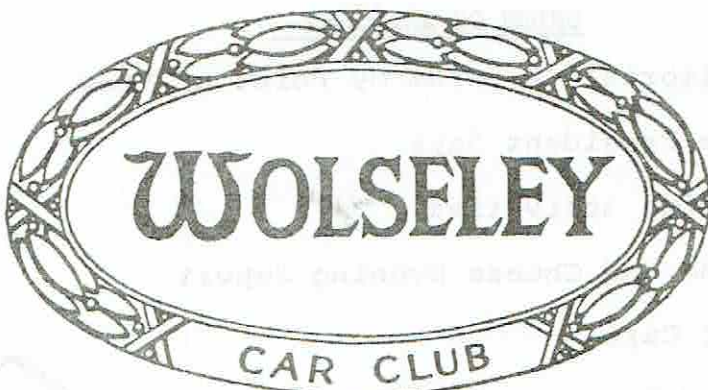


THE WOLSELEY WORD



N. Z. INCORPORATED

APRIL/MAY 1979

NEWSLETTER

VOL. 3 NO. 5

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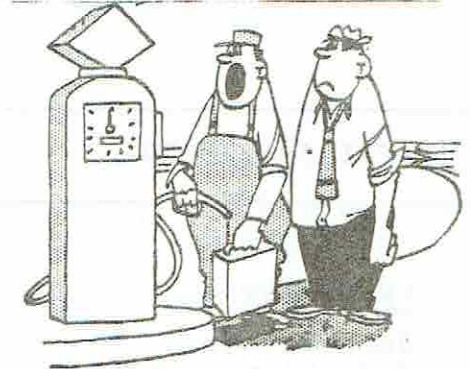
NEWSLETTER

All newsletter material should be addressed to:

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"How about that—I seem to be out too!"

1. Editorial - From My Point of View

No doubt some of you have experienced the frightening reality and associated inconvenience of a shattered windscreen. To borrow from an old adage, people who drive in glasshouses should not throw stones. But it is a fact that you probably cause, unwarily, many more times than you would ever suffer, the conditions that produce broken windshields.

The way in which a stone is flung into the air, into the path of following traffic is often called the "tiddlywinks theory". It refers to the manner in which a tyre squeezes a stone, between the angle of the tread or sidewall shoulder and the ground, lobbing it up to follow a high trajectory in which no great speed is achieved. It is the speed at which they are hit that does the damage.

Heavy vehicles with high pressure tyres are the most likely stone throwers. While a car tyre may flex over a chip, a heavily-laden truck tyre will send it flying.

Stones cause most screen losses. The breakage rate caused by vehicle crashes is only about 5 to 8% of total screens replaced.

Many screens are smashed on the thousand kilometres of state highways which are resealed each year. Understanding the reasons for observing the 30 km/hr speed restriction requires some knowledge of the road finishing process.

Sealing is renewed to waterproof the road and reinstate the skid resistance it had before the chips were polished and pounded into the surface by countless tyres. The surface is prepared, then sprayed

with a binder of bitumen, fuel oil and kerosene.

The kerosene is the significant ingredient. It makes the bitumen temporarily soft, enabling it to stick to the road and to the chips that are poured over the binder. While the kerosene is present - it takes about a week to evaporate out - the road is "tender". But the initial 48 hours are vital. The chips are still being worked into the binder. High speed vehicles tear them loose. Acceleration and braking shear them away from the base.

The roadmakers roll them initially with rubber-tyred machines that achieve 90% bedding of the chips. The rest takes place during the 30 km/hr phase, and while the speed restriction is current, there are many loose chips on the surface.

Secondary roads, too, take a high toll. For example, after the Bulls Bridge fell down in June 1973, several hundred screens were lost in the first three months of the backroads detour during the enforced closure of State Highway 1. Knowing these facts,

Knowing these facts, there are steps you can take to help reduce the incidence and cause of broken windscreens. Be aware of why the 30 km/hr restrictions are applied on stretches of new sealing, and obey them. More generally, slow down and maintain a greater distance from any vehicles in front of you, and be aware of any that try to overtake, throwing stones into your path. A hand or finger pressed against the windscreen may also save it being damaged.

COLIN HEY

2. The President Says

Dear Member,

Firstly, may I extend a warm welcome to those of you who have just joined our Club. I am sure that you will enjoy the many things that the Club has to offer you and I trust that you will perhaps offer us from time to time some suggestions or ideas of your own that the Club can adopt.

This newsletter will be the second last one for this financial year, and the voting system for the election of officers for the coming year will be instituted as per the Constitution. This will mean that nomination forms will be sent to you and finally a voting form. The final result will be known at the Annual General Meeting which I urge as many members as possible to attend. The reason for the adherence to the Constitution is brought about by our being an Incorporated Society and the fact that we are governed by this under the Incorporated Societies Act. In the past the election of officers was carried out at the Annual General Meeting. The election of a Returning Officer and the appointment of scrutineers will be carried out at the Annual General Meeting.

May I request you to avail yourselves of the various Club accessories that are now available, such as Bumper Badges, Monograms, Car Window Stickers, Key Rings and don't forget those spare parts. If you have a broken radiator badge centre these are also available. Contact your Secretary/Treasurer for further details.

Many members have expressed their thanks over the format of our newsletters and your Committee appreciates their comments. The

Wolseley Years that Bill Williamson has been submitting each Newsletter is continuing, thanks to Bill, and the work he puts in is tremendous. Colin Hey as Editor is producing his Editorial with great forethought and the general compilation of the of the Newsletter is attributed to his efforts. Thanks Colin.

The presentation of the Higgins Trophy will be made at the Annual General Meeting and Committee will consider the most worthwhile member to receive it, in their view. The cup will be presented to the member of the Club who has contributed most to the Club during the past year.

Once Again, Drive safely and I hope to see you at the next Club function.

JOHN PARKER

First Aid in Traffic Accidents

At some time or other during your travels you may come upon a traffic accident. Many of them are serious and the persons involved may need help quickly. If you are trained in first aid, you will know what to do. If you are not a trained first-aid, it is important to remember that there are only a few things you can do.

- 1 If you are the first one on the scene, warn oncoming traffic.
- 2 If possible, send someone for help, particularly to notify police or M.O.T. and call for an ambulance, if needed. If in doubt, assume an ambulance is needed.
- 3 If someone arrives on the scene who is a first-aid, nurse or doctor, turn the responsibility over to him and offer your help.
- 4 If you are the only one who can help, here are some of the things you can do. As others arrive on the scene, ask them to help you.
 - Quickly examine the injured and help each in order of urgency. Try to help the injured where they lie.
 - If a person has stopped breathing, start artificial resuscitation at once.
 - To stop bleeding, a compress made from any clean cloth should be pressed directly over the wound. If one is not immediately available, use your bare hand. When the bleeding has subsided, find a cloth and then bandage and bind the wound snugly, but not too tight. Articles of your own clothing can be used to bandage wounds if necessary.
 - If bleeding is severe, apply a tourniquet, but only tightly enough to control bleeding and not stop circulation. Loosen every five to 10 minutes. Tourniquets should not be used unless it is obvious that the alternative is probably death from loss of blood. Once a tourniquet is applied, seek medical help as soon as possible.
- 5 Do not move the injured unless there is further danger of injury from traffic or fire. Unnecessary movement of a person with an injured neck or spine can complicate the injury, or even cause loss of life.
- 6 If removal is necessary, a person should be moved in the direction of the long axis of the body by the arms or shoulders, or by the feet. Move him carefully and gently as possible. Use a blanket, coat or similar item as a skid if available and time permits.
- 7 Make the injured as comfortable as possible. The best position usually is flat on his back. Do what you can to



prevent shock. Keep him warm. If the ground is cold, put a blanket or heavy garment under him. Elevate the legs eight to 10 inches. If the person is bleeding from the lower part of the face and jaw, turn him on his side. Do not give fluids, stimulants or alcohol.

8. The transportation of a seriously injured person to the hospital should be undertaken only by qualified persons, such as first-aiders, nurses or doctors. The victim must be prepared and handled properly, usually a task for more than one person. Transportation in a truck or station wagon can result in more injury unless the bed has been prepared to cushion the shock from the road and the vehicle is driven very slowly. The good samaritan at the scene of the accident must exercise sound judgement. A general rule is to do what you can for the injured at the scene but await the arrival of authorities and an ambulance to move the victims.
- 9 Co-operate fully with the authorities, giving them any information about names and addresses you may have obtained, as well as your knowledge of the circumstances of the accident.
10. If there are fatalities, do not move or permit the bodies to be moved until the authorities arrive and take over. Coming upon an accident scene can be frightening, shocking and unnerving. You may be unable to help the injured, but even so, you can be of great help by warning oncoming drivers, directing traffic if necessary, and most of all, sending for help.

3. Coming Activities

- Friday 4 May** - Inaugural meeting of a proposed Timaru Branch of the Club.
- This Branch is being brought together under the enthusiastic guidance of a few of our Timaru members. Members of the Executive Committee are travelling down for the meeting. News of the outcome of the meeting and other relevant information will appear in the next Newsletter.
- Sunday 27 May** - Dine and Dance at the Gainsborough Lodge.
- Beginning at 7 pm. This will be another of our nights out to remember. The cost of \$6.50 per person includes a buffet dinner, band and dancing facilities. Members and friends welcome.
- Please reply on the form provided (posted on 20 April) by 14 May.
- Tuesday 29 May** - Executive Committee meeting.
- To be held at John Parker's, 3 Otaki Place at 7.45 pm sharp. Suggestions welcomed.
- Monday 6 August** - Annual General Meeting.
- Details to follow.

4. Wine and Cheese Evening

The Wine and Cheese Evening was held on Monday 26 March in the Caltex Dealers Rooms, and was attended by approximately 30 persons.

This evening was intended to be a social gathering, and this is exactly what it proved to be. Many members' wives and girlfriends turned up for the occasion and enjoyed themselves as much, if not more, than their partners.

After some initial chatting, the evening officially began with the first round of tasting. A film about the wine making regions of France and the actual production of wine was then shown, and proved very interesting and enjoyable.

Following a little more conversation and refreshment it was decided that the second film we had available would remain unseen, everyone being content to carry on chatting and sampling the excellent selection of cheeses, dips and wines available.

This was the first meeting held in the Caltex Dealers Rooms, and proved to be an ideal venue. It is proposed to hold all future meetings and gatherings of this nature at this location where all the facilities we need are readily available.

Thanks must go to Elsa Milne, Raewyn MacDiarmid and Sarah Dalton for the preparation of the cheeses and dips, and for not including the blue vein cheese which upset more than one member at the last wine and cheese evening.

WHY ANTIFREEZE

Car owners are generally not aware that the greatest danger of engine water freezing happens when the car is being driven more than when it is standing.

The cooling system thermostat cuts off the radiator water from the water in the engine until the engine has reached operating temperature.

During this warm up period you are pushing a radiator full of cold water through icy cold air at 30 m.p.h. So the temperature around the radiator element drops to below freezing point and the water right out in front freezes solid.

