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OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

MAY – JUNE 2019



On the Way to Bermagui, Wolseley Car Clubs of Australia National Rally

OUR CLUB OBJECTIVES:

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

Club website: www.wolseleycarclubnz.co.nz

HOW TO CONTACT US:

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National Spare Parts Enquiries:

If unable to be handled by your local Branch, contact: Nick Stevenson 5 Whitewood Cres, West Melton, RD5, Christchurch 7675. Phone 027 431 5661 Email: wolseley.spares.nz@gmail.com

All Newsletter Enquiries:

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

EDITOR'S STUFF

I'm purposely going to keep this month's editorial short, as time is marching on, and this newsletter is running late and must go to print this week. Also, so much space has been devoted to my report on the Australian National Rally, that I shouldn't take up any more room!

We're well and truly into the grips of winter now, and the motoring programme is definitely slowing down. Lots more indoor things happening in the next wee while, like AGM's and shed and café visits.

I have finally got the engine and gearbox back into the 6/99, and there's just a few hour's work left to finish hooking everything up again. I'm looking forward to getting it back on the road again, and I've even committed to using it to go to Dunedin in September to the



Autospectacular. Discussions regarding that event with Fergus Sime suggest the Southern Region may not enter a display again this year, and instead schedule a visit to the show and then a run somewhere on the Saturday afternoon, finishing with a dinner that evening. This should be bolted down in the next few weeks, so watch the coming events slot in the next newsletter.

In the meantime, one of the rear wheel cylinders has developed a leak on the Hornet (Mini), and one of the rear brakes is binding on the Hornet Special, so there's no shortage of things to do in the shed.

The veteran scene has also pretty much drawn to a stand-still for the winter, although Jenny and I did sneak one last run in for the 12-16 during June, when the Veteran Club held their annual midwinter lunch. We were the only ones that actually arrived in a veteran car, but I must admit it was a struggle to get it started that morning in the cold and damp, and it was pretty cold to be out and about on it too.

The month will go down in memory too for the wrong reason – I got my first speeding ticket ever in a Wolseley! I was clocked by the camera in Temuka on SH1. We were on our way back from the Timaru All British Day in the 1500 Mk1, doing 86km/h in an 80km/h zone, so got a \$30 ticket. I normally cruise about that speed on the open road and thought I had slowed enough, but there we go – I should know better! That aside, we had an absolutely beaut day doing that event. It was straight after



Our 1500 and Matthew's (left) at the Timaru All British Day. Lee Brehaut also had their 1500 there which is the same colours – 3 the same at the event!

fresh snow in the foothills, and the run took us well west of Timaru where we had some beautiful views in crystal-clear air during about an hour-and-a-half of driving at a leisurely pace. We were with about 100 other British cars on empty, sealed roads through rolling country-side. I think it was one of the best run's I've ever done.

Have a good month, and I hope you don't find my Australian Rally report too boring. Colin

CHAIRMAN'S REPORT

Hi Members,

The year is half way through already with winter presenting its cold side at the moment. I see in many of the reports that many of you are getting out and about which is great, those wheels are made for turning. I had our car out last month picking up and dropping off those farming families who came from all over the country attending the Century Farms and Stations awards in Lawrence. This event was started in Lawrence 13 years ago. It invites Farming families throughout the country who have been farming or namely attached to a



property for 100 + years to apply to the committee for this award. This year there were 40 farming families with family supporters totalling 270 people the largest number so far. The oldest farming family this year were the Taylor's from Whanganui 1854. Attendees arrive on the Friday and attend an evening function to get to know each other and on the Saturday there is a Historic Town and Districts tour which included the Tuapeka Mouth Punt across the Clutha River. This Punt is the only one still being used as a daily transporter in the country. Saturday night is the Awards Dinner where the families receive their award and a glossy book containing history on all families attending this year's event. They also get to present their story in short to attendees. Damien O'Connor was to be doing the presentations, but fog held him in Wellington so NZ First Mark Paterson (local farmer) did the honours. Those I picked up and took back to where they were staying really enjoyed the whole event and in particular the classic rides.

National Rally 2020. Winton and the North Island branch committee look to have a great time organised for the rally next year going by the program in the last Wolseley Word. We are looking forward to going to it. I also hope your branch AGM's go well and your committee be supported. Please be sure to nominate delegates to the National AGM which is 1 up to 25 members or 2 if over 25 members. This is very important if the club is to have a strong Executive from which Offices can be filled eg President, Secretary etc.



That's all for now, and regards to you all, Gordon Duthie.

SECRETARY'S REPORT

Hi Fellow Wolselevites,

This month has been challenging as I had a shoulder operation just before Easter and have been at home recovering for the first two weeks with help from Raewynn to tie my shoelaces and many other things you cannot do with your right arm out of action. We were able to travel to the Australian National Rally at Bermagui on the Sapphire Coast. We flew into Melbourne and travelled with Colin and Matthew Hey in John Mallia's 6/110.to the Rally. We travelled with the Victorian Wolseley Car Club members going to the rally. It RAINED on and off to Lakes Entrance for 350km, halfway to Bermagui. In the morning after a huge breakfast from the Lakes Entrance RSL we travelled last 350km along the Princes Highway. During the



trip we swapped around cars. I travelled with John in his 1936 25HP Drophead Coupe and Allan Francis in the 6/110. What a great car to travel in very comfortable and it kept up with the highway traffic with no problems. The 3.5 litre 6-cylinder engine running well.



