

THE



WORD

OFFICIAL NEWSLETTER OF THE  
WOLSELEY CAR CLUB NEW ZEALAND INC



SEPTEMBER - OCTOBER 2015



Southern Region Branch display at the recent  
2015 Dunedin Autospectacular

## OUR CLUB OBJECTIVES:

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

Club website: [www.wolseleyclubnz.co.nz](http://www.wolseleyclubnz.co.nz)

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**Lindsay Patterson.**

## EDITOR'S STUFF

The month leading up to the VCC Canterbury Swap Meet is always busy, but this year it would have to go down as one I'm the most glad to have behind me.

A few months back I re-convened the committee that organises the annual Classic Car Show in Christchurch, and we decided that it was time to have a go at organising another indoor show in Christchurch. Our last indoor event was back in 2010, two weeks before the first big earthquake struck. It was successful enough, however the venue

wasn't able to be used the following year, and we held a one-day outdoor show instead. Although it all came together OK, it wasn't really successful financially, and a lot of effort went into running it. Three of us on the committee had red-zone properties, and another had a badly damaged house, so we more or less put the event into recess. This year we decided to go indoor again, and although it was again a lot of work, it went really well, and it's now behind us. In fact, it was successful enough to warrant re-booking the venue for next year.

This year I also took on being the secretary for the VCC Swap Meet, which as I write is now only a few days away. Every night has been busy sorting out paperwork and making phone calls for both events. This month's report from me will therefore be a bit shorter than normal.

Not everything went well during the month, however!

Undoubtedly the saddest thing to report on is the passing of Life Member, club stalwart, and friend, Bill Williamson. Bill passed away peacefully at home on 24th October. He had been cared for at home amazingly by Margaret over the past few years as his condition gradually worsened, and his passing in the end was a relief for her and the whole family. I've put together an obituary for Bill which appears later in the newsletter, but I will say now that the club (and in particular our spares scheme) owes much of its success to the work that Bill put in over the years, and he will be missed. Bill had been a professional fireman virtually all of his working life, and in his honour he was given a full Fire Service funeral, which included being transported into and away from the service on an early Ford V8 fire truck. Very fitting indeed.

Also talking about disappointments - in last month's newsletter I reported that we finally had Simon Verkerk's 16/60 running, and just had to finish off some work on the brakes to get it back on the road. Unfortunately we have an issue. The work on the brakes went as planned, and by the following Saturday everything was finished, the brakes bled, and we were ready to go.

We finished in the evening, and because it was raining outside and we still didn't have the bonnet to put back on, we decided to leave the test drive and delivery back to Simon's place until the following weekend. The following Saturday I got the car out of the shed



## Editor's Stuff - continued

before Simon arrived and gave it two laps around the block just to check all was well. The only problem was a small oil leak out of the rear oil pipe union, and a small water leak out of one of the heater-hoses, so when Simon arrived shortly afterwards, we got busy fixing them. I also straightened out the damaged bonnet as best I could, so we could re-fit it temporarily until a re-painted one can be fitted later.

With that done, we took it for a longer test-drive – this time about 10km, and once again all seemed just fine. Back home, we packed up, and Simon went to head for home with me following in his modern car. On starting the car, it seemed a little bit smokey. At that stage I wasn't too concerned, but as I followed him down the road, it was obvious there was an issue, as it was smoking badly, particularly while accelerating after stopping.

To cut a long story short, it's been checked by Pat O'Connell (a friend of mine who is an A-Grade mechanic, and who Simon uses for other work on his cars) and the verdict is at least broken rings in no.4 cylinder, or perhaps even a damaged piston. Damn! Because Pat was busy, it's been left for a while until he can pull the engine out, and at that stage we'll have to have a close look and see what has happened, and try and work out why. I'm hoping it will be obvious, so we don't have to second-guess a fix.

As far as our own cars are concerned, progress has been good this month. The 6/99 bodywork repairs are now finished and we have it back home and looking great. It needs a good cut and polish to finish it off (only the lower LH side and back of the car were

repainted), and that will be the outside all done.

The next project for it is to get the upholstery tidied up. It's still got all of its original leather upholstery, but some panels have splits and have shrunk with age, so it looks a bit unsightly (a bit like me, I guess after 56 years!). It was originally Jenny's grandparents' car and she has many memories of being in



The 6/99 mid-way through some bodywork refurbishment

it as a child. She is particularly keen to retain as much of the original leather as possible, so it's just going to get a refurbishment, not a full re-upholster. One mark that will remain is a scorch-mark in one of the door panels, which is the result of a small paper-fire started with the cigarette lighter (and we wonder what's wrong with leaving kids unattended in cars these days?). There is a firm here in Christchurch which is happy to do the work, so I'll take the seats in to them later this week and see what they think. They will apparently just renew the damaged leather panels, renew the foam padding where needed, and then

## Editor's Stuff - continued

re-colour them all to the original colour. I'll let you know how it goes. I still need to get the overdrive working, and also I've noticed it has a drive-line vibration at 60mph now that I've fitted new gearbox mounts, so that needs to be sorted. I'm hoping it's just the drive-shaft needing new universals or just balancing – time will tell. It's great to have it out and going again though.

Another task for the month was to get the Veteran ready for its re-certification inspection on 8<sup>th</sup> October. I've checked it thoroughly and everything seems OK, but going on the experiences of others, I'm not confident of passing through with a clean sheet. All I've really had to do is put many split-pins in lock-nuts where they should be fitted, adjust the front wheel bearings, clamp down the battery properly, and then just generally check that everything is tight and secure. I found a few loose nuts (including a spring shackle-bolt that was quite loose) and greased everything, so now it's up to the inspector to see what he finds.

