



OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

JANUARY – FEBRUARY 2016



Swapping notes on the One-Make run, Vero Rally. From left, Michael & Raewynn Kruse, Beryl Duthie, Judy Winter, and Jenny Hey

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OUR CLUB OBJECTIVES:

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

Club website: www.wolseleycarclubnz.co.nz

HOW TO CONTACT US:

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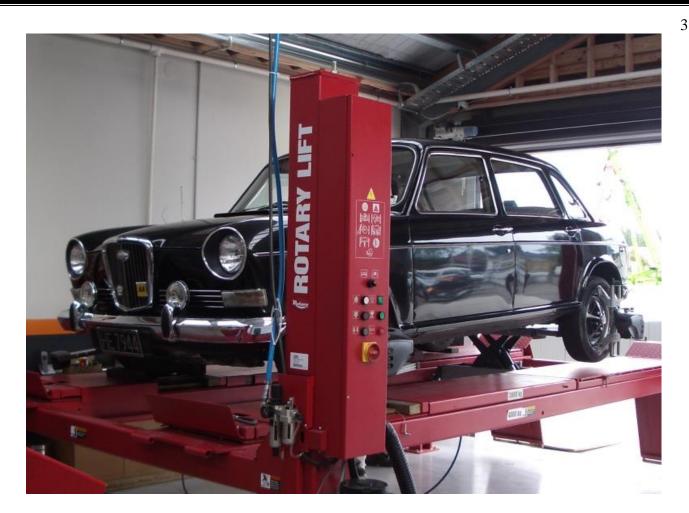
National Spare Parts Enquiries:

If unable to be handled by your local Branch, contact: Ray Willoughby (Wendy) 14 Leander Street, Christchurch 8052 Phone (03) 352 9016 Email: kitty.willo@xtra.co.nz

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EDITOR'S STUFF

It seems months since the last newsletter, and there seems to be so much to write about. I was talking to Mary-Jane Sime in Dunedin when we were at the Vero Rally last month, and she suggested a 'photos-only' issue – perhaps not a bad idea!! My apologies for this issue being a week late – there was a lot to catch up on when we got back home.

The lead-up to Christmas was aspredicted, busy, both at work and home – just as it is for everyone. We had a couple of very enjoyable local



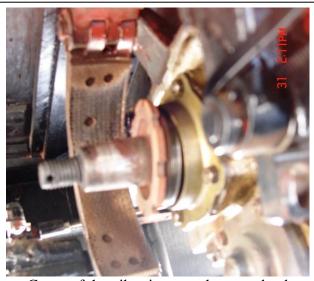
events to wrap up the year, and more about them can be found in our Branch News section.

Immediately before Christmas we took delivery of the re-upholstered seats for the 6/99, and these are now in the car and look just great. The work was done by MS Upholstery in Christchurch (Mark Sinclair), and he delivered great workmanship, to the quoted price, and finished by the agreed date too, so we were very happy indeed. Jenny still regrets the loss of the original leather, however she accepts that the 'patina' had progressed sufficiently to an 'untidy' state, so it was time to deal to it. As a bonus, the re-padded seats are now also more comfortable with their new padding.

Once the seats were re-fitted I was able to see if my repair work to the overdrive relay had fixed the problem of the overdrive not working, and it had. We're now on track to take it

for a WoF, and then if I can make the time to fit a new clutch, it will be used for the National Rally next month.

In my report on the VCC Vero Rally later in the newsletter, I mention the fact that our 1912 Wolseley (which we trailered down to the rally) developed a bad vibration during the event, seemingly coming from the drive-line somewhere. Although it didn't stop us doing what we wanted to do in Dunedin, it was something that required attention as soon as we got home, and I'm pleased to be able to report that it turned out to be nothing serious. A now-redundant oil seal retainer had come unscrewed from the rear of the gearbox, and then wedged itself in the housing on an angle,



Cause of the vibration – seal nut wedged sideways in its housing

allowing it to rub against the gearbox mainshaft. Because the gearbox had been modified to take a modern-type oil seal, it wasn't actually performing any useful function, so I've

Editor's Stuff - continued

removed it altogether and all is well again. Last weekend we covered 90km on a VCC run with no problems, so that's another problem solved and a bit more learning under the belt. We had a great time on the Vero Rally – it got better and better as the time went on. We also completed the annual Dunedin to Brighton Run, which has been on my bucket-list since before even getting the veteran 4 years ago. It was one highlight of our trip away, and I was thrilled to be able to do it, even if it did bucket down with rain on the day. The Vero report will come in two parts – this month and next, with a few photos also from the forthcoming National Rally in Hamilton in the next issue also. Because we won't return from the National Rally until 6th March, a full National Rally report will be in the March-April issue.

For those who are going to the National Rally - I'll see you there, and if you can't make it, we'll do our best to bring you some of the highlights.

