

WOLSELEY WORLD

The Journal of the Wolseley Register

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Editor's Corner

Amy Egan, Editor [6547]

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It is wonderful to have so many reports of people getting together and enjoying their cars after such a long time apart. We are currently expecting all COVID restrictions in England to lift on 19 July. Whilst many are still apprehensive about large gatherings, the good thing about car shows is that you're almost always outdoors and parked a metre or so from your neighbour! The fate of this winter's indoor shows are less certain, but organisers remain optimistic and we have secured stands at our regular events.

By the time you receive this issue, our Summer Tour based at The Fat Lamb and the Morris Vehicles Association Rally in Nottinghamshire will be upon us. I look forward to sharing reports of these next time. And then our National Rally is looming – there's still time to book yourself in and join us for a great weekend.

Cover picture: Deputy Chairman Graham Ryder hands Warren Marsh the keys to the loan car 1500, overseen by Register Historian Peter Seaward and Bob Wilkinson from the Classic Car Loan Project. Read more on p4. *Photo: Matt Tomkins.*

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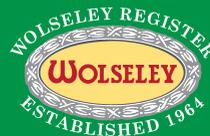
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1500 LOAN CAR UPDATE: Warren finally gets his Wolseley!

Graham Ryder [4646] and Jenny Ryder [4647]



As pictured on the front cover, the Wolseley 1500 Mk I restored by Deputy Chairman Graham Ryder was officially handed over to lucky club member Warren Grove on 11 July. The presentation took place on the Wolseley Register stand at the BMC and Leyland Show at the British Motor Museum, Gaydon.



Graham acquired the 1958 model in December 2018, when it was in dire need of restoration having been off the road since 1991. Bob Wilkinson, Project Leader, viewed the 1500 at the 2019 Practical Classics Classic Car and Restoration Show [left], and was delighted when Graham offered it to the Classic Car Loan Project (www.classiccarloanproject.co.uk).

Restoration work commenced, and Warren applied for the Loan Project in late 2019 after seeing it advertised in *Practical Classics*. His application was accepted by the Register in early 2020 and living only 11 miles from Graham, Warren began helping with the restoration. The car was completely stripped down with metalwork and welding being undertaken. Warren really enjoyed working on the car and learning from Graham who became his mentor and friend. However, COVID-19 halted the restoration process as well as the opportunity to work together on the car. Warren was able to borrow one of Graham's other 1500s for a few excursions with the Register last summer – but further lockdowns again hampered progress with the car.

The finishing details have been quite time-consuming, but the car is now complete and MOT'd. Warren is really pleased to finally have custody of the car for a full 12 months. Graham will continue to receive support and mentorship to Warren, who hopes to attend many club events to meet more Wolseley Register members. Thanks also go to Register Historian Peter Seaward who fully supported the Register's participation in the project. He liaised with Bob Wilkinson, led the interview panel, and encouraged Graham throughout the restoration.

Letters and Emails

A stamp of approval from Australia

Jenny Ryder [4647]

As Regalia Manager, I'm always preparing parcels to send to members so I also volunteered to send Welcome Packs out when people join the Register. Garey Laken from Victoria, Australia waited patiently for three months as his Welcome Pack and order of a brass car badge was posted half-way around the world.



I thought he was joking when he said he was going to stamp his membership number [7479] onto the badge, but he promptly emailed me this photo. We would love to see another picture once the badge is fixed to his 16/45 Tourer.

Garey is one of around 100 members from outside of Great Britain, and we always love to hear from overseas Wolseley enthusiasts.

1,000 MILES IN A DAY. — Not many motorists cover more than 600 or 700 miles per week. How many would like to set out to cover 1000 miles in 24 hours, and, what is more, without even lifting the bonnet. Two well-known motorists, H. E. Symons, holder of London to Timbuctoo record, with Ian Hepburn, driving a stock Wolseley New Fourteen on the road course at Donington Park near Derby, have covered 1110 miles between 3 p.m. on the 30th July, and 3 p.m. on the 31st July. The trial was observed throughout by R.A.C. officials to see that the car was untouched except for petrol refilling. The purpose of the attempt was to demonstrate the utter reliability of British cars of moderate price, and triumphantly proves the claim made by English makers that cars made in Britain are the best in the world. Messrs T. McDonald & Son, The Motor House, Leven, are local agents for Wolseley cars.

1,000 miles in a day!

Nelson Ferreira [7103]

A friend recently sent me this cutting from the *Leven Advertiser and Wemyss Gazette* in August 1935.

It reports on a Wolseley New Fourteen which was driven 1,110 miles around Donington Park by H. E. Symons and Ian Hepburn in 24 hours. The attempt was done “to demonstrate the reliability of British cars of moderate price”. The article adds that the car was supplied by The Motor House in Leven.