Now, when the thermostat does open the hot water rushing up from the cylinder head finds nowhere to go, the radiator being blanked off. Should the vehicle be fitted with a temperature gauge it will warn the driver that the cylinder head is now in the danger overheating zone.

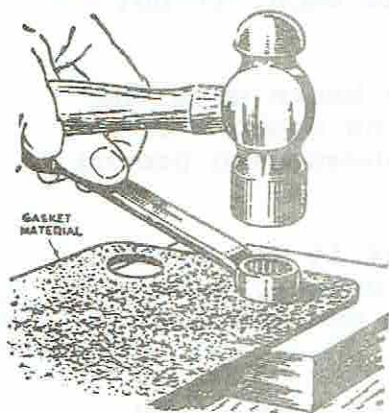
However, if the car is driven blindly on, several serious things can happen:

- The head gasket will blow under such high pressure;
- The top hose may split open;
- The top radiator tank may also split at the seams.

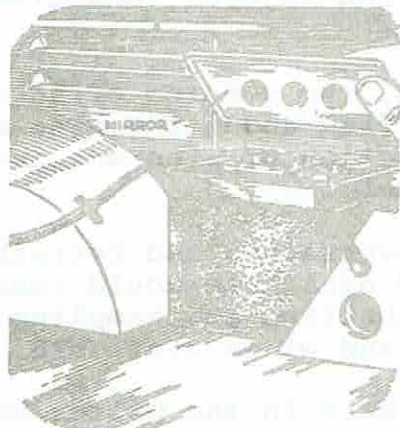
Any one of these causes a rapid loss of water with resultant overheating and engine seizure.

Ethylene Glycol Antifreeze, non corrosive and rust inhibited can avoid all these troubles. Added to the radiator water the right amount will protect your engine right through the winter.

Footnote: Any inquiries on car maintenance will be answered for members who care to phone 43.170.



Holes can be punched in gasket material with a ring spanner. Place the sheet on a hard surface, hold the spanner in position and tap lightly with a hammer. To punch out a washer, use a small spanner followed by a larger.



Check battery water with a mirror when you can't see easily into the cells, as in some cars these days. It will save craning your neck and also eliminate spill-over of damaging acid that can occur as a result of over filling.



To retain the setting of the mixture nut on an S.U. carburettor paint a thin line from the nut, over the length of the spring to the base of the carburettor.



WOLSELEY 1500

6. Road Test - Wolseley 1500

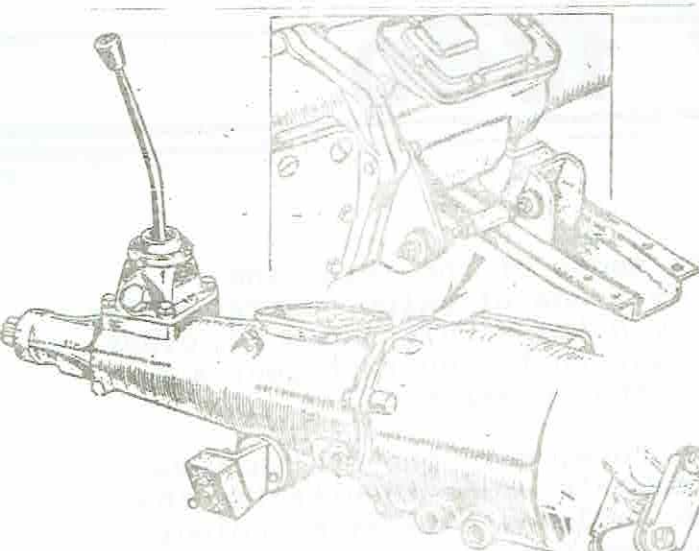
A completely new model in the accepted sense of the term, the Wolseley 1500 nevertheless, has the advantage of using several well-tried main components which are already being manufactured for other Muffield models. It would be fair to say that they represent a choice of some of the best features of the other cars.

As Wolseley has looked like this one before, only the distinctive radiator grille with its illuminated maker's badge identifying the car as. With a good appearance, which includes a two-tone colour "sandwich" of quality finish and right performance, and, perhaps even more important, a price which makes the model a most tempting alternative to the range of cars produced in quantities for the "mass market".

The use of components common to other Muffield models has played a big part in achieving the remarkably low price for a car of this class. The suspension is based upon units already found outstandingly successful in the Morris Minor. Under the bonnet is the 1½-litre engine used in the Morris Oxford, but with slightly reduced compression ratio in the interests of greater smoothness. The B.M.C. B-type gear box having most sensibly chosen ratios is used with the positive central lever. With such overall gear ratios, top and third being high and comparable with those found in Continental cars designed for long, straight roads, one inevitably questions the reasons for the addition of an overdrive on other vehicles.

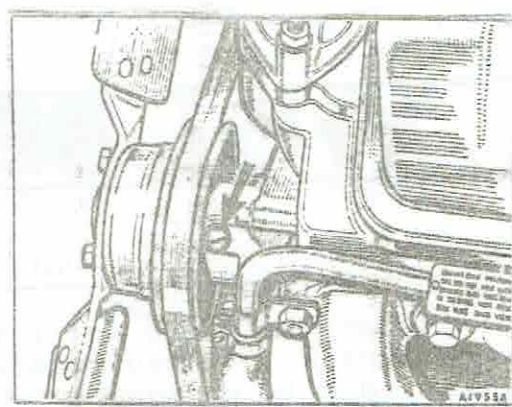
Smoothness and economy have been combined with good acceleration. The maximum speed normally likely to be seen on British roads is about 75 m.p.h., with an absolute limit of about 80 m.p.h. in favourable conditions on the flat. At 65 m.p.h. the car has an effortless air, little sound being heard from the wind or the engine, and with 18.5 m.p.h. per 1,000 r.p.m. provided on top gear, this speed may be maintained indefinitely without fear of harm to the engine.

A fairly close ratio box is rarely found in this size of British family car, for so many drivers consider gear changing as something to be avoided as far as is reasonably possible. However, the average reader of this journal will almost certainly delight in the Wolseley ratios, which are normally associated in this country with cars of essentially sporting character. Third gives an absolute maximum speed of about 70 m.p.h. with 60 m.p.h. available for frequent use without fear of over-revving. This ratio is very well suited for overtaking purposes, but when the speed perforce must be brought right down, resort must be made to second for subsequent acceleration. The car will pull away from rest smoothly in second with driver and one passenger, but as a speed of up to nearly 30 m.p.h. is available on first gear, this ratio is the natural choice for normal get-aways. Although of little practical use full throttle can be used in top from as low as 8 to 10 m.p.h. without engine shake or pinking,

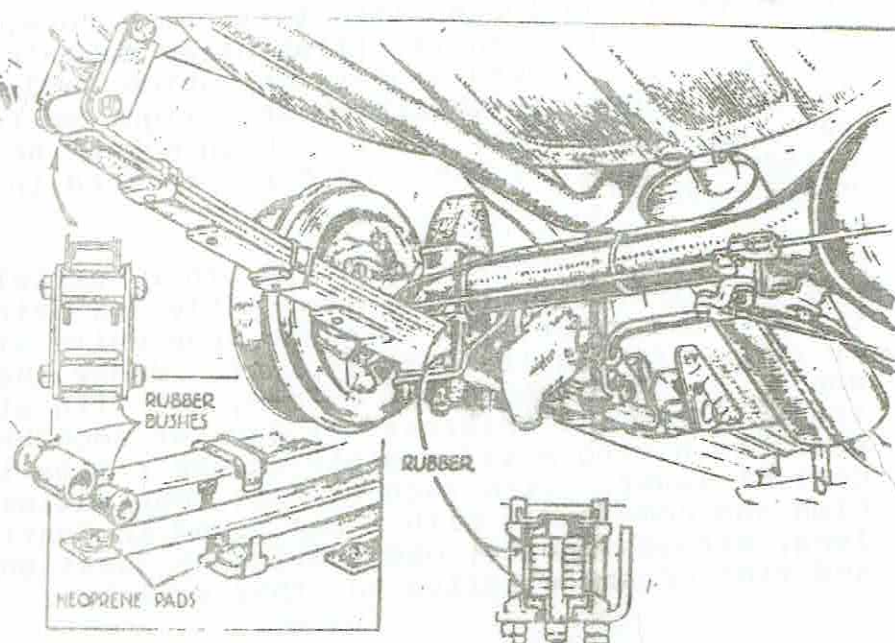


REMOTE CONTROL.—The short gear lever is mounted on a tower on the gearbox extension which houses the remote control linkage. The engine and gearbox unit is supported on inclined rubber blocks on each side of the gearbox rear extension, and any fore and aft movement is prevented by a stay on the rear side with a rubber bush at each end.

NO NOISE.—Considerable attention has been paid to making the Wolseley a quiet car. For instance, neoprene anti-squeak pads are fitted between the rear spring leaves, the spring eyes have rubber bushes and the leaves are clamped between rubber blocks at the point of attachment to the axle.



Remove the plug from the water pump and add a few drops of S.A.E. 140 oil



indicating that carburation is extremely good.

Engagement of first gear while at rest frequently produces a little grunt from the gear box, and can occasionally offer a little resistance. Apart from this, the change mechanism is one of the best available; it is absolutely positive and on the upper three ratios has synchromesh of an efficiency that permits very fast, straight-through changes to be made. One would prefer the lever to be cranked just a little more rearward, where it would be exactly to hand for drivers who like to sit fairly well back, while at the same time remaining entirely convenient for the shorter fellow. The pattern of the gear change gate is neatly marked in white on the small black knob.

The engine is an immediate starter, hot or cold, but takes just a little longer than the average to warm up sufficiently to pull firmly without use of the choke. The choke control itself can be locked in any position so that it need be used to no greater extent than is really necessary. The o.h.v. unit is admirably suited to the car, having sufficient power to provide good acceleration while a silkiness appropriate to Wolseley quality. Additionally, there is plenty of underbonnet room to simplify servicing, and all the components requiring periodic attention, such as the filler caps, distributor and single S.U. carburettor, are placed where they can be reached easily.

The transmission and power unit are quiet, though naturally the engine is heard more at higher revs. There is a little gear noise on the lower ratios and a whine on the high third, but there is no vibration in the transmission, and the back axle is completely silent.

The standard of comfort of the ride is above average over any type of surface, although some noise is transmitted to the interior when cobbled surfaces are encountered. The model is stable, but there is some roll, and the road holding falls just a little short of the model from which the suspension is "borrowed". It is possible to induce some axle hop when getting away from rest.

The rack-and-pinion steering is light and responsive. In normal circumstances a smooth line may be held through corners, but it was found on undulating surfaces that the precision is not of quite such a high standard. The wheel itself has considerable rake, with the result that if a driver holding it in the "quarter to three" position makes a quarter turn of the wheel he finds one elbow bent at right angles while the other arm is at full stretch.

The driving seat is well placed in relation to the controls, but more support for the thighs and the small of the back would be desirable. Fuller advantage could be taken of the front seats being separate, to improve the lateral location of driver and front passenger.

