

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

#### **JANUARY - FEBRUARY 2014**



Colin Winter gets the 1900 Wolseley ready for departure on the 2014 Brighton Run in Dunedin (see President's Report inside).

#### **OUR CLUB OBJECTIVES:**

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



Club website: www.wolseleycarclubnz.co.nz

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#### EDITOR'S STUFF

As I sit down to write this, the first month of 2014 has gone already, and it seems such a long time ago since the last newsletter rolled out of my laptop computer. The National Rally is now only a bit over 3 weeks away. Scary!?

This year Jenny, Matthew and I spent our Christmas holidays at home basically just chilling out and doing some things we wanted to do. Although I didn't make a formal list of things I wanted to do, I had a number of projects in my head that I wanted to see done, and as is often the case, my



'list' was a bit ambitious. I guess I only really got about half of them bowled off, but in the end I was pretty happy with that. It was very pleasant waking up in the morning with loose plans, rather than the routine of having to head off to work to spend another stressful day dealing with contractors and Christchurch residents over a yet another sewer repair project that has problems.

One of the priorities was to get a 1300 engine rebuild finished off and into Matthew's 1100 – a project I've had on the go for about 9 months. It's been sitting on a stand by my workbench for most of that period, really just waiting for the head and clutch to be fitted, so now was its time. The need was certainly hurried along when about a week before Christmas Matthew decided to take the 1100 to work for a change, but only made it about

1km from home. Just as he started accelerating up to open-road speed, some loud banging and thumping noises started coming from the drive train, so he managed to limp back home and put it away to check out properly later. He was pretty sure it was one of the drive-shaft universals, and this indeed turned out to be correct. The one on the RHS had come apart slightly, breaking one of the U-bolts in the process and throwing the whole joint out of alignment. Luckily no other damage had been done.

Knowing that a repair was going to involve removing the drive-shaft on that side anyway, and



that if we fixed it, we would only have to undo everything again in a couple of weeks when (theoretically) his 'new' engine would be ready, we decided instead that it was time to pull the pin on his old 1100 engine, and start the process of pulling the whole power unit out ready for the 1300 transplant. After a couple of hours work, it was on the crane and then sitting on the floor.

Attention then turned to the 1300 engine. The re-built head was fitted to the block, the clutch and housing installed, and then a nice coat of BMC green was applied to just the engine, leaving the gearbox and clutch housings as cleaned alloy. We then got busy and

transferred all of the parts we needed off the 1100 engine – radiator, starter, generator etc, cleaning and re-painting everything as we went. The radiator mounting brackets are

different, so these were swapped from one to the other, and in the end I had to make a top bracket as the 1300 radiator sits about 20mm further away from the engine. I also re-furbished a set of 1300 twin carbs and an original 1300 twin-carb air cleaner that came off another car we got as a job-lot when we first purchased the 1100 seven years ago, and to top it all off, I bought a nice alloy rocker-cover off Trademe just before Christmas.

Taking care of all the detailed stuff and setting everything up before we put it all back into the



Ready to drop the engine into the 1100

car took another couple of days, but soon it was ready to drop back into the 1100. Getting it sitting back in didn't take long at all, although it did take another good day to connect everything up as there were a few subtle differences between the 1100 and 1300 when it came to things like carburettor connections, mounting brackets, etc. We found easy answers for all the problems though, and soon it was all together and ready for the first start-up.

After a short period using the starter motor with no spark-plugs in to make sure we had oil pressure, the plugs were put back in and it was fired up. Having put a slightly modified camshaft in, setting it up to run well was always going to be a bit of guess-work, but after a couple of adjustments to the mixture, timing, and to the clutch, it was soon sorted well enough for a test-drive. Considering the gearbox was an unknown quantity (apart from a visual inspection with no block on it), we are really pleased with the way it drives now. It is well up on power from the 1100 engine and has slightly taller gearing than the 1100 engine as well, so it's just that bit nicer to drive. All-round, it's quite an improvement, and well worth the effort and cost. With its extra bit of colour and bling, it looks good in the engine bay too.

With the 1100 now out of the way, attention was turned to John Mallia's 18/85, which we're looking after for him until he returns from Australia for the National Rally. It had a really scruffy dash top in it – as is typical of cars of that age, the sun had warped and buckled the vinyl top, the speaker hole was missing its gauze finish and was just a hole, and it just looked horrible when sitting in the car. As well as this, the radio/CD player wasn't fitting properly, and the whole dash assembly was missing some screws and was loose at one end, which made the dash-mounted auto lever a bit floppy so the gear positions were a bit loose as well.

