

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

#### MARCH - APRIL - MAY 2015



Lest We Forget - the Wolseley Ambulance driven by Mairi Lambert Gooden and her friend Knocker, on duty during WW1.

#### **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:**

#### **National President:**

Gordon Duthie (Beryl)
13 Maryport Street
Lawrence, Otago 9532
Ph 03 485 9543 Fax 03 4

Ph 03 485 9543, Fax 03 485 9053

email gbduthie@xtra.co.nz

#### **National Secretary:**

Michael Kruse (Raewynn) 297 Huatoki Street, New Plymouth 4310

Phone 06 753 9743 (hm) 0276600203(mobile)

email kruseco@xtra.co.nz

#### **Auckland:**

Noeline Billing (Paul) P O Box 23-393 Hunters Corner Manukau 2155 Email nbilling@ihug.co.nz

Phone (09) 278 3944

#### **Lower North Island Branch:**

Michelle Thompson (Andrew)

3 Neptune Street Danniverke 3910

Email: bellaprints@inspire.co.nz

Phone 06 374-8430

#### Nelson/Marlborough: Christchurch:

Bryan Stansbury (Gaylene)
113 Whitby Road
Wakefield, Nelson
Phone (03) 541 8255

Phone (03) 323 7559

Christeria Carlon
Allan Francis (Betty)
19 Richard Seddon Drive
Northwood, Christchurch 8051
Phone (03) 323 7559

<u>stansburys@xtra.co.nz</u> Email <u>allan.betty@xtra.co.nz</u>

#### **Southern Region:**

Bryan Kelly (Barbara) 136 Princes Street Strathern, Invercargill 9812 Ph 03 2164586, or 0212624316

email mousebar@xtra.co.nz

#### **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

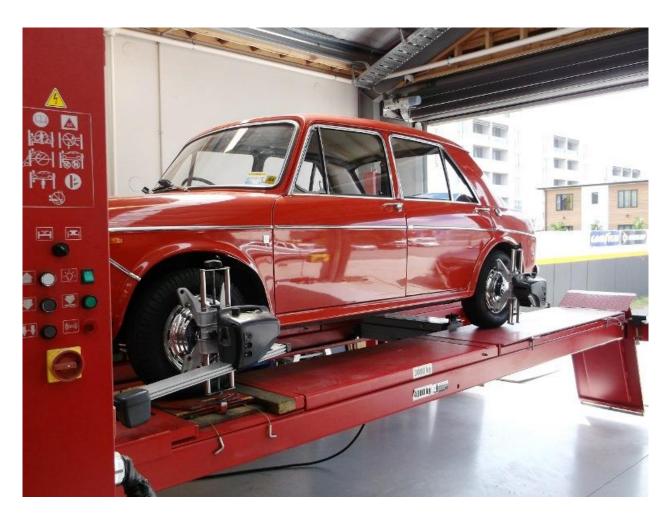
#### **All Newsletter Enquiries:**

Send to: Colin Hey (Jenny)

34 Rossington Drive West Melton 7618 Phone (03) 359 8737

email: Colin.Hey@scirt.co.nz

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#### EDITOR'S STUFF

There is a lot to report on this month, but I know now that I'm not going to be able to get through it all, as this newsletter is already very late and will have to do for two months this time around. Having returned from the Australian Wolseley Car Club's National Rally, there has been unfortunately been a backlog of work to catch up on.

March started off with some work on Matthew's 1500. Now that the upholstery has been done, the interior woodwork was next in line for



refurbishment, as it certainly looked pretty tired in comparison with the rest of the interior now that it's been done. I knew that it was a job that would take us at least a few weeks to complete fully, so I decided that we would be better to work on a spare Mk1 1500 dash that I've had put away for years, rather than effectively make the car unusable again by taking the existing dash out.

I offered to do the job for Matthew, as it was a small project that I could work away at a bit at a time, as time permitted. Possibly not the wisest of decisions, but I managed to get it all finished by 16th April so it could be part of his birthday present. He certainly didn't seem to mind me doing it for him, but it can be his job to put it all back in the car now that it's all finished!

Once I had the spare dash down out of storage and unwrapped, it looked to be in pretty rough condition. It was very dirty, and the victim of a past attempt to tidy it up quickly using what looked like brushed-on polyurethane (while all the instruments and switches were still in place). Fortunately all of the veneer still seemed to be intact, so I was reasonably confident it would clean up OK and was worth persevering with, even though the dash in the car already was in far better condition.

The dash top and door trims were also removed from the car so I could tackle everything together. Firstly I stripped the dash right down to only the wooden components, removing the glove-boxes, switches (with difficultly), and instruments, and then separated all the parts so I could begin to strip the existing finish off them all one at a time. After a bit of experimentation, I found the best way to tackle it was with a good old-fashioned heat gun, on its lowest heat setting, and taking it very carefully and slowly using a half-sharp scraper. This took off almost all of the old finish. I then covered the scraped-off panels one at a time with a liberal dose of paint stripper, and once again used the scraper to scrape that off, then took them outside and thoroughly washed them off using a rag in a bucket of cold water. While they were still wet, I used some steel wool to give them a good scrub, and then gave them a very light rub-over with 400 grade wet & dry paper, being extra careful, as the veneer is literally wafer-thin. This seemed to be doing a really good job, even in the areas where the dash seemed to have got very dirty and stained in the past. The parts were then washed again, the edges (which had been painted in dark brown paint from

#### Editor's Stuff - continued

new) were sanded smooth, and then put to one side for a few days so they could dry out completely.