The brakes have good stopping power and no serious shortcomings. The first few applications of the day result in a rather harsh scraping noise, after which there is no further sound, complete freedom from squeal being a constant condition. In rare circumstances there was just a trace of shake on the car tested. Light pedal pressure is sufficient to produce effective retardation, and the spacing of the pedals as a whole is such that there is no fear of the right shoe catching the edge of the throttle in a hurried brake application. Maximum efficiency is high at 89 per cent.

The hand-brake lever is mounted between the seats in a most convenient position. It is of the pull-up type, on which plenty of leverage can be exerted. Normally, light application is entirely adequate for holding the car, even on steep gradients.

Interior fittings include, at the rear elbow rests which serve also as door pulls, and there are folding door pulls at the front. The ashtrays in the front doors are not secured as firmly as they should be, and may easily be pulled right out instead of being merely opened. The fascia is made of polished woodwork which is continued along the window sills and, with the part leather trim and carpeted floors, it gives the interior an atmosphere of quality and dignity. In addition to a rubber pad on which the driver's heels rest, the carpet is also protected against the side of the left foot when it is resting on the clutch.

The four-door saloon coachwork provides easy access to front and rear. The detail finish of the 1500 is high by any standard, but when the matter of price is also taken into account the degree of refinement is also taken into account the degree of refinement is the more remarkable.

Although the overall dimensions place the 1500 as a small car by international standards, the amount of leg room, if not ample, is sufficient for four people to sit in comfort. The front passenger may have as much room as he or she could require when the rear compartment is empty and rear passengers can be accommodated comfortably without driver or front passenger having to cramp themselves.

For a car of this size the luggage space is far above average; the spare wheel has its own compartment. Additionally, the shape of the locker is well planned, so that suitcases of orthodox shape may be stowed easily. The floor slopes forward so that luggage slides in rather than out - which helps during stowage and in any exceptional circumstance in which so much baggage is carried that the locker lid must be left open. The opening of the spare wheel compartment is under the floor of the luggage compartment, but is revealed as soon as the locker lid is opened. Thus it is unusually easy to get at the spare. There is room for tool stowage with the wheel.

The fuel tank holds seven gallons, sufficient for a total range of some 245 miles at the likely minimum consumption of 35 m.p.g. The filler cap is exposed in such a position that it is easily reached and where it will take the normal flow from a can if necessary without spillage. There is a rubber pipe connecting the orifice with the tank itself. It was found that the full flow from the electric pumps common to modern service stations resulted in some blowing back.

The double-dip head lamps give adequate range when on main beam, and the cut-off on dip enables reasonable speed to be maintained without causing protest from oncoming drivers. The horn is operated by pressing in (towards the steering column) the knob of the indicator switch. The volume and character of the sound are respectively, adequate for the performance and suitable to the model.

This new Wolseley is easy to summarise. It is eminently suitable for the keen motorist who must compromise between sporting and business use; for him it provides a good performance, low fuel costs, comfort, and quite an impressive appearance; the ladies who saw the test car approved of the clever combination of exterior greens and interior fawn colours - and the model is offered with a wide choice of other shades within the same basic scheme; and the luggage accommodation will appeal to the family man. Here, indeed, is high quality at the right price.

Test Data

CONDITIONS: Weather: Mild and dry with little wind. (Temperature 58°-62° F., Barometer 30.2 in. Hg.) Surface: Smooth tarred macadam. Fuel: Premium-grade pump petrol, approx. 95 Research Method Octane Rating.

INSTRUMENTS

Speedometer at 30 m.p.h. .. 2% slow
Speedometer at 60 m.p.h. .. accurate
Distance recorder .. 2% fast

WEIGHT

Kerb weight, (unladen, but with oil, coolant and fuel for approx. 50 miles) 17½ cwt.
Front/rear distribution of kerb weight 58/42
Weight laden as tested 21½ cwt.

MAXIMUM SPEEDS

Flying Quarter Mile
Mean of four opposite runs .. 76.7 m.p.h.
Best one-way time equals .. 78.3 m.p.h.

"Maximile" Speed (Timed quarter mile after one mile accelerating from rest)

Mean of four opposite runs .. 75.8 m.p.h.
Best one-way time equals .. 77.6 m.p.h.

Speed in Gears

Max. speed in 3rd gear .. 72 m.p.h.
Max. speed in 2nd gear .. 47 m.p.h.
Max. speed in 1st gear .. 29 m.p.h.

FUEL CONSUMPTION

52.0 m.p.g. at constant 30 m.p.h. on level.
46.3 m.p.g. at constant 40 m.p.h. on level.
40.0 m.p.g. at constant 50 m.p.h. on level.
34.0 m.p.g. at constant 60 m.p.h. on level.
28.5 m.p.g. at constant 70 m.p.h. on level.

Overall Fuel Consumption for 851 miles, 26.2 gallons, equals 32.5 m.p.g. (8.7 litres/100 km.).

Touring Fuel Consumption (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration), 36.6 m.p.g.

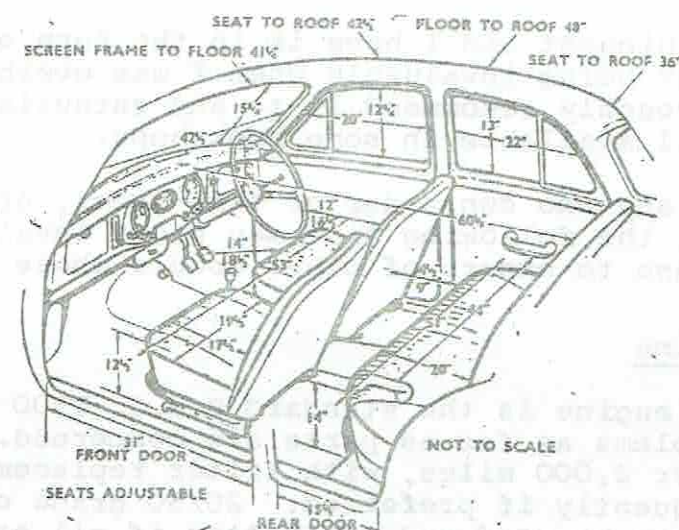
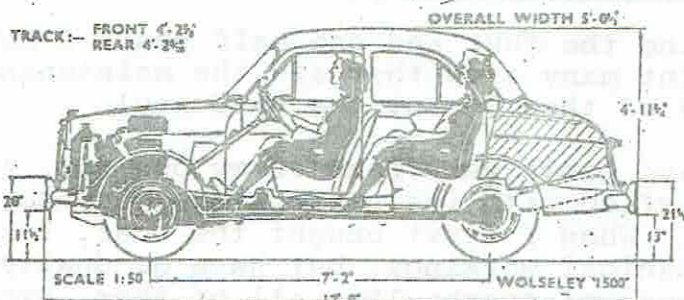
Fuel Tank Capacity (maker's figure) 7 gallons

STEERING

Turning circle between kerbs:
Left .. 32½ feet
Right .. 32 feet
Turns of steering wheel from lock to lock .. 2½

BRAKES from 30 m.p.h.

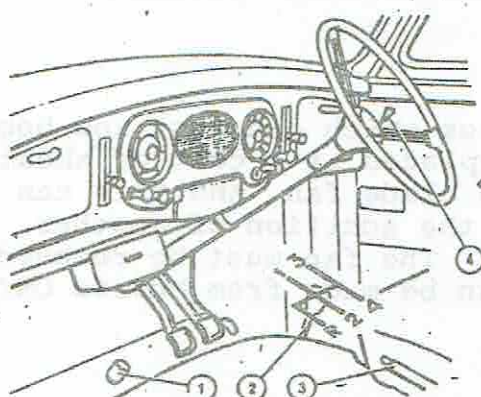
0.94g retardation (equivalent to 32 ft. stopping distance) with 70 lb. pedal pressure.
0.70g retardation (equivalent to 43 ft. stopping distance) with 50 lb. pedal pressure.
0.35g retardation (equivalent to 86 ft. stopping distance) with 25 lb. pedal pressure.



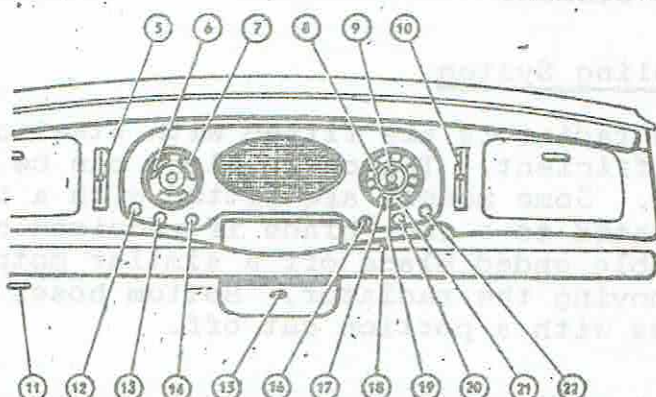
ACCELERATION TIMES from standstill				ACCELERATION TIMES on Upper Ratios			
0-30 m.p.h.	6.0 sec.			Top gear	3rd gear		
0-40 m.p.h.	10.9 sec.	10-30 m.p.h.	11.4 sec.		7.6 sec.		
0-50 m.p.h.	16.0 sec.	30-40 m.p.h.	13.0 sec.		9.1 sec.		
0-60 m.p.h.	24.8 sec.	40-50 m.p.h.	14.0 sec.		11.0 sec.		
0-70 m.p.h.	43.7 sec.	50-60 m.p.h.	17.2 sec.		13.7 sec.		
Standing quarter mile	22.6 sec.	50-70 m.p.h.	27.8 sec.		30.6 sec.		

HILL CLIMBING at sustained steady speeds

Max. gradient on top gear 1 in 12.0 (Tapley 185 lb./ton)
Max. gradient on 3rd gear 1 in 8.4 (Tapley 265 lb./ton)
Max. gradient on 2nd gear 1 in 5.3 (Tapley 415 lb./ton)



1, Headlamp d.p. switch. 2, Gear lever. 3, Handbrake. 4, Combined direction indicator switch and horn button. 5, Heater temperature control. 6, Oil pressure gauge. 7, Coolant thermometer. 8, Speedometer. 9, Distance



recorder. 10, Heater air control. 11, Bonnet catch release. 12, Panel light switch. 13, Windscreen wipers switch. 14, Lights switch. 15, Car/screen push-pull hot air control. 16, Ignition key. 17, Headlamp high beam

indicator light. 18, distance recorder re-setting knob. 19, Direction indicator warning light. 20, Choke control. 21, Dynamo charge warning light. 22, Starter button.

During an extensive test the question was often asked by strangers, "Any good?"; to which it was pleasant to be able to reply with an unqualified affirmative. For the 1500 is splendidly suited to its purposes of conveying the professional man on his day-to-day affairs quietly and comfortably, and taking on the addition of his family when necessary, accommodating their luggage in the larger-than-usual locker. To its other attributes is added a fuel economy such that 35 m.p.g. is the least that the average owner is likely to get, even when driving briskly.



