

# THE



# WORD

OFFICIAL NEWSLETTER OF THE  
WOLSELEY CAR CLUB NEW ZEALAND INC



**October 2025**



Club President Gordon Duthie presenting Noeline and Paul Billing the cake and card.

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

## HOW TO CONTACT US:

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### **Spare Parts Enquiries:**

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

### **All Newsletter Enquiries:**

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[michael.kruse432@gmail.com](mailto:michael.kruse432@gmail.com)  
027 6600 203

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

## EDITOR'S BIT

This month has been busy with the National AGM in Christchurch on Saturday 11th October. There was good turnout of members at the Papanui RSA. There was some discussion on "The Wolseley Word" costs. A proposal was accepted from Gaye Dixon from Morrinsville to be the new Editor. Starting in November. This will keep the costs to produce the magazine very low.

Paul Billing stepped down as Treasurer after 30 plus years doing the job. Well done Paul. Cake and a card was presented to Paul & Noeline. We elected Graeme Lee as the new Treasurer. Graeme & Kirsty were unable to get to the meeting as they were moving from Ohope Beach to Cromwell.

Cheers Michael

National Secretary and Editor



## PRESIDENTS REPORT



Hi Members,

Gordon has been very busy with the storm causing havoc. Lawrence has had no power and water supply since last week. They are managing using the caravan but there are many people around town with more issues. So, he is busy helping out.

PP

Michael Kruse

National Secretary

## Colin's Happenings

My report will probably be much shorter this month – a lot has been happening but there's not really that much Wolseley Car Club related items to be shared. Virtually the whole month was taken up by the VCC Canterbury Branch Swap Meet – one of the disadvantages of being the Chairman of the organising committee! And it hasn't helped being retired, as there are lots of little jobs that needed doing just to make the event run a bit smoother than in the past I wouldn't have worried about. Like repainting the site marker blocks and renumbering them, making better standards for the signs that go out on the road as part of the Traffic Management Plan, marking out the underground water lines so hopefully nobody will drive a tent peg through them (as has happened the last two years), and so the list went on. Fortunately the VCC grounds have recovered extremely well after a major pine tree removal project in July, although a lot of time was spent with the grounds crew getting the ground prepared for new grass seed put in, and also running a new underground irrigation network to make sure the new plantings make it through the next two or three summers.

So was it all worth it? I have to say yes it was. I reckoned that this year I was about 2 weeks ahead of where things normally are at, so leading up to the event there was certainly a lot less stress and worrying about what still had to be done. The biggest unknown however is always the weather, as a solid wet weekend means the public won't come and we probably won't make much money. All we need is one very good day in the 3 days that Swap Meet runs, and we'll do OK. This year we got 3 really good days – just like the swap meets of 10 years ago with NW winds and very warm temperatures. There was quite a bit of rain in the few weeks before the event meaning the club grounds stayed quite green, but by the end of the weekend and with thousands of punters tramping up and down the walkways between the stalls, the wind was starting to pick up a bit of dust – something I haven't seen for at least the last 5 years. Probably a nice problem to have!



## *The hustle and bustle of the Canterbury Swap Meet*

And in the middle of all this we managed to fit in our own (Wolseley Car Club) AGM on the Saturday night. It was great meeting up with everyone there, some who had travelled a long way to be there. The evening (which was held at the Papanui RSA) started with a very good dinner, and then we moved into the more formal business end of the evening with the AGM. There was a bit of stuff to work through, but we got the job done leaving just a bit of time at the end for some more socialising. I'm

sure Michael and/or Gordon will cover off the salient points in their report.

Next day for me was the final day of Swap Meet – the Sunday is always a bit of challenge to make it work well given that quite a few of the site holders pack up last thing on Saturday and head for home. Plenty of people continued to come through the gates though, as Sunday is now well known to be ‘Bargain Day’, given that many site holders often don't want to take their treasures (or perhaps junk) home again and are usually keen to do a good deal to anyone showing any interest. And then at 2.00pm we were confident enough that everyone had done their dash and we started to pack up. Good to have another one done and dusted, and the financial outcome was good too.

