



OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

FEBRUARY – MARCH 2016



The full contingent of the 2016 National Rally participants at the Hamilton Botanical Gardens

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.

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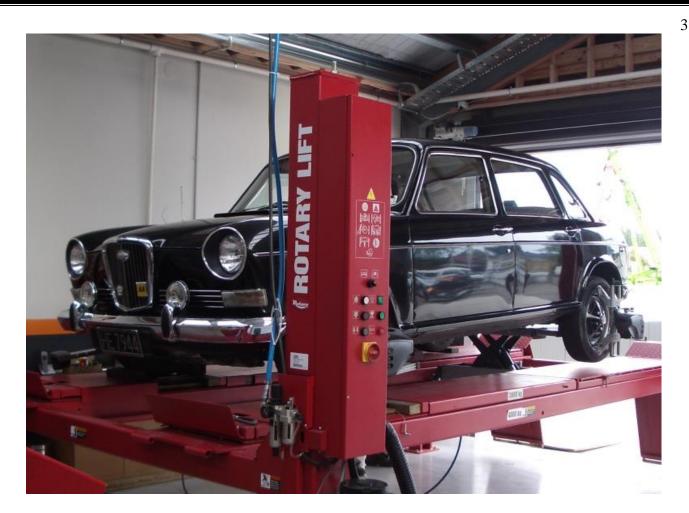
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EDITOR'S STUFF

I'm doing what Raewynn Kruse did about one month ago – starting to write this report on board the Interislander! Matthew and I are on our way home from the National Rally, having had a great time hosted by the Auckland Branch members. Because the printing date for the newsletter is now only three days away, I'm going to keep my report on the rally very short for this newsletter, and will cover it in full next month when I've had time hopefully to do it justice.



In the meantime this month, you will

find a number of photographs (many taken by Graham Keys and now posted on Facebook – see <u>https://www.facebook.com/wolseleycarclub/</u>) and a good report by Claude Moffat, which will hopefully portray some of the wonderful places we visited and people we met during the rally.

After fixing the vibration problem in the veteran Wolseley last month, I left myself very short of time to get the 6/99 ready to take to the National Rally. Matthew and I had also spent some time on his 1500 after the Vero Rally repairing a problem with a rear wheel cylinder that had burst it's seal in Dunedin. That turned out to be caused by a nick having been taken out of the back side of the seal, probably caused by a sharp edge left on the slot for the handbrake lever when it was assembled by the company that reconditioned it after it was re-sleeved. A new seal and careful reassembly fixed it, and we also checked and replaced the seal on the other side as a precaution.

Anyway, the 6/99 still needed a good clean and polish, a WoF, and also I knew the clutch was near the end of its life, so I wanted to replace that as well. With a week to go, I finally resigned myself to the fact that the clutch wasn't going to be done, so I set to and gave the Mk1 1500 a full service and check-over, thinking that I'd take that instead. However, with a bit of spare time on the evening of the Thursday before we left, I finally got the last few jobs on the 6/99 done, and made up my mind that I'd take it for a WoF the next day so that at least that was done, even if I didn't take it up north.

The next day it went straight through its WoF test, and at last it was road-legal again after being in storage since June 2010. I then decided I'd take it on the branch run that Sunday (the day before Matthew and I were due to leave for Hamilton), and that if I was happy with everything (particularly the clutch), then I'd think seriously about taking it to Hamilton as originally planned.

Our branch run started in Belfast, and then took us out to Oxford, where we visited the Sunday market and had lunch in the park, and then visited the museum in the afternoon. We went home via Waimak gorge, so all up covered around 110km during the day. There were no issues or problems with the 6/99, so I decided I'd take it to Hamilton after all. It

Editor's Stuff - continued

certainly was good to have it back on the road again, and it would be a little more comfortable than taking the 1500 as well.

That evening Matthew and I packed the cars with everything we thought we'd need for the next couple of weeks, including some tools and a few spares including a fuel pump and ignition parts, and even a spare half-shaft for the 1500. We were booked on the 1.15pm Interislander on Monday 22nd, so we planned to get away about 7am and take our time heading north. Up early the next morning, we had a good run north, stopping in Kaikoura for a fuel top-up, arriving in Picton about 11.45.

Although I always enjoy the trip on the Ferry, I dislike the fact that once on board and then in the North Island, you're that much more isolated from home, particularly if something more major goes wrong with the car. Thank goodness for some peace of mind with AA Plus membership.

Our first overnight stop in the North Island was in Wellington at my brother's place. Although I see him every couple of months when he's down our way with his work, this was the first time I'd seen a 1967 Chev coupe he's just purchased – a nice, fairly unmolested car that should give him plenty of pleasure in the years ahead. Before he bought it, I tried my best into talking him into a nice 6/110, but as usual, he didn't want to listen!

The next day we continued north, this time as far as Taupo, stopping off at a really nice and relatively new private B&B within walking distance of the CBD. At only \$99 for the night for the two of us, it was great value. The owner even offered her garage for the cars if we wanted it, but I politely insisted they would be fine outside, as I didn't want to leave oil drips on the carpet in the garage! I think she understood, as her brother has a vintage car. Anyway, the name of the B&B is "Adrienne's", so if you're ever planning on stopping

in Taupo, I'd recommend it.

