

THE



WORD

OFFICIAL NEWSLETTER OF THE  
WOLSELEY CAR CLUB NEW ZEALAND INC



MAY - JUNE 2020



Tom & Marie Malloy's recently purchased  
Wolseley 1300 at the Idlewood Clubrooms

## 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](http://www.wolseleycarclub.co.nz)

## HOW TO CONTACT US:

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### National Spare Parts Enquiries:

If unable to be handled by your local Branch, contact: Nick Stevenson  
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### All Newsletter Enquiries:

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*Disclaimer: The views and opinions in this publication are personal to the authors, and not necessarily the official views of the Wolseley Car Club of NZ Inc.*

## EDITOR'S STUFF

It's been a steady month, and life is starting to get back to what could be termed as normal. I've managed a couple of days working back in our central city office, and it was good getting back behind some decent-sized monitors and having fast access to all of our IT stuff – that definitely works better than it does at home. I even managed a first trip back to the West Coast two weeks ago under Level 2 rules. I stayed overnight, and it was good to see most of the motels in Greymouth very full, albeit with tradies and business travellers rather than tourists.

We've been doing "wellness" surveys every week since lockdown so management can get a sense of how staff are getting on, and in the latest

one we were asked what our preference for a workplace would be now that we've all experienced so much working from home. My choice was 50/50 (as was about 75% of the staff), so it will be interesting to see if that will happen.

I've enjoyed the extra hour of time gained from not having to drive into town and back each day, and soon slipped into a good daily routine. Up about 6.30, do all the domestic stuff and then sit down at the computer with a cup of tea and toast at 7.30 to start going through the emails. Lunch about 12.30 with a sandwich and some fruit, sitting in the lounge watching an episode of Chasing Classic Cars or Wheeler Dealer or some other recorded programme from Discovery Turbo. A good complete break from work! Back to the computer, and carry on until 4.30 or 5.00pm and then try and get a bit of exercise before dinner. If I'm lucky 'exercise' might encompass an hour or so in the shed working on a small project or two.

I'm amused by some people who think 'working at home' actually means 'doing my own stuff', and wondering why I'm not actually getting much done in the shed. The answer lies in the ever-coming list of emails – ignore them for a few hours and things just start getting out of control. Our West Coast highways contract manager also keeps me on my toes, and we enjoy many phone calls every day sorting out issues and keeping the work over there going.

It's been good to have some long weekends, and work on various cars has continued in the shed. The Wolseley 1500 race car is now officially all back together again, although I've not yet fired it up. Instead I've been doing some cosmetic work on it – tidying up the wiring and interior a bit so it looks a bit more presentable – not that it was too bad anyway. I've even decided to re-finish the dash top, and I'm going to fit the front wooden door fillets which haven't been on the car since I've had it. It definitely won't make it go any faster, but I will feel a bit better about the way it looks. I got an email the other day confirming race dates for the coming season, and things kick off again at the end of September, so things are looking up!

Matthew has been working on his 1500, and we're currently preparing a 1622 engine to go into it. This was an engine Allan Francis sold to me a few years ago that was supposedly





## EDITOR'S STUFF - continued

'brand-new', but it's been lying around unused for 20 or 30 years so I decided to pull the sump and head off it just to make sure it was actually still ok. It had been sitting and dragged around on concrete floors much of its life, so much so that it had a big rusty hole in the sump, but with this removed everything inside the bottom-end looked as good as the day it left the BLMC machine shop. We then turned it upside-down and removed the cylinder head, and it was just the same in the top end. There was quite a bit of dust and dirt in the cylinder head ports, so Matthew has removed the valves and we'll give it all a good clean and wash before putting it back on the block with a new head gasket and valve-stem seals. The bores and pistons too are in perfect condition – things were obviously assembled with plenty of oil and it's kept it all in top order. There's quite a bit to do to get it all back in the car and running again, but hopefully it will all be straight-forward and it will give the 1500 a new lease of life.

Matthew and I have also been working on the ex-Harold Smith 6/99 for Harold's son Paul, so it can be sold. Matthew fitted a new set of carpets, and I've just started a small touch-up job on the passenger-side sill where the fawn-coloured paint was flaking off to reveal the original maroon paint underneath. Tim Dunningham and Sheryl Hunter had expressed an interest in

buying the car a long time ago, and they visited a couple of weekends ago to have a decent look at it and take it for a drive. An offer has been made, so now it's just a case of getting it re-registered and warranted, and it will be heading to Banks Peninsula to join their collection of classic cars.

