

OFFICIAL NEWSLETTER OF THE WOLSELEY CAR CLUB NEW ZEALAND INC

OCTOBER - NOVEMBER - DECEMBER 2012



Graham Quate, Christchurch Branch, has just put this lovely 1939 Wolseley Ten back on the road.

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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PATERSON BROTHERS TYRE SERVICES

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We can now also offer a full wheel alignment service.

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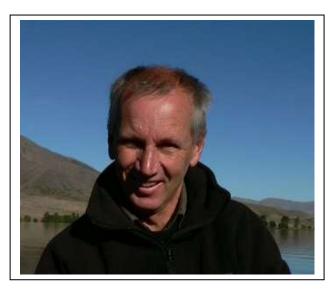
Instant and quality service assured, with competitive prices guaranteed.

Lindsay Patterson.

EDITOR'S STUFF

This is another one of those newsletters where I really don't know where to start. A lot has happened over the last couple of months, which goes some way to explaining why I missed out on last month's edition. My apologies to those who have been waiting in anticipation of the next edition arriving in the letterbox.

We have now moved into our new house at West Melton – this happened on Wednesday 10^{th} October – two days before the VCC Swap Meet, which I also happened to be



involved in organising. I was also particularly busy at work with several big projects just kicking off. The timing couldn't have been much worse, however that was when the house build was finished, and that was the handover date. Consequently the week before was particularly busy trying to get packed up, and then there was the move itself. I ended up taking 3 days off work, we moved in with pretty much the minimum of belongings, and then the next four days were taken up with the Swap Meet. Luckily for me Jenny was pretty understanding – she was so pleased to be moving in that I actually got away with it! The emails backed up at work a bit, but judicious use of the delete key soon dealt to that problem!

We're now pretty much settled, but there are still a number of boxes to unpack, and the outside of the house resembles a bomb-site as the landscaping contractor installs a few bits and pieces around the section, including some irrigation pipes that stirred up the ground in a big way. We then had a couple of inches of rain, which didn't help the situation.

We can now fully use our recently constructed driveway and another large concrete area between the house and shed now the concrete finish has cured, and we've now also had the final Code of Compliance sign-off from the Council, meaning we at last have fully confirmed insurance. This had been a worry ever since the build had finished, so it's great to have it all behind us.

Over the last couple of weeks I've been working on moving more of the Wolseleys home – there were still a few at both Bygrave Place and at New Brighton Road, and with ownership of the latter transferring to CERA on 19th November, the pressure was on to clear out the final remaining bits and pieces from there (a big garage sale was held on Saturday 17th November). I'm certainly glad this final phase is now behind us, as it pretty much means the end of the hard earthquake-related issues that have been nagging away in the background for over two years now. We called back into New Brighton Road last weekend to collect a final load of firewood from the woodshed, and already it's starting to look very neglected without the lawns and garden being done, and no sign of life around. It will be interesting to see how long it stays standing, as many houses are now being

Editor's Stuff - continued

moved away, or if they are older or badly damaged, they just go straight under a digger and off to the landfill. We are pretty lucky though – there are many, many thousands of people who are still facing repairs and rebuilds, and are a long way off having any closure, including a number of our Christchurch members. We need to continue to keep them in our minds and help to support them where we can.

With all of the above going on, there has been literally no time for playing with cars. We managed to get to the BMC Rally organised by the Morris Owners Club in September, and only just managed to organise the All British Day on 28th October, although I kept this year's event very low key so that I was able to run it without getting too stressed about what might happen on the day. Luckily the cars we have had out and about have been behaving and no major problems have had to be attended to. After getting all of the concrete work finished at home it was great to get the three that have been marooned in our new garage (the Six, 6/90 and one of the 1500's) out and driven again. It's now time to start working towards getting them warranted and registered again. The first will be the Six, which requires a couple of small jobs, then probably the 1500 and then the 6/90. The latter two should be ready to go, as they have done very little since the last WoF. I also need to spend some time getting a workshop set up. Hopefully by the end of the Christmas holidays we'll be pretty much sorted.

Last month the branch managed a run to the Homebush property near Glentunnel which I was unable to get to, and last weekend we enjoyed a near perfect day at Orton Bradley Park at the Classic Motoring Society's annual Christmas run, which is the first day I've managed to kick back a bit for a few months. It was great just to sit down and relax with some good company and enjoy some very funny conversations without having to be distracted by things which were not being done at home.

Now, for a couple of bits of important information:

- 1. Our telephone number has remained unchanged, so is still 03-359-8737. The new house address and our new home email address are inside the front cover.
- 2. I would like to thank so many in the club who have spent time and effort over the last two years helping to get our New Brighton Road property sorted to the point where we could farewell it knowing we had left nothing important behind but happy memories. For the club, this involved a huge effort in relocating parts, building materials, and even a whole 40-foot container out to Idlewood; as well as assisting our family with much-needed labour and (very importantly) moral support. I simply could not have done it without your help, and although I'd prefer not to name individuals, a special mention must go to Eddie and Nancy Bishop, Ray Willoughby, Stuart Penny, Tony Shanks and Allan Francis. Legends!