Have a good month. Colin

CHAIRMAN'S REPORT

Hello Members,

What a busy time it's been since new year, it seem like X Mass was ages ago. The big event down this way was the Festival of Historic Motoring held in Dunedin from the 15th - 23rd January. Much of this Rally will be reported on by others who were there. We didn't enter it as we are going to the Wolseley Club Rally in Hamilton. I was involved in the rally as Lawrence was one of the three Rally destinations and the vintage club I am



involved in did the car parking. They came to Lawrence on the Monday, Thursday and Saturday via different Rally routs. One was a gravel road up through Waipori Falls on a narrow, steep and bendy road. All makes and aged cars came over it and arrived with smiles (and dust) on their faces. We were pleased to have fine weather on these days as the weather in Dunedin earlier in the week was very wet. After parking duties we opened up the Vintage club for Rally visitors. We met many interesting people some from all around the world. A white Wolseley 6/110 arrived and I noticed that the right indicator/park light was missing. The couple in the car for the Rally were from western Australia and had the car for the Rally from an Oamaru owner. I had a spare one at home so it went to a good car. I also provided a New Zealander in Australia who had bought a Wolseley from Kevin Haynes, an oil filter element. One thing Beryl and I enjoyed was meeting up with club members from around the country down this end of the country. We first met up with them at the Wings and Wheels at the Taieri Airport and then at the one make day at Lake

CHAIRMAN'S REPORT - continued

Waihola for a picnic lunch, they were the Macadams, Winters, Heys, Browns, Strongs, Milnes, Kruses, Adams, Allan Francis, John Cooke from Auckland, and Riley and Rover participants. (hope I haven't missed anyone). We were also very pleased to have Michael and Raewynn stay with us on the Sunday night after the Rally.

That's all from me for now,

Gordon Duthie.



SECRETARY'S REPORT

Hi Fellow Wolseleyites,

The Last two Months have flown by. I hope you have been using your Wolseleys or getting on with your restoration. We have just finished a 3 week holiday in the South Island travelling in our Wolseley 1500, attending the Vintage Car Club "Vero International Festival of Motoring" in Dunedin. This rally is only held every 4-5 years, so we have been saving hard for a while. We had one make day and met at Lake Waihola with Colin & Judy Winter (1100), Matthew, Colin & Jenny Hey (1500 MkI), Allan Francis (Camper) George & Pauline Strong (FWD Hornet) John and Rose Macadam & Family (6/90 MkI), Stuart Milne (6/110 MkII) Gordon & Beryl



Duthie (6/110 MkII), all South Island Wolseley owners. Also there was nice Wolseley Hornet owned by John Cooke (Auckland) who last attended a National Rally in 1996, and a 16/60 owned by Christchurch VCC members Paul and Margaret Seaton. It was great to meet up with people with a common interest.

Travelling south of Timaru we came across some road works on a bridge that was down to one lane with a "stop go man" controlling the traffic. At last the traffic began to move, then we were stopped again. Then after some time we were moving again, and finally we were 3rd in the queue - not long now, then suddenly the stop go man turned his sign to STOP???

SECRETARY'S REPORT - continued

He rushed up to my window and said "I had to STOP you!!! I am George Strong a Wolseley Car Club member, and I recognise your 1500"

So we had a chat for a few minutes while holding up the traffic!

The next thing on the calendar is the National Rally. I am looking forward to meeting up with all you Wolseleyites at the Rally.

Michael Kruse



John and Rose Macadam (Dunedin) with their very original 6/90 Series 1, at Lake Waihola

Deadline for next Wolseley Word: Friday 28th February 2016

Contacting the Spares Coordinator?

Due to outside parties hacking into 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. Note that he will not be available between 20th and 27th February. Thanks.

BRANCH NEWS and EVENTS - Auckland Auckland Branch News:

Hi everyone. As we gear up for the National Rally this month, an important reminder to all people who wish to attend the Pre-Rally events – I needs to know the exact numbers of participants by the 14th of February for catering purposes. Also, entries for the Rally itself need to be finalised by the same date, so it's not too late to join us yet!

Note below the notices for the Galaxy of Cars & the Auckland Classic British & Euro Car Show – If anyone wishes to attend these two events, Contact me for free passes.

Coming Events:

Sunday 7 February 2016 – Galaxy of Cars & Swap Meet. Once again we will attend this event which always proves to be popular. The show car and driver are free; adults \$12, children 5 to 15 years \$5. All show cars are required to be on site by 9.30 a.m. Swap meet starts at 7.30 a.m.

Sunday 6th March 2016 - Auckland Classic Brit & Euro Car Show from 9a.m.to 3 p.m. at Lloyd Elsmore Park, Pakuranga.

Regards Noeline Billing

Lower North Island Branch News:

Hi everyone

Hi all I am writing this report on the Ferry, return trip after our three week South Island tour. The staff are just doing their drills through the sailing an announcement came over to prepare to abandoned ship????? (a drill I hope, however there are staff running around with life jackets!!).

