



Car Club N.Z.



OFFICIAL NEWSLETTER OF THE

"WOLSELEY CAR CLUB"

CHRISTCHURCH, NEW ZEALAND

OCTOBER, 1977

VOL. 2. NO. 2.

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33a Yardly Street,
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38 Te Rama Pl.,
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The President Says.

Dear Member,

Firstly I would like to apologize for this article being handwritten and thus spoiling the format of the newsletter. This sorry state of affairs has arisen through personal pressures beyond my control.

At the last general meeting the subject of the newsletter was raised for open discussion. The format of the newsletter is a cause of concern to your editor Colin Hey and all the committee. At the moment production of the newsletter is a relatively inexpensive but the scope for format is fairly restricted. To obtain a more colourful and distinctive format would require a greater financial outlay, something I feel the club can ill afford in this its formative years.

The committee have recently been discussing the necessity for a working bee to finish the spare parts shed at Peter McDiarmids. I would like to point out that the success of club activities such as this depends solely on the support given by you the club member. I hope that each and everyone of you will give your full support to club activities when time and other personal commitments allow.

May I close by taking this opportunity of wishing you and your families a Merry Xmas and a Happy New Year.

Safe me loving to you all.

D. J. [Signature]

A P O L O G I E S

My apologies for both the lateness and format of this newsletter. Please bear with us while we get things permanently ironed out. I am sure you will find the contents of this newsletter interesting, even if the layout is not the same as the previous one.

While on this note, I must also apologise for the mistakes in the last newsletter. It should have been Volume 2 No. 1, not Volume 1 No. 5. Also, a slight error in the report of the Annual General Meeting occurred. Membership fee is now \$7.00 reducible to £5.00 to current members renewing membership within the first three months of the new financial year, and remaining at \$5.00 for new members; not as stated in the report. There were also a few grammatical mistakes for which I apologise.

As always, please endeavour to make some form of contribution towards the next newsletter, whether it be an article of some sort, or just an ad. for the Buy, Sell and Exchange column. Response so far has been very poor. I look forward to hearing from you.

COLIN HEY

EDITOR

COMING ACTIVITIES

- MONDAY 7TH NOVEMBER - Committee meeting at Ernie Daltons
- MONDAY 14TH NOVEMBER - General Meeting and film evening
Trevor Hawthorne-Smiths, general chat afterwards.
- SUNDAY 27th NOVEMBER - Run to Ashburton via Rakaia Gorge.
Leave 9 a.m. Sunday morning from Woolworths, Hornby car park.
Picnic Lunch.

PLEASE NOTE: Those wishing to attend the run to Ashburton need not necessarily travel via Rakaia Gorge.

It is hoped that through this run we can stir up some interest in Ashburton.

Also, if you are not able to make the picnic lunch on some runs, please feel free to come out in the afternoon.

FROM MY POINT OF VIEW

It was with much interest that I recently read in the paper an item which explained that engine tune was to be tested at some occasions when cars were taken for Warrant of Fitness tests. In my opinion, this is a great idea, but why should we have to be told that our car engines are well out of tune. After all, petrol consumption is easily enough checked. I would suggest that all of us should carry some form of small notebook in the glovebox and simply write down the mileage and amount of petrol put into the car each time some is purchased. I have done this with my own car and find it most successful. Another rough check I make is to buy the same amount of petrol each time - \$5.00 and expect it to get me at least 100 miles, plus some. Six cylinder and older models will not perhaps improve on this, but it doesn't take long to know how many miles \$5.00 worth of petrol will take you. If m.p.g. suddenly (or slowly) starts decreasing for no apparent reason, it is time things were checked.

Assuming the engine is in good condition, there are basically only two things to check, ignition and carburation. When was the last time your car had new plugs and points fitted? A rough check on mixture can be obtained from the plugs-insulator and electrode colour should be light brown. Any B.M.C. manual will tell you how to adjust the mixture and set the timing. If in doubt as to what to set the timing to, just ask around in the Club - someone is bound to know.

