

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

MAY - JUNE 2015



Looking for a new home - the Wolseley 12/48
Auctioned at the Barn-Find auction in Rakaia, May 2015.

OUR CLUB OBJECTIVES:

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



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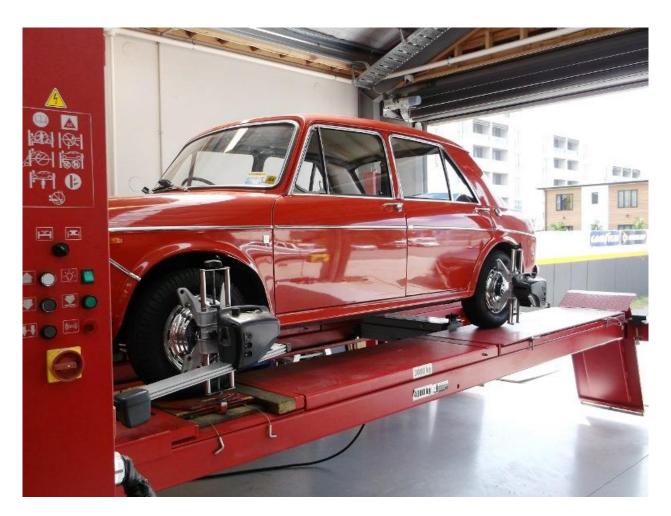
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Lindsay Patterson.

EDITOR'S STUFF

It's been reasonably quiet in the shed this month. There have been a few smaller projects lying around halfdone, which I'm trying to knock off to clear a bit of space on the workbench (and the floor!!). At the moment I have a half dismantled diff sitting in the middle of the floor for the 25HP which still requires a bit of work before it goes back into the car, and I've still got the 6/99 sitting over the hoist (although not up in the air) waiting for some refurbished rear shock absorbers to be fitted. There is also a crate of



parts for Simon Verkerk's 16/60 sitting there waiting for the reconditioned short-block and head to come back, which shouldn't be too far away now. Simon has been around and cleaned up all the parts to go back onto it, so as soon as the short-block comes back, work can then begin on building up the whole engine to get it ready for a swap-over with the one in his 16/60.

Matthew had a couple of days of annual leave to use up, so it was spent sorting out a broken end on the exhaust manifold on his 1100, and then checking it for a WoF. In the end he fitted a replacement manifold we had tucked away in the shed, although the old one can be repaired if necessary so it has been kept as a spare. The 1100 passed its WoF with no issues, which was pleasing. I took it into town for him for the WoF, and I must say that it's now going really, really well. Some time ago he fitted a brand-new after-market electronic distributor and sports coil (\$250 off Trademe), and I think this, plus the mild cam we fitted when we overhauled the engine last year, have made a huge difference to its performance. It still has plenty of low-down torque, but it now responds with instant acceleration to any prod on the accelerator in any gear, and is actually quite good fun to drive. As with many of the FWD models though, I find myself looking for a 5th gear out on the open road.

A couple of weeks ago, I also gave Matthew a hand to start the process of removing the old dashboard from his 1500. The first step was to remove the plastic knobs off the switches, which is almost impossible if they've been there for the life of the car. Matthew suggested heating them, which certainly was worth trying. We found a Bic lighter, and he held the flame about 50mm below each knob until it was hot, then Matthew pushed the small retaining pin upwards against its spring while I then prised the knob off the stem of the switch using, of all things, a claw hammer with plenty of soft packing behind it. This worked a treat, and we got them all off without damaging them.

All of them had faded to an almost clear colour, so while Matthew was busy doing the complete swap-over of parts, and then fitting the new dash into the car, I carefully masked up the chrome rings on the knobs, and then re-sprayed them black, and later on touched in the small letters in the middle of each knob with white paint using a very fine paint brush. In order to make the knobs fit back on the switches easily (and be more easily removed

Editor's Stuff - continued

again in future, if necessary), it was obvious that the holes would somehow have to be opened out slightly. Being hexagonal, it wasn't simply a matter of drilling them out. Instead, I used a ¼ inch allen key, mounted it in the vice with the shaft pointing out horizontally, then heated it up with a blow lamp until it was really hot, then pushed each knob onto it to 'melt' the hole out to a slightly larger size. This worked really well. A bit of plastic was left on the allen key after each 'melt', but this was easily removed with a wire brush. I also scraped the hole in each knob out with a small screwdriver to clean it up a bit, then tested its fit on a spare switch before finally fitting it back into the car. The dash is all back in the car, together with the re-finished wooden door trim and it looks great. Following on from the successful conversion in his 1100, Matthew also bought an electronic distributor for the 1500, and has begun the process of changing the car to negative earth to accommodate it. On the 1500, this involved swapping connections on the fuel pump (an electronic one in his car) and a rev-counter he has fitted, and then repolarising the generator. He also bought a new battery with the terminals the other way around so he could keep the original battery cables.