The last few Saturday mornings I've been at the parts shed to find and sort parts for various members, and since we've been in Level 2 there our maintenance team of people have been there every time tidying up and taking care of odd jobs around Idlewood. It's been good catching up in person with them again over a cuppa (with appropriate social distancing). On Sunday 31<sup>st</sup> May we even had our first run since lockdown, which was most enjoyable – you can read about that in the branch report later in the newsletter. During one of my visits I had to collect a Mk2 6/110 brake booster to be reconditioned for Gore member Evan Currie, and Ray happened to mention some kits of brake booster parts he had recently discovered amongst our stock. We opened one of them up, and sure



Getting ready to paint-strip the sill on the ex-Harold Smith 6/99

enough, they looked like kits to overhaul the hydraulic components in Lockheed boosters. I decided to take one of them in to the business we take our brake parts to for reconditioning, and when I handed it over with the booster the owner couldn't get his hands on it fast enough! When I said we had about half a dozen of them he immediately asked if he could take them all off our hands as some of the seals are getting hard to find



6/110 Mk2 booster  
reconditioned

now, but we've agreed that every booster we take in from now on will come with a kit so they don't have to worry about finding the hard-to-get parts for it. Incidentally, the cost to get them overhauled is around \$400 depending on exactly what they need to do to it, but in all cases this will include re-sleeving the main cylinder with a stainless-steel liner. If anyone does need a booster replacement, don't be tempted to try and fit one of the Chinese knock-off ones – they often don't work properly and they can't be repaired either. A properly working factory Lockheed booster will make any 6/99 or Mk1 6/110 stop really effectively, and the later type fitted to Mk2 6/110's will damn-near throw you through the

windscreen in a panic-stop. Gordon Duthie has just replaced his, and that has been confirmed!

This month Jenny and I have had a few visitors at home, including Gordon and Beryl Duthie, and Paul and Noeline Billing. Paul and Noeline had come down to see Margaret Williamson, who I'm very sorry to report has just passed away. Many will remember her as the wife of the late Bill Williamson, our spare parts coordinator before Ray Willoughby. Bill and Margaret's son Geoffrey and his family had also come down from Levin to see Margaret before she passed away, so her passing has left a big gap in their family, and in a way it also marks the end of an era for our branch now that both her and Bill have gone. There is an obituary for Margaret later in the newsletter, but our sincere condolences go out to their whole family at this sad time.

That's about it for this month. In finishing, I should also mention that we went on our first VCC outing this weekend, so things are taking off again at last. Pity it's winter already, but let's crank the heaters up and get out there and enjoy ourselves again!

Take care,  
Colin

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Deadline for next Wolseley Word:

**Friday 3<sup>rd</sup> July 2020**

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### **A note from Fergus Sime:**

Mary Jane and I met a Mr Morris Leslie at our local New World Supermarket Car Park some time ago. We had gone to the supermarket in our Austin Westminser (Iris) as we quite regularly do on a Friday evening. He approached us and wanted to buy Iris!! From what I can deduce he is trying to buy British cars in good condition and take them back to the UK. He seemed harmless and pleasant but it could be a problem if he bought cars that classic car owners in NZ wanted to own. His interests are far wider than Wolseley cars obviously.

## CHAIRMAN'S REPORT

Hi Members,

Winter seems to have arrived here in the South and the North Island is getting the much-needed rain. At Lawrence we had a flurry of snow in the air and a coating on the Blue Mountains to the South West of Lawrence.

I haven't had the Wolseley out other bring it home from the Vintage Club where it resides as part of the display, for a service check and do a final brake line bleed after fitting the reconditioned booster. I have found that in the past bleeding the brakes doesn't always clear all the air the first time you do it. Leaving the car to sit even just over night and then doing a final bleed clears air very quickly gaining a

firm pedal. All of this was needed for a WOF that came due the first week of lock-down. Lawrence has lost its WOF facility at the local garage and as a result have to go through to Milton 30 Km's away. The car passed its WOF with no worries and like last year which was the first time they did a warrant on it they were very impressed with the brakes. It had a 97% brake efficiency pass which they were very impressed with for the age of the car and is in the highest braking range of any car they have done. The next job I will do on the car is to replace the universals in the drive shaft which are just showing signs of wear. This is something I will do when the universals arrive from Christchurch spares.