Once I was satisfied that everything was completely dry, I carefully filled any small imperfections with a walnut-shaded wood filler, then I gave everything another very, very light sand with 400 grade paper again (dry this time). Everything was then dusted it off, and I began to apply the new finishing coats of plain clear lacquer from standard spray

cans. In all, around 20 coats were applied, with a light sanding after about every 5 coats. Easter weekend's job was to carefully repaint all the edges and the backs of the glove-box lids with new darkbrown paint as per original. Once this dried I carried on with more coats of clear lacquer. I'll let you know how well it came up next month, with some photos of the finished product in the car. Suffice to say, the end result is extremely pleasing.



Part-way through the re-finishing coats. The piece 2<sup>nd</sup> from left is a test piece – actually an old 6/99 glovebox lid.

I also managed to find some time to put the 6/99 up on the hoist and found the source of the oil leak from the gearbox – it was coming out of the speedo-cable drive on the side of the gearbox (not the rear seal, as I initially thought). I removed the drive mechanism and dismantled it, and it appears the problem was the small oil seal inside the drive housing. I



The speedo drive dismantled. The seal and its retainer are in the centre.

had to use some threading taps to extract the seal retainer and then the seal – this worked well, but ruined the seal altogether, so Ray has provided a new one which has now been fitted. Incidentally, the seal and some of the

other speedo-drive parts are the same in all B-series and C-series gearboxes. While the car was up on the hoist I also changed the oil and filter – this is the first time I've done it that way rather than lying on my back under the car, and it's 200% easier –

#### Editor's Stuff - continued

especially changing the filter. Another job that will have to be done soon is the rear shock absorbers (one has a leak), and I may even repair the front driver's side front crossmember, which has always had a couple of small rust holes showing through, but is now starting to look rather thin along its bottom front edge, and I think it will probably be noticed by my WoF man.

Also over Easter weekend, Simon Verkerk called into home, and we went and collected a spare BMC 1622 engine he had removed from a Morris Oxford he previously owned and then stored at a friend's place a couple of years ago. Although it had been an engine which was a 'bad smoker' I had mentioned to him that it could be worth having a look at it as a prospect to rebuild, rather than the one in his recently-purchased 16/60 which has run its big-end bearings. Once we had it back at home, we stripped it so I could see if it was worth using. As it turned out, it had never been rebuilt. It was still standard in the bores, and appears to have very little bore or crankshaft wear, so is indeed a good bet for just rings and bearings and a good freshen-up. We discovered the reason for it smoking was that it had at some stage had a seizure in no.1 cylinder, damaging the piston (but fortunately not the bore). The core plugs had recently been replaced, so my pick is that one or more had failed, and the engine had been overheated. I'll now send everything up to my brother so he can do a proper measure-up, and all being well the block can be honed, the crank polished, the head can be checked and have valves and guides tidied up, and then it can be all put back together again. The good news is that Ray has nearly all the parts required, including a second-hand standard piston. Great resource, our club spares division!

Colin Hey

Deadline for next Wolseley Word:

Friday 29th May 2015

#### CHAIRMAN'S REPORT

Hi Members,

I start my report with some sadness with the death of Dave Keech. Dave has been a member for a long time and was National President and involved himself fully at a local level. He along with Lyn attended many national rallies, they were also well known in Australia through attending their rallies.

I first met Dave at my first rally, the 100 year of Wolseley Rally held in Palmerston North, Easter 1995,



#### CHAIRMAN'S REPORT - continued

twenty years ago. Dave was Club President and Mort Andrews was Rally Convenor. These two names popped up regularly in Wolseley matters for many years such was their involvement in the Club. Dave was an avid collector of interesting Wolseley cars including a Wedge, and many spare parts, some of which have found new homes. Dave did that rally in the black Wolseley Six that Colin Hey now has.

Our thoughts are with Lyn, family and close freinds.

We have been out a few times in the car.

The first was to Tapanui with the Vintage Club attending a Machinery Field Day featuring Moline and Nuffield tractors. Many other tractors, trucks and machinery were also there. It was a man's time out. I took over my Howard 12 and Gem Rotary Hoe's. They were carted there with other equipment from our vintage club. I towed our caravan with the Wolseley, to be home for four of us for two nights. While we had a great time there, on the way home there was a place for BMC to provide accentual assistance. We loaded up the truck (Ford D800) and tandem trailer, I allowed them to head away before following with car and caravan. I came across them all parked on the side of the road 10 kms away. The fan belt had broken in the Ford. They were all on their phones trying to get contacts for another one to no avail. When we got the shredded belt out I checked it against the spare I had in my car. Apart from its width, it was the right length, so, in its BMC card board wrapper, I walked proudly to the gathering at the truck saying, Wolseley spares fit anything. With plenty of banter etc the belt was fitted and on we went. The other enjoyable trip (man and wife) was with the South Otago Vintage Car Club weekend trip staying at Cromwell Friday and Saturday nights. There were 3 Wolseley 6/110s, mine, Stuart and Noeline Milne and Maurice and Judy Lloyde. On the Saturday we drove via Arrowtown and through Queenstown to Glenorchy at the head of Lake Wakatipu. A beautiful fine day allowed the total splendour of this area to show itself off. After lunch we drove around the head of the lake over the Reece and Dart rivers and down to the Kinloch settlement. If you carry on down this road you come to the



Maurice Lloyde's white and my cars, seated is Noeline Milne, Maurice Lloyde, Stuart Milne, Beryl Duthie at the beginning of the Routburn Track.

beginning of the Caples and Greenstone tracks. After a look around we then drove back up the gravel road and before going over the Dart river went left and carried onto the beginning of the well-known Routeburn Track. Beryl and I have tramped the Routeburn and the Caples - Greenstone tracks. We walked across the swing bridge at the beginning of the track before heading back to Cromwell.

