



Car Club N.Z.



OFFICIAL NEWSLETTER OF THE
"WOOLSELEY CAR CLUB"
CHRISTCHURCH, NEW ZEALAND.

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THE PRESIDENT SAYS:

Dear Member,

I would like to begin my article this time by giving members, who were unable to attend a brief rundown on our last run, which I think was enjoyed by all who attended.

Three lonely Wolseleys sat at Coe's Ford for approximately an hour almost ready to leave for home, thinking that the weather had discouraged their fellow club members. Then one by one the cars started to dribble in. Approximately 16 cars arrived and then the fun began.

Two committee members, Colin Hey and Gavin Higgins, set out a driving skills course. Unfortunately, neither of them offered to wash any of the cars which took part. So if you're still scraping the mud off, feel free to contact Colin and Gavin for some assistance.

The course consisted of a tight slalom to start with then it went into reversing skills and to follow this the slalom course was lengthened and a time trial was run through it.

Club members took their cars one by one through the first slalom and reversing course. We have only had two runs and, unfortunately, both times a car has been bogged. Last time it was John Parker in his 15/60. This time it was Jack Milne in his 15/60. So next time you see John or Jack ask them about the advantages of having town and country tyres on the back end of 15/60s.

After the intricate driving was over with, the slalom course was opened up for the second stage. This time you had to get through as fast as possible without bowling any of the pegs. I personally think that this was the most humorous part of the day.

Tony Dacre again appeared in his 14/56 which he entered in the slalom. The course was a bit rough and the suspension on the 14/56 wasn't exactly designed for mud plugs, but this didn't appear to bother Tony as he pulled back the sunshine roof so his head didn't open it permanently, and away he went as though he was jumping from trampoline to trampoline to knock seconds off the best 6/110 time.

David Bell drove his 16/60 like a champion through the course, up and back, and skidded professionally to a halt only to be embarrassed by his horn jamming on. This created quite a stir amongst amused Wolseley owners and horns could be heard for miles.

Jack Milne managed to win the 4 cylinder class, even without town and countries, and much to the disgust of 6/110 owners. Tony Dacre won the 6 cylinder class.

I am sure everyone who attended enjoyed themselves immensely, as I did.

At the moment we are trying to provide some valuable services to club members, but these can only be effective and efficient with your support.

Colin Hey is now our spare parts officer, so if you have any parts you would consider selling, swapping or donating, please contact Colin. He will be keeping a filing system of all parts, who owns them and where they can be obtained. If you should require any parts, phone Colin, he may have them or know where they can be found.

Colin Hey,
Spare Parts Officer,
Wolseley Car Club
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John Inkster is our librarian. John will be locating all the information he can, such as parts manuals, handbooks, workshop manuals, road tests, and all other information on Wolseley Cars. If you have handbooks or manuals, etc. that you wouldn't mind lending out from time to time, contact John. He will be running a filing system similar to Colin so that he can help with enquiries about who has what book, or where certain information can be obtained.

John Inkster,
Librarian,
Wolseley Car Club. 'Phone No.486-118

These services can only be successful with your support, so please help wherever you can.

I, unfortunately, have to mention again unfinancial members. This will be the last newsletter posted to unfinancial members, so please send your Five Dollars off to our Secretary now.

E. DALTON
Editor

ARTICLE

I first purchased my car, a 1958 1500 in February of 1975, being impressed with its general appearance and overall condition. It wasn't exactly a bargain buy, but I thought it was good value for the outlay. The engine and gearbox weren't the best - especially the gearbox. First has a nasty growl, and there is no synchronmesh on second gear, but it remains completely drivable. I am sympathetic to 15/50 and 15/60 owners whose gearboxes suffer the same ailments.

Since buying the car, I have only covered about 7,000 miles, and have had no major problems, and reliability has been excellent. All jobs done so far have been done by myself, as they always will. About all that I have done, apart from regular servicing, is to overhaul the clutch hydraulics, replace front wheel bearings, a rear axle oil seal, and about a year ago I did a valve grind and decoke and overhauled the carburettor.

The car has returned about 30 m.p.g. around town, and I have

had up to 43 on a run. During May I did a trip to Gore and back, doing 60 - 65 and managed 34.5 m.p.g., and a disasterous 120 miles per pint of oil. (I think my engine needs reconditioning)

The car has generally performed well, but nowhere as good as it should. I was disappointed to find that even after a valve grind, compressions only averaged 100 lb. sq. in. as opposed to 125 standard. To be fair, I estimate the mileage at 130 - 150,000 and the bores are still standard. I have begun to purchase various bits and pieces to rectify the problem, including a new set of high compression pistons, new valves, guides and springs, rocker gear, (2nd hand, but in excellent condition) and a complete new clutch. I'm seriously considering having the head port and polished while I'm at the job, to increase power and performance, but mainly economy, and also to take advantage of the extra compression the pistons will give me. I think nowadays this is a worthwhile modification.

Being an average hard up student! I am still saving for the gearbox overhaul and engine machining costs, and also waiting for a chance to do it all. I think I'll wait till January, as I want the car for Christmas, and because of school commitments. I will have much delight in dragging off Gavin Higgins' 15/50 when its all done. I hope I will be able to write a couple of articles on the overhaul in future newsletters.

The body and paint are good, and the under frame perfect. The interior is also in remarkably good order, and the woodwork and leatherwork perfect. Unfortunately, tears have developed in the vinyl surrounding the leather in the front seats, and will be easily repaired, but are meanwhile covered with sheepskins.

While talking with many owners at club functions, I have noticed that very few cars still have the original vacuum window washers working, and I would like to suggest a tip. Remove the windscreen jets and the tubes leading to them, with one single tube from the control unit, through the jet holes and onto the wiper arms. This modification has been carried out on my car, and they now work really well.

I think I'll keep my car for a good while yet, and I'm sure it will give me good service with proper care. Overall, its a sound, sporty and reliable car, and you'll see me at a good many runs yet.

COLIN HEY

EDITORIAL

Attached to this newsletter members will find a copy of our proposed constitution. Any club needs a constitution to function effectively and properly. I would urge members to read this document thoroughly, and come along to our next meeting so it can be discussed and passed.

Safe driving to you all.

E. DALTON
EDITOR

COMING EVENTS

1. General Meeting Monday 8.11.76 at 7:30 p.m. at Church Hall, Car Gloucester Street and Linwood Avenue.

Business - Adopt Constitution

- Film Evening

2. Rally - Sunday 21.11.76.
All meet at Woolworths, Marshlands Road at 2 p.m.
Barbecue tea at destination for those wishing to stay.
Bring own barbecue and food..

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