

THE



WORD

OFFICIAL NEWSLETTER OF THE
WOLSELEY CAR CLUB NEW ZEALAND INC



September 2025



Lee and Derek Brehaut's beautiful 1936 Wolseley 25hp SUPER SIX

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.

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EDITOR'S BIT

Hi Wolseleyites,



This week we had a shock in that Steve Finch Life Member passed away at age 86.

We meet at Murray's Irish Bar in Feilding for a memorial. Ivan McCutcheon and Michelle Andrew and Elise Thompson were present. Ivan joined the Wolseley Car Club on the same day as Steve & Margaret in 1991. Also present was Winton & Ruth Cleal, Myself, Lance Fitness and Doug Stephenson.



Steve in the early years organised the move of the Parts Shed from Taikorea Road to Pohangina. It was big undertaking and sort out, of Wolseley Parts. From then on it was Steve's second home. Steve was a bit of hard case. On entering a National Rally's at the last minute and looking for accommodation when he arrived. This caused a big headache for the rally organiser, but it did worry Steve. He was quick to offer a bed at his place as I would leave New Plymouth at 6.00 am in the morning of a working bee, work all day and then travel home. The stay at Steves and Margarets include a stop at the Waterford Hotel then a phone call about 7.00pm saying the roast was ready and we better get home smartly. I enjoyed the company and from then on it was expected that when there was a working bee on, I would be staying the night.

The AGM is in Christchurch on the 11th October please come along and see how your club works.

Cheers Michael

PRESIDENTS REPORT



Hi Members,

Spring is going through it's changeable weather conditions, the fresh spring colours, blossom etc with daylight saving makes you feel like dusting down the car and getting out and about again. Dusting off the car down here, and probably in other areas of the country, is more about pollen than dust. More and more pine trees down here is creating a lot of pollen and changing (until dusting) the car colour to a shade of yellow.

Our National AGM in Christchurch on the 11th October is a good opportunity for members to get together and contribute to the direction of the Wolseley Club. I am looking forward to meeting and hearing from the new delegates and other members who are going to be there.

I thank past members who have been delegates for their contribution.

Processes, I am aware that some new members to the Wolseley Club haven't been receiving the Wolseley Word. The process is that when a person joins the club, the "New Membership" form is filled out and is in the hands of the Branch Secretary and or Treasurer. A copy of the "New Membership" form has to be forwarded to the National Secretary so "that" information is added to the National Database. That Database list contains address etc and email information that the Word magazine is forwarded to. If it's not on the National Database then those New Members will miss out. The branch must forward all membership information (including alterations, address changes etc) to the Nat Secretary as soon as they can and at the same time monies owed to the National Treasurer. Branch Committees must make sure that process is being done so our members are being catered for.

Michael in his report has informed us of Steve Finch's death.

Steve was a dedicated and committed member of the Wolseley Club. He and Margaret are life members of the Club. Steve loved the spares department, dismantling and extracting parts for the clubs benefit. When National AGM'S were being held in Palmerston North Steve always came and collected us Southerners from the Airport, also returning us after. Steve was a great host and made sure you were being catered for. He didn't like change much so if the club decided to do something different Steve would call and let me know of his disapproval however through discussion he could see reason and left, most of the time, on good terms. Michael has already mentioned Steve's approach when entering National Rallies. Our condolences go to Margaret and family and also to those club members who have involved themselves with Steve in many ways over many years. You will miss his presents.

Regards, Gordon Duthie

Colin's Happenings

This month activities have started kicking into gear now that the warmer weather has arrived. The first outing was the Amberley Rock'n Wheels show on Sunday 7th September (Fathers Day).

We arranged to meet in the main street in Amberley at 10am, but by the appointed time there were only 3 cars present so they carried on into the domain anyway.

Meanwhile Jenny and I had assembled with a group from the veteran car club in Sefton at the same time in the 1912 Wolseley, and we drove through from there – a good run of 15km from Sefton. The team on the gates had a good system going to check everyone in and there were no delays at all, so we were soon parked in the domain, which by then was rapidly filling with cars. As it turned out, the 3 other Wolseleys were in the domain just in front of us, so it worked out pretty well. Meanwhile Matthew arrived in his 1500 and was able to park beside the other club cars.

By around 11.30 am there apparently had been 850 cars checked in, all makes and models and mostly from the 1950's to modern in age. By 1.30pm it became clear that the main part of the show was over and that many of the cars were leaving, so it was decided that we should probably do the same and go and do some Father's Day stuff. A good outing though, and there were some great cars to see and lots of people to talk to.