**Club Things:** It's coming up to the time of year where AGM's are upon us. For many of you this might be the first time you get out and participate in a club outing. It would be good for Branches to make this an event-outing that includes the AGM provided it fits within covid conditions. I think that we will be able to perform what we do within covid level 1 conditions and that we concentrate on what we can do under level 1 rather than what we can't do. our Webaster, Lee Brehaut, has done as much as she can do to this point and is about to forward the website to committee members for their conformation and then it will be formally opened to the public. Great job Lee! **But** this is not the end for the website but the beginning because it is required to be updated with information that you the members can contribute to. She has also been steering progress on the Constitution which is almost completed, a very big job for those who have taken an interest and been involved. This draft document will be sent to you the members in pretty much it's final draft to be presented at your branch AGM's. It will then be presented to the National AGM later this year in the North Island before being sent to the Incorporated Societies for their final tick. Any recommended changes from them will be made, it will then be signed and formally implemented. Both the website and constitution have been brought up to date, providing a good foundation and an allowance for the club to develop into the future. Lastly I wish to acknowledge the passing of Margret Williamson. Margret was Bill Williamson's wife who were the pair who established the Wolseley CarvClub Parts





## CHAIRMAN'S REPORT - continued

Department in Christchurch. Our condolences go to the Williamson family and close friends. That's all from me at this stage.

Gordon Duthie

## SECRETARY'S REPORT

Hi Fellow Wolseleyites,

This month I have been enjoying the Wolseley Word and the 125 years of Wolseley. The Article that by Declan Berridge was well written and interesting. The stamp that Danny O'Malley has got printed for the 125 years celebration was great with the red lettering and the yellow background. Well done Danny and Sharon!

Winter has set in here in Taranaki with cool nights and a fair amount of rain. Steve Belcher has been busy in lockdown preparing and painting a front-wheel-drive Wolseley Six. I have been watching the progress on facebook. It is looking good. I was looking at my photo's and sorting them out when I came across the pictures of an 18/85 that I purchased in Auckland in 2013. I drove it around Auckland when I bought it - it even had a valet park it when we stayed at the Auckland Casino. Then John Mallia came across from Melbourne and we set off on a road trip to Christchurch. The car then did the National Rally in Methven in 2014. After the Rally John Mallia took the car back to Melbourne. I saw it again in 2019 in Bermagui NSW at the Australian National Rally it was still looking good.

Happy Wolseleying Michael Kruse



## 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.

Danny 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 him.

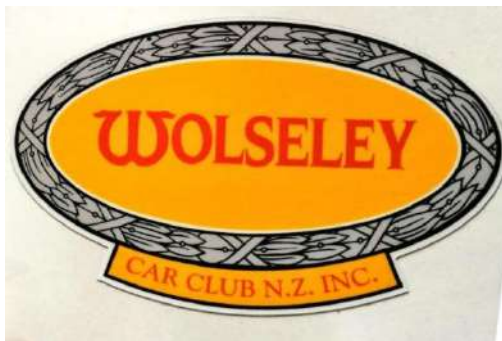
Now in stock:



Rear window stickers as shown on left – “My Other Car’s a Wolseley, and “I Bought Wisely – Wolseley” These are \$5.00 each



Windscreen sticker – special design to celebrate 125 years of Wolseley. Limited numbers \$5.00 each



Our very own NZ Club windscreen stickers, also \$5.00 each



A variety of other items, including grille badges, lapel badges, key rings, coasters and fridge magnets.



And not quite last, but by no means least, a brand new addition to stock – a special **pin badge** (for jackets, caps etc) commemorating 125 years of our marque. The first shipment of these has run out – more in transit. Make sure you get your order in quickly. These are priced at \$10 each



And finally, genuine NZ Postage stamps that can be used as-is to **ALL SOLD** ed. Again, these are limited, and available for \$3 each. Note: every newsletter next month will be posted using one of these stamps.



