

EDITOR'S STUFF - continued

was missing was a real fire engine, but apparently the owner has now bought one and it is being restored, but it won't now fit in the station because of the huge collection it now houses. The owner is an ex-fire chief and well known and respected in the town, so I'm sure he will find a way of overcoming that problem. Maybe it will start with burning down the building next door??!!

With a good part of the afternoon still free, a few of us headed back to Wagga to go and visit the Wagga Wagga RAF Aviation Heritage Centre. This is a relatively small and



Aircraft outdoors at the Wagga Aviation Heritage Centre

compact museum with lots of interesting displays, but the real centrepiece is an outdoor display of decommissioned aircraft, including a Mirage, a Korean War Meteor, a Vietnam War Canberra and an F-111. The aircraft display represents over sixty years of RAAF flying history and you can get to within a few metres of them all. I was

surprised at how big an F-111 is at ground level!

Time then, that night, for our final dinner and prize giving, this time back at the RSL in our own special room. The rally organisers were thanked and recognised for their faultless planning, and some small awards given out to recognise various achievements like furthest distance driven, hard luck, etc. A raffle was also run with the proceeds going to the charity which leases the Melbourne Spares Shed to the club at a very favourable rate. Some of the prizes were licorice chocolates from the Janee factory! A good fun night with lots of talking and laughing going on and another very nice meal.

And so it was that the rally was all but over. Back to the motel for the last night's sleep, and then up in the morning to head back to the Botanic Gardens function centre for the farewell breakfast. The farewell can be a little hard, because there are those there who you know probably won't be able to drive to the next rally in two years' time so you may not see them in person again. That aside, it was a fitting end to a great week away spending time with fellow Wolseley enthusiasts, doing things we all enjoy, especially enjoying our cars together.



All the Rally cars lined up for the group photo at Wagga Beach

From Wagga Wagga, John Mallia and Matthew and I returned to Benella in the 6/110 to go and collect the Wolseley Hornet Special and take it on to Mansfield for the weekend of

activity there. I'll cover that in the next issue. Before finishing this episode though, the next Australian Rally will be held in 2025, possibly in NSW, but that will come out in due course. Matthew and I will certainly be doing our best to get to it, so if you do want to experience Wolseley motoring in a different country, why not consider joining us? Now, for some other home news quickly.

The last month has been taken up giving the Mk3 1500 a good going over, as its next WoF is coming up and it had developed a very small coolant leak from the thermostat housing gasket. I decided to replace all of the hoses at the same time, as the top one ripped open when I pulled it off the housing – I last replaced it only 35 years ago so I might return it to Repco and complain! The engine bay also needed a good clean and a new rocker cover gasket, and the front torsion bar bushes also are squeaking and need replacing – they also have only been there 35 years but have only done about 20,000 miles!

I've also spent quite a bit of time trying to get the 1912 12/16 magneto sorted. I thought I was onto it a few weeks ago, but now that winter is here it's still hard to start as it's harder to spin it over at a decent speed on the crank-start to sufficiently energise the magneto and kick it into life. I decided to try and recommission the dual ignition system that's fitted to it, as in theory this should provide a much stronger spark to start the engine using a built-in ignition coil rather than just the magneto. This hasn't been working in all the time we've owned the car as it was never wired up. After a bit of research from old handbooks and the internet to get it wired up properly I've found that it's no longer serviceable, so I'm contemplating another solution. In the meantime I've found and fixed another small issue with the magneto itself so I can now start it, albeit with a bit of difficulty. An interesting but frustrating small project to learn about and try and sort out – good job that we will not be doing much veteran motoring in the next couple of months. It's easy to see why they invented starter motors!