After he's taken the 1500 to the All British Day in Timaru, he's going to enter it in the Restoration of the Year run at the VCC later in June, and while he doesn't expect to win any awards, it at least marks the date where he considers it's as good as it needs to be for the use he will give it. There will always be lots of small jobs on the car to continue to improve it – that's one of the pleasures of classic motoring for most owners.



Our two 1500's at the Timaru All British Day – Matthew's on the left, and Jenny and mine on the right.

As far as work on my own Wolseleys is concerned, not a great deal has happened in the last month, although both 1500's and the 6/90 were checked over and taken in for a WoF in the last couple of weeks. Apart from the usual greasing and checking of brakes and

suspension, all I had to do was fix a very dim headlight on the Mk1 1500, caused by a poor earth where the bulb fits into the back of the semi-sealed unit – a 5 minute fix. Last week I had the black 1500 out for a run, and when I walked past it the following day I noticed a small puddle of coolant under the front of the car. A quick investigation pointed to a small leak from the thermostat housing gasket, which was a recurrence of one I noticed about 6 months ago. That time, tightening down the housing nuts seemed to do the trick, but this time I decided the time had come to replace the gasket. I think I last had the housing off about 30 years ago when I had the engine out to repaint the engine bay, so I wasn't expecting it to come off easily. It didn't. In the end I had to take a hacksaw to it and

Editor's Stuff - continued

cut down and alongside one of the studs to release it, so it was bin material by the time I got it off. Fortunately I had a spare one, but I think it's time to start looking for a brand new one to have on hand if the same thing happens to one of the other 1500's. Anyway, that's about enough from me for this month. I've been thinking that it would be good if someone else could maybe share a bit of what they have been up to in their workshop with their Wolseley – I know that I'm by no means the only one out there working on them – so how about dropping me a few paragraphs and photos of your latest Wolseley project and help inspire everyone through the cold months ahead? Colin Hey

Deadline for next Wolseley Word:

Friday 26th June 2015

CHAIRMAN'S REPORT

Hi Members,

Autumn to Winter season is showing itself with snow to low levels, frosts and cold winds in the last couple of weeks. It's time down in the south to check antifreeze levels in your cars radiator and that those exposed pipes around the house are well lagged for frost protection. I have already had a client call me why they had no water in their house but the pump was still able to go. There was a very hard frost that night, and I was soon able to explain to him



that the water had frozen the suction and or the discharge pipes solid. He was very lucky the pump hadn't frozen as well.

On the 2nd of May a group of us from our vintage club took our local doctor and his wife to the Mandeville air field. He has been our treasure and a very involved club member. They are retiring from Lawrence where he has been for 17 or so years too Dunedin, so the



The cars assembled outside the Moth Café, Mandeville

club shouted them a flight in the de Havilland Dragon, something he has wanted to do for some time. The trip involved a Volkswagen, Vanguard six, Austin A 30, Mk III Zephyr my Wolseley and a modern. It was an Autumn day out of the box, clear, calm and sunny. We went down through West Otago to

CHAIRMAN'S REPORT - continued

Mandeville which took about an hour at A30 speed. At Mandeville is the Moth Cafe where we had lunch, the Croydon Air Museum and extensive work shop where many vintage planes are rebuilt and maintained. The time came for us to go for a flight in the de Havilland twin engine bi plane. This is only one of very few that are still carrying fare paying passengers in the world. It is also able to carry a pay load greater than the planes



Tiger Moth getting ready for the flight

weight. The plane's construction is a combination of metal and wood covered with fabric. The flight was amazing leaving the air fielding flying over Gore up and along the Hokonui Ranges and returning to the air field, about 40 minutes in all. The Autumn colours. mid-afternoon shadows and clear air made the views spectacular. Two flights were made with a full plane both times. Our doctor was also keen to go for a flight in the Tiger Moth with all the perks. Our car

load had to leave for home for other commitments before the Tiger Moth returned, however speaking to him later, he was over the moon. This day's flights in the de Havilland was the last for the season. Insurance for winter flying is very expensive so the plane is housed in the Museum with the other amazing collection until late Spring. Mandeville and the Moth etc, are worth a visit if you are in this area. Keep warm for the winter,

Gordon Duthie

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.

SECRETARY'S REPORT

Hi Fellow Wolseleyites,

As I sit here and write this report I have a lovely view of our mountain, Mount Egmont/ Taranaki, snow covered from a recent cold spell. I think what a great lift a sunny day has after a week or more of rain and wind. Now getting back to Wolseleys. My progress on the 6/90 restoration has been slow, with a WOF on my 1500 and work on my modern taken precedence. However this weekend "Queens Birthday" we are going to the Wanganui VCC 60th Rally with Ruth & Winton Cleal with their 6/90. So at least there will be two Wolseley,s represented at this rally.





Happy Wolseleying Michael Kruse National Secretary New Zealand Wolseley Car Club

BRANCH NEWS and EVENTS - Auckland

Auckland Branch News:

We have received a letter from the New Lynn Lions who host the Galaxy of Cars to advise us that this very successful event held each year in February raised sufficient funds to enable the purchase of two walking frames to enable children with Cystic Fibrosis assistance with walking.