Raewynn takes over driving duties in the 6/110 on the trip to Eden



We travelled to Canberra with Anthony Van Emmerik (left) in his 6/110 after the Rally

Upon arrival we all meet up at the Bermagui Country Club and collected our Rally packs and chatted away making new friends and renewing old friendships. There were 45 Wolseley, s and nearly 100 people, what a great turn out. The weather was fine for the rest of the week, so we enjoyed the Sapphire Coast in the sunshine. My shoulder was not giving any problems other than not been able to drive (\rightleftharpoons) Raewynn coped very well driving the 6/110 when we were split up from Colin and Matthew one day when we travelled on the launch. A fantastic trip from the deep-water port of Eden around Twofold Bay. The afternoon group managed to come into contact with a young juvenile whale and we follow him for 1/2 an hour watching him surface and playing. This was early in the season as whales were not usually seen until October. After the Rally we travelled style with Anthony Van Emmerik in his 6/110 to Canberra in convoy with Graham and

SECRETARY'S REPORT - ccontinued

Sharon Keys. We had a few days there before travelling back to Melbourne and then back home to New Plymouth. A great Wolseley holiday. Happy Wolseleying Michael Kruse



Anthony Van Emmerik's and Graham Keys' 6/110s on the way to Canberra. Graham is on the right.

Wanted:

Photos of your Wolseley, your restoration project, or just good photos of an outing you've been to with the club. Please just email them to me at: *heywolseley699@gmail.com*

or post hard copy to me to 34 Rossington Drive, West Melton 7618. Please provide me with a simple caption. If you can pen together a quick story to go with it, so much the better.

AGM Notices

The 2019 **National AGM** of the Wolseley Car Club NZ Inc will take place in Christchurch on Saturday 12th October, the same weekend as the Canterbury Swap Meet. The meeting time and venue has yet to be finalised and will be advised closer to the time, but anyone thinking of attending and needing accommodation is advised to book it now.

The Christchurch Branch AGM will be at Idlewood on Sunday 27th July (see branch news)

The **Nelson Marlborough Branch 2019 AGM** will be held at 113 Whitby Rd Wakefield, on July Saturday 27th, at 1pm.

BRANCH NEWS and EVENTS Christchurch Branch News:

It's been a reasonably busy month for the branch, with 3 good runs and a working bee thrown in for good measure as well.

Our first run joined in with our neighbours at Idlewood, the Jowett Club, to visit the impressive collection of vintage and classic cars owned by local collector, Geoff Edwards. Now slowly getting his collection re-established after the earthquakes, we saw about half of his collection in Lyttelton – an eclectic mix of sports cars, vintage saloons and tourers, classics, and a few race cars as well. All were in running order – some were simply jaw-dropping. Amongst them were the Mini De Joux and replica D-Type Jaguar that until recently belonged to member John Rush in Oamaru, and a 1000cc BM C A-series racer that belonged to Avon Hyde – great to see these cars



again. After the visit we travelled over the newly re-opened Evans Pass to Sumner road (what a nice repair job they've done of it!) and to a café in Redcliffs, where we finished a most enjoyable afternoon off. Our special thanks to the Jowett Club and Geoff Edwards for allowing us to join them.

The next event was the Timaru All British Day on the Sunday of Queen's Birthday weekend. This was attended by the Hey's (two 1500's), Simon Verkerk, and Derek and Lee Brehaut from Oamaru who had both their MGB and the 1500 there and had friends for passengers (Lee drove the 1500, and Derek the MGB). Perfect

weather, a great run on picturesque and quiet roads, and a nice place to finish, all combined to produce a memorable day out. Definitely worth the trip from Christchurch to take part in it.

Last weekend on 21st June we had a simple run to the Two Fat Possums café in West Melton, although a mistake I made in the instructions didn't make it simple for some (my sincere apologies for that!). A great turnout of 14 cars just goes to show that short and simple runs can be really popular, and this certainly was a very social and enjoyable event.

The working bee was a busy one, breaking down and putting away a good collection of parts that arrived on a truck. Lots of visitors arrived as well, and the committee meeting afterwards was very productive as well, so a good day, and thanks to everyone who arrived and helped, chatted, and socialised – it was good to have you there!



Stuart Penny does the chores at Idlewood

BRANCH NEWS and EVENTS - Christchurch Branch, continued

Christchurch Branch Coming Events:

Saturday 13th July – Working Bee at Idlewood

Our usual working Bee at Idlewood. Everyone is welcome to come along to help with spares or maintenance, collect parts, or just socialise. From 9.30am at 771A Mcleans Island Road. Morning tea provided, BYO lunch if you want to stay on for the Committee meeting after lunch.

Sunday 21st July – 50th Anniversary of the Moon Landing, Run to Balcairn

This is a special one-off event being run by the Stanley-Joblin family to celebrate the **50th Anniversary of the Apollo 11 moon landing** on 21st July 1969. Our club will meet at the new BP station at the Pegasus intersection just north of Woodend, at 11.00am, and from there we will proceed to the Castle Park Café on the corner of SH1 and Ashworths Road, Leithfield where we will have lunch. (please BYO – or there will be coffee, scones, sandwiches etc available at the café for purchase also). Registration for the run will be there, and the cost is \$10 per car. Shortly before 2.00pm we will depart on a short run, which will finish at the recently restored Balcairn Hall, where tea, coffee and biscuits will be available. All proceeds from the day will go to the hall restoration fund. Please bring something from the Moon Landing period (a toy, TV, old radio, pedal car, whatever) to show off on the day. If you cannot make it to our 11am meeting point, just go straight to the café before 2.00pm. The event will be held wet or fine.