Last month Matthew and I also attended the annual VCC Irishman Rally, designed to test veteran and vintage-era (up to 1932) vehicles in terrain that was more common back then. This year the first day of the run took us up the Okuku Pass and into Lees Valley north-



A rest break above Fairlie during the VCC Irishman Rally

west of Christchurch, then down the Inland Scenic Route and into back-roads down to Geraldine and then Fairlie. A big day and 12 hours of motoring for most people. The second day was a mixture of farm tracks and more gravel roads, but not so tough as the first day. Very cold and a bit wet though, mostly gravels roads, many very rough with as many fords as the route plotters could find. Talking of many fords, 195 cars took part, 98 of which were

Model A Fords! Like last year, we were one of the support vehicles in the Ranger, so no need to worry about the roads. This year there were far more breakdowns to deal with (a

EDITOR'S STUFF - continued

few of which we managed to patch up and get going again), and more towing people who didn't quite manage to get right through fords without drowning the ignition or getting stuck. Everyone seemed to really enjoy the event, even those who ended up taking their car home on a trailer – no doubt for repair so they can return next year! I can't see that I would ever take a Wolseley on this event – they're not like a Model A where you can still find most parts you need brand-new. Good fun being back-up though, even if it did take me 3 hours to clean the Ranger after I got home again.

Well, that's enough from me. Please stay safe on the roads on these short and cold days, and to any of our members going through the seemingly constant weather-bombs in the North Island, my thoughts are with you.

Best regards

Colin Hey

Deadline for next Wolseley Word:
Friday 21st July 2023

THIS MONTH'S VIDEO

This month's video to look at – just click on the link below:

<https://www.youtube.com/watch?v=SwBtds0v6C8>

Series 1 C40 Dynamo rebuild - YouTube



YouTube · Britannica Restorations Ltd · 3/02/2023



Perhaps the ultimate dashboard notice – seen on the Austin 1800 Ute, Temora

CHAIRMAN'S REPORT

Hi Members,

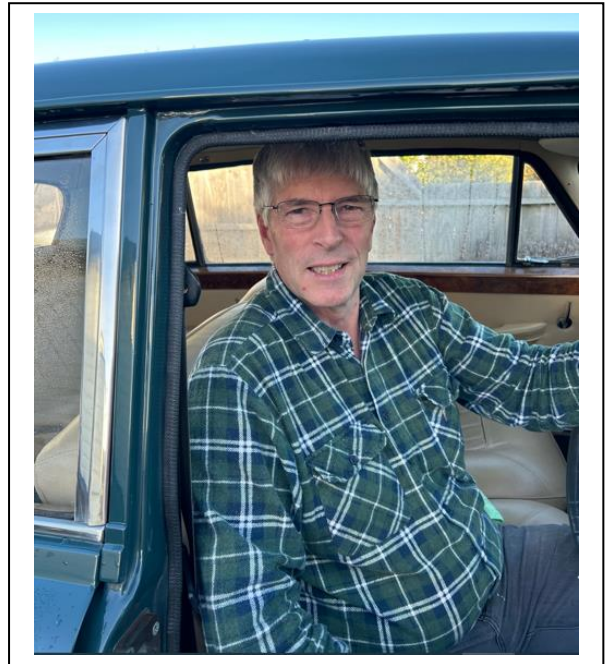
Just a brief report this time.

As I mentioned in the last report that I had the front windscreen out of the car, there has been success with no leaks.

Branch AGM's are coming up so please make an effort to get along to them. This is your club, so your input is valuable in so far as the clubs success in particular your branch activities etc. The National AGM is in Christchurch 7th October which ties in with the McLeans Island Swap Meet. More information will come closer to the time. I hope from time to time that you view the Website as feedback and contributions to it are important. Many new members have joined the club via it so we need to make sure it's up to date and photos are refreshed.

All the best,

Gordon Duthie



SECRETARY'S REPORT

Hi Wolseleyites,

We have had most of last month on holiday in Queensland to attend out Grandson's 2nd Birthday. Surfers Paradise has lovely weather with temperatures dropping to 12deg at night but up to 23 deg during the day. Still nice to play outside in shorts and a tee shirt with the Grandson. The day went well with a BBQ for friends and family.