The next day we headed for Hamilton, and then to our accommodation for the 'prerally' event in Pukekohe, with events kicking off the next day in Auckland, and then the National Rally itself starting in Hamilton on Sunday 28th. As mentioned above, a full report will be in the next newsletter, however I will say now that we had a really good time. Every day we visited new, interesting, and even beautiful places, and it was great to be doing it in the company of friends and enthusiasts from both NZ and Australia while we were travelling around.

Matthew and his 1500 and the 6/99 in Picton, waiting to board the Interislander

All up, we covered around 2,000 miles

each in Matthew's 1500 and in the 6/99. Matthew had a trouble-free run, except someone clipped the edge of the driver's side front guard and front panel while we were parked in the Cambridge CBD, and didn't leave any note. Grrrrr!

Editor's Stuff - continued

The 6/99 also performed brilliantly - the only problem I had was with the overdrive relay not working occasionally, despite me thinking I'd successfully repaired it last month. However a bit more tweaking made it much better, and I replaced it outright the day after I got home and all is well now. We did the trip home in 2 days, with a late (5pm) sailing on Saturday 5th meaning a drive from Blenheim to Christchurch in the dark, getting home at 2am!

Time now to start planning the next workshop projects. The Hornet needs the steering column put back in and then a WoF, I'd now like to get the 1923 A9 going again, the engine transplant done in the Six, and sometime I now really must do the clutch in the 6/99. Trevor Burnnand and I have also agreed that we must have our 2200 Wedge's done before the next National Rally. Now there's a challenge!

Have a good month.

Colin

CHAIRMAN'S REPORT

Apologies this month from Gordon – he has yet to return home from the Rally – taking his time to get home after joining in on the trip to Horopito, and then stopping off at the Southwards Museum open day on Sunday 6th March with lower North Island members.

This photo was taken in Hamilton – Gordon fitting a new rear hub seal after it started leaking on his way to the rally. A phone call to Ray Willoughby resulted in the new seal and gaskets arriving by courier at the motel in Hamilton two days after he arrived. Excellent service – thanks Ray!



SECRETARY'S REPORT

Hi Fellow Wolseleyites,

After sending out by Email "The Register Of Wolseleys Owned By NZ Members", I have had some very positive feedback, "thank you". If you have not received a Copy Please Email me on kruseco@xtra.co.nz

Well the National Rally "Wolseleys In Waikato" is over for another 2 years. What a great rally, with 25 entries, 28 Kiwis



SECRETARY'S REPORT - continued

and 13 Aussies, with 12 Wolseleys on display. I will let others send in their rally accounts. I will submit a few photos for all to view.

On the last day of the rally eight of us decided to visit Horopito Motors (of Smash Palace Movie Fame) on the way back to New Plymouth. It was my second visit and everyone else's first visit. It is truly a Kiwi Icon with so many car parts and sheds full of all manner parts it was beyond what one could imagine.



Chris Pike from Australia getting a grilling at Horopito

Even an Australian Morris Major with a body similar to a Wolselev 1500.

Also an Unidentified Wolseley from the past as per attached photo. If any could help identify the engine please contact The Word Editor (Colin Hey) After the visit I learned that an MGB that was at Horopito Motors will find a new home across the Tasman. So a well worthwhile visit to NZ

for one Australian Wolseley fan.

We then travelled to Wanganui and up to New Plymouth to complete a busy drive of 7 hours. Then we went to the New Plymouth Club for dinner, where we meet up with Paul & Carmel O'Bryan from NSW. They had come down the coast from Hamilton and arrived

early in afternoon and had time to explore my home town.

The following day we travelled to Wellington to visit the Southward Museum for the Lower North Island Club's "Teddy Bears Picnic Run". On the Saturday night we had drinks and nibbles at Winton & Ruth Cleal's place, following a walk to an Indian meal at a local restaurant. A new experience for some of our Wolseley folk.

Up early on Sunday morning for the display/"teddy bear picnic" at Southwards.

We had on display the Cleal's 1956 6/90, the Duthie's 1966 6/110, the Kruse's 1961 1500 and the Whitcombe's 1965 6/110 with teddies from Kirkcaldies &

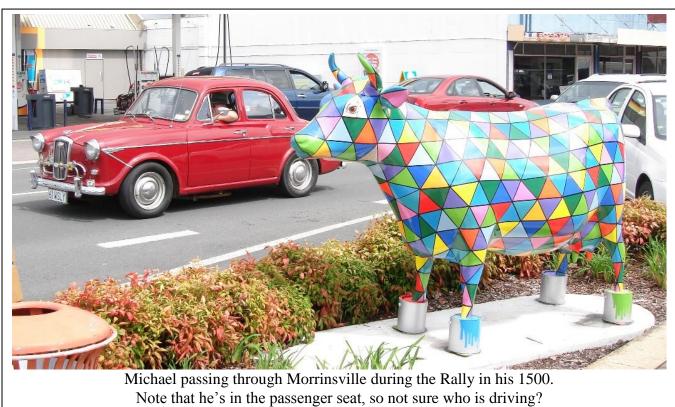


Vintage engine spotted at Horopito

SECRETARY'S REPORT - continued

Stain's and even some teddies from Harrods in London!! The Wolseley Camp drew many visitors and the contact was enjoyed by all. Cheers,

Michael



Deadline for next Wolseley Word: Friday 1st March 2016

Contacting the Spares Coordinator?

Due to internet hackers gaining access to Ray Willoughby's email account through our club website link, this link has now been removed from the Wolseley Car Club website altogether.

