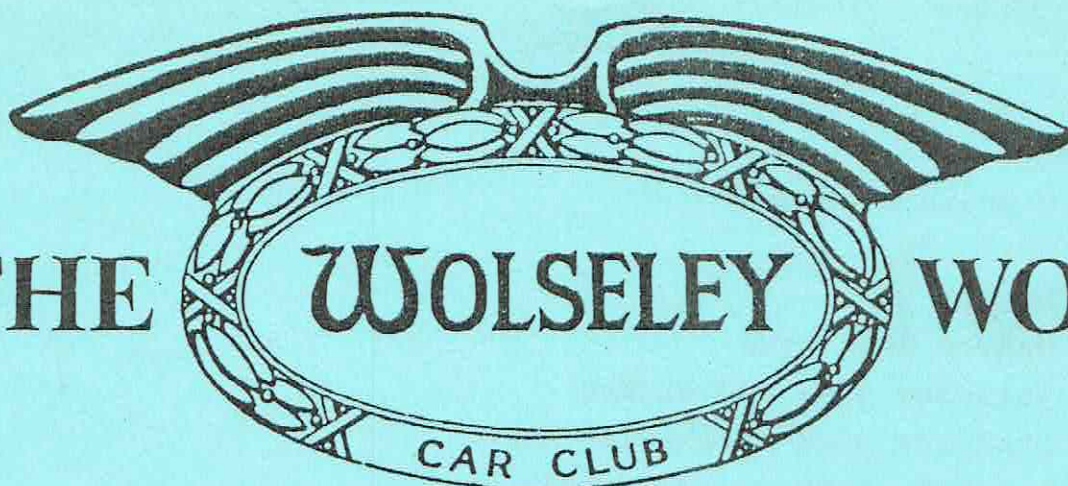


# THE WOLSELEY WORD



June/July 1986

## NEWSLETTER

Vol.10 No.5

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OFFICIAL NEWSLETTER OF THE "WOLSELEY CAR CLUB N.Z. (INC)"  
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THIS IS YOUR CAPTAIN SPEAKING:

I am afraid sad times are upon us. All that has been done since I last spoke to you was to refit LT 6282's nose. Everything else is at a standstill. Time on this restoration project is an even bigger problem than I first anticipated. I knew that getting the jobs done on the 1500 would take time, but I did not expect progress to be quite this slow.

It is with this thought in mind and the need for a bigger family car that we are offering our Wolseley 1500 for sale. For those of you who have been following my progress with LT 6282 over the previous year you will know quite a bit of work has been done, but there remains more to do. The car is warranted and registered and used on all club runs including the economy run to Hanmer, when it returned 38 m.p.g.

After consultation with the Wolseley people in England I have found that LT 6282 is the second oldest 1500 known to be still alive. The only other one to be older is in Denmark.

We are now looking for either a 16/60 or a 24/80 and we are prepared to pay the asking price for something that is really in top condition. We would prefer an automatic but would consider a manual.

I have enjoyed writing this column in the newsletter and would like to continue doing so with our new Wolseley, but I hope the jobs I shall write about are all small ones. If anyone is interested in LT 6282 or has a Wolseley for sale that they think I may be interested in, I can be contacted at Christchurch 382-993.

CLUB CAPTAIN



OBITUARY

NOELINE AMTMAN

It is with great regret we must record the sudden death of the wife of one of our most active club members, Noeline Amtman. Les and Noeline were almost always starters for any club activities and I have very vivid memories of Noeline doing everything from working flat out at one of our skip site fund raising activities to having a great time organising a fry up at the club runs which ended with a barbecue. Noeline was a friendly, warm person who would go out of her way to talk to and help anyone, and she will leave a very real gap in the car club, and the lives of some of the members. We offer Les and his family sincere sympathy at this time, and our future support, and hope that in some way we can help fill what is sure to be a very large gap in your lives.

CHRISTCHURCH



BRANCH

REPORT ON PAST ACTIVITIES

Ladies Evening

30th April

This time for something a little different we had a Colour Consultant from Hurst and Drake come and speak to us. It was about colour co-ordination in the field of Interior Decorating.

She started off by explaining the colour wheel, which were primary and which were secondary colours. This was something that most of us had only a vague idea of, but once explained it was a lot easier to understand.

We then moved on to wallpapers and curtains of which she had brought several samples for us to view. It was then explained to us about textures, stripes and florals and how best to complement them all.