On most Wolseleys I've worked on, the dash top pad comes off before the dash itself is removed, however with the 18/85 and indeed the Six, it's necessary to remove the whole dash first, as only then can you reach the 10 or so small nuts that hold the dash top in place. Unfortunately, removing the dash also involves removing the steering column! So, I had to bite the bullet, and do all of that. It was one of those jobs requiring patience, as the workshop manual offers little in the way of clues how it all comes apart. The rough sequence is to remove the steering column (complete, from the floor up in one assembly), unbolt everything you can find below the dash, remove the instrument panel complete with instruments, remove the screws along the top of the dash, disconnect the automatic linkages (one inside just behind the dash and the other inside the engine bay), and then remove the dash as an assembly complete with glove-boxes, air vents, radio, etc. It sounds



18/85 with the dash out. Yes, it did all go back together again.

easy, but it takes time. With the dash out, it's then possible to undo the small nuts holding the dash top/crash pad in place (still not easy though) and then manipulate the threaded studs out of their holes. Once out, I removed the existing black vinyl and re-trimmed it with a new section of black vinyl, gluing it around the edges. The demister vents were finished off with some metal vents from an old Morris 1300 dash that I had in my

parts collection, as it was not possible to stretch and glue the vinyl down inside the vent slots on the 18/85 panel. These fitted the holes in the dash-top mounting panel almost exactly. Instead of using small nuts to hold the panel back in when it was replaced, I bought some small wing-nuts from Mitre 10 so I could get them tight by hand, rather than trying to manipulate a small spanner to do them back up again. These worked well. With the top now in and looking good, I then tried to get the radio fitting better. However, the problem was that it was too long, so that when it was pushed right in so it was almost flush with the dashboard it would hit the heater, which is only about 170mm behind the dash. In the end, the only solution was to buy a shorter radio unit with no CD player but with a USB and I-Pad connection point, and install that instead. Repco had the ideal JVC unit in their Boxing Day sale catalogue for \$79, so I went out and spent some of John's money for him on that. It fitted perfectly, and looks good too. Before I put the dash back in, I mounted the speakers on some brackets underneath the dash – these were not fixed anywhere in particular before, and were just sitting on the floor waiting for somewhere to

go. I also put a cigarette lighter socket in the parcel tray so John has somewhere to charge up his I-pad and to plug in his Navman.

John had also made mention that he would have liked the paint on the bonnet and roof to be re-done before the rally, so right now the car is at a paint-shop having that done. I hope he likes it all when he comes back. His plan is to use it on the rally, and then send it back to Australia, where it will be quite a rare car.

Also during the holidays I had Simon Verkerk come around so he could use the hoist in

my shed to replace the steering rack in his 1300. At the last Swap Meet, he was lucky enough to purchase a brand-new 1300 steering rack for \$120, which was great, because the one in his 1300 was knocking a bit and annoying him. He duly turned up and got stuck into the job, which involves dropping the rear of the front subframe. What the workshop manual didn't tell him was that it's also necessary to undo the gear-lever housing at the gearbox. Matthew has done the job on his car and could have told him had he been home, however we soon worked it out between us, the job was



Simon gets a hand with his 1300

eventually finished successfully, and he went home very happy. He was then taking his 1300 to a friend of mine to have a set of twin carbs and a factory branch manifold fitted. Up until now, it's only had an 850 Mini 1¼ " carburettor and air cleaner fitted (which was on the car when he bought it), so I'm sure he's going to notice a big improvement in it when he gets it back.

Last, but not least of the holiday jobs was some work on Matthew's 1500. This was one of the jobs on my 'list' that didn't get started during the holidays, but is now on the go during weekends and some evenings. For those with some memory of my earlier ramblings, you may remember that this was a car we purchased about 4 years ago. It had been sitting unused for about 10 years when we got it and needed a few problems addressing, the most important being some rust repairs to the front cross-member. We had that done, and while the engine was out to allow access to the cross-member, we had spent some time on the engine to fix a couple of oil leaks, fit a spin-on oil filter and twin SU carburettors, a factory heater, and generally tidy up the engine bay. All the brake and clutch hydraulics have also been reconditioned, and a re-cored radiator fitted with an electric fan. We then moved house, and nothing more had happened since, which is now well over a year ago. Matthew is hopeful (and I'm trying to make it happen) that we can get it going and roadworthy in time for the National Rally, which is of course rapidly approaching. Last weekend I managed to spend quite a bit of time on it, and it's now at the stage where I've



Getting Matthew's 1500 ready for the road again.