And just to finish – this will be the last newsletter before Christmas, so I'd just like to wish all of our members (and any other readers) a very merry and safe Christmas. I hope you all manage some rest and relaxation, some time with families and friends, and perhaps you can even spend a bit of time in the garage working on your projects! Best regards to all - Colin Hey.

Deadline for next Wolseley Word

Friday 1st February 2013

CHAIRMAN'S REPORT

I also wish to thank those members and others who have contacted me for assistance etc and that I have been of help. I managed to catch up with a few at the National AGM.

We haven't had the car out much lately but I did have it down at the local Vintage Club the Sunday after the Auto Spectacular.

Whilst I was there a not so well Lady in her 80's had arrived and after being shown around by another member was sent to me when she said she used to have a Wolseley. After talking to her it turned out she



had a 6/99 and in all her years it was the car she loved the most.

She was staying in Lawrence for the week and was wanting to see some if the sites including Gabriel's Gully.

It was getting late in the day so I offered to take her back to the motel she was staying in. I also arranged to pick her up the next day to take her around the area and show her the sites. She was really happy about that as she thought she would never ride in a Wolseley again.

She had contacted her son excited about the ride and had told the people in the Cafe about me taking her in a Wolseley around the area. We had a really good afternoon, she shouted me afternoon tea and was really thrilled to be taken around in, her words, "a fine car". Enjoy your Fine Car.

Gordon Duthie

BRANCH NEWS and EVENTS

Auckland Branch

News and Coming Events

On Saturday 29 September 2012 Ray and Caryl Chappell represented the Wolseley Car Club at the Mosquito launch at Ardmore.

This same day, Paul and I attended the Prestige Auction at Penrose where Mr Hart's cars went under the hammer. All cars at the auction were subject to a buyer's premium of 6% plus \$350.00 for title insurance. The Ferrari with 349km was passed in at the top bid of \$275,000 but was later sold. The MGC GT was sold for \$9,500 and the Aston Martin DB7 convertible with 7,353km was sold for \$52,500. As for the Wolseley 6/90 Police car (once owned by Club member Bill Williamson), this ended up selling to an on-line bidder for \$6,100. The finance company that repossessed the vehicles agreed to release the Aston Martin DB7 convertible, MGC GT and Wolseley 6/90 but stated that these three vehicles may also subject to other security under the Personal Property Securities Act. This would mean that there may be other security against these vehicles for which the new owner may be required to have removed at the new owner's cost. For that reason bidding on Mr Hart's cars were not as high.

On Sunday 30 September 2012 the Auckland Branch visited the Ngatea Water Gardens. The weather was glorious. From there we proceeded to a luncheon spot and went onto view The Yesteryear Barn out of Paeroa. This was a bit of a disappointment. However after that we went onto Paeroa and visited a new Glass Gallery that opened two weeks ago. This was well worth it and saw two lots of our members there making purchases. This is in Willoughby Street which used to be an Antique Shop. Noeline Billing

Manawatu Branch Events:

Sunday, 13 January 2013

Gentle Annie run.

Other Events:

Sunday, 3 February 2013

Wheels with Attitude & Swapmeet. 10am-2pm, Dannevirke A & P Showgrounds, Neptune Street entrance. Exhibitors \$2, swapmeet stallholders \$5.

Sunday, 10 February 2013

British Car Day, Trentham Memorial Park, Upper Hutt. 10am-3pm.

17-23 February 2013

The GREAT British Car Rally (formerly the The Link Rally, last held in 1997). Seven stages from Auckland to Christchurch, hosted by the British High Commission. For more information, and to register, visit the website:

www.ukinnewzealand.fco.gov.uk/GREATbritishcarrally

Christchurch Branch News:

Some time has passed since the last branch report, but the news is more around members and their cars as much as it is about branch events.

This year's VCC Swap Meet was unfortunately another that will go down in memory as being a particularly wet one. Reverting back to the traditional 3-day formula, the Friday began on a good note with warm and calm weather. With a very specific bad weather forecast (complete with warnings of heavy rain) for Saturday, the buyers were out in force on Friday, and all the good parts disappeared off my site pretty early in the day. True to the forecast, the sky opened up around 8.30am on Saturday, and although there were still a few hardy souls out shopping with umbrellas, the day's attendance was only about 30% of that on Friday. Probably only about half of the sites were open for business as well. Normally it's the same or more than Friday, so this was a big disappointment for the Swap Meet committee. Unfortunately the wet weather also put paid to many of the club displays, so there wasn't much to see for anyone who did care to brave the wet conditions. We pulled the cover over the site and headed for home around 3.30pm, hoping for a better day on Sunday. As it turned out, it was much better, although it took until around noon to clear up properly. After picking out the items I wanted to keep, the last of the items on the trailer were advertised for free, and they soon disappeared, leaving us free to pack up the caravan and head for home. Here's hoping that next year can turn on the fine weather that we remember as being synonymous for Swap Meet weekend. We have to get a good one for a change!

