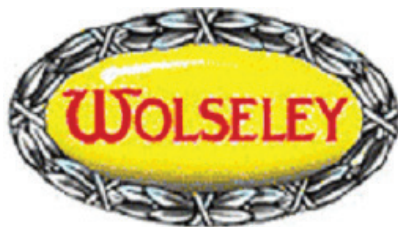


THE



WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC



January 2025



"Winners," Paul & Rachel Emery with the
"Most Original Trophy" for their 1959 Wolseley 1500 at
the Lawrence Rev Rock & Hop. Photo by Mary-Jane Sime.

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 : www.wolseleycarclub.co.nz

HOW TO CONTACT US:

National President:

Gordon Duthie (Beryl)
13 Maryport Street
Lawrence, Otago 9532
Ph 027 431 0039
email gbduthie@xtra.co.nz

National Secretary:

Michael Kruse (Raewynn)
297 Huatoki Street,
New Plymouth 4310
Phone 027 660 0203(mobile)
email michael.kruse432@gmail.com

Regalia Enquiries:

Danny & Sharon O'Malley
PO Box 75, Leeston 7576
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Email: dandsomalley@gmail.com

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Phone 021 994 487

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Southern Region:

Fergus Sime (Mary Jane)
445 East Taieri-Allanton Rd
RD 2, Mosgiel 9092
Ph 03 4534008,
Email fergus.sime@xtra.co.nz

Spare Parts Enquiries:

If unable to be handled by your local Branch, contact: Colin Hey (Jenny)
Email: wolseley.spares.nz@gmail.com
021 883 807

All Newsletter Enquiries:

Send to: Michael Kruse (Raewynn)
michael.kruse432@gmail.com
027 6600 203

***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 & NATIONAL SECRETARY'S BIT

Hi Wolseleyites, the holiday period went quickly with Raewynn and I travelling to Auckland before Christmas and coming home on the 27 December. When we were in Auckland we took advantage of getting older both Raewynn & I are now supergold card holders and we took advantage of the free trip on the ferry to Waiheke Island and the buses around the island too. We had lunch at a cafe and were back in Auckland by 4:30 pm. The following week we hosted our daughters at our house for a few days.

We have a steam train trip coming up soon so that will be fun. I hope all our members had a safe and enjoyable Christmas break. Work has slowed down on the 6/90. The LED indicators have taken longer than expected with still one more wire to run and the fitment of the indicated warning lights in the dash followed by a WoF.

Cheers Michael.



AN INVITATION FROM TRIUMPH CAR CLUB

During daylight saving months, the Triumph Car Club holds regular informal catchups at Cornwall Park on the first Friday of the month. The evenings start at about 6pm.

It is just a good old get together and a chat. Most people bring a picnic supper or barbecue. When the weather is good and the nights are long, we enjoy various activities, such as an evening cruise or relaxing walks to get an icecream.

The Triumph Car Club invites members of the Wolseley Car Club to join us. Further information can be found by contacting anthonybilling@gmail.com

Annette McCudden

Wolseley Car Club Captain

THIS MONTH'S VIDEO

Simon's 1948 Wolseley - Been in the family for 72 years.

<https://www.youtube.com/watch?v=6V-apJFVLnA>

PRESIDENTS REPORT



Hi Members and Happy New Year to you all, I trust you all had a time through Christmas and New Year, the weather has been changeable for everyone but we can't change that. We were away a couple of times. For Christmas we caravanned at Kidds Bush at the top of Lake Hawea for four days then came home to sort out the garden harvesting etc then away again to Ranfurly for new year. We went over the Dansey's Pass to Kurow, met up with my brother at the Market day. It was New Years Day so the Dansey's Pass Hotel was closed but many people had stopped there to enjoy the beauty of the place. Something Beryl wasn't keen on was the road or to be correct the steep drops off the road. The road is narrow and winding

