

THE WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC

JUNE – JULY 2012



At the Timaru All British Day
A very original Wolseley 1100 belonging to Jim Steans
gets ready for the long run to Lake Tekapo

OUR CLUB OBJECTIVES:

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



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vehicle is fitted with the correct tyres that suit your type of driving.**

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Lindsay Patterson.

EDITOR'S STUFF

It's been a pretty quiet month on the home front. The snow in early June certainly put paid to a spell of nice warm weather we were having, and weekend hours spent in the driveway playing around with Wolseleys have suddenly become quite a bit less attractive. Unfortunately the day it snowed was the day I had the veteran booked in for its VIC and VIN, so that didn't happen, and it still hasn't yet. On the brighter side, it's good that the shortest day has now come and gone though, and soon enough I will be able to get to and from work in daylight once again.



Work on the Christchurch infrastructure rebuild is now really starting to ramp up, and we are now getting some serious projects into the build stage. Last week we got work underway on a major new sewage pumping station which will consume around \$9 Million over a period of about 12 months. It has started with a huge excavation, so is nothing more than a big hole in the ground at the moment. The project manager was telling me the only thing they found while they were digging was an old car engine. This was put to one side, but it had been taken away by the time I got there, so who knows what I might have missed out on – it could have been some rare Wolseley engine??!! This pump station is one of three similar projects which all have to be completed by around the middle of next year. To put things into perspective, Christchurch City Council was typically building one of these projects pre-earthquakes every 3 to 5 years. As well as the cost of the pump stations alone, there is around the same amount of money to be spent just on the new pipework to and from each one. The office environment is fair humming at the moment – everyone is really busy, but we are now finally at the stage where we all know pretty well what we're supposed to be doing, and all the systems and processes to work through from programming and designing the work, through to building it, have now been tested and are up and running.

Matthew has had his share of frustration over the last couple of weeks trying to track down the source of random engine misfiring in his 1100. Initial checking found that the points gap had closed up, so he re-set them, and also treated it to a new set of spark plugs. This fixed it for a couple of days, before it ran just the same again. He then thought that it might be the ignition leads, so I suggested he should swap over the distributor cap and leads with those on the Hornet to see if that made any difference. He tried that and it didn't, so then he swapped the rotor, and all was well for another couple of days. No doubt the next step will be the condenser, and then maybe the coil – hopefully it will all come right for him soon, otherwise I'm going to have to get involved.

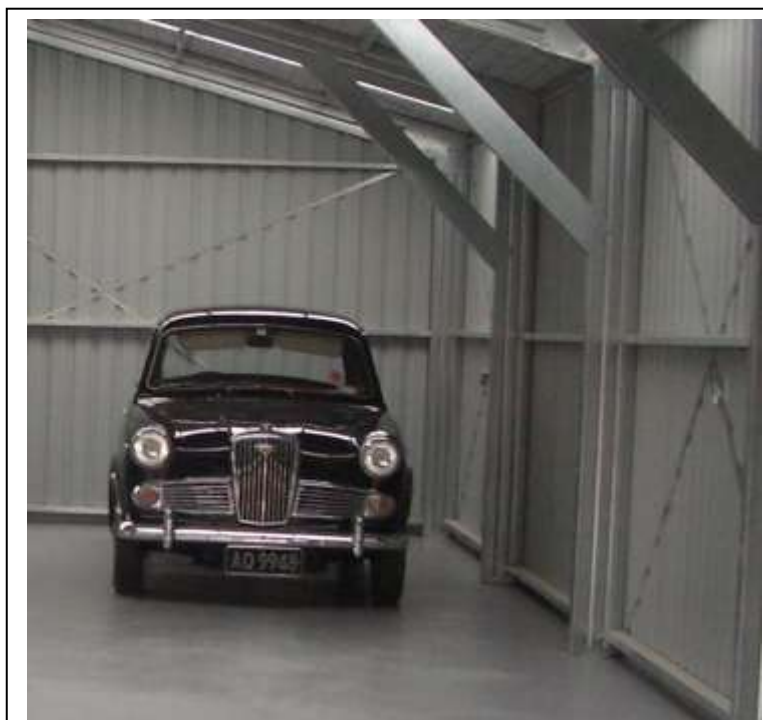
I mentioned last month that I was having to do a bit of work on the Hornet brakes following a WOF check that showed 20% imbalance from one front wheel to the other. I had the front drums machined and fitted a new set of brake shoes, and that certainly solved the problem. We took the Hornet on our last branch outing to the Quake and Shake Café, which gave it a good steady run through the Selwyn district on a nice calm and sunny day.