7. Know Your Wolseley 1500

During the four and one half years I have owned my 1500, I have learnt many tips that aid the maintenance and repair of this model - many of them learnt the hard way!

I have grown very fond of my own car, a 1958 model, and am more than satisfied with its performance, economy and especially its reliability. When I first bought the car, I knew very little about its mechanical workings, but have gradually built up my knowledge in the process of overhauling all of them, except the steering neck and differential.

The biggest aid I have is in the form of a Haynes workshop manual (this being invaluable when I was overhauling the gearbox), and I can thoroughly recommend it to any enthusiastic D.I.H. owner. Copies are still available in some bookshops.

For any who own a car of this model, or who are contemplating buying one, the following tips may prove invaluable, but they may also be of use to owners of other models whose cars use similar components.

Engine

The engine is the standard B.M.C. 1500 unit, and presents no problems as far as parts are concerned. Oil changing is best done after 2,000 miles, with filter replacement every 4,000 or more frequently if preferred. 20/50 grade oil gives good service but 30/40 can be used and is better if oil consumption is a problem. The oil filter is far easier to remove and replace from the top of the engine by reaching down the side of the engine compartment, than it is from underneath the car. Ensure the rubber sealing ring is removed and renewed each time. If the engine suffers from hoisy tappets - which many of them do - and adjustment makes little difference, the trouble is more likely to be a worn rocker shaft and rocker arm bushes.

Cooling System




The radiators are fitted with steel cores which can rust and become inefficient. The cores alone can be replaced at a cost of about \$60. Some models are fitted with a two blade fan, and this can be uprated to a four blade if required by the addition of another double ended blade off a similar motor. The fan must be removed if removing the radiator. Bottom hoses can be made from Morris Oxford ones with a portion cut off.

Fuel System

The fuel tank is difficult to fill up completely, the maximum capacity being around 6½ gallons. The fuel pump seldom gives trouble and is best replaced by a reconditioned should it fail. One item which is a must to check is the fuel pipe where it leaves the tank. The handbrake cable strikes it occasionally and can wear right through it. A plastic sleeve of larger diameter cut in a spiral fashion is the ideal solution. The carburettor fitted until 1960 is an S.U. H2 and if it is disassembled particular attention must be paid to jet centring. Throttle spindle wear is a problem on both the H2 and the later HS2, and this item should receive very regular attention with the oil can. Do not neglect to service the air cleaner at the specified intervals - moreso with the later paper element type than the earlier oil bath. The fuel bowls on the H2 carbs are prone to slight loosening at the bolt that attaches them

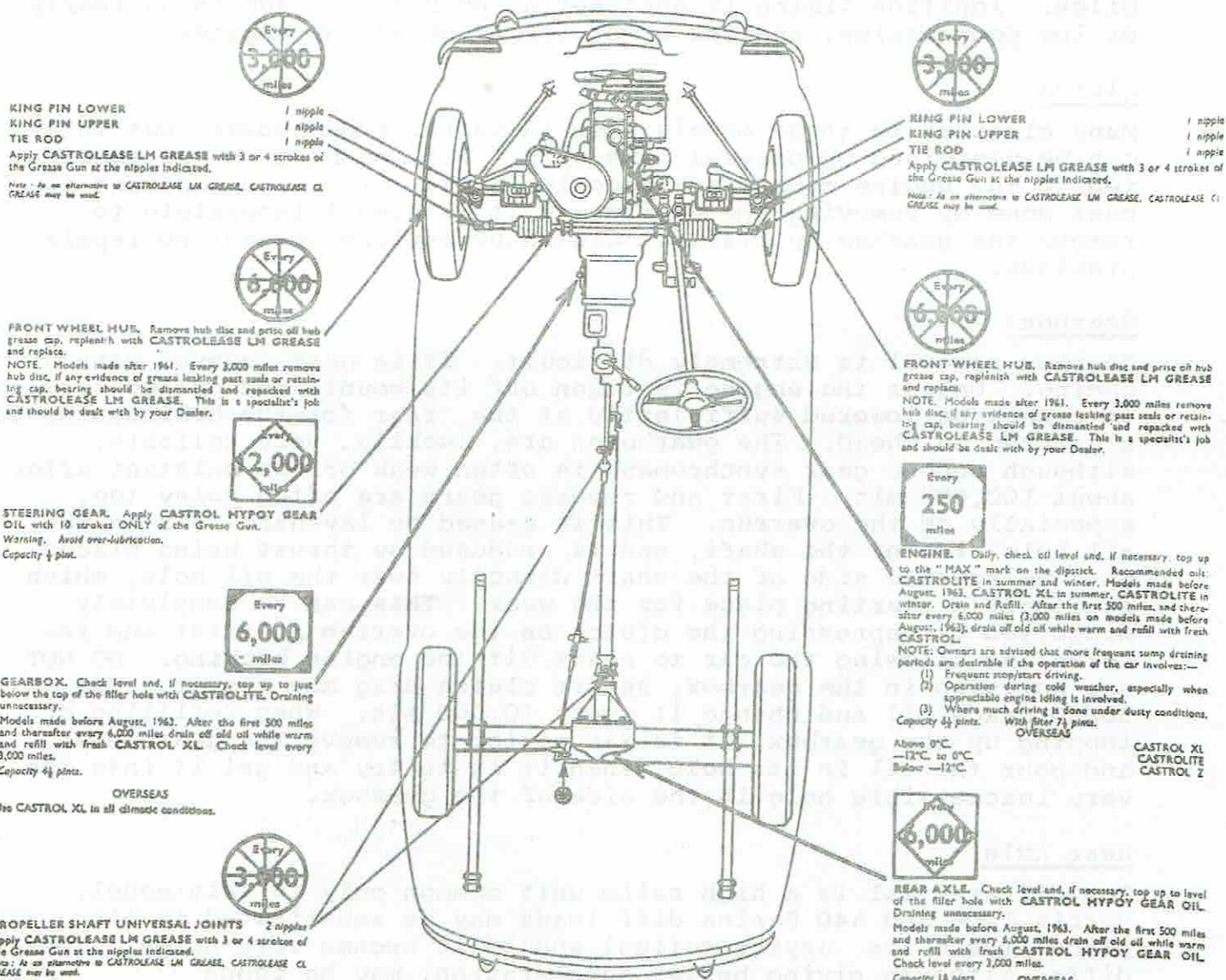
LUBRICATION CHART

EXPLANATION OF SYMBOLS

	NEW FORMULA CASTROLITE A high quality, balanced multi-grade motor oil with liquid detergent, recommended for the engine throughout the year. Also recommended for the gearbox. On models made before August, 1963, CASTROL XL should be used in the engine in summer. CASTROLITE XL should be used in the gearbox.		CASTROL HYPOY GEAR OIL A powerful extreme-pressure gear oil essential for the lubrication of hypoid rear axles. Also recommended for the steering gearbox.		CASTROL LEASE LM GREASE A lithium base grease recommended for all grease nipples.
---	---	---	---	---	--

If oil consumption presents a problem after your car has covered a considerable mileage, then it is advisable to use the next heavier Castrol grade in summer.

WARNING It is important to add the correct CASTROL grade, by name, and to see that it is dispensed from a CASTROL container. CASTROL is marketed as a balanced product and contains carefully balanced additives in precise quantities. The addition of other additives or diluents cannot improve it and in some cases can prove harmful. While CASTROL grades (except CASTROL R) will mix with other mineral oils, full benefits cannot be derived unless the correct CASTROL grade is used by itself.



OIL CAN

Every 3,000 miles. **CARBURETTOR DAMPERS**. Unscrew and remove the damper unit and add sufficient CASTROLITE until oil level is ½ in. from top of the rod.
Every 6,000 miles. **DOOR HINGES, BONNET LOCK and OPERATING MECHANISM**—Apply CASTROLITE.
Every 6,000 miles. **DISTRIBUTOR**. Remove the rotor arm and add one drop of CASTROLITE to the cam. At the same time add a spot of oil to the contact breaker.
Every 12,000 miles. **DYNAMO**. Put two drops of CASTROLITE into the central hole of the rear end bearing.
Every 12,000 miles. **CARBURETTOR PISTON**. When reassembling after draining add a few spots of CASTROLITE to the piston rod. Do not forget to refill the damper reservoir.

Daily. **RADIATOR**. Check level of coolant and top up, if necessary. In winter, CASTROL ANTI-FREEZE should be used to protect the system against frost. Use 1½ pints to give protection down to 24°C. of frost.

Every 3,000 miles. **BRAKE and CLUTCH MASTER CYLINDERS**. Check and maintain level of cylinders to within ½ in. below bottom of the filler necks with CORRECT BRAKE FLUID.

HANDBRAKE BALANCE LEVER. Indicated thus:  apply CASTROL LEASE LM GREASE with 3 or 4 strokes of the grease gun at the nipple shown.

AIR CLEANER. Carefully remove cleaner complete from the engine. Take out filter gauze, wash in petrol or paraffin, dry and replace. Clean out filter bowl and top up to correct level with Engine Oil.

Every 6,000 miles. **WATER PUMP**. Apply a few drops of CASTROL HI-PRESS GEAR OIL via the plug hole.

Every 12,000 miles. **SPEEDOMETER CABLE**. Remove outer casing from the speedometer head, extract inner cable and lubricate this springily with CASTROL LEASE LM GREASE. When reassembling, the inner cable should be withdrawn approximately 8 in. and the outer casing wiped off.

UPPER CYLINDER LUBRICATION. CASTROLITE may be used, if desired, in the proportion of 1 fluid oz. to 2 gallons of fuel.

to the carb body. If the fuel pump ticks more than about 10 times when the ignition is first turned on in the morning, try tightening the bolt slightly to prevent the slight petrol leakage.

Ignition System

Replace spark plugs, points and condenser every 10,000 mls and keep an eye on the distributor cap for cracks and carbon buildup on the terminals. Champion N9V spark plugs seem to give excellent results and should be cleaned and gapped every few thousand miles. Ignition timing is best set at 6° B.T.D.C. for 15 WA (early or low compression) engines or 5° for 15 WC and WD engines.

Clutch

Many clutches in these models seem to suffer from judder, but this can be minimised by careful take offs. This problem can be amplified if the engine mounts are becoming soft. Clutch replacement is best done by removing the engine, as it is almost impossible to remove the gearbox by itself. Clutch hydraulics present no repair problems.

Gearbox

Gearbox removal is extremely difficult. It is best removed with the engine. Unless the engine is taken off its mounts and pulled forward it cannot be lowered sufficiently at the rear for the bellhousing to clear the bulkhead. The gearboxes are, luckily, very reliable, although second gear synchromesh is often weak or non existent after about 100,000 mls. First and reverse gears are often noisy too, especially on the overrun. This is caused by layshaft wear on the oil hole side of the shaft, and is produced by thrust being placed on this reverse side of the shaft directly over the oil hole, which is itself a starting place for the wear. This can be completely minimised by depressing the clutch on the overrun in first and reverse and allowing the car to coast with no engine braking. DO NOT use molyslip in the gearbox; severe clutch drag may result. Use 30/40 grade oil and change it every 10,000 mls. When refilling or topping up the gearbox, it is far easier to remove the gear lever and pour the oil in its hole, than it is to try and get it into the very inaccessible hole in the side of the gearbox.