Next run on the agenda the All was **British** Day the last Sunday in October. Α much smaller this turnout year due to the limited publicity,



Club cars at this year's All British Day

which was a deliberate ploy to ensure the event still went ahead but was very easy to organise and control on the day. We were fortunate to get a good fine day, and a turnout of around 50 vehicles still held enough interest for those who attended and ensured a worthwhile event. The run this year finished by the Selwyn River at Chamberlains Ford, and with our club shelter pitched and offering good protection from the easterly, we had a good day out. The bonus was that Danny O'Malley's recently acquired Police 6/90 (see below for the story), won People's Choice award. At that point he had only had it home about 2 weeks since purchasing it from Auckland, so having spent two busy weeks getting it looking and running as it should, it was a nice reward for his hard work.

I haven't had any reports from the outing to Homebush, so if anyone has some words and photos from the day I can put them in the next newsletter. It wasn't a particularly good day as far as the weather was concerned, so there may not have been a very good turnout.

The Classic Motoring Society Christmas run to Orton Bradley Park last weekend didn't disappoint though. Matthew and I arrived in Matthew's 1100 at around 10.30 to find



Relaxing under the Club shelter at Orton Bradley Park

Danny and Sharon O'Malley there already, with an area big enough to accommodate our expected cars already marked out and ready to go. It's a spot we've tried to get every year, as it offers good protection if the wind happens to come up, yet it's in the shade if the weather is hot and the sun is shining. It wasn't long before Eddie and Nancy Bishop and Tony and Cecily shanks arrived, followed soon after by Graham and Jude Quate in their neat little Wolseley Ten. Not long after that Anthony Dacre turned up, followed soon after by Allan and Betty Francis. This all meant plenty of good company for a picnic lunch. We were also joined there by Timothy Dunningham and his partner Kate, who had bought along Tim's Austin 1300GT with a 'for sale' sign on it. A few other one-make clubs turned out in force, including a few of the marques seldom seen at other local events, thus ensuring plenty of interesting cars to look around.

Unfortunately a Mk2 Jaguar created too much attention when it unexpectedly caught fire about 10 minutes after it arrived. The owner noticed some smoke coming from under the bonnet, and on lifting it, a fire erupted out of the rear of the engine bay. Two people quickly found fire extinguishers and put it out, but not before quite a bit of damage had been done to the wiring, paintwork and other items under the bonnet. Unfortunately this car ended the day on the rear-end of a tow rope, but luckily the owner lived relatively close so it didn't create too many problems. It was good to see that fire extinguishers were

readily available, and it was a good lesson on why it's good to have one in an old car just in case something goes wrong.

Now for the stories around our members and their cars. First up this month is Graham Quate, who has recently finished a major re-commissioning exercise on a 1939 Wolseley

Ten. Graham has been working away on this project over the last 12 months or so, and in that time has completed a full mechanical overhaul including the engine and brakes, and some general tidying of the interior and exterior. The end result is a very attractive little car, and what's more, it's the only one of this model that we know of in this country, so it's somewhat unique as well. Graham is



really pleased with the way it's turned out, and says it motors very happily, even though it is a bit slow. His wife, Jude, and him came over to Orton Bradley Park in it last weekend, and Graham said it was a bit slow on the hills, and very difficult to pick good places to get around the many groups of cyclists that are using the Port Hills as their playground nowadays, so he was very aware of traffic building up behind him. It is certainly a very different car to those we've been accustomed to seeing out our runs, and at Orton Bradley Park it attracted quite a bit of attention.

Next in the firing line for mention is Danny O'Malley. Many of our members will be

aware of the Police 6/90 that was part of the collection owned by Auckland Lawyer Barry which Hart was auctioned off by Turners Auctions in Auckland early in October. This particular car was Bill restored by Williamson during the 1990's, and finished in time for the New Zealand Police Centennial in 1986. when it was driven to



Wellington to take part in the celebrations. It was a full body-off restoration, with Bill paying a great deal of attention to every last mechanical component, and spending a lot of time researching the car, and finding and fitting all of the genuine Police fitments that should have been with the car, including the original Police radio, siren, light, and plates (including its original fleet number on a plate on the dashboard). The car is a genuine factory Police special, and was the last one in service in New Zealand when it was retired from service, eventually finding its way into the hands of a Policeman who decided to restore it. Unfortunately that particular person was unable to see the project through, so Bill picked up the pieces (along with a couple of spares cars) and saw the project right through to completion. Bill sold it a number of years ago. It was on the market again a few years later, and it was at that point it must have been purchased by Barry Hart, and just put into storage.

When it came up for auction in October, news of it was through all of the national newspapers, and it was even shown on television, so it seemed that everyone in the Wolseley Car Club knew it was on the market. However, it came with a couple of possible problems. First, it wasn't running, and secondly, because it was effectively part of a financial settlement between Mr Hart and one of his creditors, there was no guarantee that ownership would be transferred after the sale. Out of interest, Danny O'Malley decided to log into the auction from Christchurch, and took a punt and placed the top bid. He immediately got on the phone and arranged payment and to have the car freighted to Christchurch, fearing that it may have been repossessed once it left Turners. Fortunately this didn't happen, and the car duly arrived in Christchurch where it was collected by Danny and trailered home. He then set about finding out why it wasn't running, and found it was a combination of a very dead battery, very stale fuel, and a couple of spark plug leads that had been mixed up. There were also a couple of other small things to sort out, and it was then presented for a WoF (passed with a glowing reference), and it was back on the road again.