You can still contact Ray directly by phone or by using the email address as listed in the front of the newsletter.

If you do phone and get the answer machine, please do leave a message, and Ray will get back to you as soon as he can.

Thanks.

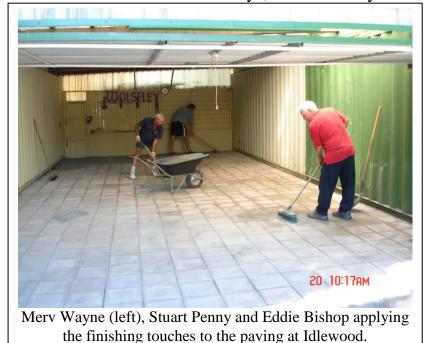
BRANCH NEWS and EVENTS Auckland Branch News:

The National Rally has now come and gone, and because Noeline Billing has been laid low in hospital the last few weeks, Claude Moffat has stepped in and done a report on the National Rally which can be found later in the newsletter. I'm sure all members (as well as our Auckland Branch members) will join me in wishing Noeline a speedy recovery. Just for this month there are no coming events listed – hopefully normal service will resume next month.

Christchurch Branch News:

February has seen another busy month at Idlewood, this time finishing off the paving inside the garage area. With plenty of willing hands available to level the floor area and prepare the sand base, the whole job was finished over two Saturdays, and has really come

up well. It will certainly make the area more versatile if we need to work in there or if we want to use it for social gatherings. Thanks to all members who were able to spare some time to get the job done. The first event during February was the Annual Rangiora RSA Classic and Vintage run held on Waitangi Day. Eight cars from our branch attended, and after a good run through the countryside surrounding Rangiora, we finished at Loburn Domain for a picnic lunch. It was good to see Jock and Judy Dunn out again -



Simon Verkerk drove their lovely 6/110 for them to ensure they could get there, which was no doubt appreciated especially by Judy who was involved in organising the event. Another run was also held during the month, being an outing up to Oxford on 21st February to visit the Sunday market there, and then visit the Oxford Museum which has just opened a new extension. Seven cars met at the Belfast hotel, with three more picked up on the way out. Our first stop was the market, which was held just off the main street – not huge, but some good produce and local products made it worthwhile having a look around. While we were there a local turned up in a very rough looking 6/110, so I went over and had a talk to him. It turned out the car had been rescued out of a local paddock and put back on the road again, and although it looked rough, it was good mechanically

BRANCH NEWS and EVENTS, Christchurch Branch, continued

and it was sound enough in the body to get through the VIC/VIN process with fairly minimal work. Another one saved, and here's hoping the owner will see the need to join the club.

Lunch was held in the local sports ground, which was immediately behind the museum, so we were able to walk there after lunch to enjoy a look through. It is a good museum, full of local history, with lots of emphasis on the local people and agriculture, which of course kept this area thriving over the years.

After the museum visit we stopped off at the nearby Men's Shed, where one of the local members was busy building some cabinetry for a camper-van he was fitting out.



The now annual Motorfest event was held in Hanmer Springs on Saturday 27th February. I'm pretty sure Simon Verkerk was intending to go, so it will be interesting to hear how it went. It certainly seems as though the organisers (members of the Falcon-Fairlane Club) are aiming to develop the event along the lines of a mini 'Beach-Hop' event, so we'll have to look out for it this time next year to see if we can make it a full outing for our branch members. In fact, there are quite a few events coming up over the next couple of months which are organised by outside groups as fundraisers, so we'll include them in our calendar where it's practicable to do so.

On the members front, Derek Brehaut has just purchased a 1500 Mk1 from the Wellington region to have something to use while he's busy restoring his 6/90. It was advertised on Trademe and looked very nice, and I understand he's due to go and pick it up and drive it home soon. This will make four maroon and beige 1500's in our branch – three Mk1's and one Mk2. We'll have to get them all together at some stage for a photo. Also during the month Danny O'Malley has sold his 18/85, and from what I understand it's on its way north to Franklin.

Our coming events are listed below, but I ask our branch members to especially note the visit to "Uraidla Villa" on Sunday 20th March. It is important that we confirm numbers before we go, as only 22 people can be accommodated at the venue. If we get more than that, the overflow will be accommodated, however the first 22 will get their afternoon tea around the grand dining room table, so please myself or Stuart Penny know if you are coming asap. Also note that the annual Twin Rivers event is on the same day. It is possible to attend both events that day – see the next page for the instructions.

Christchurch Branch Coming Activities:

Saturday 12th March – Working Bee at Idlewood

Come any time after 9am to help, get parts, or just have a chat over morning tea. Morning tea will be provided, but bring your lunch if you want to stay a bit longer.

Sunday 20th March – Visit to "Uraidla" Villa in St Albans

Uraidla is a large restored villa, where the owners have gone all-out to re-create the era of a 1900's home using all original fittings and fixtures, and antique furniture. It is open to groups, and we are privileged to be able to have a look through the house and garden, and also at a teddy bear and doll museum housed there, and then enjoy afternoon tea in the magnificent formal dining room. Numbers are limited to 22 people for afternoon tea, so if you want to reserve your place at the table, please contact Colin Hey or Stuart Penny (03-313 4454) as soon as possible. Entry is by donation, with all proceeds going to Motor Neurone Disease. Please meet outside Malvern Park **in Malvern Street**, St Albans (next to Rugby Park) at 1.30pm, so we can arrive at Uraidla together.