had a sort-out of all the original and "added-in" wiring so I now know that everything electric works as it should and won't burst into flame when the key is turned on. I really enjoy doing this sort of project, where it seems like you are bringing the car out of a long-term coma and back to life again, step by step. All we really need to do now is weld in a small patch just behind the front mudguard where we found a hole when we removed the front guards, re-fit the front guards, front panel and bumper; bleed the brakes and clutch,

fill the engine and gearbox with oil, and then start it up and enjoy! I'm not expecting any big WOF issues, and the registration is on hold, so it might make the Rally yet. The paintwork is poor and the interior is only average, but it will be great to see it back on the road legally again, and that work can follow in due course. One of the first trips after the National Rally will be to take it back to the family we bought it from. They had owned it for over 20 years, and had to sell it when the father developed multiple sclerosis, and could no longer work on it or drive it. It had been their family car and later his hobby car, and they cried when we took away from their house on a transporter truck. I'm sure they will be delighted to see it back on the road again.

And just in case you thought that all I did during the holidays was work on Wolseley's, well, you're almost right. I thoroughly enjoyed it though. Well, most of it – there were a few times when it wasn't safe to come into the shed, especially when trying to get the 18/85 dash out then in again! But...... I did manage to do some other things like mowing the lawns, planting about 50 more plants around the house, sort out an irrigation system for the garden, visit family in Ashburton, and most of all, enjoy Christmas day. Before finishing, and on a very sad note, I must pay tribute to one of our most inspirational and involved members who sadly passed away on 5<sup>th</sup> January – Dolphy Mathis. Dolphy's passion for his Wolseleys was totally infectious, and he would think little of taking them from one end of the country to the other to take part in an event and enjoy them to the maximum. He was a true gentleman, and also a real people person, and could strike up a conversation with anyone. Others have paid tribute to him later in the newsletter, however I would like to add to them by saying genuinely how much he will be missed by not only myself, but by all those who have come to expect him to turn up at events, both local, national, and overseas. I'm sure all of our members will join with me in passing on our sincere condolences to Margaret, his daughter Johanna, and to Dolphy's wider family. Hope you all have a good month, and if you're travelling to the National Rally, take care and I'll see you there.

Colin Hey

#### CHAIRMAN'S REPORT

#### Hi Members,

I hope everyone was able to have a good break away. The weather throughout the country wasn't the best at times, so a bit of tolerance we needed at times to get through. The weather conditions down here were fairly extreme at times coming up to Christmas with thunder storms along with heavy rain. This meant that I was very busy servicing water treatment systems that were getting a little over loaded. As a result we stayed home for Xmas and went away for a few days at New Year, when things settled down a bit.



Gordon beside the Winter's 1900 Wolseley

I was saddened to hear that Dolphy Mathis had passed away. He was a very gentle man who would give his time to anyone at any time, always on for a chat and free with his knowledge and advice. The Wolseley Club has been fortunate to have had Dolphy as a member. Our thoughts are with Margret, Johanna and families. It was great to hear that many club members, with their cars attended Dolphy's funeral.

I have had the 6/110 out a few times over the break. One of our outings was to the 60th Dunedin - Brighton run for veteran vehicles. It was held on the 25th of January. What made this such a good day for Wolseley owners was that the Winter's 1900 Wolseley, being the oldest one there and the only car to have attended every run, led a convoy of 63 vehicles and 7 motorcycles off. The first rally had 18 vehicles in it, eight of which took part in this year's run.

On the front page of the Otago Daily Times 24th of January, the day before the rally, is a half-page picture of Colin Winter driving the 1900. If you Google the ODT you can read the article. The rally distance is 45km and would take about an hour. The 1900, has over the 60 years, been driven along this run by three generations, they being Mervyn (Colin's father) Colin and his son Gary. The car is believed to be the oldest Wolseley in private ownership, and was exhibited at the 1900 Paris Exposition.

The car is looking absolutely beautiful. The Winter's have stripped the car down, all of the woodwork apart from the fire wall has been rebuilt, repainted, pinstriped and badged. It is really something to see. It has also been given its previously unwritten name "Grandma". I congratulate the Winter Family for the history of this car and for being so free in presenting it for us all to enjoy.

I have a few photos attached for you to see.

Another car that was there was the 1911 Wolseley-Siddeley belonging to Mrs. Leith Newall and driven by her son John Newell, from Rangiora. They have attended this run approximately 20 times and have driven the car to the rally from Rangiora every time. They said it takes about 6 hours.

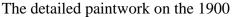
#### CHAIRMAN'S REPORT - continued...





Colin and Judy Winter on the run







Newall's Wolseley Siddeley arrives in Brighton

That's all for my report other than to say Beryl and I are looking forward to the National Rally at Methven, we will see you there.