I've now also driven it around the block a few times. It starts very easily, but it needs a bit of a sort-out in the sparks department, as it doesn't run cleanly on the magneto once going. That also makes it a bit hard to drive, as it's hard to guess how many revs you're going to get when double de-clutching, and I've certainly rubbed off any tarnishing there was on the gears already, after it's many years of sitting unused! This isn't helped by the cone clutch – it's quite different to the multi-disk one on the 1923 Tourer. I'm sure I'll get the hang of it eventually though.

A highlight for the month was a trip down to Dunedin to catch up with our Southern-Region members at the Dunedin Autospectacular. Jenny and I and Matthew, Joe and Judy Barker, and Allan Francis all went down for the weekend, meeting up with many of the southern team at the show on 12th September. The show was really good, and we spent about three hours chatting to people there and having a look around the displays. It was especially great catching up with some of whom I hadn't



Andrew and Louise Stone's 18/85 at the Autospectacular

seen since the Methven National Rally. The 'Car Sales' theme afforded plenty of opportunity for clubs to put on a good show, and ours was up there with the best of them. Being in the middle of organising a similar show in Christchurch two weeks later, I certainly appreciated what the organisers had put together down there, and took away a couple of ideas for our own one.

By mid-day we had pretty much seen everything there, and went for a bit of a tour around Dunedin to kill some time before going out to dinner with the local members. We went to the Law Courts restaurant, and I don't quite know how it happened, but the women all sat down at one end of the table, then there was a two-chair gap, then all the men sat at the other end of the table. Both parties had a great night – lots of lively conversation, laughs,

## Editor's Stuff - continued

and a bit of banter between both groups – most of it about domestic responsibilities. There was also a bit of celebrating to do, as Colin and Judy's freshly re-restored 1900 Wolseley won the 'Best Veteran' category at the show.

For Sunday, Gordon hatched a plan to go and check out two Wolseley's, so we called into



Colin and Judy Winters' for morning tea before heading out on the expedition, kindly conducted by Colin himself. The first of these was a partially stripped 4/44 which was advertised in the last newsletter. The car was part-way through a restoration when the owner passed away, and is being sold as-is, with registration on hold. Everything seems to be there, and it wouldn't be too daunting a project for someone reasonably familiar with 1950's

British cars. It was in a garage under the house at the top of the steepest driveway I've ever seen. Hopefully the brakes still work (apparently they were overhauled), otherwise it's all going to end badly before the car ever gets on a trailer! The family selling the car are more interested in seeing it go to a good home than they are about the price, so it could be a good buy for the right person.

The second Wolseley was a genuine a 1930's Wolseley Hornet Special, belonging to club member Gavin Turner. Gavin has had the car for many, many years, and it's travelled with him as a project to do 'one day'. Well, 'one day' is nearly here, and it seems that work may be getting underway in the not-too-distant future. The car is very complete, and although it won't be an easy restoration, it certainly holds plenty of potential to be a great wee car when finished.

After our 'tour', we went back to Colin and Judy's for a cuppa, before loading up a trailer of parts for me to bring up to Christchurch



Joe Barker inspects Gavin Turner's Hornet Special project

for the spares shed, and then heading home. It was a great weekend away, and thanks everyone down there for making us feel so welcome. The next weekend was spent getting ready for the Classic Car Show, which you can read all about in the Branch News section. That's definitely enough from me now!

Colin

## CHAIRMAN'S REPORT

Hi Members,

It's great to see spring at last and to enjoy the warmer conditions. There have been a few things happening down here. The Auto-spectacular was good fun which was supported by members from Christchurch. Colin Winter had the 1900 on the Vintage Clubs stand and won the "Best Veteran" Trophy. I will leave Bryan to fill you in in his report.

On a sadder note was the passing of Bill Williamson in Christchurch. Bill

started the beginnings of the national spares and developed it up to when Ray took it over. Beryl and I attended his funeral where Colin spoke on behalf of the club. Our sympathy is with Margaret who supported Bill to the end and family.

After the funeral I followed and followed Mathew to the Pioneer Stadium to help Colin and the club members set up a site for the car show. The theme was the movie No Petrol no Diesel. The Club won the display prize and Danny's and Sharon's 1300 on the display site was 2nd in the peoples choice, very well done. Colin will expand on this in his report. The National AGM is at Christchurch 10th October. I wish to thank all members for their continued support for the club and for many of you, your direct involvement in elected and supporting roles. My annual report will be in the next Word but I do thank Colin and committee for the Wolseley Word productions, Ray as National Spares Coordinator, Paul Billing our National Treasurer, Geoff our Web Site Manager, Michael Kruse, National



Gordon and Beryl Duthie's 6/110 at the Dunedin Autospectacular

Secretary for his enthusiasm and keeping things up to date. Thanks also to those of you who I have contacted from time to time and to Beryl for reminding\* me of things.

I also wish the Auckland branch success with the National Rally based in the Hamilton area. I am looking forward to it. Enjoy the warmth,  
Gordon Duthie.

Deadline for next Wolseley Word:  
**Friday 30<sup>th</sup> October 2015**

## SECRETARY'S REPORT

Hi fellow Wolseleyites ,

This month has been quite on the Wolseley front. I had two weekends at home in the garden, trimming trees and a spring clean outside the house ,killing that moss mould and gundge. I am now looking forward to daylight saving with the warmer weather and longer evenings.

There was one day that interrupted the gardening. My Uncle has had a 1959 Morris Oxford Traveller under restoration for 20 years. He offered it to me to finish off the restoration, as no one in his family wanted it. So of course I said YES. "What, could you do it?"

It isn't a Wolseley but close. After removing the covers that been over it for 20 years It looks in very good condition. The small amount of panel work that was required is done, engine in good condition (started up regularly in the shed). The brakes were all overhauled with stainless steel sleeves fitted.

My Uncle and Albert Gordge (pictured below) helped me to tow it home at the end of a rope back to our place.

I now have one modern stored outside!