Branch AGM, **Sunday 28th July**, at Idlewood. Starting with a light lunch of hot soups and breads and savouries at 12.00pm (all provided), leading into the meeting at 1.00pm. Please come and enjoy the social aspect, but we would also value your thoughts and input into the running of the branch and club for the next 12 months. The meeting will be indoors in the garage area with heaters going if it's cold.

Special Notice Regarding Spare Parts

As has already been communicated in the past, at the end of July Ray Willoughby is retiring from the role of Spare Parts Coordinator. The role is for the foreseeable future going to be taken over by Nick Stevenson, with help from Colin Hey.

From now on, if you can, please email spares requests to the following address:

wolseley.spares.nz@gmail.com

If you want to talk in person to Nick or Colin, the phone numbers are as follows:

Nick Stevenson: 027 431 5661

Colin Hey: 021 883807 or 03 359 8737

Please note that both Colin and Nick have day jobs, so please, if at all possible, make your phone calls during the evening, after 7.30pm and before 9.00pm

As a general rule, any parts required will be collected from Idlewood during the weekend, and dispatched by courier on a Monday. For urgent spares best endeavour will be used.

Report on the Australian National Rally, Bermagui NSW, May 2019 by Colin Hey

It was good to be finally heading off to Australia for the National Rally. After more than a year of waiting for it to come around, the final couple of weeks flew by as I tried to 'clear the decks' so there were no time-bombs left behind at work or at home before I left.

As has now almost become standard procedure for the Australian National Rallies, Matthew and I were travelling together, leaving Jenny at home to carry on at work while we were swanning around enjoying ourselves. We flew out on the Friday morning 3rd May, arriving in Melbourne around 8am local time, carrying with us a small amount of baggage, and two Wolseley 24/80 head gaskets (well packaged up). I mention them now, because they were the cause of a significant problem not long after we landed. They were urgently needed in Melbourne, as the Victorian Club had run out, so Ray Willoughby had given me two of the 5 we had in stock in Christchurch spares to take over. They didn't fit in my baggage, so instead I carried them onto the plane with my cabin baggage where I thought they would be safe. Incidentally, you should have seen the "What the Hell" look on the face of the woman doing the baggage x-ray! As soon as we got off the plane, I decided I'd better use the bathroom, and as I did what I had to do, I hung my bag on the hook provided, and stood the package against the wall. On leaving however, I only collected my bag, and then Matthew and I proceeded though the immense dutyfree area, then immigration. We got as far as the final baggage claim area before I realised I'd left the package behind. Leaving Matthew to mind our bags, I went back to immigration to see if they would let me go back, thinking that someone would surely have picked it up by now and it would be on its way to some obscure lost and found area. To their credit, and despite vast crowds of overseas passengers flowing through their area, the immigration staff asked me to wait by an office until a male staff member came off a break so I could be escorted back to the toilets about 200m away. Another 10 minute's wait, and then it took another 5 minutes to walk back to the bathroom. I couldn't believe my luck that the package was still standing where I'd left it. I was thankful indeed that "Border Patrol" were not there filming – I could just imagine what fun they'd have with that story. Anyway, the long and short of it was that poor John Mallia had to wait an extra 20 minutes in the pick-up area outside the airport, and I made a new friend in Melbourne Immigration – turned out his family used to own a 24/80 when he was a teenager – a genuine helpful, good guy!

Once on the 'outside', it was good to see John again, and soon we were heading off to his home in Sunbury, where we would spend Friday. Allan Francis had arrived a couple of days before us, so we were soon all enjoying a welcome cuppa, and catching up on all things Wolseley again. The plan for journey to the rally was that Allan would travel with John in his 25HP Drop-head, and Matthew and I would travel with Michael and Raewynn Kruse (who were arriving on a flight later in the day) in John's 6/110 Mk2. The journey to the rally location in Bermagui was just over 700km, and we would do it over two days, stopping overnight on the way in Lakes Entrance, on the eastern coast at about the half-way point. Friday, therefore, was pretty leisurely. After checking out progress on John's Hornet Special restoration, we all went down to his local bakery for lunch. Great pies and "snot pockets' (Aussie for custard squares) there! Then back to Johns to give the cars a final check and clean and get them packed to be away by 7.30am the next morning.

At 5pm John and I went and picked up Michael and Raewynn from the airport, dropped them off at their motel, and then all of us except Raewynn met at John's standard Friday night haunt (his local footy club) for a meal that night. It's worth pointing out now that poor Michael was somewhat restrained from normal activity, having recently had an operation on his right shoulder and now travelling with his arm in a substantial sling. This of course meant that he wouldn't be able to do any of the driving, which no doubt he found pretty frustrating. We were all in bed by 10pm, ready for the big trip starting tomorrow.

We were up at 6.30 the next morning – a quick bit of breakfast, put the final bags in the cars, and at first light we were ready to go. John's good friend Peter Reid (24/80) arrived, and we were on our way. Matthew travelled with Peter (who was on his own), and I drove the 6/110 for the first stint to the Melbourne meeting place at the motorway service centre at Pakenham, just east of Melbourne. The whole of the route there was on motorways, and I followed John in his 25HP. I couldn't believe how busy the motorways were at that time on a Saturday morning, and occasionally I struggled to keep John in view as cars invariably kept filling the gap between us. I lost sight of Peter and Matthew in the rear-view mirror soon after we crossed the West Gate Bridge, and wouldn't see them again until 10 minutes after we arrived in Pakenham, as they took a different route soon after losing sight of us.