This service is provided free for all on the curtain call service that Hurst and Drake provide. When they first arrive they usually start with the budget you have. Then the type of room it is and what it will be used for. Also what type of furnishings and carpets you already have. Lastly any colour preference you may have. They then advise on curtains and wallpaper.



The evening was finished off with supper and a further look at samples. Also a further chance to talk to her personally about your own home. Overall it was a very interesting evening and enjoyed by all who attended.

Lynn Hey.

### Camp David Visit

The trip to Camp David at Waipara was a resounding success. We met at Northlands Mall on Sunday and when we thought we had everyone we headed off at about 1:30 pm into the wilds of North Canterbury. When we arrived at Waipara we did not have everyone. We stopped on the roadside before going in to Camp David and found we had lost the Norris family in their 4/44. But all was not lost and after a short wait in the sunshine along they came. We then drove the last few hundred metres to the Camp Gate.

For those in other parts of the country who are reading this and wondering "what is he talking about here?" I will attempt to explain. I must say at this point that this report of Camp David and its purposes are only my opinions and not necessarily those of the management (theirs or ours).

Camp David is a religious headquarters for a group of people who have banded together with the main thought in mind of surviving the future. The camp is at Waipara which is on Highway 1, about 50 kms north of Christchurch and covers several acres of rural land. The hub of this is a complex of buildings which are used to work and live in. There are only four or five families living at the camp but the total organisation consists of 50-60 families, most of them living in the local area or in Christchurch.

When we arrived at the camp gate we were met by a group of people, men and women, who welcomed us to their home. Most of the men wore a type of uniform similar to a scout. We were then divided into groups of 6-8 people and each group was led off by a guide. The buildings are constructed like a town with a large castellated wall surrounding them. I believe this wall is supposed to resemble the wall around Jerusalem with gates named after the originals.

Our guide led us through gardens and courtyards and then into some of the buildings. Scattered all over the area were countless Volkswagens. I heard the figure of 100 mentioned but I never did find out why they wanted them all. They were all in various states of disrepair so perhaps it was a system of robbing one to keep another going. Also there was a very good collection of birds in a section of aviarys and some rabbits in cages. The buildings house a very comprehensive collection of arms and military memorabilia. A lot of the men at Camp David have military service backgrounds. Despite the armoury etc. I was very impressed by the general peace and tranquility of the whole place.



Opinion afterwards was divided as to the seriousness of the organisation and it seemed to depend on which of these people you had as a guide. The man we had was very good and did not dwell on the religious aspect unduly but mentioned each point and gave a good allround description of everything we saw. Some of the others were not as lucky as us and complained a little of their guides attitudes but I don't think anyone was upset by it. Afternoon tea was had after with some having it within the camp at a facility provided and others having a picnic on the grass in the carpark. The whole tour took about one and a half hours.

It is very difficult to explain to you just what it was all about but I think approached with a light-hearted attitude it was a good interesting day out.

We had an excellent turnout of 23 cars, 17 of them Wolseleys, and approx. 65 people. To judge by these numbers curiosity must be a prime motivator. The weather was excellent and I think we all had a great afternoon and went home impressed, or amused, or both. My thanks to those of you who were able to make it and I hope you enjoyed your day as much as I did.

#### Club Captain

TIMARU



BRANCH

Not much to report this issue except that a few of us recently had a very enjoyable dinner in Tinwald with the Ashburton members and some of the Christchurch committee members. This was held on the 10th May at the Brigadoon - a very 'posh' old homestead which still retains all of its charm and proved an ideal venue. The meal and the company were excellent and we would go back anytime, even though it was after midnight before we arrived back home in Timaru. My thanks to Phil and Bert Hart who arranged things. It was also nice to meet Dean Conner and his friend (whose name escapes me. I'm sorry) from Ashburton who were attending their first club event. Hopefully we can organise another event such as this later on in the year.

If any members in Timaru are interested in travelling up to Christchurch for the clubs A.G.M. on the 19th please give me a ring so that transport can be talked about.

John Styles.



NELSON



BRANCH

Once again our annual Funkhana event has come and gone, and as it was last year, the event was a great success, especially for me.

Six cars attended - the Reids, Peter Bird, Reg and Leslie Nicholson, Bill and Grace Schultz, John and Anne Nally, and Doris Harper. Our outside guest judges were Charlie Herald and Bill Powell. Events ranged from driving skills tests to First Aid quizzes to cleanest cars. To my embarrassment I was forced to take away the trophy as the overall winner on points, however the mens section was won by Bill Schultz and runner-up was Reg Nicholson. Mrs Harper was second in the ladies section.