By the end of the next day everything had been cleaned up by our amazing post-Swap Meet working team, and looking around the grounds you'd hardly know that anything had happened. All the signs packed up and put away, the litter collected from the eastern end of the grounds where the strong winds had deposited a lot of it, and hardly a tent or caravan left on the grounds anywhere. It was good to head home on Monday night knowing everything had been pretty much taken care of. Time to think of the week ahead.

First thing to do on the Tuesday was to try and start catching up with some spare parts work – there was a bit of admin work that was outstanding, and then on the Wednesday the usual cuppa with the Idlewood team and some time spent making up a couple of orders. Thursday was spent tidying up the workshop, as I'd been in there many times in the previous weeks making stuff for the Swap Meet and also for the Dunedin Autospectacular that took place 3 weeks beforehand. It certainly looks a lot better in there now!

Very early on Friday morning Matthew and I were up very early to get to the airport for our long awaited trip to Adelaide to attend the Wolseley Hornet Special Club national weekend. I had been looking forward to this for a long time – in a way it was the light at the end of the Swap Meet tunnel, and I could head away knowing that the hard graft was now behind me and it was time for a bit of real rest and recreation. We flew out of Christchurch at 6.00am after first meeting up with Gavin and Wendy Turner at the airport, as they were going to the same event – as Wolseley Hornet Special owners seem to want to do! We had a short stop off in Melbourne airport, where we met up with Jon and Kate Cooke from Auckland before all six of us flew to Adelaide to begin our Wolseley Hornet Special Club weekend together.

We were soon on the ground in Adelaide airport, where we were picked up by our hire car company and transported to their depot about 5 minutes away to collect a couple of rental cars which would be our



### ***Wolseley Hornet Special Club of Australia - at a lookout point above Tanunda.***

transport for the weekend. Not quite Wolseley Hornet Specials, but MG's, so sort of related I guess. Using Google Maps we successfully navigated our way out of the city and headed for a town called Tanunda, about an hour away in the Barossa region. This was the meeting and accommodation point for the Wolseley Hornet Special Club members, and once there and settled, the cars gradually started to arrive. This is the third of these weekends I've been to in Australia, and I think Gavin and Wendy have been to 4 of them. It was great to catch up with everyone again – some of whom had driven a considerable distance to get there. Six Hornet Specials were present, 3 of which were transported to Adelaide on trailers from Melbourne and beyond. The other three were driven there – one all the way from NSW. All up, there were about 30 people attending the weekend's activities,

At 6pm we all settled in for dinner together, and our rally information was handed out. I'm running out of time to describe the whole weekend in this month's report, but just briefly, Saturday was spent in the Barossa Valley visiting a couple of towns and various places of interest, and then on Sunday we all took part in the famous Bay to Birdwood event, which spent the day at the motoring festival held at the finish point at the Birdwood National Motor Museum. We had brilliant weather all weekend, and we all managed a ride or two in one of the Hornet Specials at some stage in the weekend – hoods down of course.

Matthew and I headed back home on the Monday, and Gavin and Wendy and Jon and Kate stayed in the Adelaide region for the rest of the week to have a look around. Although it was really good being away and doing something that I absolutely enjoy, it was good to get back home again and begin to get back into the old routine again. First up a few household chores to take care of, and to get the lawn and garden back under control again. After talking to my very good veteran-motoring friends we decided that an extra Veteran



***Hornet Special Club display at the finish at Birdwood National Motor Museum***

Coffee Morning was in order, so on the Thursday morning I got the 1912 Wolseley out and dusted off, and headed out to Kirwee to meet the guys there. It had been 6 weeks since I'd driven it, so it was really good to be back out on the road with it again.

So.....! Virtually nothing has been done to the cars in the shed since the beginning of August, and even the last week has been busy helping to get

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***Deadline for next Wolseley Word***

**25th November 2025**

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the VCC grounds ready for the privately-run Country Festival and Fete, which was held on Labour Day. I offered to look after the traffic management for that event for them, so that was another weekend with nothing much done at home. In the meantime I've been getting a few emails from my WoF man telling me that some of the cars need their WoF's renewed, so that's going to be my mission for the next few weeks, plus hopefully spending a bit of time on the Wolseley Six project for Nick Stevenson that's nearly all but done.