During the last week of our holiday we attended the Australian Wolseley Car Club National Rally. It was based in Wagga Wagga, in New South Wales. We were kindly loaned a 1973 Wolseley Six by John Mallia in Melbourne.

We picked the car up from his home in Sunbury just out of Melbourne, then drove in convoy with other Victorian Wolseley Club members the 450km to Wagga Wagga. It was a fantastic car to travel in, it kept up with the modern cars no issue at all.

The main crop grown in the vicinity of Wagga Wagga is Canola seed and when it flowers the countryside turns yellow. We were too early in the year to witness this. We saw small plantings about 1" high greening up the paddocks. The itinerary for the Rally was great with museums and places of interest visited on most days. The one that interested me the most was a collection of Ambulances at the Temora Rural Museum. It included an



SECRETARY'S REPORT - continued

Ambulance in which the patient was loaded on a stretcher through the boot and attended to from the back seat.

Your branches AGM is coming up . Please make an effort to attend and if you desire put you name forward for committee or higher office . It is a very rewarding experience. Make sure you use your Wolseley in the winter months , even if it is only a drive around the block.

Happy Wolseleying
Michael



Left - Just about to get the Birthday Cake.

Below – our rally transport, 1973 Wolseley Six



SECRETARY'S REPORT - continued



Above and below – the “Boot Loader” Ambulance



REGALIA SALES

Hi All

I am going to put a clothing order in but require a few more orders please.

Sweatshirt	\$40.00	Ladies Blouses	\$65.00
Caps	\$20.00	Polo Shirt	\$35.00
Beanies woolblen	\$20.00	Bucket Hats	\$20.00
Acrylic	\$15.00	Tee Shirts	\$25.00

Photo's Attached, delivery about 6 weeks. Please Email me direct:

dandsomalley@gmail.com

I still have all the other items available as advertised in previous newsletters, although I've now run out of the free coasters.

Cheers, Sharon O'Malley



Note: Sharon can also provide copies of handbooks, workshop manuals, and parts books for most Wolseley models, either to loan or photocopies. Some general information Wolseley-related books are also available to loan – please just ask her or email orders to: dandsomalley@gmail.com , with Name and size please.

BRANCH NEWS and EVENTS – North Island

North Island Branch News and Events

Lovely day here in New Plymouth, thinking once again of our friends on the East Coast with the latest floodings and bad weather. Hope everybody is well.

Michael and I have not long returned from a great trip to the Gold Coast to visit our son and partner and Grandson, who turned 2 when we were there. We also travelled to a place called Wagga Wagga for a week to take part in the Australian National Wolseley Rally, visiting a number of museums and other interesting parts of the area, and attending an evening at the horse races.

I would like to take this opportunity to remind the North Island Wolseley car club members that we will be having our AGM in Taupo on the 22nd of July, at the Taupo VCC Rooms. Thank you to those people who have responded to emails. It would be great to see as many members as possible to this meeting so we hear what you would like from the club and any events you would like to see happen.

COMING EVENTS:

SUNDAY 9TH JULY – WAIRARAPA CAR COLLECTION

Join us for a visit to Gary Wall's wonderful collection of cars in rural Martinborough. We will be presenting Gary with not one but two 25 year badges (UK and NZ).

10.00 am Meet at Wild Oats Café, Main Road, Carterton.

10.45 Leave for Gary Wall's property. Route instructions will be provided so you don't get lost.

12.15- Depart for lunch at a Martinborough Café.

Afterwards you may like to visit the Schoc chocolate shop in Greytown or the Cobblestone Museum. Blackwell's bike and accessory shop is also worth a visit.

We look forward to seeing as many Wolseley members as possible as this is the last event we are organising.