On Sunday morning we all visited Highlands Motorsport Park next to Cromwell. This is an amazing place with a tremendous car collection of historic cars etc. Beryl and I were among those who went for a ride around the track in the "TAXI". The Taxi is an Audi SUV V6, a standard off-the-show-room-floor 4wd car. It costs \$90.00 to hire the car and driver, divided into 4 passengers equals \$22.50 each. The first lap takes about 12-15 minutes while he gives you a great talk about the track etc. The second lap is race time, you get up to and over 200 klicks doing the lap in about 2.4mins. IT IS GREAT. You have to do it. The other cars for lap runs are the Ford Falcon in full race kit and taking 3 passengers. This is the fastest car doing a lap in about 1.7mins. The next fastest car was the Porsche and then the Lamborghini. Both these cars take one passenger. Track owner Tony Quinn was driving these cars. There were plenty visiting public taking these lap rides.

I could go on but I won't. Gordon Duthie.



Gordon in front of the "Bug" at the entrance of Highland Motor Sport Park.



#### SECRETARY'S REPORT

Hi Fellow Wolseleyites,

Raewynn and I have just have had our annual holidays. We travelled to Melbourne for the National Wolseley Rally in Corowa. Corowa is on the Murray River on the Border between Victoria and NSW. John Mallia picked us up from our motel and kindly loaned us a 1969 18/85 to use for the rally. We travelled in a Wolseley convoy on the Hume Freeway with Colin & Matthew Hey in a 25HP drop head coup and Trevor and Adele Burnnand with Stephen and Janice Belcher in a 6/110.

First stop was Euroa, a country town where we met by Rob and Bev Asquith who had organized an evening meal. Rob and Bev live in Euroa and were travelling to the rally in a 24/80 that was first



registered in Corowa, and a lovely Black 6/99 - a car each! Very dedicated Wolseley people;-).

We arrived in Corowa Sunday afternoon and settled into Green Acres Motel. I washed the 18/85 as it was display day on Monday (Hot 29 deg C).

We all met at the Corowa Golf Club - 66 Wolseley's and 118 people.

The theme for the rally was Federation, as Corowa played such a decisive role in the movement to establish Australia as a nation. Border frustration with differing Colonial tariffs inspired the 1893 Corowa Conference at which it was resolved that a new Constitution should be approved by the voters in each Colony. After 50 years of non-productive discussions, this "COROWA RESOLUTION" ultimately lead to the Commonwealth of Australia coming into existence in 1901.

The town has many historic building that survive from this era, viewing them was very enjoyable.

The display of Wolseleys was fantastic with a large range of cars present. Fifteen 24/80's, Ten 6/80's, Four 6/110s, three 1500s, three 18/85s, two 6/99s, two 6/90s, two 4/44s, two Vanden Plas 4 litre Rs, one of each of a 25 DHC, 25 HP, 14 HP coupe 2 door, 10 HP, 14/60, 15/60 18/85 front wheel drive, Austin Freeway MkII.

The next day was trip around the historic towns and vineyards in the area, with the highlight being a costumed re-enactment of NED KELLY's trial in the original courthouse with all the rally members playing judge, jurors, defence lawyer, Ned Kelly, and including Raewynn playing the Prosecutor .

On Wednesday we for a run to Lake Mulwala (a manmade lake used for irrigation) where we went for a cruise on the lake. In the evening we had a meal in the "Corowa Flour Mill"- a brick flour mill built in 1920, closed in 1970, not used for years and finally sold for \$1.00 to a company that restored the building and now use it to make Whisky & Chocolate .

Thursday was a competitive run for the "Bill Slattery Trophy", Aussies vs Kiwis. A 58km-long run that included 54 questions. Some required us to get out of the car and read Historic markers, One Marker was to Commemorate Michael Joseph Savage whom was

#### SECRETARY'S REPORT - continued

born in the area. Michael & Raewynn Kruse & Mathew Hey WON the Run outright!! The eight Kiwis on the rally proved better on average than the Aussies taking home the "Bill Slattery Trophy".

We had an enjoyable "Wolseley Convoy" that dove back to John Mallia's place to drop off his three loan cars. Thank you John and Sandra for you hospitality. During the Rally we heard the Lower North Island Club Life Member Dave Keech had passed away. Our thoughts are with you at present Lyn and family.

Happy Wolseleying Michael Kruse National Secretary New Zealand Wolseley Car Club



Kiwi contingent at the Corowa Rally – from left, Colin & Matthew Hey, Allan Francis, Adele & Trevor Burnnand, Raewynn & Michael Kruse, Stephen and Janice Belcher.



#### BRANCH NEWS and EVENTS - Auckland

## Auckland Branch News:

This past month has seen several of our members travel to Australia to participate in the Australian Rally. No doubt there will be a report in this Rally.