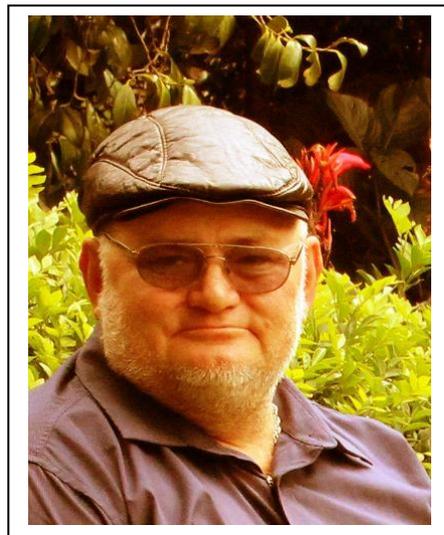
I am in Christchurch for the AGM and the VCC swap meet so I am looking forward to catching up with the South Island members.

Summer is coming!! Time to get your Wolseley out from under its cover and take it for a drive and maybe a picnic at the beach on nice sunny day ☺.

Happy Wolseleying.

Michael Kruse

National Secretary



Michael's latest new project, passed on by his uncle (left).  
Right BMC brand, but not quite the right badge.

## BRANCH NEWS and EVENTS - Auckland

# Auckland Branch

## News:

This past month has been quiet but planning for the National Rally is gathering momentum. We now have several entries including some from Australia. If you have not sent in your Rally entry, please do so. We are now in the process of finalising things.

We would like to welcome new members Mike and Val Arthur from Tirau with a 1958 Wolseley 15/50 and hope to meet up with them in the not too distant future.

This month we are invited to attend an event hosted by the Rover Car Club on Wednesday evening 21 October 2015 for a presentation by Smith & Smith Autoglass at 7.30 p.m. with a power point presentation. It is requested that a gold coin donation for charity be given.

Our Branch would like to extend its sympathy to the Williamson family on the death of Bill Williamson, whom a lot of members will remember as the former Parts Officer from Christchurch.

## Coming Events:

**Saturday 10 October 2015 – National AGM** to be held in Christchurch at the Hornby Club, Carmen Road, Hornby at 7.30 p.m.

**Wednesday 21 October 2015 – Presentation by Smith & Smith Autoglass** at 7.30 p.m. at the Auckland Car Club Rooms, 44 Stoddard Road Mount Roskill. It is requested that members put in a gold coin donation which will be given to a charity.

**Saturday 7 November and Sunday 8 November 2015 - Weekend trip up North.** Meet at Te Hana at 10.30 a.m. on the Saturday and bring or buy your lunch. First we will be visiting the Maungatapere to visit the Packard & Pioneer Museum. This takes around two hours and the cost is \$20 for adults and \$10 for children. From there we have planned a visit to the Quarry Gardens in Whangarei prior to our stay that night at Ngunguru. The Tutukaka Coast Motor Lodge situated at 2015 Ngunguru Road Ngunguru seems to be offering a reasonable rate and their telephone number is (09)434-3840. On the Sunday we hope to travel to Hans Compter's Museum and he will confirm within the next few days as he is awaiting surgery. We will then look around Whangarei and have lunch before returning home.

Regards  
Noeline Billing



Blenheim Palace makes a dignified setting for this picture of the Wolseley Six-Ninety, a car of refined character for the man of discriminating taste.

## National Rally Report

The Committee has been busy confirming and organising the five day event for the Rally and the three day Pre-rally events.

The Pre-rally commences on Thursday 25 February 2016 with a run through to MOTAT (Museum of Transport and Technology) and from there we intend to travel over the North Shore to the Shaw Brothers collection in Coatesville. From there travel to Warkworth where we will conclude the day with dinner put on by the Warkworth Vintage Car Club.

On Friday 26 February we will travel to Whitford to view an interesting collection of toys at Bill McNabney's place before continuing on to have lunch at Clevedon and concluding the day at a private car collection. Saturday 27 February will involve a drive through to Awhitu Peninsula viewing beaches on the way to the Awhitu Lighthouse. We will then travel back to Waiuku for lunch at the Kentish Hotel before going to the Steam Museum at Glenbrook and concluding the day at Sharmas Museum. Sunday 28 February we leave the Auckland area and head to Te Kauwhata to a greenstone museum souvenir and retail shop before arriving at Pirongia for our luncheon stop at Rodney Macdonald's home. Rodney has a lovely landscaped property and garages full of interesting vehicles. This will be the conclusion of the Pre-rally prior to the Rally proper.

The official National Rally commences on Sunday afternoon at about 4 p.m. with registration at the Airport Inn Motel followed by dinner at the Motel.

**Monday 29 February** will include going to Cambridge where we will be having lunch at the Waikato Vintage Car Club rooms. The Vintage Car Club have agreed to open their parts shed for those interested. After lunch we will travel to Tirau returning via the Karapiro Power Station to our dinner destination.

**Tuesday 1 March** involves meeting at the Hamilton Gardens before proceeding to the Zealong Tea Plantation for lunch. Afterwards we travel through to the outskirts of Matamata and wending our way through to the provincial town of Te Aroha where we will dine at the Grand Hotel. Te Aroha is known for its mineral pools, Museum and collection of interesting shops.

**Wednesday 2 March** is a run to the Waitomo Caves with lunch at a local venue and returning to base via Otorohanga for dinner.

**Thursday 3 March** involves a run to Raglan for a boat trip leaving Rally headquarters at 9.30 a.m. Lunch will be provided at Raglan and afterwards returning to Rally headquarters for the prize giving dinner.

**Friday 4 March 2016** is the farewell breakfast at Rally headquarters.

Just a reminder too, that the earlier Rally information, including the accommodation details and the Registration details, are available in the June-July issue of the Wolseley Word. If you require another copy of this please contact the Editor, Colin Hey, and he will email it to you again (see inside front cover for email address).

