

THE



WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC



JULY - AUGUST 2021



"Geeze Humbie, another bloody lockdown!"
"I know Willy, we'll never get restored at this rate"

OUR CLUB OBJECTIVES:

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



Club website (new one) : www.wolseleycarclub.co.nz

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EDITOR'S STUFF

Well, who would have guessed that we'd be in lockdown again? Probably it was inevitable though, and at least we know the drill now. So, working from home again, no visits to or from friends and family (or anywhere really), facetime and zoom calls daily, and using heaps and heaps of toilet paper! The worst thing is that there are no car or club events to go to, so unless we're using the Wolseley to go and do the grocery shopping or some other essential activity, it's all quiet on the motoring front.

Just before lockdown, I was in full swing trying to finalise the routes for this year's VCC Canterbury Branch VCC Daffodil Rally which was to be run on 22nd August. I had just finished doing the final drive-overs to make sure the instructions were correct (and a thanks to Graham & Judy Quate who helped me with that). The final copies were to be printed on the Wednesday, and collecting all of the banners and flags for the starting points and the trophies that were being made was to be done on the Thursday and Friday. Additionally, the local Rotary group was to pick up the supplies of food they needed for the BBQ lunch on the Friday. This meant that even if the initial lockdown had only lasted the three days, there was no way we could run the event. We then postponed one week until 29th August, but that has gone by the way now too. This is the second year in a row that I've organised this event and it's had to be postponed because of COVID. I feel really sorry for the Cancer Society, as ultimately it's them who miss out. Never mind – I'd hate to see COVID get away on us.

This month has been pretty quiet again at home, with not a lot going on in the shed. The highlight was a noggin night held a couple of weeks ago by the Veteran Car Club at our place. It was held 24 hours after a very brief southerly storm blew through West Melton, complete with snow flurries at our place. I was pretty convinced that it was going to be really cold the next night, so I planned on more of an 'in-the-house' event, and set up the television with Chromecast, so I could play a few videos of veteran car stuff from Youtube on my phone onto the TV. In the end, a very slight NW wind blew through the next day, so it was actually not too cold in the shed, and with the heat pump going full blast and a diesel heater that one of my friends bought along running as well, it was actually quite OK out there. I pushed



Veteran Car Club noggin and shed night at our place.

about 6 cars outside, leaving the veterans and a few others inside the shed with plenty of room for people to walk around. A quick clean-up of the work bench and a good sweep of the floor, and everything looked reasonably presentable. About 20 members turned up, and at about 9pm, after some good chat about the cars and everyone's various projects, we went inside for supper. I played a video with footage from the 2019 London to Brighton Run, and then found another that showed the step by step restoration of a 1912 Mitchell – the perfect end to the evening as it kept everyone interested. The last visitors didn't go home until 11pm! We should do the same thing for our own club members one night? The weekend before last the VCC held its National AGM in Christchurch (lucky it wasn't the following weekend). Our VCC branch organised the itinerary for the weekend, and on Friday 13th a run was organised to show some of the delegates from out of town around Christchurch. I offered my services and took the day off work to help with transport, and I ended up conveying ex-Wolseley Car Club members Graham and Marcia Pate (from Matamata) around in our 6/99. The run included a visit to a wonderful but not-so-well-known collection in Lyttelton, but on the way I took Graham & Marcia to a café in the new Christchurch library building called The Foundation. This is one my workmates and I try and go to for a morning tea treat every Friday – they have the best cheese scones in Christchurch!

Needless to say we had a very enjoyable morning coffee, and then moved on to Lyttelton to see the car collection. It's an amazing collection - everything from veterans, vintage limousines, motorcycles, unique classics and replicas, and early and historic race cars. The owner was badly injured about a year ago trying to stop a runaway car in a sloping car park banging into a very rare Alfa Romeo he owns – such is the dedication of the man. He also has hundreds of banana boxes full of magazines and publications, and lots of collectable items around the walls.

After an hour or so there, we headed over the hill to Sumner to have lunch in a local café there, and I then took Graham and Marcia for a drive around the earthquake red-zone, going past the site where we used to have our spares shed in New Brighton Road, before finally dropping them off at their hotel in town. It was a good day out.

Goodness knows how long we'll be under COVID restrictions this time. I'm hoping no later than about the middle of September, but I guess as long as new cases present anywhere in NZ we'll be at least in Level 2. Unfortunately I still need to carry on working while I'm at home. Last week was really busy trying to get our budgets for this year finalised and sorting out how the guys need to keep doing the essential things for now and stay safe under COVID restrictions, although with not so much traffic on the highway network now the emails and phone calls are starting to slow down.

Interestingly, I know Nick Stevenson is busy working from home, working on his Wolseley Hornet (ex-Michael & Raewynn Kruse's car), because he's texting me occasionally to see if I've got some of the parts he needs. So far I've supplied some steel fuel line, a fuel tank, and a mechanical fuel pump – all parts from my own personal 'well ordered inventory of classic Wolseley spares' (or Stash! as he calls it). All were left out by our letterbox and mysteriously disappeared an hour or so later – contactless pick-up I think it's called. No doubt he'll text me when he's got it running.

EDITOR'S STUFF - continued

At work they've told us to look after ourselves and spend some time doing non-work things we enjoy, so guess I'll have to give that a go!