We wish to extend our sympathy to Lyn Keech and family on the death of Dave Keech who was a former past National President, Life member of our Club and a very dedicated enthusiast of all car events. Paul and I attended his funeral at Feilding which was very well attended with a lovely display of Wolseleys outside the Church from the Manawatu Club of which Dave and Lyn are members.

A warm welcome is extended to new members Donald and Betty Lyons from Cockle Bay with a 1956 Wolseley 6/90 under restoration. We hope to meet up with them at an event in the future.

Our Branch committee is organising events for the National Rally to be held commencing 28 February 2016 and concluding on 4 March 2016. We intend to hold some pre Rally events for those interested. More details are later in the Word, and updates will follow as planning continues. The Rally is to be held in the Waikato area with two bases for accommodation being either the Hamilton Airport Motel which is no longer an international airport and is 12 kms from the centre of Hamilton or the Ventura Inn which is in Hamilton city in a quiet cul de sac just 8 minutes easy stroll from the shopping centre and has a PaknSave and Countdown in close proximity and plenty of parking on the premises. The Ventura Inn is offering a room rate for a couple including continental breakfast and a morning paper of \$109.00 per night if we can book 20 rooms.

#### **Coming Events:**

Sunday 24 May 2015 – Steam Train Ride & Horseless Carriages run to Glenbrook.

Meet at Glenbrook Railway Station, 153 Glenbrook Road, Mauku at 11 a.m. to ride on the steam train. The journey covers 15 kilometres from Glenbrook to Victoria Avenue in historic Waiuku, and return, and takes approximately 65 minutes including a 10 minute stop at Victoria Avenue station and a 15 minute stop at Pukeoware Workshops during the return leg from Victoria Avenue, to allow viewing of restoration projects and other equipment. We aim to catch the 12.30 p.m. train to Waiuku returning to Glenbrook at 1.35 p.m. Cost = Single Return Trip Fares ~ Adult \$20; Child = \$10; Family Pass = \$55 (2 adults and up to 4

children)http://www.gvr.co.nz/Timetable++Fares/Fares++Bookings.html Lunch – BYO or buy it at the GVR café at Glenbrook Station. From there we intend to visit the Sharman Car Collection shed nearby for a Horseless Carriage Garage Raid. Directions will be given on the day. His collection has a 1901 Oldsmobile which was sold new in Wanganui and dug out of a rubbish dump in 1975 at Putiki (Wanganui suburb) and then restored.

#### **Lower North Island Branch**

Last month the Club lost one of its most committed members. Dave had 3 passions, his wife, his job & his cars. He was a founder member of the Manawatu branch and was instrumental in developing it into what we have today. He would not have missed many meetings or working bees and brought a common sense (not too P.C) approach to the job. He was proud of his involvement in organising the 95 Centennial Rally, was a past National President, and in more recent times our Branch President. He was made a Life Member a few years ago, and he also served as a President of Federation of Motoring Clubs. He found time to collect more than a few Wolseleys, a friend at his funeral said 11 - I think more than that all counted! I am not sure if he was a collector or a hoarder of car parts; if the Club did not have it Dave probably did.

He loved to tell a story, Victoria Bitter was his favourite beer and he would answer or start a phone call with "Greetings". We shall not hear that again, but hope you won't be forgotten old friend.

Steve Finch

## **Christchurch Branch News:**

It has been a quiet couple of months for our branch. Our March event, the Day in the Dirt and Car Display at the Ellesmere Speedway was rained out, so unfortunately didn't happen.

We had a great deal more luck with our April event though, a trip to Rakaia, organised by Joe Barker. What a great turn-out we had – helped no doubt by fine and warm weather, although it was fairly windy down there.

We all made our own way to Rakaia, and met at the Red Shed (formerly the railway goods shed), just in behind the Salmon Café. We all assembled in the car park there and had morning tea, catching up on all the gossip of the past couple of months, and working out an itinerary for the rest of the day, which turned out to be pretty much a garage raid. Joe had organised the owner of the shed to show us his private motorcycle collection and a very nice Daimler V8 he has owned for many years, and attached to the shed (his motorcycle repair business) was a craft shop that was also worth a browse, and even a purchase or two! The motorcycles were Japanese classics and in pristine condition — amongst them a Kawasaki 900 which every teenager wanted to own when they grew up, when I was at school.

Now, I'm not sure how many of you have by now heard about the 'Barn Find Auction' now being promoted by the Ashburton branch of the Vintage Car Club, but if you haven't checked it out, here are the links to see it all for yourself:

Link to video of cars as found: https://www.youtube.com/watch?v=tjV626R Link to pics of cars being moved: https://www.facebook.com/BarnFindsNz If these fail, just do a google search on Rakaia Barn Find, and you will soon see what it's all about.

#### BRANCH NEWS and EVENTS - Christchurch Branch

We were extremely fortunate on the run, in that Joe Barker was able to arrange for a special viewing of the cars and parts that are to be auctioned on 23rd March. There are 8 cars altogether, and these were stored many, many years ago in a shed in Rakaia by an enthusiast who wanted to see them saved, but didn't have any particular desire to do anything with them. The cars were stored properly (engines oiled-up, and put up on jacks), and many parts accumulated for most of them, including engines, gearboxes, body and trim parts, etc, etc.

A VCC member, Struan Moore, who is organising the auction, kindly agreed to give us a special showing of the cars, which will not be made available for viewing again until auction day. They were in as-found condition, the only thing having been done was that the worst of the dust was blown off them. This is the way they are to be auctioned as well – strictly in "as-found" condition.