Noeline Billing

## Lower North Island Branch

### News:

#### Run to Pukeora Craft Fair and Tanewha Daffodil Garden

The start to the day was not very good with hail bouncing off the bonnet of the 6/80 as we drove into town.

We collected Andrew, Michelle and Elsie from their place, then met Dan Thompson in his 6/110 and Steve and Margaret Finch in their 24/80. Good to see a few Wolseley's out and about.

By this time the weatherman had had his hissy fit and it was a fine run to Pukeora.

There was plenty of parking at the top of the hill, so we didn't have to park at the bottom of the hill and catch the shuttle.

After having a wander around looking at all the wonderful crafts we had some lunch, bought some plants then headed down to Tanewha where we picked an enormous bunch of daffodils for a donation to Plunket.

While we were at Tanewha we met some people from the Central Hawkes Bay Vintage Car Club who had been out for a spring run like us.

Thank you to all who made the day a good one.

Mary

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#### Lower North Island Secretary's Report

It has been a fairly quiet month this month. The weather is finally starting to warm up and the sun is shining today. We have had wind and rain most of the week. I should be outside washing my car but I am procrastinating at the moment, the boss is in the basement painting his 6/90 engine bay, this is coming along nicely.

I would like to say thank you to all our members that have paid their subs and sent in the yellow forms. There are only a few to go so if you have lost your form, (let me know and I can send another one), or maybe you have just forgotten please send to me asap. I will send out reminders to those that haven't paid after the end of the month.

Please have a look at the exciting coming events, the next run being here in Taranaki to some of our wonderful attractions. Please note a slight change the Mort Andrews Run will be our Xmas run to Wellington, not Taranaki. That's me for now please contact me if you have any concerns/questions.

Regards

Raewynn Keep safe and keep smiling



The Register caters for all Wolseley cars (1895-1975)  
**Celebrating 50 years**  
 1964-2014



## Coming Events:

### 31 October 2015 – Mort Andrews Memorial Rally, Taranaki

An overnight weekend coinciding with the Taranaki Garden Spectacular. Cars will be judged and the Mort Andrews Memorial Trophy will be awarded to the winner. See following page for further information. Please note that accommodation is filling up fast if you intend coming, there have been a number of people who have expressed interest. Please contact Raewynn or Michael 06 7539743.

### November/December 2015 – Christmas Dine-out, Wellington

Date to be advised. Will possibly include a look around the retired ferry, Arahura.

### Sunday, 14 February 2016 – British Car Day, Trentham

It's the 30th anniversary of this event. Trentham Memorial Park, Upper Hutt, 10am.

### Other Events

### Sunday, 8 November 2015 - Southward's Car Museum Auto Jumble

From 8:00am, Otaihangā Road, Paraparaumu (turn right at new roundabout). General admission \$10, sellers' plots \$10 including driver (passengers \$10). Preferential parking for visiting classic cars.

### Saturday, 12 December 2015 – Lake Ferry Excursion

36<sup>th</sup> Annual Lake Ferry Excursion, organised by the Sunbeam Car Club. Meet by the Fell Museum in Featherston at 11am for an 11:30am departure to Lake Ferry.

### Sunday, 31 January 2016 – Wheels with Attitude

Dannevirke A & P Showgrounds, Neptune Street, 10am-2pm.

## Nelson-Marlborough Branch

### News:

Our branch had 5 of its 6 members attend our AGM. The Committee has remained unchanged.

There was some discussion on the new sub fees. It was decided that as our membership is so small and we don't do a lot that the members would still pay the same and the Branch would pay the extra.

We had three Wolseleys on display at the recent Rover Club All Makes Day. A good day was had by all.

Bryan Stansbury



**The Lower North Island Wolseley Car Club Invites  
All Wolseley Car Club Members  
To Visit the Friendly Taranaki Fringe Garden  
Festival**

*Enjoy a run to Taranaki in your Wolseley with added extras:*

1. A car trial
2. Visit pleasant colourful gardens
3. Visit a Museum of general household items
4. Visit to "The Possum Factory" (Shopping For the ladies)
5. Visit Famous Hollard Gardens
5. Friendly Taranaki Hospitality

**WHEN:** 1.00pm Saturday 31st of October Staying Overnight in Stratford



*Saturday night's meal will be at the Stratford Club  
Accommodation is tight in Taranaki during the Festival and it would be great if we all could stay  
at the same venue.*

*I have had contact with Antonio Mews (Motel) and they have enough units to accommodate us at  
present.*

*Please Book direct it is cheaper 06 7658313  
info@antoniomews.co.nz*

*For More Info about the Festival  
taranakigardens.co.nz*

*Please contact Michael or Raewynn Kruse If you wish to come*

**06 753 9743, Cell 027 243 8565, Email kruseco@xtra.co.nz**



# Christchurch Branch

## News:

Proceedings got underway for September with a run to Rangiora for a visit to the local museum, and then afternoon tea at the Station Café just around the corner from the Museum. The museum, although quite small, houses a great collection of items from the local area and is well worth a visit. There was also an art exhibition going on in the

building next door, which some also visited.

The Station Café, as the name suggests, is in the former Rangiora railway station, and still retains much of the rustic charm from the days when it would have been the hub for travellers to Christchurch and beyond. It is now full of tables and chairs, and a counter with a glass-fronted display cabinet full of delicious sweet treats, and a steamy espresso machine pumping out hot drinks to happy customers. The staff had put aside a large



Danny O'Malley's recently purchased Hornet on it's first run to Rangiora.

table that easily accommodated all 25 of us, so the rest of the afternoon was spent yarning around the table. A good, relaxed afternoon out, and enjoyed by all.

I missed the working bee in September due to the trip down south to Dunedin, but no doubt plenty got done, including gathering some 'stuff' together for the forthcoming site at the Swap Meet.