Rear Axle

The differential is a high ratio unit common only to this model. Morris 1000 and A40 Farina diff leads may be substituted in its place (there are varying ratios) should it become very noisy. These diffs, although giving better acceleration, may be found unsatisfactory on the open road, and would be better only used if a replacement unit of the same ratio is unobtainable. Halfshafts are also difficult to obtain, however these, along with the diff, seldom give trouble.

Braking System

Overhaul of all components is straightforward. However, I would recommend changing the brake fluid every two years to prevent wheel and master cylinder corrosion and subsequent seal wear.

Suspension and Steering

If king pins become worn, the threads can be recut and Morris Minor undersize links can be used. These may be bought at a very reasonable cost. All rubber bushes are the same as Minors, and are in

plentiful stock. The lower inner wishbone bushes are very prone to wear, and usually require replacing every couple of years. They only cost about 50 cents each.

Front hub wheel bearings can often play up, but quite often the hubs can wear and new bearings will not cure the problem. The hubs must be checked and replaced if badly worn.

All grease nipples should be greased every 1,000 mls.

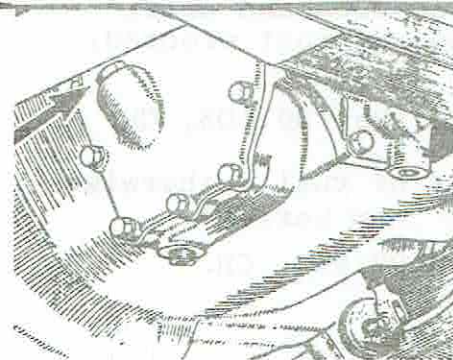
Body

Rust is a problem in the following areas: rear seam of the front mudguard, bottom edge of front doors, wheel arches around rear mudguard and rear door, bottom edge of rear mudguards. Bad examples will show gaping holes in the front chassis runners and around the rear spring hangers, which require extensive structural repairs. It is well worth protecting the other areas by painting and regular cleaning.

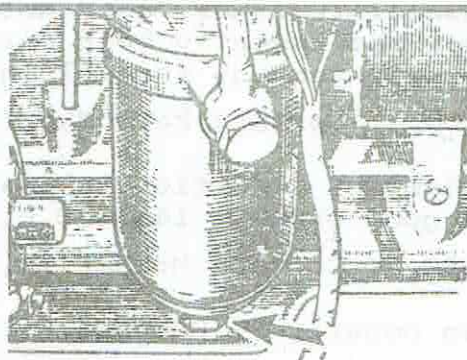
Earlier models have exterior boot and bonnet hinges. The boot hinges are very prone to breaking if the boot lid is allowed to flex around while it is up (for example in a strong wind). They can also break if the boot is packed to overflowing and is forced shut.
Beware: replacements are very difficult to obtain.

If any owners have problems while servicing their cars, I would be very happy to offer them advice and/or lend them a hand.

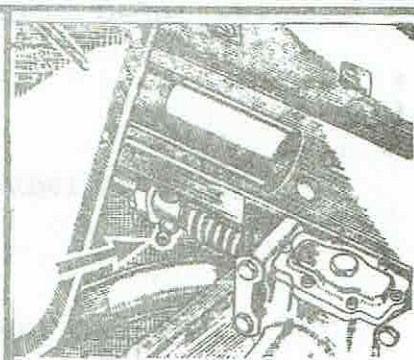
COLIN HEY



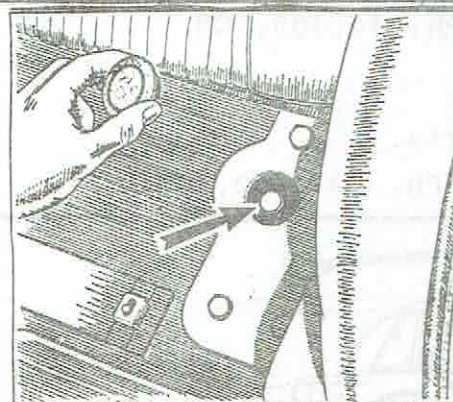
The gearbox oil filler and level plug.



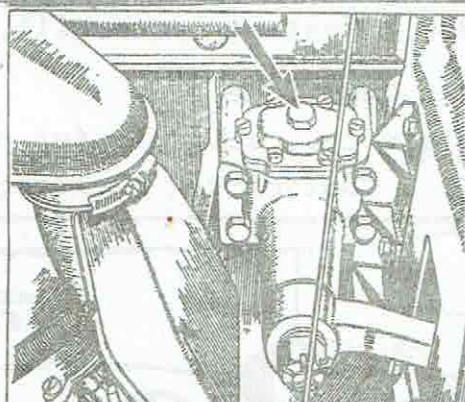
The engine oil filter. The arrow indicates the centre securing bolt.



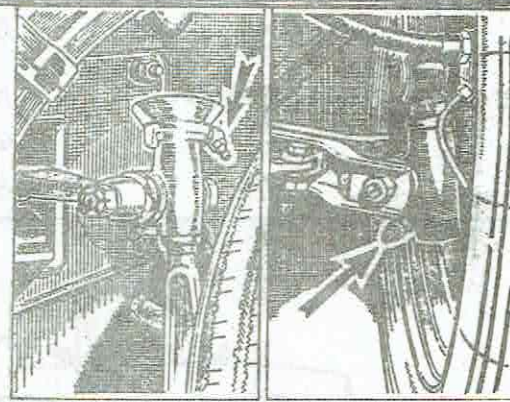
The steering rack oil nipple.



Removal of the rubber blanking plugs under the rear seat cushion reveals the rear damper filler plugs



The arrow indicates a front damper filler plug. Thoroughly clean all around the plug before removing it



The swivel pin nipples on the left-hand wheel assembly.

8. For the Ladies - recipe

FUDGE PUDDING

$\frac{3}{4}$ cup sugar	2 oz butter
1 egg	1 cup flour
1 tsp baking powder	1 tablespoon cocoa
$\frac{1}{2}$ cup milk	$\frac{1}{2}$ teaspoon vanilla
$\frac{1}{2}$ cup brown sugar	3 teaspoons cocoa
$1\frac{1}{2}$ cups boiling water	

Method

Cream butter and sugar, add egg and beat.
Sift in flour, B.P. and cocoa. Add milk and vanilla.
Pour into a large pyrex dish.

Mix brown sugar and 3 teaspoons of cocoa. Stir in boiling water.

Pour over batter.

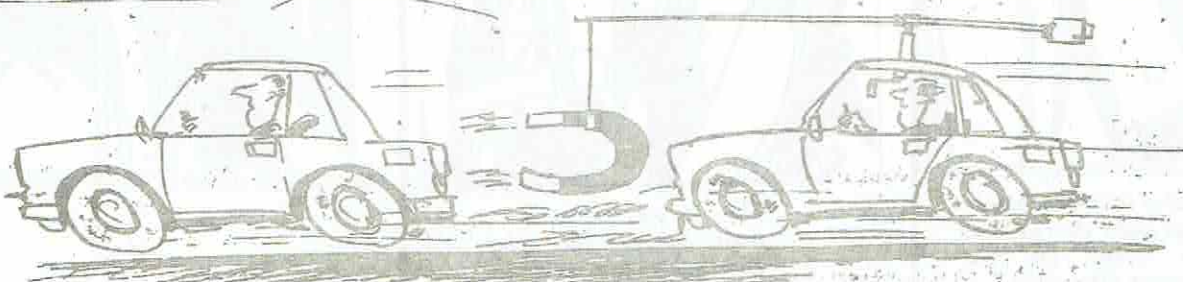
Bake for 50 mins at 325°F.

BARBARA HEY

9. Buy, Sell and Exchange

SELL

- 6/90 1956. Immaculate order, good motor, gearbox and diff.
Body has recently been derusted and rust proofed.
Genuine reasons for selling.
\$700. Contact Pete MacDiarmid, Ph. 39.103, CH.
- 6/99 1960/61. Excellent condition inside, bit of rust, otherwise
in good order. 146,000 miles. New warrant.
\$850. Contact Mr Martin, Ph. 497.914, CH.
- 16/60 1964. Two owners, 78,000 mls.
This car is in excellent condition, and has just
had the automatic transmission serviced.
\$1,350. Contact Bruce Hill, Ph. 44.485, CH.
- 1963 Austin Cambridge.
Complete car, suitable for parts.
\$130. Contact Rex Fielding, Ph. 327.552, CH.



10. How Good is Your Driving?

As one of the prime objects of the Club is to promote road safety and courtesy, we felt the following series of articles were worthy of inclusion in this Newsletter. We propose to include a series of articles of this type in future newsletters, and we hope that not only you, but the members of your family, will benefit from them.

The Other Fellow is Crazy!

The following is an extract from an article, "Father Meets Son", by J.P. McEvoy of the Saturday Evening Post.

Dear Son,

In the twenty-five years that I have been driving automobiles I have never met anyone who had an accident through his own fault - it was the car, the road or the Other Fellow. Mostly, the Other Fellow.

This Other Fellow is worth some study. There seems to be no escaping him. To look at him, you would think he was harmless, but last year he killed nearly forty thousand people and injured more than half a million. I have seen the Other Fellow, and certainly he doesn't look like a killer. Sometimes he is a young, nice-looking kid like you. Sometimes he is a mild-looking, middle-aged fellow like me. Sometimes he is a gentle, sweet little woman like your mother, but that only goes to show that you can't judge by appearances. He's a killer, and no mistake, and something is going to be done about it - or is it?

Some time ago, the champion safety driver of one of the largest bus companies in the world was given a banquet and a medal. He had completed half a million miles without an accident. When they called on him for a speech, he rose and said: "I ain't much of a hand at making speeches. I suppose you want to know how I got away so long without any accidents? I've got just one rule. I drive like the other fellow was crazy."

So that seems to explain it. The Other Fellow is crazy. If you cut out of line on a two-lane road, don't expect him to let you push him into a ditch, so you can cut in again. If you pass a car on a blind curve, don't expect the fellow coming the other way to be sensible about it and go off the road and out into the field to let you by. He's just crazy enough to run right into you because you are on his side of the road. If you speed through a main intersection, you will meet a lot of crazy people who think they are on a boulevard and you are coming in off a side street. If you like to pass on a hill, don't be surprised if a car comes over the crest and the driver doesn't either leap over you or run under you. That would be the sane thing to do, of course, but, you see, he's crazy.

Yes, he's crazy, but you are rude - and that's what makes him crazy. It doesn't matter so much if you are walking down the street and you are rude enough to push someone aside, but if you are rude enough to push him aside with a two-ton automobile going sixty miles an hour, you'll kill him. You can elbow your way through a crowd, if you are so impolite, and do no damage at all, but when you elbow your way through traffic with your bad manners stepped up a hundred horse-power, you're bound to do a lot of damage to a lot of innocent people.