A week or so later I went to September's Veteran Coffee morning at Kirwee in the 1909 car, with around a dozen people arriving, with most staying to enjoy the Gold Card lunch into the early afternoon. Some initial planning for what has now become our monthly Random Run the following week was discussed. Monday 15th September looked most promising weather-wise, so that was set aside to wait and see how it looked



Wolseleys on display at Ambereley Rock'n Wheels - from left, Robert & Lynn Hey's 1500, Merv & Marilyn Wayne's 6/80, and Matthew Hey's 1500



School day for Jenny Hey with the Hornet

closer to the time. As it happened, the forecast for that day got even better as the week progressed.

So, on Monday 15th we loaded our 1912 Wolseley into the trailer and Jenny and I headed down to Rakaia to meet in the domain there at 11am. What a great turnout this time, with 8 machines present, including a contingent of 4 from Ashburton, including a 1912 Triumph motorcycle. When the time came to leave the Triumph wasn't a happy starter, despite the efforts of two or three volunteer peddlers to give the owner a spell. He eventually decided to send us on our way, but once we'd left he managed to get it going and joined us further down the road. Bad fuel, apparently.

Our first stop was the bakery on SH1 in Rakaia, where we stopped for a coffee and cake to enjoy in their garden seating area, also buying our lunch for the stop at South Rakaia Huts 20km away. The run there was superb – a light tail wind and the gradual downhill grade making it easy running. We all found our way to the domain and parked up for a picnic in the sunshine and a good veteran catch-up. It was a nice place to spend an hour or so, with some of the locals also joining us for a chat and to have a look at the veterans (the cars – not us!) By 2pm the NW wind was staring to come up, so realising we'd be pushing into it to get back to Rakaia, we thought it was time to head back to the Rakaia domain and head for home. Another great day out.

Also during September the school Jenny works at decided to organise a small car show for the kids at the school she works at to conclude a project on 'transport' they had been doing during the month, so we took the 1912 car and our Wolseley 6/99 to the school for the day to join a display of 6 cars of a range of ages from old to new for the kids to look at. I drove the 12/16 there, and Jenny drove the 6/99. They were all fascinated by the 'old' cars, which also included an Austin 7, a Mini, and a Jaguar XJ6. The new Nissan Leaf also on display



Perhaps a future 6/99 owner?

Deadline for next Wolseley Word

25th October 2025

looked somewhat out of place! I was asked to show them how the 1912 car was started several times during the morning – naturally they couldn't believe it was started with the 'handle thing' at the front of the car. Thank goodness it starts easily!

Earlier that month Jenny also took the Wolseley Hornet and showed them that – it apparently caused quite a stir and then a queue, with all the kids wanting to have their photo taken sitting inside it. Fortunately it returned home undamaged.

Absolutely nothing happening in the workshop this month mainly because of my involvement with the VCC Canterbury Swap Meet preparations. However I did find time to strip and repaint an old petrol bowser I have outside my shed so we could take it down to the Autospectacular in Dunedin on 13th September, along with Danny O'Malley's Wolseley 1300 in our trailer to put on display there. At this stage all I need to say was that it was a great show, it was really good catching up with the Lower South Island members, and we thoroughly enjoyed the weekend. I can also say that Gary and Sonya Mannequin behaved themselves pretty well, and that there is a story coming in the next Wolseley Word.

The spare parts division is back up and running just fine again, although it's fair to say we're still adjusting to our new surroundings at Idlewood. We're still not sure what the long-term plan for the whole Caravan Club area is, but we're hopeful of a meeting with Environment Canterbury staff in the next month or so to find out what their intentions are.

Regards for now, and hope to see a few at the National AGM and/or the VCC Swap Meet in October.

Colin Hey

2026 Wolseley Car Club Inc National Rally

**Celebrating 50 Years
of the Wolseley Car Club**

11th to 16th May 2026

Start to plan your attendance now – a big occasion for our club and one we want to celebrate well.

The Christchurch Branch will host this event, with accommodation and activities to be based in Christchurch. There will be a \$150 subsidy for the inter-island ferry crossing for North Island members travelling with their Wolseleys to the Rally.

Draft Programme:

Monday 11th May – arrive in Christchurch. An informal welcome function will be held in the evening to welcome visitors to Christchurch and the event.

Tuesday 12th May – morning available to rest from your trip and in the afternoon we'll have a couple of interesting collections to visit around town, with dinner that night for anyone who wants to come.

Wednesday 13th May – drive to Ashburton to visit the Aviation Museum there, with lunch at the VCC clubrooms, then in the afternoon visit the Plains Museum.