Planning was also started for our proposed display at the Classic Car Show on 26<sup>th</sup> and 27<sup>th</sup> September – all the stuff that had been put away after the last show (which was before we shifted to Idlewood) had to be found, and it was. The theme for the show was “Top of the Line”, so the original proposal was to use Joe Barkers 6/110 Mk2, and possibly my



Our “Best Club Display” at the Christchurch Classic Car Show

Veteran Wolseley, as both were considered top of the line cars in their day. However,

Danny O'Malley offered both his Police 6/90 and the 1300 'No Petrol, No Diesel' movie car, the idea being that we could play the 'top of the line' movie, while having the actual star car on display. We thought it could be a winner, especially if we also added a petrol pump and even a police motorbike if we could get one.

Well, like all good plans, it came together, and to cut a long story short, we had the show and won the Best Club Display category. As a bonus, Danny's 1300 also got second place in the Best Presented Car category. We were all delighted, especially as we've won the best display category twice before.

As the October working bee is an early one due to Swap Meet weekend, this has also happened. The whole working bee was pretty much dedicated to getting the items donated for our selling site at Swap Meet sorted and packed onto a large trailer ready to go. We've had terrific support from members, and we're sure it's going to be a successful enterprise for us – well done Graham Quate for suggesting it and then organising everything.

## Christchurch Branch Coming Activities:

### Weekend of 10<sup>th</sup> and 11th October – VCC Swap Meet

Offers for display cars and help on our site are still open – please contact Graham Quate on 323-6167 if you can help on the site, or Colin Hey on 359-8737 if you would like to join in the display. Our site number is 532, so call in and see us if you happen to make it out there.

### Notice of National AGM - Saturday 10th October 2015 Hosted by Christchurch Branch

This year's National Annual General Meeting will be held in Christchurch on Saturday 10th October – the same weekend as the VCC Swap Meet at McLeans Island, Christchurch. The National Executive Committee will meet at 3.00pm in the new Bishop Room at our clubrooms at Idlewood, which is one minute's drive down the road from the Swap Meet. The AGM will then be held in the dining room at the Hornby Club, Carmen Road, Hornby, Christchurch, that evening, commencing at 7.30pm. All members and partners are welcome to attend. Meals will be available before the meeting at 6.00pm for those who wish to join us beforehand – cost will be around \$20 per head. An indication of numbers will be required beforehand.

### Sunday 1<sup>st</sup> November – Canterbury All British Day

The event starts at the Vintage Car Club grounds at McLeans Island, where you need to arrive between 9.30am and 10.30am. At 10.30 all vehicles depart on a series of easy runs that finish at the Clarkville Domain, just north of



Christchurch. Entry fee is \$10 per vehicle, with all proceeds going to Van Asch Deaf Education Centre in Sumner. There will be spot prizes for the runs, and Best of British award for the People's Choice winner. Bring a picnic lunch with you, or buy it there. The event is run wet or fine.

## Sunday 15<sup>th</sup> November – Run to Terrace Station Open Day

Meet at the West Melton Hotel car park at 10.15am for a run to the open day at Terrace Station, Hororata. Bring a picnic lunch to have on the lawn or in the woodlands. There is a \$5 entry fee per person, which will go to the Terrace Station Charitable Trust. For more information, see [www.terracestation.org.nz](http://www.terracestation.org.nz)

## Southern Regional Branch

A reasonably busy month this month with our stand at the annual Autospectacular in Dunedin on the 12th September. Once again members did themselves proud with five cars on display filling our allotted space. They were Gordon and Beryl Duthies Wolseley 6/110, Fergus and Mary-Jane Simes Austin Westminster, Andrew and Louise Stones Wolseley 18/85, Colin and Judy Winters Wolseley 1100 and George and Pauline Strongs Wolsley Hornet. With sales cards in the windows and prices when new displayed..plus some very hard to find brochures (kindly loaned for the day by Colin Hey) for each car we all thought they looked pretty good. Once again plenty of people reminising about how



Three of the 5 cars at the show - Colin and Judy Winters Wolseley 1100, George and Pauline Strong's Wolsley Hornet, and Mary-Jane and Fergus Sime's Austin Westminster. All got plenty of attention from the public visiting the show.

'they don't make them like that anymore' or they knew someone who had owned one. Another successful display. A big thanks to all concerned and a special thanks to the Christchurch crew who travelled down for support and help on the day. Was really good to catch up again. Afterwards most went out for a meal which unfortunately I had to

miss as Barbara had work early the next day and getting home late wasn't an option. National AGM coming up in less than a month and as it's in Christchurch it would be real good to see some Southern Region members in attendance. Remember this is your club and your input is important.

Also, a note specifically for southern members who haven't paid their subs yet. Could they please send them to Gordon Duthie's address as he is interim secretary/treasurer. Thanks  
Thats all for this month...

Regards,  
Bryan Kelly

## Why We're Wolseley Wise Part 2 – by Russell and Kaye Harris

Unfortunately, very soon after our 'new' car arrived in the family, I was transferred to Dunedin – how does a family move 100 pot plants and other odds and ends from one end of the country to the other? Answer, buy a trailer and put a tow-bar on the Wolseley; what happened to the promise? The Hunters, by the way, were disposed of carefully and sympathetically at the local car yard.

1979 was a year of carless days so the Wolseley's nominated day was Wednesday and the Morris Minor's, which I drove to work during the week, was Saturday. The weekend was work time so the car was put to good use towing trailer loads of coke from the Dunedin Gas Works home for the fire and off to the forest where we would spend the morning chain-sawing firewood. We also spent many evenings travelling up and down to Gore to see my parents with our young daughter and dachshund both stretched out fast asleep on the back seat; no seatbelts in those days!