Editor's Stuff - continued

It was a great day out with our fellow branch and committee members, and we had good food to enjoy as well.

Our new house at West Melton is making good progress. The roof is now on, with windows and exterior cladding due to get underway in the next week or so. The separate garage is now also finished completely, and last week the Black 1500 became the first of the fleet to go there. Up until now it had been temporarily stored on my brother-in-law's property in Ashburton, and I was down there last weekend to help out the local road safety committee drive kids home after their 'After-Ball' function, so Matthew came with me and I drove the 1500 home. Next one to come will be the Maroon and Beige 1500 Mk1, but probably not for another month or so.

The "After-Ball" driving exercise is something I've helped out with now for about 10 years. As part of my former role with NZTA, one of my responsibilities was to attend District



First in, best dressed

Council road safety committee meetings. In Ashburton, the committee one year became extremely concerned about how kids were getting home from the after-ball. Some of them were being caught driving home intoxicated, and often with their friends in the car as well. We had a particularly motivated committee at the time, and we decided that next year we should beg, borrow or hire mini-vans and take responsibility for driving the kids home, whatever state they happened to be in. Once the idea was floated, the local RSA and pubs offered the use of their courtesy mini-buses, and one of the local hire firms got on board as well and offered vans at a considerable discount. It has become a regular fixture on the committee's calendar ever since.

The last couple of years has seen more restrictions put on the amount of alcohol the kids are allowed to take to the after-ball, and generally the state of them by the end of the party seems to have improved. We can tell this pretty easily, because the standard-equipment buckets in the vans are now not used so often! Generally their behaviour has improved as well. It's also been encouraging to see increasing numbers of parents turning up at 3am to pick their kids and their friends up and take them home themselves.

This year the theme for the after-ball was 'Movies'. We arrived to begin duties at 1.30am, and business was pretty slow until about 2.30. It was around about that hour that Superman and Wonderwoman went home, and the party died down considerably! We made our last trip about 3.45am, and I went back to my brother-in-law's and slept-in until about 8.30. We were back home in Christchurch with the 1500 by around 11.00am.

Editor's Stuff - continued

By this time next month I guess most of us will have had our Branch AGM's, and we'll be into another financial year. I really encourage you all to take the time to attend your local meeting, as it's a good opportunity to touch base and have some input into the way the club is run. I'm sure also that new committee members will always be needed, so if you do have a bit of spare time to offer, how about helping out a bit? I'm sure you will get more out of it than you put in.

Have a good month,
Colin Hey

Deadline for next Wolseley Word
Friday 27th July 2012

CHAIRMAN'S REPORT

I hope everyone is keeping warm. Winter has really set in over the last two weeks. As the shortest day passed temperatures have dropped with hard frosts, snow, sleety rain, very icy winds and cloudy days, although today (Sunday) is clear. It's not beach and barbeque weather down south anyway.

Some of you are probably doing maintained and or restoration work, I hope your efforts are progressive and rewarding.

Ivan, it was interesting to see what you were doing in matching and machining up those parts to repair the 6/80 diff. Colin, I look forward to seeing the Veteran some time.

There is not much happening other than regional AGM's coming up.

Members need to make the effort and attend these. It's a good time to get together and set your program for the next year.

Keep in mind that representatives from your region attend the National AGM and may wish to take up an office.

Secretary Bill and Treasurer Paul have both fulfilled well their time of duty and have suggested they would welcome someone to take on their positions.

If these positions and others are turned over at the appropriate times it becomes less demanding and easier to fill.

All the best,
Gordon Duthie.



SECRETARY'S REPORT

Hi all,

I hope you are keeping warm and cosy during the cooler weather - winter woollies, thick socks, beanies / caps / hats, overcoats, etc. being the dress code for most. Probably a good idea to make sure the Wolseley heater is in good working order too.