Have a good month everyone – hope you've found a lockdown project to dust off and keep you busy.

Stay safe everyone,

Colin

Deadline for next Wolseley Word:
Friday 17th September 2021

CHAIRMAN'S REPORT

Hi Members,

Some sadness within the club with the death of Alan Frances and subsequently his memorial service on the 7th Aug in Christchurch. The Wolseley Car Club Inc extends our sincere condolences to Alan's family. Alan was a Life Member of the Club. The service was well attended with club members and a great line up of 12 cars as a guard of honor. I am also mindful that the Christchurch branch has lost a valued member who was very involved in all aspects of club activities. They have lost a great friend so our thought and support goes to them as well. Colin Hey spoke at the service and his talk on Alan's involvement in the club are well documented and is reported in this Word.

In the line up was Derek & Lee Brehaut's 6/90. This is the car they have been working on as a ground up rebuild and the first time to Christchurch in it. The car is a credit to them and looks really nice. Derek is trying to get as many miles on it now to iron out any gremlins with the idea of taking it to the National Rally on the West Coast.

Regarding the National Rally, Colin is doing a lot of work getting the program together for the Rally 6th to the 11th March 2022. I haven't been on the Coast for at least 15 years when we took the Wolseley for a trip just after I had it painted so looking forward to this Rally.



CHAIRMAN'S REPORT - continued

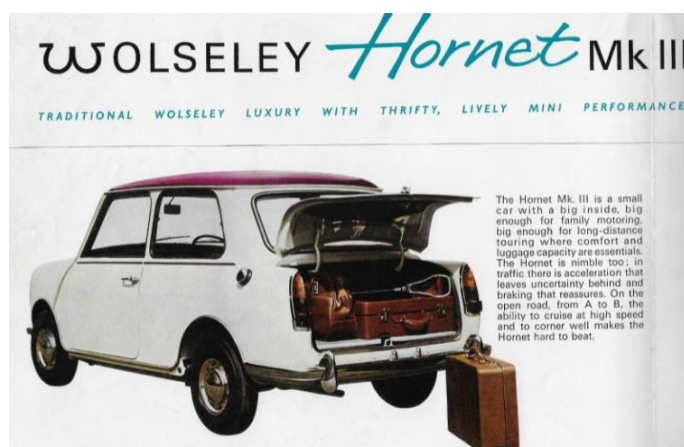
I also wish to make note of the selection of regalia Danny & Sharon have available now, well done to you both. One thing that was coming up soon down here was the Dunedin Autospectacular at the Edgar Center 11th September. We had space for 13 cars this year. Unfortunately COVID has meant this excellent event has had to be cancelled for the second year in a row. Maybe next year now??

At our last National Executive Zoom Meeting Colin announced that Nick Stevenson has stood down from the position of National Spares Coordinator and Jonathan Gaut has taken up this role. Nick's Business commitments etc have prevented him continuing in this roll and will support Jonathan where he can, Thanks Nick. Welcome to Jonathan and thank you for taking on this role. He can be contacted via the Clubs Web Site or on wolseley.spares.nz@gmail.com or cell 027 235 9566.

That's all for now,
Gordon Duthie



The line-up outside the memorial service for Allan Francis - Derek & Lee Brehaut's freshly restored 6/90 on the left.



SECRETARY'S REPORT

Hi Wolseleyites,

July started a bit of uncertainty as we were in Surfers Paradise and were ready to come home. We had to have a Covid test (\$120.00 each) 3 days before departure. This was straight forward as the covid testing station was less than 1 kilometre away. The test result came back within 24 hours via email. The small stressful issue was the attachment with the result information inside. I couldn't open it? A quick Email to the Laboratory resulted in them sending me the Negative result back in PDF format that I could open. This all happened within 2 Hours. We flew home the next day with the Brisbane Customs checking our Covid Negative test results on departure. Thus avoiding 14 days in lockdown, it was well worth it catching up our grandson and the family.



It was sad to hear of the passing of Allan Francis he was a very enthusiastic member of our club. I remember long

conversations after a National Rally dinner about Railway Road Services. Allan was a bus driver for Road services in the 1950's and I did my apprenticeship at Road Services a little later. At National Rally's here and in Australia, Allan and I would have a little challenge amongst ourselves. When we were in a new town, we would visit all the second-hand shops to see if there were any Wolseley spanners/ books / manuals to be found. I very often could not find any as Allan had always beat me to it. Or if I had purchased a manual, Allan would say "I've been there but I already have three of those, so I left it there." I could never win.....