Our first adventure into the world of caravanning began when some kind friends lent us their 13' Zephyr for a long weekend to Moeraki up the coast from Dunedin. The caravan didn't have a spare wheel and being a bit paranoid about such matters, I then spent the next fortnight trying to find a wheel to fit – all to no avail. One night, when I couldn't sleep, I sat up in bed and wondered if our own trailer spare would fit – the next morning I was out giving it a try and, sure enough it did! The weekend was a wash out, literally, what with having a young baby, wet nappies and having to be towed out by tractor, we vowed and declared caravanning was not for us.

1980 saw us on the move again but not too far, just up the road to Timaru. Mother-in-law came to live with us and it became very obvious that a Morris Minor was not the car for an older person to get in and out of easily so we traded it for a very nice 1969 Wolseley 1300 Mk2 and so we became a two Wolseley family. It was also in Timaru that we joined the South Canterbury Branch of the Wolseley Car Club. Apart from some social outings and joining with the Christchurch club occasionally, the first major club event we attended was the first National Rally held in Nelson in 1985 where we won a commendation for the car in the most original condition.

It was also in Timaru that we borrowed another smaller caravan and had a much better holiday experience, so much so, that we bought our own Anglo Capri; Wolseley and caravan adventures really began in earnest.

March, being a lovely time of year and the perfect time for the salmon run, was my choice for a well-deserved month off work for the annual holiday. Caravan packed and the Wolseley serviced and in tip-top holiday condition, we would set off for the Rangitata River 30 minutes' drive north. There we would set up camp, fish, relax and generally enjoy life for a week or so – the best I ever did was two beauties before breakfast. What does one do with two 20lb salmon in a caravan – take them home to the deep freeze of course! And so we would leave the caravan and drive back home, store the fish and head back to paradise.

Part 3 next issue.

## Clippings from the Media

SunMedia, owners of Bay Driver, will be the official media partner of the popular 2015 Classic Cover Brits at the Beach Festival in Whangamata.

Brits is a celebration of everything British, including cars, bikes, music, food and culture, all in a beach side village fete setting from **October 8-11**.



*Tauranga's Stephen and Janice Belcher, winners of 'Best Car of Show' prize at the 2014 Classic Cover Brits at the Beach Festival. Photo: Brent Shaw/www.kiwimotoring.com*

The best British cars from throughout New Zealand parade through the town and the Coromandel Peninsula, with last year's festival seeing 700 vehicles registered. In the last five years the festival has seen more than one century's worth of British motoring history, from a fabulous 1913 Humberette to the British High Commissioners elegant new Jaguar.

Organiser Col McCabe says Whangamata is well-known for embracing New Zealanders' love affair with cars, as it's the home of the hugely popular Beach Hop festival.

"Brits offers another side of our Kiwi motoring history," says Colin. "The Brits car lover is very different to the Beach Hopper; it's chalk and cheese.

"Beach Hoppers are loud and flashy, Brits owners are more reserved and want their cars to look like they've just left the showroom."

Colin is always amazed at the breadth and quality of cars showing up each year, along with being chuffed the youngsters also coming with their Angle Boxes, Cortinas and Capris.

Some festival highlights include the opening night Whisky Dinner, Drive-in Movie, Pink Floyd and Bee Gee tribute band shows and the organised drives to Thames, Tairua and Pauanui.

"The Village Fete, which is held on the Saturday, is always a blast with some very funny British games and a \$1000 Best British Costume Parade," says Colin.

"The funds we raise from the Village Fete will be donated to local junior sport organisations."

For more information, full programme of events and to register your stall or British vehicle – opens to cars, bikes, trucks, bicycles, commercial or military vehicles – see

[www.britsatthebeach.co.nz](http://www.britsatthebeach.co.nz)

## Emails.....

*From Marie Sole, New Plymouth..*

Hi Wolseley Club members

Just to let you know that we have sold the Wolseley. Believe it or not but it went to Maheno near Oamaru, about 6 to 8 weeks ago.

I did not want it to be sold as it was like a family member – 29 years we had owned it, but David was getting past having to work on it. The car cover we had had rotted out as well.

The chap from Oamaru had phoned us before, but could not find a car that looked like he would want. We sent photos down and he bought it, as is, where is, sight unseen. It went down on a transporter just before the awful weekend, when Wanganui was flooded. We hope it got there safe and sound, as he did not phone us.

We have yet to decide if we will remain as members of the Club. Would like to go to the run you are running at the end October.

If we could find a 1300 that was up to scratch we might think about staying in the club. It's Parking that is our problem.

Marie & David Sole

*From Mike Johnson (Wellington)*

Good morning Colin

You may be interested in the attached BBC news item sent to me by my friends Val and Len in the UK. I spent my early working career with a Power Company in Chichester near Goodwood. As a boy growing up in Sussex I went to see racing at Goodwood on several occasions.

Goodwood comes mind often when I think back about having my appendix taken out at Chichester Hospital in 1953. One of the race drivers came in with an injury received in a race. He often talked to me about racing and played chess with me. I would love to know who he was and am sure he would have been well known. He was well educated and had many visitors including many attractive girl-friends.

I went back for a short visit to Chichester in January 2014 after being here in NZ for 41 years. I have family there and was given a great welcome after being away so long. Len Lee who sent me the Goodwood extract was an old school friend who I last saw 65 years ago. He immediately made me welcome and now keeps in touch with me via SKYPE. Chichester is a roman city and has an interesting Palace nearby at Fishbourne which was opened in the early 1980's. When I was at Chichester the locals seemed to know where the Roman Palace was but since it was buried under the A 27 road it was never excavated at that time.

It is good to see that Strirling Moss is still alive.

I read your Editorial stuff with interest in the Wolseley Word. The magazine is always well compiled and presented.