What a wonderful holiday we have had down south crossing over on the 11th Jan. We stayed our first night in Picton then travelled to Timaru where Michael took part in the Pomeroy section of the Vero International car rally. This section was at the Levels Raceway in Timaru. We stayed in Timaru for three nights then headed to Dunedin where we were based for the next 9 days which were very busy and entertaining. We travelled many miles including many gravel roads. I am sure there will be other reports about this wonderful rally and the beautiful part of NZ that we have travelled.

One thing about travelling in a small car you learn to pack carefully however we did manage to bring home more staff than we took, particularly bits and pieces that we brought in the number of antique stores that we visited.

After leaving Dunedin we made our way to Lawrence and stayed the night with Gordon and Beryl Duthie. This is a beautiful part of the country if you ever get a chance pop in

BRANCH NEWS and EVENTS - Lower North Island, continued

and see Gordon and Beryl, the beautiful antique stores and the wonderful Vintage museum

that Gordon has worked hard with others in the community to set up. Thank you Beryl and Gordon for your hospitality, we will see you up north in a few weeks.

We then headed to Christchurch for 5 days, where we had a nice relaxing time We took the tram around the city and had a look at the rebuild and was saddened by the beautiful buildings that were lost in the earthquake particularly



Michael explaining the virtues of the 1500 at the Taieri display

the Cathedral. Michael made a visit to Ray Willoughby and Alan Francis and we had a really nice evening with Colin, Jenny and Mathew Hey.

We are now on the way home 1 ½ hour to go to Wellington we will stay there a night and then home tomorrow. Back to work on Monday, been a lovely three weeks. Michael will see you at the National rally, I will not be attending this year due to other commitments so I hope everybody has a good time.

Regards Raewynn



Coming Events:

An exciting coming event for the Lower North Island Wolseley Club is the event at the **Southward Museum on March the 6th**. I would like to see as many Wolseley's as possible to this event we could win a prize with the best display and get our name out there. The theme for our display will be a teddy bears picnic, so please bring your favourite teddy or teddies. This will be out first event for the year. We have been to one of the open days before and it is always a good day. This could also be a good day for people returning south from the National Wolseley Rally. See flyer next page.

Please note: Ivan McCutcheon's new cell number is 022-374-6326

Southward Car Museum

March 6th, 2016. Start time 9.00am

* Otaihanga Road, Paraparaumu
* Adults \$10.00, Children under 15 Free
* Preferential parking for Vintage, Classic -Hot Rod or Motorcycles (drivers entry \$5.00)
* Prizes to be won for Best Presented Club and Vehicles
* Live music!

* Behind the scenes of the Restoration workshops
* See some of the Museums exhibits roar into life
* The mighty Wurlitzer Organ will be played in all its glory



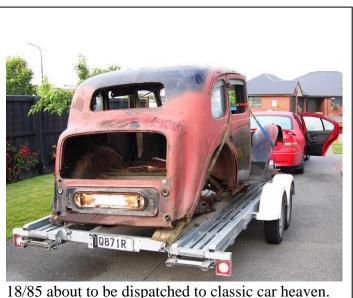
* Lots of entertainment for the children

Follow us on Facebook. www.southwardcarmuseum.co.nz For more info contact Hayden 027 859 2774 or hayden@southwards.co.nz

Christchurch Branch News:

There has been a lot happening over the last two months, especially at Idlewood, where further development work has been forging ahead at a great rate, thanks to our hard-working volunteers.

The rusty Series III 18/85 that has been awaiting dismantling was finished off, and has now gone, with the engine finding a good home to go to in the North Island. Work also progressed on removing parts from two 6/110's acquired in November, however they will be a long-term project as time permits, and they are out of the way behind our containers for now. Over Christmas and New Year, two further containers were roofed over, now leaving only one more to be done some time in the future. This last one, a 2.7m high one, is in good, sound condition,



and is not such a priority to do. In conjunction with the roofs, spouting has been added to collect rain water for two 1000 litre tanks purchased at the last Swap Meet, and the roof over the container housing our new parts was extended an extra metre above the door to provide protection against rain when the door is opened.

Another project got underway two weeks ago also, being to pave the area inside the garage. It's being paved because our lease does not permit us to pour concrete, but it looks as though the end result will be just as good. A big working bee managed to complete about two-thirds of the area, with the balance to be done at the February working bee. Thanks to all who turned up. Everyone worked really hard, and the sweat was pouring off us all - it's probably a good job the quarry was shut so we couldn't get any more paving sand!

During December we had two events, the first being the annual inter-club run to Orton Bradley Park. Unfortunately the weather was a bit doubtful in the morning, which may have put many people off. On arrival we found that another group had set up their Christmas BBQ in the wrong area, but as they were already well established, we didn't want to spoil their party and we moved instead. Unfortunately this separated some of the clubs a bit, but everyone seemed happy enough. I think next year the event will need much better promotion amongst all one-make clubs, or it may die. We had a good day anyway. The following weekend we had our own end-of-year function at Idlewood. Held on a Saturday after a very easy working bee in the morning, we had a great turn-out of members, and as usual, the food didn't disappoint. Sausages were expertly cooked by Noel Nevin, and everyone bought a salad and a dessert to share, so there was plenty of lovely food to go around. It was all capped off with tea or coffee, and, of course, Christmas cake.