At this stage we intend running a similar event next year, however we hope we may be able to get a few more to join in. The aim of the event is to improve all driving related skills, therefore the more that enter the better.

We have picked up three new members in our branch lately, these being Dr. J. Miller, Dean Williamson and John Swain.

Our next scheduled event is our branch A.G.M. which will be held on 12 July. I will ensure all branch members know the time and venue, but if you wish to know more please contact me.

It is with great regret I have to report the passing on of Paul Wilson's wife. Our sympathy is extended to Paul and his family.

Unfortunately I have not been keeping the best of health lately and find it difficult to get in and stoke the fire of enthusiasm at the moment so if things seem a little drab don't despair. If you would like to help in any way bear in mind the A.G.M. is coming up - hope to see you there!

Regards to other branches

Ollie Reid

WELLINGTON



BRANCH

I must say it was a success. Our first outing as a group, organised by Gavin Smith and taking the form of a sort of rally, turned out to be a very enjoyable afternoon.

We met at Haywards on Sunday, May 18th at 2:00 p.m., where we were given a sheet of instructions, and, in the event of a member getting lost, a sealed envelope with the destination inside. The route wound through the Western Hills of the Hutt Valley, and then out, via Paraparaumu Beach to Southward's Museum, itself always worthy of a visit.



Ray and Elsie Ansell got there first, congratulations to them and the others found their way fairly well, I think. There was no car trouble, apart from Rod Webb's 6/110 deciding to develop rear axle noise on the way.

'Course, muggins got lost, didn't he? Something about a mis-interpreted instruction to do with a railway crossing...

Stan Edmonds brought his very straight, original 24/80 on the trial. Good to see you, Stan. This car has a four-speed gearbox and overdrive (M.G.B.?) which strikes me as being a sensible modification to make to a 24/80.

Anyway, thanks Gavin, for a great afternoon, although there weren't many of us we hope more members can make it next time.

Recently, we were able to obtain a Mk II Westminster as a donor car for parts. Basically all present and correct it has a seized motor and is incredibly rusty, so apart from the front wings the body shell is not salvagable. There is a 4-speed box with overdrive, a lovely wooden dash, reasonable doors and chrome, front and rear ends and so on. Our thanks to Chris Anker of Wainuiomata for donating this car.

Our next meeting will take the form of a 'Pot -luck' dinner at Gavin Smith's home at 26 Sheridan Crescent, Upper Hutt on Sunday afternoon, June 15th and we shall formally elect officers, organise future activities etc. then, so members of our branch shall be advised of the dates in due course.

A suggestion from Elsie Ansell is that at each monthly meeting we all contribute to a fund to go towards a dinner at a restaurant at the end of the year. Please phone Elsie on 664-930 any time with your ideas, likely venues etc. Obviously, any money collected will be properly accounted for. Anyway, the subject will be discussed on the 15th.

Bernie Quin.

—MANAWATU—



—BRANCH—

We are having our A.G.M. this month on the 3rd of June. We now have our club meetings bi-monthly and I would like to see a closer contact between the Sunbeam and Humber car clubs and ourselves, therefore we are intending to invite representatives from both clubs to encourage this. We still struggle on with the same few keen core members but we are hoping that the club invitation cards and some publicity in the paper will engender some interest in Wolseley car owners to contact us.

Our spares shed is slowly becoming more organised, and full, with seven of us renting spaces for our own vehicles which is just helping to keep it viable.



I am having trouble with the 18/85, with very bad jerking when changing from forwards to reverse and vice versa, it runs O.K when travelling along but with each change of direction the engine nearly gets out and walks, no, it isn't my driving!! I have had to replace the flexible exhaust joint twice now and it is going again. I am told the transmission cannot be adjusted so I will have to remove the complete motor assembly, strip it and then possibly change to a manual gearbox. This is daunting and I wonder if anyone has done this and how difficult it is? Alternatively, does anyone have any clues as to the cause of the problem? A local B.M.C. specialist commented "It sounds expensive." Well, I think thats it for this time.

Regards to all members.

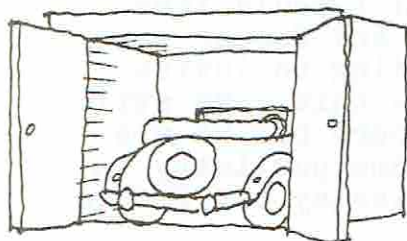
Mike Davies.

