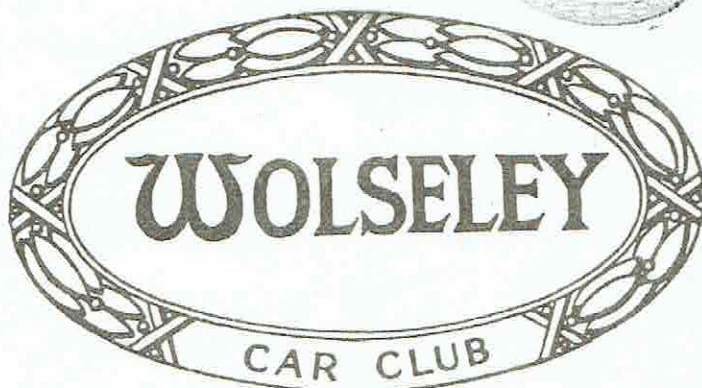




Car Club N.Z.

THE



WORD

NEWSLETTER

VOL. 2, NO. 3,

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ORDER OF ARTICLES

1. From My Point of View (Editorial)
 2. From Your Point of View (Letters to the Editor)
 3. Wolseley 6/99 Road Test
 4. Find the Fault
 5. Run to Hammer
 6. Run to Amberley
 7. Buy, Sell and Exchange
 8. General Notes
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1. From My Point of View - Editorial

It has been some time now since the last Newsletter, but the Club is still functioning well, albeit a little slow, moreso now the winter is here. Runs will probably be not quite as frequent as during the summer, for obvious reasons, but I hope this will not deter us from meeting at least occasionally during the winter.

I hope you all have your cars prepared for the winter. A couple of hours spent on it during one of the coming weekends would not be wasted. Items to check include the cooling system, lights, wipers, battery and tyres - to name a few.

If your car is left outside, make sure the radiator has the right proportions of anti freeze added. Otherwise, check the thermostat is operating correctly and it won't hurt to bring out the radiator muffs either for those of you who have them.

Make sure the battery is topped up and the terminals are clean and making good contact, and have a quick look at the fan belt tension. A light check is straight-forward, and check the wiper arms and rubbers. The arms should have plenty of spring in them, and the rubbers should not leave streaks or smears across the screen. It is good policy to replace the rubbers once a year, but they are getting rather expensive.

A tyre check is straight-forward enough; check the tread depth is more than the warrant standard and check the walls for splits and other damage. Tread depth cannot be over-emphasised, especially during the wet weather that will no doubt continue over the next few months. Another few millimeters of tread could mean the difference between staying on or rolling off the road when cornering at the limit. We all want to see you - and your car - at a few more meetings yet.

It's not a bad idea either to give the car a wash, followed by a good wax job. Stone chips and scratches can then be touched in, and the door drain holes should be checked to make sure they are clear.

These few checks may make your winters motoring a little more bearable and you and your car should be none the worse for wear by the end of the following few months.

My own 1500 is still going really well and remaining reliable. I finally got around to overhauling the front suspension (which was long overdue) and while at it I renewed practically the whole braking system and overhauled the steering as well. Now I look forward to many miles trouble-free motoring, but there are still a few annoying little jobs to be done which will no doubt keep me occupied for a while anyway.

I hope you all have a pleasant winters motoring and I look forward to seeing you at the Club's future activities.

COLIN HEY

2. From Your Point of View (Letters to the Editor)

Dear Sir,

There was a lady member who at Christmas time promised to send the Editor of this magazine a recipe for a cake.

As yet she still hasn't done so, so I'm filling this space with this twiddle! Supply please Mrs H.

Yours faithfully,

THE HOSTESS

3. Wolseley 6/99 Road Test

Condensed from "The Motor" Road Test No. 26/59,
October 7 1959

During our road test of the Wolseley 6/99, quite a number of the people who drove or rode in the car paid a subtle but noteworthy compliment by praising it as a car which they assumed to be beyond the financial reach of most people and then being astonished to learn that it is available, fully equipped and with purchase tax paid, for less than £1,255. Genuine roominess and luxurious seating, together with quietly impressive performance, make this new 2.9-litre model remarkably tempting value for money.

Power for the new model comes from an enlarged version of the well known six cylinder engine (as used in the preceding 6/90 Wolseley) which has also been strengthened to ensure continued durability, but this power is transmitted through a completely new gearbox and overdrive assembly.

