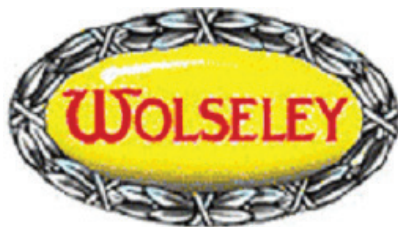


THE



WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC



March 2025



Seen in Whanganui recently.
X Mort Andrews "1935 Wolseley Wasp"

More photos
on page 3

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:

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Rangiora 7400
Phone (03) 313 4454
Email stu.jude@gmail.com

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 BIT

Hi Wolseleyites,

Both Raewynn and I have had the Flu for 3 weeks and now are just recovering. So little has happened in our Wolseley World. I did manage a WoF on the 6/90 . The vehicle Inspector took 1 hour to have a real good look around but my pre-inspection work paid off and he couldn't find anything wrong with it. So, it is all ready for the Coromandel trip with the North Island branch. They are undertaking on 2nd to the 4th of May with a trip to Whitianga on the Saturday. Return home on the Sunday. The work on the Constitution is progressing with Kirsty Lee finishing the Draft and now the Executive critiquing it .

Cheers Michael



X Mort Andrews "1935 Wolseley Wasp"

THIS MONTH'S VIDEO

<https://www.youtube.com/watch?v=uP48CKd-aCM>

PRESIDENTS REPORT



Hi Members, This last week we have had very changeable weather conditions, hot to cool to wet. Daylight saving ends 5th April from when we start thinking winter conditions can happen any time. This is also the time that the autumn colours down here are in full colour as the leaves change colour and fall. State Highway 8 from Lawrence through to Queenstown, Arrowtown and Wanaka displays these spectacular colours in full.

Nationally, the Executive is working on the updating of the Constitution, adding statutory clauses that Incorporated Societies have to do by law. The final document for members to view should be out latter in April. These changes will not change the way the club runs day to day.

Another important thing coming up is the Wolseley Clubs 50 year anniversary in 2026. The club began in Christchurch and it is intended to run our National Rally along a similar rout as done 50 years ago. The Christchurch Branch will be coming out with more information soon.

On the home front, many of you will have known that I fitted another engine into my car, it had been reconditioned and was a very good replacement. It goes very well but from time to time it seemed to be different, not always starting the way it should, sometimes feeling like it has a slight misfire and other symptoms that could be related to fuel and or ignition. Over time I have replaced spark plugs and points, distributor cap, leads, check the condenser and advance re-tart springs, timing, rotor and recently replaced the whole distributor as the bushes were getting worn in the old one, thus not a reliable points gap. I thought this would have solved the issue but no, not really. All through the process I had been adjusting the carb's but soon realised they were not the problem. I had also checked valve clarences but nothing to find there. The hint of a misfire or reduced spark fever seemed to be on the same cylinder. Next I thought I would replace the coil. The coil on my car has spade lugs on the terminals that are riveted. When I slipped the connections off them I noticed that one terminal moved slightly but not really loose, I removed and cleaned it and soldered it back on, also placing solder on the other one as well. Refitting it, I made sure all connections were tight. The engine now appears not to have any of the past issues and goes great. Sometimes faults aren't obvious and are hiding to be found.

Don't give up!

Gordon Duthie



The spade lugs

Deadline for next Wolseley Word

26th April 2025

1935 Wolseley Hornet FOR SALE

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

Ivan McCutcheon

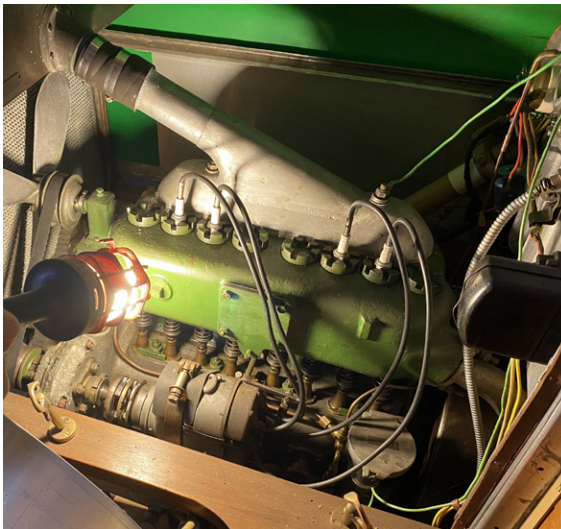
windrode140@gmail.com

022 3746326



Veteran Wolseley 12/16 FOR SALE

Approx. 1910 although it's been built up using some later components. Engine and chassis is correct. Rebuilt engine, wooden wheels and differential some years ago but it's not yet been running properly, and bodywork still needs to be completed. The car is in Blenheim and the owner is open to offers. No registration records with the car so it will need certification and registration after completion. Contact Colin Hey for further information.