The cars all date from the 1930's, and there are four Rovers, two Standards, a Vauxhall, and (wait for it) a 1936 Series 2 Wolseley 12HP. Naturally, we were all particularly interested in the Wolseley, but unfortunately it's not in wonderful shape. Although very original, it is very worn. The interior is pretty rough, the body is pretty tidy but has numerous small dents, and mechanically it looks as though it's done a lot of work as well. Fortunately it's very complete though, and could possibly be put back on the road with some careful commissioning work. Either that, or it could be a full restoration project for someone.

Once we had viewed the cars, Struan took us around the corner to the shed where the cars had been stored so we could see the spares, which will be auctioned after the cars. He was keen for us to identify any Wolseley parts, but unfortunately there was nothing of any significance – just two Morris gearboxes which would fit the Wolseley, and perhaps a few miscellaneous parts like generators, starters and lights, which would also fit the other cars. It was a fascinating viewing though – to see one man's treasure trove being readied for auction was sad in a way, but it's exciting to see such a collection come onto the market. At least one of the Rovers, a 1930 Sports model, is a rare car, and

The front view of the Wolseley 12 – last on the road in the 1970's.



I've heard that Rover enthusiasts are fizzing at the chance to get hold of it. Many of our members will be at the auction, so here's hoping the Wolseley at least finds a good home too. If anyone wants some more photos, just give me a call.

After thanking Struan, we journeyed just down the road to the local domain, and found a good spot in the sun and out of the wind, where we enjoyed our lunch together.

#### BRANCH NEWS and EVENTS - Christchurch Branch

After lunch, Les Nell showed us around his Rakaia tractor collection, which consists of many John Deere tractors (most restored, but a few projects as well). What Les doesn't know about early John Deere tractors isn't worth knowin! This finished off the day perfectly, and we all headed for home. A special thanks to Joe Barker for organising the day, and of course to Les Nell for opening up his Rakaia property to us. Last weekend we had another trip to Ashburton district, this time to the Plains Rotary

Last weekend we had another trip to Ashburton district, this time to the Plains Rotary Vintage and Classic Rally. This was a brilliant day out, but I'll save the story and pictures for next month.

Colin Hey



Informal line-up of our cars at Rakaia Domain

#### BRANCH NEWS and EVENTS - Christchurch Branch

#### **Christchurch Branch Coming Activities:**

**Saturday 9<sup>th</sup> May - Working Bee** at Idlewood, McLeans Island. Arrive any time after 9.00am - come to help, buy parts, just chill out and have a yarn or solve your Wolseley problems over a cuppa. Morning tea provided, bring your lunch if you want to stay a bit longer.

Saturday 23<sup>rd</sup> May - Barn find auction in Rakaia – for anyone interested. Directions to the venue will be signposted from SH1 Rakaia on the day.

#### Sunday 31st May - Timaru All British Vehicle Day

Meet in the Caroline Bay Car Park from 9.30am, where vehicles will be on display until 10.30. A scenic cruise will follow, which finishes in St Andrews, about 10km south of Timaru. Bring lunch, or a pub lunch will be available. The event will be run wet or fine, and the entry fee is \$15 per car.

Saturday 13th June - Working Bee at Idlewood, McLeans Island.

### Nelson - Marlborough Regional Branch News:

One recent Saturday we went to Smugglers Restaurant to celebrate 35 years as a Branch of the Wolseley Club.

Six of us enjoyed an excellent meal, reminiscing of the past and sharing photos of our trips and fund-raisers. The photos below are some of the first year and the first Rally when a much younger Colin Hey came to help setting the courses for this Rally, which we all enjoyed. Peter Bird was our first President and first casualty with a flat tyre. We have enjoyed many Rallies around New Zealand since then, made friends all round the world (especially in Australia) and this Club has helped me and other members many times when in trouble finding parts and keeping our cars running.

We wish all Branches many years of Happy Wolseleying .

Ollie Reid



The first National Rally in Nelson, 1980. Many of the cars in the photo are still around.

#### FOR SALE

#### 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.





#### From the email box

Hello Colin,

Thought you might like this photo of a working Wolseley Traveller moving the dogs to our new place in town. That little car has gone back and forth loaded to the top in most cases in a most uncomplaining way and has been worth it's weight in gold. For bigger stuff I use the Bradford and for bigger again I tow a large trailer with CDR3 (the sports car). We are now permanently living in Islington, Christchurch. We still have Whitecliffs of course and are still going back and forth getting



stuff as we need it and of course to mow the lawns and paddocks. The idea of spending some time in Whitecliffs and some in town as I thought we would is not that practical in reality. I said to Maureen, "where would you rather be?" and she said "town!" so town it is. We are very happy here as everything seems to be working out OK. Dogs are happy, so Maureen is happy and if she's happy then I am too! Very pleased with my new garage and workshop, everything fitting as I hoped it would. Just finishing building a back porch which is part of the overall plan.

Cheers, Vic Morrison

#### NZ National Rally 2016 - Report #1

The Wolseley Car Club of NZ invites all members and fellow enthusiast to the 2016 New Zealand National Rally, hosted by Auckland Branch

Dates: 28th February through to 4th March 2016

**Venue:** Hamilton Airport Motel will be the main base with alternative accommodation at the Ventura Motel in Hamilton proper. There is only a short 10 to 15 min drive between the two.

**Cost:** \$350 per person, **Registration:** \$35 per car, **Rally location:** Waikato If anybody is interested in a 3 to 4 day Pre-Rally tour let us know.