It's already created a bit of a stir in Danny's home town of Leeston, and this coming weekend will be lead car in the town's Christmas parade. At some stage soon Danny is going to take it back to Bill and Margaret Williamson's so they can catch up with it again. We all know that Bill will be very happy to see it back in Christchurch again.

Many years ago Bill did an extensive write-up on the car for a newsletter, so some time I will dig deep into the newsletter archives and see if I can find it. It's an interesting story. It is one of only two or three genuine factory Police-specification 6/90's left now in the world, so it also is a very unique car.

The next 2 cars worthy of mention now also belong to Danny O'Malley. For the first, the story goes that he went to Oamaru to visit the Swap Meet down there, and with the intention of buying a low-mileage Mk1 Zephyr Convertible. Apparently he was disappointed with the Zephyr, so moved on to the Swap Meet, where he found a very nice black Wolseley 8 for sale. A price was negotiated and he took that home instead. It turns out this is the car that Graham Pate owned up until about 5 years ago. Unfortunately I don't have any pictures of it at this stage, although hopefully we'll get a chance to see it sometime over Christmas so it can be featured in the next newsletter. Danny has also recently purchased the very original Wolseley 18/85 (FWD model) which belonged to

Eddie and Nancy Bishop. This had some paint crazing on the upper body panels, so Danny sent it in and had the top-half repainted so it is now a very subtle two-tone blue. He and



Sharon bought it to the Orton Bradley Park run, and it certainly looks good.

We also welcome another new member to the club, Harry Mitchell, who has purchased the 6/99 that belonged to the Christchurch spares department and was advertised for sale to members back in September. A very tidy original car, this used to belong to two different Christchurch Branch members, but was taken out of service I think in 2005 when it developed a cracked block and ended up with oil in the coolant. Harry is working on the car now, with the aim of getting it back onto the road as soon as possible. It was good to be helping load it onto a truck at Idlewood, knowing that at last it's going to have some work done on it.

Anthony Dacre has also been busy on both of his 6/90's. He has hopefully finally sorted out the problem on his good one with it sticking in reverse gear, and he's now at the stage with his 6/90 restoration project where finished paint is about to go on, starting with inside the engine bay. I hear this car is also one which is going to be two-toned, so it will be good to see how it looks when it's finished. Anthony has also been busy getting his 1936 14/56 on the road for summer, having just spent some time and money getting the running boards re-finished and a few other jobs attended to.

About the last up for mention this month is Tony Shanks, who has been having on-going problems getting his 6/80 started and out on events. Eddie Bishop and his friend Noel Nevin came to the rescue to do a full fuel and ignition check-over, and eventually found that it was a low output from the battery that was causing the problem. The 6/80 is now happily running again, and once again joining our runs with Tony and Cecily on board. Good to see.



Tony and Cecily Shanks, followed by Eddie and Nancy Bishop, driving through Gebbies Pass on their way home from Orton Bradley Park. Those 6/80's sure look good on the road!

This coming weekend we have our closing event for the year, the Christmas barbecue at Idlewood, where we will send off another year with the hope of much better ones to come. We're hoping that this year the predominant subject for discussion won't be earthquakes, but rather the great facilities we now have, and what we can look forward to achieving and doing in 2013.

Regards to all, Colin Hey.

Christchurch Branch Coming Activities:

Sunday 9th December

Annual Christmas Barbecue Picnic at Idlewood.

Please arrive from 3.30 onwards. Bring your own cutlery, and a salad and dessert to share. Meat will be supplied. This is an informal and relaxed event which will be totally social, and we'd love to see as many members/wives/partners/children as possible. On wet or fine, as we have shelter available.



The outstanding response to our survey of NZ Federation of Motoring Clubs members has played a key role in providing the feedback needed to persuade the Government the proposed reforms of the vehicle licensing and inspection regime are both justified and desirable.

Thanks to the more than 700 classic, heritage and special interest vehicle club members who took the time and trouble to answer our survey questions, we were also able to distribute a press release which resulted in positive media coverage for the views of heritage and collector vehicle owners, including an Item on TV One News, to counter the self-serving MTA campaign to retain 6-monthly Warrant of Fitness checks.

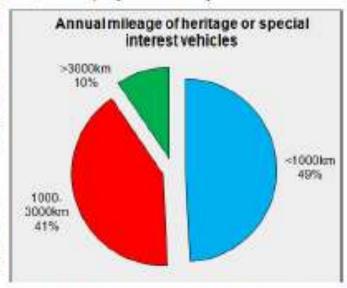
In preparing our response to the Government's discussion document on the Vehicle Licensing Reform, the FOMC asked member clubs to circulate a web-based survey to their members. The widespread grassroots response provided very teiling statistics to reinforce the arguments in favour of reducing the frequency of WoF inspections and compilance costs of vehicle ownership.

When preparing similar submissions in the past we have sought and reflected the views of the executives of our members clubs, but this is the first time we have been able to obtain the views of the wider rank and file members. It has proved to be such a useful initiative we certainly plan to do it again.