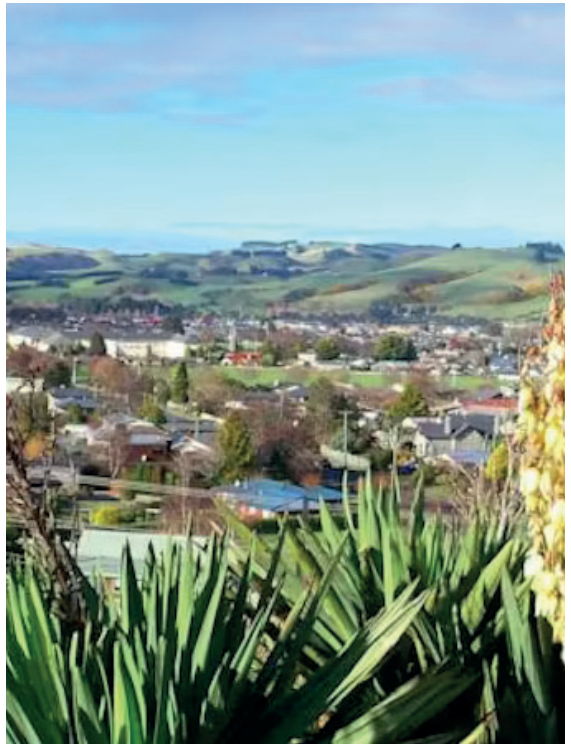
going to an altitude of 935mtr and is not really an issue to drive on. Heavy vehicles, trailer's, caravans, camper vans etc are not allowed. We had been over it many years ago but Beryl isn't keen to go over it again, in fact she has said No!

We had the Wolseley out Sunday 5th on a Lawrence Car Club trip to Gore. A place called "The Reservation" Bed & Breakfast and Function Centre, 16 Spittles Way Gore has a Breakfast the first Sunday every month in his man shed which has come about as he is a petrol head and has classic cars of his own. We left Lawrence 7.30 with a passenger to be in Gore about 8.40. \$16.00 and you help yourself. There were about 15 people and 8 cars there when we arrived but that grew to close on 25 classic cars. I think they did about 50 or so breakfast's. It was really good to meet others and their cars, will do it again. Something perhaps some Wolseley members could join up at. Nothing else was organised for us so we decided to go for a bit of a look around. First we went to Dolamore Park in the north east end of the Hokonui Hills then through to Piano Flat via Riversdale having lunch at Waikaia. Our passenger had not been to these places before, we hadn't been for a long time either. The day was really nice and everything was clear which made the trip worthwhile. We came back home via Otama, Waikaka, Heriot, Rae's Junction.

Last, at our Lawrence Rev Rock and Hop, thumbs up for local members Rachael & Paul Emery who received the "Most Original" Trophy with their 1959 Wolseley 1500.

That's all for now.

Gordon Duthie



The view of Gore from "The Reservation"

Deadline for next Wolseley Word

26th February 2025

Branch News and Events Southern

In November our National President Gordon, able assisted by wife Beryl, was busy on committee organizing the Lawrence Rev, Rock & Hop Car Show.

The weekend was set for 30th. Nov. and local Wolseley club members Rachel and Paul Emery took along their very tidy 1500, well they won MOST ORIGINAL car at the show. YeeHaw!!!!!!!!!!!!

We had our Christmas BBQ at the Dunedin Classic Car Club rooms, organized by Bernie and Elaine Horne, on December 7th. Wolseleys 8, Austins 3, Vanden Plas 1.

Excellent day with Bill on BBQ, Trevor carving ham and everyone else bringing salads and sweets. We all ate too much, but we also gained a new Wolseley club member!

Hope you all had a Happy New Year and KEEP SAFE.

Cheers George.



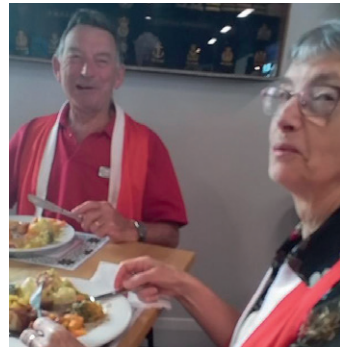
Club Captain's Report

A Christmas Dinner for the north of the North Island was held at Little Waihi RSA. It was a very enjoyable time for the 21 people who made the trip.

Eight beautifully presented Wolseleys turned up on the day. The models included 680s, 18/85s, 6-110s and a 1300.