On Sunday 24 May 2015 we visited the Glenbrook Vintage Rail and travelled through to Waiuku on the steam train. After returning to Glenbrook on the train we drove through to

BRANCH NEWS and EVENTS - Auckland branch, continued

Waiuku and visited the Sharma collection. This is an amazing collection and well worth the visit.



This is the oldest car in Ron Sharma's collection and it originated from Wanganui. We were given a very informative discussion on all the vehicles he has in his possession and will be well worth another visit.

Coming Events:

Annual General Meeting of the Auckland Branch to be held on 19 July preceding the movie evening at 2.00 p.m. Venue to be advised. We hope to see as many people as possible at this important meeting bearing in mind that we are to host the National Rally in February 2016.

Mid Winter Mystery Film and Roast Dinner evening Sunday 19 July 2015 at the Westwind Theatre, 177 Riversdale Road, Avondale. Cost is \$25.00 per adult and children up to 12 \$1.00 per year of age. Meet at 5 p.m. for a 6 p.m. meal. Please contact Noeline Billing 278 3944 advising numbers and attendance on or before 12 July 2015 for catering purposes.

Regards Noeline Billing

Lower North Island Branch Coming Events:

Saturday, 25 July 2015 - Branch AGM

To be held at The Woolshed, Sanson, commencing 11:00am.

Saturday, 20 June 2015 - Working Bee

At the parts shed, Ashhurst. Please let Steve Finch know if you will be attending.

Christchurch Branch News:

The weekend before Queen's birthday weekend was a busy one, with the 'Barn Find' auction on Saturday 23rd May, and our own monthly run on Sunday 24th. I'm not sure how many members out of Canterbury will have seen the details around the Rakaia Barn Find auction (it was mentioned in last month's newsletter, so look it up if you need to), however it consisted of 8 WW2 era cars (3 Rovers, 2 Standards, a Vauxhall, a Ford Y, and a Series II Wolseley 12) and heaps of parts for the Rovers and Standards. It had all been stored in a shed in Rakaia for around 30 years, and everything was auctioned off as-found. The Ashburton Branch of the VCC organised the whole thing – they did a fantastic job getting it publicised and organised, getting all of the cars and parts sorted and ready for the auction, and hopefully made some good money from the commission on the day as well. Matthew, Simon Verkerk and I travelled down on the morning, arriving down there about 11am so we could have a proper look around the cars and parts before the auction got underway at 1.00pm. Already there were about 50 people on site, and this was to swell to around 200 people by the time the auction got underway. People had come from all over the country, and there was at least one person (a Rover enthusiast) who I talked to who was from Australia and had come over just for the auction. Joe and Judy Barker were also there helping the VCC with the auction, and Errol and Jennifer Stewart's son and daughter-in-law (sorry, the name escapes me) were busy with the local Plunket group selling some great food and drinks for everyone. I also had a good talk to Les and Margaret Nell, and a lot of other local VCC members and car enthusiasts I knew, so it really was a bit of a social occasion as well. Best of all, the weather was just brilliant – bright and sunny, and no wind – just like it was the last time we were down there on the run that Joe and Judy organised last month, when we first saw the cars and parts for the first time.

This was the first (and probably only) chance we would have to get a good look at the Wolseley out in the open, as when we saw it a few weeks earlier it was in another shed in Rakaia which was quite dark. Although very original and complete, it was a very worn car, and will probably need some major work to get it back on the road again, let alone restore it. The body appeared very sound though, and it looked like the only wooden framing that

BRANCH NEWS and EVENTS - Christchurch Branch continued

would need replacement was the bottom of the doors (hard to tell, though, with all the trim in place). The only rust I noticed was across the rear valance, but it had had a rough repaint from the original green colour (still visible under the bonnet) sometime in the past, so with that and all of the dust still sitting on the car it was difficult to spot any previous repairs. A lot of the upholstery was possibly saveable with some care, although it would be a compromise for originality if the rest of the car was restored around it. The Wolseley was Lot number 4 in the auction, and with about 3 serious bidders, it finally sold at \$3,200



Bidding underway – Vauxhall on the left, and Ford 10HP (right).

to Hans Compter from Whangarei.

Hans Compter went on to buy 5 of 8 cars, and when we left about 2.30pm, he was busy purchasing most of the spare parts that were being auctioned as well, no doubt for stock for his internet-based spare parts selling business (much to the disappointment of other enthusiasts at the auction).

The top price realised for a car was \$18,500 for a 1947 16HP Rover Sports saloon, which I think

was purchased by a local person. The crowd was literally gasping with astonishment as the price kept going up and up.

All up, it was a fascinating auction to attend, and although I felt sorry for those who could not meet the auction prices and missed out on they may have wanted, it is better that the cars and parts are now in circulation again, rather than just sitting unknown and forgotten for decades in a dusty old shed in a small town in Canterbury, New Zealand.