## Wanted:

**Photos of your Wolseley, your restoration project, or just good photos of an outing you've been to with the club. Please just email them to me at: [heywolseley699@gmail.com](mailto:heywolseley699@gmail.com)**

**or post hard copy to me to 34 Rossington Drive, West Melton 7618. Please provide me with a simple caption. If you can pen together a quick story to go with it, so much the better.**

## BRANCH NEWS and EVENTS

# North Island Regional Branch News and Events

Hi everybody by the time you read this magazine hopefully we will be in Level 1 (almost Normal) stage of the COVID Virus. It will be a long steady recovery from the last few months, and I hope everybody is coping as well as can be. It has been a busy time at work for me, I have worked through the virus as I work at the Hospital, so things have been relatively normal for me apart from extra shopping for elderly mothers and not been able to go anywhere. Hopefully, it won't be long before we can have Wolseley runs and meetings and catch up with old friends again.

Janice and Stephen Belcher are organising a run to Waitomo Caves Labour weekend which I am sure will be a great weekend for those that are interested. Please see the information below, and please do be sure to make contact with Steven or Janice directly.

**Hello Members,**

***We are planning for the club to have a nice weekend away at Waitomo, for Labour weekend Friday 23rd October thru to Monday 26th October (3 Nights),***

***We went to Waitomo last week to check what options we would have to stay, eat and visit. We had hoped to stay at the Historic White House, the grand old THC Hotel, but due to the Corona virus situation, they have closed their doors until further notice, and a new lease and manager can take over, I was a little disappointed, as this was the original plan.***

***But we met the very helpful owners of Top 10 Waitomo Holiday Park ph 0508-498-666, they are kindly holding 10 units, a mixture of Motel 1 & 2 Bedroom units and ensuite units, they are all self-contained, they have priced them all at the same rate of \$170.00 night, on a first in first served basis. They will hold these for me, for one week, until next Tuesday under my name. So if you would like to use one of the units at Top 10, please phone them directly to reserve, and let me know, if you do so, and are planning to come on the weekend.***

*Continued next page....*

## BRANCH NEWS and EVENTS – North Island Branch, contd..

*You are also welcome to choose your own accommodation if this does not suit. We are aware with a long-weekend bookings fill quickly.*

*We are planning to do a privately owned cave tour of Spellbound, or Cave World approx \$67.00*

*A trip to the Natural Bridge Mangapohue (free)*

*Marakopa Falls and Beach*

*Ruakuri Bush and cave Walk (Beautiful) free*

*Looking forward to catching up again soon.*

### Contact

*Stephen or Janice Belcher*

*07 5763773 or*

*021 1690162*

*[janicebelcher2@gmail.com](mailto:janicebelcher2@gmail.com)*



**I don't think we will see the Flintstone Family at the Caves but come and enjoy. Regards Raewynn.**

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## Christchurch Branch News and Events

Our first Post-COVID run was held on Sunday 23 May under Level 2 restrictions, and what a good outing it was! It began with a sausage sizzle at Idlewood, where a simple lunch of BBQ sausages, onions and bread was provided, beginning at 12.30. Fourteen cars and about 25 people rolled up, and the socialising got underway. It was certainly good to catch up with everyone again in person, rather than by email or telephone. New members Tom and Marie Malloy (with their two young children) arrived in their very nice two-tone blue 1300, and were introduced to everyone and hopefully made to feel really welcome. Tom has only recently bought the car from the North Island, and overall is really pleased with his purchase – it's in great condition, easy for him to maintain, and is a suitable size to fit the whole family into. It was also good to catch up with Paddy Byrne again – it's some time since we've seen him and Dawn – it seems they've been busy travelling around a bit lately.

Once lunch was dispensed with, there was a quick clean-up, and then we set out on a simple run using instructions, which took us to Spencer Park. The route went past our old club base at 399 New Brighton Road, where we stopped for a few minutes to have a look around the now-cleared property. The mature trees make it still possible to clearly pick out where our old spares shed was located. It is now the site of a 'Frisbie Golf' net!! By



## BRANCH NEWS and EVENTS – Christchurch Branch, contd..

now the weather was starting to look a bit grey, and I was starting to wonder what it was going to be like at Spencer Park.

Back in the cars, we carried on towards New Brighton, hoping to drive along Marine Parade to catch a glimpse of the new hot salt-water pools complex that had opened that day. Unfortunately we were detoured off the route by roadworks still underway in the area, but we did come back out onto Marine Parade close to the pools, and it certainly looked like it was a popular place. We carried on towards North New Brighton, then through Burwood and the new Prestons subdivision, and then out to Spencer Park. Stuart and Judith Penny had gone straight there from Idlewood to try and find us a good spot, and they managed to secure one end of the public shelter there. By the time we arrived however, the sun was shining once again and it was actually quite pleasant sitting outside having our afternoon tea. We were also met there by another new member, Robbie Grieve, who is restoring an Austin 1100. He had arrived in a customised 1940(ish) bright yellow Chevrolet, an earlier project – obviously a true car guy. Danny and Sharon O’Malley also had a good afternoon selling regalia – the 125<sup>th</sup> Anniversary of Wolseley items were particularly popular.