Thursday 14th May – drive to Akaroa and enjoy the attractions there.

Friday 15th May – free day to enjoy Christchurch and its many new venues and attractions. Possibly a Fish'n'chip tea on Friday evening at the venue where the inaugural meeting of the club was held in 1976.

Saturday 16th May – Enactment of the Inaugural Run of the Wolseley Car Club to Ashley Gorge.

Sunday 17th May – farewell breakfast.

If you cannot attend in your Wolseley you are welcome to bring your modern car – the Rally is as much about our members as it is about the marque. We want to celebrate this occasion well, so we hope you can come and enjoy it with us.

More information and registration details to follow in later Wolseley Words, or Contact Colin Hey on 021 883 807, email heywolseley699@gmail.com

North Island Club Captain's Report

No doubt many of the members would have joined the local VCC to take part in the Daffodil Drive. What a fabulous effort – over \$100,000 raised this year, congratulations to everybody who took part.

We have two major events before the end of the year – the Creel Lodge Weekend at Turangi, and the Christmas lunch. Those who took part in the Creel Lodge Rally last year will remember the peaceful ambience of the surrounds, the beautiful gardens and the wildlife. It is not too late to join us from Friday October 30 to Sunday November 1. Contact Creel Lodge on +64 7 386 8081 or email creel@creel.co.nz

Christmas Lunch

Christmas Lunch will be held at Waihi Beach RSA on Saturday 6 December 2025. Lunch will once again be a buffet, all you can eat, with a variety of starters, mains and desserts. Our chef, Michael, is looking forward to welcoming us. Lunch will be \$38 per person, with the Wolseley Car Club contributing \$15 per person towards the cost of the meal. Prizes will be awarded in the following categories: best decorated car (does not have to be a Wolseley); best Christmas costume.

Please let me know if you will be attending by either phoning me on 0274 805 899 or emailing me at mcknightannette80@gmail.com by November 22.

Happy Wolseleying, Annette McKnight

Branch News - Christchurch

Hello to all members 'WOLSELEY'

The first month of spring is now behind us. Difficult to try and relate to where the months disappear.

There was support from regular members of our Christchurch branch who went to Dunedin to support our Southern branch members at the annual Auto Spectacular. This is something that is looked forward to with our little contingent once again enjoying the weekend away and also with the socializing and reconnecting that goes with it.

Because of the absence of these members, our monthly working bee / committee meeting was put back a week so it could proceed with almost all the executives present.

This working bee was a busy scene with what was thought to be a permanent structure, had its roof lifted and deposited on the ground as a result of recent strong wind.. With debate as to how to secure the roof back to the desired position, it was decided to effect more permanency by making the framework stronger. This was duly effected with lots of discussion and personal recommendations.

Another smaller group tackled the slash from the pine tree removal by shifting it into a gully area beyond the building structure. All in all a busy time with results to show the success of the morning's work.

Idlewood is certainly not the place it once was and there is decision making necessary, and a plan required to anticipate the Club's future. This consideration incurs the anticipated duration of our Branch looking to the future, which determines how much is to be invested in tree planting, stump removal, and generally making something out of the moon scape as it now is. It was a glorious day for the activities mentioned, and we had our committee meeting outside in glorious sunshine. We were also very grateful to members of the younger, stronger age, who willingly mucked in and were an enormous help.

Saturday 27 September some few members only, represented the Club by attending the Annual BLMC run, which this year once again organised by the Morris Club. Another beautiful day which had us leaving from the VCC grounds, and with a detailed route plan had us enjoying lunch at Kirwee. From there the route had us motoring over long straight roads to a collection of memorabilia of all sorts of artefacts from the bygone era of motoring history, away in the back blocks in a rural setting at the back of Burnham. The collection was quite amazing. Really too extensive to elaborate on.

There is an unfortunate situation that ultimately faces everyone of us and is something we need to be aware of.

One of our valued, possibly original members, who is always first with his attendance twice weekly at Idlewood, and always assists wherever he can, had to have his drivers license renewed. Making the necessary appointment weeks ahead of course, as what the medical profession is all about these days, with, - as he thought would be with his very long standing doctor. Upon arrival, he was informed that his doctor had retired two weeks earlier. Not to worry he was told he has been replaced by a very nice substitute doctor. This doctor with no knowledge of his client, determined that NO he wasn't suitable to hold a license because of his memory retention. Just drive your car home he was told, and more or less throw away the keys.

This respected member has three cars, and lives alone with his wife passing away in recent years.