On Sunday 24th May we had what was termed as an 'informal' run. This came out of our morning tea natter at the last working bee at Idlewood, where we decided that it would be good to have an easy run on a Sunday afternoon to a café somewhere out of Christchurch – a chance to blow the cobwebs out of the car, and have a catch-up that involved partners and others that don't or can't normally come to working bees. Finishing at a café too, meant that we didn't have to worry about the weather on the day. An email was sent out mid-week, and on the Sunday we turned up at the meeting place (Yaldhurst Hotel car park) to see how many were able to make it. We had a great turnout – 9 cars in total. The interesting thing was that the email had specifically mentioned that it wasn't necessary to come in a Wolseley – but everyone did! It was great to see Stuart and Judy Penny back with us again in their 16/60. Although we've seen them at a couple of events since they've moved back to Rangiora, they have now got the 16/60 at home (it has been looked after by

BRANCH NEWS and EVENTS - Christchurch Branch continued

Eddie Bishop while they have been up in Motueka) and are keen to make the most of it again. It was also especially good to welcome Lionel Cook to his first club outing in his very nice A/110 Westminster, complete with a car-load of visitors.

The run was one that I'd knocked up quickly on the computer that morning by plotting a route and checking the street view at key places on Google Maps. It took us from Yaldhurst,



Getting ready to leave on the informal run – Lionel Cook's A/110 in front.

through the Templeton, West Melton, Halkett, and Kirwee, finishing at the café in the main street in Darfield about 40 minutes later. All of the roads were really quiet backroads and virtually free of any other traffic, so we were able to potter along at 70 to 80km/h without holding anyone up, taking in the great rural scenery and mountain views along the way. It was really enjoyed by everyone. While the food choices and finish venue could best be described as average, we did manage to have a great catch-up at the café, with everyone staying for an hour or so. By then the weather had turned from a beautiful, sunny, warm afternoon, into a freezing southerly, but everyone probably managed to get home before the rain began. A good afternoon out, and definitely worth doing. We will have to do more of them – especially during the winter.



Isetta at the Timaru British Day – this one belongs to Wolseley 1500 owner Alistair Lobb, from Ashburton.

On the Sunday of Queens Birthday weekend a few of us ventured down to Timaru for the annual VCC All British Day. The run always begins in Caroline Bay, where everyone meets between 9am and 10.30 for a display, then it's off into the countryside for a longish run to a local venue. For those of us who leave from Christchurch in the morning, it's an early start. I know Simon Verkerk left home in his 1300 at 6.00am to pick up his mate Robert and get down there by 9.00am. We (Jenny and I in our 1500 Mk1 and Matthew also

in his 1500) left home at 7.30, it being a neat 2hour run from home in the 1500's, and we were passed just south of Ashburton by new member Lionel Cook in his A110, clipping

along nicely at 100km/h. Also on the run in his immaculate 2-tone green 6/110 was Timaru local Steve Keenan.

There is always a huge variety of cars at this event – everything from humble Austin 7's to late model Bentley Turbos. This year 124 cars registered at the start, and at 10.30 we all departed on a run which took us north-west of Timaru to Levels Raceway (where all cars did a parade lap), then pretty much due south to skirt the western fringe of Timau. From there we continued south and into Waimate District, and then towards the cost where the run finished at the art-deco St Andrews Hotel. All up it was about 70km. Once again the weather was picture-perfect – sunny and warm with virtually no wind (very rare for St Andrews, right on the coast). For those who wished, a pub lunch could be purchased, but most just settled in for the usual picnic-by-the-car with mates, in the field immediately behind the hotel. An amazing array of spot prizes were handed out soon after lunch – there would have been one for at least 30% of the entrants. So it was all over by about 2.00pm, which suited us, because we had to head back into Timaru to pick up Matthew's latest purchase, a 1969 Mk3 Wolseley Hornet. Full story in next month's issue.

Christchurch Branch Coming Activities:

Saturday 13th June - 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 21st June - Mid-Winter Lunch at Sefton Hotel

A chance to join together for a social pub lunch together to blow away those mid-year Wolseley blues - for anyone interested. Meet at the Belfast Hotel at the start of the northern motorway at 11.00am for an easy run to Sefton, or meet us there at 12.00pm. Cost is expected to be about \$20 per person.

Saturday 11th July - Working Bee at Idlewood, McLeans Island.

Southern Regional Branch

Best laid plans and all that.....my aim that at the beginning of this year I was going to hit the ground running and get the 16/60 on the road and reg and wof done. Well here we are, it's June already and progress has stalled almost. I blame work...sorta, by the time I get home it's dark already and my 'get up and go' has 'got up and gone!!' Plus Saturday work just about kills the weekend so as you see work on the car is very slow. But is being worked on, just as not fast as I would like. I'm also in the process of dismantling my old faithful Austin A60 Cambridge. Owned for longer than I care to remember she is slowing trying to return to the ground herself. So engine, gearbox and diff will be removed and

BRANCH NEWS and EVENTS - continued

stored. This is a plus with all Farina style models of BMC the main mechanical parts are all very similar. Apart from cosmetic changes like grille, bumpers, gauges and tailights most parts can be interchanged between models. Same sorta deal can be applied to 1100/1300 model range. Anybody need a mint grille or tailights for a A60? Free to a worthy cause!! Pity they don't fit my car.