Gordon Duthie.

#### SECRETARY'S REPORT

Hi,

We hope you all had a very Merry Christmas and a safe New Year .

We had some family time over the break with a week in Auckland with our daughter Victoria and Allan her husband.

#### Now getting back to some history

Our second National Rally was in AUSTRIALIA in 2005, at Lakes Entrance in Victoria. We were loaned at lovely 24/80 by Helen and Peter Berry. Peter is the Editor of the Victorian club Magazine.

We drove down to Lakes Entrance from Melbourne with Richard Sneedon in his 18/85 FWD Wolselely. The Wolseleys attending the Rally were from a 1975 Wedge to 1920's

#### SECRETARY'S REPORT- continued

AC 7. In total 40 cars were on parade for Rally Photo. We travelled up the Inlet on a boat looking at the Pelicans. We had never seen these birds up close before it was quite amazing. We had a really good time and have made some wonderful Australian friends from this and other rallys that we have attended.

After the rally we went and stayed in Melbourne for a few days still with Peter and Helen's car so we could look around the city and outer areas. This was our first time in Melbourne and we had a great time.





Michael and Raewynn and the 24/80 at Lakes Entrance Rally, Victoria

We hope to catch up with most of you at the Rally in Methven I am sure this is going to be a great week catching up with friends and to make new ones.

Cheers
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#### Deadline for next Wolseley Word:

#### Friday 28th February 2014

#### GREAT TRUTHS THAT ADULTS HAVE LEARNED:

- 1) Raising teenagers is like nailing jelly to a tree.
- 2) Wrinkles don't hurt.
- 3) Families are like fudge...mostly sweet, with few nuts.
- 4) Today's mighty oak is just yesterday's nut that held its ground.
- 5) Laughing is good exercise. It's like jogging on the inside.
- 6) Middle age is when you choose your cereal for the fibre, not the toy.

#### Tributes to Dolphy Mathis

Dolphy Mathis has been a member of the Wolseley Car Club of New Zealand for over 20 years and sadly passed away on 5 January 2014. Originally he was a member of the Auckland Branch and once the Bay of Plenty Branch was established, he was transferred. It was nothing for him and Jo initially to be up early and drive many miles to attend any Wolseley event. His first Wolseley a 6/80 was immaculate and drew a lot of attention. Dolphy then decided to restore an 18/85 Series Wolseley which is also immaculate. His final purchase was the Wolseley Messenger which was his pride and joy. All Wolseley rallies held in New Zealand saw Dolphy and Jo participate. After Jo passed away, Dolphy remarried and Margaret became his constant companion at all car events.



The three Wolseleys owned by Dolphy Mathis – The Messenger, Series III 18/85, and 6/80.

Dolphy held the position as National President of the Wolseley Car Club and performed this duty wonderfully.

All Wolseley members extend their sympathy to the Mathis family and his presence will be missed at this year's Rally. He was truly a gentleman who always welcomed any Wolseley member into his home to enjoy a drink and reminisce.

#### Noeline Billing

The Editor Wolseley World

#### Dear Colin,

It is with great sadness that I learnt tonight of the passing of our friend Dolphy Mathis. Dolphy made many Australian friends when he and his new wife Margaret attended the 2011 Ballarat National Rally

#### Tributes to Dolphy Mathis - continued

here in Victoria, and of course he is extremely well remembered by all the Ausssies who regularly travel across the "ditch" to take part in your own wonderfully organised events. He was so proud of his Messenger, especially after sporting its brilliant re-paint just before the New Plymouth National Rally. Naturally, we were mortified to hear that it had suffered monumental engine damage recently. Dolphy contacted me soon after to see if we could help him out with another engine block. Sadly, this was the last time that I spoke personally with him. I think that it goes without saying that the New Zealand Wolseley Car Club has lost one of its strongest supporters, a very resourceful mechanic and a staunch ambassador for the Wolseley Marque. I know that I speak for all his Australian friends when I say that he will be sadly missed when we venture back onto New Zealand soil this February. We offer our most sincere condolences to Margaret and his family. How fortunate we were to have known this wonderful man.

Kind regards,
Graham Keys
Hon. Vice President/Membership Secretary



#### **National Rally News**

#### 2014 National Rally Methven, South Island, 23<sup>rd</sup> to 28<sup>th</sup> February 2014



Not many sleeps left now!

In the next few days, all participants will receive an email confirming arrival and check-in details in Methven (you should plan to arrive at the Ski Time lodge to check in between 3.30 and 5.00pm on Sunday 23<sup>rd</sup> February).