As all our members will acclaim, he is one hell of a good driver, over careful if anything, and has never experienced a road accident. He would, in our WOLSELEY world, have one of the best 6/80's that remain. He has applied for a reassessment, but there is a wait time of five months. Had he been alerted to the fact that the doctor who knew this man over a very long period, was retiring, most probably the outcome could have been different. It is just a very sad situation as his life has been seriously affected by this sudden change, and his freedom, self-esteem, and independence has been taken from him.

The National AGM is almost upon us, and hopefully we will have a good representation from members from North and South, and also from our local branch as well.

Regards, Stuart

Branch News - Southern

Hello from the Deep South .

We had our once a year Auto Spectacular display on Saturday 13th. September.

The theme was "FILMS" and with Sharon & Danny,s 1300 and Jenny, Mathew and Colin Hay's props and enthusiasm, plus Wendy & Gavin Turner's POLICE 4/44 we had the Wolseley water car from Waimate.

View <https://www.nzonscreen.com/title/no-petrol-diesel-2009>.

The car really only shows up in the last part of film, but a good yarn!!!! Lee and Derek Brehaut's beautiful 1936 Wolseley 25hp SUPER SIX {incidentally this lovely car is for sale} with a holiday/picnic setting completed our display, as featured on this month's cover.

In spite of our best efforts we were pipped by the AUSTIN CLUB's display for first prize. Never mind there is always next year and they are a sister club, we are joining together for a combined Christmas function at the Dunedin Classic Car rooms no Saturday 13th December, so there will be lots of friendly discussions!!!!!!

Following the Auto Spectacular pack/tidy up we had dinner and good catch up 19 members attended.

'THATS ALL FOLKS' stay safe, cheers George



Dinner.

THIS MONTH'S WEBSITE

The Story of the Wolseley Viper January 1968 - Motor Sport Magazine: <https://www.motorsportmagazine.com/archive/article/january-1968/24/the-story-of-the-wolseley-viper/>

Nelson Marlborough Report

We had myself and Philip Stansbury flying the Flag for the Wolseley car club at The Rover Car Club All Makes Day.

A great turn out of cars and good weather.

We still have 10 members to pay subs for year 2025-2026. These can be paid into our Westpac account: 0307510197510-00 online or in person.



Race drivers: Daring Derek, Curious George and Dangerous Danny.

Progress on the Siddeley 1905 Restoration Project Part 4

This is the 4th article on the restoration of a 1905 Siddeley 4cyl chain drive car. The two earliest articles were on setting out the “Siddeley project” and next article was on the initial progress on the multiple sub-projects. Then, I covered what I knew of the the motor and its origins. Now in this update, the report of some real progress on some major components and some of the engineering that made it (pun intended).

Now, before progress on the engine: a brief synopsis. The 1904/5 engine is 4 cylinders, overhead variable inlet and side exhaust valve (initially of 3.2 litres and then upped to) 3.825 litre capacity. The lubrication is from a scuttle mounted with 6 outlet ports box which feed down to the mains and scoop oil baths for the big ends.

The motor complete, with all its new aluminium pistons, re-metaled big ends/main bearings and refurbished side/overhead valve works, has come home. Adding to that, being enhanced with its all-new copper piping, new timing gears and water pump/gears. Ureka!

The many external copper pipes to support the reticulation of oil and water was completed by Murray (who did all the reconditioning), using a photo of a later engine (1907) that lives in Holland, plus his firsthand knowledge of what connects what with what, inside and out.

The water pump needed new gears (from Bettany Gears, Paraparaumu), and Murray changed the outlet/inlet configuration and added an impellor. The outer block and sump et al have been painted, and it looks brilliant. Murray said that it's certainly an interesting and well-designed motor. Here is a RHS view of the motor as returned but several pipes are now disconnected and ruining the aesthetics/symmetry.

In the previous article the exposed valve gear on the top of the LHS, which the inlet has a variable control (and would work like a throttle), was covered. The LHS adjuster, Murray tracked down, the thread was a “triple start, 2 ¼” square thread”.

The LHS of the motor shows the copper piping for the water-cooled heads which is unusual for this era. (My 1910 Wolseley doesn't have this as well as those overhead valves!) The gloss black exhaust manifold is complimented by the bronze pushrod guides lower down. A breather has been added to the LHS lower (by pushrod bronzes) and the motor will be able exhale as and when required.

The Oiler box on the scuttle with 6 outlets and the one inlet. Murray routed a pipe from the two sump outlets to the right side of the motor, so I just need to connect it to that 7th port on the oiler box. There is a chain 9

coming up from the rear end of the camshaft to the box, which we believe, drives a lift pump inside to bring the oil up from the sump.