Also worth checking are tappet clearances, tyre pressures, and air filter, although these usually only have a minor effect on petrol consumption. For an hour or two's work surprising savings can be made.

COLIN HEY

FROM YOUR POINT OF VIEW
(LETTERS TO THE EDITOR)

Dear Sir,

When I joined the Wolsley Car Club I was impressed with the amount of activity that went on within it, such as runs, a trial, social gatherings, etc. However I am a little disappointed at the lack of activity within our club over recent months. I do hope this situation will be rectified with the coming of better weather.

Our club is young yet, and needs more active and social participation by us all to inject enthusiasm into it. Without this enthusiasm our club will surely die.

"LORD WOLSELEY"

Bad weather seemed to be a major contributing factor for the lack of runs, and to a certain degree, turnout at general meetings. The committee has now taken steps (for example the grapevine system) to ensure that every member is informed of coming activities. If any member feels as though he or she is not being kept in touch, please do not hesitate in letting us know. Some feedback is essential in the running of the club, and can do no harm whatsoever.

Thank you for your concern.

- EDITOR

RUN TO WAIKUKU

Originally, the run to Waikuku was to have been held on 18/9/77, but due to snow and inclement weather on that morning, it was put forward two weeks to the 2nd October 1977. Our apologies to John Inkster who, despite the weather, turned up anyway - (talk about keen!) However, despite heavy rain on the Saturday, Sunday turned out to be a clear, fine day, and things looked set for the day's activities.

The most "hacked off" (as he would put it) person at the run was Secretary Peter MacDiarmid who was really dying for a chance to show off his "new" 6/90. Unfortunately, it was two weeks overdue at the panelbeaters being completely de-rusted and straightened, so he and his wife had to settle for a ride to Northlands with me. Once there he boarded the two-tone grey, tripple carb demon 6/110, piloted by Malcom Graham, and was given a most "exhilarating" ride for the remainder of the run.

On arrival at Northlands, we found about 13 other cars (we were late) ready to leave. Among them were Darryl Briggs with his half restored 4/44 which has been in his family all of its original 76,000 miles; and attracting a lot of attention, Chris Bowden and his recently acquired 4/50. This was the first 4/50 ever seen by some people, and certainly the first ever seen at a run/

At about 11.30 we all left, in single file, for Waikuku. The trip out was uneventful, except for a quick stop (by all of us) just south of the Waikuku turnoff, where we found Chris Bowden (who had left earlier) watering his 50 horses. On arriving at Waikuku we were all able to park just opposite the domain, the ideal place to display the cars and also to have our picnic lunch.

We were planning to have a driving skills test in the afternoon, but this had to be abandoned due to lack of suitable area. Instead, amusement was provided by the following:

- Isabell Hawthorne Smith's dirty engine ... which has since been cleaned.
- Chris Bowden and others on a mini bike
- Darryl Briggs, and his 'syphon the petrol for the barbeque' trick (just as well he doesn't smoke with the mouthful he got)
- Trevor Hawthorne Smith's lesson on 6/110 polishing
- Max Higgins and his oiled and greased 4/44. Max was one of the few who arrived in the afternoon and we were all fooled by his badly faded 4/44 which suddenly appeared with a high

gloss finish. However, we were all duly informed not to rub up against it and ruin our clothes, because it had been given the once over with red oil.

All considered, I think everyone will join with me in saying the run was a success, especially Malcom Graham who must have sold dozens of tee-shirts with the Club emblem on them - really good value at \$5.00 each. A total of about 17 cars attended the run, including a couple of new cars and new members, and it provided an excellent start to other runs planned for his summer.

I look forward to seeing you at the next run.

C.R. MEY.