The survey results confirmed vehicle collectors are incurring considerable costs to comply with the current vehicle inspection and licensing regime to achieve almost negligible road safety benefits.

Nearly half of the respondents (49%) said they drive their collector vehicles less than 1000kms per year, with most of the remainder (41%) travelling between 1000-3000kms. So the vast majority of heritage and special interest vehicles are covering very limited

mileages between WoFs, and much less than the average of 12,000kms per year for ordinary vehicles.

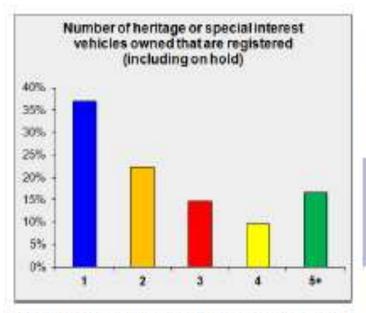


As many own and use more than one heritage or special interest vehicle, more than half are paying between \$90 and \$360 in WoF fees each year. But just over 85 per cent reported none of their vehicles had falled an inspection in the last 12 months for brake, tyre or lighting related faults.

So six monthly WoF checks means most vehicle collectors are being subjected to costly and unnecessary inspections which fall to find safety faults or raise any questions about the fitness of their cars to be on the road.

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As the majority own more than one heritage or special interest vehicle, reducing WoF requirements and other costs will have multiple benefits for the majority of owners, whose interaction with the compliance system is disproportionately large and probably only matched by fleet operators who do much higher annual mileages but whose inspection flees are offset as business costs.

More than half the respondents, 54%, estimated they take 30-60 minutes to obtain each WoF, including waiting and travel time, with 28% taking more than an hour. So as well as reducing the actual transaction costs there will be meaningful time savings for heritage/SIV owners if WoF frequency is reduced, further reducing compilance costs.

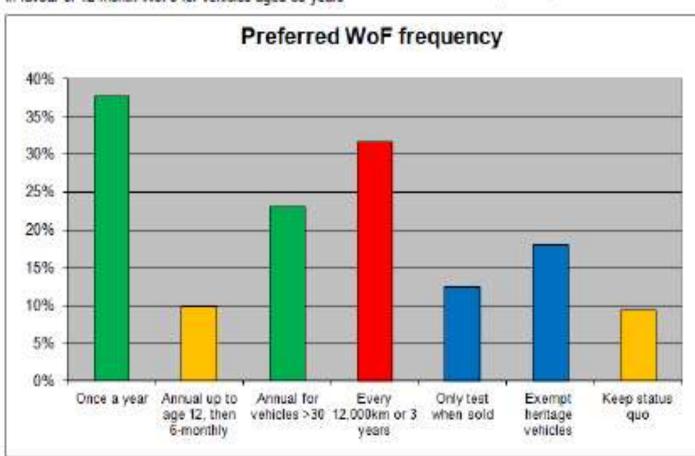
The majority of the respondents to the FOMC survey were in favour of 12 month WoFs for vehicles aged 30 years and over. Thirty-seven per cent of respondents supported reducing the WoF frequency for all vehicles to once a year, 23% supported the status quo, but with an annual inspection for vehicles aged over 30, and 31% supported the mileage-based option (a WoF test every 12,000km or 3 years, whichever comes first). Less than 10% supported a 6-monthly WoF for all vehicles over 12 years, while 18% supported exempting heritage vehicles from the WoF altogether.

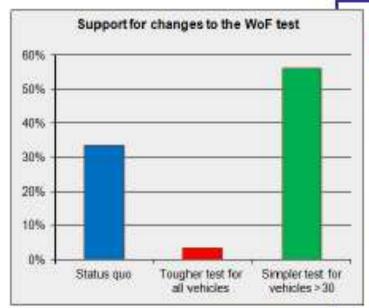
It can be concluded that the majority of respondents support an annual WoF for heritage/SIV vehicles (including those that support the status quo excluding vehicles over 30 years old). This is strong support for abandoning the current 6-monthly WoF for vehicles aged 6 years and above, especially for heritage and SIV vehicles.

The majority of respondents (56%) believe the current test is too stringent for heritage vehicles, and very few, 3.2%, would support making it tougher. This reflects common concerns amongst the heritage vehicle sector that the current test is not fit for purpose, and demonstrates that there is significant dissatisfaction with the current system in terms of test scope as well as frequency.

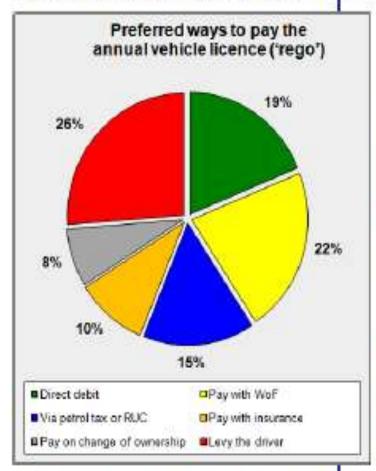
There would be strong opposition to introducing roller brake machines or other more invasive checks for heritage vehicles, and a tougher test for such vehicles is not supported by the evidence. Respondents also believe the rules around rechecks could be simplified to reduce compliance costs.