Also on the same day is the **Annual Twin Rivers Display** and run. For those who also want to go to that event, we suggest you arrive in the morning at the Showgrounds between 10.30 and 11.00am. You can stay and enjoy that event (live entertainment and displays) until 1.00pm, then head for St Albans to meet for the Uraidla visit.

Sunday 3rd April – Wings and Wheels display, Darfield

See the flyer opposite. This is the 3^{rd} time this event has been run, and is a fundraiser for the local volunteer fire brigade. Jenny and I went last year, and it was a very good day out. It would be good if we can arrive as a group so we can park in the display area together, so please aim to meet at the West **Melton Hotel car** park at 9.30am. If this isn't convenient, please just go straight to the



event on Kimberley Road in your own time. Note the entry fee is \$10 per adult, but there may be a reduced rate for display vehicles.

Christchurch Branch Coming Activities, contd:

Saturday 9th April – Working Bee at Idlewood

Sunday 24th April – Informal afternoon tea run to Victoria Park,

Cashmere. See next month for more details (this has been pushed out 2 weeks because of the Wings and Wheels event).

Southern Regional Branch

Remember the Lawrence Car Show, Saturday 19th March (contact Gordon Duthie if you would like more details).

Regards from down south, Bryan Kelly

New Zealand National Rally – a brief report, by Claude Moffat



"WOLSELEYS in WAIKATO" RALLY 28th February to 4th March 2016

The Rally got underway with the 'Pre-Rally' event, which started on Thursday 25th February. Some of our Australian guests took part in this, being Graham and Sharon Keys, John Mallia and Peter Reid from Victoria, and Col Rose and Allan Currie from NSW. Matthew and I also took part in the pre-rally, and we were joined by Auckland Branch members Ray and Caryl Chappell, Claude Moffat, and Paul Billing. One of the biggest disappointments of the event was that Noeline Billing was unable to join us – she was unfortunately laid up in hospital undergoing tests and treatment, so missed all the action apart from keeping in touch on the phone and by text.

Our first pre-rally excursion took us to MOTAT in Auckland, where we toured the aircraft museum then took the tram to museum no.1 and toured that. We had lunch in the café there, then moved on northwards to Albany to see the Shaw brother's collection of 'saved' but mostly unrestored classics – an impressive shed-stored collection awaiting a future generation of restorers. After two hours of touring their sheds, we carried on northwards to Warkworth and had a late afternoon tea there, then onto the satellite station just south of the town where the Northland Vintage Car Club have their clubrooms. They have a very nice setup with pictures on the wall of member's cars, and they gave us a wonderful dinner. It was then back to our various lodgings south of Auckland – a 60km drive south on SH1 and the Auckland motorways, including a trip over the Auckland Harbour bridge.

Friday 25th February saw us starting off at the Botanical Gardens in Manurewa, then head eastwards to visit the McNabney's Toy Museum at Whitford – an impressive collection. A picnic lunch on the beach at Maraetai was enjoyed in brilliant sunshine, followed by a journey around the coast to



Day 1 - Visit to the VCC North Shore Branch clubrooms for Dinner. Right beside a satellite farm.

return to finish the day back in Papakura for dinner together at a local pub. On Saturday 27th We drove westwards out to the Awhitu lighthouse. This was a long drive along that peninsula on a fine day with views of sea on both sides. The view of the Manukau Harbour entrance from the lighthouse and views in all directions made the photographers take many shots. After a stop at Grahams Beach, we had lunch at the Kentish Hotel in Waiuku, and then proceeded to visit Sharman's collection of cars and two traction engines. He has them all very well presented along with write-ups on them and their history. He got his one cylinder 1901 Oldsmobile going for us too.

On Sunday 28th we drove south towards Cambridge to the greenstone factory at Te Kawhata. It has very nice greenstone and bone ornaments there that one can purchase.



One of the beautiful beaches we stopped at – this is Grahams Beach on the Manukau harbour.

We had morning tea at Rangiri Cafe. Here there was a collection of memorabilia. There was a small museum on the Maori wars in that region and in the cafe there was collections of porcelain, including a collection of teapots. We then drove to Pirongia, meeting many of the other National Rally participants in the main street there, before

moving on for the BBQ lunch at Rodney McDonald's place. Rodney's BBQ facilities were excellent and his car collection of around 20 cars was of great interest. From there we drove to the Hamilton Airport Hotel for lodgings, registration, and a meal together.

On Monday 29th we began with our first day of rally activities. It was raining, but nonetheless we went to a large sculpture garden that had been created in a disused quarry and heard the story of how they were created from one of the owners. The trees and the

lilly ponds were still a pleasure to see, even in the wet conditions. From there we carried on to Cambridge, where we had lunch at the Vintage Car Club rooms. Some visited the shops, while others were more than happy to browse through the spares shed there. After lunch we moved on to visit Tirau, and a walk around the antique shops. Then it was on to the corrugated iron sculpture factory where we were told the story of how this couple got into creating corrugated iron animals. They also were into Mercedes Benz cars and parts. We returned to the Airport Hotel for dinner, ending a very enjoyable day. On Tuesday 1st the weather was still wet, but looking like clearing. We carried out our day anyway with a visit to the Hamilton Gardens where we took group photos of both people and cars. We had a wonderful morning tea at the gardens, then drove on to the Zealong Tea factory at Gordontown. There we received an audio visual presentation detailing the history and development of this tea production. This was very interesting.