Allan in his element at the 2016 National Rally in Hamilton

Happy Wolseleying

Michael Kruse



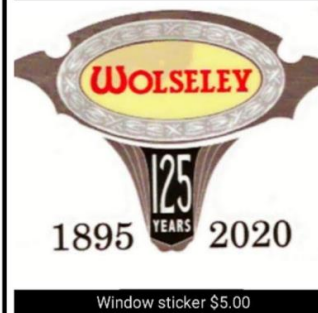
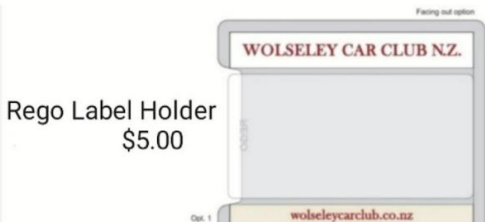
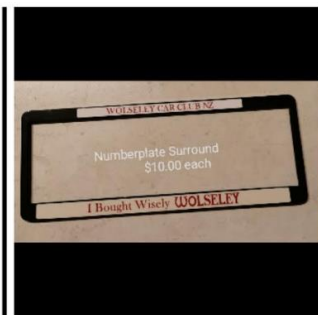
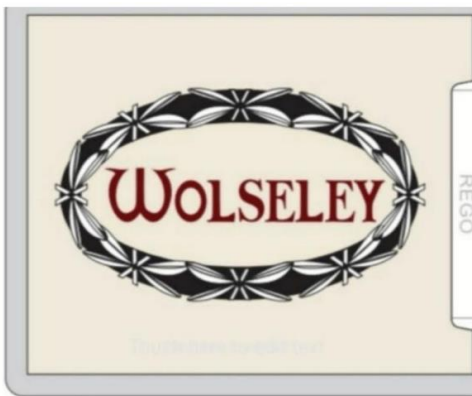
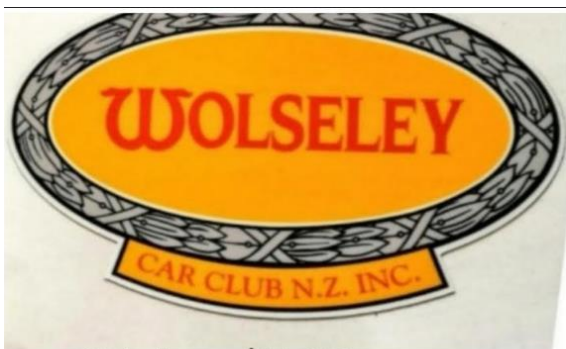
Convertible 2-4 Seater Body on the Wolseley 14 h.p. Special Chassis

REGALIA SALES AND LIBRARY LOANS

For any Wolseley Car Club regalia (caps, shirts, badges, books etc), and for any Wolseley-related books or technical information, please contact Danny or Sharon O'Malley on 03 3244421 or 021 498 162 phone or text.

Sharon can also provide copies of handbooks, workshop manuals, and parts books for most Wolseley models, either to loan or photocopies. Some general information Wolseley-related books are also available to loan – please just ask her or email orders to:

dandsomalley@gmail.com , with Name and size please. Now in stock:



NATIONAL AGM NOTICE

Saturday 9th October 2021

The 2019 **National AGM** of the Wolseley Car Club NZ Inc will take place in Christchurch on Saturday 9th October, the same weekend as the Canterbury Swap Meet.

The meeting will be held at the Papanui RSA, entry off Bellvue Ave, or off Harewood Road about 20m west of the Papanui Road intersection.

The evening will start from 5.00pm with a social time (bar will be open) and at 6.00pm with a meal (approx. \$25 per head) – we need to provide numbers for this, so please advise Stuart Penny by email or phone (03 313 4454) if you will attend.

The Annual General Meeting will begin at around 7.00pm. You do not have to come to the meal, but we would like as many as possible to come to the meeting.

Apologies to Michael Kruse, email kruseco@xtra.co.nz

2022 NATIONAL RALLY, West Coast, UPDATE

Wolseley Car Club National Rally 2022

The Amazing West Coast of the South Island.

Sunday 6th March 2022, finishing on Friday morning 11th March.

It was hoped that we could have an entry form ready for this issue, however Lockdown has made it difficult contacting some of the businesses and attractions we will be visiting in order to get pricing finalised.

If all of the information becomes available within the next couple of weeks, we'll email all members with further information and an entry form, and it will be loaded onto the Club Website. Otherwise it will be in the next issue of the Word.

BRANCH NEWS and EVENTS

Christchurch Branch News and Events

Our Branch AGM on 25th July wasn't overly well attended (around 20 people present) but we did have a quorum and did the necessary business. This year we made use of the adjacent Caravan Club lounge, which with its attached kitchen made it the perfect venue for a group of our size. Just a little bit more comfortable and easier to manage than using our own Idlewood kitchen and garage. We had a lovely shared lunch, with soups, savouries, breads and other delicacies, and even some cake to finish with. It was a very social occasion, and as necessity dictates, the more formal meeting after lunch was dealt to

and over and done with in about an hour.

Our branch committee for this year is similar. As per the recent constitution changes required, I was not able to take up the position of branch chairman for this year. There were no offers to take up this role at the meeting, so in the meantime I'll carry on as acting Chairman. Otherwise the committee stays pretty much the same with the following exceptions: Nick Stevenson



Doin' the business at the AGM

has passed on the Spares Coordinator baton to Jonathan Gaut (who we're confident will do a very good job in this role); Tom Malloy has stepped off the committee and his place had been taken by Marilyn Wayne, and we've added another member being Christine Gaut. Our bookwork remains in the super-capable hands of Stuart Penny (Secretary) and Pat Boyle (Treasurer), and our entrepreneurial Sharon O'Malley continues in the role of Regalia Officer.