#### Footnote on the Waikato:

This is a diverse and interesting area of the North Island, about 2 hours drive south of Auckland. It hosts New Zealand's longest river, with the same name,

which flows from Lake Taupo, wending it's way north/west out into The Tasman Sea at Port Waikato. (It is a Maori name meaning 'flowing water').

Hamilton is the main city in this predominantly rural region, with many supporting towns, each with it's own particular character.

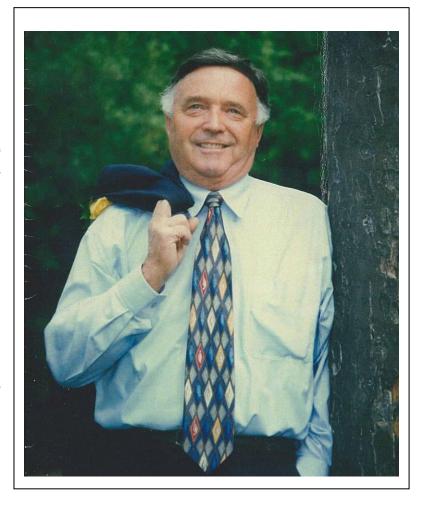
The Waikato is beautiful – the grass is so lush you could almost eat it yourself! Ray Chappell is the official contact person, his e-mail address is ray.chappell@gmail.com and his phone number is 09 238 6395.

Updates will follow as more details come to hand.

#### Obituary - Dave Keech, Life Member.

Dave was a Life Member of our club, and his association with the club went back more than 35 years. He was one of a group of Wolseley enthusiasts who formed the Palmerston North-based Wolseley Six Cylinder Club, which at the time included other well-known members such as Alex Sutton and the late Mort Andrews. This club grew and eventually became the official Manawatu Branch of the Wolseley Car Club NZ (Inc).

Dave spent most of his working life serving in the Ministry of Transport. He was a traffic officer in his earlier years, both in the South and North Islands. He has told me many stories of not only catching the 'bad guys', but also of the many people and drivers he helped during his time with the MoT, and the cars and even motorcycles he had used in the



course of his work. He was known personally to many commercial and truck drivers, some of whom were helped with over-dimension loads, with Dave acting as their escort. He came across all sorts of problems, road and weather conditions, and also the inevitable serious and fatal road crashes. He enjoyed the variety of the work and the contact with people, both good and bad. One of his many service mementos was a copy of a letter that had been sent to his station commander following a serious crash. The writer (a woman) praised Dave's calmness, professionalism and compassion at the accident site and during subsequent investigation work.

When the Ministry of Transport and Police merged in 1992, he re-trained and became a sworn Policeman, working out of Fielding. He adjusted to this new roles well, and eventually finished his service years working with speed camera vehicles and in driver licencing.

When I first got to know Dave soon after the Manawatu branch was formed, he owned a particularly nice 6/110, but his fleet gradually grew to include other models such as 1500's, Hornets, 18/85's, Wolseley Six's, and a Wolseley 2200 (Wedge). His passion in later years was front-wheel-drive models, and trips were made often to other parts of the North Island to collect cars, often damaged ones of BLMC lineage for spares. He always had Wolseley projects on the go, and collected a huge supply of spare parts to keep his cars running. In later years he had his cars and parts stored in at least 3 locations in and around Fielding! He improved and restored many of his cars, and many were re-finished in his favourite colour – black! Most of those cars are still owned by club members today. He

developed a great friendship with Paul and Noeline Billing in Auckland, which saw many Wolseleys and other BLMC cars moving between Auckland and the Manawatu. He also restored and owned a vintage Studebaker, and was an enthusiastic member of the Taranaki Car Club. Apparently he was a skilled and very competitive driver in hill-climb events.

Around 15 years ago Dave met his wife Lyn, and got a new lease on life. Together they became regular participants at events up and down the country, and regularly travelled to Australia to attend rallies and holidays over there. Many good friendships were made during this time.

Unfortunately, age gradually caught up with him, and his ability to spend time restoring his cars gradually faded. This did not stop him driving his Wolseleys though, and he still made a special effort to attend local events, National Rallies anywhere in the country, and even still in Australia. The final national rally he took part in as a driver was the Invercargill rally in 2010, in which he used his gold Wolseley Six, which now resides in Tekapo.

One of the most desirable Wolseley's Dave owned was a 2200 (Wedge), which Jenny and I purchased off him in 2012, along with the black Wolseley Six he also owned. I had asked for first refusal on the Wedge a couple of years before that, should he ever decide to sell it. He was extremely reluctant to sell these cars, even though the Wedge was almost totally dismantled and neither of them had been touched for several years. They were his favourites, and the Wedge was still a project he wanted to finish. No doubt with their departure came a very sad acceptance that he was unable to attend to them any longer. By then he was no longer allowed to drive for medical reasons – something he was almost unable to come to terms with, as it was what he'd done and enjoyed all of his adult life. I got the feeling that it was only his steely determination not to break traffic laws that stopped him getting behind the wheel.

Dave was cared for by Lyn at home until recently, when he moved into a rest home in Levin. He passed away peacefully on Tuesday 24th March. A number of our club members attended his funeral, and a line-up of Wolseleys was present to farewell him on his last drive. I'm sure the driver of the hearse would have felt a 'presence' if he had dared to speed or cut a corner on the way.