On the road on the first day. Peter's 24/80 had developed an oil leak from the filter housing, which was soon fixed.

It was good finally arrive at Pakenham after about 90 minutes on the road. Many from the Victoria Club had already arrived, and most were 'national rally regulars', so it was great to be able to renew friendships and catch up again. We weren't due to leave until 10am, so many took the opportunity to get some food and drinks in preparation for the next stint to Sale, about two hours away. The weather forecast wasn't good, and by now rain was starting to set in, and it was clear we were going to spend some time in the rain for the rest of the day.

Getting back underway, I hopped into the 24/80 with Peter Reid, and Matthew took over driving duties in the 6/110. As we were now well outside of Melbourne, the traffic had eased up considerably, and the motorway was down to 2-lane in our direction as well, so the pace became a bit easier and we were all happy cruising along at around 90km/h with the other traffic cruising past. Soon we were out of the dried-off brown countryside, and into more green and lush farm-covered countryside. It was interesting seeing lots of old remnants of earlier settlements – some in great condition, and others unkept and pretty much in ruins – and imagining what it must have been like for the early settlers arriving in the vast and expansive area 200 years ago. A hard life, I'd suggest.

Eventually we arrived in Sale and found a local bakery where we had some lunch. The snot pockets here weren't quite as good as the ones in Sunbury. The 3 cars were running well so far and we were all happy, except John and Allan were complaining that a bit of water was getting into the car between the hood and windscreen, but I guess this could be expected travelling at motorway speeds in heavy rain. As we left Sale, I took over driving duties from Peter in the 24/80 – I'm pretty sure this was my first ever drive in a 24/80. I was impressed. It was smooth and



relatively quiet at cruising speeds, visibility was excellent, and it handled well. It's easy to see why they were popular in Australia. As we carried on along the Princess Highway, towns became less frequent and there were more stands of bush and trees, with the occasional lake or river as well. The roads were pretty good, but notable was the amount of guardrail both centreline and along the shoulder, and regular passing lanes as well, certainly taking

the stress away from anyone trying to get around us. By 4pm we had arrived at our stopping place for the night, Lakes Entrance. This was the venue for a National Rally some years ago. We were all booked into the local RSA motel, with dinner, bed and breakfast costing \$170 for a shared room for two. This was good value, and the rooms were spacious and warm too.

All of the cars could be accommodated adjacent to the rooms, and it didn't take long for some minor issues to be attended to on a couple of the cars. Peter Reid's 24/80 had a slight oil leak in one of the rear hubs and needed a brake clean-up, but both the 6/110 and the 25HP were running extremely well, although a small water leak out of one of the welch (frost) plugs on the 6/110 meant the radiator had lost about a litre of coolant during the day, so it was something we were going to have to keep an eye on.

Of more concern, however, was that one of the members from Melbourne (95 year-old Ron McMaster, driving a 3-litre Vanden Plas) hadn't turned up that evening. He had been seen early in the day near Pakenham, but didn't stop at the meeting place there, so it was assumed that he'd gone ahead without us. Alarm bells started to ring, but it was decided to wait until the morning before contacting his family, in case he arrived later that evening.

We had a good dinner that night, then off to bed to get up early for breakfast the next morning so we could get back on the road again. At breakfast, however, there was still no sign of Ron, so Graham Keys made a decision then to contact the family and also to call the police and report him missing. This was to create a bit of a cloud over the Rally, as we were to hear no more of his fate until well after the Rally ended. His family confirmed he hadn't returned home, and then the Police put out a missing persons bulletin, which subsequently went media-wide (including national TV) while the Rally progressed. Alas, there was no news, and we found out 5 days after the rally ended that he had got lost on-route, run off the road and had passed away.

Still with 300km to travel, we departed Lakes Entrance about 8.30am. From time to time there were glimpses of the coast as we headed further north. The weather was still very patchy, but was obviously going to get better as the week progressed. Our first stop was about 2 hours later in the small town of Cann River. We refuelled the cars, and then ourselves in a local café. It was like a 1960's tea rooms, complete with a log burner in the middle of the room and an outdoors toilet with a key on a large wooden keyring that patrons could borrow. By now we only had about another 2 hours to go to get to Bermagui. It was very wet once again, so we decided to keep going now all the way to Bermagui. Somwhere around the town of Eden, about 90 minutes later, we lost sight of John and Allan in the 25HP, but knowing they would soon call us if they were in trouble, we kept going. It turned out they had taken the route displayed to them on their Navman,

which was the 'scenic option', and quite a bit longer. Eventually, however, we all arrived at our accommodation near Bermagui – the Ocean Park Holiday Park, which was about 8km north of the town. Essentially it was a very large caravan park with about 20 motel units overlooking a large inland lake. The motel units were very nice and reasonably priced, but were spread throughout the holiday park. This meant were 2-3 minutes' walk from Allan and John in one direction.



and from Peter Reid, who was at the other end of the camp. Luckily, however, Michael and Raewynn were next-door but one from Matthew and I, so we decided to have breakfast with them every morning to get the best out of our time together. This worked well.