BRANCH NEWS and EVENTS, Christchurch Branch

A highlight of the event was the presentation of Life Member badges to Ray Willoughby and to Eddie Bishop, in recognition of their services to the club. Both gave a short speech, thanking in particular their wive's, Wendy and Nancy respectively. Eddie also commented that it was one of the proudest moments he had experienced, and thanked the other helpers who had also done their bit around Idlewood – very fitting indeed! It was a great way to finish up 2015.



Ray Willoughby (lef) and Eddie Bishop accept their Life Member badges

Early in January we held an informal afternoon run, which finished in the showgrounds at Kirwee. Once again the weather was not quite what we were hoping for – the stiff and cold easterly proving hard to get away from in the showgrounds. Nine cars turned up, and despite the cold, we enjoyed a good yarn over tea and coffee anyway. Colin Hey

Christchurch Branch Coming Activities:

Saturday 13th February - Working Bee at Idlewood.

Come any time after 9am to help, get parts, or just have a chat over morning tea. Our main aim this day will be to get the paving completed in the garage area. Morning tea will be provided, but bring your lunch if you want to stay a bit longer.

Sunday 21st February – Picnic Run to Oxford.

We will be visiting the Oxford market in the morning, followed by a picnic lunch in Pearson Park behind the Post Office building, and a visit to the Oxford Museum. The run leaves from the Belfast Hotel at 10.00am, or meet us on the way.

24th February – 5th March 2016 – National Rally in Hamilton –

See page 14 for update

Saturday 27th February – Hanmer Springs Motorfest 2016

This is a relatively new annual event, organised by the Falcon Club. It's not an official club event because of the National Rally, but if you are interested in going, please refer to <u>http://www.falconfairlaneclub.co.nz/Menu/Hanmer-Springs-Motorfest.php</u> for further information and entry details.

Saturday 12th March – Working Bee at Idlewood

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.

Sunday 3rd April – Informal afternoon tea run to Victoria Park, Cashmere.

See next month for more details.

Nelson - Marlborough Regional Branch

We have been quiet at the moment with nothing planned at the moment. At homeI have just fitted a new fuel pump to my 1885 land Crab. I also noticed the top engine mount had let go again for the 3rd time, so to fix it I removed the top engine bracket, fitted the engine mount to it then drilled the bracket where the two short bolts go into the block. I then replaced the two short bolts with long ones so it is now solid mounted.

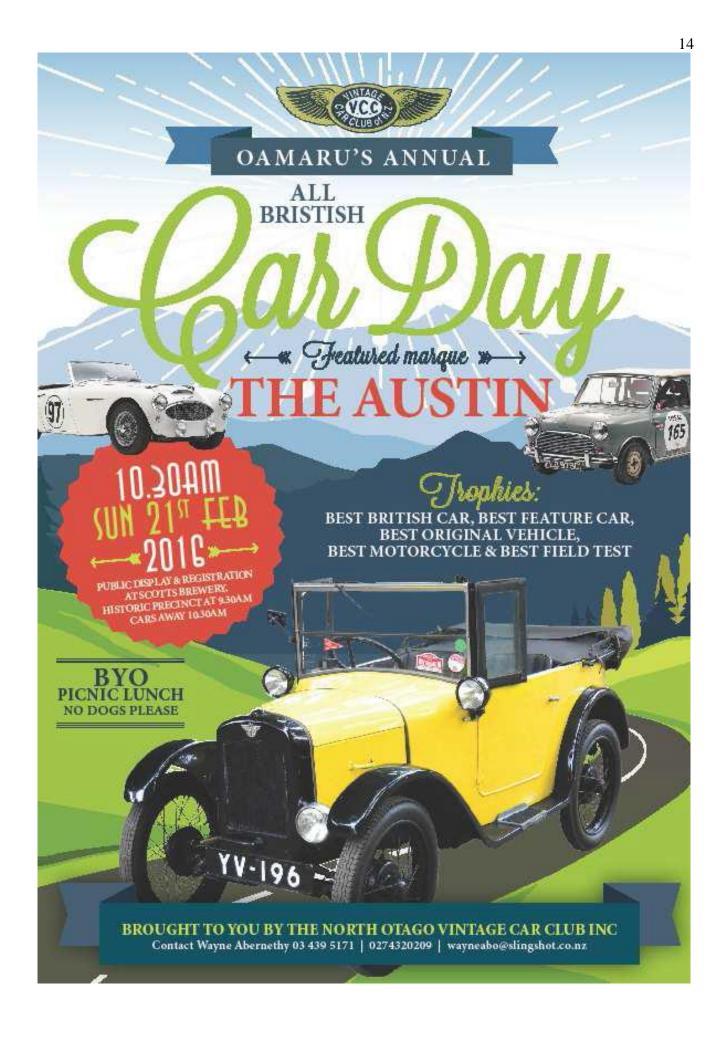
Regards Bryan.