It was very pleasurable indeed to make some presentations at the AGM. Firstly Ian and Rose Sposen were presented with their 25-Year badges. Well done both of you. Our annual trophies were also presented. Most improved car went to Rodney O'Brien for the great refurbishment he's achieved with his 15/60 (photo in the last newsletter). The most enthusiastic member trophy went to Sharon O'Malley in recognition of the way she's managed and marketed the regalia over the last 12 months, and the Chairman's (Higgins) trophy was awarded to Chris McLaey, who has been beavering away at many working bees installing a solar powered network and running power and lighting to all of our containers. This has made a huge difference at Idlewood.

The following Saturday we all gathered again at Lamb & Haywards in Wairakei Road for the memorial service for our lost friend, life member, and good mate Allan Francis. We had a fantastic line-up of 12 Wolseleys on the driveway outside, including 3 6/90's –

BRANCH NEWS and EVENTS – Christchurch Branch, continued

Allan's favourite model. All of the cars were spotlessly clean and looked great – Allan those who travelled some distance to be there, including Gordon & Beryl Duthie and Derek & Lee Brehaut who travelled from the deep south to be there.

A large portion of the audience were WCC members, and as the chaplain said, he wasn't sure if he was conducting a funeral service or convening a meeting of the Wolseley Car Club! With modern technology, Allan's friends in the Australian Wolseley Clubs were seeing the service too, which was nice to know. I had the honour of giving a eulogy on behalf of the club – that is repeated later in the newsletter.

The day after Allan's service, we had our usual working bee and committee meeting at Idlewood. A big turnout of members once again, with plenty of activity around the place keeping everyone occupied.

On 15th August we had the VCC Old Cars Bikes & Coffee event for the month – a BIG turnout of probably over 120 cars, including many visitors from out of

town who had come to Christchurch for the VCC National AGM. Then.....three days later it was into LOCKDOWN.



Some of the cars at Allan's memorial service



Another 6/110 dismantling project at Idlewood, from left, Tony Shanks, Merv Wayne, Colin Hey and Graham Quate. Photos by Marilyn Wayne

Since then events have fallen off the calendar – the Daffodil Rally (including a postponement date), Rock'n'Wheels at Amberley, and the huge Autospectacular in Dunedin which a few of us from Christchurch were planning on going to. At least most of the country is now at AL2, which means most of our own smaller club events can go ahead, but spare a thought for those in Auckland who have to wait it out.

As yet I'm unsure if the VCC Canterbury Swap Meet will go ahead, which also casts into doubt our own club National AGM, the date of which is chosen to coincide with the Swap Meet. The VCC will make a final

decision no later than Monday 27th September, and if it cannot proceed on the planned dates of 8th, 9th, 10th October, it will be postponed to the last weekend in November (26th, 27th, 28th). On the positive side, it is good to see vaccination numbers ramping up, so hopefully lockdowns will be a thing of the past soon.

No doubt Michael Kruse will keep us informed via emails about how the AGM will happen when we know whether or not Swap Meet goes ahead.

As for member news, a big shout out to Jonathan Gaut, who not only has taken over the Spares role, but also managed to repair the flush pump in our portaloo at Idlewood. I'm sure some of the trees well behind Idlewood will be pleased about that!

On a much more serious note, our thoughts are very much with Nancy Bishop (and Eddie of course), as she tries to get on top of some health issues she's struggling with at the moment. Nancy is typically the mover and shaker of wellbeing at every social situation at Idlewood and wherever our events take us and genuinely cares about our members and their families, so it's not good knowing she is battling health issues herself at the moment. We are all thinking of you Nancy and wishing you the very best.

Coming up, we still have our working bee for September to look forward to (11th September), and the VCC Old Cars, Bikes and Coffee event on the 19th is definitely going ahead. The latter will be managed by limiting cars to groups of 100 people if that is required – there is more than enough room in the VCC grounds to keep them separated if need be. More details about those two events and some longer-term ones planned (hopefully!) are in the coming events section that follows.

Cheers everyone.

Colin Hey

Christchurch Branch Coming Events:

Saturday 11th September - Working Bee at Idlewood.

The usual working bee/social opportunity/parts buying and sorting session. Starts about 9.30am. Morning tea is provided, and those who wish can stay on for lunch and the branch committee meeting straight afterwards.

We have a couple of recent parts car arrivals, so any help dismantling those would be appreciated. It's surprising how much you can learn by dismantling these cars – especial if you own one of those models yourself.



Coming activities continued on next page....

Sunday 19th September - Old Cars Bikes and Coffee (OCBC) meet at the VCC grounds.

OCBC in September will be a little bit different in that the VCC has put out a special invitation to all one-make clubs so the event can be run more along the lines of a Show'n'shine event. This will be a replacement for the Daffodil Rally that had to be cancelled because of Covid L4 restrictions. Anyone can bring along their classic/collectible vehicle and put it on display in the VCC grounds. If Level 2 restrictions are still in place, cars will be arranged in groups of 100 people, each one with access to separate amenities, including toilets and coffee. The motorcycle section of the VCC will be running a rider's reliability trial around parts of the grounds as well, which can be watched. There will also be donation buckets in place for the Cancer Society, and if all goes to plan (especially the weather), the Veteran Car Club will make an appearance around about 11.30am.



As has been done before, afterwards we may do a run to a pub or somewhere for lunch to welcome in spring and the start of another motoring season, or even just stay there and watch the motorcycle reliability trial while we have lunch. Keep an eye on your emails a few days beforehand for Stuart's usual confirmation and details.