About 6pm that evening, everyone on the rally converged on the Bermagui Country Club, where the rally registration and opening dinner was held. There were lots of handshakes, hugging and happy conversation going on as everyone caught up again. We collected our rally packs, and sat down to a delightful buffet meal together – the first real opportunity to meet and greet the 100-odd rally participants, mostly from Victoria and NSW – but with a few from Queensland as well. Tony Eccles, the Rally coordinator, officially welcomed everyone and set the scene for the week to come. Amongst those who arrived were Harry and Gay Sutcliffe, who had flown from Auckland to Sydney, and travelled down to Bermagui on the inter-city bus. They had managed to stay in the front left seat for the whole journey, and had a great trip down – seeing lots, and chatting to the drivers along the way. They were booked into the caravan park immediately

beside the one we were in, and teamed up with Richard Keylock, a fellow 6/90 owner for most of the rally. The next morning (Monday) we met again at the Country Club at 9.00am, this time for concours judging, the group photo, and a public display. By now the weather had cleared up properly, and it



would stay that way for the rest of the Rally. The 40+ cars were all grouped according to model type and year, and two local car club gentlemen poured over them all to pick out the best. Another bloke arrived with a drone and took lots of photos of all the cars and then of all the rally participants. He certainly made it look easy. It was interesting looking around the cars. Many of

them have been modified in various ways to make them easier or better to travel the longer distances required for motoring in Australia – rack and pinion power-steering on a 6/90, a Bseries 1800 engine and disk brakes all around on a 4/44, 5-speed gearboxes in 6/80s, and electric

fans on lots of cars are a few that come to mind. All tastefully done and wellengineered.

Lunch was a DIY barbeque, where we were supplied with an abundant quantity of food – some of it left-over from the night before – and left to cook up what we wanted. In reality, about 4 members stepped up and just got stuck in and BBQ'd up everything – steaks, sausages, chicken, bacon – whatever anyone wanted. There was heaps to go around. Star performers were Matthew and the one-armed Michael, both more than happy to do their bit.

The afternoon was free to do whatever we wanted around the town, or to take part in a fishing competition in one of the local lagoons. As it turned out, one of the concours judges was in the midst of a Wolseley Hornet Special restoration, so



Matthew and Michael (centre) helping with the BBQ

John, Allan, Matthew and I went just down the road to his place and spent an hour or so looking at progress and discussing the restoration and where to get parts that would be required to finish it off. Fortunately the owner, Bevan Cursley, had most of what he needed except for a body, which was about to be built for him in the UK. Between John and I though, there were some smaller parts we either had between us, or could suggest sources for, so it was a useful meeting for all of us. We then drove out to the lagoon to see how the fishing was going, but I don't think anyone caught anything.

That evening the full group got together again for a buffet dinner, which was held in one of the local cafes under a series of large gazebos. It was rather cool outside, but there were plenty of outdoor heaters cranked up so everyone was able to keep warm. Once again the food was great and nobody went hungry, and the day wrapped up at about 9pm.

The next day (Tuesday 7th) was a big day, as we were all to travel to a seaside fishing and port town called Eden, about 120km south of Bermagui. Matthew and I got up early and had breakfast with Michael and Raewynn, and were soon on our way with John in the 25HP, leaving Raewynn to drive herself and Michael in the 6/110. The Rally was split into two groups this day, because in Eden we were to take a boat cruise around Twofold Bay, and the boat could only accommodate half of the group at a time. Whilst our group was doing the first shift on the boat, the other (including Michael & Raewynn) were to visit the Sapphire Coast Historical Vehicle Club's facilities and then the Eden Killer Whale Museum.

We arrived in Port Eden at 9.30, with enough time for a coffee before boarding the Cat-Balou. By now the weather was clear and calm, and the bay as smooth as glass. The boat took us right around Twofold Bay, where we saw lots of the local wildlife (including dolphins and seals) and called in at the local landmarks around the bay, including early homesteads and the huge woodchip export facility. An excellent commentary was also provided about the early history and some of the local early personalities of the region.

We were also told the (true) story of Old Tom, a killer whale which was befriended by the early whalers. The story was that it learned how to rally up other killer whales, the group then shepherding blue whales into the harbour where they drove them into shallow water to be slaughtered by the whalers. They were rewarded for their behaviour by being given the tongues to feast on. Old Tom even soon learned to tow the whaler's long-boats out to where the



whales were. He was found dead eventually, and his skeleton is now on display in the local Killer Whale Museum. To prove the truth of the story its left-side teeth were worn down where it had been hanging on to the rope!

Our group returned to the port around 12pm, to be met by the other group ready to embark on their cruise. We had a relaxing lunch in one of the local cafes, and then visited the Killer Whale Museum (lots of interesting exhibits there besides Old Tom's skeleton), and then headed about 5km north to the Vehicle Club's facilities. There we had a look around their two big sheds, one filled with member's cars (including a Wolseley 1500), and the other a workshop with lots of projects underway. We then headed for home, taking our time and enjoying the scenery. Later, we found out that the second group was lucky enough to see a whale on their outing – completely out of season, but a bonus for them.

Back at the motel we had a spare couple of hours to relax, before heading out to dinner just down the road from the motels at the Camel Rock Café. Although under cover there, it was very cold, and unless you were lucky enough to get near one of the few outdoor heaters, it didn't really inspire many to hang around after the food was served and eaten. It would have been a great venue on a warm eventing though.