For every accident caused by high speeding, there are a thousand caused by low breeding. The motorist may not be the most uncivil citizen on two feet, but he is certainly the prize terror on four wheels. My boy, you may think it sissy to be polite, but a kiss on a warm cheek is worth two on a cold brow.

Today we put a premium on agility rather than civility. Each year our manners become cruder as our gasoline becomes more refined. Wide roads won't prevent accidents, so long as they continue to fill up with narrow people. Good brakes on cars are no protection against bad breaks in behaviour. The growing problem of automobile fatalities will not be solved around the drafting board but around the family table. Then we can have a monster under the hood, because there will be a gentleman at the wheel.

Affectionately,

DAD.

W.

How Do I Rate Myself as a Driver?

According to a recent survey, NO ONE BELIEVES HE IS AN AVERAGE DRIVER. Every 9 out of 10 of us rates ourselves ABOVE average in driving skill. Score each of these statements:

ALWAYS	5 POINTS
OFTEN	3 POINTS
SOMETIMES	1 POINT
SELDOM	0 POINTS

- () I know and follow all the rules of the road.
- () Generally drive at the same pace as the rest of the traffic.
- () Leave ample space between me and the front car.
- () Check the mirrors every few seconds to know what is behind me.
- () Give the other driver a break, even if the law is on my side.
- () Signal intentions to others early, with horn, turn indicators.
- () Expect the other driver to do the unexpected.
- () Am aware of the hazards confronting the driver ahead of me.
- () Change lanes only when clear behind and double check blind spot.
- () Adjust speed with ability to see ... on curves, hills, at night.
- () I drive only when in good physical shape.
- () I keep my vehicle in good operating condition.
- () Give trucks and buses extra room.
- () I space myself well clear of the car ahead. (1 car length every 10 km/h).
- () Leave plenty of space around the car for seeing and stopping distance.
- () Drive below set speed limits during adverse conditions.
- () Look ahead at least a block in town and 1 km in the country.
- () Put lights on when needed to be seen by other drivers.
- () Look before pulling out into moving traffic.

- () Have plenty of room for passing both in front or behind.
- () Dim lights when approaching oncoming vehicles and when following.
- () I make smooth unhurried stops.

Over 90 - Exceptional driver
80 - 90 - Expert driver
60 - 79 - Average driver
Below 60 - DON'T DRIVE

TOTAL SCORE: _____

W.

The Problem of Motorvehicle Theft

Excluding his home, probably the most expensive single item the average person buys is a motorvehicle, and motorvehicle purchases, maintenance and operating expense during a life time may even exceed the cost of a home. Unlike your home, your car is mobile and often must be left unattended on the public streets where it can be stolen.

Criminals and joy-riding youths recognize the vulnerability and value of a car. Almost 11,000 motor vehicles are stolen each year in New Zealand and thefts from motor vehicles is increasing.

Most of the vehicles stolen each year are recovered, but many are returned to the owner with serious damage.

Stolen cars are also a threat to other drivers. A study conducted by the U.S. Department of Justice revealed that 17 per cent of all stolen cars become involved in accidents after the theft.

How Can You Prevent Your Car From Being Stolen?

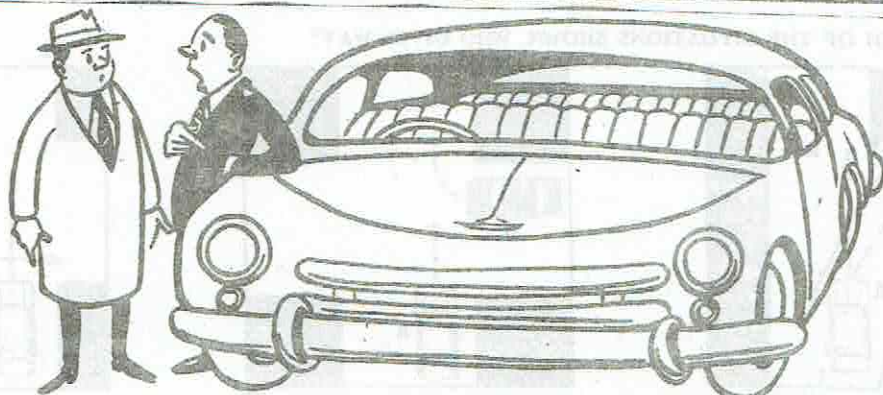
There are 10 steps you can take to lessen the chance of being victimized. Close attention to each of these steps will almost guarantee the thief will bypass your car in search of greener pastures:

1. When you park, close all windows and lock the ignition (and steering wheel if possible) and all doors. Take the

key with you. This simple act will prevent most thefts. A study showed that more than three-quarters of all cars stolen were parked unlocked, and almost three-fifths of such cars had the key in the ignition.

2. Do not leave packages, bags or valuables visible in a parked car. Even an empty bag or box will attract a thief. Place all these items in the trunk, but don't do it when you leave the car. You can be observed, so do it at another location.
3. Park in well-lighted, busy areas. Avoid dark alleys and shaded side streets.
4. Install an alarm in your car.
5. Guard your car keys. If a thief can obtain temporary possession, he can duplicate them.
6. Do not leave the registration papers or driver's licence in the glove compartment. They are convincing evidence that the thief owns the car.
7. When you enter your car, immediately lock all doors to prevent an intruder from entering.
8. Do not pick up hitchhikers.
9. Be sure you get a claim check when parking at a lot or garage.
10. Buy your car and parts only from reputable dealers. Do your bit to close the market for stolen items

W.



"It doesn't go, but it would look impressive parked in your drive."

W.



Driver Questionnaire

1. WHAT SHOULD YOU DO IF YOUR CAR GOES INTO A SKID?

- A. Turn the front wheels to keep the nose of the car pointing the way the car is moving
- B. Immediately brake hard
- C. Turn the front wheels away from the direction of the skid
- D. Wait for the skidding to stop

2. WHICH ONE OF THE FOLLOWING SHOULD YOU USE WHEN DRIVING IN A FOG?

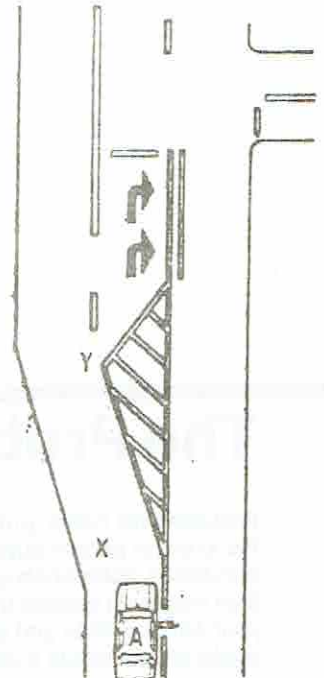
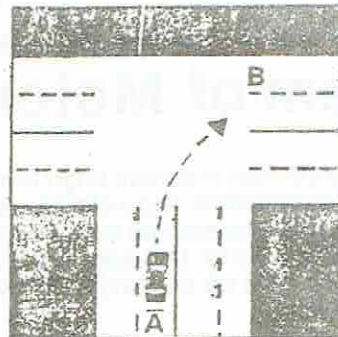
- A. Sidelights
- B. Upper headlight beams
- C. No lights at all
- D. Dipped headlights

3. "A" WISHES TO TURN RIGHT. WHICH STATEMENT IS CORRECT?

- A. A may drive over the white diagonal markings from point X
- B. A may not enter the right lane until point Y is reached
- C. A may only use the right lane if the traffic flow is heavy
- D. A must turn from the left lane

4. WHEN IS "A" ALLOWED TO TURN INTO LANE "B"?

- A. In any circumstances if it is safe
- B. Not under any circumstances
- C. Only if there are traffic lights at the intersection
- D. Only if he wishes to park



5. WHICH OF THE FOLLOWING IS CORRECT?

- A.
- B. You must give at least 6 seconds notice of your intention to turn right unless prevented from doing so by an emergency
- C. On an unlaned road you may always pass on the left
- D. You must always signal when turning or moving left

6. WHEN PASSING A BUS ON WHICH EITHER OF THESE SIGNS IS MOUNTED

SCHOOL BUS

SCHOOL

- A. Your speed limit is 20 km/h if the bus has stopped for the purpose of allowing children to get on or off
- B. You should stop and wait for the bus to proceed if it has stopped to allow children to get on or off
- C. Slow down to 10 km/h whether or not children are getting on or off

7. WHAT DOES THIS SIGN MEAN?

ACCIDENT

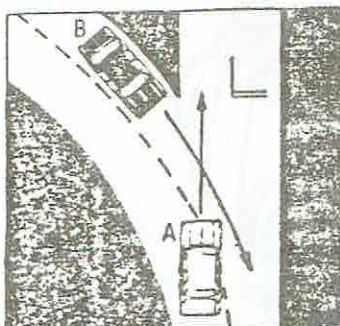
- A. There has been an accident. You must not exceed 20 km/h after passing this sign until the road is clear
- B. There have been accidents here in the past - slow down
- C. There has been an accident but the way is now clear

8. WHAT DOES THIS SIGN MEAN?

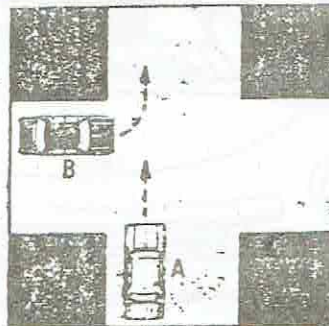


- A. The 50 km/h applies only to heavy trucks and buses
- B. You should drive round the curve at more than 50 km/h
- C. The advised speed for safe and comfortable driving around the curve is 50 km/h

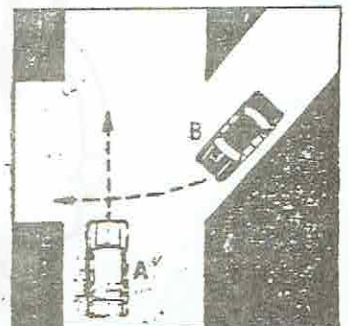
FOR EACH OF THE SITUATIONS SHOWN, WHO GIVES WAY?



9. A. A
B. B
C. Neither



10. A. A
B. B
C. Neither



11. A. A
B. B
C. Neither

11. General Notes

--- On behalf of the Committee, I wish to welcome the following new members into the Club.

<u>Member No.</u>			<u>Model</u>
49	Mr G. Burt,	34 Hammersly Street, Ph. 853.494.	1300
16	Mrs M.E. Williamson,	80 Mathers Road, Ph. 382.516.	6/110 Mk2
23	Mr T.A. Lester,	30 Belt Street, <u>WAIMATE.</u> Ph. 8268.	6/110 Mk2
21	Mr D.M. McKenzie	44 Cottonwood Street, Ph. 64.401 (Bus.)	24/80 Mk2
20	Mr J. Carpenter,	468 Wairakei Road, Ph. 599.108.	6/110 Mk2
18	Mr J. Cruden,	14 Braddon Street, Ph. 794.164.	4/44
25	Mrs A.H. Debier,	3 Tothill Place, Ph. 526.276.	6/90

--- Please note that the official address to which all correspondence should be sent is now:

Wolseley Car Club, N.Z. (Inc.),
P.O. Box 816,
CHRISTCHURCH.