GOING SHOPPING

Recently a Wolseley went shopping at a local Supermarket. Being a "Pet" the 6/110, was parked carefully in the carpark, and the driver went about her shopping. On return to the carpark the driver found a ticket under the windscreen wipers which read:

WOLSELEY CAR CLUB recruiting new
members 'Phone

or words to that effect.

On returning home driver rang the Ph. Number and proceeded to make a few enquiries, ending up speaking to one Max Higgins.

The owner of the Wolseley is and was at that time and still is a Club Member, and so is the driver. The driver that day had had her husband's car, while her husband had her 16/60 at work - with the Club sticker on the rear window of 16/60.

Many a laugh has been had between husband and wife and others told since the incident.

All in all it just goes to prove that any Wolseley without a sticker on display is not safe from diligent Club recruiters.

Isabel Hawthorne-Smith.

SPARE PARTS NEWS

Well, things are starting to look up in this department. Some time ago we managed to purchase a car case for conversion into a shed. It is proposed in the immediate future to organise a working bee to put some shelves, a door, and a more water tight roof on it. Meanwhile, it is beginning to fill - particularly with 6/80 parts. A working (or should I say wrecking) bee was recently held to wreck a Morris 6/21 (same as 6/80) kindly donated by Chris Bowden, and we now have a reasonable stock of 6/80 parts.

A couple of other parts sources are at present being investigated, and I'll keep in touch as things (hopefully) develop.

I would also like to draw your attention to an advertisement I found in the latest "Beaded Wheels" as follows - "various Wolseley Hornet and Wasp radiator surrounds, engines and 4 speed gearbox with free wheel, R. Wyber, 37 Ritchie Street, Invercargill."

Trevor Hawthorne-Smith and Anthony Dacre are doing a little investigation work of their own, for which I am very grateful.

Meanwhile, if there is a part you want and can't get, let me know, and I'll do my best to help. The same applies if there is a part you can get and don't want.

C.R. HEY

Car Tested : Wolseley Six Ninety Saloon (Series I)

"For a full six seater to have a maximum speed of nearly 95 m.p.h., when weighing some 32 cwt in the tested condition is very creditable, especially when the basic price of £750 is considered. Coupled with this performance is a fuel consumption of 21 m.p.g. obtained in fast driving over long distances.

The 6/90 is well suited to the driver who prefers a minimum amount of gear changing. It can accelerate in top gear from speeds as low as 10 m.p.h. to over 90 quite smoothly and without fuss. If the gears are used freely, a sports car-like performance results, and high average speeds can be maintained over long distances without driver fatigue.

The car is economical in fuel consumption and only when driven hard in hilly country does the m.p.g. figure drop below 20. Most drivers should be able to cover 300 miles without having to refuel.

Taking into consideration the general high quality of the 6/90, one would have expected a more definite type of gear change. That fitted had a long travel between the different positions and there was a feeling of sponginess in the mechanism. The ratios are well chosen, and third gear gives a useful maximum speed in addition to being extremely handy for fast hill climbing. The noise factor of the gear-box and rear axle is commendably low. Under extreme conditions of acceleration the clutch showed up well. There was no slip, and the pedal operation was light.

The parking brake is operated by a lever close to the left of the steering column beneath the fascia, and is easy to reach. This brake is very effective and has a nice feel.

The separate front seats and adjustable steering column help a great deal towards providing an excellent driving position. This is marred to some extent by the fact that it is not possible for the driver to extend his left leg away from the clutch pedal. Visibility from the driving seat is very good, and the seat springing is comfortable, with good angle to the back rest. The top half of the horn ring, which was loaded with a strong spring, obscured the instruments to some extent. The rear window has a large area, and the driving mirror is well placed.

The visibility from the driving seat helps to make parking of the car an easy matter, and its overall length of 15½ feet can be tucked away in a surprisingly small space. The modern

SIX NINETY ROAD TEST (Cont'd)

styling trend for narrower section shoulders between the side windows and the rear window takes the sting out of many a reversing problem, especially when the driver is without guidance.