Wolseley in Madeira

Michael Seaward [7273]

This photo was recently posted on Twitter by Alan Wilson @AlanWil51907824, taken on holiday in Madeira, Portugal. The plaque commemorates the first car in Madeira (in 1904) – a Wolseley 10hp Tonneau, driven by Bernard Harvey Foster.

We reviewed a book about this fascinating story in Wolseley World 175 (May/June 2015) – Ed.



All fun and games

Geoff Bennett [923]

Is it just me, or does this Sylvania Families toy car look like a Wolseley 15/50 or 4/44? There are some differences – the boot opens down and not up, and the roof comes off...!

A fond farewell

Peter Roysland [7384]

Having sold my last Wolseley earlier this year, I am writing to inform you I will no longer be a member of the Register. The sale was a sad occasion – as was my decision to not renew membership of one of the best and well run car clubs I have been involved in over a lifetime of classic car involvement. I wish the club and members all the best for the future.

Non-Wolseley owners are still welcome at the Register... – Ed.

Staying a member

Graham Clarke [7027]

I am reluctantly selling my 4/44 as I needed something more comfortable for long journeys. But as the Register has a great family feel to it, I intend on retaining my membership and will turn up at events in my 'new' MGF!



Winston the Wolseley enjoying the weather

Philip Bacon [7327]

We took Winston the Wolseley 16/60 out for a reasonably long run from our home in Worthing into the South Downs to make the most of the recent good weather. We called in at Findon Village for some photos. To see more of Winston's adventures, 'like' or 'follow' his Facebook page: www.facebook.com/winstonthewolseley



Memories of a 25HP Sportsman Coupe

Ian Coles

My first car was a Wolseley 1500 Mk II, so I have a lasting affection for the marque – it was a great little car. I regularly trawl through ads to see what is for sale. I'm mainly after a 6/110 but so far haven't got one. I currently run a 1969 Daimler V8 250, so that would have to go...

My reason for writing is in response to your website note which asks people to let the Register know what models they have seen or owned. I can hopefully claim to be one of the few people still alive ever to sit in (not driven) a 1936 Wolseley 25HP Sportsman Coupe. This was owned from new by my great uncle George Coles, an architect of art deco cinemas in the 1920s and 30s. He was in a financial position to splash out on cars and was what we now call a petrol head (like me).

George didn't always sell his old cars, but put them in a four or five bay wooden garage that he had built at his large property near Mannings Heath. We used to visit about twice a year in the 1950s/early 60s, while staying at my grandfather's in Tonbridge, and usually at Christmas. My father had moved to Oxford in 1952 so quite a long journey pre-motorways (in the smog!). When we arrived, George would always ask me: "Right, Gardens or garage?" Garage it always was.

So I used to sit in the Wolseley and play with the controls (opening screen maybe?). I remember a sort of art deco interior – door cards, dash and seat backs. Lovely instrument cluster, huge long bonnet. It was the business. I used to polish the engine top cover, the SUs and headlamps. I don't know when he stopped using it, but probably late 1940s. A handsome car indeed in two-tone black and blue. I can still smell it! I think it may have had a luggage net in the roof and a rear blind, but I'm not sure. It must have cost a bit then as limited production. Chassis I assume built at Cowley, but unsure about the body.

He also had a 1935 Ford V8 (also from new) next to it, but I think he kept that running occasionally. In another bay was his pride and joy – a 1953/ 54 Bentley R Type Continental – just a gorgeous car. I did go in that as he used it regularly. The last time I ever saw him was Christmas 1961. He was then 78, but still into cars. He had a brand new 1961 Alvis TD21 drophead in deep metallic red – dad was quite jealous I think!

After 40 years in auto engineering at Vauxhall, Unipart, BMW and Jaguar, I am now semi-retired but still wielding the spanners, although luckily my friend and neighbour has a four-poster so no more lying on my back at 68 changing the oil or doing any other job! Good luck to the club and one day I might join – if I find a 6/110, or better yet, a 25HP Sportsman Coupe...!

Out and About in the Wolseley World

INTERESTED IN SETTING UP A NEW LOCAL GROUP?

If you'd like to start something to get Wolseley enthusiasts together in your area, Groups Liaison Officer Chris Arnold can help spread the word to local members. ☎ 01945 587004 ✉ groupliaison@wolseleyregister.co.uk

EAST ANGLIA REGION

Chris Arnold [6441]



In May, Kev and Bridget organised a drive for six cars through the villages north of Peterborough and into Rutland. The weather was kind and everyone enjoyed exploring the

hidden gems of Thorney Abbey and Burghley House via some lovely country lanes. We also held our first real, live, non-Zoom meeting since COVID. Despite the threatening dark clouds, 14 brave and hardy Wolseleyists gathered on the patio of the Oliver Twist, and we even had two classic cars in the car park. Please join us on the second Tuesday of every month – and by our August date, we should be able to meet with no restrictions!