Regards

Mike Johnson (Club member 92)

<http://www.bbc.co.uk/news/uk-england-sussex-34232694>

## A Tribute to the late Bill Williamson, by Colin Hey

I first got to know Bill back in 1978. He had just bought his first Wolseley, a dark blue 6/110 Mk2, which was the top-of-the-line Wolseley of the time. In those days there were still a good number of them around, and a really good one wasn't too hard to find. Bill had decided to graduate from Triumph 2.5's to Wolseleys, as he regarded them as a better tow car for the family's caravan. This car was later replaced with a very low mileage white 6/110 Mk 2, which was his pride and joy for many years. Interestingly, both cars are still around – the white one is in Australia now.

It didn't take Bill long to contact and join the Wolseley Car Club. He soon became a very active member, and he and Margaret, and often with Geoff, took part in most of the club events, travelling on runs locally and to rallies all over the country. He soon offered his services to the committee, becoming our club librarian and then Branch and eventually National Chairman. He also had a long spell as our newsletter editor, and I can still remember dropping off our branch reports and other articles to him in his office at the Fire Station in Kilmore Street. In those days a high-speed carbon-copy gestetner machine was used to print them off, and ensuring the inked master copies were correct must have been a nightmare.

However it was in the management of the club's spare parts stocks that he soon found his real niche. We had one member at the time, a fellow by the name of Jim Collins, whom Bill got along with famously. The club by then had gathered a few parts together which were housed in a member's garden shed, but the demand was starting to ramp up for bits that could no longer be provided across the counter at the local BLMC dealer, and Bill and Jim (who had retired from the former Christchurch Wolseley agent (South Island Motors) began to source out remaining supplies around Christchurch, and eventually around the South Island).

Around this time, the former Wolseley agent in Ashburton, Hungerford Motors, was closing down. They had a large stock of new parts, particularly for the six-cylinder models, which Bill managed to secure for the club, this then becoming the mainstay of the club stock and the start of a supply of parts that has kept many club members cars on the road ever since. Bill and Jim got busy and began a huge cataloguing process – one which is still referenced now, over 20 years later.

It was Jim Collins that got Bill interested in Wolseley 6/90's, as Jim had owned his since South Island Motors days and kept it in beautiful condition. One day Bill got word of a genuine ex-Police 6/90 that was for sale – a project that had been started but had ground to a halt. It came with at least two parts cars, and had many of the correct factory fittings, including its original New Zealand commission number which had been screwed onto the wooden dashboard when the car was new. Bill soon got busy on it, and stripped it down to the bare chassis and rebuilt it part by part over a period of about four years, with progress accelerated greatly to ensure it was ready for the Police Centennial celebrations in 1995, when it was taken by Jim McCaw on the Police tour of New Zealand. I helped Bill in the very last stages, and I clearly remember working till about 2am in the morning on the day it left. We had just got it running, drove it down the drive, and the brakes locked up. Mild panic set in, but after calming down a bit, some adjustments sorted it and it left the next day. We all kept our fingers crossed.

Bill was extremely and rightly proud of what he had achieved, and followed Jim's progress closely as the 6/90 toured the country. Although he decided to sell the Police car many years later, it has again returned to Christchurch and is owned by club member Danny O'Malley. Danny took Bill for a ride in it again a few months ago, and he was absolutely delighted – in fact, this was the last ride he was to have in a Wolseley, and it was fitting that it was one that he had rebuilt himself.

Unfortunately Jim Collin's passed away suddenly, and Bill and Margaret purchased his 6/90 from the estate. They went on to own this car for many years. This was the starting point for a larger collection of Wolseleys – 6/90's and 15/50s a 4/44 and a Wolseley 8, although he did have a minor departure and bought a couple of 1920's Chryslers – one a complete and sometimes running car, and another that was a project. We eventually lost track of just what he had stored away – probably Margaret did too?

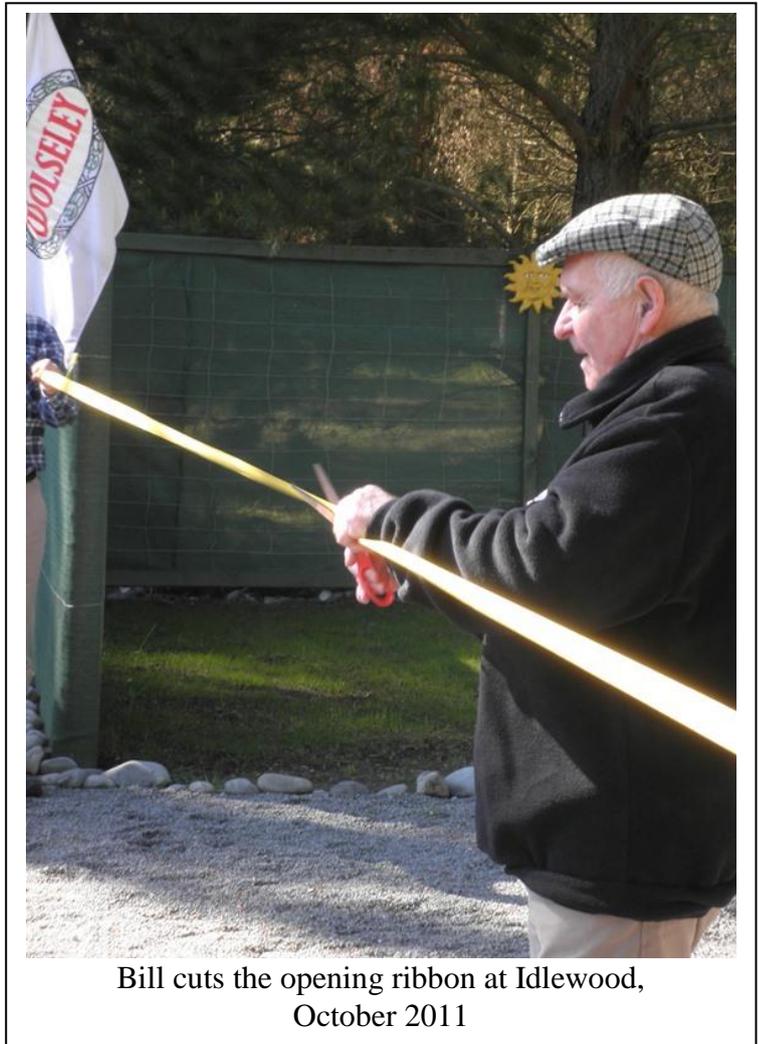
Alongside the cars, however, he never lost the urge to track down and acquire parts for the club. As one source dried up, he would find another, or find a local company that could produce or recondition what was needed. He also was awarded life membership to the club in recognition of the work that he'd put in over the years.