The lines of the body, pleasing to the eye, keep wind noise down to a very low level indeed, and everyone who travelled in the car at speed commented favourably on the ability to hear normal conversation when the speedometer needle was well round the dial.

A useful area of the curved windscreen is cleaned by the wiper blades. Screen washing equipment is a standard fitting and the push button is located below the right hand corner of the fascia panel.

There is a creditable amount of standard equipment such as the $3\frac{1}{2}$ kilowatt heating and demisting unit, twin fog lamps, direction indicators, water temp, oil pressure, fuel and ammeter gauges, electric clock, two interior lights and a drawer below the glove tray which is locked by a separate key.

The interior trim and polished woodwork around the windows and facia is very good indeed, and the workmanship is of a high order. Both front seats are individually adjustable, and it is possible to seat three adults here if the seats are placed together. The folding armrest gives comfort and support to the occupants of the rear seat. The whole floor is well covered with carpet.

PERFORMANCE

From rest through gears to:

Speeds on gears.

<u>M.P.H.</u>	<u>SEC.</u>	<u>GEAR</u>	<u>M.P.H.</u> (normal & max)	<u>K.P.H.</u> (normal and max)
30	6.0			
50	13.1			
60	18.1	Top (mean)	94.3	151.8
70	25.8	(best)	94.5	152.1
80	35.4	3rd	50-64	80-103
90	52.3	2nd	34-45	54-72
		1st	16-28	25-61

Standing $\frac{1}{4}$ mile, 21.2 sec.

Fuel consumption:

21.4 m.p.g. overall for 429 miles

Approx. normal range - 19-25 m.p.g.

It's been about six months now since I got my car going again, and looking back, I think I can say that the time, effort and money was well spent.

The total job took approximately three months, which included two weeks holiday and numerous weekends. Right from the beginning I decided to completely overhaul the engine and gearbox - having had some experience with engines, but none whatsoever with gearboxes. I owe the success of the gearbox overhaul entirely to the excellent Haynes workshop manual I have.

Getting both the engine and gearbox out together proved not too difficult, but required the cunning of a monkey and the strength of a gorilla. It took six hours work to have it out and on the ground.

The stripdown was very straightforward, but the further I got the more money I could see flying away. A basic list of engine renovation is as follows:-

Rebore (+.040") crank grind, new timing chain and tensioner big end and main bearings, pistons, camshaft bearings, frost plugs, 8 valves and guides and valve springs, rocker shaft and bushes, cam followers resurfaced, head and valve inserts resurfaced, new sump and rocker cover, etc, etc, etc, and all assembled using new gaskets and seals throughout. I also overhauled the carburettor and distributor at the same time. In short there was not one moving part that was in some way serviced.

The clutch also received the same treatment - both plates replaced, new release bearing, spigot bush and release arm bush and bolt.

However, the gearbox was not quite as easy. Here I replaced all bearings and synchromesh baulk rings, first gear and the layshaft along with the odd bush and circlips. By following the manual I found the overhaul straight forward, but fairly slow and tricky.

Finally the time came when the two units were bolted back together and replaced back in the car. Reluctantly, I filled it up with oil and water. Before starting I turned it over by hand (for a long time) until oil pressure came up on the gauge, and had a quick check for oil, water and petrol leaks.

The spark plugs were replaced, ignition switched on and the engine cranked (by hand) After a few turns it fired back into life and sat there running like a gem. So far everything looked great, engine wise, so the time came to test the gearbox. Clutch

in and into reverse. It backed out the drive just as it always had, only now there were no growls from the gearbox.

A quick spin round the block showed all to be working perfectly, although the engine was a bit tappetty (eventually cured by fitting the new rocker shaft).