A largish number of us enjoyed Paul's Right Rural Ramble through the leafy lanes of North Norfolk at the start of July. Five Wolseleys and four other classic cars parked up at the Knights Hill Hotel while their owners had coffee, before heading out East into deepest darkest Norfolk. Following Paul and Jackie's excellent route guide, we all managed to find the way to our lunch stop at the National Trust's Morston Quay. The site is the home to the largest Grey Seal colony in Britain – about 3,000 seals. The sun came out on the run back which really put the icing on a great day out.



NORTH WEST REGION Mike Stanley [1234]

While we did manage some ‘activity’ on Drive it Day, we held our first ‘outing’ of the year on 8 June, and what a day that turned out to be! It was so good to meet up with so many of our members, in excellent weather, to enjoy a very pleasant drive through some of the lovely countryside we have in our area. Thanks to Bob Leyland [1454] for the following report:



“Pattie and I had the privilege of organising the June event which would take us through the rural districts of West Lancashire, Southport and north Merseyside. A total of 19 members, family and friends participated with an impressive number of 10 Wolseleys and a beautiful E type Jaguar.

“We set off in a loose convoy from the Golden Days Garden Centre, heading towards the Southport coastal road. We were blessed with glorious weather – the near-perfect visibility giving excellent views across Morecambe Bay to the Fylde Coast. We stopped at Southport Model Engineering, where members Vic and Thelma Waddilove kindly let us use the car park for photos.

“Our second stop was on Clieves Hill, and again were treated to panoramic views – this time over the Wirral Peninsula and North Wales. We believe this was a record-breaking event for our group – in terms of cars and members in attendance. In total, the run was 41 miles. A big thank you to everyone who attended on what was a most enjoyable day.”



Back on 31 May, eight members in six cars enjoyed a hot day on our stand at Gawsworth Hall. A wide range of around 300 classic vehicles were on display.



While there are still few ‘static’ rallies available locally as yet, at the time of writing we are planning another outing in July. While it is unlikely there will be one in August due to our National Rally, there will be the chance to get a couple more runs onto our calendar this ‘season’. These outings are not reserved solely for members in our region; we’ll be pleased to welcome participants from neighbouring areas, and if your Wolseley should not be available for whatever reason, you can still use any other ‘wheels’ you may have access to!

We hope to see you at some of these upcoming local events:

- **21-22 August:** Classic and Performance Car Spectacular, Tatton Park
- **Sun 29 August:** Ripon Racecourse
- **Mon 30 August:** Ripley Castle, Harrogate
- **Sun 12 September:** Hutton-in-the-Forest, Penrith.

NORTH EAST REGION Peter Seaward [0237]

We are pleased to report that our monthly 12.30 Catch Up Club recommenced on 3 June and was attended by nine members and guests including new members. Tom Carney and his wife and we were also pleased to have FOUR cars in the car park – the Craggs’ 15/50, the Murrays’ and Carneys’ 4/44s and my New Fourteen.

Meetings will continue on the first Thursday of every month. Everyone is welcome, but please advise if you wish to attend, so we can pre-book the appropriate number of tables. Contact myself or Geoff [see page 36 for details].



SOUTH EAST REGION Stewart Payne [1612]

Things are beginning to happen! But caution is still the watchword. With the Government's decision to further delay the lifting of social distancing restrictions until 19 July, we too decided to delay resuming our meetings.

A further complication was that many pubs are currently closed on Monday nights, when we traditionally gather, including our regular haunt of The Duke's Head in Tadworth, Surrey. We will review the situation again soon, but are provisionally looking at meeting on 2 August (at a venue to be decided).

Nevertheless, we have all kept in touch and are looking at holding a SE rally at the Kent Classic Car Show in the grounds of the beautiful Aylesford Priory, near Maidstone, Kent, on Sunday 12 September. Providing the event can go ahead as planned, we are asking to reserve an area for Wolseley Register members, as a number of you have already expressed interest in attending. We will look to find a rally in a different part of our region for next year.

It has also been suggested that we, as a region, consider other methods of contact, such as a WhatsApp group or a members-only Facebook group. This proposal was well-received, and I will investigate further. If other regions are already using these methods, I would be interested to know their thoughts.

Many individual members have recently attended restricted gatherings or reporting simply getting out-and-about on a country jaunt.