The motor as delivered is a masterpiece in presentation and wows all who have seen it in the flesh (or metal). Unfortunately, I don't have any further insights into the reconditioning activities as Murray is better with engineering than the pen. I will take the former any day.

When I fitted the engine there was a conflict with a couple of the new pipes with the steering box/column and this will need to be resolved. In addition, new engine mounts-connection to chassis have to be crafted as current ones are not "original" correct or satisfactory.

Progress with the gearbox.

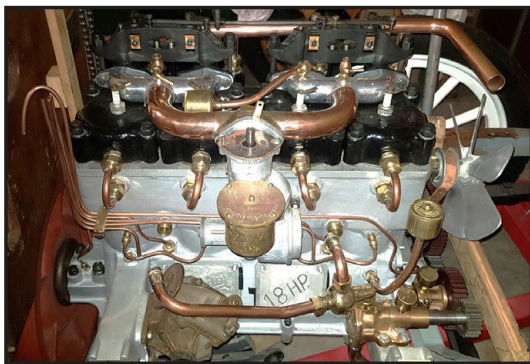
Sometime was spent in the last two years of trying to improve on the Wolseley 16/20 vertical gear shafts gearbox that wasn't an original component and didn't really look the part. I identified the gearbox that was originally paired with the motor during their time in Fielding over the course of many years (ago). That original gearbox unfortunately was in a in a sawmill in 2017 where there was a fire. Although not in the fire itself, it was dispatched to the metal recyclers along with the steel girders and other scorched machinery. So close but gone burger.

What has been found was a flat gearbox of Austin manufacture where the gears are side by side on parallel shafts. Very close except for the input/output shafts are direct on the Austin and offset on the original Siddeley. It's a small world and this gearbox came from Fielding no less. And remember that Mr Austin went from Vickers/Wolseley to Austin Cars circa 1904/05. Perhaps taking more than ideas with him.

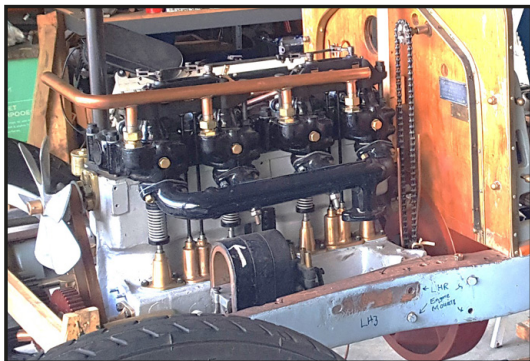
And now into the picture comes Dan Russell from We-Can Precision Engineering, and in his words:

"Vaughan approached us one day with an old veteran gearbox that had been severely damaged and brazed back together. He asked if we could re-machine the casing and replace any damaged gears and bearings where needed. All we had to go on were a couple of photos from an identical gearbox and some photocopied drawings from an old manual. We were able to make it happen and so that set the scene for our involvement in this project.

The Siddeley was so old that it was really difficult to find any useful information so when Vaughan approached us to design and manufacture a new cone clutch to gearbox system, we knew we would be in for a challenge!



Note the exposed oil and water pipes adorning the RHS of motor.



LHS of the motor has the black gloss exhaust manifold to give it some



***New to project: flat gearbox with
Flanges/mountings as per original device***

Some of the difficulties we faced were the chassis and engine were off site so we had to make an educated guess as to the overall space available and where the assembly would need to sit in relation to the engine and gearbox. To add to the fun Vaughan brought a flywheel and part of an old Austin universal to see if we could match it up with the new design to save on costs. To his credit he managed to find some old manuals and pictures from other similar vehicles to give us an idea of what was required which as far as possible would help us to keep the look of the parts original.

With a few phone calls and meetings, we were able to gather most of the information required and so we began the design process.

We use the SolidWorks CAD system at We-Can Precision Engineering which is a great tool from a design perspective as it allows the user to rapidly draw parts and fit them together in assemblies to test the design. This greatly reduces the amount of guesswork involved and the user can test the design before manufacture.

Once the design was completed to skilled team in the workshop manufactured the parts required to a high standard and on spec which made fitting the parts together a breeze.

Once assembled and fitted correctly the clutch unit was handed over to Vaughan to fit between the engine and gearbox. I must admit I was a little nervous as it is easy sometimes to miss a small detail which has the potential to upset the entire project but as it turns out everything fitted and now the remainder of the restoration can continue.

On behalf of the staff at We-Can I'd like to thank Vaughan for the opportunity to be a part of this project and hope the rest of his formidable task runs smoothly. We look forward to working together in the future. Best regards, Dan Russell, Designer".