One of the problems of the Southern Region is the wide area that we cover and trying to organise some events that suit everyone is driving me nuts. So any ideas would be really great. We do the Autospectacular in Dunedin (always popular) but having some different cars and new faces would be cool. Give it some thought.

All the best from the Deep South

Bryan Kelly

NZ National Rally 2016 - Report #2

This month the Rally Committee have been working hard to finalise the venue bookings and can now definitely confirm the details noted in last month's newsletter now are bolted down, and planning is now continuing with the itinerary for the week.

A registration form will also be available soon.

The details notified last week are repeated below:

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.



The next day (Monday 23rd March) was the public display and concours judging, and we were asked to have all the cars to a park opposite the local RSA by 10am so they could be judged. We learned that only one car had not made it to Corowa the day before – a Series III 18/85 which had broken a clutch operating lever on the way to Corowa, however this car was repaired the following day by an enterprising and resourceful young mechanic (after an older one refused to even look at it), and made it in time for the public display. A number of people at the motel were up early cleaning and preparing Wolseleys, and I followed suit and gave the 25HP a once-over, not that it was dirty anyway - more just a matter of a quick sponge-off with a micro-fibre cloth, and then a dust-off and wipe-over under the bonnet with a rag. We were instructed to assemble in a reserve area opposite the RSA between 9.30 and 10am, so at 9.30 we were ready to go. I started the car up, and found that it was leaking petrol again, so had to remove the float bowl on the rear carb again. This time I had a lot of trouble lining up the fuel pipe connection when I was replacing it, so by the time everything was sorted out, everyone else had left. The park was shown on a map in the rally programme, but when we went to the place shown, there was no sign of anyone or any Wolseleys. We then came across Michael and Raewynn who were also using the map for directions but hadn't found it yet, so we asked a local woman where the RSA reserve was. "No problem – just follow me" she said, and jumped in her car and led us there. By then, most of the cars had arrived, so we parked in our allotted places, and then just enjoyed the

morning looking at all the cars, and talking to everyone.

This was our first opportunity to see all the cars that were on the rally, plus a couple of extras which had been brought out by the local car club members (who were judging the rally cars). There were certainly some interesting cars on display. It was great to see a few Series cars all parked together — something we just don't see here in NZ. To one side of them was a lovely Wolseley 10 which was actually for sale (for \$10,000), and to the other side a Wolseley Hornet Special, which was attracting a lot of attention. This car was raced back in the 1950's, but had had



Wolseley Hornet Special at the Display Day

a fairly major prang and then been re-built again, before having another crash and then put away in the 1960's. Recently it was brought out again and got back into running order, although it still needs lots of bodywork done to bring turn it up to scratch (if that is what the owner wants to do, of course). A 6/80 also turned up on a trailer, and although it needed everything doing, it had very good bones if someone wanted to take it on as a project.

It is no surprise that 24/80's were well represented on the rally, and there were some great examples. Kevin and Terry Dolan's was one particularly worthy of note – fitted with original optional triple-SU carbs and in true concours condition, it stood out as a favourite. 6/80's also were plentiful, two in particular stood out – one a a very original looking one which carried many modifications such as power brakes, 5-speed gearbox, modern seats etc to personalise it, but it was superbly engineered and presented immaculately, and I would be proud to own it if it was mine.

Michael and Raewynn had the only FWD car on the rally, and it was attracting quite a bit of attention from club members. Some were asking how hard it would be to source another from NZ, so clearly they need more of them in Australia! Other models had good showings, including



Triple SU's on Kevin Dolan's immaculate 24/80

1500's and 6/110's, but there were only two 6/90's.

At 12pm our packed picnic lunch arrived, which we enjoyed with others sitting under some trees by the cars. After lunch Matthew and I strolled into town, which was only a couple of blocks away. We walked the length of the main street and back (about 500m each way), finding a very good auto shop which was worth a look, and we also stocked up on a few things from the supermarket. Corowa isn't a big town, but seems to have everything needed for a comfortable life (it has a McDonald's, so it must be

good!!??).

By the time we got back to the park, many of the cars had departed, the afternoon being free to do what we wanted. We packed up the car, and then followed a couple of other cars just down the road to the local Federation Museum which had been opened for the afternoon. This contained a very good cross-section of items that displayed the culture and history of the town very well. On hand were a couple of the museums volunteers, who were happy to tell us about the history of the building (originally a band and social hall).

By now it was about 2.30pm, and the temperature was around 300C, so we decided to go back to the motel and relax for the afternoon. A few of us ventured into the swimming pool, which was very refreshing.

That night everyone had dinner at one of the local pizza restaurants, which only just could squeeze everyone in. The local mayor had been invited along, and welcomed us all to the town, giving us a quick run-down on its history and local attractions, many of which we were to enjoy over the next 3 days.