Branch Annual General Meetings will be held this month, and it is hoped that your Branch gets a good turn-out of members at their meeting, and that enough members put up their hands to fill the positions on committees, etc. Remember that it is your Branch (of our Club) and if we to get something out of it we should be prepared and willing to put an effort in.

Remember that your (yellow) subscription renewal form should be completed and returned to your Branch Secretary, normally at your Branch AGM. It would be appreciated if you completed all details about your Wolseley vehicles so that the National Database can be updated to be a complete record of members and vehicles in our Club. We need your help to do this. Thank you in anticipation of your support.

I note that there have been a few Wolseley's for sale on Trade Me, and probably in other places as well. Some of these have been sold at a reasonable price, which I know is relevant to disposable income, but they are still not as expensive as many cars of a similar vintage for sale. This is sad news for the seller, but good for the buyer.

On the home front, not much is happening car-wise, as I have been busy assisting a colleague to remove 100 tons of steel, being the old Southland Times printing press. This has been dismantled in part, with a lot of separation of materials, such as copper oil feed lines having the brass ends removed and into separate bins, wiring cables being removed, and the larger ones stripped for the copper centres, etc. This takes time but is beneficial as different materials have a different dollar value at the scrap man. At this time we are nearly finished, with just one more unit, a reel stand, to be dismantled and scrapped. A few days rest next week is looking good, having worked 7 days a week for the last month, with one more to go.

Dad's green 16/60 is still going strong, after having a new battery fitted. Reliable and fun motoring, and out on most runs with the All British Vehicle Club. If you are down this way and want to come on a run with us, the second Sunday of the month is the date to look for. Just drop me a line or give me a call - you will be warmly welcomed.

Keep those Wolseley wheels turning, and drive safe.

Bill



BRANCH NEWS and EVENTS

Auckland Branch

News and Coming Events

On Sunday 24 June saw our Club join with the Rover Car Club partake of a roast dinner followed by a movie at the Westwind Theatre. These always prove to be a good event and this was no exception. The movie was "Warhorse" and everyone seemed to enjoy it.

The past month has proved to be a busy one for Paul and I as we attended the New Zealand Federation of Motoring Clubs AGM in Wellington. Then it was a trip up to Paihia for a few days. The weather was glorious and we went to Kerikeri one day and visited Pete's Place which is a museum on the outskirts of Kerikeri and is really worth the visit for anyone up there at any time. At present they



have a Wolseley 6/90 decked out as a police car. It is not a genuine police car but the owner of the vehicle was a policeman and he decked the car out and then loaned the car to the proprietors of the Museum.

Coming Events:

Sunday 8 July 2012 for the Central North Island Swap Meet to be held at the Paradise Valley Raceway on Paradise Valley Road, Rotorua. Gates open at 7.00 a.m.

Sunday 29 July 2012 - Auckland Branch Annual General Meeting to be held at 2.30p.m at the Ellerslie War Memorial Hall, Committee Room, on Main Highway Ellerslie. The hall is situated on Ellerslie Panmure Main Highway and plenty of parking is available in Arthur Street just behind the Town Hall. Please make the effort to attend this meeting.

Regards,
Noeline Billing



Waikato – Bay of Plenty Branch

News and Coming Events

Not much to report this time of year, however a reminder again to our branch members (if you manage to get the newsletter in time) that our AGM is on the 7th July at the Tauranga Citizens' Club. We will be meeting there at 12:00 for lunch, and our meeting will be afterwards at around 12:30. The Club is subsidising \$7.00 towards each meal.

It would be great to see as many members there as possible, as we need to have a discussion about the future of our branch, particularly with regards to who can help out with keeping the engine running.

This month has seen a bit more progress on my 18/85, and as I write it now sits at the upholsterers having a complete re-trim including the headlining. While this is happening I'm working on the interior woodwork, but it has been difficult getting this done while the weather is so cool. A couple of photos of it before it went to the trim shop are below.

Our next run will be on Sunday 5th August, and is a run to the Bellview Auto Barn and the Tuawhare Military Museum organised by the Rover Car Club. All of the British clubs have been invited so it should be a good day. All the details can be found on the next page.
Stephen Belcher



Waikato – Bay of Plenty Coming Events:



Sunday 5th August 2012

Bay of Plenty Rover Car Club wish to invite fellow British car Clubs to join us on a days outing.