The food was sumptuous and the company scintillating. A good time was had by all. No prize was awarded for the best decorated Wolseley, but Derek and Gaye Dixon won the prize for dressing in Christmas spirit, along with Noeline Billing. Many thanks to the RSA Club and restaurant manager Mike who made it a happy occasion.





The food was almost as good as the cars.

Brit and Euro Classic Car Show Registration



The Brit and Euro Classic Car Show is on Sunday March 2 at Lloyd Elsmore Park Pakuranga. An invitation has been extended to members of the Wolseley Car Club to attend with their cars.

It is a great show, and if someone remains at the Wolseley site, you can wander around the event, look at all the amazing vehicles and talk to like-minded car enthusiasts.

Accommodation at nearby hotels and motels is available. Make your own travel and accommodation arrangements.

Members can follow and like this event on Facebook –

Brit&EuroClassicCarShow to stay informed of show updates. If you wish to participate it is essential that you register so that a site can be allocated. Contact is Richard Leech, event secretary. See details on the website.

Wolseley Rally Survey

North Island members will have received a survey seeking information about attitudes and willingness to take part in rallies.

To help with organisation, it would be helpful if all members could return the survey, even if the answer is no to every question. Negative responses are just as important as positive responses.

The survey closes on February 1. It should take 1 to 2 minutes to complete. If you did not receive the survey and you are a North Islander, contact me at mcknightannette80@gmail.com or 0427805899.

SPARE PARTS NEWS

It's been relatively quiet over Christmas, as it generally is every year. One of the best customers has been Stephen Lavers in Nelson, who has been working very hard over the last year or so on the restoration of his Wolseley 6/99. He's nearly finished, and we've been able to help out lately with some great second-hand parts from the 6/99 and Mk1 6/110 we've been parting out over the last year or so at Idlewood, plus a good number of new parts needed to bring mainly the brakes and suspension back up to scratch again. As I write I think the car is almost ready for its WoF, so maybe we'll be able to have some photos for the next issue.

There has also been a run on requests for radiator hoses for various models, and our stock for especially 6/110 bottom hoses is now almost depleted. I'm hoping to get some more in the next couple of months, but they will be considerably dearer than the last lot we got several years ago.

Just a reminder too that if you do want to order parts, please use the spares email address:

Wolseley.spares.nz@gmail.com

It is vitally important you include your full address in the email (or if you're wanting them sent to your garage or somewhere else, their address), and include the post-code and a contact phone number. This all needs to go on the outside of your parcel. In the past couple of months I've had to get some addresses off the membership list, and two of them were unfortunately wrong. (Remember that if you do change your address please let your branch secretary and/or Michael Kruse know when you renew your membership or preferably straight away).

Thanks

Colin Hey

BRITISH AND EUROPEAN CAR DAY - UPPER HUTT

BRITISH AND EUROPEAN CAR DAY 9th of February at TRENTHAM MEMORIAL PARK

Hi WOLSELEY FOLKS It is again time to go to the British and European Car Day

9th FEBRUARY is THE BRITISH AND EUROPEAN CAR DAY At TRENTHAM MEMORIAL PARK

Access to park Barton Road Upper Hutt. Many Cars to View

Please Text or Call Hugh if you are coming so we can make room for your car

LOOK FORWARD TO CATCHING UP

You will find us Under the WOLSELEY FLAG Near the back of the Field

Come and enjoy the day, thanks Hugh.



1935 Wolseley Hornet FOR SALE

Body in good condition. Doors and bonnet. No front guards.

Ivan McCutcheon

windrode140@gmail.com

022 3746326



It's been quite a long time since the last report, and it's taking a while for the brain neurons to align and come up with a list of the things that I've been up to since November. I finished up last time with a mention that Jenny and I were about to depart on a trip to Clyde (Central Otago) with the 1909 Wolseley Siddeley in the car transporter to take part in the Pioneer Motoring Group One and Two-cylinder rally around the Clyde and Alexandra area.

One of the things we like about the event is that the routes for the runs on both days are always very similar, so having done the event several times now we know that the car will manage them OK, even though there are some short but testing hills on the Saturday route.