Ruth and Winton. Phone 04 293 3369 or 021 178 4253

Saturday 22nd July 2023 – North Island Branch AGM

Notice is hereby given for the Wolseley Car Club of NZ Inc, North Island Branch Annual General Meeting, to be held at the **VCC Taupo Clubrooms, on Saturday 22nd July** commencing at 10.30am

Agenda:

Welcome	Apologies
Reports	Election Of Officers
Health and Safety	General Business



Lunch will be provided on conclusion of the meeting, you are also invited to take part in a river cruise to the bottom of Huka Falls, \$42 per person commencing at 2pm. Numbers required – please contact Raewynn.

Regards Raewynn

Christchurch Branch News and Events

We're pleased to welcome two new members to our branch this month. Firstly Alan Banks who now owns the 'Wolseley 1100' Traveller built up by Alex Sutton many years ago. Alan is also restoring an original Morris 1300 Traveller. Secondly, we have who we believe is our youngest Club member, Max Cutler. Max is a student at Ashburton College, and has a Wolseley 1300 which he is working on with his grandfather, Steve. They came to Idlewood a couple of weeks ago and picked up a couple of small items and joined on the spot. The car is very close to being back on the road.

At Idlewood we've just been doing routine maintenance work lately, and we're looking forward to our Matariki weekend project to dismantle the 6/110 we have in 'Rotton Row' behind the containers. Our next working bee on 8th July will be used to waterblast the car and strip out the upholstery and move it into the garage where we'll deal with it on Matariki Day.

On Sunday 25th June we had a mid-winter run out to the Ashley Hotel, just on the other

side of the Ashley River from Rangiora. Twenty-six people in 11 cars and one fire engine turned out. The fire engine was recently purchased by Danny O'Malley. It is a fairly new small Nissan truck that was built up as a 'factory' fire engine in Japan. Being red, low mileage, in immaculate condition and cheap, Danny couldn't resist it and it's now his new daily driver. If you're watching the news on TV and find out that the Ashburton Council is trying to find out why Lake Hood went dry overnight, it was Danny playing



Some of the crew at the lunch

with his new toy! Rumour has it he's now actively looking for an Ambulance – after all, with the Police 6/90 already in his collection, an ambulance is all he now needs to cover all emergencies. (see page 14 for possibilities – perhaps his Cadillac could be converted?) Apparently Sharon thinks a hearse might be a good idea too!??

Anyway, our run started at the Belfast pub, and wound its way out to Ashley, passing through Mandeville and Ohoka to arrive in time for lunch at 12pm. The service was friendly and efficient given there were 26 of us who arrived at the same time, and there were only a few other patrons meaning we had most of the bar/dining room to ourselves. The food was just pub bar food (burgers, toasted sandwiches, etc), but it was tasty and hot

and cheap, so we were all very happy. A few small prizes were dispensed and I think everyone enjoyed themselves. Good to see some faces we hadn't seen for a while – especially Stuart Penny with his grandson navigating, and Simon Verkerk who turned up in a fairly new Havall SUV he's just purchased.



The car park outside the Ashley Hotel. Merv & Marilyn Wayne's 6/80 is in the foreground – Danny's fire engine can just be seen on the left.

Christchurch Branch Coming Events:

Saturday 8th July - Working Bee at Idlewood, followed by committee meeting. (same details as May meeting above)

Friday 14th July - Matariki Day

We are having not a Matariki Day but a Moto-Wrecki Day, the same as we did last year. We would like to see another of the dead parts cars behind the containers pulled apart for the removal of useful parts, and its derelict body readied for transport to the Scrap Dealers. Anyone that think they might be able to assist, even if it is only as a Tool Boy, Wreckers Assistant, or even just to dispense soup & buns at lunchtime, we would love to see you along at Idlewood. Any time from 9.00am onwards. Just bring a bite to eat (dependent upon the length of time you have available), some warm clothes and overalls. The deed will be done in the garage, so all under-cover.

Coming events continued on next page.....