### SPARES SHED NEWS

Work is progressing well and a large advance has been made since the last newsletter. At the time of writing the roof is on and complete, a new concrete floor has been poured right through the building (this was originally only going to be done in the club's section). Virtually all of the wall framing has been completed, including the provision for a tilta door and a large window in the club's section, and a roller door and smaller window in the rest of the building. One end wall has now been clad also. The next three weekends will see the building closed in, and work can begin on installing a shelving and storage system in the spares store.

If you have any materials you could donate, or a cheap source of materials suitable for constructing shelving, then please let Gordon Macadam (Phone 527-410 Christchurch) know - this could save the club a good deal of money.

Once again thanks to all who have turned up to working bees so far. Now that winter is approaching, there is some urgency to get on with the job, and if you could help with the large amount of work that is still required, we would be glad to see you at 399 New Brighton Road, on a Saturday morning or afternoon if you prefer.





### WOLSELEY 4/44 CONVERSION

I have a 1954 Wolseley which I have had for about 12 years. This car is now operating with a 1622 BMC engine, due to a mammoth effort by Bill Williamson and with various assistance of many different kinds from other club and non-club members.

The car has been in normal use for the last five months or so, and the engine (although I am no mechanic) sounds sweet and happy. There are the usual odd problems an older car always seems to have, but the 'old lady' with the extra power seems rejuvenated. Acceleration is considerably quicker and more vigorous, hills are conquered more often in third or fourth, and the car settles around 60 m.p.h., and I've been up to 80 without trouble and without my foot right down. Petrol wise the car does not seem to be using much more than before.

So, two reasons for writing, one a very big thank-you to all the known and unknown helpers, (and finders of parts) and to acknowledge the kindness of Bill and Margaret Williamson.

Finally, from my end of it, it was well worth the effort. I feel I've got a very special car indeed.

Happy driving,

Nicky McKenzie.

### STEERING RACK OVERHAULS

The 4/44 and 15/50 are blessed with an excellent steering rack, the standard Nuffield unit, as used in various guises on many Morris, Wolseley, and MG cars. It differs from the others in that it has an indicator and horn wiring loom down its centre. The removal of the steering rack is quite straightforward until we get to this loom.

The 4/44 and early 15/50 had the rack mounted to the front cross-member by four bolts. The later 15/50 used the Magnette unit with rubber bushes interposed between the cross-member and the rack. This was to damp down vibration that was being fed into the chassis from the steering, and vibration that made its way up to the steering column. On the 4/44 it is buried under the column change equipment. On the 15/50 it is hidden by the starter motor. It is tab washered, but once you find a way to get the spanner onto the three bolts, it comes apart easily.

Once this coupling is parted, undo the big brass nut right at the base of the column, this locks the wiring loom tube, and you can then just draw the steering wheel and column into the car far enough to facilitate the rack removal.

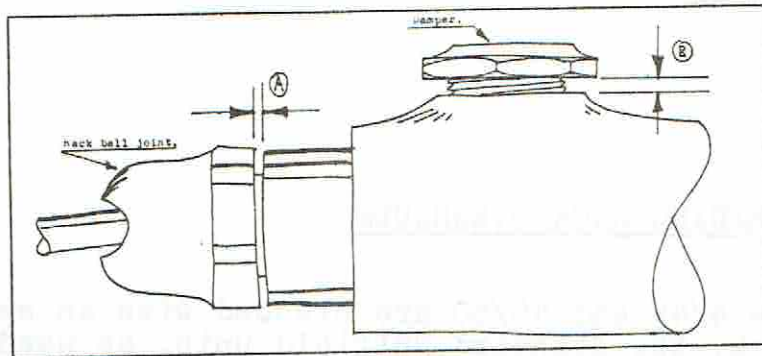
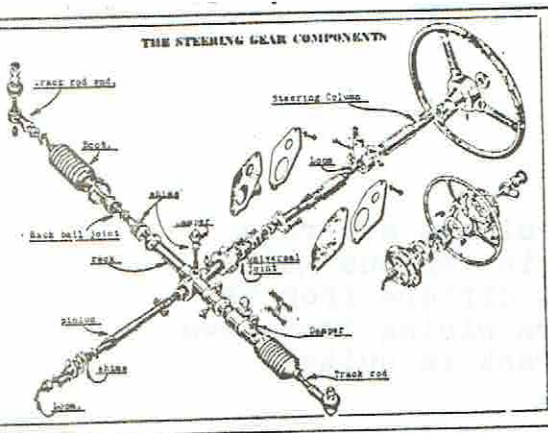


The four bolts holding the rack are tabbed on early cars, and lock washered on later. Undo the track rod ends, and slide out the filthy thing.