Branch News and Events Southern

We have had a quiet month in Dunedin, the main event was the Best of British day Charity Day which attracted approx 160 mostly lesser automobiles and Bob (my 4/44). I spent the day assisting on the gate, which is a great way to meet and see a great range of cars and owners. I found that owners of newer Jaguars do not like to be asked if they should really be at the Best of India Day. The lad with the new Royal Enfield was also happy to be there and I had nothing at all to say to the lovely couple in their new MG3. The Marque of the day was Morris and there was a huge turnout from the Minor club, with a full range of models and years.

George wanted an update on my progress with my 32 Hornet Special and after much thought, I have decided to share my Diary of a procrastinator with you all.

The background to my ownership of this car started when as a 18 year old lad working my first job as a truck driver, mostly carrying bulk booze for a liquor wholesaler. I went to make a delivery but went to the wrong address and found the Hornet sitting in a carport looking a bit sorry. I spoke to the owner who didn't want to sell, so I left my number and 6 months later a change of plan of his and the car became mine. It has followed me everywhere from Wellington and finally landing in Dunedin.

As many will identify with me, some of us keep repeating the same behaviours throughout our life, despite our best intentions. In my case I have gone from project to project, always buying fix up houses and



Branch News and Events Southern

later Motels, intending to get onto the Hornet as soon as we finished the house etc, always taking my time to finish the project but never living in them longer than it takes to sell them (not the initial intention but that's the way they turned out). 12 months ago we finally shifted into a new home with nothing to do but the garden and watch the daisy's grow. Great plan but don't forget the built-in book case, the decks, garden boxes, fencing etc... However there is light at the end of the tunnel, originally I intended to give a set period of time to the car each day but that doesn't really work so I am regularly picking small workable projects and completing them and finally making some progress, panel by panel stripped down and painted with rust converter/primer was my last project with only two panels to go and ready for finishing at the panel beaters. The car never had seats and in need of two bucket seats I was advised that the easiest way was to just buy from England but a search online was not easy with seats of the right dimensions selling for 900-1000 pounds each and then freight making for a \$5000 purchase, so now I have just found two bucket seat seats, these are from a Morris 1000, with 70mm from the top and 25mm from the bottom width of these seats removed and rewelded they are waiting for new adjustable tracks and then will be sent to the upholsterers. Next project is to finish the last two panels, soon. Who knows, the light at the end of the tunnel will get brighter,

Regards Gavin Turner,

Otago



BRANCH NEWS and EVENTS - Christchurch

Coming Events – Christchurch Branch

Before I finish, a plea to all of our Christchurch members to get out and use your cars on a club outing before winter arrives. Attendances at our branch outings have been very small lately which is a concern.....! There are two good opportunities coming up towards the end of April, and you won't be disappointed with either of these events.

Firstly, every member of our club is more than welcome to attend the VCC's Annual Anzac Day Malvern Run on Friday 25th April provided it's in your Wolseley. The run starts with a short display and Anzac ceremony at the Darfield Recreation Centre which begins at 10.30am, and then there is a 45 minute run to several war memorials around the Malvern district, which finishes at the Glentunnel community hall for lunch. The entry fee is \$20, with proceeds going to the Darfield RSA. Every participant receives a rally badge as well, but please note that entries close on 13th April. If you are a VCC member you can register on line, but if not, any Wolseley Car Club member can take part in their Wolseley or other 30-plus year-old car– just give Colin Hey or Stuart Penny a call or email and they will arrange an entry for you.

Secondly, two days later, on Sunday 27th April, the 33rd Annual Ashburton Plains Rotary Classic and Vintage Car Run. Organised as part of Ashburton Wheels Week, this is a low-key fun drive leaving from the Ashburton Showgrounds and heading to a rural property about 45 minutes away for lunch (BYO picnic lunch). This is always a great day out, and usually attracts at least 200 old cars out of sheds and garages, including many from Christchurch and beyond. The entry fee for this one is also \$20 per car, with ALL proceeds going to the Westpac Rescue Helicopter Trust – a very worthy cause. Please note that no dogs are allowed on this event as it is visiting a rural property.

Hope to see you soon.