A more detailed itinerary will also be supplied, together with the final cost breakdown of the \$275 per person, which covers virtually all of your meals, admission charges and entertainment for the week of the rally.

On check-in, you will receive a rally pack with a number of goodies, all of your instructions for the week, and other information you will find useful to get the most out of the Rally we have organised for you.

If you are travelling some distance, please do take care on the roads, and plan your journey well so that you and your Wolseley arrive in good health and ready for a week of fun and unrivalled enjoyment!

If you have any last-minute questions, please don't hesitate to contact Allan Francis on 03-323-7559.

#### **BRANCH NEWS and EVENTS**

## **Auckland Branch Coming Events:**

Sunday 9 February 2014 - Concours d'elegance at Ellerslie. Please advise Noeline Billing 2783944 if you are able to display your vehicle.

## Manawatu Branch Coming Events:

#### Sunday 9 February – President's Run to Turakina Valley

Meet at 10.30 am on State Highway 3 South of Wanganui outside the Turakina Antique shop (have a look inside while you are waiting). BYO picnic lunch and tea/coffee. There will not be any toilet facilities.

For more details contact Steve and Margaret Finch on 06 329 4009. Please let us know if you intend to be there.

#### Sunday 16 March – Run to Wimbledon

Meeting points will be Ashhurst Domain and Tui Brewery, Mangatainoka. Then a run out to Wimbledon on an interesting route. Lunch at the Wimbledon Hotel - \$15 per person.

#### Saturday 5 April

10.00 am Working Bee at Parts Shed.

#### **OTHER EVENTS:**

Sunday 2 March - Southwards Open Day

Sunday 23 March – Horowhenua VCC Annual Swap Meet and Collectables Day. Gates open 7 am at Levin Show Grounds Park, 14 Tiro Tiro Road, Levin.

For further information, contact: Ruth Cleal tel. 04 293 3369 or fincle@icloud.com



Who saw Winton and Ruth's 6/90 on the Christmas movie about the Tangiwai disaster on television?

#### BRANCH NEWS and EVENTS - Manawatu, continued

#### **And from Steve Finch:**

Just a brief update on the 24/80 project. We missed the Christmas deadline by miles - probably would not have made it even if Pete was still with us. With hindsight I should have taken a few more photos during the early stages but he said no need, we'll remember that! The engine is in-just needs some fuel, a battery & a few other bits attached including the carb. It is surprising how much time I've spent trying to find such mundane parts as a manifold/exhaust clamps & an oil filter. It is a good job that the car is in the Club shed 8 miles away or none of the usual house & garden chores would still be waiting; part time tractor driving interrupts the job a little but we are getting there, perhaps Easter -- this year-- but that is not far off, and the panel and paint man has not started yet!! Steve Finch

Editor's note: Lance Fitness, who is now giving Steve a hand, supplied the photographs below. Looks like it's coming along well.





## **Nelson-Marlborough Branch News and Coming Events:**

On 19th January we had 2 cars on display at the Nelson Hospice car show. It was a great day and a big turnout of cars - over 200 attended. The public also turned out in droves and enjoyed looking at the cars.

We have been invited to the following events:

February 9th Nelson Car Show Tahunanui Beach.Free.

March 9th Marlborough Hospice Car Show 9-30am at Waterlea Racecourse. \$5 per Car.

Continued on next page......

#### BRANCH NEWS and EVENTS - Nelson Branch, continued

Nelson Branch, Coming events, continued......

#### April 6th Posh Picnic at Broadgreen Historic House Stoke.

Dress up for the occasion in the period of 'your car and bring your poshest picnic set. \$5 per car and \$3 p/p to visit Broadgreen House and exhibition.

This event will be cancelled if wet.



Bryan Stansbury beside his 18/85 at the Nelson Hospice Car Show. Ollie Reid's 18/85 is in the background

## **Christchurch Branch News:**

We've had two events since the last newsletter.

The first was our annual Christmas BBQ at our club facilities at Idlewood, McLeans Island, which went down very well indeed. Perfect weather once again, and a good turnout of members and wives/partners certainly made it a very social and enjoyable occasion. Everyone bought along a salad and a dessert to share, and there was plenty of choice and quantity for everyone. The BBQ was run by Eddie Bishop and his friend Noel Nevin, and Nancy Bishop also played a prominent role ensuring the food arrived on the tables on time, and the cleaning up was done properly. Many others helped too, so thank you to everyone joined in. As an aside, my father-in-law passed away two weeks before this

#### BRANCH NEWS and EVENTS - Christchurch Branch, continued

event, and we took Jenny's mother out to the BBQ so she could enjoy a bit of time away from home to take her mind off things for a few hours. She knows many of our Branch members from the working bees when we had them at New Brighton Road where she and Dad lived. She really had a good time there, and I took one of the best photographs of her I've ever managed to get – she looks totally happy and relaxed, so taking her there really did the trick. Thanks everyone for making her so welcome.