The lunch we had after the tea tasting, was excellent. The new tea flavours we experienced were certainly different to what we are normally exposed to. Another group photo was



taken of the cars here as well. By the afternoon the weather cleared enough for us to carry on towards Matamata and enjoy the Firth Tower visit, which

The cars lined up at Zealong Tea near Gordontown.

was much more than just a tower. Here the Matamata Historical society put on an afternoon tea and opened the buildings for us to tour the various collections and read the history of the area. There were lots of interesting things to see there. We then drove across country to Te Aroha where we walked the shopping strip before having our evening meal at the old hotel there. We got back to our hotel as night fell.

Wednesday 2nd March dawned clear and sunny. Today was the trip south on SH3 to Waitomo Caves where we were given a guided tour and saw the glow-worms. We had a lovely lunch at the old hotel there just next door to the modern caves complex. It was optional after that whether you saw more caves or visited Otoronga looking at the shops there or visiting the Kiwi House. I visited the Kiwi House and can recommend it to anyone in the future. They also breed tuataras there and have 17 of them in an enclosure.

Thursday 3rd was the trip to Raglan for a boat cruise around the harbour. The sea was flat and calm and the cruise was relaxed and scenic, with some commentary given on the area by the boat's skipper. We had another warm and sunny day and picnicked on the waterfront, with the packed lunch provided by the Airport Hotel staff meeting everyone's satisfaction.

That afternoon most of us then visited the Bridal Veil Falls. This did not disappoint, with a fine display of falling water into a deep pool. Some ventured the walk down to the bottom for a very fine upwards view of the falls.



Taking the cruise around the Raglan harbour - very relaxing!

The final dinner together that evening at the Airport Hotel was excellent, and the prize giving was held. Socialising went on well into the night, with much talk of next year's Australian rally in Bendigo, and plans for the next one in New Zealand in 2018.

It was up early the next morning (Friday) for the farewell breakfast. Sad that it was all over already, but many

lingered on and conversed for some time before we dispersed. Group photos and participation certs were handed out.

I understand others will give a fuller report of the whole rally next month, but for the record, and for those that missed it, it was a great rally and everyone certainly enjoyed it. Special thanks must go to Ray and Caryl Chappell who stepped in with me and Paul Billing to keep things going through both the Pre-Rally and the National Rally, and to Gordon Duthie and others who ensured everyone knew what was happening each day. Angie Harri-Billing also assisted getting information ready for everyone. Claude Moffat



Rally Awards

Longest distance travelled in a Wolseley – Gordon & Beryl Duthie, 6/110 Best pre-1950 Wolseley – Gary & Heather Wall, Series III 18/85 Best post-1950 Wolseley – Gordon & Beryl Duthie, 6/110 Concours Pride of Ownership award – Matthew Hey, 1500 Most Original Wolseley – Andrew & Michelle Thompson, 6/110 Most enthusiastic participant – John Mallia, Melbourne Good Samaritan Award – Trevor & Adele Burnnand (back-up and morning/afternoon tea providers) People's Choice Award – 1st Matthew Hey, 1500; 2nd Ron & Dorothy Hopps, 4/50; 3rd Gordon & Beryl Duthie, 6/110 Hard Luck Award – Matthew Hey, 1500 (front wing damaged while parked in Cambridge) Overall Winner – Matthew Hey, 1500; Runners-up – Ray & Caryl Chappell, 6/110.

The VCC Vero International Festival of Motoring Rally in Dunedin – Report by Colin Hey

Back at the motel, and after a cup of tea, I decided I'd better have a closer look at the veteran to see if I could pinpoint where the vibration was coming from. My initial suspicion was that there may have been a tooth missing off a gear, as the gear lever was rattling badly and it seemed to be coming from around the centre of the car. I lifted the floor boards and took the top off the gearbox (only a 10 minute job), fearing that it would be something expensive that may mean the end of the rally. Everything looked just fine in there, thankfully. By now a couple of other rally participants had arrived back at the motel and were keen to offer suggestions, including Tony Gibbs from Fremantle, Australia, who owns a 1920's 11HP. Together we figured that it could really only be the diff or driveshaft, so I jacked up the rear of the car so we could spin the wheels and see if we could track it down. Straight away I discovered that one of the rear hubs had some play in it – possibly enough to cause the problem. The rear wheel bearings on the car are Timken tapered bearings, so slightly tightening up the hub nut soon took up all the play. I also disconnected the drive-shaft to check for any roughness or clonking coming from the diff when the wheels were spun, and that seemed fine. There was a bit of rattling coming from the drive-shaft universals when I checked them, but without dismantling them at the motel (which I was reluctant to do) there wasn't anything I could do to grease them, so they were left as a 'maybe'. They are very robust units – the front one has a fully enclosed yolk arrangement, and the rear one is a sliding/rotating joint a bit like a crude CV joint – all very expertly engineered for the time.

Anyway, hoping that the problem was indeed just the wheel, I took the car out for a run around the block to see if the problem had gone. It seemed just fine, so I was happy to return to the motel and cover the car up – we wouldn't be using it again for a few days now until our run to Port Chalmers on Saturday.

The next day (Tuesday) was the day set aside for the one-make runs. Wolseley was combined with Rover and Riley for the run, which was planned out by our very own Colin Winter. Colin had planned out a route which travelled out through the city, then on to Brighton and the Taieri Mouth, then up and over the big hill between there and Waihola, finishing at Lake Waihola for lunch. Our plan was to travel both this day and the next two with Matthew in his 1500, as the runs planned were quite long and had lots of hill work which I wasn't keen to tackle with the veteran.