Saturday 25th September - Hororata Mechanical Swap Meet, Hororata Domain

At this stage this event is still on. Starts early, usually finishes about mid-day. Always worth a look.

Sunday 26th September - BMC Rally, Organised by the Morris Owners Club

At this stage this event is still on, but more details will be emailed a week or so before.



Saturday 2nd October - Working Bee at Idlewood.

Held one week earlier than normal because of the VCC Swap Meet the following weekend. Please bring any goods you would like to donate to our stall at the Swap Meet – motoring-related items particularly, but any good used saleable item that is easy to handle would be appreciated.

As usual the Working Bee will be just that, with our usual committee meeting following lunch (BYO).

Coming activities continued on next page....

8th – 10th October – VCC Canterbury Swap Meet, McLeans Island.

All selling sites have sold, so it will be a big event this year. If you can help by displaying your Wolseley on the 9th and/or 10th, please let Stuart Penny know. More details will follow.



Sunday 17th October – CANTERBURY ALL BRITISH DAY

Starts at OCBC in the VCC grounds. Arrive any time between 8.30 and 9.45, and from there all British Vehicles will depart on a run to the Rock'n'Wheels event at Amberley Domain at 10.00am sharp. Entry fee is \$10 for the car, driver and 1 passenger, collected at Amberley Domain. All proceeds are going to the Amberley Lions Club. Please note that if the event is cancelled due to COVID restrictions or for any other reason, the All British Day run will be cancelled too.



Southern Region News and Events

Dear Southern Branch Wolseley Club Members,

As you will now be aware, the Dunedin Autospectacular was cancelled due to the Covid-19 outbreak and the alert level rules. Dunedin would have needed to be back in alert level 1 for this event to go ahead. Thanks to those who had been willing to put their cars in the Wolseley display. From the Facebook page it says this year's entrants will have priority next time so keep that in mind for next year!

Arrangements will still be put in place so that John McAdam can be presented with his 25 year membership badge. If I haven't done so by the time you get this newsletter, I will contact the restaurant to see what their plans are for level 2. If we move to alert level 2 before Saturday 11 September I will be in contact to see if you would like to come to the meal.

In the meantime, please stay safe.
Fergus Sime.

North Island Region

Garden Festival 29th-31st October /Xmas run and AGM

Michael and I are planning a Garden run in New Plymouth during the Taranaki Garden Festival. We are planning the weekend for **29th -31st October**.

On the 30th October (Saturday) we will spend a day looking at some amazing gardens starting from 9.30am, the programme still to be finalised.

Suggest that the Auto Lodge be used for Accommodation, as we plan to have the evening meal at the Auto Lodge Restaurant. Due to the busy time of year they will be holding rooms for a short time for anybody wishing to book, just mention the Wolseley Car Club. We will meet about 5pm in the bar at the Auto Lodge for pre-dinner drinks.

Sunday 31st October we will meet at 9.30am for a quick AGM to approve reports and financial statements for the last year due to our AGM being cancelled in September due to COVID 19 outbreak.



If you are coming please let Raewynn and Michal know for catering purposes.

Email updates will be sent out prior to the weekend.

Regards
Raewynn

For Auckland, Upper North Island and surrounding members:

The Auckland Rover Car Club would like to invite Wolseley members to the following:

Saturday 27th November 2021 at 12 noon – Ryders 177 Riversdale Road Avondale for Christmas lunch and mystery movie.

Roast meal at 1pm followed by a movie. Cost is \$35 per adult, \$15 for children under 14. Contact is Noeline Billing 027 453 1049. Please let Noeline know by 20th November if you are coming.

Regards
Noeline

In Memory of Allan Robert Francis

5th October 1936 – 15 July 2021

Allan joined the Wolseley Car Club in 1983. I first met him when he came to a Christchurch Vintage Car Club Swap Meet with Betty in 1984. At that time they still lived in Dunedin, and Allan had recently bought a grey Wolseley 6/90 which he had just started to restore. At that time, he belonged to the Dunedin American Post-Vintage Car Club, and was an active member, and I think he owned a 1939 Chevrolet before the 6/90. At the Swap Meet he put the 6/90 on display with our other club cars.



Although it was very much in 'as found condition' he had great plans for the car. He had just fitted a replacement engine and gearbox which he got from a spare's car, and it was soon to be painted jet black. It went on to be a great car for Allan and Betty, and Allan owned it right up until recently, when he could no longer drive. The car is now with Graham and Anne in Hamilton. He was particularly proud of it and went everywhere in it, starting with our first National Rally in Nelson in 1985. It was always reliable and nicely presented, and it took them to Vintage Car Club and Wolseley Car Club rallies and events all over New Zealand.

Allan was born a West Coaster, having been raised in Blackball. I'm not sure how he escaped the Coast, but he ended up in Dunedin with what he thought was a great job, driving Railways buses. He had lots of stories about some of the more hair-raising trips in buses and passengers. It seems Bedford's were the bus of choice at the time, most of them by today's standards grossly underpowered and flogged relentlessly on the hills in and out of Dunedin and beyond. They were happy days for him, the sound of howling Bedford gearboxes no doubt etched firmly into his memory (and probably the reason he was a bit hard of hearing), and he could remember all of the local NZR bus numbers. We were at a club run to the Whitecliffs Domain about 5 years ago, and there was a house-bus there that he thought was probably an ex-NZR bus, so he went and chatted to the owner. Sure enough it still had its fleet number inside, and it was one that he'd driven probably 50 years earlier.