Stopping power for a car which can exceed 100 mph in very slightly favourable conditions is well provided by vacuum assisted disc brakes on the front wheels, in conjunction with pressure controlled 10 inch drum rear brakes. Furnished in the quietly luxurious manner expected of a Wolseley, this is a model which has big car virtues in quite generous measure, yet suffers surprisingly little from the shortcomings which often accompany these virtues.

Within overall dimensions of 15ft 8 ins length and 5ft 8½ins width this car is genuinely able to seat six people. The individual front seats can be set level with one another to form a bench, and in the rear compartment there is only a narrow propellor shaft cover, and the rear wheel arches are evident merely as slightly curved ends to a very comfortable seat. It is remarkably difficult to design a seat which will please everyone, but the Wolseleys seats come exceptionally close to achieving this objective.

Other features of a pleasant looking interior include a simple fascia of polished wood which is matched by door fillets, and carpets with taped edges which really do fit properly.

There are a few disappointments inside the car, notably in discovering that the 'parcel' shelves below the fascia are not deep enough even to let an A.A. handbook lie flat, and that the big lockable glove-box lid opens to reveal a locker of even less depth. The comprehensive set of instruments is sensibly placed in front of the driver, but the minor controls which include five identical-looking tumbler switches without identification markings are not especially convenient in their layout.

The 2.9-litre six cylinder engine which propels this luxurious integral-construction steel body is well able to provide good performance without fuss, there being plenty of low speed torque for top gear acceleration, yet also a pleasing willingness to

attain quite high r.p.m. when the need arises.

A new gear box has been designed to go with this 102½ b.h.p. engine, having only three forward ratios on all of which clash-proof synchromesh is provided. In unit with this gear box is a Borg-Warner overdrive, which unless locked out of action, operates semi-automatically, releasing the accelerator pedal at any speed over approximately 28 m.p.h. (in any gear) lets the overdrive engage. Disengagement occurs either automatically if the car slows below 25 m.p.h. or instantly if the driver applies a 'second pressure' to move the accelerator pedal slightly beyond its full throttle position. Locking the overdrive out of action increases fuel consumption by perhaps 10%, whilst leaving the engine audible instead of inaudible at main road cruising speeds.

Overdrive top gear, which gives 27 m.p.h. per 1000 r.p.m. is high enough for the car to cruise without strain at anything up to the 94½ m.p.h. which it can reach in this ratio at a mere 3,500 r.p.m.

Very high praise goes to the new Lockheed brakes fitted to this car, which respond with smooth power to very moderate pressures on the pedal. Maximum retardation required only 35-40lb pressure on the brake pedal, and a vacume reservoir allows for at least 8 brake applications with a 'dead' engine before a warning light glows on the fascia to indicate that full servo assistance is not available.

On this car the road springs are decidedly soft, but the springs are well controlled by telescopic shock absorbers and by anti-roll torsion bars at both front and rear. Body roll during fast cornering is certainly confined within exceptionally modest limits, and there is no sway going into a corner.

Geared at just over four turns of a large wheel from lock to lock and giving the ability to turn round between kerbs 37ft apart, the steering of this car is light and shock free in ordinary driving, heavier for very acute corners, but never so heavy as to inconvenience a competent lady driver. This is not in any sense a sports model, but its natural pace along winding roads is surprisingly brisk, corners being taken very much more effortlessly than in other recent six-cylinder Wolseleys.

Warm weather during our tests did not give the standardised fresh-air heating system a severe trial, but it seems that an owner who learns all the possible ways of using two multi-position control knobs to get cool, warm or hot air onto his feet and/or onto the windscreen interior should never need to be uncomfortable.

Available also with a fully automatic transmission, the Wolseley 6/99 is a pleasantly finished car, which will appeal to men and women of widely varying tastes, being fast and stable for those who value performance, smooth and quietly comfortable for those who attach more importance to refinement. It is in fact likely to prove the most popular big Wolseley ever build.

In Brief

Capacity:- 2,912 cc; B.H.P.:- 102 $\frac{1}{2}$
Unladen kerb weight:- 29 $\frac{3}{4}$ cwt
Acceleration: 20-40 mph in direct top gear ... 7.9 sec
0-50 mph through gears ... 10.7 sec
Maximum direct top gear gradient: 1 in 8.2
Maximum speed: 97.6 mph
Standing $\frac{1}{4}$ mile: 20.4 secs
Overall fuel consumption: 19.0 m.p.g.
Touring fuel consumption: 23.6 m.p.g.
Gearing: 18.9 m.p.h. in top gear at 1,000 rpm, (overdrive
27.0 m.p.h.)