**Wolseleys and members assembled at Idlewood for the first Post-COVID event.**





Most stayed around until about 4.00pm, when the sun finally went down behind the trees and it started to cool down. Thanks to everyone who came out, and special thanks to Stuart and Judith Penny and Nancy and Eddie Bishop who looked after Idlewood and the arrangements for lunch.

During the various levels of COVID restrictions, our small maintenance team has taken care of all the necessary work at Idlewood, and the place is looking really good. This coming weekend we're back into our monthly working bees, and the following weekend, the VCC is resuming its Old Cars Bikes and Coffee mornings, so well use that as a start point for our next run (see details in Coming Events).

Now there is one bit of sad news, and that is that we need to mark the passing of Margaret Williamson, the wife of one of the key movers in our club, the late Bill Williamson. Bill was our Spares Co-ordinator before Ray Willoughby, and he and Margaret were well know by many of our members. There is an obituary for Margaret later in the newsletter.

## Christchurch Branch Coming Events:

### Saturday 13<sup>th</sup> June – Working Bee at Idlewood

Our usual working Bee at Idlewood. Everyone is welcome to come along to help with spares or maintenance, collect parts, or just socialise. From 9.30am at 771A Mcleans Island Road. Morning tea provided, BYO lunch if you want to stay on for the Committee meeting at 12.30 after lunch – all very welcome.



### Sunday 21<sup>st</sup> June (and subsequently the 3<sup>rd</sup> Sunday of every month)

**Old Cars, Bikes and Coffee.** An informal gathering at the VCC grounds between **9.00am** (note: time is different to the graphic) and 11.00am just to give your car an outing and/or come out and chat to fellow old-car and bike enthusiasts over a coffee or cup of tea, and check out the other vehicles there. No cost (unless you buy a coffee from a vendor that will be there), no prizes, and no stress.

If enough of our club members turn out and are keen, we will go somewhere for a short run and pub lunch afterwards (will be decided on the day). The VCC spares depot is also open on the day if you want to have a look through.

*Coming events continued on next page.....*

## BRANCH NEWS and EVENTS – Christchurch, continued

### **Saturday 11<sup>th</sup> July – Working Bee at Idlewood**

Our usual working Bee at Idlewood. Everyone is welcome to come along to help with spares or maintenance, collect parts, or just socialise. From 9.30am at 771A Mcleans Island Road. Morning tea provided, BYO lunch if you want to stay on for the Committee meeting after lunch.

**Branch AGM, Sunday 26<sup>th</sup> July**, at Idlewood. Starting with a light lunch of hot soups and breads and savouries at 12.00pm (all provided), leading into the meeting at 1.00pm. Please come and enjoy the social aspect, but we would also value your thoughts and input into the running of the branch and club for the next 12 months. The meeting will be indoors in the garage area with heaters going if it's cold.

**Saturday 8th August – Working Bee at Idlewood** – same details as July one.

**Sunday 23<sup>rd</sup> August – Daffodil Rally, the Annual VCC Fundraiser for the Cancer Society** – details to come.

## Remembering Margaret Williamson

It's with much sadness we record the passing of Margaret Williamson on 29<sup>th</sup> May 2020. I first met Margaret about 42 years ago, when Bill and Margaret joined the Wolseley Car Club a short time after the club was formed. Bill was a particularly enthusiastic member and a leading light in the club, and soon went on to set up the hugely successful spare parts service to our members that grew from a garden shed into occupying about half of his garage, then a separate shed at a different property altogether.

Although I met Margaret all that time ago, she was difficult to really get to know well – her preference always seemed to be to concentrate on the things that mattered to her and Bill and the family, and just get on with life with a pleasant but determined attitude. We learned that that was just the way she was, and accept her for it.