We are going to the Bellevue Auto Barn in the morning to look at their collection of American Cars. We plan to picnic lunch there BYO Bring you own tables and chairs and food etc. Fee for this is \$5.00 Per person cash only.

After lunch we will visit the Tauwhare Military museum just a few minutes away fee for this is \$10.00 per person cash only.

These places are both just out of Cambridge (20 mins)

Meeting at Barks Corner Car park to depart by 9.30am.

For any enquiries or further details please contact
Club President Stephen Lawson or secretary Lynda Manning
On Ph 07 5779104 evenings

Can you please pass our invite on to your club members and we look forward to seeing those that can make it on the day.

Cheers

Lynda Manning
Club Secretary



Manawatu Branch News:

It is usually a bit of a gamble having a Mid-Winter Run in Manawatu as the weather can be heavy rain, gales or with a bit of luck sunshine.

We were lucky, after the hardest frost so far, one of our cars left outside had the doors frozen shut, the day was one "out of the box".

We left Feilding at 10ish. Anyone watching would not have been sure which Club we were! Three Wolseleys, two Morris 1000's, one Triumph 2000 and three moderns also. Mike and Carole Davis along for the ride, they are still "itinerants"! We had a good catch up. We headed North to Vinegar Hill and where possible not on the main road.

We stopped at Stormy Point Lookout for a coffee and enjoyed a great view of Mts Egmont & Ruapehu, snow covered glistening in the sun. A few miles on we had a look at some Arts & Crafts etc in the Quince Cottage, a refurbished shearers quarters.

The next stop was Hunterville for lunch where we had a browse around a couple of Antique and Collectable shops, and also a few restorable British Classics for sale!!

(Editors note – wonder if these were the same ones we saw when we were there in February??)

We left Hunterville on a rural road for a few miles through an area which used to be sheep / beef /spuds & grain -- there are still sheep on the hills but most of the flat paddocks are now the home for Freisians.

The Coach Museum in Feilding has expanded and moved to a new building, we arrived a bit late to justify the \$10-00 entry fee.

An interesting short run - pity there were not a few more cars out. I always say that – after all, when was the last time we had too many!!

Steve Finch

Coming Events:

Sunday 22nd July - A.G.M. at the Rathole Tavern, Bulls. The meeting will begin at 10.30am. A good turnout would be appreciated. We'll take it as it comes after the meeting with regard to lunch. Please bring your subscription forms and subs if you can, so we can take care of the paperwork at the same time.

August/September – A run to the Shannon, Levin, Foxton areas. Details later; if interested, please contact Michelle or Steve, or let us know at the AGM.

If you lined up all the cars in the world end to end, someone would be stupid enough to try to pass them, five or six at a time, on a hill, in the fog.

BRANCH NEWS and EVENTS - continued

Nelson Branch News:

Nelson Marlborough Branch does not have much planned at the moment. Our branch A.G.M will be held on Sunday 15th July at 113 Whitby Road, Wakefield at 1.00pm. Please come along and have your say about how our branch is run.

In September we have an 'All Make's Day - more on that after the A.G.M.

Philip has got the motor back in the Hornet and is now hooking everything back up. I received my reconditioned 18/85 motor back on Friday a week ago, and now have it back in the Wolseley. I have just got to finish hooking everything back up.



Kind Regards
Bryan Stansbury.

Christchurch Branch News:

This month's branch run doubled as a Mid-Winter Christmas dinner, and was held very nearly on the shortest day of the year as well, on Sunday 24th June. It had been just over two weeks since the Christchurch region was swathed in about 3 inches of snow, so the weather could have easily been abysmal, however we were treated to a beautiful calm and sunny day. We arrived right on time at the Yaldhurst hotel in our Hornet – it was at home and road legal, so that was the car we took. Matthew had to sit in the back, and he didn't seem too impressed with the lack of leg space for his ever-expanding length, so he jumped ship at the Yaldhurst and went the rest of the distance in Eddie and Nancy Bishop's 24/80 – a Wolseley that he hadn't travelled in before. We had a very good turnout for this event, and were even

joined by Joe and Judy Barker from Ashburton in their lovely 6/110 Mk2. Anthony Dacre also came to see us off from the start in his Daimler V8.