The next day (Tuesday) was set aside for a run to some of the townships in the area. The weather was once again looking to be perfect, so the top was put down on the 25HP as we left the motel, and there it stayed for the rest of the day. Before the 25HP was purchased by John Mallia a few years ago, it was owned by Bill and Sandra Slattery in Sydney. It was a tragedy for Sandra when Bill passed away about 3 years ago, selling the 25HP before he died, so it was my absolute privilege to have Sandra as a passenger for this run, and for the following 2 days as well. Sandra told me that she had only ever been in the car twice with the hood down before, even though they had owned it for over 20 years. Apparently Bill didn't really like it with the hood down, but she certainly didn't mind now.

We assembled around the accommodation area, and then were led out of town pretty much in convoy to our first destination, the town of Chiltern (about 30km away). This town was a bit like a time warp. There was very little activity, and apart from a café and bakery, a small supermarket and the local garage, many of the businesses along the main street were either closed or empty – a typical small country town nowadays. However, the buildings themselves on the outside were pretty much untouched and as they would have been at around the early 1900's. One particularly fascinating building was the chemist shop, Dow's Pharmacy. This was owned by a married pharmacist couple up until the 1950's, when the husband took ill. I think the story was that he was taken to Melbourne by his wife, who locked the door behind her when she left, leaving

everything in its place as if it was a normal day. Apparently her husband died, and she never returned to the pharmacy or the town, and it has been left as it was that day, right up until now. The local heritage organisation is preserving it in that very state, and it is literally now locked in a time-warp – an original chemist's shop from the 1950's, with all stock and displays still in place. We were able to look inside the door, and it was amazing.

After about 45 minutes in Chiltern, we continued on to the town of Beechworth, about 25km further on. Matthew travelled with Michael and Raewyn from here for the rest of the day, and even took over some of the driving duties. Beechworth has connections to the infamous

bushranger Ned Kelly, and is where he spent time in jail and where one of his trials took place in 1880. The town was built during a gold rush in the 1800's, and like Chiltern, retains a significant proportion of its original buildings, so is significant from both a heritage and tourist perspective. There are lots of shops with an 'oldeworld' theme, museums and other heritage buildings, and many antique shops – many of which are open only during the weekends when the town is a significant destination for daytrippers from as far away as Melbourne.

Every morning and afternoon the old court-house hosts a re-



Adele Burnnand phones home from the historic Beechworth Post office.

enacted Ned Kelly trial, in which the audience actively participates. The whole Ned Kelley story comes out, and those that went found it very entertaining and informative. It seems the morning court with many Wolseley Car Club participants got carried away in the occasion, finishing the

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The interior of the Beechworth Garage – mixing business with pleasure!

'trial' so late that it was not possible to run an afternoon session!

Matthew and I spent an hour or so walking up the main street and some side-streets, stopping off at shops that interested us. We were particularly taken by the local garage, which could almost be described as a working museum. It had a few of its original tow-trucks (including and old wrecker which was still in active use), a great display of old garage memorabilia and Tonka trucks in its reception area, and a workshop that looked like it came from the 1960s.

Our lunch had been arranged at a local bakery, and at midday we made our way there to join many other rally participants.

The food was all freshly baked and the servings were pretty generous too. The bakery was on two

floors, with the upstairs area also having an outdoor balcony which not only was a pleasant place to eat, it also was a great place to take photos of other rally participants in the street below. After lunch Matthew and I visited the local museum, and then strolled back to the cars to meet up with Sandra again to get ready for the afternoon run. Our instructions for the afternoon were to return to a winery near Corowa, where a visit and a group photo had been arranged. We followed a 6/80 for the run back, which was travelling at just the right speed for us, and after only about 45 minutes we were entering the gates of the winery and parking in the driveway in front of a huge castle-like building which was the winery and a functions centre. Unfortunately the group photo wasn't possible in the end due to the area where it was to be taken being unavailable, but it was a splendid place to visit, and many took the opportunity to try some of the winery's products and purchase a bottle or two. It was about 3pm when we finally decided to return back to Corowa, and with the temperature still in the high 20's, the swimming pool at the motel was looking pretty inviting.

That evening, our dinner was at the Howlong Golf Club, about 20 minutes out of Corowa. Matthew and I travelled there and back with Richard Lang (who attended the Methven Rally here in NZ) in his 24/80, again trying to avoid using the 25HP at night when headlight performance isn't that great. Needless to say, we were once again fed splendidly, and we even managed to catch the very end of the NZ vs England CWC semi- final on the big-screen TV's there, which went right down to the last ball, with NZ winning. We got back to the motel at Corowa around 9.30pm, and went to bed after a very full and interesting day.

Wednesday 25th March was very much a leisure day, with a paddleboat cruise on nearby Lake Mulwala planned, a visit to a museum, and the day to be capped off by another dinner at a rather unique and special venue.