For myself, there were frequent visits to Mathers Road for car club meetings, to pick up parts, and sometimes to give Bill a hand with his restoration projects. We were always made to feel welcome by Margaret, and cups of tea and baking were regularly enjoyed while dealing with matters at hand. I even had a couple of very late nights and early mornings at their house one time when Bill was running out of time to get the Police 6/90 restoration finished in time for the Police Centennial, and the cups of tea kept coming into the small hours. But there would often come a point when one could sense that Margaret had had enough of all this Wolseley stuff and she would leave Bill to get on with it by himself.

On the whole, the two of them outwardly cared about each other very much. As Bill's health began to deteriorate, it was plain to see this dedication in action when Margaret became his full-time carer. She steadfastly refused to have him put into care, and did

## Remembering Margaret Williamson - continued

absolutely everything necessary to ensure he was protected, looked after, and made comfortable at home. This would have been a particularly difficult time for them both, but especially Margaret. This showed and proved she was a strong and determined woman. I do remember some happy times though. The car club parties at Rex Fielding's bakehouse in Sydenham in the 1980's particularly spring to mind, with lots of banter between Rex and Margaret over who could make the best pavalova. I also remember the wonderful holiday Jenny and I and Allan and Betty Francis and Bill and Margaret had together after our pilgrimage to the original Wolseley workshop in Walgett in outback Australia in 1988. We all went on together afterwards to Brisbane to see the World Expo there. We hired a Ford Falcon to drive the 700km in one day, and I can still remember all 6 of us being jammed together in the car, with Margaret complaining about us driving at 120km/h (sometimes a bit faster) on the quiet outback roads, to make sure we arrived in Brisbane at a reasonable hour.

She was a keen gardener, and this became a huge sense of pride to her when the family moved from Mathers Road to Cashmere Road in the 1990's. Bill was in his element with a huge garage, and Margaret in hers with a garden that became a show-piece. You could guarantee as you came to the end of Hoon-Hay Road, and looked slightly to the right, there would always be a colourful display at No. 167 Cashmere Road. I don't think though that she ever forgave Mr Green Acres for accidentally spaying the lawn that time with



Roundup instead of Turfix, even though she was sleeping with the Green Acres man at the time! Poor Bill must have wanted to keep more and more out of her way as the lawn got browner and browner. As he later said, at least it killed off all the weeds.

Despite her sometimes being not particularly enthusiastic about Wolseleys and the car club, she did enjoy many outings with our club, and together with Bill was very proud to accept Life Membership of our club in 1998. She was also very proud to see Bill, at the end of his years with us, cut a ribbon to mark the opening of our new Wolseley Car Club facilities at McLeans Island. It was a special day for them both, but it was also the last time

either of them would attend a club gathering.

Margaret's passing is particularly sad, as it marks the end of an era for our club. Both Bill and Margaret will be remembered by many of us for the rest of our lives, particularly as we continue to drive our Wolseleys – after all, some of them are still running today because of the time they devoted to our club.

Margaret, I hope you're now back with Bill. May your garden always be in flower, and your lawn always be green!

Colin Hey



*Editor's note: This article was written by member Matt Cook, and first published in "The Wiper", magazine of the VCC Gore Branch. It is reproduced here with the kind permission of the Editor of "The Wiper", David North, and Matt.*

## **What's in Your Shed?**

### **1968 Wolseley 1300 Mk2 (Part 2)**

By Matt Cook

Well it's coming up to two years since bringing him home and starting to get him back to road going spec. The tiny bit of welding led to a bit more, but not as much as there could have been.



*The more interesting repair to do. After a couple of false starts I managed to form the shape I wanted and weld it in.*

In the process of getting him back on the road I sorted out some of his history, but as I don't have the original ownership papers it is patchy in places. He was sold new in Dunedin in 1968, according to his "Passport to Service" booklet, which I still have. He is a very early Mk2 and wears some Mk1 chrome trim as he was made in the changeover period between the two. BMC practice at the time was to use up all existing parts before putting any updates down the line. He is also a single carb, 1275cc, manual gearbox car and as such probably shouldn't exist. As a consequence I have been told this makes him quite rare and in the UK quite sought after.



## What's In Your Shed - continued



*Typically Wolseley plank of walnut dashboard. I saw the steering wheel on Trade Me and couldn't resist. The original was cracked and worn, but I still have it so it can be reinstated if need be.*



After many years' service by what I suspect was now an elderly couple he was sold on to young woman in Dunedin who used him daily and kept him in good repair. I have spoken with her and got a lot of information about him from when she had him. The only reason she sold him was she had a young family by then, he lived outside and she could see him deteriorating before her eyes.