We offer our sincere condolences to Lyn and the family, and to all his very good mates in the North Island who will no doubt be missing him at the spares shed and on club outings. Colin Hey

#### **Obituary - Doreen Shearer**

The club lost its oldest ex-member on 27<sup>th</sup> March with the passing of Doreen Shearer (J.P.), who was 97 years old. Doreen had been a member for almost 30 years, and until 2011 owned a dark green 4/44 which had been her car from new. Although not active in terms of attending events, she was very keen on the affairs of the club, and to keep the 4/44 maintained. She made a point of keeping it warranted and in running order even though she could no longer drive it herself in recent years. Bill, Margaret and Geoffrey Williamson played a big part in this, and also helped her with gardening and other tasks. She became a close family friend of theirs throughout her time in the club. Unfortunately ill-health and the earthquakes forced a decision to sell the 4/44 on. It was sold on Trademe

to a buyer in the North Island, and later sold on to Lance Fitness in Palmerston North. Lance has embarked on a rolling restoration project, and the car is getting better and better all the time.

I attended her funeral, and our 1500 was parked opposite the entrance to the chapel. A number of friends and family spoke during the service, with most of them mentioning her Wolseley and her affinity to it, her love and talent for music, the legacies she left behind at the Christchurch Medical Library (which are still being used and referenced to this day), and the importance she placed on friends and helpers in her life. Colin Hey

#### Marie Chisolm - WW1 Wolseley Ambulance Driver, an ANZAC tribute.

Scottish born Mairi Chisolm was from an independently wealthy family who also owned a plantation in Trinidad. Using their driving skills as friends in England, she and her friend Knocker joined the Flying Ambulance Corps and became ambulance drivers.

They soon came to the conclusion that they could save more lives by treating the wounded directly on the front lines. In November, they decided to leave the Ambulance Corps and set up their own dressing station five miles east in a town named Pervyse, north of Ypres, just one hundred yards from the trenches.

The two friends engaged in multiple battlefield rescues, even carrying fallen men on their backs to safety. They rescued a wounded German pilot in No-Man's Land, a feat for which they were both awarded the Military Medal.

The two became instant celebrities earning the distinction of being the most photographed women of the war. In 1918, both women were badly affected by a massive bombing raid and gas attack on their



makeshift field hospital. They were evacuated back to England but Chisholm managed to return to duty before the end of the war. Despite her injuries and ill-health caused by the war, she became a motor racing driver after the war!

After the acknowledged success of the Munro Ambulance Corps, more women became involved in more frontline duties. The First Aid Nursing Yeomanry (FANY) (set up in 1907) was finally allowed to assist the British Army in 1915. Women who volunteered for the Yeomanry had to pay a joining fee and contribute 10 shillings a week for supplies. Some of those stationed in France brought their own cars with them, which were converted into ambulances. During cold weather, the women had to run the engines of the ambulances every hour to prevent them from freezing up.

Initially designed to attract able horsewomen with the romantic idea of riding onto the battlefield, picking up wounded soldiers and bringing them back to safety. In reality, the women drove heavy ambulances but still put themselves in grave amounts of danger.

17 Military Medals were awarded to the First Aid Nursing Yeomanry including when an

ammunition dump near the Arques Road was hit by enemy shells and exploded. The women, despite the severe dangers and explosions, succeeded in removing all the wounded and got them to safety.

The F.A.N.Y. also achieved a number of medal recipients in the St Omer evacuations in France in 1918 and other actions in the First World War.

His Majesty the KING has been graciously pleased to approve of the award of the Military Medal for bravery in the Field to the undermentioned Ladies, Non-Commissioned Officers and Men:

Miss Maire Lambert Chisholm Gooden Chisholm, Anglo-French Hospitals Committee, British Red Cross Society.

Sister Dorothy Ann Laughton, T.F. Nursing Service.

by Colin Hey

Here we see Elizabeth Callander who received her medal for assisting the wounded during a hostile air raid by German aircraft.

#### Australian National Rally report - Part 1

The Australian National Rally was a great holiday for Matthew and I, doing something we enjoy.

For this trip, I carefully packed my bag, as we would be travelling 'light', to keep baggage to a minimum. I was extremely fortunate for this rally, as John Mallia had offered to loan me his 25HP Drop Head Coupe. In fact, I was both honoured and nervous, because it's such a unique Wolseley. This was the car that I had travelled to Adelaide and back again with John and his brother last year, so I knew it would be comfortable and reliable, but I hadn't driven it before.

Matthew and I flew out of Christchurch early on Saturday morning 21st March, arriving in

Melbourne at about 8.30am. I was wondering if we might be intercepted by Customs, wanting to know what the package in our suitcase was that contained a couple of adjustable spanners, screw-divers, pliers, duct-tape, wire and cable-ties. These had been packed 'just in case'. Fortunately the queues were very long and we passed straight through with no problems. John was outside waiting for us, and we were soon heading towards town to collect Michael and Raewynn Kruse, who had arrived the night before.

John took us all back to his house where we caught up with his wife



Giving the 25 a final check at John Mallia's before leaving for the rally

Sandra again, and also where were able to catch up again with Kurt and Margaret Hoppe (from Switzerland) who were staying with them for a few weeks and were also coming on the rally (Kurt is also a member of our club, and owns a 1500 and a 14/60).