4. Find the Fault

By Chris Bowden

After fitting an engine into my old (rough) 6/80 (which had been sitting engineless for nearly a year) everything ran well except for a miss in the engine that appeared to be ignition. The miss appeared under load at medium to high revs. Changing spark plugs, condenser, coil, cleaning points and removing suppressors were to no avail.

After visiting a pub a few days ago (my car usually goes much better after a visit to the pub) the problem appeared to be much worse. The tachometer light is wired to the ignition and should come on when the key is turned on, but this time it didn't. The light flickered when I pressed the starter and stayed on when the engine started.

After a little bit of thought I disconnected the tachometer and the car hasn't missed a beat since. Needless to say I will be sending the tachometer in for repair.

5. Run to Hanmer

We met at Northlands car park at about 9 - 9.15 am on a clear and calm morning. The weather report was good and we had a very reasonable turnout considering the distance that lay ahead. Seeing us off were a couple - whom I can't remember, who were tied up for the day and couldn't make the distance - but it was good to see them anyway.

We finally got underway about 9.25, all doing our own speeds (50-55), there usually being another car within eyeshot most of the way. The majority of cards had arrived in Hanmer about 11.15 and the events of the trip up began to emerge.

The first few to arrive reported seeing Rex Fielding doing roadside repairs to his 6/80 which had the misfortune of releasing its bonnet catch. Luckily the 6/80 bonnet opens from the side and not from the front, so all that resulted was a small dent in the bonnet and the sunvisor. Peter MacDiarmid stopped and lent Rex a luggage elastic to prevent a similar mishap so he made the rest of the journey with no further problems.

We were also surprised to see Bill Williamson and family as one of the first cars in, especially as he was the last to leave (about 10 minutes behind us.) Say no more!

Once we all had arrived we went for a walk into the township and had a look over the new pool complex under construction, a quick stroll around the shops and after dragging the women out of the craft shop, we walked back to the domain for a rest and picnic lunch.

After lunch we split up into two parties. Half of us went down to the hot pool to relax (the water was just right and there weren't many people), while the remainder went for a walk up Lookout Hill.

We met again about 3 o'clock and decided to go and visit the deer park. Meanwhile Rex Fielding had made tracks for home and Robert Hey had gone over the back road to the old Accommodation House. Those of us that remained got into Bill Williamson's and Peter MacDiarmid's cars and travelled round the deer park. There were quite a few deer although we couldn't really get close to any except a stag which was fenced up. Peter stopped on the way out to admire a herd of tame wild goats, but quickly got under way again when they began jumping up against his 6/90 to see who the kind soul (Darryl Briggs) that was offering chewing gum looked like.

By this time the weather had become showery, but this did little to dampen the enthusiasm of those who attended the run. Present with their cards (and wives and families where applicable), were Peter MacDiarmid (6/90), Robert Hey (4/44), Colin Hey (1500), Darryl Briggs (4/44), Bill Williamson (6/110), Isabell Hawthorne-Smith (16/60) and Rex Fielding (6/80).

I'M sure everyone who went had a very enjoyable day and felt the long, but interesting drive was well worth it.

6. Run to Amberley

On 2 April the Club held a run to Amberley Domain. We met at Woolworths car park in Marshlands Road at 10.30 and left for Amberley shortly afterwards. We had a good turnout, 11 cars in total including Ian Sposen from Timaru who had come with a friend who was driving quite a nice 6/90. Also present for her first run was Leoni Campbell-Trotter in her 6/110.

The trip up to Amberley presented problems only for Malcolm Graham who discovered that the centrifugal forces acting on 14 inch wheels travelling at 90 m.p.h. exceeded the maximum shear strength of the Whitewall glue holding three of his four whitewalls onto their respective tyres.

Needless to say, Malcolm was the first to arrive, followed in closely by the rest of us. We found a spot fairly well removed from anyone else, and sheltered from the Cool easterly. By this time it was creeping round to lunch time, so after a quick chat and look over the cars we began the serious business of devouring our picnic lunches. Shortly afterwards Ian and Hillary Smith arrived in their 12 H.P. which has recently been put back on the road after a long wait while the engine was being completely overhauled. It was good to see a car of this age out on a run for a change.

Lunch was followed by some more looking and chatting while John Parker and Peter McDiarmid set out the cones for the first of our gymkhana events.