In relation to annual relicence (rego) fees and especially the ACC component, 38% of respondents favoured levying the driver rather than the vehicle, and 22% want to see the fees included in the price of petrol or diesel RUC. This





reflects the view that the current system is inequitable as vehicle collectors pay multiple fees even though they can only drive/ride one vehicle at a time. The survey results enabled the FOMC to send a message to the Ministry of Transport that this anomaly needs to be addressed.



Nearly 60% of respondents favoured early payment discounts or late payment penalties for rego, and 46% supported improving reminder options (such as email or text), while 36% supported reviewing the infringement penalties, indicating strong approval for the various proposals to make rego easier to pay and comply with.

VEHICLE COLLECTORS CALL FOR A CUT IN COMPLIANCE COSTS

The following is a summary of the Federation of Motoring Clubs submission on the Vehicle Licensing Reform proposals:

The FOMC supports a 12-month WoF period for all vehicles more than 30 years of age and no periodic inspections for veteran and vintage vehicles (pre-1932). The Federation does not support more invasive checks for vehicles over 30 years for the reason that they do very limited annual mleages, and because of the technical difficulties involved in submitting older vehicles to modern testing techniques.

The FOMC asks that the policy that all vehicles be tested to the standard that was in vogue when the vehicle was new should be reconfirmed. Problems repeatedly arise because some vehicle inspectors

have a limited understanding of the vehicle engineering and tolerances in practice at the time of the manufacture of earlier generations of motor vehicles, and so apply unachievable modern standards, sometimes to the

detriment of road safety, and also to the unnecessary cost of vehicle owners. The FOMC recommends that all vehicles be tested to the standard that applied in period, with the few sensible retrospective additional checks that already exist such as tyre tread depth, seatbelts, and body and chassis rust etc.

We believe any increase in the rigour of the current testing regime would have deleterious effects. For example, many heritage vehicles require special hub puliers to remove the brake drums. As well, most modern mechanics have limited knowledge of the tolerances and earlier construction methods in the motor industry and are therefore unqualified to work on many heritage vehicles. Placing such vehicles on suspension shaking machines may also exceed some older vehicles' tolerances and cause significant damage which could have catastrophic effects on their roadworthiness.

We also suggest significant time savings could be achieved by implementing appropriate checklists tallored to each vehicle, to be used when it is presented for inspection. Going through the full checklist for all vehicles and establishing what is and is not applicable to older vehicles takes a lot of time and often requires going back to the vehicle and rechecking, and this sometimes takes as long as checking the Item If it were fitted. For example a 1912 Model T Ford does not have a spare wheel, chassis number, ABS, speedometer, windscreen washers, seatbeits, seat anchorages, doors, airbags, head restraints, indicators, fog, comering,

daytime running, stop and other lamps. A vehicle specific checklist could be developed from information on the previous check sheets for the particular makes of vehicle.

continued on page 4



Trailers & caravans

The FOMC suggests that light trailers and caravans with a gross laden weight not exceeding 3,500kgs should be subject to only 12-month inspections regardless of their date of manufacture, as most travel very low mileages.

WoF compliance incentives

In order to reduce the approximately 9% of cars on the road without WoFs, the FOMC supports introducing more roadside checks and incentive schemes such as waiving fines if a WoF is obtained promptly, and imposing dement points for drivers caught operating unsafe vehicles.

Certificate of Fitness

The FOMC preference for CoF frequency is for a variable 3-12 month frequency, with 12 months as the default. There should however be a default for high mileage vehicles, e.g. every 50,000km regardless of time. Vehicles over 30-40 years should automatically default to 12 months if not used commercially and/or de-rated.

Provision should be made for de-rating heritage vehicles that are not in commercial use with the provision that a vehicle with a de-rated weight of less than 3,500kgs unladen be allowed WoF compliance.

Transport Service Licence

The FOMC supports dispensing with the TSL for all commercial transport services except tow trucks, commercial bus operators and taxis. As a secondary position, we seek removing the requirement for a TSL for heavy vehicles that are not in commercial service and not being operated for hire or reward.

Vehicle licensing

Trailers, boat trailers, and caravans should be exempt from annual licensing given the small distances they travel on average. Vehicle licensing fees should be charged as part of RUC for all diesel vehicles, in accordance with the user pays principle.

A full copy of our submission is on www.fomc.org.nz

NEWS FROM AROUND THE WORLD

Classic cars may be banned from Paris

Some of the most famous cars in French motoring history would be banned from Parls under a law intended to hit gas-guzziers. The proposal would outlaw cars built before 1997 and motorbikes built before 2002 from 2014.

The proposal the brainchild of Parls mayor Bertrand Delanoe, who has been fighting for more than a decade to cut pollution in Parls and says his efforts – including more bus and cycle lanes – have cut traffic by 25 percent and greenhouse gas emissions by 9 percent.

Paris would not be the first city to ban old cars from its streets. The indian city of Calcutta ordered cars older than 15 years off its roads in 2008.