Our second event was a run to Rangiora on 19<sup>th</sup> January, where we had a very nice lunch at the Plough Hotel in the main street. This run was organised by Simon Verkerk, and he did a good job of it too. It happened to be held on the hottest day we've had this summer so far – it got to 34 degrees, so it certainly was good to sit in the cooled interior of the hotel and enjoy another good meal together.

This was the first real outing for Matthew Hey in his newly reconditioned 1100, and being such a hot day certainly was a good test for it. It passed with flying colours, although he did report that it was running a bit hotter than it normally does. Jenny and I took the Hornet, and it was the same – really hot days don't really suit the FWD layout that well.

After we'd finished lunch and a good yarn, Jenny and I and Matthew followed Graeme and Judy Quate to their home in Kianga, where we had a look at his recently purchased 1500 Mk3. This car was advertised on Trademe just before Christmas – those who follow 'Wolseley' on Trademe would no doubt have seen it – it is two-tone blue and in nice condition. Years ago this car belonged to a Brian Sharpe, a Christchurch member, who I think sold it to another member who moved up to Picton. It has recently had quite a bit of money spent on it,



Graeme Quate's recently purchased 1500

including an interior re-trim in leather. Graeme went to Takaka to collect it, and was really impressed with the way it went on the way home. Now that he's nearly got the 1939 10HP fully sorted mechanically, he's already starting to line up a few jobs on the 1500 to make it even better.

Although we've gained another car back to Christchurch, unfortunately we will be losing the very, very nice 6/80 belonging to Joe Queen. Joe is passing the car on to his daughter in Auckland after owning it since the 1960's. It would be one of the better ones in this country, as over the years Joe has attended to anything that needed doing to it, and although it's had many different refurbishment jobs done on it in that time, it can still be honestly described as very original. No doubt Joe is very sorry to see it go, however failing eyesight has meant he can no longer drive it. I hope it stays in the club and will be seen around the classic car scene in Auckland.

The year ahead promises to be an active one for our branch. First we have the National Rally to enjoy, and on one of the days the rally will be visiting Idlewood where the parts

#### BRANCH NEWS and EVENTS - Christchurch Branch, continued



Joe Queeen's 6/80, now heading to a new home with his daughter in Auckland.

department will be open for business. We do have a bit of a problem at Idlewood at the moment, as we have an infestation of rabbits which seem to have made homes under our containers. Unfortunately shooting isn't really possible there, so if anyone has any alternative means of dispatching them, please be in touch. The spares department currently has a Series 2 6/90 and a 6/110 Mk2 in stock for parts or for sale more or less complete (the 6/90 is very rusty but quite complete), so if anyone is interested in parts or a whole car, please get in touch with Ray Willoughby.

Our working bees will continue throughout the year, one aim being to do a thorough stock-take and inventory of parts (especially new parts), and another being to clean out and sort the contents of container we bought from New Brighton Road. Already the calendar of events is starting to fill up too, so plenty to look forward too.

Before finishing, a welcome to new member David Lister from Temuka. David owns two 4/44's. It was great too, to catch up with Stuart and Judith Penny, who moved to the Nelson region last year. They joined us at our last committee meeting for 2013 at Eddie and Nancy Bishop's home in December.

Also, an update on Betty Francis, who has been in hospital for some time now. Although she has some good days occasionally, Allan reports that she will soon be moving into the Nurse Maude rest home in Merrivale, so we wish her and Allan the very best as they work through the changes this will bring to them.

Regards

Colin Hey

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

#### Thursday 6th February - Waitangi Day Rangiora RSA Day Run

Register at the RSA rooms in Victoria Street between 9am and 10am. The run will conclude in the Loburn Domain, where a sausage sizzle will be run, and there will be a cake stall plus drinks for sale. Entry fee \$10 per vehicle, with all proceeds going to the RSA Rangiora Welfare Fund. Choice of length of run is available.

#### Saturday 8th February - Working Bee at Idlewood

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.

#### BRANCH NEWS and EVENTS - Christchurch Branch, continued

#### Sunday 23<sup>rd</sup> February to Friday 28<sup>th</sup> February - National Rally, Methven

All members who are unable to come on the rally but would like to catch up with the event, please feel free to come out and join us at Idlewood from 2.00pm on Wednesday 26<sup>th</sup>. Other outings from Methven are also possible – please contact Allan Francis or Colin Hey for details of runs and activities.