New track rod ends are available, at £5.50 each, from Morris Minor Centre, Bath, (ask for Morris Minor Series Two items, as they are identical to the Wolseley BSF item). Rack boots are the same as the MGB.

Wear will need looking for in the rack ball joints, and on the damper pads. All these items are adjustable by shims. The big nut over the pinion is the damper responsible for holding it in engagement with the toothed rack. The big nut at the other end is non-adjustable, acting purely as a damper. To adjust the damper pad clearance, remove all the shims, reassemble the damper, till hand tight, then measure with a feeler guage the clearance under the nut. Put the shims back in to the value of the reading from the feeler guage, plus an extra .002" to .005". The shims come in two sizes, .003" and .005".

The rack ball joints are re-shimmed in the same way. Remove all shims, reassemble, measure the gap, put the shims back in, plus .002" to .005". Take care with these ball joints; the locking plate often shears off its tab, but it's not difficult to 'tap' in another with a suitable instrument. (Hammer and old screwdriver.) If the joint has been assembled correctly, to test it, hold the track rod up, and allow it to fall. If it drops slowly, you've got it right. If it just flops down, there is too much clearance.



*Damper and ball-joint adjustment requires accurate shimming at points A and B. Use EP90 oil liberally.*

*15/50 steering gear exposed. The all-important shims are clearly visible.*

The pinion end float is also shimmed. Re-shim this in the same way as the others; you will need the usual .002" to .005" end play. Carry out the damper shimming with the rack in the straight ahead driving position. It is cut to have more clearance at each end, to allow for wear in the most used portion. If you end up with the steering that is stiff in the central position, you have shimmed it without centralising the rack.

With the correct clearances in all the joints and dampers, you can put the new boots on. Ensure it is all well soaked in EP90 gear oil, not grease. With the boots on, fill up an oil can, put the nozzle up into the boot, and put about a quarter of a pint of oil in each. Also pump oil into the two nipples, and then tighten up the boot clamps.

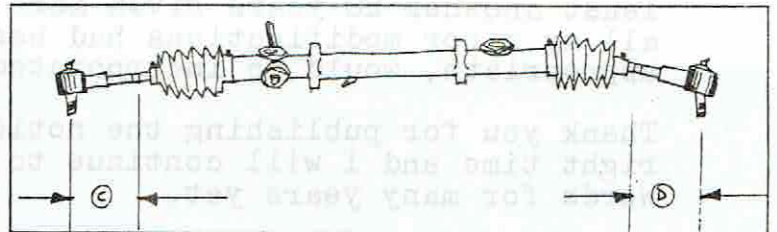


Re-fit the rack to the car. (Oh, it's so easy to say that, but you will have lots of fun with the loom!) Follow the assembly of the universal joint in section 'J' of the workshop manual. You must do this, or the wheel will not be central.

With the new track rod ends on, have the steering toe-in set up using the correct gear. The 4/44 and 15/50 has nil toe-in or toe-out. They are parallel. The adjustment must be carried out so that each track rod is the same length on completion, or the car will have unequal turning circles each way, as well as faulty steering geometry. If it is out a lot, and you hold the wheel still on a bumpy road, the car will actually steer from side to side, and this will ruin tyres very quickly!

You must follow the workshop manual. Make sure you lock everything that should be locked; any threads coming undone in the steering will have dire results!

*Track rod lengths  
(C and D) must be  
identical, with  
neutral toe-in/toe-  
out.*



#### LETTER TO THE EDITOR

Dear Sir,

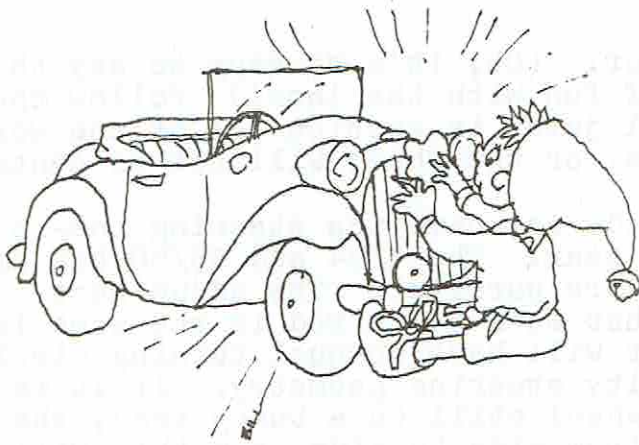
In response to the urgent public notice in last months newsletter requesting that all 1500s produced between 1959 and 1965 be presented to an authorised dealership to establish why they are so popular; I did so.