The run was planned to start at 10am, so Matthew and I went out to get the 1500 packed and ready to go about 9.15. Because it was parked hard up against a motel wall and under an outside staircase, Matthew started it to move it out into the car park, when one of the other rallyists just happened to see oil gushing out from under the car. He immediately turned the engine off, and it only took a quick look to see that the spin-on oil filter canister had come loose and oil was being pumped out between the filter and the housing. What a mess! I got a rag and tried to tighten the canister, but it would just get to the point where it felt tight, and then it would jump the thread and go loose again, so obviously the filter wasn't the correct one and needed to be replaced.

When we originally put the car back together we had used a Marina 1800 housing on the 1500 engine, so I jumped in the Falcon and went down to Repco straight away and bought both a Marina and also a late Mini filter (thinking that one of them would fit), and another 4 litres of oil, leaving Matthew behind to clean up his very own Exxon Valdez spill in the motel car park. What a mess it made, but fortunately the car park was a mixture of seal and gravel, and it was wet at the time, so it cleaned up remarkably well using all the old rags we could find, and lots of newspaper. It was just so fortunate it had happened there, and not out on one of the runs, as it's highly likely the loss of oil pressure wouldn't have been noticed and the engine would have been ruined.

Having now missed the start time for the run, we headed off towards the southern motorway, taking the exit at Green Island to head for Brighton. We immediately caught up to some Rileys, so we knew we had joined the run, and now it was only a matter of following the main road to get to the finish point.

It's a short but scenic run down the coast. We crossed the Taieri River at the mouth and then headed up the hill, with a cloudy view of the Taieri Plains and Lake Waihola as we descended down the other side. Crossing over SH1, we made our way to the picnic area where Gordon and Beryl Duthie were waiting to direct parking and meet everyone as they arrived.

Here, it was great to catch up with some of our members again – Stuart Milne (6/110), John and Rose Macadam family (6/90), the Browns (16/60), Strongs (Hornet), and also Allan Francis who was still enjoying his time touring around down there. We were also joined by VCC members Paul and Margaret Seaton (16/60, Christchurch) and John Cooke (Wolseley Hornet Special, Auckland), plus a number of Rovers and Rileys who joined our run. The picnics came out and lots of catching-up was done. It had been about 20 years since I'd last seen John Cooke's Hornet special, and it was good to see it still on the road, and still looking well-used. It's a very original car, but John has temporarily fitted a four-cylinder engine while the original is awaiting a re-build – the right thing to do in my opinion.

By 3pm the temperature was falling, so it was time to bid farewell to our southern members and head back to Dunedin. That evening Jenny, Matthew and I had arranged to meet and have dinner with Fergus and Mary-Jane Sime at their house, so we got changed and headed off at 5.30 to look for their house just south of Mosgiel. Fergus gave us very good instructions, and we easily found it. They live on the side of the hill at Allanton, and

have a picture-perfect view overlooking the Taieri plains, SH1, and even the railway (Fergus is also a train enthusiast) – just a great all-round location. The house has been added to and altered to suit their lifestyle and interests, and it's easy to tell they just love living there. We enjoyed catching up with them immensely, not leaving until about 10.30pm.

The next day a run was held to Waikouaiti, (about 40km north of Dunedin) for the whole of the rally – about 600 cars in total. The route followed the old original main road over Mount Cargill and around the Seacliff coastal road, however many routes were used to ensure the roads didn't become blocked up. The way everyone got there well-spaced out showed the organisers had put a lot of time into planning the day. Once again, we travelled with Matthew, but probably more than half of the veterans made the journey, which was pretty impressive considering the hills that had to be tackled along the way. The locals really turned it on at Waikouaiti, and many stood out on the street to watch and wave as the cars arrived at the sports grounds there. The whole theme of the day was to allow all entrant's to be in one place together – a giant meet-and-greet event – which really went



down well – just like the creamed scones and tea and coffee given to everyone on arrival. Most people had pre-ordered picnic lunches, and the small hall was literally packed with brown paper bags with everyone's lunches in them – a pretty remarkable sight! We sat and enjoyed our lunch with Richard and Elizabeth Smith beside their VW Combi, then spent some time looking around the cars and talking to various people. The weather was warm, with the sun shining occasionally – it was a very relaxing day. We were probably amongst the last 10% to leave, and went back to Dunedin using SH1. That night we spent some time at the Edgar Centre enjoying some 'Kiwiana' entertainment, and also went to the prize-giving for the rally and for the Dunedin-Brighton run. No prizes for us, but that was just fine!

Thursday once again dawned overcast again, but the weather forecast was promising some fine and warm weather, especially inland where we were going. If we had of stuck to our organised route in the veteran, we would have been going to Lake Waihola again, with a start point in Mosgiel, which I wasn't keen on doing. Our preference instead was to go with Matthew again, this time on a run to Lawrence, this of course being the home of Gordon and Beryl Duthie. It would also give us the opportunity of joining a group on a longer run - Matthew was on the the 'medium' routes, which were 70 to 80 miles. The run started in Mosgiel, and then criss-crossed the Taieri Plains until we ended up in Milton for a morning tea break. There were rally cars up and down the main street, and the cafés must have loved the extra business the rally bought them. The second-hand shops were also busy, and we bought some great dress-up clothes there to wear to the final dinner on Saturday night.