This year our Saturday route ended up with a stop on top of the Clyde Dam arranged with special permission from the engineering staff at the dam. This proved to be a great place for everyone to take photos of people and cars with the lake on one side and the Clutha River valley on the other. Sunday's route was the now completely familiar 15km drive out to the Galloway hall, where the hall committee put on a great finger-food lunch, then leaving us lots of time to socialise amongst the shady trees around the hall before a very leisurely drive back to Clyde to relax for a couple of hours before a group farewell dinner that evening. Unfortunately as well as motoring memories, a few participants took home a dose of COVID – a good reminder that it's still around and to be extra-vigilant and to stay at home if you or anyone close to you has symptoms. Fortunately Jenny and I managed to avoid it though, and we had a very enjoyable weekend away – once again Central Otago turned on brilliant weather, the car ran faultlessly on the runs, and we caught up with many friends with other low-horsepower cars and motorcycles.

Next on our schedule was our own Wolseley Car Club Christmas BBQ dinner and social on Saturday 14th December, held on the same day as our last working bee and committee meeting for the year. Once again Noel Nevin and Eddie Bishop looked after the BBQ duties, and with everyone bringing along a salad and dessert to share we had some wonderful food to enjoy. A special thanks to those who made this all happen, and especially to those who cleaned and packed everything away afterwards. A very enjoyable evening indeed.

The next day saw some more Wolseley action for us at the VCC Old Cars, Bikes and Coffee (OCBC) morning at the VCC grounds. For December, the coffee morning is held on the same day as the Children's Christmas Party, so there was a huge turnout of cars and people. The Christmas party began at 11am with truck and fire engine rides for the kids (and many of their parents and grandparents), train rides at Steam Scene next door to the VCC grounds, then the usual running races and a picnic lunch. I then had the honour of delivering Father Christmas to the party in our 1912 Wolseley, which included arriving at the door where we were showered with a detergent-bubble snowfall which was a great hit with the kids. The presents were then handed out and it was time to get Santa back to the sledge again. All up a very enjoyable day – especially enjoyed by our 3-year old grandson Luke.

It was after this event that the weather generally began to become a bit unpleasant, and it seemed especially that way with many of the events we attended right through from Christmas Day to the end of January. The weather forecast for the VCC Boxing Day Picnic at the Groyne was nothing short of



Christchurch Branch Christmas social at Idlewood

imminent rain, so we took our Wolseley 6/99 to that one in case things turned wet. We arrived about 11.15 and joined what was a very good turnout of around 30 other cars and families ready to try and make the best of the day. However it wasn't long before grey clouds were gathering so we decided we'd better eat our Christmas Day leftovers straight away, and no sooner had we finished eating than the rain started to fall. It was obvious it was going to turn into more than a passing shower, and within a few minutes everyone had packed up and headed home. Such a shame, as it had the potential to be such a good opportunity to enjoy a bit of family fun and to catch up with many friends who were looking to unwind after all the pressures of the day before.



Snowfall at the VCC children's Christmas party

On New Year's Day Jenny and I went to the New Year's Day Picnic at Little River (organised by the VCC Banks Peninsula Branch). We were intending to take the Wolseley Hornet Special to that one, but rain was in the forecast once again so we opted to take the 6/99 instead. Fortunately it stayed dry and reasonably warm for the whole day, but only around a quarter of the normal participants (probably around 100 cars) turned up. Despite this, we had a very good day and as is typical for that event, caught up with a number of people we generally only see at car-related activities, including our own club members Rodney O'Brien in his 15/60, and Tim Dunningham who was giving his Mk 1 Jaguar a run. The event is renowned for its friendly and relaxed atmosphere and regardless of the numbers, this year was no different.

All eyes then turned to the weather forecast for Sunday 5th January for the VCC Canterbury Branch picnic and display at Pegasus, and that wasn't looking that flash either! Once again showers were forecast, and I'm aware that most people who attended left their decision right up to an hour or so before our reporting time of 10am. Last year we had a brilliant turnout of 72 cars plus a few motorcycles, however this year only 30 mustered up the courage to come out. A cool southerly wind blew up the lake, but we did get the odd bit of sunshine and it didn't rain at all. Providing a lot of interest however, was "Gypsy", a clinker-built steam-boat which was steamed up and launched into the lake, and did several runs throughout the day with various people on board. Making no noise apart from the occasional steam whistle, it was a popular exhibit with the VCC members and the public alike and certainly added to the occasion.