Mine is actually a 1958 model, but I assumed a typographical error had been made and went ahead anyway. I was greeted at the door with a warm welcome and a handshake, a company driver promptly seated himself in the car and despatched the car to the workshop for a thorough examination while I was ushered to the chief executive's office for a thorough debriefing and interview.

I was asked all sorts of questions about why I bought the car, how long I had had it, how reliable had it been etc. etc. I answered everything with complete honesty (cross my heart) stating that it was ultra reliable, very economical, looked unique (even though my friends call it a noddy car), drove well, was easy to maintain, easy to get parts for, never failed a warrant, started in all weathers, had appreciated over recent years, had good luggage space and a beaut interior with all the Wolseley appointments - well I could go on as long as the executive wanted.

After his pen ran out the executive dictated a memo to Head Office B.L.M.C. (U.K.) making the recommendation that the Board instigate the re-manufacture of 1500s (in Mk I, II and III form), and while we chatted informally over a cup of coffee and biscuits, signed me up for the first purchase of a 1987 model from his dealership.





We walked back to the showroom where they were just giving the car a final polish up after its examination. The head service technician approached me, shook my hand and congratulated me on the way the car had been looked after, and gave me a glowing report stating that in his opinion the car would last at least another 20 years given more good maintenance, and that all my minor modifications had been noted and that, where appropriate, would be incorporated in the next production run.

Thank you for publishing the notice sir, it came at just the right time and I will continue to scan the pages of my Wolseley Words for many years yet.

1500 enthusiast (genuine)

#### NEW ZEALAND HISTORICAL NOTES

I recently received a letter from Reg Watson of Wellington pointing out that the Wolseley pictured in the last Wolseley Word were probably travelling to Christchurch from Nelson not vice versa as stated in the caption.

The photo brought back many happy memories of his time as the Shell oil companies representative for the Nelson, Golden Bay and Motueka areas.

Logan Motors of Nelson were the Wolseley, Hudson and Fiat franchise holders and they arranged for the delivery of these makes to the other dealers in the South Island. The cars were brought across to Port Nelson on small coastal vessels such as the Pearl Casper line and then convoys were made up to bring the vehicles south.

Reg Watson participated in these trips and has many stories to tell. One which he particularly remembers was driving a 6/90 to Christchurch at short notice so the car could be demonstrated to a prominent Christchurch doctor at 9am the next morning. His instructions were simple "Get it there before 9am regardless". Nelson was left at 3am the next morning and the car was in the dealers yard well run in at 8:30 am, the five and a half hour trip being quite a record for 1957 roads.

To cap the story off the Doctor bought the car and no doubt carefully adhered to the running in instructions current at the time never dreaming that his brand new car had already completed one of the fastest trips of its life.



COMMITTEE CAR SAGAS

- GORDON and JANE MACADAM have no further developments to report on the 15/50 as attention has now been pointed towards the Van den Plas. Having been used as a standby vehicle in Gordon's landscape business, it has seen a great deal of use lately, towing the odd trailer and overseeing his workers around town, and is now seeking some attention. Unfortunately the clutch is now slipping badly rendering the car unuseable on all but the shortest of trips, so this is to be dealt with soon along with several other major works including engine and gearbox work (while they are out), a tidy up under the bonnet, and some work on the interior also. The car is quite good now, so will we soon see another concours car produced? More news next issue perhaps, hopefully.
- RON NORRIS had another spot of bad luck with the 4/44 perhaps caused by the glowing report in the last issue. Unfortunately the petrol tank developed a leak bad enough to empty its contents into the rear footwells and make a slight mess of things. The fault has now been rectified but it may serve as a reminder to all 4/44 and 15/50 and Farina styled car owners to perhaps check them from time to time - unseen components have a habit of making their presence felt on older cars. By the way, Michael Norris's Valiant Charger has had the engine in and out about 4 times since the last issue. Anyone got a good 4/44 for sale?
- COLIN HEY has been busy since the last issue, this time on the white 1500. Some major paint touch-up work was carried out on the front wings and panel and the roof, where the paint has over the last few years, developed a tendency to flake off exposing the underlying grey primer. A pair of Hella 140 driving lamps have been added and the headlamps converted to sealed beam units using 75W main beams. His current project is converting the windscreen washers to electric using the original vacuum push button and Trico bottle - maybe we can have an article on this soon? Meanwhile the black 1500 has had another coat of polish, but no more news yet of the 25H.P.
- LYNN and ROBERT HEY'S latest 1500 has now been straightened out and now requires reassembly. This is planned for the next month or so. Te Rama Place in Christchurch now has the highest 1500 density per square mile than anywhere in New Zealand - there are 6 all in the same street - 5 of which belong to the Heys, and one just around the corner. Incidentally, if you haven't yet realised, Colin and Jenny live at no. 38 Te Rama Pl, and Robert and Lynn live at no.36. Two different houses, 2 different garages, and five different 1500's !!!
- MIKE DICKISON has been flat out working on his house lately and has been unable to put a lot of time into the 1500, however I understand the front panel has now been replaced and a new warrant obtained now that the front crossmember rust has been repaired. Mike is now looking for another nice tidy 24/80, preferably an auto, so if you know of one that's for sale, give him a ring on ChCh 327-993