Southern Regional Branch

I really haven't got much to report, but here are a couple of events coming up in our region:

- Sunday 21st February All British Car Day in Oamaru see next page for details
- Lawrence Car Show, Sat 19th March (contact Gordon Duthie if you would like more details)

Regards from down south, Bryan Kelly





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

There is an extensive programme of a variety of events to be held commencing with the pre rally on Wednesday, 24-02-2016 to Sunday morning, 28-02-2016, the activities and accommodation will be at your own cost.

Thursday 25-2-16 it is intended to visit Motat in the morning and from there go to the Shaw Brothers before going to Warkworth for dinner at the Vintage Car Club Rooms which are in Satellite Station Road.

Friday 26-2-16 we are travelling out to Whitford to visit McNabney's Toy Museum and through to Ardmore.

Saturday 27-2-16 it is through to the Manukau Heads to visit the Awhitu Lighthouse before returning to Waiuku for lunch and visit Sharmas Museum in the afternoon.

Sunday morning 28-2-16 we leave Auckland to travel down to Pirongia where we will have lunch at Rodney MacDonald's home with some interesting stops on the way. The lunch at Rodney MacDonald's place is being paid for by the Auckland Branch and all Rally participants are invited to attend. Those travelling up from the South will either travel via Otorohanga or leaving State Highway 1 at Cambridge and travelling through Te Awamutu. Rodney has a very interesting garage collection and his landscaped gardens are amazing.

The official Rally commences on Sunday afternoon with registration from 4p.m. onwards at the Airport Inn with dinner following.

Then follows the week's activities. The basic Rally programme is advertised in the June-July 2015 Wolseley Word, or contact the editor if you would like to be emailed a copy of the programme, entry form, or both.

Contacts: Noeline Billing, Email nbilling@ihug.co.nz Phone (09) 278 3944 or Ray Chappell, Email ray.chappell@gmail.com Phone (09) 238 6395, for further details.

From the Email this month.....

Hello Allan,

I would like to extend an invitation to the members of your car club to display their cars at Ferrymead Heritage Park at Easter time this year, on either Sunday the 27th and/or Monday the 28th of March, between the hours of 11am to 2 or 3 pm.

Free Admission to our event to the driver and passengers of each car on display is offered so your club members can take advantage of rides on the Train and Trams that are operating on the day as well as access to all our displays.

There is also the opportunity to have a public vote on the most liked car on display with the winning owner receiving a prize of \$50, with a prize being offered on the Sunday and again on the Monday.

If your members are not able to display their vehicles can you, please forward this email to anyone you may know that would like to and/or email me back with any suggestions for clubs or people that I could contact.

I would also appreciate it if you could let me know if you are interested in having a display of your club's car at another date if you are not available this Easter. Ferrymead Heritage Park could be where you end a club rally at and then have afternoon tea.

Jane Armstrong (on behalf of Kim Dunkley, Operations Manager) Office Administrator

Ferrymead Heritage Park Phone +64 3 384 1970 info@ferrymead.org.nz www.ferrymead.org.nz

Passing members

Unfortunately, this month we regret to advise of the passing of 3 people well known to our membership:

Jack Strode Penny

It is with sadness we report the passing of member Jack Penny, who was well known and respected by many upper North-Island members, at 90 years of age. Jack had several Wolseleys and a Vanden Plas 4-litre, and loved to get them out from time to time to breathe a bit of life back into them. He was a real character, and despite his age he was the life of the party at our National Rallys – always turning up with a new restoration that sometimes hadn't been fully sorted, and was fixed along the way with input from his many friends in our club. He stayed active right up to the end, even getting a long-stored fire engine up and running recently for his local community. He had registered to come on the National Rally, so will be missed at this year's event. We pass on our condolences to his family and many good friends.

Passing members - continued

Jennifer Stewart (Ashburton).

Christchurch members in particular were really saddened to hear of the passing of Jennifer Stewart at the end of November last year. We got to know her as a regular attendee of any of our runs that headed south from Christchurch, together with her husband Errol, in their 4/44 or 6/110. We pass on our sincere condolences to Errol and the family.

Heather Haynes (Queensland, Australia).

It is with regret we also record the recent sudden passing of Heather Haynes, from the Queensland Branch of the Wolseley Car Club. This has come as a complete shock to her family and many friends both in Australia and New Zealand. Being an active member of the Queensland club and partaking in many National Rallies in New Zealand with husband Kevin, she was well known to many of our NZ club members. Heather was a devoted mother, loved her garden, and in recent years, following the purchase of a camper van, started to enjoy life "on the road " visiting many places with Kevin . Our sincere condolences to Kevin and the wider family.