Now, after 3,000 miles, performance, economy and oil consumption are excellent, and improving as more miles are added. I recently travelled 650 miles in one weekend, and had no bother whatsoever. I have only one very slight oil leak out of the rear main seal, and a minor problem with slight running on when the engine is hot (due to the high compression ratio)

The cost I could, but have not dared, to work out, but it would be approaching the value of the car. Overall, I think it was well worth it, as I now have no doubts as to the condition or reliability of my car, or to my competence as a do-it-yourself mechanic. There is now nothing on my car that I feel is beyond me, and just to prove it, in the next month or two I intend to completely overhaul the suspension, steering and brakes.

See you at the next run.

C.R. JEV

BUY, SELL AND EXCHANGE

SELL

- B.M.C. 1500 +.020" High Compression Oil Master ring set. Trade price over \$30, sell for \$20.
Wolseley 6, 1936-48 sump gasket sets, \$2 each
6/90 Head gasket set (minus head gasket) and 2 valve guides \$4.
6/110 Exhaust valves \$2.50 each, one std piston \$5
All new. 'Phone Chris Bowden, 558-489.
- Wolseley 6/90 (Series 2) genuine 174,000 miles bang on motor, body needs attention, but reasonable, good tyres. Reasonable all round condition \$200.
'Phone, Peter MacDiarmid, 39-103.
- 16/60 Back end with diff unit, 1/2 shafts, hubs and bearings. Diff slightly noisy, but O.K.
Offers wanted.
'Phone Dave Bell, 65-316.
- Tee Shirts with Club Emblem printed on front.
All sizes (Children to small tents) \$5.00
'Phone Malcom Graham, 885-749, or see him at the next run.

MEMBER NEWS

- Chris Bowden now has one of his 4/50's on the road, an interesting sight for most at the run to Waiuku.
- Ian Smith has almost got the engine back for his 12 h.p. after a complete overhaul. This has taken some time due to the difficulty in obtaining some parts, and we look forward to seeing it back on the road.
- Peter MacDiarmid has purchased another 6/90 (Series I) in excellent shape, and has just spent a considerable amount having it completely de-rusted and straightened. His Series II is now for sale.
- Trevor Hawthorne-Smith has sold his 6/110 Mk 2, and bought a 6/80, which he has just managed to get going.
- Robert Hays 4/44 is almost back on the road after a semi-restoration, and he is at present re-assembling the motor after a complete overhaul.
- Ian Sprosen from Timaru has practically finished a 4/44 rebuild, and we are looking forward to seeing it at a run in the near future.

GENERAL NOTES

- We wish to welcome to the club those members who have recently joined. We trust you will get a great deal of enjoyment from the club, and make full use of the facilities it provides.
- Once again a reminder to those of you who are not financial. The fee is now 37.00 for those who were financial members last year, and 35.00 normal subscription to new members. All fees should be forwarded to our Secretary-Treasurer whose address is on the front cover.
- Please do your best to encourage other Wolseley owners you meet to join the club, and to use the notes that came out with the last notice.
- A grapevine system has been set up to ensure all members are informed about all coming activities by telephone. At present it consists of the Club President and committee.
- Some time in the future you will receive a questionnaire about your car. The purpose of this will be to establish a record of your car's history, e.g. mechanical record, so that if the car ever leaves your hands and turns up in the future, we can offer some advice to a member/prospective member wishing to purchase it. Ideas on the questionnaire will be gratefully accepted.
- The date for the Christmas Party has been set at as you will have seen from your last notice. A childrens party has been organised for News of this will follow; however, we are considering booking a suitable venue for a meal with a function afterwards.
- We extend our sincere sympathy to President Ernie Barton and family on the recent loss of his father.