Right, it's nearly the end of the closing day for this issue of the Wolseley Word, so I'd better sign off now and get it emailed off to Michael.

Have a good month everyone. Hard to believe next month's report will be the last one before Christmas!

Colin Hey

## Christmas Lunches



Christmas Lunch  
at the George Café

Speldhurst Country Estate

Kimberely Road, Levin  
SH78

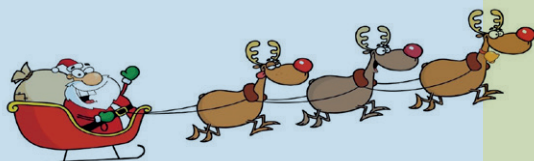
Saturday

22 November, 12 noon

RSVP to Winton and Ruth Cleal

0211784253 or email [finacle@icloud.com](mailto:finacle@icloud.com)

By Sunday 16<sup>th</sup> November



*You are invited to  
Waihi Beach RSA  
Bistro Restaurant*

*99 Beach Rd  
Waihi Beach*

*to enjoy an all you can  
eat Christmas Feast*

Those who have been before will  
tell you this venue and menu are  
exceptionally good.

*Saturday December 6  
from 11.45.*

Cost \$40 per head, but WCC  
pays subsidy of 15. Actual cost to  
members 25

RSVP to Annette McKnight  
0274805899 or

[mcknightannette80@gmail.com](mailto:mcknightannette80@gmail.com)

*by November 22*

## North Island Report

This was my first National AGM so it was very much a learning curve. I spent sometime during the weekend talking to management and attendees to fully understand the Club's structure and wellbeing.

The AGM itself was in the main quiet and straightforward and it was obvious those attending were happy with the Club's current position. This was reflected with no change to the executive apart from the retirement of the long standing treasurer who was replaced seamlessly.

There were however two concerns voiced of the current setup. These were the Website and the other the magazine. Both are vital to the Club's future. It was decided the website needs urgent revising and a system put in place to enable the webmaster to keep the site up to date and informative. The National Committee will need to devise a better working data collection protocol from the Branches to the Webmaster.

I raised the alternative of a bi-monthly magazine to ease pressure on the editor in what is a very time consuming and pressure related job to produce a monthly magazine on time. Three editors in 6 months highlights the problem. After discussion a show of hands from the floor indicated a bi-monthly magazine is acceptable. Management agreed publication would be reviewed in the New Year when the new editor Gaye Dixon had settled in and could contribute valuable input towards a decision.

I enjoyed my first National AGM and wish to thank all those who made me so welcome over the weekend.

Rod Mason

North Island Vice Chairman.

## Branch News - Southern

We have had our National Wolseley AGM in CHCH, combined with the Big Swap Meet at McLean's Island. Colin Hay is very involved with this through the Vintage Car Club, it is their annual fund raiser.

Weather was very hot 25c along with the famous NW winds. AGM report will be covered elsewhere by others!!!!

Southern members are reminded the Lawrence Car Show is held on Saturday 29th November - it would be great if Wolseleys were well represented !!!!!!! Also don't forget too mark your calendar Saturday 13th December CHRISTMAS BBQ at the Classic Car Club rooms, Dunedin.

Here is a few photos from the September Auto Spectacular, which were not able to be included in the last WORD.

Cheers George



*Auto Spectacular*



*Auto Spectacular*

## Branch News - Christchurch

Another month behind us. We always ask where it has gone.

The main focus for October has been the Swap Meet, which also had the National Annual General Meeting held here in Christchurch on the Saturday evening.

Just a note of thanks for those that made their WOLSELEY'S available for our static display at Cutler Park, and also thank the members that fronted up and gave their support at the AGM. Sadly it will be the last time we will be able to use the facilities at the Papanui RSA as the complex has been sold, and is not being replaced with any sort of duplication of the wonderful facility which has worked well for us over the many years. All just the evidence of the times that make Clubs like this disappear.