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

After Christmas, and after seemingly years in the planning, the time had finally come around for the VCC Vero International Festival of Motoring Rally in Dunedin, so some time was spent over Christmas getting the Veteran (and Matthew's car) ready for the trip down south. I have to admit to the fact that I was a bit concerned about not only taking the Veteran down there on the transporter, but also about using it around Dunedin in traffic and on hills – neither of which I could experience on my few test-drives around home. Over Christmas I gave it a good check-over, including changing the oil in the engine, gearbox, and diff, and I also drained out and replaced the water (which had to be done anyway, as the bottom radiator hose needed replacing).

I was also keen to ensure that I fully understood the workings of the magneto, as the veteran's one (which is the original set-up) has two sets of points – one that enables the engine to run just on the magneto (without a battery), and another that is hard-wired through a simple external coil ignition arrangement using a small 6 volt battery to generate the high-tension spark. This secondary one is supposed to be able to be used to self-start the engine if the engine is warm and has not long been turned off. I hadn't been able to get the car to run properly on just the magneto, as I had previously (mistakenly) set the timing to suit the coil ignition. This meant that when the master switch was flicked from the external coil to magneto mode the timing seemed far too advanced.

Without a workshop manual, the only answer was to dismantle it and work out from first principles how it should be set up. This meant being careful about not breaking, damaging or losing anything as I went, but with everything re-set and the engine spark re-timed, I was pleased indeed when it started straight away crank-starting it by hand on the magneto. Now I understand it, the magneto itself is a pretty basic and rugged machine, and as long as it's set up properly and not damaged anywhere, it will work well.

The night before we left home, Matthew and I took the hood and windscreen off (fortunately they easily fit in the boot of our Ford Falcon), put a cover over the open part

of the body, got it loaded onto the transporter and tied down, and packed all the tools and a few parts we might need for both it and the 1500. The next morning we managed to be on the road by about 6.30am, so we were able to take our time heading south, cruising at about 90km/h. We arrived in Dunedin about 1.30pm, and found our way to our motel, which was right in the middle of town only one block away from the Octagon. Fortunately it had a flat car-park where we could unload the Veteran, but we did have to find another venue to store the trailer while we staved there. We got everything



Packed up and ready to leave

unpacked in the motel room and then Matthew and I put the hood and windscreen back on the veteran so it was all ready for the Dunedin to Brighton run the next day. The Brighton run was going to be the first full test for the veteran, so naturally I was a bit nervous about it. We were due to be at the start point in the Countdown supermarket car park at 9.45 the next morning, which was only about 500m from the motel. I got up early to find it warm and muggy outside, but the sky threatened rain, and by 9am it was starting to drizzle and it was obvious it was going to get worse. We got our wet-weather gear together, got the veteran fired up, and we were off. I was surprised Jenny was excited about the day – much more so than I was.

Once we got to the start point the rain got heavier and heavier. We were lucky – we had a hood. About 10 of the 50-odd cars were completely open (including Colin and Judy Winter's 1900 Wolseley), and they were obviously going to get very wet. Most seemed prepared though, and it wasn't cold, fortunately.

The run is usually held on a Saturday, when traffic isn't an issue, but this year it was a Friday to avoid clashing with the Vero Rally. Consequently there was a lot of traffic moving around the CBD, probably because quite a crowd was assembling to see the cars in the Octagon. At 10am we were set off to reassemble in the Octagon where all the vehicles (including a veteran bus and a fire engine) would be on public display. We were towards the back of the queue and it took about 10 minutes of uphill stop-start driving to get there, where we to stay until the official start at 11.00am. Many of the participants had dressed up in period clothes, but these were quickly being replaced by raincoats and leggings, as it was obvious that the weather was not going to clear for the run. A few passengers were also opting leave their drivers to go solo and instead take their modern cars straight to the finish at Brighton. Under the circumstances no-one could blame them.

Despite the weather, plenty of people turned out to see the parade. Amongst them were Fergus and Mary-Jane Sime – the first time we'd seen them since they collected their newly restored A/110 from Christchurch mid-2015. The unfortunate thing was that it wasn't possible to have the brass band or the commentary playing because it was too dangerous to plug in the PA system, but the run still got underway spot on



In the rain at the assembly point – Countdown car park.