Colin Hey



ADO16 line-up at Christchurch Twin Rivers car show - Matthew Hey's 1100 at front

This month's excursion was my annual trip to Melbourne with 3 mates to get our annual fix of F1 action at Albert Park. Because of ongoing COVID lockdowns in NZ, we couldn't risk travelling to F1 in 2022 because if we caught it over there, we would have been unable to travel home. This meant we lost our very good grandstand seats which we had been able to re-book every year for the last 20 years, and despite our very best efforts to buy grandstand tickets through Ticketmaster the minute they were offered, we failed both in 2023 and 2024 and had to put up with general admission tickets. We found this option to be totally useless, as the crowds nowadays are so big that to get somewhere near the track in a good spot for the final F1 race you need to arrive at the track about 6am, and then literally run to the spot, and stay there all day, and probably stay standing for the two hours of the race.

So this year we decided to forgo F1, and go to the annual Philip Island Classic race meeting instead. This is held one week before F1, so the plan was to pick up a rental car in Melbourne and drive to Philip Island and do that, and then return to Melbourne for the first practice day on the following Thursday and then fly back home on the Friday. The first day of F1 meant we wouldn't see the F1 cars on track, but at least we would see all of the other classes on track during practice and qualifying, and then the first race of the Porsche and V8 Supercars from any grandstand seat. The plan worked well, plus we got to have a look around the Mornington Peninsula for two days. The weather was absolutely perfect the whole time we were there, and we really enjoyed the Philip Island meeting – a large number of classic race cars including some of Australia's best, some good racing, and the ability to go anywhere around the track and pits area as well. I particularly liked this, as I really enjoy seeing what's going on in the pits and talking to the drivers and mechanics. We stayed in a Book-a-batch about 5 minutes' drive from the track, which also meant we could do our own breakfasts and dinners to keep the cost down a bit. Seeing only the first day of Albert Park meant we got our fix, bought the tee-shirt, and back home we gathered again on the Sunday and watched the race in Melbourne's pouring rain from the comfort of a big screen TV in Christchurch at the home of one of my mates. We've been at Albert Park on race day in the pouring rain a few times over the years, and it's NOT a lot of fun!

We also had one day free in Melbourne when we arrived, so we decided we'd visit the Lindsay Fox classic car museum in the middle of the city – a great collection that I'd recommend any petrol-head should see at least once. It's only 10 minutes' walk from Southern Cross station and easy to find. When we were looking for the entrance, we walked past a large building next to it, and I spotted what looked like a fully restored Morris Major (same shape as a Wolseley 1500) sitting just inside a large side-door, so I couldn't help but go and have a look. I had just got to the door, and a fellow came over and invited me inside for a closer look and to take any photos I wanted. My three mates soon joined me, and realising our interest, he explained that the building (which was modern, multi-story and absolutely huge) was actually the Kangan motor trades training centre for Australian apprentices. Not only was he happy to tell us all about it, it turned out he was one of the leading tutors, and with free time on his hands, he offered to show us right through the building. They run mostly practical block courses for apprentices for all things automotive, including mechanical, auto electrical, marine, farm, trucks, race car and engine and transmission building, panel and paint – it's all there on several floors under one roof. Ultra-modern computer based learning rooms, all the latest high-tech equipment, and best of all, auto makers gladly donate brand-new cars, bikes and trucks and components so they can be used and abused by the apprentices. We were super-impressed, and I couldn't help but wonder why NZ apprentices couldn't be sent there. Accommodation is right on campus – all set up to allow them ready access to the latest equipment and training methods with a strong support system to help them excel in their trade. And we literally stumbled across it by chance! It turned out the Morris Major was an apprentice project, and it was sitting in the door ready for collection and delivery to a new owner.

After seeing all of that for at least an hour, we were delivered out of their back door straight onto the forecourt of the Fox Museum, and spent an hour or so looking through that collection. Some fabulous, rare and expensive cars, with some ordinary ones as well that Lindsay Fox has a personal liking for and has



Dutton Garage showroom in Melbourne



Morris Major at the Kangan Institution



One of the rooms at the Lindsay Fox collection

included in his assortment. All were in restored and running condition, and inside a heritage building as well which was very appropriate.

For us, no visit to Melbourne is complete without a visit to Dutton Garage, just a short train ride from central Melbourne. A chance to take a look at some of the finest old and newer used classics in their fabulous showroom, and enjoy a coffee in the café with it all spread before your eyes. The prices are eye-watering, but I only recognised two cars out of about 50 that were there when we last visited 12 months ago so they do sell.

Back home it took a couple of days to catch up on things and then it was the first event that weekend, the Twin Rivers Vehicle Extravaganza at the A&P Showgrounds. I had organised a VCC display there, so getting tickets distributed to those who had entered had to be sorted out, although I had been able to do a lot of that on my phone from Australia. I decided the Wolseley Hornet Special would be the car I'd like to take, but when I opened my shed for the first time on Saturday evening, everything was covered in dust that had found its way inside from a new subdivision going in over our back fence after some strong easterlies. I pulled the Hornet Special outside and got it cleaned up, checked over and fuelled up ready to go. We had a great day at Twin Rivers, and it was good to see a few Wolseley's there from our club too, including Rodney O'Brien's 15/60, Chris McLeay's 1300, and Matthew Hey's 1100. In fact there were quite a few 1100/1300 variants there, and at one point a few of them lined up together for an hour or so and attracted quite a bit of attention. Once common, now rare! The organisers reckoned there were at least 800 display cars that attended, so it was quite a show.