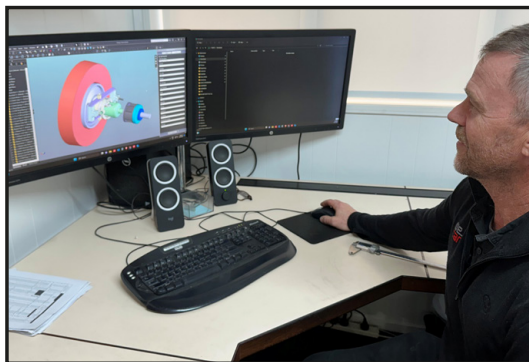
In summary, the CAD design and component manufacture consisted of a new aluminium 26.5 cm male Cone clutch, spring, bearing, and manufacture of an original universal to fit on the crankshaft. The connecting (short) shaft to a sliding joint which fits to the input drive cog on the gearbox.

The front seats, in brief from the 2nd article: "Excitement was caused by myself, in that I crafted the front left and right wooden frames for the Roi-des-Belges seats using some of that limited pile of Southland beech".

My handiwork was taken away by Dennis Lang (Craftsman) and after a gestation period of a human child, I was asked to view progress of curved metal panels. Yes, that's great and he carried on and finished the 2 seats. They look the part and today I am using them in finding the location of the gearchange/handbrake control, pedals shaft and steering column lengths ie where the driver sits.

In another article I will document the building/manufacturing of the steering column-hand controls, and the gearchange/hand-to-rear brakes control mechanism as they were also a significant challenge to match the Holland and 15 HP Siddeley example cars.

Till next time, Vaughan Cooper



Dan the Engineer with his design



Cone Clutch, universal and sliding joint as manufactured by We-Can.

A Wolseley Journey: My Lifelong Affair with a British Classic

By Gerald Johnstone

Part 6: - The Road Less Traveled

The months that followed were an education of the sort I had never anticipated. Having a Wolseley in my life had already taken me onto the road less traveled—quite literally—but as it turned out, this was simply a taster for what lay ahead. I wasn't prepared for the journey, and my usual optimism and enthusiasm were about to be sorely tested. It was a lonely road too. None of my friends or family had the remotest idea why I'd purchased what they charitably referred to as "that heap of crap" in the first place, let alone why I insisted on persisting with it.

Their response triggered a sort of perverse determination in me. I found myself casting the car as the victim rather than the cause of my suffering—perhaps experiencing a kind of automotive Stockholm syndrome where I aligned myself with my captor rather than my would-be rescuers. Not that anyone made any real attempt to present alternative solutions like "Take it to the wreckers yard."

Daily Pilgrimages and False Hope

The transmission repair workshop sat conveniently halfway between my flat and the hospital where I worked. With no motorized transport and no loaner car on offer, I took to my bicycle. Every working day, I'd pedal past the workshop, catching glimpses of my car—sometimes on the hoist, sometimes off, but always looking thoroughly miserable.

I decided that establishing good rapport with my trusty technician (let's call him TT for short, though the title proved somewhat misleading) would be essential for a successful and timely outcome. TT was a pleasant young man who'd recently inherited the business from his father. With two young children at home and a yard full of cars awaiting his attention, finances were tight. His most senior colleague had retired shortly after the handover, leaving TT somewhat overwhelmed.

He rarely answered the phone—too time-consuming, and this was long before mobile phones became commonplace—so I decided the only way to stay informed was to "pop in" regularly.

Things started promisingly enough, with cheery greetings and updates on progress. Well, I say progress, but if I'm being honest, the ratio was closer to 10:90 when it came to progress versus "otherwise." Looking back, I realize my constant upbeat visits must have been more irritating than rapport-building, but at least TT understood I was in for the long haul.

And what a long haul it became.

The Great Extension

The repair work proved far more extensive than anyone had anticipated. There was the perpetual issue of obtaining parts—or more accurately, the spectacular inability to obtain the right parts. On several occasions, when components finally arrived after weeks of waiting, they turned out to be completely wrong.

The original timeframe estimate of 3-4 weeks rapidly morphed into 3-4 months, eventually stretching to nearly six months. Somewhere along this tortuous timeline, TT's wife inherited a lavender pink Toyota Echo automatic from an elderly aunt. This became the official loaner car, and I was its inaugural recipient.

My apologies to all those other unfortunate souls who waited hopefully for their turn with the loaner, but I'd been raised to believe "first up, best dressed." Besides, most of their transmissions were up and running within a week—no contest, really. I interpreted this VIP treatment as positive progress in the rapport department, though I now suspect it was actually designed to make my frequent drop-ins more difficult, given the complete absence of parking in the area.