11.00am, with Colin Winter being the first one waved off by the Mayor, Dave Cull. We left near the end of the field, behind a very smoky and noisy Sizaire Naudin, which we soon passed. It was certainly an experience – rain pelting down, limited visibility through a windscreen with only a token windscreen wiper that was better when not used, rearwheel brakes only (operated by a hand lever), crash gearbox, and some hills coming up as well - scary and exciting at the same time. About 1km later we started the first long and relatively steep climb, and only just managed to get up in first gear. It felt as though the engine was starving for fuel (later confirmed), however once over the top we settled down into a happy stride, and it was pretty easy running all the way out to Brighton from there – a distance of only 20km or so. Matthew headed straight to Brighton in his 1500, and

managed to catch up with Raewyn and Michael Kruse along the way, stopping along the coast road to take some great photos of the cars



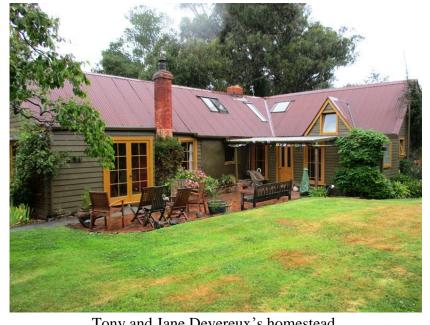
At the finish in Brighton – still raining!

as they came through. We arrived in the sports domain in Brighton wet but elated – the car was running well, and there was a warm and dry hall to have lunch in. We caught up with Allan Francis there – he had come down to see the first couple of days of the Vero Rally. By early afternoon the weather began clearing up a little. The next stop for us was the home of Tony and Jane Devereux (run organisers) which was only a few km back down

the road. Once turning off the main road, we were immediately faced with a very steep climb. The car got about half-way up, then suddenly died. Time to investigate what was wrong! Matthew was right behind us, and like me, thought the problem might be no fuel getting to the carb. The tank on the car is in the boot, and relies on gravity feed to the carb. I undid the fuel pipe at the carb, and nothing was coming through. Fortunately we had a 20 litre container of petrol with us, so we topped the tank to the brim, fuel started flowing again, and we got back underway. The visit to the Devereau's was well worth it - a lovely late 1800's homestead looking out to the sea, with a shed full of beautifully restored

vintage Packard's to look at as well.

We got back to the Motel at about 4pm, tired and still a bit wet, but happy. By now the motel car park was full cars on the Vero rally, and we began meeting an talking to other entrant's. We grabbed some takeaways for tea, and then headed off down to the Edgar Centre for the official rally opening ceremony. There, we were assembled into our individual VCC branch groups, and then bag-piped into the main auditorium to be



Tony and Jane Devereux's homestead.

welcomed branch-by-branch. It was then time for the official speeches, a bit of an outline of the week ahead of us, followed by Scottish-themed entertainment. It was obvious that we were in for a good week!

We decided to go down to the rally HQ at the Edgar Centre and get our registration sorted, and arrived there to find a long queue of others doing the same thing. Despite it taking about an hour to get to the desk, the time passed quickly talking to others, and there were a few displays there as well to have a look around. That night we went to the local pub for a meal, and walked straight in to find my father and step-mother in the dining room! They had stopped off there on their way south to see some friends. It's a small place, New Zealand!

The next day (Saturday 16th) a train excursion to Oamaru had been organised, but by the time we first registered for the event it had been sold out. Matthew and I went down to the magnificent Dunedin Railway Station first thing in the morning anyway, to see the train leave. It was 16 carriages long! It was great to see many people dressed again in period clothes, obviously out to make the most of the historic precinct in Oamaru. We spent the day looking around town, and then an hour or so cleaning the car after the Brighton run. Sunday was the first big day for the rally – the public display and Wings and Wheels day at the Taieri airfield. To avoid either the hills or the motorway (which is also hilly) getting there, I decided to take the veteran there on the transporter. This meant driving it to Forbury Racecourse where we'd found storage for the transporter, taking the windscreen

and hood off, and then loading and unloading it again and putting the hood and windscreen back on. It was quite an effort.

However we finally got it lined up with all the other cars (about 500 in total) and were able to start relaxing and having a look around ourselves. It didn't take long to run into people we knew. Richard and Elizabeth Smith were there with their VW Combi camper, the Brown's from Invercargill (who were having a great time in their immaculate 16/60), John



View of the display from the microlight plane I took a ride in

and Rose Macadam and family from Dunedin, Gordon and Beryl, and many others from our club and from the VCC that we knew well. The car display was one of the most diverse anyone could have wished for, and there was a great atmosphere with people talking about their cars, one's they'd owned, their restoration projects, etc. There was also live entertainment, a market in full swing, and of course lots of planes and helicopters flying around taking people for rides. I took a 20minute flight in a microlight, which did a circuit of Dunedin and then down a short length of the coast –

what a ride for only \$30!

We bumped into many Wolseley club members there, and towards the end of the day many of us met at the veteran end of the display where the Winter's 1900 Wolseley and ours were located. Before we packed up and went back to Dunedin, arrangements were made to meet up again on the rally one-make day, for which Colin Winter had organised a

run to Lake Waihola which any of our club members could also attend.

It was at this point I found I couldn't restart the veteran due to a lack of spark, despite it starting and running OK earlier in the day. A quick tow from Matthew soon had it going, but it was clear the magneto needed some more TLC. We put it back on the trailer, took it to the motel and unloaded it, and returned the trailer to Forbury. It was drizzling again in town, so before we went out and had dinner, I took the magneto off so I could have a look at it that night.