-ROD and LYNN GRAHAM have nothing much to report. We understand the 6/110 is still going well and trying to put all of these lesser models to shame.

-FRANK NOORDANUS No work has been done on cars of late past a routine six monthly oil check on the 15/50. Not a drop in 1,000 miles! A recent birthday did net a Trico vacuum lid without rust! This will tidy up the 24/80 window cleaning system by replacing some irregular plumbing. Brother Bill understands.

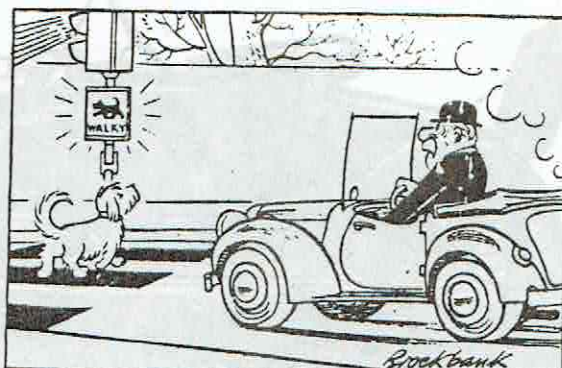
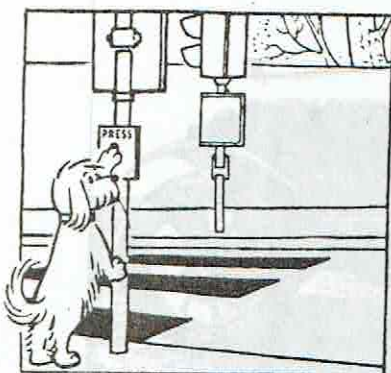


For our younger members; a 1500 to colour in!



## GENERAL NOTES

- A 6/110 Mk II that once belonged to one of our Timaru members was recently the victim of the serious flooding down that way. Water reduced what was a very nice high value car to a \$150 sodden car, and unfortunately the car's owner didn't have it insured. The car is now in the hands of another Timaru member who is working away on it drying it out and replacing all the water damaged items. The engine is once again running and hopefully the car will soon be back in use. The car was dunked up to within 6 inches of the roofline and just went to prove that insurance is really necessary even if the car is not being used. This brings me to the point of reminding you that cheaper insurance is now available through Security and General - most people will have received full details with their last newsletter. If you missed out or want to know more please contact the secretary.
- Bill and Margaret Williamson's Police 6/90 successfully completed its tour of New Zealand and is now doing more service as a show piece in static displays at various shopping malls around Christchurch together with its modern counterpart. There is always a policeman in attendance and we understand a sister police car has come to light which had a fleet number only a couple off Bill's car. We understand Bill has a contact name and is not able to take up another project of this magnitude (or is he?) so if you could be interested then contact him. P.S. we understand Bill got the last siren and red flashing light available in New Zealand, so you may be out of luck there, but its funny how things turn up. We hope to publish a blow by blow account of the restoration of Bill's car in a not too distant issue (please Bill??)
- One of our Southland members, Ivan McBain from Gore, was recently in Christchurch on holiday with his family, and was able to meet one or two members up here during his visit. Great to meet you Ivan - next time we'll have to have a run or something organised for you. If any other members are away from home, please, don't be shy to get in contact with people in other centres. I'm sure they would be glad of a chat if nothing else.