At the Montreal Goldfields, gathering the history

The next day started off with a visit to the Montreal Goldfield, which was just down the road from our accommodation. Now a historic site, the goldfields developed around a stream that funnelled a source of gold down towards a local beach, so was soon discovered by the early prospectors. A whole town (now all but gone) sprung up in the immediate vicinity, and all that remains now are a network of abandoned vertical shafts between 5 and 10m deep where the diggers dug down to a layer of sediment containing the gold. It's the sort of place you wouldn't want to walk around in on a dark night, as the shafts are everywhere, some protected, some not. We were divided up into about 10 groups and given a guided walk around the area, with plenty of local history and stories thrown in. There was no doubt that the only people that made any money were the local store-holders, publicans, brothels, government officials and banks – similar to today, we had Contain banks are interacting.

really! Certainly an interesting place to visit.

From there, we travelled about 20km north to a town called Cental Tilba – a town dating back to the turn of the century whose livelihood now revolves around niche tourist shops (every former house on the main street is now a boutique shop or café) selling crafts, jewellery, clothes or food items to visitors. It reminded me a lot of the main street of Carterton in the Wairarapa, which we'll no doubt visit during the 2020 National Rally. We walked both sides of the main street,



In Central Tilba



Some of the Rally cars outside Phil Mudie's shed (top), and some of Phil's cars inside his shed (bottom).

finding a few items of interest (I bought a great scarf and driving hat for the open cars) and then called into a café for an ice-cream. It was a nice place to be on a nice day.

The afternoon was then finished off with a visit to a winery and/or one of the local car collectors' (Phil Mudie) shed, which was huge. He had a couple of major Jaguar projects on the go, but had a great collection of both British and American cars of all ages and marques, including a nearly completed 6/80 project. This bloke and his wife literally lived in the shed with his collection, but I

gathered plans for a house are well in hand?

That night we all parked up in the main street of Bermagui, and enjoyed another great meal at the Beach Hotel – this time completely indoors in a warm room.

The next day we were to visit 3 reasonably local towns. Once again the weather looked very promising. I was up reasonably early, and decided to give the 6/110 a wipe-over and check before we had breakfast. I opened the bonnet to check the oil and water, and immediately noticed a small stream of water squirting out of the frost-plug that up until now just had a very slight drip. I found a self-tapping screw, and tried screwing that into the hole, but immediately made it bigger. I started to look around for something big enough to jam into the inside of the frost-pug, trying bottle tops, a tooth-past cap, a 50-cent coin, but it wasn't going to work. I went and knocked on Michael's door, and when he opened it, I said "Housten – we have a problem!" He looked around for various circular objects too, but other than having Raewynn tied to the bonnet with her finger in the hole, nothing was going to work – we were going to have to find another frost-plug somewhere.

I called John, and immediately Allan offered to travel out to the nearest town with Sandra Slattery in her Holden Astra to see if he could find one the right size for us. Believe it or not, he found an old-school garage in the town of Cobargo (which we were to visit that morning), found two that he thought could be the right size, and bought them back for us. In the meantime we managed to drive out the old one (luckily it was the front one in the cylinder head, so was reasonably easy to get to after removing a few things), so when he returned we compared the size, and neither was the right one.

We then decided to leave the 6/110 there, and try and find the right one when we visited Cobargo that morning. Matthew and I travelled with John Mallia, and as soon as we got there we found the garage where Allan had been. It was REALLY old-school, with a wooden floor, parts and old engines everywhere, and an office covered with posters and papers everywhere. It was a health and safety nightmare, but boy did they have some stuff!! Unfortunately they didn't have the right size, so the owner got on his phone and called his mates in the next town we were to visit. He was confident we'd get one either at the Repco or the Autopro shop there. We were pretty relieved. Before we left Cobargo however, we ran into Merv and Marylin Wayne, from our club in Christchurch. They were doing a motorhome trip around the region, and timed their trip to try and catch up with us on the rally. It was great to see them, and we had a good catch-up with them. Also in Cobargo, John had arranged to meet up with a local fellow who had a photograph album full of photos of a Series 2 Wolseley 25HP sedan that his father had bought new, the same model as one that both John and I own. We spent a good half hour over a cup of coffee looking through the photos, and also at a wonderful set of sales brochures he had. I took photos of all of them, and they came out pretty jolly good too.

Consequently, we were amongst the last to leave Cobargo, now heading to Bega (about 40 minutes away). Our immediate priority was to find the Repco store on the main street, which turned out to be easy. After rummaging around in their frost-plug bin, we concluded they didn't have one, so after thanking them for their trouble, we headed off to the Autopro shop which was only just up the road and round the corner. We walked in the door, and before we had even said a word, immediately the guy behind the counter said "here, this is what you need!" and handed over a frost-plug. What's more, it was the right size, and it was a brass one. It turned out he was the one the bloke in the garage in Cobargo spoke to, and was waiting for us to arrive. He made our day!

Feeling much more relaxed now, we carried on to the lunch stop at the next town, Tathra, which is right on the coast. Lunch was at an old stone pub probably dating around the early 1900's – a typical Australian design surrounded by verandas. Inside, however, it had had a complete re-fit and modernisation very recently, and it was absolutely stunning inside. I even walked around all of the areas we had access to to have a decent look, and I was impressed. The food and the



Outside and inside the Tathra Hotel – a great place.

service too was excellent. From the restaurant there was a view over the coast, and we were told that during October and November whales can be regularly seen doing their southern migration. I'd like to go back there sometime with Jenny and stay in the hotel to try and see it, but also to have another look around the area – it's particularly nice.