From Milton we carried on to Balclutha on SH1, then turned inland to follow the Clutha River up to Tuapeka, then headed north to go over the foothills and into Lawrence. It was a very scenic run, made even better by travelling with a couple of other cars at a sedate pace, enabling us to enjoy the surrounding countryside.

Once in Lawrence we made our way to the local sports ground, and were directed to our park by none other than Gordon himself, doing his bit for the local Lions Club. By now the weather was sunny and hot, so we bought our lunch from the Lions caravan and then sat



Main Street in Lawrence - this is home to Gordon and Beryl Duthie

down and enjoyed it in this picturesque location. We soon met up with Beryl also, who invited us to call in to their house before we departed in the afternoon. Before doing so, however, we drove back into the main street of Lawrence. It is a literal time-warp, and we spent some time looking along the shops – again, some great second-hand shops, and a couple more items of clothing picked up. By 2.30 we decided we'd seen enough, and headed up the road to call in and see Beryl. Unfortunately Gordon was on duty down at the machinery museum so we didn't see him again, but Beryl gave us a tour of the property (including your shed, Gordon!), then a nice cold drink and some home baking, before we departed to head straight back to Dunedin. That night we took in some more entertainment at Rally HQ where Suzanne Prentice was one of the guest performers, capping off a another very enjoyable day.

The next day (Friday) was a free day, and we had taken up the option of taking the train ride through the Taiere Gorge to Middlemarch. We collected our ticket from the foyer of the magnificent Dunedin railway station at first thing in the morning, and then boarded the train to head off on the excursion. This is a trip that everyone needs to do – the train travels fairly slowly, there is great scenery, and some great examples of the early NZ engineering that enabled the hinterlands to thrive from the turn of last century. One can only imagine what difficulties and hardship many of the men who built this early infrastructure went through. We arrived in Middlemarch around 12.30, where we had an hour to get lunch and have a walk around, before heading back to the train. Once a thriving rural town, Middlemarch now relies almost entirely on the cycle Rail Trail and the train excursions to keep it going, and it's obviously very quiet in the off-season. Matthew and I even found a dead Austin Princess and a Morris Marina behind what used to be the

local garage – both suitable for parts only. Back on the train, we made the down-hill run back to Dunedin, getting back a bit late about 4pm – unfortunately too late to visit the local VCC spares shed which was open that afternoon.

That evening a parade had been organised as a thank-you to Dunedin for hosting the rally. I'm not a great fan of parades (a past bad experience with delays and overheating has put me off), so rather than take part in it, we decided to go down to the meeting point on the



in his Wolseley Hornet Special

beachfront as spectators and watch all the cars come and go. It was good entertainment seeing and hearing all the cars go past. Jenny counted 300 cars in the parade, which was about half of the entrants.

The next day (Saturday) was our last rally day, and would finish off with the farewell ceremony and dinner that night. It was to be the last run for us in the veteran, and our destination this time was Port Chalmers, an easy and flat run of only 15km. Matthew, on the

other hand, was to do his longest run of about 90 miles to Middlemarch – obviously by a completely different route to the train trip yesterday. Both of our runs started at the Forsythe Barr Stadium – the venue for the dinner that night, and only 10 minutes from our Motel.

Meeting once again with mostly veteran cars, the instructions were simple - "drive straight to Port Chalmers, and we're meeting at the pub at Careys Bay about 1km past the Port for lunch". Easy! We were soon on the road – not too much traffic, and bowling along nicely at about 50km/h. Unfortunately the vibration came back, so I hadn't fixed it after all and it took a bit of the gloss off the motoring. It didn't seem to be getting worse at all, so we pressed on and soon arrived at Port Chalmers, parking up in the main street to enjoy a coffee in a local café with the owners of a newly-restored De Dion. It seemed most of the shops (lots of second-hand shops) were closed until about mid-day, so we decided to head straight around to Careys Bay. By the time we got there most cars had already arrived and were lined up along the road in front of the pub. Everyone was sitting out in the sun outside, so we parked up and joined them while the last few cars arrived. With lots of brass on show and plenty of colour, and an old stone pub in the background, it could have been a scene from 1920. We spent a lot of time talking to people, and not just about cars either – it was good finding out about where people were from, what they did for jobs, etc - a really diverse bunch of people that veteran motoring had bought together. Many, of course, were retired and living the dream!

Because we had time to spare, I was having a good chat with Colin Winter about other veteran Wolseleys we knew of. We were talking about the differences between our two

cars (what a difference 12 years of manufacturing had made), and he said to me that I should go for a ride in the 1900 (something I hadn't yet done). Naturally, I said yes, but before we got to the car, he said "well, you might as well drive it". Now, I felt it would be very impolite to refuse, so once in the driver's seat he gave me a full run-down of what to do. It's so very different to our car.



Veterans lined up outside the Careys Bay Hotel

Although it has 3 foot pedals, two of them are for the clutch, with the accelerator in the middle like ours. The brakes are operated by pushing the hand-lever forwards – on ours it's operated by pulling it back! Ours has a fairly conventional gear lever working through an 'H' pattern gate on the right-hand side – the 1900 Wolseley's is operates across a side to side sliding gate with notches in it for each of the 3 gears and reverse.