Our Veteran Coffee morning on the second Tuesday morning of the month went ahead as usual for January. A couple of our regulars were away in Oamaru with their cars for the filming of the "East of Eden" movie, but we still had enough for a good catch-up, and this time good weather for the drive out to Kirwee. This was the first outing for our 1919 Wolseley 16/20, now back on the road again for the first time since the 2006 when it was last used for a one-off display in Rangiora by the previous owners, and before that used very little since the 1960s. There's still a bit more to do before we're ready to use it on club events, but it motors well and drives nicely so will be another option for our various outings.

On Sunday 19th January we were out yet again in the 6/99, this time on our own Wolseley Car Club run to the Waipara Sculpture Park, combined with the Studebaker Car Club of which Ian Scott in our own club is also a member. Most of us met at a small reserve in Woodend for a picnic lunch, and then at 1pm drove a short distance to SH1 where we joined about 15 Studebakers on SH1 for the drive out to Waipara. Having a few slower cars in our group, we split off SH1 soon after Woodend to take a shorter route on quiet roads, which got us to the Sculpture Park shortly before the Studebakers arrived. With everyone parked,

the owner of the property (Raymond Herber) gave us a brief talk on its history. It had started life as a limestone quarry before he purchased it as a mortgagee sale over 20 years ago in a very run-down condition. He moved into the dilapidated buildings and started his sculpture business there and has developed the land and buildings into a working park where he displays his works and those of other artists, and also builds commissioned works. He has a very distinctive style and uses scrap and new steel and mechanical components to build mainly big and

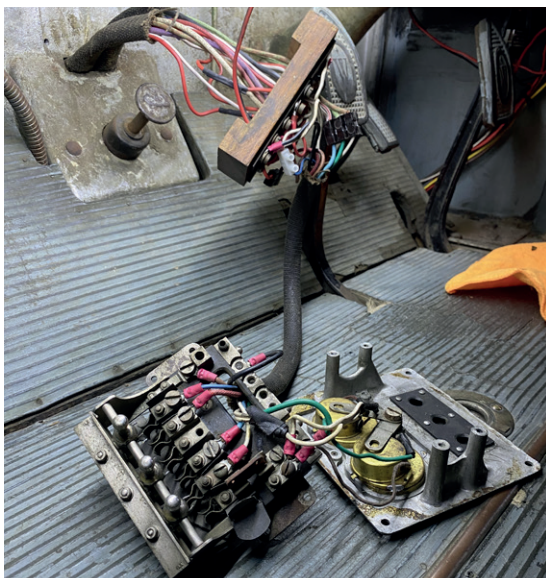


At the Waipara Sculpture Park (photos by Merv Wayne)

some kinetic works which are sent all over the country. The quarry/park has an amazing view over the North Canterbury foothills and is no doubt an inspiring place to work.

After strolling around for about an hour and a half, we thanked our host and bid farewell to the very friendly Studebaker owners, and headed back to Amberley to enjoy a lovely afternoon tea at the lifestyle property owned by club members Robert and Lynn Hey. Robert then gave us a tour of his engine reconditioning business, and had several machines set up to show the ins and outs of operations such as cylinder boring, crankshaft regrounding and balancing, crack detecting and cylinder head surfacing. All very interesting, and skills that are now difficult to procure in today's throw-away society. After thanking Robert and Lynn, everyone departed for home about 4pm after a very good afternoon's outing.

At home I've been relatively busy in the shed working on the 1919 Wolseley 16/20, which as you've read above is now driveable again, having had its first decent test-run of 30km or so out to Kirwee and back a couple of weeks ago. The work completed so far has included rebuilding the fuel system and most of the electrics, the latter including fitting a modified new starter motor as the original one had been lost, and fitting indicators to make it a bit safer to drive. Many hours were spent on cleaning and polishing up the paintwork and the nickel-plated items, which had been neglected for the last 50



Repairing the electrics in the 16/20

or so years. As an example, the side and headlights alone needed about 5 hours each to clean and polish to get rid of the corrosion and oxidation and make them look good again. The wiring too was a bit of a mess, with spliced and taped and corroded connections, and switches not working as they should. There were also a few oil and water leaks to sort out, a couple of which still need a bit more attention. Now it's going again attention will move to trying to conserve what's left of the original upholstery and hood, and then getting some serious miles on it to ensure it's reliable.