Around 2pm we were back in the 25HP again, heading back to Bermagui via the very scenic coastal route. This was the route that John and Allan had mistakenly used when first going to the Rally – lots of ocean views, inlets, and even a few single-lane bridges!

We got back to the caravan park about 3.30pm, so I immediately got busy on the 6/110 and used some borrowed tools to fit the new frost-plug and re-fit everything. After re-filling the radiator I took it for a quick run just to make sure there were no leaks, and all was good. We were

glad that it had happened the day before we left for home, so we had time to deal with it properly. That night we all travelled back to the Bermagui Country Club to enjoy the final dinner and prizegiving. It was a good night out – good food again, and all the same good company. We tried our best to sit with different people every night so we could get to know others a bit better, and this worked well. John Mallia and Peter Reid both won their respective classes in the Concours event, and John also won the peoples' choice award for the 25HP DHC. I was also given the opportunity to put a plug in for the next NZ National Rally in 2020, and lots indicated an interest in coming over to NZ for it. Most didn't stay late, because we had to meet again for the farewell breakfast at 8am the next morning.

Back at the motel, Matthew and I got things packed up ready to be away early the next morning. Michael and Raewynn were going to carry on with their holiday and travel to Canberra with Graham and Sharon Keys, and in their place we were going to take Harry and Gay Sutcliffe back to Melbourne with us in the 6/110, where they would spend an extra week with friends. It was a good arrangement indeed. We were all up early the next morning. cleared the motel units, put our gear into the 6/110. checked the oil and water (which hadn't changed) and then headed into town. I dropped Matthew and Raewynn and Michael off at the breakfast venue (the same one as our meal



on the Monday night), and then went back to pick up Harry and Gay and their gear so we'd be good to go straight after breakfast. A superb spread was put on for us, and would set us up well for the journey home. The farewell was a bit emotional for some, as it would be at least another 2 years before most would meet again, and for one woman who had attended every national rally so



far and was suffering from an advanced cancer, it was definitely the last time she would see most people again – very sad. By 9.30am however, it was time to get on the road again. Matthew drove

Saying farewell at the final breakfast, overlooking the bay at Bermagui.

the 6/110 (with Harry and Gay enjoying the scenery), Allan carried on with John Mallia in the 25HP, and I drove Peter Reid's 24/80 again, with the two of us enjoying lots of interesting conversation along the way.

It would be fair to say that the trip back to Melbourne was uneventful, but good fun. There's nothing like touring with good friends in Wolseleys! On the way back our first stop was at Eden where we had earlier done the boat cruise (great coffee there), then the next for a late lunch at Cann River. We went to a different café there this time, where we encountered the most assertive shop assistant I've ever come across. She told us what we would have, rather than us choose! John also managed to get into a discussion there with a South African woman about politics and the state of the nation. I thought she had the better of him for a while, but his parting shots were pretty damn good! It was all quite humorous really.

Our overnight stop was in Lakes Entrance again – same good motel, dinner and breakfast. We were running into storm clouds all the way there, and the news was telling us that Melbourne was finally experiencing very heavy rain, so we knew we were probably going to going to cop it tomorrow. Matthew and I went down to the local parts shop and bought a new set of wiper blades for the 6/110 – another one that looked like it came from the 1980's, but spotless, run by a really friendly and helpful father and son, and heaps of interesting old stock amongst all the modern stuff.

We had a really good night's sleep, with the rain pelting down during the night. Up in time for breakfast at 8am – a good one that set us up for the day again. While packing the cars, John noticed that the 25HP had a flat rear tyre, and although it pumped up again, John rightfully decided that he should get it repaired properly, as we still had 350km to run. Another member, John Burman, had also noticed his 18/85's front tyres had worn to the chords on the inside, so a local tyre shop had to be found. John left well after John Burman, and we followed shortly after, finding them all at a large tyre shop/testing station on the edge of town. We soon realised that

there was only one person on duty, and he was busy working the 18/85 - stilldoing the first tyre, so it was obvious we were going to be there a while. I asked the guy if he would mind if Matthew did John's tyre on their other tyre machine, and to our surprise, he said "if you know what you're doing, help yourself". Matthew got busy, and as soon as he had mounted the wheel on the machine and clamped it up, the guy said "you're right mate, good to see someone who really knows what they're doing". Matthew found a small hole in the tube, so a new one was found and the tyre re-fitted, and we were on our way. John was only charged for the tube, and I reckon we saved at least an hour.

Our first stop that day was back in Sale, at the same bakery we'd stopped at on the way up. More pies and buns! I chose a lamington and a coffee, but I reckon they were the same ones that were in the counter on the day we travelled to the rally. The cream was solid and the



lamington's hard – I should have complained, but the coffee was OK and I didn't want to spoil the day – we were all happy and having a good time. I secretly hoped the pies at least were fresh, or we'd all be sick tomorrow.

Our final mission for the remaining 200km was to stop just outside of Melbourne, and swap round the luggage a bit, and then drop Harry and Gay off in St Kilda near central Melbourne so they could meet their friend for the rest of their holiday there. We planned our last stop to be at a motorway service centre about 50km out of Melbourne, and arrived there about 3.30pm after encountering a few heavy showers on the way. It was there we said farewell to Peter Reid, as he would head straight home from there. I took over the driving of the 6/110, and with Mr Google navigating and John following, we soon found our way into central Melbourne and then out to St Kilda, successfully dropping Harry and Gay off outside their hotel. From St Kilda, John led the

way out of the city, onto the freeway and then back home to Sunbury, arriving just as it was starting to get dark.