I soon learned that the trick with the single-cylinder engine is to keep it running at a nice speed, change gear very slowly, and slip the clutch a bit between gears to avoid labouring the engine. While doing all of this, keep steering and adjusting the spark advance at the same time! Colin was extremely patient though, and took over the advance/retard lever while I did my best at the rest. We were soon in top gear and happily putting along at about 40km/h, and I actually made it back to the pub and reverse parked it without stalling it. Thanks Colin – it was a great experience! Next, Colin gave Jenny a ride, and then a couple of others had a turn at driving as well. Colin is extremely generous with such a precious and rare car – so good to see!

Another group was due at the pub for lunch about 1.30, so we departed as they began to arrive. We chose to head back to Dunedin, but we also wanted to venture further out towards the harbour mouth, so we swapped the veteran for our Falcon back at the motel, and headed back out to Port Chalmers again. Stopping in the main street once again, we visited all the second-hand shops which were now open. Jenny found a fabulous full-length coat with a fox-fur collar in as-new condition, and I found a brass pump which I think I can modify to make a pump to pressurise the fuel tank on the veteran to overcome the fuel starvation problem. I also found a wonderful book on general car repairs dating back to the 1930's, which has all the tips for maintaining early cars, and items such as magnetos, worm-drive diffs and early engines and gearboxes, so that has been added to my library.

After our shopping spree, we carried on all the way to the Aramoana settlement at the head of the harbour, and went for a walk out to the end of the mole there. A sea lion with a new pup was on the beach, and being carefully watched over by the locals – good to see! We drove back into Dunedin, and just before we got back to the motel, we got a phone call from Matthew to say he had lost his brakes on the other side of the Dunedin, and was parked up on the side of the road with brake fluid running out of one of the rear wheels. Oh dear! This was the last thing I was expecting, as we had had all the brake cylinders resleeved only about 3 years ago, and they shouldn't have failed already. We called into the motel and collected my tool kit, and went and found him parked up on a bus-stop at the bottom of 3-mile hill, with the car jacked up and the RH rear wheel already off the car. Obviously we couldn't fix it on the spot. Luckily, I had a brake-hose clamp in my toolbox, so I clamped off the rear flexible hose, topped up the master cylinder (which still had plenty of fluid in it), and got Matthew to try the pedal. It was firm once again, so for some reason the RH wheel cylinder had failed under heavy braking. Not at all good, especially as he had found himself unable to stop at some traffic signals at the bottom of a hill! (We later found out that the seal had been damaged on a machined edge when the wheel cylinder was assembled after it was re-sleeved).

Anyway, with the front brakes now working, we returned carefully to the motel, thankful that the brake failure hadn't resulted in an accident, and that all the rallying was now over, with only the trip home to come.

We got changed into our dress-up gear, and then headed off to the Forsythe Barr Stadium for what was to be one of the rally highlights – the farewell dinner.

This was no ordinary dinner. All of the tables (around 80 or so) had been set up on the

grass playing field, with a stage, bars, and entertainment all set up at the front of the stadium. Although it was a roofed-in stadium, it was still partly open at the ends, so we were lucky that it was a warm night. It did actually rain quite heavily from about 9pm onwards, but of course we remained dry inside as the festivities continued well on into the night. Because the prizegiving had occurred earlier in the week, the closing



Forsyth Barr stadium with dinner underway – this shows only half of the tables set up.

speeches were short, leaving plenty of time for socialising. The band was easy to talk above as well – I suppose their music was lost in the vastness of the stadium, but the music was good, and plenty of people were getting up and dancing. One of the most impressive aspects of the evening was the food service. Every person on each table was served at exactly the same time by a team of waiters, and the food was hot and high quality as well. I've been told that the stadium offered the venue to prove a large group could be

successfully catered for in this way, and if they did, they certainly proved they were more than capable of doing it. Probably around 70% of people were also dressed up in some sort of period costume, which also added significantly to the formality and sense of occasion – all in all a great and fitting end to the rally.

By about 11pm we'd finally had enough, so it was time to say farewell to the few friends from other parts of the country we'd caught up with during the rally (including Michael and Raewyn and Colin and Judy), and head back to the motel.

By 10am the next morning we'd packed up and were back on the road home to Christchurch, where we arrived about mid-afternoon after stopping off for lunch and some second-hand shops in Oamaru on the way. It had been a great two weeks – good to have a full rally with the veteran successfully completed, and especially good to catch up with other members and friends from around the country.

We've been told the next Vero International Rally will be in 2021 in New Plymouth. It seems such a long wait, but no doubt it will come around pretty quickly. Good to have something that far away to look forward to. So far we have managed to take a different Wolseley to all the International Rallies we've been on, so I'll have to see what restoration project I can get finished in time for that one!

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For Sale: Blue 1970 Wolseley 18/85, \$3500 ono. Due

to family commitments, I've decided to sell my Wolseley 18/85 landcrab. A solid car, that needs a little more TLC to turn it into a really nice car. Comes with some spares including an engine (in pieces). Give me a call and I can describe her in more detail. Car is located in Dunedin. Contact Andrew Stone, on (03) 552 0703 or 021 1403 871

Wolseley 6/110 that Dad, Jack Penny, was restoring but didn't get finished. The family would like to sell it if anyone is interested. There's also a lot of parts, for a variety of models. Contact Kaye Webster on 027 2765701 or 07 5433841



Photo shows one of Roger's steering wheel covers fitted to Gordon Duthie's 6/110.





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