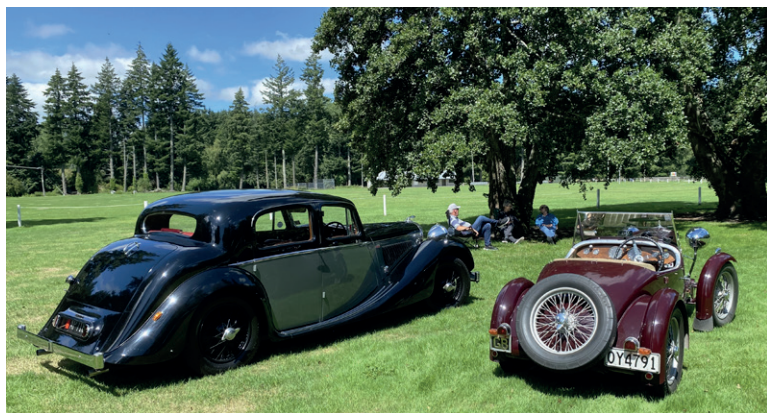


The 16/20 out on its first run for many years

I also spent quite a bit of time giving a mate of mine (Malcolm McGibbon) a hand to rebuild the diff on his 1922 Model T Ford Coupe. This car was bought at the big auction of veteran cars and parts in Gore last September. Although relatively simple mechanically, the diff was a bit of challenge to rebuild (as diffs usually are), requiring dismantling 3 times to first find the reason it wouldn't drive, and then to get the right clearances. It actually turned out it had been assembled without a pinion bearing (possibly just to get it back on its wheels at some stage), so the pinion gear wasn't even in mesh with the crown-wheel. Fortunately some other friends with Model T Fords and Malcolm's own spares collection yielded all the parts we needed and a special tool required to complete install some bearing sleeves in the diff housing.

One of the highlights of the Christmas break came after a brief chat with Malcolm suggesting we do a run together up to the Lake Coleridge power station on the day after New Year's Day using the cars we were originally intending to take to Little River the day before. With a promised good weather forecast for that one day, I was up early in the morning and made up a picnic lunch and then got the Hornet Special cleaned and ready to go, and we drove it out to Darfield to meet Malcolm and his wife Anita there with their immaculate 1948 Mk 4 Jaguar. We decided to make our first stop the Hororata Café for a scone and coffee, and then carried on up into the foothills, the next stop being the café at the Terrace Downs Resort where we sat outside (in the sun) overlooking the Rakaia Gorge with cold drinks (non-alcoholic of course). After half an hour there, we got back in the cars and headed the last 20km up to the reserve at the Coleridge power station. We had no sooner settled in with our picnic lunches, and some mutual VCC friends and their wives unexpectedly turned up in an MGB V8, a Mk7 Jag and a reasonably late model Bentley, so we chatted with them for a while too. After an hour or so relaxing in the shade of the trees, we decided it was probably time to head home, so we decided to return to Darfield via Glentunnel, where we bought ice-creams from the store there, and ate them in the domain just a 1-minute drive from the store. We finally got home about 4pm, and I remarked to Jenny that in my opinion it was one of the best day's motoring we'd ever had in any of our old cars. The Hornet Special ran perfectly all day, it was sunny and warm, and we got to enjoy it with some like-minded friends without making any special arrangements beforehand.