So much work that makes this annual event come together is something I think we take for granted. All the references and detailed reports that have to be prepared on every financial aspect were distributed to those present which obviously is a lot of work originating from our executive which I'm sure can be taken for granted.

Paul Billing has ended his tenure of 30 years as National Treasurer, What an amazing contribution. Beryl Duthie produced a cake to mark the significant occasion which was enjoyed by all that were present.

Lee Brehaut put it to the assembled gathering that our shop window, that being the WOLSELEY website, had not been updated for a very long time. Subsequently it was decided that the executive look at ways of remedying this which if you now check it out, has already happened.

Without having our own committee meeting this month because of it coinciding with the Swap Meet and AGM we are just a little on the back foot, but as November is all but here, we should get back into sync.

The very last Annual Canterbury All British Day, organized as it always has been by Colin Hey, is taking place on Sunday 2nd November. The new configuration of this event will be the Canterbury Brit and Euro Event which has its inaugural day on the 7th March 2026.

For the very last event as we know it on Sunday 2nd November we are hoping for a good response to give the event a good send off. Hopefully, between all the weather events that keep plaguing us, the weather might play its part.

Stuart

## THIS MONTH'S WEBSITE

The Armstrong Siddeley Motors blog which is dedicated to vintage Armstrong Siddeley motor cars from 1919 to 1932:

<https://armstrongsiddeleymotors.com/>

## Final All British Day

Hello once again good “WOLSELEY” folk,

Im just piggy backing on our Lord Wolseley (Colin Hey) previous writings giving all the exact details for this coming Sundays very last , 37th - and Final All British Day.

To go out on a real high, it would be rewarding and satisfying to see as many of the marque of British vehicles able, with their drivers of course, attending.

I'm sure in the spirit intended, and the good cause the proceeds are directed, we will all give it our best.

## Nelson Marlborough Report

This is a list of currant financial members for year July 1st 2025 to June 30th 2026

Frank Keenan.

Reg Nicholson.

Philip Stansbury.

Murry Bethell.

Andrew Smith.

Stephen Lavers.

Ollie Reid. Life.

Bryan Stansbury. Life.

Note Frank Keenan, email  
[ainsleeandfrank@gmail.com](mailto:ainsleeandfrank@gmail.com)

Address: 28 Davis Drive Nelson 7010.  
Phone 021267700.

Car Wolseley 6/110 1962 Grey plate  
CA2536.

I will Bank National subs \$120 today.

## A Wolseley Journey: My Lifelong Affair with a British Classic By Gerald Johnstone

### Part 7: - Poetry in Motion

I'm delighted to report that the next chapter of my Wolseley saga was refreshingly drama-free. I became a model owner, religiously changing oil and filters, treating the car with the reverence it clearly demanded. I even canceled my entry in the West Coast Rally. (Just kidding about that last bit...)

The transmission, however, remained an enigma wrapped in British engineering. It worked—that much I could say with confidence—but any pretense of sophistication was purely accidental. The gearbox had what you might generously call “personality.”

On its good days, the Wolseley was poetry in motion. I'd fire up the engine, slip it into Drive with barely a tremor, and off we'd glide. The transmission would purr through its changes with the grace of a Swiss watch, dropping back through the gears as I approached traffic lights, slipping into neutral at idle just as the designers intended. We'd cruise along in perfect automotive harmony—all we needed were cartoon birds circling the car to complete the Disney moment.

But then the light would turn green, and Dr. Jekyll would become Mr. Hyde.

Sometimes the takeoff was merely jerky—nothing alarming, just a gentle reminder that we were dealing with British mechanics. But this was often the overture to an automotive dramatic opera. The transmission might leap into second gear approximately one nanosecond after moving off (apparently confused about what “second” actually meant), and on particularly theatrical days, it would run through all four gears in the time it

took to cross an intersection.