The competition was based on three different events. The first was a zig zag slalom which you had to drive to the end of and then reverse back along the same path without touching (or crushing) any of the marker cones. Most found driving through them straightforward enough, but backing was difficult and most people managed to hit or demolish at least one cone. Thanks must go to Max Higgins who provided the cones courtesy of British Pavements, and our apologies go to the same for returning a few of them in somewhat wrinkled condition.

The second event was a speed trial also over a zig zag slalom course but with no reversing involved. Points were deducted accordingly to time taken and cones touched (and almost for bystanders killed). Everyone found this event easy, except for Isabell Hawthorne-Smith's cat which was forgotten about when John Parker drove her car flat out through the course. I understand the cat suffered a slight brain disorder while being flung from one side of the car to the other, but has since recovered.

The third event involved driving through two markers and then into a small area marked by cones, then reversing back into another area at 90° to the last, and then driving out and stopping about 50m away from two stakes. You then had to direct two people how close to move the stakes together so that your car only just fitted

through. This Section of the event proved difficult for most, with most people allowing far too much width. Top marks here went to Hillary Smith who got the exact width of her car.

The competition was divided into two sections: 4 and 6 cylinder. The four cylinder was won by Robert Hey, 2nd was Dave Bell and 3rd was Pauline Parker. Peter McDiarmid won the 6 cylinder, with Hillary Smith 2nd and Chris Bowden 3rd equal with Malcolm Graham. Overall placings were: 1st - Peter McDiarmid
2nd - Hillary Smith
3rd - Robert Hey.

Members present at the run were Peter McDiarmid, Isabell Hawthorne, Smith, Dave Bell, Colin Hey, Robert Hey, Chris Bowden, Ian Sprosen, Malcolm Graham, Ian and Hillary Smith, John Parker, Leoni Campbell-Trotter and Bruce Hill.

Both the run and the gymkhana were a great success and enjoyed by everyone, even though the day did turn out to be rather cold. I'm sure most who went to the run, and I hope those who didn't, are all keen to do a little bit better in the next event of this type. Incidentally, points from this run will go towards a trophy to be presented at the 1979 A.G.M., so if you want to be in the running, get to the runs.

7. Buy, Sell and Exchange

SELL

WOLSELEY 6/80: Reconditioned gearbox and engine on +.020 pistons, -.010 bearings, with good valves and guides. Repainted inside and out, recovered seats in leather with new floor carpets. New tyres, brake linings and front hoses. Excellent condition throughout with spare car body containing engine block, head, gearbox, rear axles, steering joints. The lot for \$1,500 to club members only.

Phone REX FIELDING 327.552

WOLSELEY 16/60: 1963. Radio and heater, mechanically sound. Reasonable all round condition. \$1,000.

Phone ISABELL HAWTHORNE-SMITH 791.974

WOLSELEY 6/80: Very original. Working heater, fog lights, trafficators, clock, grille light, backing light etc. Reasonable condition but could do with some tidying. \$500 with new WOF.

Phone CHRIS BOWDEN 8294 Kaiapoi or
bus. hours 588.039 (CH.CH) Ext. 872

8. General Notes

The Club has much pleasure in announcing that Malcolm Graham and Cheriene Campbell-Trotter have decided to tie the knot by getting engaged. They both wish to thank the Club for making this possible because they first met at a club run. Our congratulations go to the pair of you and maybe now we will get a few more people to our runs - who knows what might happen.

No activities have been planned until after the A.G.M. (which, please note, is coming up. You will be notified in due course as things develop.

We wish to thank Bill Williamson for showing a small party of us around the fire station (very interesting) and also Rex Fielding for entertaining five of us in his bakehouse when the last run was cancelled. The toasted sandwiches and pies were delicious. A pity a few more could not have attended.

An annual club trophy is being made for presentation at future A.G.M.'s and another trophy has been made for the winners of events such as rallies and gymkhanas. Points for the annual trophy will come from attendance of runs and club activities and also from the overall points gained at rallies, etc. Remember, you got to be in to win.

Following the A.G.M. it is hoped to have a club grille badge produced. Dave Bell is organising the designs and wishes to receive your ideas on what the badge should look like. If you have any ideas, sketch them down and send them to him by Monday 19 June. All sketches will be shown at the A.G.M. and the best chosen. Dave's address will be found on the front cover of the newsletter.

I would like to thank Bill Williamson for the design and reproduction of the title page for the newsletter. As always, any material suitable for the newsletter will be gratefully accepted.

COLIN HEY