### Sunday 2<sup>nd</sup> March - 4<sup>th</sup> Annual VINTAGE SPEEDWAY & HOT ROD 'DAY-IN-THE-DIRT'

Ellesmere Raceway, Leeston, Canterbury. A family funday hosted by the Canterbury Vintage Speedway Enthusiasts Club.

A day where all classes of motor vehicles enjoy running on the speedway circuit. Caters for hot rods, rat rods, vintage race cars, vintage speedway classes, motor bikes.

We will arrive as a group, and there is dedicated parking for vintage, classics, hot rods and motorcycles. Entry cost – Adults \$10, Children under 14 free.

Please meet outside Danny and Sharon O'Malley's property, 11 Leeston & Lake Road, Leeston township (just off the main street), at 10.30am. Bring lunch or buy it there.

## 29<sup>th</sup> and 30<sup>th</sup> March - Leeston Country Fair and Vintage Rally - Celebrating 150 years of Leeston.

Details in the next newsletter

#### Southern Region Report

Greetings from the Deep South and a very Happy New Year to all fellow members and their families. Not a lot to report from this end of the country with everyone just starting to get back to normal after holidays and kids going back to school(well in my case anyway!) Went back to work real early as plenty of building sites required their products. Such are the joys of working in the construction industry. I work where we manufacture heavy concrete tilt up panels, beams and columns and there's plenty going on at the moment so time off is in short supply.

I did get a bit of work done on 'Winnie' our 16/60, though not as much as I wanted, but she is just about ready to go and have a complete new exhaust system fitted by Seaton Exhausts here in Invercargill. I have used their services before and there work is of a high standard and prices very reasonable.

I have also received from Michael Kruse a Southern Region Membership list(thanks for that Michael), so I'll do some homework and see if can sort out a run or gathering sometime soon. I will endeavour to contact members via e-mail to see what dates, ideas etc are suitable. We'll see what we can come up with. The Southern Region is a fairly big area but I'm sure we can do something.

One thing, well two really, that is bugging me is the hassle I'm having finding a good set of decent rear indicator lenses and reversing lenses for the 16/60. All the ones we have are

#### BRANCH NEWS and EVENTS - Southern Region - continued

either badly faded or cracked so maybe new ones from the UK are the answer. They are available but not cheap, such are the joys of older car ownership!. I have just received two boxes of bits and pieces from Nelson so we'll see what's in that...here's hoping I also attended the annual Edendale Crank Up last weekend, well Sunday anyway and what a enjoyable event. I've never been to it before and now are fully intending to go again next year. Saturday seems to be the day to go from what I was told as there was more car displays on that day and bigger crowds. I really liked the atmosphere so maybe we could do something as a club event next year? Food for thought...

Regards Bryan Kelly

#### **SUCCESS:**

At age 4 success is . . . not piddling in your pants.

At age 12 success is .... having friends.

At age 17 success is .. . having a drivers licence.

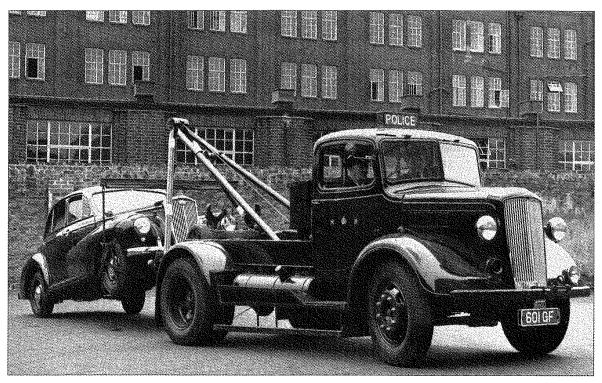
At age 35 success is ... having money.

At age 50 success is ... having money.

At age 70 success is .... having a drivers licence.

At age 75 success is .... having friends.

At age 80 success is ..... not piddling in your pants.



Even police cars suffer breakdowns and this Wolseley 6/80 is being transported to a police garage behind a Morris tow truck. Police garages were and are comprehensively equipped and manned by specially trained engineers and mechanics. (*Metropolitan Police Museum*)

This rather unfortunate photograph came from a book recently purchased on Trademe, called "Police Cars", written by Malcolm Bobbitt, published in 2001.