Eddie and Nancy had put together a run of about 20km which took us on pretty-much deserted roads towards Burham,

and from there we headed west to our destination at the Ngapuarata Vines & Wines café in the Aylesbury area – now also known as the Quake and Shake Café.

The café was a new destination to almost all of us. It is on a quiet road virtually in the middle of nowhere, and is probably best described as a boutique winery that serves food on the side from a very small restaurant. It has seating room for only about 20 people inside, and about the same number outside. Being a group of around 26, we were lucky that the weather was perfectly warm enough for us to sit outside in the sun. The food was a



Cars lined up in the café car park



BRANCH NEWS and EVENTS - continued

traditional Sunday roast, cooked and kept piping hot in an outdoor gas oven and served buffet style. Dessert followed – a choice of fruit salad, ice-cream, or a very nice piece of chocolate mud-cake.

There was plenty of time and space for us to relax and socialize and have a few laughs together, and most stayed until about 2.30 before heading for home.

It was good to catch up with Ray Willoughby since his recent arm and shoulder operation, and although he is still sporting a pretty serious sling and arm-brace, he is making good progress and looking forward to getting full use of his arm back again.

The branch facilities at Idlewood continue to sport more and more improvements, and every time I go out there now so much more seems to have been done since I was last there. This month has seen the car storage and dismantling area between two of the



At Idlewood – the work area between the containers is now fully enclosed.

containers fully roofed over, which will enable work in this area to be undertaken in any weather, and will also keep the rain off any cars being stored or worked on. It has been really well constructed using materials salvaged from a farm shed. It is all so good, in fact, that our July combined run with the Morris Owners Club on 22nd July will finish there, as we are confident that we can accommodate everyone under cover if it does happen to rain, and afternoon tea can easily be served up from the smoko/meeting room.

Now, a special note to all of our branch members not to miss our AGM on Saturday 28th July at the Sydenham Community Centre, in Hutcheson Street. The meeting will start at 7.30 sharp, and will conclude with supper. This has been a busy and particularly productive year for our branch, and it will be a chance to celebrate our achievements as well as an opportunity to plan out the next year. For those who don't know where Hutcheson Street is, it's off Colombo Street directly opposite Sydenham Park. The meeting is also a good opportunity to pay your subs and get the receipt sorted at the same time, but please don't forget to bring your renewal form (completed) with you.

And finally – a special welcome to recent new members:

- Simon Verkerk 1966 6/110
- Graham & Judy Quate 1938 10 Hp
- John & Julie Davison 1968 6/110
- George & Margaret Nell 1935 25 Hp

Best regards, Colin Hey.

Christchurch Branch Coming Events:

Saturday 14th July – Working Bee at Idlewood.

Arrive at a time to suit you – someone will be there from 9.00 onwards. Come prepared to do anything that suits you – sorting parts, building shelving, dismantling cars, etc. Morning tea will be provided, and if you would like to stay into the afternoon, bring something to throw on the barbeque, sammies, whatever.

Sunday 22nd July – combined run with the Morris Owners Club.

Meet at the Yuldhurst Hotel car park at 1.30pm. We will be doing a simple run around the local West Melton and Kirwee area, finishing back at our club facilities at Idlewood, McLeans Island, for afternoon tea. A few simple prizes will be up for grabs. Please bring a plate with you with extra to share with our Morris friends. The run will be held wet or fine (maybe not if it snows!). A good turnout would be appreciated.

Saturday 28th July – Branch AGM, at the Sydenham Community Centre, in Hutcheson Street, Sydenham.

The meeting will start at 7.30 sharp, and will conclude with supper. A chance to celebrate our achievements as well as an opportunity to plan out the next year. For those who don't know where Hutcheson Street is, it's off Colombo Street directly opposite Sydenham Park. The meeting is also a good opportunity to pay your subs and get the receipt sorted at the same time, but please don't forget to bring your renewal form (completed) with you.

Saturday 11th August – Working Bee at Idlewood.