Also waiting for me when I got home were lots of emails – several were parts requests, and there were about 5 from my WoF man reminding me that some of the cars and one of my trailers were due for renewal. Work has started on getting them done, and I should have 3 of them out of the way before the end of this week. The Hornet (Mini) was the first one, and when I started giving it a thorough check myself I came across some new radiator hoses I bought a few months ago still sitting in the boot, so I thought I may as well get that job done at the same time. The ones on the car were at least 25 years old and getting quite hard, and I knew I had last replaced them when I had the engine out way back then. In fact I had gone one step extra and fitted an engine heater into the bottom hose, as back in those days Jenny used the car for the kid's school run and I used to plug it in for her before I left for work (on my pushbike) in the winter so the engine would be warmed up and ready to go. I had fitted it with the hose and radiator while the engine was out of the car, before installing the whole reassembled unit into the car. Now, bottom radiator hoses in Minis are hard enough to replace as it is, but the in-situ hose and heater combination made the job even harder. I finally got the bottom hose clip undone but the hose was stuck firmly onto the radiator, despite me having it off about 5 years ago to change the coolant and anti-freeze. With some careful prodding through an opening in the inner guard (once I'd removed the LH front wheel) I finally got the hose off, but getting the old hose out of the engine bay with the engine heater fitted to it (which was twice the diameter of the hose) proved very troublesome. I almost gave up and started thinking about removing the carburettor and possibly the exhaust manifold, but with one last big push I managed to wriggle it out between the RHS gearbox casing, driveshaft, and bodywork, complete with its power cord and 3-pin plug. To cut a long story short, getting the new hose in was also a battle, not made any easier by the lack of access under the bonnet due to the grille poking downwards, but perseverance eventually won out and what would take about half an hour on a 1500 or a 6/110 turned into a marathon 3 hour fight. I was knackered at the end of it, my right arm was sore and scratched, and my arms, legs and back ached. But, the good news was that it all went back together with no leaks at all, and hopefully I won't have to do the job again for another 20 years.

After giving the Hornet a good wash and vacuum clean the next morning I drove into town for the WoF, and then took it to the supermarket to do the weekly grocery shop and do a couple of errands as well. Nowadays I can never escape an outing like that without someone coming up to me and commenting about how good or different the car looks compared to everything else in the car park, and being automatic as well it's easy and fun to drive around town too, and of course very light on fuel.

The last couple of days I've been working on the Hornet Special, getting it cleaned up and ready for its WoF, with quite a bit of time spent cleaning up the front suspension, which of course is all on show on that car. Years of accumulated grease and dirt were starting to annoy me and looked somewhat untidy, so I got busy with degreaser and rags, and then painted a few bits and pieces to make it look a bit smarter. I also had to fix a small oil leak I noticed on the rear axle, which was coming from the joint between the diff housing and the RH brake back-plate which took a couple of hours to sort out. Fortunately it was on the outside of the brake back-plate so no oil had made its way inside the brake drum and the brake shoes were still absolutely fine. Finally, after giving it a grease-up and then a good clean and polish, it's now ready for its WoF on Thursday. Hopefully I'll take one of the veteran cars into town in the trailer on Saturday and get both of them done too, so that will be four done in the week. An expensive week! Which reminds me – make sure you get your submission in on the proposal to go to 12 month WoFs for our old cars – the more that go in in favour of the change, the more likely it is to happen.

Thanks

Colin Hey



In the pits at Philip Island

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



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.



FOR SALE

For Sale 1971 Wolseley 1300 Auto

**Dead rego, 69,000 miles ex Nelson car totally unmolested ready for straight forward restoration. Car is all original ex factory with surface rust only. Want it to go to good home where it will be restored and loved best offer over scrap offer will take away contact Peter either email otautau peter@gmail.com or 021 114 5247.
Car located Otautau Southland**



Wolseley 15/60

**Been in storage for about 30 years with the intention of some restoration work, but never got around to it. In good condition overall, engine was reconditioned before storage and is thought to still turn over. Owned by a club member in Christchurch all that time, Needs rescuing.
Contact Jonathan Nicolle 0210 295 8771**





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
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If unclaimed, please return to:

The National Secretary

Michael Kruse

297 Huatoki Street

New Plymouth 4310