Lake Mulwala, about 40km from Corowa, is man-made from a weir over the Murray River. Although it is quite shallow, it is very large, and is now a major source of irrigation water for the region. It is also a popular recreational lake, and the town of Yarrawonga on its shore is kept busy by seasonal visitors and has many holiday homes helping to support its economy. Once again we struck a beautiful day, and were able to put the hood down on the 25HP before leaving the motel in the morning for the run to Yarrawonga, even if it was a bit on the cool side first thing. It was a pleasant drive –



Getting ready to cruise on Lake Mulwala on the "Paradise Queen"

we followed a couple of other Series cars all the way, and with no other traffic to speak of, we were able to travel at an easy 80km/h without the worry of holding anyone up.

We were part of the first 'shift' to travel on the paddle boat – it could only carry half of our group at a time, so while we were on the lake, the others were able to visit the town and the local Pioneer Museum, and vice-versa. The trip on the boat was really relaxing. The lake was mirror calm, and as we weaved amongst the thousands of old drowned gum trees still standing out of the lake for about 90 minutes, we were served scones and tea or coffee and given a running commentary on the lake and the local history, and the holiday homes of the rich and famous were pointed out to us as we passed them by. The captain was a great story-teller and certainly kept us all happy and well informed.

Back on shore again, we parked the cars in the centre of town, and then joined up with the Mallia's and Hoppe's and went for a walk up one side of the main street then back down the other, having a look in some of the more interesting shops on the way. We also found a nice bakery and bought some lunch, sitting outside in the sun on their café chairs watching the world go by.

Sandra had done her own look around town, and we soon met up with her again after lunch not too far away from where the car was parked. We decided to head off to the Pioneer Museum and spend some time there, as it was reportedly very good. It was only a few minutes away, and we

were certainly not disappointed there. It had a great selection of items representing all sorts of aspects and times of the town and district and provided many great snap-shots in time of what life was like from early settlement through to more recent times, and we spent about an hour there looking around.

The run back to Corowa was in bright sunshine, and we got back to the motel about 3pm to relax in time for our evening outing.

Our dinner that night was at Corowa Whisky and Chocolate – formerly a huge flour mill on the



A local TV station turned up and filmed some of the rally.

outskirts of Corowa. This impressive wooden building had sat empty and derelict until about 3 years ago, when it was 'sold' to the new Corowa Whisky and Chocolate company by the local authority for the princely sum of \$10, on the condition that it was occupied and maintained by the



Allan Francis travelled with local member John Gray in jis 6/80

company going forward. Soon after we all got there, we were given a talk on the history of the building, its restoration to date, and what is planned for it in the coming years. It really is the perfect fit for their business, and already they had spent probably in the hundreds of thousands making it safe and subtly converting it into a chocolate factory, whisky distillery and a functions venue. The new owners are only in their 30's, and plan to be there for many, many years, so they have big plans for the whole complex in the future. The core of the building had just had a huge bar and dining room installed into it, with the bar and it's fittings being made from materials salvaged from the site and a scrapyard in another town. The whole lot was topped off with a huge polished

concrete slab – very impressive. We all sat around one huge and very long table, and we were all individually served a beautiful meal, even finished off with dessert. Lots of people were

swapping chairs during the evening to catch up with others on the rally – it was a great venue and no doubt has a great future ahead of it.

The next day (Thursday) was the last full day of rally activities, and was the Observation Run 'competitive' day which would determine the rally winners at the final prize-giving dinner that night. We were instructed to meet outside one of the main motels at 9.00am where we would be given rally instructions and questions and set off on the route. This day, Matthew decided to travel with Michael and Raewynn Kruse in the 18/85, while my ultra-competitive navigator was to be Sandra "the Sleuth" Slattery, who just loves these types of events. We set off, and began to answer all of around 30 questions, many of which involved getting out of the car and checking signs and plaques, or even consulting a handy local or store owner. The best thing about the run was there was no time pressure to get it done, and there was time to enjoy the local towns, have a coffee, or even discuss our hobby with a local TV crew. The run was put together by local Wolseley Car Club members Mark and Louise Shields, and they did a great job and everyone had fun. It ended up about 70km long, and passed through some interesting countryside, littered with clues – even some relating back to New Zealand. We would find out how we got on that night at the prizegiving dinner.

The run concluded at Max's Motor Museum back in Corowa, where members of the local car club not only opened up the museum, but catered a huge and delicious BBQ lunch for us all – no small task for around 120 people. The museum was founded by a local enthusiast, who opened the doors to other local enthusiasts as place to meet and enjoy their hobby, and also display their treasures and cars in a place where many would be able to appreciate them. There were dozens of cars on display of all makes, models and countries, as well as models and other motorabilia – some thing to interest anyone. One of the more interesting exhibits was a Rolls-Royce V12 engine on a stand, which was wheeled out and fired up for us – what a noise it made with its open exhausts! It gave you a feel for what Spitfire pilots would have experienced with one of these things strapped onto the front of alloy and rivets and sent into the air.

After all of the exhibits had been checked over and our tummies filled up, we headed off back into town to have one last look around the shops, and then head back to the motels to get ready



Rolls-Royce V12 gets ready for a fire-up at Max's Motor Museum

for the presentation dinner at the RSA that night.