TELEPHONE LIST

IAN ALEXANDER	242 Papanui Road	Ph 559-057	18/85
DAVID BEEL	58 Burke Street	65-316	16/60
CHRIS BOWLES	Front Flat, 21 Derby St.	558-489	6/80 & 4/50
DON BUCKLE	32 Hudson Street	515-778	16/60
DARREYL BRINGS	177 Sparks Road	385-623	4/44
BRIAN CHAMBERLAIN	372 Halswell Road.	1885 8766	6/110
ANTHONY DUGRE	202 GLYDE RD.	519-261	14/58 & 6/90
MAURIE DALTON	131 Birdwood Avenue	525-005	4/44 & 6/99
MIRE DAVIES	215 HARBWOOD RD		6/90
JOHN DEWAR	32 Steele Street		6/110
VICTOR EL DIBBY	10 Retreat Road	690-558	24/80
REX FIEDLING	26 Beon Street	327-552	6/80
MALCOLM GRAHAM	202 Wainoni Road	885-749	6/110
ISABEL HATHORNE-SMITH	32 Cecil Street	791-974	16/60
TRIVOR HATHORNE-SMITH	32 Cecil Street	791-974	6/110 & 6/80
CONIE IDY	38 TE Rama Place	894-533	1500
RICHARD IDY	38 Te Rama Place	894-533	4/44
IAN HIGGINS	38A Yardley Street	429-261	4/44
FAYE HIGGINS	38A Yardloy Street	429-261	
GAVIN HIGGINS	" " "	" "	
COLIN HIGGINS	125 Barrington Street	327-187	4/44
BRUCE HILL	76 Hiddleton Road	44-458	16/60
BRUCE HUSSEY	39 Blakes Road	498-005	6/110
ZENA HOCKING	10 Burke Street	797-786	1500
MRS. KELLY	3 Richards Avenue	40-237 (Bus)	24/80
DOROTHY KAVANAGH	28 Denrith Avenue	39-458	16/60
JAMES KAVANAGH	" " "	" "	"
PETER MACDIARMID	29 Tennyson Street	39-103	6/90
JACK MITCHE	51A Birdwood Avenue	33-699	15/60
KEN MORRIS	C/o 40 Harlowe Street, Stoke, Holson		1500
JOHN PARKER	3 OTARI PLACE	883-034	15/60
MRS. PHILBRICK	370 Halswell Road	Hol3374	1300
HILDS RAY	93 RATTRAY St.	45-566	16/60
GROVE REVERLEY	149 Main North Road	525-025	6/90
BILL SMITH	54 Ottawa Road	899-079	4/44
HILLARY SMITH	29 Tang Crescent	849-948	12 h.p.
IAN SMITH	" " "	" "	"
IAN SPRIGGS	98 Church Street, Timaru		4/44

MEMBERSHIP LIST (Cont'd.)

PAUL WALSH	21 Church Lane		4/44
RUSS MALE	58 Wales Street	Hs18497	
BILL WILLIAMSON		322-516	6/110

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GRAPHIC

		Miles Rea	45-566
		John Inkster	486-118
John Parker	883-034	Mrs Kelly (Bus.)	40-237
		Bill Smith	899-079
		John & Dorothy Kavanaugh	39-458
		Zena Hocking	797-786
		Rex Fielding	327-552
		Chris Bowden	558-489
Isobelle Hawthorne- Smith	791-974	Darryl Briggs	385-628
		Brian Chapman	228-766
		Malcolm Graham	885-749
		Groves Revely	525-025
		John Dewar	
		Dave Woodhouse	62-640
Ernie Dalton		Bruce Hill	44-458
325-005	Colin Hey	Mrs. Philbrick	228-374
	894-533	Anthony Dacre	519-261
		Mike Davies	598-589
		Bill Williamson	385-957
		Ian Smith	849-948
Peter MacDiarmid		Ian Alexander	559-057
	39-103	Don Buckle	515-778
		Victor Pawdry	890-558
		Max, Faye & Gavin Higgins	429-261
Dave Bell	65-316	Fred Howell	82-130
Max Higgins	429-261	Jack Milne	33-699
		Don Pullen	890-377
		Bruce Hussey	498-005