--- Congratulations to Malcolm and Cheriene Graham, who were married on Easter Saturday. We wish them all the best for the future. However, we are wondering if this means the end of the triple carbs on Malcolm's 6/110.

--- Car stickers are now available for order from the Secretary/Treasurer and are priced at 60c each or 2 for \$1. It is requested that all members purchase them to display on their cars. This prevents you from having a membership form placed on your car by an enthusiastic member and is also good advertising for the Club.

Bumper badges are also available for \$16.

--- Please remember to keep an eye on Saturdays paper for coming events. From now on, if the weather is bad on days which runs are planned for, forcing their postponement, they will be held one week later. Postponement notices will be broadcast on 3ZB and Radio Avon.

--- Always, any contributions for future Newsletters will be gratefully accepted. The next one is due out in June, so be sure to let me have all items in plenty of time.

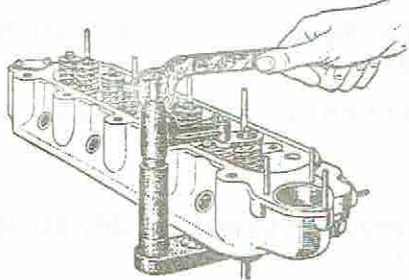
COLIN HEY

ANSWERS TO PAGE 20.

1 = A, 2 = D, 3 = A, 4 = B, 5 = D, 6 = A, 7 = A, 8 = C, 9 = A, 10 = B, 11 = B:::

LESS 10% DISCOUNT TO CLUB MEMBERS

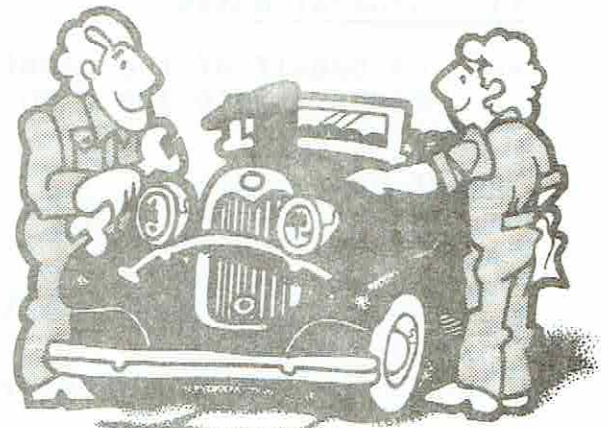
CYLINDER HEAD RECONDITIONING



Have your head professionally reconditioned and improve your performance and economy. Prompt reliable service. Heads removed and installed if required.

Contact Robert Hey,

Phone 894-533



Academy Spares & Repairs Ltd.

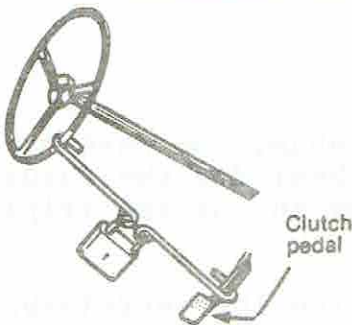
65 Wickham St. Bromley.

Phone 843-897, P.O. Box 24029, Ch. Ch.

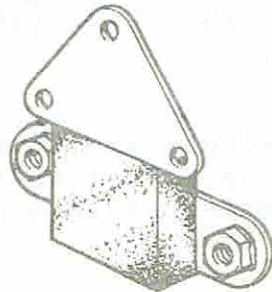
Full Mechanical Repairs,

Lubrication, Electronic Dyno Tuning.

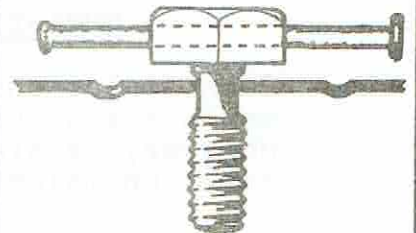
Specialist in BMC Repairs



You can make a simple and inexpensive lock for your car from two lengths of mild steel rod and a good quality padlock. The one centimetre diameter rods can be bent to shape as shown, after heating over a gas ring. The total length, including the padlock, can be made to suit any car.



When refitting Mini engines the most awkward job is to start the engine mount nuts, particularly those at the clutch end of the unit. This operation can be considerably simplified if the nuts are first tack welded to the mountings. Then it only becomes necessary to align the fixing holes from within the wheel arch and then screw in the mounting bolts.



On a number of cars the spare wheel is held in place by a plate and bolt, calling for use of the wheel brace to remove the spare. Why not cross drill the bolt head to take a 10 cm nail? To prevent the nail from falling out, swage the end over. The nail then acts as a tommy bar making removal of the spare much easier.

STOP PRESS

TIMARU NEWS

An official branch of the Wolseley Car Club has now been formed in Timaru as a direct result of the inaugural meeting held on the 4th of May.

The meeting was attended by approximately 16 persons, with 6 apologies, plus 4 members of the Christchurch Executive Committee.

Under the guidance of John Parker as meeting Chairman, a working committee of 6 was formed, who are meeting at a later date to plan an inaugural run and future activities of the Branch. More complete details will follow in the next Newsletter.



CHAPTER V

Commentary

In the earlier chapters there were described some of the changes that took place in the first couple of years of the present century. They were undoubtedly years of experiment, and many new ideas were born that did not survive for very long. In the 1903 and 1904 period, however, we reached a period of consolidation and though many, many outlandish, and to our mind impractical, ideas appeared the basis of the motor car for many years to come was with us.

From the early days of a few firms operating on a rather small scale, we had arrived at the stage where the prospective buyer had something approaching a hundred firms from which he could take his choice, according to his needs and depth of pocket. Indeed, some of the waiting lists would delight the eyes of any present-day motor dealer.

Shaft drive was beginning to claim its adherents, but the majority of buyers tended towards the chain drive; at the same time there was a general move away from the steam-driven cars, although they continued in production for quite a few years more. We are not concerned with steam cars in our series, but they should not be dismissed as a rather inefficient fad of the times, and, if properly maintained, could prove more reliable and show a clean pair of heels to some of the petrol driven cars. Indeed it has been said that had not the great Serpolet died in his early thirties, steam could have made an even greater impression than it did.

Up to this time engines had largely been made by proprietary firms, but now the manufacturer had turned his attentions to making his own engines. High tension ignition was being developed, plus those little extras that make motoring easier - like self-starters - were beginning to receive thought, and in 1905 one reads of a Mors starter, which was evidently a very cumbersome device; another, with a lever, cord and ratchet; and a Renault production worked by an air cylinder. It is surprising that despite all the mechanical ingenuity displayed that the electric starter came to nothing.

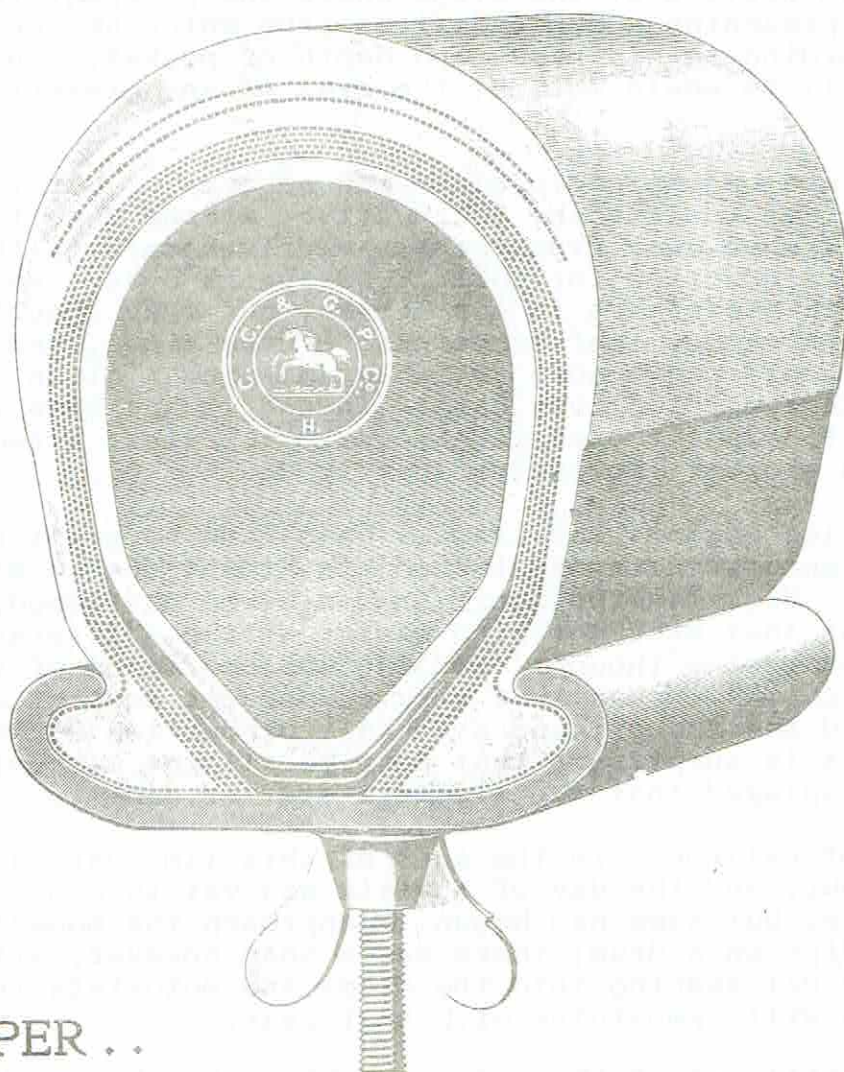
The number of cylinders in the cars of this time varied between one, three and four, and the day of the six was yet to come. Brakes were not hydraulic, but some had begun to approach the modern idea of shoes expanding on a drum; there was a snag however, with a live axle, of the oil seeping into the drums and motorists in much more recent years will sympathise with that fear.

Tyres were still one of the major troubles that beset the motorist, but the advertisements of the time show that many improvements were being made. In fact, the motorist who feels all up-to-date with his tubeless tyres may be interested to know that they were advertised in 1905!

Skidding - or "slide-slip" as it was more readily known in those times - must have been a great menace to drivers in high, large-wheeled vehicles with tyres possessing rudimentary treads, and it is

not surprising that many new gadgets appeared on the market claiming to abolish or minimise the risk. One such was the Eyre Non-Skid Device, which consisted of loops of steel rope inside steel coils, these loops being fitted to clips attached to the spokes and capable of being closed up to the centre of the steel out of action or opened to the rim when their non-skidding properties were required. It all sounds highly dangerous, but tributes from intrepid motorists testify to its efficiency!

THE ONLY RELIABLE MOTOR TYRE
... ON THE MARKET.



CLIPPER ..

CONTINENTAL

SOLD BY

THE CLIPPER PNEUMATIC TYRE COMPANY, COVENTRY.