He had NZR bus-mates up and down the South Island – he had been to all of the depots and got to know lots of other drivers, and of course the mechanics and NZR employees. He found kindred spirits in the Wolseley Car Club in Eddie Bishop who was an engine driver with the Railways, and more-so in Eddie's good friend Noel Nevin, and in Ray Willoughby who had both served their apprenticeships in the Victoria Street bus depot workshop. Many a time they would talk about the good old days in the workshops, the

In Memory of Allan Francis, continued

many breakdowns they had to deal with, the liquid lunches in the pub over the road, and of course the adventures out on the highways.

After driving buses Allan eventually moved on to employment with Caltex NZ, and began driving fuel and oil tankers. This was another job he loved and he was good at it, and when offered a transfer to the Caltex Depot in Blenheim Road it eventually brought him and Betty to Christchurch to live. He transported and delivered fuel oil all over the South Island.

Soon after moving to Christchurch, Betty and Allan bought a really neat and comfortable house in Hendersons Road. At that time we thought they had been married for years. We didn't know it, but they had actually been living in sin! Imagine our surprise when we found out they announced they were going to get married! It was this house that soon became the centre of administration for the Wolseley Car Club in Christchurch and indeed New Zealand.

Betty and Allan were real champions to the cause for our Club, and played a pivotal role in keeping the Christchurch Branch running. Betty was our Branch Secretary and Treasurer for a total of 13 years – dedicated to the job keeping the records straight and the books correct right down to the last cent in all of that time. Between her and Allan the records were always kept right up to date, and at every meeting we had the minutes of the last meeting always written up and filed, and the accounts presented with all the bills paid and the banking done. Allan was meticulous in ensuring the membership records were kept up to date. He would refer to un-financial members as being 'delinquent' and he would 'delate' them off the list. You didn't want to be a delated member!

Allan also looked after the club library, and made it his mission to find at least one copy of every handbook, workshop manual and parts book for every model of Wolseley ever produced, and he pretty well managed to achieve that, with some veteran and vintage models even included. He also had an extensive collection of his own, including many reference books, sales brochures and technical publications, many of them found at swap meets, on Trade Me or ordered from overseas.

Allan also looked after our Club regalia at the time, and would come up with new items to sell off to members, such as badges, shirts, caps and jackets. On one trip to Dunedin his regalia bag was stolen from his car, and he never got over that, as all of the stock he had at the time was in it. Imagine how pissed off the thief must have been though, to later open the bag and find it full of Wolseley badges, caps, shirts, and stickers. We never ever did see them come up for sale on Trade Me.

There was hardly a run or event would ever go by without Allan being there with Betty. They were always a starter for a bit of adventure, and really enjoyed all the outings and runs that were run by the club. As well as lots of trips and rallies locally, they literally travelled the world together with trips around Asia and the Islands being the most memorable. They especially enjoyed their trips to Australia to see Betty's family and to take part in all of the Wolseley Car Club national rallies and other events over there – a place where Allan made lots of life-long friends. John Mallia in Melbourne is one in particular, and the two of them had lots of adventures together.

In 1990 Allan joined the Canterbury Branch of the Vintage Car Club. He took part in many events and activities, and soon found his nirvana helping out at the Parts Shed every

In Memory of Allan Francis, continued

Wednesday afternoon. He made it his personal mission to identify and catalogue every head gasket they had in the place, and he'd sit for hours looking through catalogues and pictures trying to identify them all. They now hang on nails all sorted and labelled ready for purchase. Again, his attention to detail and his determination to finish the job shone through.

When Allan finally retired from truck driving, the pair of them decided to take the plunge and buy a section and build a new house in Northwood. Finally, Allan had his perfect garage – room for a brand-new modern car, the 6/90, and a Toyota campervan that he bought. The house also had a 4th bedroom that became the collection room and office. Room for all of his books, a new-fangled computer that he really never managed to master, hundreds of Wolseley and other car and truck models, and a huge collection of Wolseley-related items and memorabilia. He was also of course a collector of Texaco and other oil company memorabilia, and a huge fan of bus models and books. We had many happy car club meetings and the occasional social event at No. 19 Richard Seddon Drive. Everyone who knew Allan well will tell you about his all-consuming love of swap meets. Dressed in the familiar grey fair-isle jersey and baggy pants, with a brown leather bag over his shoulder, his mission in life was to go incognito and find every available Wolseley part, book and memorabilia item at that swap meet, and buy them at the cheapest available price for the Wolseley Car Club or for his own collection. He had a notebook that went with him to every swap meet which contained all of the common BMC parts numbers, cross-referenced with all of the after-market maker's part numbers. Whether it was Repco, Remax, Dufor, Lucas, Bosch, Borg and Beck or Bullshit, he had them all listed. We were hoping that this notebook would be found when his house was cleaned out, because it held invaluable information. But it wasn't, so I'm pretty sure he sent it ahead to the afterlife so he would be well-equipped for the swap meets organised there.