Southern Region Branch News:

A reminder of our AGM and get together on Sunday 15th July 2012 at the South Otago VCC rooms, Crown Street Balclutha. Soup, tea and coffee supplied, but please bring your own lunch to start at 12 noon. AGM to start 12.45pm. Contacts Gordon 03 485 9543, Bill 03 215 9765. Note membership renewals are due, so if you are coming to the meeting you can pay them there if you wish.

Gordon Duthie

The 50-50-90 rule: Anytime you have a 50-50 chance of getting something right, there's a 90 percent probability you'll get it wrong.

A 1961 Wolseley 6/99

Contributed by Dave Anderson, Southern Region

Dave Anderson tells of his love affair with his favorite Wolseley. Let's face it – he only has one.

What made you decide you wanted a Wolseley?

I had been looking for a bigger car for quite a while (I had an Austin 7 but it was a bit slow and a bit cold in the middle of winter – but then we can all be like that!) and a slightly newer car, something in the 50's and 60's that wasn't too expensive. My son (God bless him) Michael came in and said that someone had showed him a Wolseley that day and he thought I might be interested in buying it. I indicated I could be interested. The rest is history – that was in June 2006.

What was your first impression?

The interior was tidy and very original looking. I took my wife Beryl to have a look at it – she was a bit concerned and thought it looked like a big tank.

I was told there was a bit of rust on it. This could be seen. The body was in pretty good condition for its age.

Have you owned a Wolseley before?

No.

Tell us about your first drive in it.

It near enough stalled at every intersection – I hadn't bought it at that stage. I didn't have to be a brain surgeon to know it needed a tune-up. I did buy it however, but on the way home at the first roundabout I was a bit concerned I wouldn't make it around the roundabout and wondered what on earth I had bought. The oil pressure was only showing about 20lbs instead of 50lbs! When I finally got home I had a cup of tea and then went out and pulled the dipstick out to find there was no oil on the end of it. I decided I had better drain it and see how much oil was in it. There was less than two litres in there, when there should have been around six! So I refilled it with new oil and was pleased to know that no damage had been done to the motor. I did a compression test a few days later and found that the compression was down on two cylinders. So I had to take the head off and put two new valves in.

Since that time, what other work have you done on it?

We've given it a tune-up. We've also had problems with the after-market petrol pump. The problem seemed to happen when going up a hill – it was a bit temperamental. I've gone back to a genuine SU petrol pump which was a new replacement part. The rust has also now been cut out and it's had a paint-job. It looks really good now.

What do you enjoy about the Wolseley?

It drives nice, and it's got a bit of get up and go – just like my wife! It's especially good on the open road, but parking around town can be a bit of an issue as there is now power steering. Parking is really the only issue with the car, as it needs a strong pair of arms to turn the steering wheel at low speed. Fortunately the steering wheel is bigger than on most cars.

What advice would you give someone else looking to purchase a similar vehicle?

I like this vehicle although someone else might think it's just rubbish nowadays. It's not a modern car, but in its own era it was a top Wolseley design.

A 1061 Wolseley 6/99 - continued

Anything else you want to tell us about your car?

It's not for sale – ask me again in 10 years' time (but it won't be cheap!).



Dave and Beryl Anderson's fine looking 6/99

Beyond the call of Duty..... Part 2

Editor's note: This very interesting item was published in the February 2011 issue of the 'Rosette Recorder', magazine of the UK-based Cambridge-Oxford Owners Club. This is PART 2 of the article, which covers the making of a one-off model to be used in a special display to depict the story.....

The Scanning of a Wolseley 6/110 – By Conrad Parr

These things always happen when you are on holiday; in fact I was on the Lizard in Cornwall when I received a call from Berry Place Models in London.

Steve Sheffield model maker said he wanted to scan a Wolseley 6/110 and apparently I had one! I don't know what I was thinking but I immediately had it barcoded in my head and was shopping! He then explained the project and asked if I would be prepared to help. After a moment's hesitation I of course agreed and he went on to explain what it was all about.

A few weeks later things had been arranged and I was to travel up to Godalming where the task of scanning my Wolseley would take place. A specialist company had been hired in to do this unusual task which would scan every part of my 6/110. After an overnight stay and

Beyond the call of Duty..... continued

a chance to sample the facilities of Godalming, which incidentally was the first place in England to have electric street lighting, I was reliably informed by a local.