*The view from the passenger side.*



## What's In Your Shed - continued

He was then sold on to another owner in Mosgiel and there the trail goes cold, he was deregistered in 2009 until I picked him up in Tapanui. The person I picked him up from had bought him with the intention of putting him back on the road but had never got around to it. Fast forward to August 2019 and he was finally back on the road, still wearing his original black number plates.

Mechanically all I needed to do was rebuild brakes, clutch, replace points, spark plugs etc. and new tyres and that was about it. I still don't know why he was taken off the road and can only assume it wasn't mechanical. His first outing was on the Combined Rally in Cromwell and he performed well, cruised at 100km/h and returned decent fuel economy. Oil economy on the other hand, we'll come back to that.



*The 1275cc BMC "A" series engine, after a good service and now what amounts to a freshen up, seems to be still quite a strong wee engine.*

Now he was back on the road we attended as many rallies as we could with son Ryder navigating and Dad providing commentary and navigational support. The more he was used, the more I decided how



## What's In Your Shed - continued

much fun he was to drive, although I did have to be careful jumping back into the Commodore and remember that a 3.8 litre ex-Buick V6 has way more shove than a 1.3 litre BMC A series.

After about six months of driving I decided that the oil economy needed to be improved. A quick look around the engine showed a couple of leaks, nothing too serious. But I had noticed puffs of a light blue hue every now and then in the rear vision mirror. A compression test showed pressures that were even and within spec. so I decided a top end overhaul might be the way to go. I took the head off, had it skimmed to remove some wear between number 2 and number 3 cylinders and then pressed in new guides and replaced all the valve stem seals with new ones. I also fitted them to all valves as the factory originally only fitted them to the inlet valves. I reused the valves as I couldn't get new ones and had decided the play was acceptable. The valves were lapped back in and it was all reassembled.

The engine now doesn't burn oil and runs very smoothly. Just the leaks to sort out now! He has what could best be described as a "twenty foot" paint job - from twenty feet away it looks OK. He has had some repairs in the past and the paint has shrunk and cracked and isn't a perfect colour match. As someone once said, "a car is only original once" and I haven't decided where to start and when to stop paint-wise. As he stands now, he scrubs up well, is drivable and capable of attending rallies both near and far.

**Matt Cook**

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Stephen Belcher's Wolseley Six restoration now well underway.



## Buy & Sell

### For Sale.

**1968 Wolseley 18/85** .4 spd manual, power steering, pale green, 1 previous owner, just finished National Rally Price \$5000. Contact Michael Gaffney Ph for further details Ph 049052402 or [michael@gaffaney.com](mailto:michael@gaffaney.com)



**Wolseley 16/60 Auto.** Restored several years ago by a former member for his wife – change in circumstances now forces sale. White paint, good condition with new carpets and very tidy upholstery, has been off the road for a short while so may need some easy work done for a WoF. A good prospect for a very useable club car. Fair offer wanted – would like it to go to a club member or to someone who will join the club (a good home) so price is negotiable. Registration on hold. Please contact Stuart Penny on 03 313 4454 (in the first instance) if you're interested, and he will put you in touch with the owner.

### For Sale - 1960 Austin A99

The original Certificate of Registration shows this vehicle was first registered in Timaru on December 30 1960. It appears to have remained a Timaru vehicle for some time, including what we were told was a 25 year storage. It seems to have had a major restoration in 2008 as indicated by an invoice for re-chroming both bumpers amounting to \$ 2079.

We believe this is when she was

externally repainted in the original two tone green scheme. The interior has not been painted which shows the appropriate patina for a vehicle of this age. Since purchasing this vehicle from Cromwell we have carried out a full seats-out check of the floor pan, given it a rust prevention treatment and installed new underfelt and fitted carpets. Apart from normal servicing, we have had a Moreys upper cylinder lube kit fitted as we were told that the head has never been off the engine. We have also fitted her with a set of radials and these have done about 3000 miles. There are some gear box parts, chrome, new top and bottom hoses and fan belt included. The mileage is showing as 28140. Asking \$ 10,000 or near offer. Contact Noel Ruscoe on 03 2161405.



*The*  *Word*

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WOLSELEY CAR CLUB NEW ZEALAND INC*

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