Allan had some memorable trips overseas with friends. Two trips to the UK and Europe with John Mallia, visiting museums, autojumbles and motoring shows and events were the ultimate as far as he was concerned. He also did a trip to the US in 2015 with club members Danny & Sharon O'Malley to cruise Route 66, driving them both mad with an itinerary that saw them take in all of the better-known stop-off places and attractions along the way.

It was after yet another trip, this time to Japan on his own, that he admitted to having trouble managing it on his own. He also picked up a really horrible cough that he never seemed able to get rid of, and this seemed to be the beginning of a marked decline in his health, both physically and mentally. We knew something wasn't right when he started not turning up to our monthly meetings and working bees, and confessed to forgetting which day it was, and having difficulty carrying out maintenance on the 6/90 that he could have done blindfolded a few years earlier.

Gradually his health got worse and worse – doctors' visits ended up with an ambulance ride to hospital, and he was continually troubled by chest infections and even pneumonia. Eventually there was no option other than to go into care, and probably fortunately he didn't last too long there.

In Memory of Allan Francis, continued

With Allan's passing we have lost a loyal life member of our club, a hard and conscientious worker, a skilled swap meet practitioner, and a very, very good friend. He already has been and will continue to be missed very much by us all.

Colin Hey

And from Graham Keys, Secretary of the Wolseley Car Club, Victoria, who was one of several Australian members who watched the service by video link:

I know that Allan will be dearly missed by many of our Australian members. Like most of us here in Australia (except, of course John Mallia) we only had the pleasure of knowing Allan and Betty for brief periods, spread out over many years. However this was enough to respect and admire him for his dedication to the Wolseley marque and his unrelenting friendship to all those who drove Wolseley cars. He was one of the most unselfish people that I have known, and would offer his airport transfer service, his cars and even his home to Wolseley members at the drop of a hat. Sharon and I were lucky enough to be the recipients of his generosity one year when he allowed us the use of his near new Suzuki for a NZ National Rally. It was great to find out a little of his very interesting previous life, and to see so many of his WCC friends attending the service. Keep well.

Graham and Sharon.

An Ongoing Lockdown Project

by Andrew Smith, Golden Bay

I purchased my 1954 6/80 from a club member on the North Shore, sight unseen. The Wolseley was warranted and registered and I was hoping that I would have a drivable car that I could refurbish at my leisure. I didn't want another 'project' but, not surprisingly, that's what I got! It wasn't long after last year's lockdowns and my wife (luckily) wasn't keen on my going up to Auckland and driving it down. I had the 6/80 trucked down to Golden Bay.



On arrival she started first pop and I drove her out of the trucking yard, into the yard I work in, stopping at the auto electricians, (a keen classic bike man) to show her off. Leaving the car idling there was obvious bearing noise coming from under the bonnet.

An Ongoing Lockdown Project, continued....

'Sounds like a water pump' I commented. On the 10km drive home anything over 30 mph produced the unmistakable ting-ting of fan on radiator. And ... hmm ... a bit of a rattle from within, Is that gudgeon noise ?! It turned out to be broken rings in 2 and 3 .

So ... not quite what I was anticipating, but all the same a very solid, cool, car that is in pretty good shape for her age.

My first car was an Austin 1800 Land Crab, I think I swapped it for a trail bike. My second car I loved to bits! A rusty \$300 24/80 (1964?), what a great old car (affectionately called 'The Muesli'), it ran



close to 80 psi oil pressure the whole time I owned it ! It needed a bit of tinkering, but I seem to be pretty good at that ! I used to drive it anywhere, short trips, or week long adventures.

Unfortunately my parents gave me their cast off 68 HK Holden , I didn't have the room for two cars so I sold it to a mate (who wasn't good at tinkering). I think he took it to the tip.

I'm a self taught mechanic,

I'm pretty good at making stuff and fixing stuff, but I've never worked as a mechanic or engineer. I've owned lots of motor bikes, I generally buy cheap old things and get a lot of satisfaction from fixing them up and knowing them inside out.

So onto my second Wolseley. The paint work is a bit rough (the previous owner told me it needed a paint job), It looks like someone gave it a 'quick flick, there are sanding marks showing through in places and patches of white filler that the paint hasn't stuck to. I'm not too worried about appearances at the moment (although my better half wants it to gleam!)

.I've had some spray cans matched and intend to just touch things up for now. I found what appear to be traces of the original metallic green behind the front bumper which has made me think more seriously about a new paint job. I'm mainly concerned about giving it a once over mechanically, I want to be able to drive it ! Whoever put a WOF on the old dear wasn't too concerned about their licence, it's a bit shabby in places. The original gearbox was in the boot, its had a reconditioned box fitted which seems to be dripping quite a bit of oil, hopefully not too much to tidy up. On the brief drive home I didn't notice any whines, but may have been preoccupied by the rumbles, tings and rattles from up front. I own a (no)life style block, I'm completely off-grid, generating power with a pelton wheel I built myself. There's always a hundred things to do and Wolseley (unfortunately) doesn't get much priority. This is only the second car motor I've stripped down but I've been inside numerous bike motors. The crank was a joy to behold, it's been ground 20 thou under and looks great, no measurable wear as far as I can tell. The valves/guides and cam bearings look great. A bit of a mission making up valve spring compressors to get the O/H

An Ongoing Lockdown Project, continued....

cam out ! My theory is 'If you don't look, you don't know'. Vertical cam driveshaft bushes seem fine. Cylinders have been bored 20 thou over, and there is 20 thou wear in them (along with broken rings) so 60 thou over pistons are on the way. Frost plugs out, and about two hours scraping and water blasting to get the crud out of the water jacket. The old thing was certainly due for some attention !