- Reuters



Modified cars may be banned from EU WoF

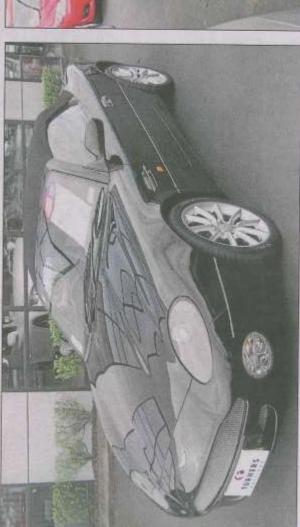
The European Commission is drawing up plans for a revised 'roadworthiness test' which would mean that all components had to conform with those which were on the car when it was first registered.

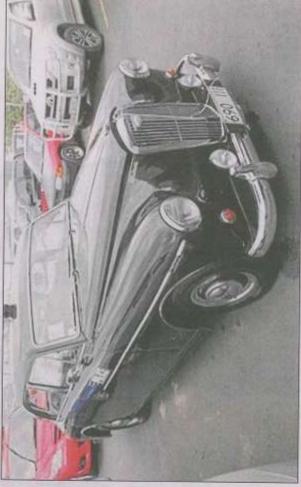
According to the EU document "Vehicles of historic interest are supposed to conserve heritage of the époque they have been built". The plans appear to make it impossible for owners of older cars to modify their vehicles to bring them up to modern safety standards.

The EU also suggests that member states should be given the power to set their own standards for "specialised" vehicles, which is understood to include classic cars.

www.felegraph.co.uk







For sale: Barry Hart's 2002 Aston Martin DB7, Left, and his 1958 Wolseley 6/90 are among those whose sale is disputed.

reditor claims Hart promised to pay in cars

Matt Nippert

of luxury cars, including a has been put up for auction to Disgraced barrister Barry Hart's repossessed collection Perrari and an Aston Martin, repay debts.

og a o lisgruntled former client The sale could however, derailed,

He was struck off earlier Zealand Law Society found him guilty of professional this month after the New charging his clients. Hart has appealed against the ruling. misconduct in grossly over Hart, claimed the barrister had pledged him the cars over clock, is expected to fetch at least \$250,000. nia with only 349km on the The Ferrari, a 2011 Califor

a \$150,000 debt.

Penrose in Auckland at noon on Saturday, comes after GE The auction of Hart's cars due to take place at Turner'

Hart gained a reputation as

a high-profile defence barrister, regularly charging clients

\$1000 an hour

cles last month. Also for sale understood to have formerly 1969 MG. But GE's efforts to Finance repossessed the vehiserved as a police car, and a his companies understood to claw back debts by Hart and are Hart's 1968 Wolseley, total \$584,000 have hit a snag,

vehicles had been promised to him to settle a \$150,000 debt.

Security statements were filled in June by Martin Mailley over the Aston Martin, MG and Wolseley. Mailley said the registrations followed a dispute with Hart in relation to overcharging.

in March Mailley said a settlement

whereby his complaint to the provided Hart paid \$150,000. "He signed an agreement to Law Society was withdrawn pay cash, and that was to be paid immediately earlier this pledged all these vehicles to me - then I noticed year. He failed to do that finance on GE," Mailley said. Then he

Report on Dolphy and Margaret Mathis' recent trip to the UK

On the 31st August Margaret and myself travelled to the UK and arrived at Manchester to be met by our hosts John and Gwenda Atkinson, who later drove us to Blighty, Lancashire to visit Peter and Val Brieley to see their WolseleyMessenger. This car was of particular interest to me as it is the sister car to mine. It was nearing the end of a complete restoration. A very nice afternoon was spent here, ending with afternoon meal put on by Peter and Val.

From here we set out for Wales "Caernarfon and Lianberis to visit an old Slate Mine. The 2nd of September saw us heading back to Nottingham and on the 3rd, a visit to Castle Nottingham was made. Later in the afternoon Colin Sayers arrived to be with us for to 2 days.

The next day we visited David Palmer and his collection of Wolseley cars. The first was a 1933 Wolseley Messenger 21/60 8cylinder Coupe. Tthis had to be a great show car with Large lucas lights and wire spoked wheels. In another shed was another 8cyl coupe in need of a major restoration. David also had a number of other Wolseleys, along with a fully restored steam traction engine which was parked on a large trailer hooked to a large truck which had caravan tied to the deck. This he uses to sleep in when attending rallies throughout England.

On the 6th of September John and I visited the Motor Heritage Motor Centre where we met Derek Tew of the Archive Deptment - a very interesting person where we would see a Messenger motor on display fitted with twin carbs that rated was rated at 4 litres. I've selected a few photos that might interest many of our members.