Sunday 16th July Old Cars Bikes & Coffee at the VCC grounds.

From 9.00am - Bring your lunch. We might go for a visit somewhere afterwards – this will be decided at the July meeting and emailed out.

Sunday 31st July - Christchurch Branch AGM, to be held at the Caravan Club clubrooms right opposite Idlewood. Meet at 12.00pm for a light lunch (provided), with the meeting getting underway at 1.30pm. This is the one time of year we seek your feedback about how the club is being run and perhaps things you want to change and/or do differently. All members are encouraged to be there.

Sunday 20th August - National Daffodil Rally for Cancer.

Four different start locations – see attached flyer below. A “must-do” event.

Proudly supporting the
Cancer Society
Te Whaea Awhiorangi
Te Whānau

Come and join the fun
All ages and vehicle types are welcome!

Daffodil Rally for Cancer

SUNDAY 20th AUGUST 2023

JOIN IN AT ONE OF THESE FOUR STARTING POINTS

Rangiora - Southbrook Park Car Park, South Belt	Cashmere Club, Colombo Street, Beckenham
New Brighton Club, Cnr Marina Parade and Hawke St	Rolleston, Selwyn District Council Car Park Norman Kirk Drive

A series of short & long runs starting at 4 locations,
all finishing at the VCC grounds at McLeans Island.

Runs leave each location between 10.00 and 10.30am
Afternoon Public display at VCC Grounds, McLeans Island from 12.00pm.
Coffee available at start points, BBQ lunch can be purchased at VCC grounds.
Enquiries to Colin Hey - email: heywalseley699@gmail.com

\$10
vehicle entry fee - all fees donated to the Cancer Society

To find out more about your local Daffodil Rally for Cancer, visit www.vcc.org.nz

Southern Regional Branch

Not a lot happening down here, it's cold!

Still waiting on Invercargill to come back with arrangements for a visit to the attractions in the Deep South.

Our AGM is at the The Waihola Tavern, also known as the Waihola Cafe and Bar, on **Sunday 23rd July 2023** - hoping for a good attendance.

Also the date for the Dunedin Autospectacular has been confirmed as Saturday 14th October. We will be looking for some display cars, so if you can help, please get in touch with myself or Fergus Sime.

We are finally getting our Hornet clutch sorted, a good lesson, make sure the mechanic/garage knows what they're doing and also "if you don't use it you lose it". Things start to seize up especially if not adjusted properly.

Stay safe and warm! Happy Wolseleying.

Cheers George.



Buy and Sell

For Sale:



Ray Willoughby is offering his very nice Wolseley 15/50 for sale, so if anyone is interested in purchasing it, please get in touch with him. It's been in the Wolseley Car Club for around 30 years and is a good running example in very presentable condition. Ray can be contacted on 03 352 9016.

Wolseley 18/85 Auto – was last driven 25 year ago and has been sitting outside a long time now. Suitable for parts - \$400. Contact Trevor Walmsley, ph 0274235135. Car is in Swannanoa, just north of Christchurch



Buy and Sell - continued



Seen in Hampden, North Otago outside a Second-hand store alongside SH1 2 x 4/44s – the asking price is \$2,300 ono. Both pretty rough and rusty, but some good points. I have more photos and information if anyone is interested. Contact Colin Hey.

Wanted – Steering Box the same as this for a 1935 Wolseley Wasp. If you can help, please contact Colin Hey – it's urgently needed for a member of the Wolseley Car Club in Victoria, Australia.



More photos from the Australian National Rally



Starting a run at the Carriage House Motel



Panoramic photo of the Roundhouse railway workshops in Junee



Two photos taken at the Junee Chocolate & Licorice factory



Outside the Temora Museum – Matthew Hey on the left



Rallyists outside the Coolamon Fire Museum

The  *Word*

**OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC**

If unclaimed, please return to:

The National Secretary
Michael Kruse
297 Huatoki Street,
New Plymouth 4310

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