The Pink Penance

The Toyota embodied everything I disliked about boring Japanese cars. The color was an absolute abomination, and I was frankly embarrassed to claim it in supermarket car parks. The interior played out like a symphony in 12

deathly grays, the whole thing feeling utterly utilitarian and plasticky—which, of course, it was.

What I failed to notice at the time was that it never missed a beat. It started with the first twist of the key every single time. The cantankerous choke on my Wolseley had been replaced with a failsafe automatic version that simply did its job without requiring human oversight. The Toyota was staggeringly quiet compared to my beloved Wolseley, and its transmission was a masterclass in smoothness.

I stubbornly filed all these advantages under “bland and unimaginative”—ego can be such a dark force. I certainly missed a golden opportunity to escape the ongoing horror when TT suggested I keep the Toyota and call it even. He was completely serious!

The Endless Grind

The slow torture continued, now without my frequent follow-up visits. One problem would be solved, only for another to emerge immediately. Completion dates were continually extended. On a couple of occasions, I was told the car was ready, but when I arrived to collect it, something else had inevitably cropped up.

Christmas was fast approaching, and back in August—in a moment of wild optimism—I’d promised friends that my “like new” Wolseley would be available to transport us on our planned summer holiday. When I informed TT of these plans and my fervent hope that the car would be completely ready before the traditional nationwide down-tools period before Christmas, his reaction was telling.

Asking for a straightforward religious miracle would have been easier. My TT visibly slumped, took his head in his hands, and I genuinely worried he might cry. He took a deep breath and, without looking at me, said simply:

“I’ll get back to you, mate.”

Then he wandered out of the workshop.

Get back to me? This from the man who never picked up the phone, let alone returned calls. I had no idea what to expect, so I was genuinely surprised when he actually rang me at home the following evening. He sounded markedly less suicidal and even slightly upbeat.

The Cavalry Arrives

As it turned out, the winds of fortune were about to swing dramatically in my favor. TT had heard through the grapevine that one of the original A2 transmission experts—a man who’d been trained at the actual BMC assembly plant in the UK—had emigrated to New Zealand and was looking for part-time work in Christchurch.

He was no spring chicken, but came highly recommended. TT thought hiring him might solve several problems simultaneously: he could tackle some of the enormous backlog of cars waiting in the workshop, and he could review and hopefully finally repair my long-suffering Wolseley. When TT approached him about the opportunity, the expert was absolutely delighted and accepted on the spot.

This conversation happened just three weeks before Christmas. TT guaranteed the Wolseley would indeed be “like new”—if not better—barring any difficulties obtaining parts. I already knew this could be problematic, but I crossed fingers and toes and hoped for the best.

This gentleman wasn’t just familiar with these transmissions and their numerous foibles—he was completely unfazed by them. In BMC land, blowing up without warning was probably considered a charming quirk rather than a serious design flaw. But more importantly, he’d been conducting his own research into which aspects of the engine and transmission design were the main contributors to the system’s legendary unpredictability and unreliability.

Many of these issues were well-documented, but less was known about practical solutions to minimize the risks. He was also convinced that catastrophic chain reactions were part of the problem—small errors or faults triggering bigger issues, which in turn caused even larger problems, until the entire system collapsed like a house of cards.

He’d made significant headway with this investigation, modifying and modernizing components to the best of his knowledge and ability as he worked. The end result would be substantially better than the original specification. I won’t delve into the technical details here—that deserves its own chapter, particularly when we meet the eccentric American who later weighed in with extraordinarily positive results for anyone fortunate (or 13

unfortunate) enough to own a Wolseley 1300 automatic. Who could have guessed there were other people as mad as me—or perhaps even madder—who gave themselves so willingly to the cause?

Christmas Miracle

I received the momentous call on the day before Christmas Eve: my Wolseley was fixed and ready to go. It had been thoroughly road-tested under various conditions and ambient temperatures, and it never missed a beat. Remarkably, it was no longer leaking oil—almost unheard of for these cars—and the expert felt confident it would handle a road trip as long as we “took it easy.”

I drove the lavender Toyota back to the garage the next morning, sincerely hoping it would be the last time. I’d developed a grudging appreciation for its mechanical reliability and utterly faithful service, even if it lacked any semblance of character. Nonetheless, I couldn’t wait to dive back into the wonderful aromas of my Wolseley, to luxuriate once again in those leather seats and admire the solid walnut dashboard.

Whether it would start easily—or even go at all—remained to be seen.