#### Allan Francis' Overseas Trip – Part 7

After our visit to the B.M.W. Museum we were returned to our hotel, not having had lunch. As John had been here before, he was keen to find a restaurant that he was familiar with. He asked a woman for directions and no trouble with understanding us, soon we had the instructions. A short walk and we were there. Our restaurant was on the 5th floor of a department store, this was the first time I had seen dogs with their owners wandering inside the shop (they are allowed in with their owners and the dogs are well behaved) We did have a great meal. The footpaths were very wide, one side the side nearest the kerb

was a cycleway. A bit more shopping found a leather handbag for Betty, one with long handles that you could put over your shoulders thus leaving your hands free. More shops visited, purchased an umbrella as we still had light rain to contend with. We were leaving West for Mulhouse, which is near the border of France, Germany and Bazel, Switzerland. Iit was again pack up night, we seem to be in a routine of charging camera batteries, a local beer before dinner then bed. Early night as it was going to be a long drive to Mulhouse. Our bus was ready



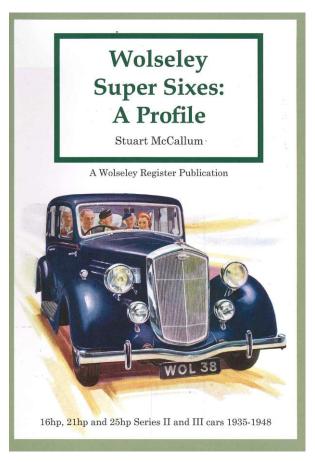
Margarett and Kurt Hoppe's 14/60 – they met us at Mulhouse.

early to transport us for the next 3 days. Our driver Hoss? Wasn't too friendly, not like our driver in England. A few of our party had colds and were feeling off colour. Both John Mallia and myself were fine . We were on mostly 6 lane roads for the day, lots of roadworks, and traffic buildup for miles. One lane was nearly always full of trucks, we were in the next lane travelling at 100 km and the 3rd lane didn't seem to have a speed limit? We were overtaken by many cars including little Smart cars which seemed to keep up with flow. We passed paddocks of Solar panels, in the distance were nuclear power stations. We also passed under a parking building that was part of a flyover which was accessing an Airport. Our lunch stop was at a truck stop, being a truck driver for over 40 years, I was interested to see the combinations they used. They were far different to N.Z.mostly single drive some with lazy axles artics and rigids with 2 axle trailers even on construction sites, not many tandem drives. You had to pay to use the underground toilet facilities unless you had a receipt from the cafe. One of our party was tracking our trip to Mulhouse on his laptop or maybe it was a tablet as I am not up with modern technology, he was concerned that we seem to be going the long way but our driver said there were less roadworks this way? We did finally arrive at the Schlumpf collection at the National Automobile Museum where Margaret and Kurt Hoppe (NZ Wolseley Car Club Members) from Bazil (not far away) and had been waiting for hours for our arrival. They

#### Allan Francis' Overseas Trip – Part 7, continued

travelled in their Wolseley 14/60 and what a fantastic restoration it was. It did create a lot of interest from our party. The entrance could not be mistaken as there were dozens of large model cars strung up over the entrance, the shape of what looked like Austin Healeys? Once here we had to make the most of our time that was available. Pictured here is one of the amazing Bugatti's on display in the Schumphf collection. Part 8 next month. Allan





#### Next Month:

Book review of this new publication from the Wolseley Register. Copies available now from Allan Francis



Training at Hendon encompassed all aspects of policing and police driving techniques. Police cadets who attended the Met's training establishment mostly revered their instructors; some aspired to become Class 1 drivers who were experienced enough to handle squad cars under even the most demanding conditions.

Hendon Driving School in April 1968. Pupils were put through their paces on the skid pan in a variety of cars, including an early Mini, a Hillman Minx and a Wolseley 6-99/6-110. All the cars show evidence of battle scars. (*Metropolitan Police Museum*)

#### FOR SALE

Wolseley 6/90 Series 3 – a part-restoration project that has had around \$6,000 invested in it. Bodywork has been done but not painted in top coat. Due to health reasons I have to give the project up. Second car also available with this one, but it's very rusty. Contact Anthony Dacre on 0274350657

**1958 Wolseley 15/50**. Reluctant sale, too many vehicles. Receipts for recent engine recond. New diff head & rear axle seals. Brakes in top condition. Drives well lots of spares. No rust. \$7500-00. Contact Steve Finch by e-mail <a href="mailto:margaretfinch@slingshot.co.nz">margaretfinch@slingshot.co.nz</a> or phone (06) 329-4009.

Wolseley 15/60 in fair condition needs some T.L.C. Reg on Hold. Chrome good condition motor runs and drives ok motor sounds pretty good clutch needs adjusting, front brakes work but system needs checking some rust in the right rear door it's a complete car just needs some tlc also comes with original hand book etc. For more details contact Steve Finch (details above)..

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# OFFICIAL NEWSLETTER OF THE

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