The little 1300 engine was surprisingly gutsy, so following traffic wasn't held up, but pedestrians would stop and stare with expressions that clearly said, "What the hell is that car doing?"

It sounded rather like one of those enormous freight trucks with forty-seven forward gears, except thankfully it stopped its mechanical gymnastics after fourth.

Other times, the transmission would stubbornly cling to a low gear like a toddler refusing to let go of a security blanket. When the engine finally started protesting with increasingly frantic revs, the gearbox would execute a gear change so violent it could have qualified as a medical procedure. The occupants would experience potential whiplash while alarming crashes echoed from the engine bay. These episodes were completely unpredictable—I could never tell when the transmission was about to throw one of its tantrums. The only pattern I could discern was that as the engine oil/transmission fluid warmed, this may have sometimes triggered these outbursts.

I consulted my English mechanic, hoping for enlightenment. He regarded me with the patient expression of someone explaining the obvious to a slow child.

"That's perfectly normal for one of them autos," he declared. "Every one's different. Sometimes they improve with age, sometimes they get worse. Whatever it does, it doesn't mean the transmission's damaged, so nothing to worry about."

I pressed him about the mechanical percussion section emanating from the engine bay. Were the mounts loose? Had something come adrift?

He erupted in laughter. "Who would know?" he chortled. "They're a law unto themselves!"

I left feeling less reassured than I'd hoped, but he was absolutely right. The car simply carried on with its eccentric behavior, and gradually I stopped jumping at every gear change. I learned to live with its quirks—it was a British car, after all.

Looking back, I realize this was a masterclass in life philosophy. Be patient, be kind, be grateful. Don't judge, don't obsess over outcomes. Stay present and accept things as they are without feeling compelled to fix everything. If you own a Wolseley 1300 Mk 2 automatic, this zen-like acceptance isn't just advisable—it's essential for maintaining your sanity. Who knew my car would become such a profound spiritual teacher?

After nine months of this automotive meditation, I decided the Wolseley was running as consistently as I could reasonably expect (if inconsistent consistency is itself a form of consistency). Time to pass the torch to someone else. I placed an ad in the local paper and the phone started ringing almost immediately.

The very first caller was a gentleman with an accent so quintessentially English he could have been auditioning for a BBC drama. He was desperate to see the car "right away." Ten minutes later, he appeared at my door looking like he'd stepped out of a Country Life magazine—tweeds, moustache, the works. He was absolutely besotted with Wolseleys and thrilled to find one so quickly.

The plot thickened: he wasn't buying it for himself, but for his daughter. She was returning from England to work as a cook on a high country station and clearly needed reliable transport.

"Can you imagine a safer, roomier car?" he asked with genuine enthusiasm. "And of course, reliability is such an important consideration. One couldn't go past a Wolseley—that marvelous British engineering!"

I was momentarily speechless. Not only could I imagine many safer and more reliable vehicles, but his almost religious faith in British automotive excellence was touching in its innocence. He took the car for the most sedate test drive in automotive history—once around the block at the speed of a funeral procession.

"No need to go further," he announced. "Perfect in every way."

He handed over the asking price in cash, scribbled his details in a notebook, and departed in his decidedly un-British BMW, calling out, "I'll have my daughter ring you when she arrives!"

A few days later, I got a message that someone had been trying to reach me about the car. After some telephone tag, we arranged a pickup time. When the appointed hour arrived, I opened the door to meet the new owner.

"Gerald!!!" shrieked a very surprised woman.

“Val!!!” I responded, equally flummoxed.

The purchaser was an old friend I’d lost touch with years earlier when she’d gone overseas. She couldn’t stay long—she had suitcases and boxes stacked on my porch, planning to load everything into the Wolseley and drive straight to her new job.

I found myself in an ethical quandary. Selling to a stranger was one thing (caveat emptor and all that), but to a friend? I had visions of her backing out of my driveway and struggling to manage the road camber, let alone navigate actual mountains. In a moment of either wisdom or cowardice, I decided to proceed with the sale and deal with any consequences if they arose.