In the morning I had a short drive to the industrial warehouse in the Surry countryside where the scan operation was going to take place. I was so in the countryside that there was no mobile phone signal. I met up with model maker Steve who was in charge of the project. He explained that they would scan the Wolseley and then use the data to make an injection moulded model of the car. Steve showed me pictures of the Wolseley that his company had been asked to re-create. I was slightly alarmed at the front end damage as the real police car had been crashed by the gangsters at the end of the chase, Steve quickly reassured me that the damage would be created on the model by computer manipulation and they would not have to take hammers to the Wolseley!

Steve explained that it could possibly take the whole day to scan the Wolseley. I was asked to remove the front number plate and bracket, while Steve and his assistants started sticking little round black target-type labels all over my Wolseley, in fact they stuck a sticker every 6 inches and I even got stuck in to help. They then took some test shots and there was a problem, the body work and chrome was too shiny



for the machine to pick up the contours of the bodywork. We then had to apply car body polish thickly all over the paint and chrome, this was sufficient to dull down the surface and allow the scanner to pick up the data. They decided at this point that they would only scan the nearside of the Wolseley and use computer data to generate the other side of the car and join it together – high tech cut and shut!

I had to show Steve all the areas on the bodywork where the Wolseley was not symmetrical, like the fuel filler flap and boot scripts etc. They then used a very high spec digital SLR camera to take pictures of the Wolseley all over, they used special marker boards that the computer software uses to reference the data points and which also makes sure that every inch of the surface of the Wolseley is scanned.

Once this had been completed, the scanning camera had been set up on a long angle-adjustable arm to allow it to be positioned at every angle all over the body of the Wolseley. The scan software works out any areas that have been missed as it collects the data and an actual image starts to appear on the monitor attached to the computer used to run the scanning software.

The windows on the Wolseley also produced a difficulty and they had to be sprayed with aerosol talcum powder to stop the reflection. The Wolseley was starting to look like it had been deep frozen with ice all over it.

They also scanned areas of detail, items which would have to be modelled separately, like bumpers, boot scripts and the exhaust. Steve and I discussed any issue which made my

Beyond the call of Duty..... continued

Wolseley different from the original police car. I even took along my winkworth Police bell; however discovered that the bell on the Police Wolseley had been smashed off in the collision, which meant it did not have to be modelled.

I agreed to send him some detailed photographs of cross-ply tyres as used on the Police Wolseley.

Steve bought us all lunch and we took a well-earned break as it poured with rain outside. Steve went on to explain that the scale of the model meant that some things like mirrors and wipers were just not practical to model, as the model was to be on display and not in a protected glass display case. It would therefore be touched and handled by every child visiting the Imperial War Museum during the exhibition.

Steve showed me some photographs of the actual crashed Police Wolseley 6/110 with a caption and a date – it was then that I realised what I was actually seeing. I hurriedly took out my mobile phone to check what date it was – it turned out that it was actually 44 years to the very day that PC Tony Gledhill had been involved in the chase and eventual crash of his Wolseley 6/110 as he apprehended the gangsters – 25th August 1966, incredible!

By the end of late afternoon all the scan data had been collected and the team were happy. When we started to remove all the referencing stickers from the bodywork, clean the glass off and finally, polish the bodywork and remove all the polish that we had applied to dull the paint surface, which had caused a problem for the scanner.

I re-attached the number plate and the operation was complete. I then departed and headed back to Bristol in heavy rain. It was certainly an unusual, but interesting project, which was rather nice to be involved with.



The finished die (left) and the completed model for the Museum display

The Great British Car Rally

Ivan McCutcheon has received a Letter from the British High Commission in Wellington informing us there is to be a Great British Car Rally on the 17th to 22nd Feb 2013. It is to be similar to the Link Rally in 1997 which travelled from Auckland to Christchurch, and will covering the same route. If anyone is interested, the web address for all the current information is: <http://ukinnewzealand.fco.gov.uk/en/about-us/working-with-new-zealand/british-car-rally/> or, you can google the site by searching 'Great British Car Rally'

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