Alan Richards attended a rally in Hitchin, Herts, in his magnificent 1964 6/110 [pictured right]. He said: "It was great to be back out after such a miserable year".



As reported on page 12, **Philip Bacon** enjoyed the beautiful south of England countryside in 'Winston', his 1969 16/60. Philip says he plans to attend the Southern Classics Show at Worthing Rugby Club, West Sussex, in August.

John Worth, in the company of other classic car owners, delayed celebrating the FBHVC's Drive it Day until May with a rally through rural Hertfordshire. Sixty vehicles attended the event, raising an admirable £11,000 for NSPCC's Childline (FBHVC's chosen charity). The event will be held again next year.

Please look at the Register's website Regional News section for a separate report on this and the following item.



Colin Jarvis finally completed restoration work on his 1935 Wolseley Nine in June. It was last on the road in 1962!

He said: "I purchased this car in 1969 and aimed to refurbish it. Soon after, I started my business and never had time to carry out the work. In 2019 we started stripping down everything and rebuilding. The car was beige but I decided to choose something different.

Other Wolseley owners may not like it, but I do!"

This achievement will no doubt be an encouragement to **David Potter**, who said: "I have a 1924 Ten pretty much dismantled and spread over my garage. I keep trying to retire and hopefully then I will build it back up again. But I know it's going to be a long job. In the meantime, I will just keep paying the sub and enjoying the excellent magazine that Amy produces."

Finally, Hampshire member **Graham Clarke** reports that he is reluctantly selling his 4/44. "We want to go further afield, but 1950s seating is not conducive to this." He has bought a 1998 MGF. "Parting with the 4/44 will be a wrench," he said. "However, I still intend retaining my membership of the Register." His advert is currently listed on the Register website [and on page 30], and he has provided a photograph as old meets (comparatively) new.



SCOTTISH GROUP

Mark McCafferty
[3489]

On 27 June, our local classics club had its first run out in almost two years. Here's a photo of my cars alongside my good friend Ian Allan's 1948 Guy Arab.



Meanwhile, John Stevenson [7175] from Lanarkshire shared these pictures from the Sutherland classic car trip in May:

“We had a fantastic time with lots of laughs. The Wolseley 6/110 ran faultlessly with a total mileage of around 750 over the three days. As well as great fun and camaraderie, it's for a great cause – the RNLI. Through sponsorship, participants collected £12,500 last year and with 60 cars from all over the UK (but mainly Scotland), the fundraising should do well this time too.”



MIDLANDS REGION Graham Ryder [4746]

On Thursday 10 June, six members decided to meet for an informal meeting/meal at The Royal Oak in Catshill. The next meeting will be once restrictions are fully lifted so more than six can sit together – so this will be south of Birmingham again, at The Royal Oak on Thursday 12 August. We will hopefully return to the north venue of The Parson and Clerk Toby Carvery, Streetly, on 9 September. Regular attendees will be contacted ahead of each date, but all Midlands members are welcome to attend either location. Just let us know in advance so that enough table space can be booked.

On the hot bank holiday Monday 31 May, several members attended the A47 Autojumble and show at Thurlaston Showground. Other Wolseleys were spotted and their owners spoken to. The final Autojumble of the season is on 30 August, but this clashes with our National Rally weekend. The Stratford Autojumble on 13 June was worth attending for a large collection of stalls. Again a very hot day, and an opportunity to meet classic car colleagues from other clubs.

On 3-4 July, Register members Mark and Lesley Jackson put on a fantastic weekend at their home in Hanbury – raising funds for the National Garden Scheme charities. A selection of classic cars was displayed on both days, and for some it was their first outing of the season. Many thanks to Mark and Lesley for all their hard work – we all enjoyed relaxing in their lovely gardens. This is an annual event, and will be a highlight of our programme next year.



Several Midlands members are booked for the Morris Vehicles Association Rally on the weekend of 6-8 August. Sadly, both the Shakespeare Rally usually held at Stoke Prior in September and the Bonded Warehouse Open Weekend at Stourbridge Canal Trust are cancelled for this year. It is hoped to arrange a visit to the Aldridge Bus Museum, followed by a late Sunday lunch at a nearby pub in August or September.

View the latest updates and forms where applicable on the Future Regional Events webpage, or contact myself or Jenny (☎ 0121 445 1872).

SOUTH WEST REGION Geoff Bennett [0923]

As you know I've been involved with our entry for the Bristol Classic Car Show for some years now. Latterly Graham and Jenny Ryder from the Midlands region have been involved too, and have been just brilliant. As this year's shows are sadly not going ahead, I thought we could take a look back on some of the previous shows.