# R.HEY.

## ENGINE DEVELOPMENTS

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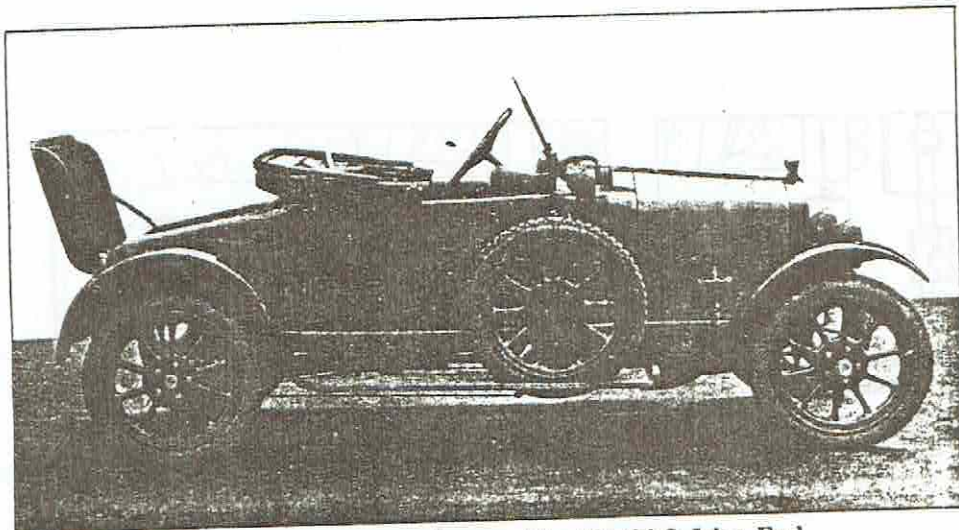
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NOW!

### MYSTERY CAR

Last month's car was a unique racing Wolseley; the 1920 10h.p. Moth.



Picture puzzle time: who can identify this? John End, who supplied the photograph, says 'at first glance, it would appear to be an ordinary 10hp E3 tourer, but ...' No prizes for getting it right, but have a go anyway!



BUY, SELL & EXCHANGE.

- Sell - 1952 Wolseley 6/80, 3 owners and travelled 86,000 miles. Full restoration covering complete overhaul of all mechanicals and brakes (900 miles ago), new chromework, carpets, paintwork (in original silver grey metallic). Comes complete with original handbook and workshop manual, trailer load of spares. All that requires doing to finish the car is to recover the seats. Asking \$4000. Contact Tony Clement, 38 Essex St, Balclutha. Ph (0299) 80561.
- Sell - 1948 18/85 (series III) Running order and in restorable condition. \$1500 o.n.o Contact Chris Chaston. P.O Box 22.062 Ch.ch, Ph 849549. (member)
- Buy - Wolseley 1500 diff head of correct ratio (3.7 ; 1) Contact Warwick Naish, Sandy Knolls Road, 1 RD, Christchurch. Phone Kirwee (051636) 602. (member)
- Buy - Urgently wanted: 6/80 door handle chrome surround inserts, which go around the hole in the door for the handle. Contact Tony Shanks, 12 Breens Rd, Christchurch, Ph 599035. (member)
- Buy - Pre series III 14 H.P chassis and/or engine parts or Hornet sports or saloon chassis with or without running gear. Contact Chris Chaston. P.O Box 22.062 Christchurch, Ph 849549. (member)
- Sell - 1964 Vanden Plas, 86000 miles having had 4 owners. Green and in immaculate condition. \$5000 o.n.o Contact Ross Flannery, Ph 333820 Christchurch.
- Sell - 1966 6/110 with C.N.G conversion, 138,000 miles, total recondition at 100,000. Auto. Good body and near new trim. New (June) w.o.f and 2 new tyres. Well maintained by 3 owners, \$4,000 o.n.o Contact Ray Watson Ph Wellington 785026.
- Sell - 1965 Wolseley 24/80 auto. Australian assembled, Farina styled 4 door saloon. Six cylinder 2432 cc, 45 H.P engine. Original paint, upholstery etc. Heater, towbar & 3 new tyres. No rust. Many spares with engine and body panels. \$3250 Contact Roy Salmon Ph Wellington 358661.
- Buy - Wolseley 1500. Body must be in good order. W.O.F standard with the car in running order at least. Price negotiable, Contact Roy Salmon PH 385661 Wellington.
- Buy - Cheap Wolseley 1100, 1300, 1500, 15/50, 4/44 preferred, but anything considered, any condition. Contact Michael Norris, Ph 843564 Ch.ch.