It was a relief, but sad to be back home again, as that pretty much marked the end of the holiday. Both the 25HP and the 6/110 were running as well as they were when we left a week ago, and had performed wonderfully on the whole trip. We unpacked the cars and put them away in John's shed, and then went out and had a great meal together, this time with John's wife Sandra – it was a good way to mark the end of the rally and the holiday. All that was left to do now was to spend one more night at John and Sandra's, get up in the morning in time to be at the airport at 7am, and then fly home. I took another 24/80 gasket home with me – this time a used one to send to Gasket Specialties in Auckland as a sample to get a price to have some manufactured. And no, I didn't leave it in the toilet at the airport this time!



Gay and Harry (and a few others in the background) enjoying the boat cruise in Twofold Bay

Don't forget the Wolseley Club New Zealand 2020 National Rally, Lower North Island

Sunday 8th to Saturday 14th March 2020

See last month's newsletter for more information – you can do your accommodation booking now.

Your Next Major Wolseley Adventure!

6/90 Progress – or Lack of.....

Its been some time since I did an update on progress with the car and thought it was time, Have actually been putting it off until the body returned from the pain shop but that seems to be on the never never. Feel free to edit as necessary.

Back in 2015 I embarked on this restoration project with a self imposed completion time frame of three years. That was up in August last year so its time to confess that I was extremely optimistic (some may say naive) as to how long thinks take to get done. As those that are familiar with the vehicle will be aware the 6/90 was in pretty good condition with some rust repairs already completed although the front guards and doors needed attention. Having decided to completely strip the body and remove it from the chassis the body was then mounted on a modified trailer frame. This was sent away to get the last of the rust removed from the front guards and doors, leaving the chassis free to be rebuilt.

The body returned from the panel shop within a month and it then took some months to get it into the selected paint shop. After several false starts the body finally went to the paint shop on the 1st of March 2018, in the mean time work had progressed well with the chassis completely stripped down and the suspension fully rebuilt as well as the motor and gear box now installed as detailed in my earlier update of late 2016. In August 2018 I had clamped temporary brackets to the chassis to hold the radiator in place along with a make-shift consul holding a on/off switch, choke cable and starter button to allow me to run the motor. The official start up was held on 25th August 2018 with a good gathering of Christchurch club members in attendance. After a false start, (timing was 180 degrees out) the timing was set correctly and the motor purred into life but true to its British heritage immediately began to leak oil. The culprit was found to be a incorrectly fitted front pulley, with the key pushing up and breaking the pulley and ripping the oil seal in the process. Another pulley was sourced from the club along with a new oil seal and timing cover. After stripping and painting the appropriate bits the timing cover, oil seal and pulley were installed with a new key fitted just in case. The motor was run up again to check for any problems but all appeared to be leak free. Long may it last. The broken bits were then taken back to the workshop that had assembled the motor to ensure they were aware of the issue.

The radiator, temporary brackets, wiring etc were removed from the chassis now awaiting the newly painted body. The paint shop had promised the body would be finished by Christmas 2018 and five rims painted in the body colour were ready in late September but a fire in their paint shop late in the year put paid to the body being completed. Luckily it was stored in a building next to the paint shop when the fire happened.

Just to make life a little more interesting, in March this year we also sold up our small holding outside Leeston, Canterbury and shifted to Oamaru North Otago where we intend to retire. Although we had disposed of most of the farm equipment, all those sheds of stuff do not fit that easily into my good sized workshop/garage. I have plenty of work to do here while we wait for the body to be completed.

As of the the end of May 2019 there has been some progress with the front guards, the doors and the fire wall of the main body having received a top coat and the main body, bonnet and boot should be completed as I write. The vehicle body will then be assembled again and a full underseal coat applied to the underside and front guards. I am looking forward to the arrival of the body so I can fit out the doors, wiring etc to allow the upholster to complete the headlining, door panels etc.

With everything falling into place another up-date should be possible later this year.







Photos show progress on paint so far

Dunedin Weekend

We are planning a weekend in Dunedin on 6th, 7th and 8th September to take part in or visit the annual Autospectacular event. For those well out of Dunedin (north or south), the plan is to arrive in Dunedin on Friday afternoon, and have a meal together that evening. As yet, whether or not a Wolseley club display is entered at the Autospectacular has to be decided.

On the next day (Saturday) we will visit the Autospectacular in the morning regardless of whether or not there is a club display, and have a run somewhere in the afternoon (Olverston is a suggestion), then dinner with as many Southern Region members as possible that night. Sunday would be an amble home, perhaps stopping in Oamaru on the way. More details will follow, but mark the date in your diary now.

Buy and Sell

For Sale:

1935 Wolseley Wasp has only had 4 owners in 83 years!

Has been continuously registered and warranted is in good condition and runs well. Has original hand book. It used to belong to the late Mort Andrews, Palmerston North. A very rare car with known history, provenance, and patina. \$25,000. Car is in Wanganui. Contact: Pat Cannon, phone 063438540 or 0211159924.



For Sale:

1961 Wolseley 15/60 with 62793 miles. Has be in a shed near Cromwell in Central Otago for twenty years. Body, paint (light blue) and wood work in excellent condition, Chrome etc very good. Engine is free, seats need some work. Rego has lapsed. It is a one family owned car which will take very little to get on the road. Any reasonable offers considered. For further information phone Andrew and Jan Burton on 0274 393 628.







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