John was lending out 3 of his cars to NZer's for the rally – we had the 25HP DHC, Michael and Raewynn were taking the 18/85 (this is the car Michael purchased for John last year which was then shipped to Melbourne), and Trevor and Adele Burnnand and

Janice and Stephen Belcher were loaning John's 6/110 Mk2. Having loaned out cars myself for national rallies here, I know how much work is needed to make sure they are ready to go, so this was a huge and generous effort on John's part. John was taking his 25HP saloon (which has just had a full engine overhaul), and Sandra and the Hoppe's were travelling with him in the car.

Kurt and John had spent a few days getting the cars ready, and soon after we arrived, the garage was opened up to reveal the cars, checked, cleaned and ready to go. We moved them outside so we could get them packed, while John headed off back to the airport to collect the Stephen and Janice, and Adele and Trevor, who were due to arrive from Auckland about 10.30am. They all duly arrived back at John's place, and being the first time we'd all seen each other since this time last year at the Methven rally in NZ, we spent a bit of time catching up over a cup of tea.

We decided that we'd pack up the cars, have some lunch, and then head away soon after. The plan was for us Kiwis to drive about half of the distance to Corowa to a town called Euroa that afternoon, with John and others coming from Melbourne to meet us there the following morning (Sunday 22<sup>nd</sup>). The rally would begin that evening in Corowa. We walked down to the bakery just down the road from John and Sandra's, and picked up some great food for lunch which we ate in John and Sandra's garden. Before we knew it, it

was time to get in the cars and go. We all had GPS devices in the cars, but the plan was to travel together, with Matthew and I leading the way in the DHC. The first stop was the petrol station just around the corner, where we filled the cars up. The 25HP was as big and as heavy as I expected as I headed off down the street, but there was more than enough power and torque available to accelerate easily through the gears, and it was surprisingly easy to drive the car. With a bit of time allowed between gear changes, everything progressed smoothly and quietly without any problems at all. Testing the brakes at the first roundabout, it was obvious that some effort was required to stop the DHC, so driving with a bit more anticipation and larger following distances would be required – again, not a problem.

I knew roughly which direction to head in from as we left the petrol station in



Trevor and Adele on foreign soil, and having a ball!

Sunbury, but was pretty much reliant on the GPS. John had instructed that the best way to head out of town was to head for a smaller town called Riddell's Creek, so that was our first GPS destination. After doing what seemed like a long loop that threatened to return us

back to Sunbury, we were soon on our way, taking in new countryside generally consisting of hills, dry grass, and gum trees. This would be a familiar sight for the rest of the week.

The traffic was light as we made our way to Riddell's Creek, then taking a turn to head further north to the much larger town of Seymour (about 100km away), which was our first planned stop for the afternoon. We arrived about an hour later, and pulled up in the main street opposite a McDonald's restaurant. By now it was sunny and very warm, and we were all ready for a cold drink and a bite to eat. The cars were all running well and we had all adjusted to them by then, so we were pretty elated to think that we'd been back in NZ literally hours before, and here we were in the middle of Victoria, Australia, driving nice Wolseleys with good friends, in lovely weather, with the prospect of a great week ahead. We all felt very privileged indeed.

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The motel in Euroa – Adele and Trevor in the foreground

we were all ready for a cold drink and maybe even an icecream. The cars were all running well and we had all adjusted to them by then, so we were pretty elated to think that we'd been back in NZ literally hours before, and here we were in the middle of Victoria, Australia, driving nice Wolseleys with good friends, in lovely weather, with the prospect of a great week ahead. We all felt very privileged indeed.

We were lingering around on the steps of McDonalds, when a lovely black Wolseley 14HP coupe pulled in and stopped just ahead of our cars.

It was Gary and Theresa Ivanowsky from the other side of Melbourne, who were also travelling to the rally. They had recognised John Mallia's cars, and immediately came over to greet us and see what our plans were. We told them we were planning on stopping in Euroa that night, which was exactly what they were planning as well. As it happened, it was the same motel.

Soon we were back on the road, which was still sparse of traffic. We were maintaining a steady 85km/h, so the remaining distance of 60km to Euroa was covered quickly. We found our motel, and settled in to enjoy our first night in Australia.

(To be continued).

#### **Buy and Sell**

#### For Sale:

6/110 Mk II Auto 1967 – Rego on hold

Reluctant owner and enthusiastic storage agent have finally agreed that this car must go. Was a daily runner before being parked several years ago. Very close to complete and fairly straight although sporting some surface rust. A good candidate for restoration. Asking price is \$1,000 but willing to listen to sensible offers. Please contact Ian Webb, (021)02599590, iwebb@paradise.net.nz

DH 5.6.95

1962 Wolseley 6/110 Mk1 3 speed with overdrive, 13,000 Miles on reconditioned Motor Tidy condition, Good Tyres. Spare gearbox with overdrive. Spare diff head and lots of other parts. \$6000.00 ono.

David and Marie Sole. Phone 06 7550 881

#### Wolseley 1500 Wanted.

We are looking out for a 1500 wolseley –Have had a Wolseley before –When we find it it won't be sold again! Contact Justin Bernard - jandjbernard@xtra.co.nz

#### Wolseley 18/85 Series 3 (1948) Project for Sale

The Christchurch Branch has a complete 18/85 for sale – complete mechanically, but the body is very rusty. Reg Nicholson in Nelson can supply a body to go with this car, which is in good restorable condition (not too much bodywork required). It is mounted on runners and can be transported. The body is is located in Nelson (see photo).

Enquiries can be made to Ray Willoughby or Reg.



## WORLD Word

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