Another highlight was a trip to Dunedin with the 1912 Wolseley 12/16 to take part in the annual Dunedin to Brighton Run for veteran cars and motorcycles on 25th January, which we just returned from the day before I'm writing this. It was mixed weather again, but we got through the official run from the Dunedin Octagon to Brighton Domain and then beyond to the Taieri River mouth with only



Mk4 Jaguar and Hornet Special in Glentunnel after a run up to Lake Coleridge

a small shower, and then back into central Dunedin again with no rain at all. A great weekend catching up with people again, and enjoying the 100km of motoring and being part of this iconic Dunedin event. It was especially good seeing fellow Wolseley Club members Colin & Judy Winter and their family again, plus we caught up with Gavin Turner and John McAdam in the Octagon at the start of the run, and then called in and saw John again and Rosie at their house on the Sunday afternoon. A bonus was managing to take out second place in the field tests – the first prize we've ever won in our 6 years attending the event. Unfortunately the annual run out to Carey's Bay Pub for lunch on the Sunday was just too wet to take the veteran cars, so with fine weather on the way home to Christchurch the next day a few of us stopped in Waimate, unloaded the cars, bought some lunch and then did a short run up towards the foothills behind Waimate to a reserve to enjoy a picnic in lieu of missing the drive out to Carey's Bay the day before.

Still lots of motoring events coming up to attend over the next couple of months, so I don't think I'll run out of things to report on in the next couple of issues.

Cheers everyone, Colin Hey

Technical Advisors to help members with their Wolseley

The following list is a group of Wolseley Enthusiasts willing to help with any technical issues you may have.

Veteran and Vintage
Colin Hey
021 883 807

15/60 and 16/60
Stephen Belcher
021 175 6009

18/85, SIX, 18-22 (Wedge) and E-Series engines
Stephen Belcher.
021 175 6009

Post vintage (1930-35)
Series II & III (1936-1948)
Mike Driscoll
027 290 6755

6/90, 6/99, 6/110
C-Series engines
Colin Hey
021 883 807

4/50, 6/80, 4/44, 15/50
Ivan McCutcheon
022 374 6326

1500, FWD Hornet, 1300, 18/85
A & B Series engines
Michael Kruse
027 6600 203

1955 4/44

The car was imported brand new to NZ in 1955 (25/3/1955) from England, by my father. The car was used as far as I know privately-family use. I bought it from my Dad on 25/7/68. It was used for family use, until it was put on the restoration register 1996.

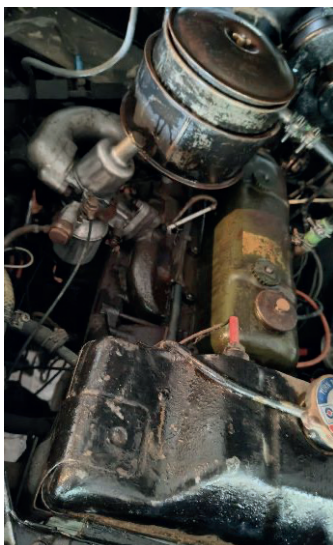
It has been in dry storage and on the Plates Restoration Register as above date (approx). It still turns over with crank handle. It is in our garage on blocks tyres off the ground.

The car is located in Auckland

Price, Negotiable.

Carole & Rato Brajkovich. Rato Mob 027 4929 795

Email rato.carolebrajkovich@xtra.co.nz



FOR SALE

6/110 MK2

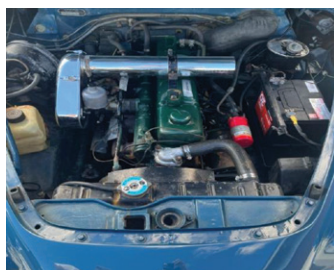
Great condition, drives great on the highway.

3 speed with overdrive.

WOF and reg up to date. Location Mosgeil.

Price \$12,000, open to all reasonable offers.

Contact 022 397 4505



FOR SALE

1939 10/40 new ten

Tidy car that runs extremely well. Fully reconditioned motor. This car would only of done 600 miles since recon, new tyres and excellent interior.

For more info phone club member Graham 0221359124.

Vehicle is in Christchurch.



WOLSELEY 6/90 BUILD INFORMATION

Chassis No. Lettering Information

R=6/90, A= 4 Door Saloon

The third Letter is the Paint Colour

A= Black, B =Light Grey, C=Maroon,
E=Mid Green, F=Beige,

H= CKD finish (primer), J=Dark Grey,
R=White, S=Mid Grey.

Two Tone Cars had two letters, the first letter being the top colour.