Fortunately, it did both beautifully. In my mind, the car’s appearance had somehow improved during its extended mechanical surgery. Of course, it looked exactly the same, perhaps even slightly worse for wear due to months of accumulating dust and grime in the workshop. I decided the car deserved a moment in the automotive equivalent of a beauty spa and treated it to a thorough professional detailing.

One happy Wolseley owner. One happy Wolseley.

At last.

Next Month Part 7: “Poetry in Motion”

While on Paul Collins’s spring tour I found a couple of Wolseleys for sale

1. A 1971 18/85 in fairly good condition located Te Aroha/Waihou at Peters Panelworks for \$1300 An easy restoration except for drivers A pillar and with lots of new parts (doors). Destined for the tip if not sold or not lifted. Owner Geert Peters 027033701871

2. Wolseley Hornet Racing car 1930s Aluminium body in original condition unrestored. Needs a good clean.

Located Havelock North at tourist attraction THE BIGGEST COLLECTION OF CAMERAS IN THE WORLD. The owner also has a collection of Daimler cars plus other odds and sods. Thinks the Hornet is worth about \$30K but not sure if he will sell. Worth a look!!! So is the rest of the display.

Harry Sutcliffe

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

FOR SALE

33 Hornet Saloon

She was imported into NZ in 1960 with rego AP6293 from Queensland and history seems lost until Mr Ron Dixon of Palmerston North, who in 1982 then undertook a ground up restoration over a number of years.

We have a comprehensive dossier of her history since Ron did this work and the car remains in very good condition and has just been re-wof'd and re-registered out of "on hold". New 6 month wof and rego to 1/7/26 .

The chassis and engine numbers are as first registered.

The car appears in the Bill Russell Australian " Woseley Hornet, Nines and Wasps in Australia and New Zealand" publication of 2014, viz pages 122-123. Since our ownership we have replaced the steering box and column with a refurbished unit ex UK, had the carb re-built in Ch Ch and the distributor rebuilt in Auckland. There are 2 new Excelsior tyres on the front of the car. We also have 2 new half shafts as spares. All the brake hoses were replaced about 5 years ago. Hornet also has a new SU Fuel Pump.

Observing recent auctions and other sales for similar condition cars in UK we are looking at a firm price of NZ\$21,000.

WE believe there may be only 3-4 Hornet Saloons currently on the road in NZ!

There is an original handbook and sales brochure in the extensive file we have.

If you are aware of anyone within the club who may be interested in the car before I advertise it, it would be good to know.



FOR SALE

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

1960, 1660

Can be inspected in Onehunga, Auckland.

Rego has lapsed.

For further details contact Martin on 028 410 6900.



B series 1622 Engine

In excellent condition, complete as per photos.

Excellent engine for a transplant, should be a cost effective option over a full recon.

Rare opportunity to find a later model of this engine with the improved revision of cylinder head, and improved efficiency, hard to find now.

Phone Steve with any enquiries for more information.

ph 021 1756009 or 021 1690162



FOR SALE

Wolseley 18/85 Tow Bar

I have for sale a tow bar for a Wolseley 18/85.

Custom built and with all bits including nuts & bolts. Removed from a donor car in Gisborne.

I have decided not to put it on my 18/85.

I want \$250 plus any freight if not picked up from Kawerau.

Contact Harry Sutcliffe: Ph 0272359986

1935 Wolseley Hornet FOR SALE

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

Ivan McCutcheon

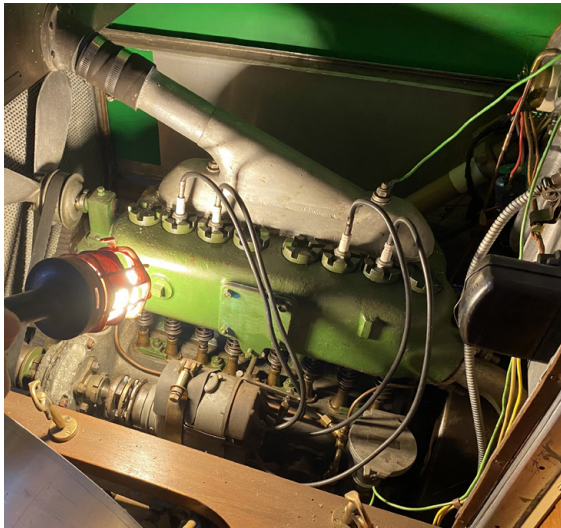
windrode140@gmail.com

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.



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
WOLSELEY CAR CLUB NEW ZEALAND INC

If unclaimed, please return to:

The National Secretary

Michael Kruse

297 Huatoki Street

New Plymouth 4310