Fortunately, the car managed the driveway incline, and with a cheerful toot of the horn, my Wolseley disappeared from my immediate life. I felt a curious mixture of emotions—relief that any future mechanical dramas wouldn’t be my problem, combined with unexpected sadness. The Wolseley had been a problem child, certainly, but it had been *\*my\** problem child. We’d weathered all those challenges together (though admittedly, the car had been less forthcoming with repair bills).

I consoled myself with the thought that I’d probably see it around town—after all, it wasn’t going far.

How spectacularly wrong I was.

Two days later, my phone rang. It was my friend, sounding distinctly sheepish. My heart plummeted as I imagined catastrophic mechanical failure.

“It’s about the car,” she said hesitantly.

I was about to blurt out “I’ll give you a full refund!” when she continued:

“When I left your place, I drove straight to the farm as planned. I should mention—I’d never driven an automatic before. I was absolutely loving it, whizzing along without worrying about gears. I was nearly there when I came around a corner too fast onto a steep cutting. It was a gravel road and the car started to drift. Instinctively, I went to change down and stamped on what should have been the clutch—except of course, I hit the brake instead. The car spun around and almost immediately disappeared over the edge, rolling until it hit a tree. I was in complete shock but miraculously unharmed. Unfortunately, I can’t say the same for the Wolseley, which was a total write-off and got trucked to the wreckers.”

I was struck dumb—a rare occurrence for me. My brain struggled to process this tragic information. I was enormously relieved that my friend was okay, but heartbroken about her traumatic experience and the loss of her first car in less than twenty-four hours. That had to be some kind of record.

I thought about all those endless trips to mechanics, the money spent, the stress, the sheer madness of it all—and this was the final chapter.

Mostly, I felt sorry for the Wolseley. Whatever its many flaws and foibles, it had always embodied that very British spirit of just getting on with things without complaint. It was the mechanical equivalent of a “little trooper.” This felt like such an ignominious end.

I expressed my dismay and relief that there were no serious injuries. My friend was philosophical about her brief automotive romance and quickly bought a sensible Ford Escort manual. She kept it for years without a single breakdown. She never loved it or particularly cared about it—it was simply reliable transport that got her from A to B in reasonable comfort. There was no sense of design flair (however poorly executed) or that special feeling of arrival (which, in the Wolseley’s case, included genuine relief at having physically arrived).

Life moved on, as it does. My affair with all things Wolseley had drawn to a close.

But had it?

**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 "Wolsley Hornet, Nines and Wasps in Australia and New Zealand" publication of 2014, viz pages 122-123.

Since our owner ship 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.

## 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**

## Wolsley 18/85 Tow Bar

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

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

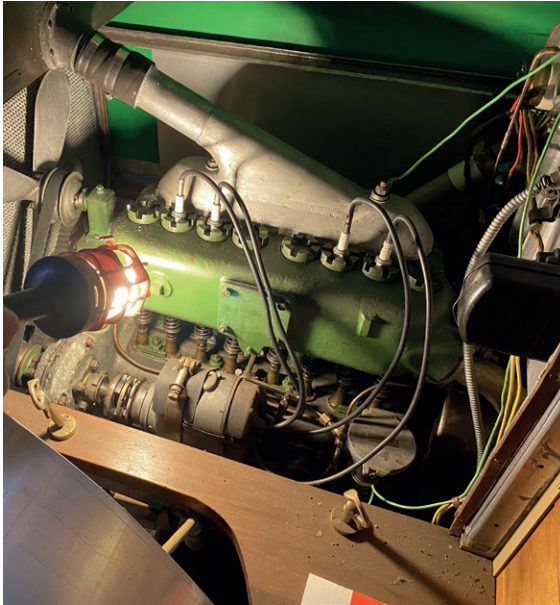
I have decided not to put it on my 18/85.

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

Contact Harry Sutcliffe: Ph 0272359986

## 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.



## 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**

## **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 [otautapeter@gmail.com](mailto:otautapeter@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](mailto: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



Lapel Badge \$10.00



Sticker \$5.00



Cooler bags \$55

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