The next numbers 1= RHD (English Market), 2= RHD Export,

3= LHD, 4= LHD (North American Export), 5= CKD RHD Export.



The second number is the type of paint used

3 = Cellulose, 4= Metalichrome the Paint number was deleted in 1958.

Engine Prefixes Used

Series I 26W 101 to 6497 October 1954 to October 1956

Series II 26W 6982 to 8153 October 1956 to May 1957

Series III 26W 8165 to 13318 May 1957 to May 1959

Information on the Build

Series I October 1954 to October 1956 Chassis No 501-6758

Series II October 1956 to October 1957 Chassis No 6801- 7677

Series III May 1957 to June 1959 Chassis No 7701- 12831

Column Gear Change All Series I

Locking Glovebox Chassis No 501-5262 Non Locking Glovebox Chassis No 5262-6755

Headlining Fawn to Chassis No 6670, Headlining Grey from Chassis No 6671- 10173, Headlining Light Grey (Leather Cloth) from Chassis No 10174

Locking Fuel Cap & RH Gear Change From Chassis No 6801-

Brake Servo from Chassis No 7701

Overdrive available from Chassis No 5569, Automatic available from Chassis No 7397

Large Script on the boot lid to Chassis No 10050 Small script on the boot lid from Chassis 10051 on.

From information supplied from Allan Francis Christchurch compiled by Michael Kruse
26/10/2015



REGALIA

Many people have their own private collections of regalia on their subject of interest. The New Zealand Wolseley Car Club is no different. Some of the items we have for sale are related just to the New Zealand club, while others have been sourced from England, the home of the Wolseley marque.

From window stickers for your cars to lapel pins, coasters, key rings, and fridge magnets.

We can supply you from our own stocks. And now we can add shirts and caps to the mix. We order in lots of eight or more to make the embroidery run efficient and cost-effective. Our order can be a mixture of T-Shirts and Polo shirts or eight or more caps.

Wolseley Caps, Tees and Polo Shirts are made to order and must be an order of 8 garments or 8 caps at any given time.

So place an order now and when the magic number has been reached, we'll do a run and get your new clothing posted out to you as quickly as possible.

Caps are \$20 each, with T-Shirts \$25 and Polo Shirts \$35 all in a very serviceable green.

For any questions look on the website <https://www.wolseleycarclub.co.nz/>

or to order any of the regalia or clothing items are shown here, **please contact**

Sharon by phone or text on 021 498 162 or by email to dandsomalley@gmail.com

Wolseley Car Club Cooler Bag	\$55
Wolseley Car Club Ladies Blouse	\$65
Wolseley Ladies Blouse	\$65
Wolseley Lapel Badge	\$10
Wolseley Workman Overalls	\$95
Wolseley Number Plate Surrounds	\$10
Wolseley Embroidered Badge	\$10
Wolseley Car Club Window Sticker	\$5
Wolseley Car Club I Bought Wisely Sticker	\$5
Wolseley Car Club NZ Cap	\$20
Wolseley Car Club NZ Polo Shirt	\$35
Wolseley Car Club NZ Tee Shirt	\$25
Wolseley Car Club 125 Yrs Sticker	\$5
Wolseley Car Club Red Wolseley Lapel Pin 02\$8	
Wolseley Car Club Wolseley 680 Lapel Pin 04	
Wolseley Car Club Maroon Wolseley 690 Lapel Pin 01	
Wolseley Car Club Wolseley Lapel Pin 05	\$8
Wolseley Car Club Wolseley Lapel Pin 06	\$8
Wolseley Car Club Wolseley Lapel Pin 07	\$8
Wolseley Car Club Wolseley Lapel Pin 09	\$8
Wolseley Car Club Wolseley Car Club Stickers	\$3-\$5
Wolseley Car Club NZ Beanie Wool blend \$25 Acrylic \$15	
Wolseley Car Club NZ Sweatshirts	\$50
Wolseley Car Club NZ Bucket Hat	\$25
Wolseley Car Club NZ Key Ring	\$15



THE WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC

If unclaimed, please return to:

The National Secretary

Michael Kruse

297 Huatoki Street

New Plymouth 4310