The presentation dinner was indeed a special event. Everyone dressed up in the best clothes they had bought, and we headed off to the local RSA for a fully catered buffet dinner in their conference room. The speeches and the prizegiving were held during the breaks in the meal. Without bragging (because I'm aware that our Australian friends will also be reading this), it was a prize-giving to be celebrated for us New Zealanders. Overall Rally winners went to Michael and Raewynn Kruse after their careful attention to detail during the observation

run earlier in the day. They had gone right out of their way to ensure all questions were answered correctly, even to the point of tracking down some key local people who could provide answers to the more difficult questions. I gather that Sandra Slattery also helped boost our score, and that

this may have helped us win the Bill Slattery Memorial Trophy for the country with the highest average score. To cap these results off, Michael and Raewynn also won the best FWD prize (it was, after all, the only one on the rally, but it is a nice car), and we got second place in concours (Series cars) and People's Choice award with the 25 Drophead Coupe. I asked John Mallia to come up and accept the large trophy for the latter – a fitting reward for the work that he has put into the car, and for his absolute generosity in loaning the car in the first place. John also won first place in the Series Cars category with his Series 2 25HP sedan.

Everyone went home very satisfied with the rally, and the bonus for the Australians was their win over NZ in the Cricket World Cup that night. Payback, I guess?

The next morning we all got up early, emptied out the motel rooms, and headed off back to the Corowa Golf Club for the traditional farewell breakfast. It was a fitting end to a wonderful week away for us, and it was a bit sad saying farewell to all the good folk we've got to know during this rally and the previous ones we've been to over there. Despite this, everyone was in good spirits – not only looking forward to returning home, but also knowing that the



John Mallias two 25HP's – Series 2 Sedan on the right, and the Series 3 Drophead Coupe in the rear.

NZ National Rally is already rapidly approaching, and that the next Australian one is already being planned for Bendigo in 2017.

For the trip back to Melbourne, we travelled in convoy with John and Sandra Mallia and Kurt and Margaret Hoppe in the 25HP sedan, Michael and Raewyn, the Bernnands and Belchers in John's 6/110, and John Burman in his modern. It was an easy cruise on the freeway, stopping only twice – once for lunch and fuel, and for a few minutes closer to Melbourne to (unfortunately) put the hood up on the Drophead when we ran into a heavy rain shower.

I know John Mallia will be reading this, so I must say a huge thanks to him for his generosity in loaning us his prized Wolseleys – this really made it a memorable trip. The 25HP Drophead is a stunning car not only just to look at, but to drive as well, and it was indeed a special privilege to be able to use and enjoy it for the rally.

Note – to see all the photos, go to the Wolseley Car Club's (Victoria) facebook page.



Buy and Sell

Wolseley 15/50 1958. No wof, rego on hold, has rust in usual places and will require mechanic to get going (or maybe new petrol tune-up) Open to all reasonable offers, has many spare parts including paint.

Great project for committed Wolseley lovers!! Contact Maria Will (member) by email geofmaria@xtra.co.nz, or contact Colin Hey if you need a phone number.





Two Wolseley 4/44's, suitable for lots of TLC or for parts – one runs. Asking for offers – cars are located in Christchurch. Contact Ondre Howley, Ph 02102406270. Cars are located in Christchurch. (editors note – these were advertised on Trademe recently with a start bid of \$100 – got to \$200 but did not reach reserve)

Wolseley 1300. It has a dead automatic box. I have a replacement manual engine with some parts to swap it over but am not able to do the job myself. It is tidy inside as well. The replacement motor runs well on the bench with a bottle for a fuel tank. I am in Ikamatua (West Coast of South Island). Contact John by Phone 037323843.





Wanted: Wolseley 6/110 mk2 with manual g/box with overdrive, preferably in great going condition with wof and redgo.My landline is 034395435 (ask for Richard), email dolly50@xtra.co.nz

Buy and Sell - continued

For sale: Drivers window monsoon to fit Farina cars (16/60 etc)

Good condition overall has all the stainless clips and bolts. No cracks or much yellowing. Plastic weather strip is a little shrunk but could be heated and reshaped or replaced with modern equivalent (from e.g. para rubber). \$ 50 ono Call Alistair Pegg in Dunedin (03) 473 7532 evenings.





Wolseley 6/90 Series 2 project car. Restoration has started with much money spent already on non-structural rust repairs and sandblasting and priming. In dismantled condition, but everything should be there. Very good interior still in original green leather. Comes with a spares car if needed/wanted. Willing to negotiate a very cheap price, provided new owner can guarantee completion.

Contact Ray Willoughby or Colin Hey if interested (selling on behalf of owner who is unable to continue with restoration due to ill-health). Note, photo taken before sandblasting.

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.



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OFFICIAL NEWSLETTER OF THE

If unclaimed, please return to: The National Secretary WOLSELEY CAR CLUB NEW ZEALAND INC Michael Kruse 297 Huatoki Street,

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