Regards

Dolphy Mathis



1933 21/60 Messenger Drophead Coupe



Series III 28HP drophead Coupe under restoration



1927 Silent Six 16-45 under cover.

Dunedin AUTOSPECTACULAR 2012 By Bran Kelly

It all started with my offer to help with the Southern Regions display at the Autospectacular car display in Dunedin on Saturday 1st September. Before long I had been asked if I would like to drive Bill Obers Wolseley 16/60 to the display and return to Invercargill after the show. Being Bill Obers Snr car (now owned by Bill Jnr), I was honoured to be asked. Plus with Bill being my brother-in law I couldn't really say no could I! After finding out the theme for the event was 'GOLD', it was decided our cars would have gold medals attached to the rear vision mirrors ,gold balloons attached and flags hanging as seen at the Olympic Games. Cars were arranged and everything sorted so now wait for the big day. All cars were to be set up on the Friday night ready for Saturday , but I was unable to leave until Saturday morning so a phone call to the organiser on Wednesday night had that sorted as long as I got there by 8.00am! The 16/60 was dropped off at my address on Thursday night and parked in my garage next to my own 16/60. Friday night saw it having a quick check over and clean.

Saturday morning that alarm went off at 3.45am and I really had to drag myself out of bed I can tell you, but a coffee and toast soon saw me and a friend who was coming for the day ready to go. So at 4.40am we set sail for Dunedin. Bill had warned me that the heater wasn't going but it was reasonably comfortable all the same. At Balclutha we pulled over for a coffee and stretch, the passengers that is..not the car. She seemed to be enjoying the trip!

A sedate trip saw us arrive at the Edgar Centre at 7.50 am where we were greeted by the chap to whom I had spoken to on Wednesday night with the remark "here's the old girl from Invercargill ". Asked how our trip up was and then directed us to where the other members and cars were. Gordon Duthie then assisted with positioning the car. Then we unloaded our cargo of 'Irish Airbags'...the gold baloons!!!.. and attached them to the other cars.

Cars displayed were the Buist's 4/44, the McAdams 6/90, the Obers 16/60, the Duthies 6/110 and the Winter's 1900 Wolseley.

The public that stopped and looked all over the cars and commented on them blew me away. Everybody had had one or knew someone who had owned one...and it didn't matter what model, they all loved our display. A very full on day and well worth the effort. Two new members, with a possible third plus offers of a couple of cars plus parts. All good things must come to an end and all too soon it was time to dismantle the display and get ready to head home. With farewells to the others it was out to Mosgiel for a coffee and a feed with friends, top up with petrol and homeward bound, arriving back in Invercargill about 10.30pm. A long day, but very enjoyable. It also reminded me of why I joined this club...the people are FANTASTIC!. Even my friend who joined me for the day now wants to get a Wolseley and join!!

Driving the 16/60 has made me more determined to get our 16/60 on the road. As a result more time is being spent in the garage working on her. The goal is to be on the road about Christmas and run her for a while and sort out any problems that may arise. Then my training will be put to use and a full respray in her factory colours. Being an ex Chritchurch car, some Canterbury members might even know it. The logbook states an owner as a Roger Barnett whose business card (found in glovebox) states he does/did Classic & Vintage Panelwork.

But more on our car in a later issue



The display at the Dunedin Auto Spectacular

Classic Motoring Society (Advertisement)



P.O.Box 10331, Christchurch 8145 Chair: Julian Barrett

info@cmsnz.org.nz www.cmsnz.org.nz

Dear Motoring Enthusiast

Do join us we "classic" motorists take our motoring *seriously* to the extent we want to be out enjoying our vehicles and the wonderful roads New Zealand has to offer. We want you to join us in our adventures when you can. Please circulate this widely among members and friends.

Check us out on facebook.com/classic motoring or www.cmsnz.org.nz
Our monthly events always start at the Carpark 3 Princess Margaret Hospital at 10.30am on the

first Sunday of the month. Entry fee is a voluntary donation to our chosen charity (currently St John Ambulance). We welcome all comers.

Next Run – January Jaunt - January 6 usual start 10.30am Carpark 3 PMH for those not going out of town

Aims of the Classic Motoring Society

- Classic motoring should be fun for all those taking part.
- That the classic motorist is as important as the classic vehicle, that is, it is not just about vehicles, it is also about people.

 The Classic Motoring Society and classic motoring events are to be operated with a minimum of administration and minimum of formality. We aim to maximise the fun quotient.

Buy and Sell

Wanted:

A full set of quarter-light rubber seals (front and rear) for a Wolseley 6/110. If anyone can help, please contact Ray Chappell, email Ray.Chappell@gmail.com

Wanted:

Autocrat Model RRM 5 TRP4 AM radio with 5 pushbuttons from a Wolseley 6/110 car. The AM radio need not be working, I am only looking for spare parts from this model of radio.

I also need a set of quarter-light rubber seals like Ray Chappel (above). Any leads on where these can be obtained for both Ray and myself would be greatly appreciated. Contact Mike Johnson Ph (04) 3849606 or (027) 2477859. Please leave a message if I am not able to answer your call when you ring.

For Sale:

" NZ Classic & Sports Car Mirrors"
In Tauranga 75 Churchill RD Ph 07 5713119
www.classic carmirrors.com

Advertising new replacement lens for 6/110 driving lights Lucas SLR 576 at \$90

For Sale:

Hi - thought you may know someone to buy my 1971, 1300, mk 11, 41,000 miles, pale blue, two lady owners.

For more details phone Bryan on 035486087 021-1671673 or Email p.b.chapman@xtra.co.nz

The



Word

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