With limited room at Bill and Margaret's home, we eventually built the large shed in New Brighton Road to house all the larger parts, while Bill kept smaller and new fast-moving stock at home where it was handy to send out to members in distress. Banana boxes became his best friend, and we've still got many of those at Idlewood today! He could quote part numbers of the top of his head, and he knew all of the subtlest differences between each model and each year of every model from the late forties through to the last front-wheel-drive models.

He wasn't slow either to offer practical support to members who couldn't afford or manage work on their own cars, and often this came at the expense of him spending time on his own projects. There are also numerous articles he researched and published in our club magazine about the history of the marque – some of which should probably be published again.

Talking about projects, Bill always had plenty of them on the go. If it wasn't in the garage, it was in the garden, or some sort of serious home renovation project. I remember calling in to the last family home at Mathers Road one day, and found Bill busy installing a tiled area on the brand new benchtop. I asked him why he was putting tiles on such a nice new benchtop, and he said "well it was like this. I was screwing the benchtop onto the cupboard unit, and the first screw went right through and put a hole in it". He said he panicked for a while and wondered how he was going to tell Margaret, so he called her up at work and said "do you realise that the new bench hasn't got anywhere to put hot pots on it – I think it would be a really good idea if we put a small area of tiles on it". She agreed and the hole was covered over. Apparently she never found out!

About 10 years ago Bill gave up the job of Parts Coordinator for the club, but not before he had got to know dozens of members around the country on a first-name basis. He passed over the job to Ray Willoughby over the course of about a year, and put him in touch with all the businesses that he'd dealt with over the years. He then took a well-deserved back-seat. This didn't stop him



Bill cuts the opening ribbon at Idlewood,  
October 2011

still attended our working bees every month, and enjoying a good smoko with friends in surroundings he was very comfortable in.

Like many people of his generation, the earthquakes were not good for Bill. With the uncertainties and changes that they brought, together with other health-related issues, the ability to function as normal gradually seemed to dissipate. I witnessed the man who would give anything a go gradually become less mobile, less articulate in his speech and memory, and more dependent on others to do things that he would have once taken in his stride.

After the earthquakes when we moved all of our parts to Idlewood and had everything sorted out and in some semblance of order, we called on Bill to come out and cut a ribbon and declare it open for business, which he did with great pride. That was his last club outing, but it was the perfect finale to a long and dedicated association with our club.

He has left behind a legacy of service to our club members, a large number of Wolseley cars that he helped keep going over the years, and many friends made over his years in the club.

He will be sadly missed. We offer our sincere condolences to Margaret, and also to Geoff, Ken and Nicky, their partners, grandchildren and great-grandchildren.

Colin Hey

## Buy and Sell

**1954 Wolseley 4/44.** Restoration was underway when the owner tragically passed away, with bodywork basically done and the car undercoated. The upholstery is out of the car but all there – nothing is thought to be missing. Registration is on hold, and the car could be made to run with little difficulty. Seeking a reasonable offer. Contact Val Fergusson on 03-473-7622, or Scott on 027 255 2313. The car is in Dunedin – see photo on page 7 – call Colin Hey if you would like to see more.

### **For Sale - Classic Car Steering Wheel Covers.**

Quality reproduction hand-made 1940 to 60's style vinyl covers with foam backing for driver comfort, made to measure with a choice of colours. Includes stitching cord, a bodkin and fitting instructions. The diameter of your steering wheel and its rim required. Good value at \$63 each. Phone Roger Honey on 06 8684846 or 0274780872. email [rohoney@clear.net.nz](mailto:rohoney@clear.net.nz) (Club Member)

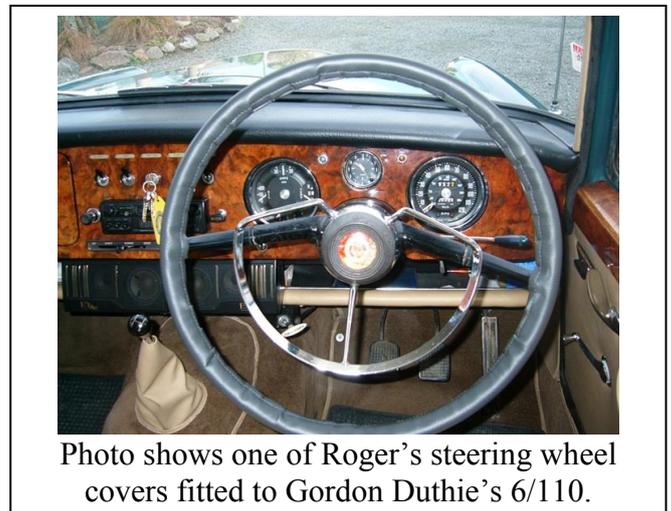


Photo shows one of Roger's steering wheel covers fitted to Gordon Duthie's 6/110.

### **Tyres for Sale**

Dunlop C49 6.40 x 15.

Four have run 2000 miles – 8+ mm tread, one never been run – 9+ mm tread. Complete with tubes. Authenticate your classic Wolseley.

\$1000.00 the lot plus freight.

Contact Joe Barker Ph 03 308 2936

*The*  *Word*

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