I've been told it's a series 3 and would love to get more info about that. It has the later model head with the external water gallery, but the engine no. on the body tag is 24697 while the actual block no. is 3307 . I would be interested in any data/year on the block. Interesting extras are a gate hinge for an accelerator pedal and a tow ball bolted to the rear bumper with little else support (I guess it worked !). A friend assured me the wood trim on the doors is Mahogany, so I guess that is not original. The finish on the panel around the instruments is flaky rust, Would this have been a thin wooden veneer or painted with a woodgrain finish/woodgrain decal ? Should the engine bay be painted the body colour or black ? The radiator had no mounts and was hanging off the grill by two small machine screws, do doubt helping contribute to the tinging noises !

Much appreciation for the help from the club and I can't wait to feel the smile on my face when I get to drive her again !

Andrew Smith. Golden Bay

Other Members Lockdown Projects

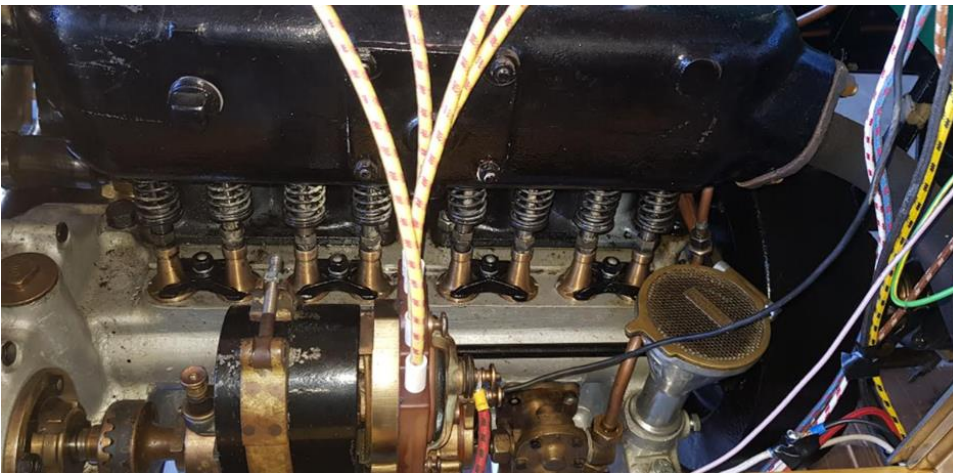


Frank Arthur (Dunedin) has been busy giving his 24/80 a good tidy-up – cut and polish and a thorough clean, and has been fixing a number of things that he's noticed needed doing – the odd missing bolt, fixing sun visors, purchasing a correct wheel brace, etc, etc

Other Members Lockdown Projects, continued



Simon Verkerk has also given his Wolseley “Special” a once-over, pictured here set up for a Daffodil Day photograph. Some work was also carried out on the garage he keeps it in.



Vaughn Cooper (Hawkes Bay) is nearing completion of his 1910 12/16, with work during lockdown concentrating on getting the carburation set up correctly.



Nick Stevenson (West Melton, Canterbury) has been beavering away on his 1969 Hornet in an attempt to get it running again. This car was purchased off Michael & Raewynn Kruse a few months ago and was their ‘second’ Hornet. Nick has redone all of the electrics and fuel system, had the cylinder head checked, replaced wheels and tyres. It’s not far off running now – just needs the new electronic distributor fitted....



The Editor has almost completed swapping out a steering box and column in a Wolseley 6/99, ready to go to a new home



Kevin Baker from Pukekohe has been waiting for some brake parts for his 6/110, so in the meantime he restored this 1980 TI Raleigh racing cycle during lockdown, plus another French cycle.

Other Members Lockdown Projects, continued



A triumphant John Macadam, who with help from his mother (who found herself stuck in John's family bubble) successfully wrangled the engine and gearbox from his 6/90. This was the first step in a strip-down to repair an ongoing problem with oil in the coolant.

Buy and Sell

My father has a 1955 Wolseley 4/44 which he would like to sell. He has owned it for some 30 or 40 years. The car is located in Wellington and the engine starts however it has no WOF or registration.

I am reaching out to ask if any of your members might be interested in purchasing it. Contact Elena Christopher, Ph 0210612549



For Sale- Wolseley 6/110 Mark 2- 1966 – Reg & WoF, 2 Owners (inc NZMC director). Original engine removed and reconditioned in 2002. The current owner purchased the car in April 1980 from a NZ Motor Corporation and has continually kept the car road worthy and serviced for WOF inspections. Engine recently fully reconditioned, auto overhauled, and extensive work recently completed on brakes, fuel system, wheel bearings etc etc. Sale

Car is in good condition. Cylinder compressions are even



and car starting and performing well. Price is \$7,000 negotiable. Reluctant selling due to street parking constraint from WCC strategic expansion. Sensible offer wanted from someone about

owning a fully restored and reliable car. Contact-Owner- Mike Johnson. telephone 04-3849606 or 027 2477859. Mt Cook, Wellington.

The  *Word*

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