"There's the problem" says Gordon. "No bloody spark". "Ya reckon" says Colin. Michael just nods and agrees.

After a really nice meal at a local Robbies, we went and enjoyed the entertainment at Rally HQ for about an hour before heading back to the motel. I disassembled the working end of the magneto on the dining room table, and carefully cleaned all the contacts, re-set the rotor gear position, and then put it all back together again. Fingers were crossed for tomorrow, which was to be (for us) a run out to Port Obello on the peninsula, and for Matthew a run down to Balclutha by himself in the 1500.

Next morning I got up at 6.30, had breakfast, and went outside and put the magneto back in the car and re-timed the ignition. I waited until 8am to try and start it so I didn't wake all the other occupants of the motel, and it started first go, and has been easy to start since then, so it seems that's one problem that is sorted for now anyway.

By then it was drizzling quite heavily and getting worse, so I asked Jenny if she would prefer to do our first designated rally run to Port Obello in the veteran, or go with Matthew to Balclutha instead. "Let's take the veteran", she said immediately, so we began packing our wet-weather gear again and got ready to go. Matthew left the motel about 9.15am to head for his start point, and we set out soon after to head to our start at the Edgar Centre. By the time we got there it was raining steadily, but made much worse by a strong easterly blowing straight up the harbour. It seemed all the cars on the short route like us were veteran or very early vintage, and already many of them were there. We were given a briefing by the organiser, and then it was back into the car and out onto the road to Port Obello. We were hit by driving rain as we rounded each point on the drive up the harbour, but the road was really good, and there was some respite from the weather in the various bays along the way. We had a scary moment at one point when we drove up to a lookout point (but didn't see much because of the weather), and were confronted by a car heading uphill at a blind intersection. I was well and truly committed to the turn by the time the car came into view, and had to quickly grab the handbrake and steer to miss it simultaneously. We stopped about 1m away from each other, but the driver didn't seem too phased and even gave us a happy wave as she backed up to let us by.

After about 45 minutes we arrived in Port Obello. A number of cars were parked outside the local café and pub, so we joined the line-up and took a stroll around. Despite the weather, everyone was happy. Some then carried on to head all the way out to Taiaroa Heads, but we chose to go to the local domain and hall where were to have lunch later, and then walked to the local museum to have a look around. We had a long and interesting chat to the curator there, who was full of information about the history of the area. It was a great little museum, and well worth a visit.

Lunch was held at 12.30, and by then nearly everyone had arrived, including Colin Winter with the 1900 Wolseley. A local sports group did the catering, and they served a great lunch! After chatting with others for an hour or so over lunch, we decided to head back to Dunedin. The weather had improved slightly, and we had a tail wind home, so it was going to be a better drive than this morning.

Unfortunately, about 5km down the road, quite a bad vibration began to develop somewhere in the drive-line of the car. I stopped to see if I could see anything wrong, but couldn't, so we carried on. It didn't get any worse, and by keeping the speed down a bit (not that there is a lot anyway) it was at least tolerable. We made it back to the motel with no other problems, and apart from the vibration, were pleased to have another day's veteran motoring under our belts.

Continued next month.....

Buy and Sell

For Sale - Classic Car Steering Wheel Covers.

Quality reproduction hand-made 1940 to 60's style vinyl covers with foam backing for driver comfort, made to measure with a choice of colours. Includes stitching cord, a bodkin and fitting instructions. The diameter of your steering wheel and its rim required. Good value at \$63 each. Phone Roger Honey on 06 8684846 or 0274780872. email rohoney@clear.net.nz (Club Member)



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

Tyres for Sale

Dunlop C49 6.40 x 15.

Four have run 2000 miles -8+ mm tread, one never been run -9+ mm tread. Complete with tubes. Authenticate your classic Wolseley. Contact Joe Barker Ph 03 308 2936

Wolseley 6/110 Mk2 up for sale. Good condition. Would do \$5500 for club member would like it to go to someone that would appreciate it. I could arrange a good finance deal if need be, to an approved purchaser. Car is in Christchurch Contact John Heydon - johnhandroset@hotmail.com

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

Wanted: Wolseley 16/60 in good going order. Must be automatic, in good condition, reliable, and have current WoF and registration and not in need of any major work (wanted by older enthusiast). Contact Campbell Brown, Phone (03) 388 4611.

<u>Wolseley 4/44</u> - Good restoration project with a very good engine (it was reconditioned some years ago) and virtually no rust in the body. I don't know what condition the rest of the mechanicals are as I have not been able to drive it to. The upholstery needs to be completely redone but the car is very complete and showing 84.000 miles on the odo.. There is a lot of other very good stuff on the car. Anybody interested can contact me - Bruce McKechnie, Hastings, Ph 06 876 6161, email bmck@xtra.co.nz (member)



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If unclaimed, please return to: The National Secretary Michael Kruse 297 Huatoki Street, New Plymouth 4310

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