MANUFACTURED BY

The Largest Tyre Company in the World:

THE CONTINENTAL CAOUTCHOUC & GUTTAPERCHA CO., 64-65, HOLBORN VIADUCT, LONDON, E.C. . .

Works: HANOVER.

Manager: Mr. PAUL BRODTMANN.

The Wolseley Tool and Motor Car Co., Ltd

Until July 1897, the famous engineering firm of Vickers was known as Vickers Sons & Company, Ltd., but on the third of that month, an agreement of amalgamation was concluded between them and the Maxim Nordenfellt Guns and Ammunition Company, Limited, in the terms of which the title of the firm was changed to Vickers Sons & Maxim Ltd. Sir Hiram Maxim, whose name will always be associated with the famous "quick-firing" gun bearing his name, was given a seat on the Board.

As an Engineer, automobilism deeply interested him, and his foresight in visualising the important role the horseless vehicle was likely to play in wars of the future is clearly shown by an agreement entered into by Vickers Sons & Maxim and the late F.R. Simms. This was dated August 13th, 1898, or only one year after Maxim had joined Vickers. In the terms of this agreement, Simms undertook to design and superintend the construction of a "Motor War Car." This was completed at the Daimler Works at Coventry and was exhibited, shortly after the turn of the century, in the grounds of the old Crystal Palace.

With their interest in the future of the motor-car as offering a development of their armament business, Vickers were not slow in realizing the significance of the success of the Wolseley Voiturette in the 1,000 Miles Trial, particularly since this was a vehicle of entirely British design and manufacture without any of the complications of royalties or licence fees payable to foreign manufacturers or their agents in Britain.

At the same time the Wolseley Sheep-Shearing Machine Company was rapidly becoming convinced that it was merely a matter of time before the motor-car side of their business would outgrow their sheep-shearing activities. If, however, the car business were to be given the support that it called for, larger premises would have to be obtained, together with the expenditure of a considerable capital out-lay on plant and machinery, and this was an undertaking on which they hesitated to embark.

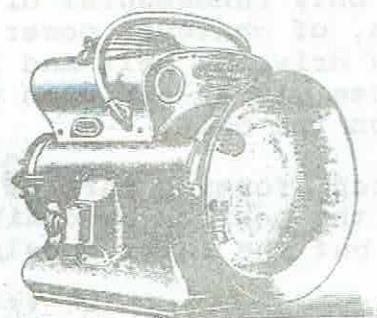
On both sides, therefore, the time was ready for discussion, and with the already established association between Sir Hiram Maxim and Austin, the approach was an easy matter and agreement was soon reached.

On February 18th, 1901, Vickers registered a Company known as The Wolseley Tool & Motor Car Co., Ltd., with offices at 32 Victoria Street, Westminster, and Works at Adderley Park, Birmingham.

LUCAS'S AUTOMOBILE LAMPS.

Lucas's Head Light.

Burning Acetylene Gas. The Latest & Best.
With Improvements which make all other Motor Head Lamps old-fashioned.



Lucas's "King of the Road."
MADE IN TWO SIZES.

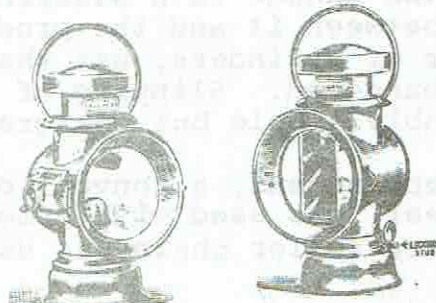
Lucas's Side Lamps.



No. 400, Side Lamp.

Lucas's Back Lamp.

BURNING PETROLEUM.
Strong. Convenient in Use. Superior in Finish.



No. 430, Back Lamp.

NOTE THE NEW LOCKING DEVICE.

No. 420, Side Lamp.

These Adderley Park Works were originally built by the firm of Starley Bros. and Westwood Manufacturing Co., Ltd. During September 1899, the Liquid Fuel and Engineering Co., who had Works at East Cowes, Isle of Wight, decided that owing to the expansion of their business, additional accommodation was necessary. The site consisted of some $3\frac{1}{2}$ acres and the dimensions of the main shop were 300 ft. by 209 ft. The two parties were just on the point of coming to terms when unforeseen difficulties arose and the negotiations were broken off. From that time, the whole of the factory was idle until the Wolseley Tool & Motor Car Co., Ltd., was established.

An agreement dated March 5th, 1901, was drawn up between the Wolseley Sheep-Shearing Machine Co., Ltd., Herbert Austin and the Wolseley Tool & Motor Car Co., Ltd., setting out the terms of the sale. The consideration was £12,400 in cash plus 67 five per cent, second debentures of £100 each to the Wolseley Sheep-Shearing Machine Co., Ltd., and 33 five per cent second debentures of £100 each to Herbert Austin. The new Company was to have absolute control over the Austin patents and the Wolseley Sheep-Shearing Machine Co., Ltd., were to be free to continue their business in sheep-shearing tools but were, of course, to be debarred from participating in the Motor Trade or in manufacturing tools and anything connected therewith.

The original subscribers of the new Company were as follows:-

Douglas Vickers,
Lieut. A. Trevor Dawson,
The Hon. Stuart Pleydell Bouverie,
S.V. Dardier,
W.J. Cundall,
John G. Shields.

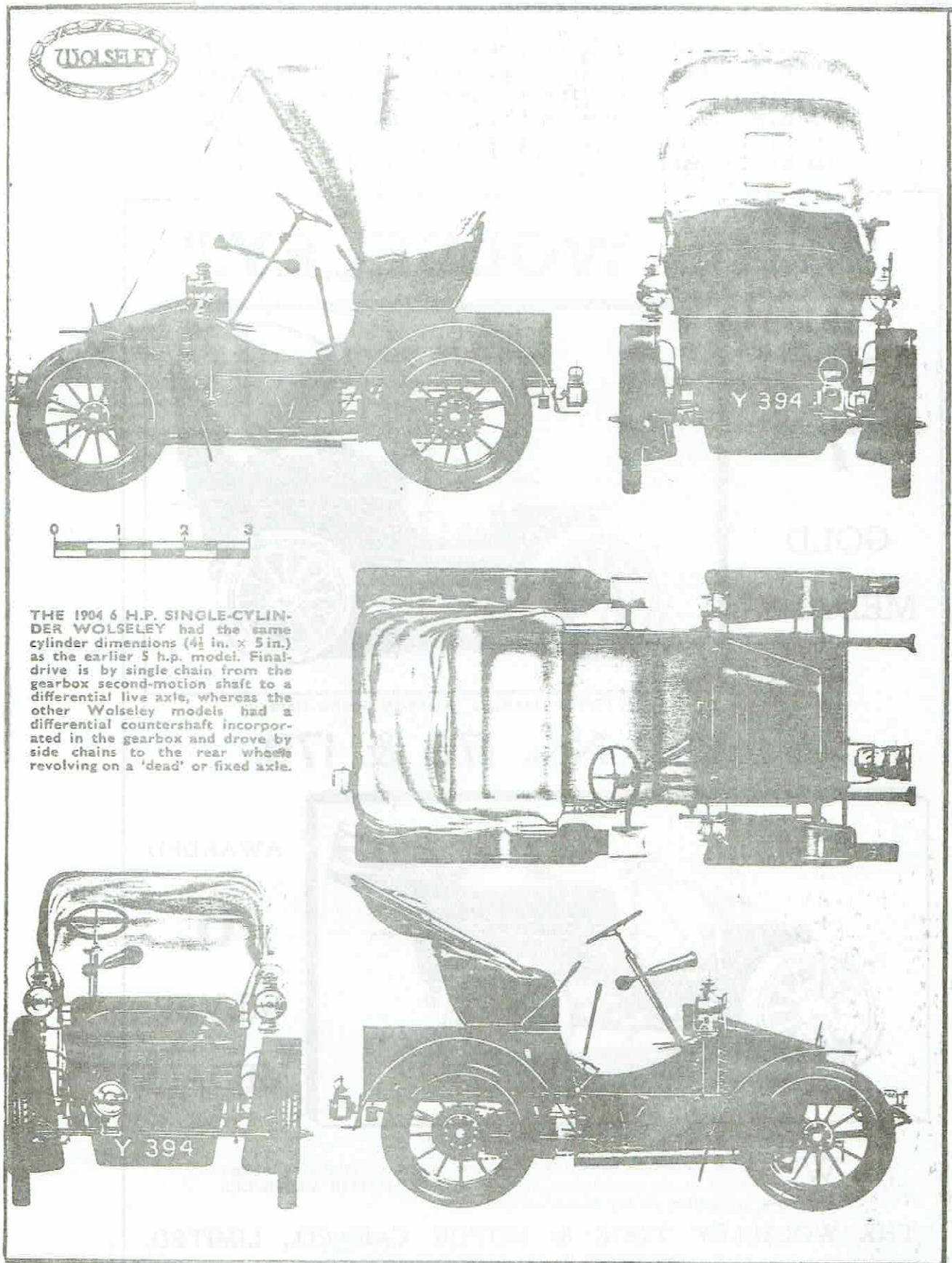
Herbert Austin was appointed Manager and Philip Thaine, Secretary.

The capital of the new Company was £40,000 divided into 30,000 ordinary shares of £1 each and 10,000 five per cent cumulative preference shares of £1 each. Of the ordinary shares 20,000 were allotted to, and fully paid for in cash by, Wolseley Sheep-Shearing Machine Co., Ltd. There was an immediate issue of £40,000 first debentures in addition to the £10,000 second debentures which had been issued in favour of Wolseley Sheep-Shearing Machine Co., Ltd., and Herbert Austin under the agreement dated March 5th, 1901. Of the proceeds of these first capital and debenture issues £31,545 was utilised to acquire Adderley Park Works from Albert Vickers, £12,400 was paid to Wolseley Sheep-Shearing Machine Co., Ltd., as mentioned above, and some £350 was expended on preliminary expenses.

A good deal of space has been given to the prototype, for (apart from the change to a steering wheel) the only fundamental difference between it and the production models, of whatever power or number of cylinders, was that the primary drive by belt and pulley was abandoned. Slipping of the belt to use it as a clutch was agreeably simple but disagreeably tough on the belt.

The replacement, a conventional cone clutch, forming part of the flywheel, was used with primary drive to the gearbox by chain. Ordinary roller chain was used at first, but the later models had

Renold's silent inverted-tooth chain. The larger 4-cylinder, horizontally opposed, 20 H.P. models of 1902 onwards had two clutches, one either end of the crankshaft, both operated by the one pedal.



THE 1904 6 H.P. SINGLE-CYLINDER WOLSELEY had the same cylinder dimensions (4½ in. x 5 in.) as the earlier 5 h.p. model. Final-drive is by single chain from the gearbox second-motion shaft to a differential live axle, whereas the other Wolseley models had a differential countershaft incorporated in the gearbox and drove by side chains to the rear wheels revolving on a 'dead' or fixed axle.

The Wolseleys in Production

Remarkably swift progress was made at the Adderley Park factory, and on May 1st, 1901, the new Company issued its first catalogue of Wolseley cars. Two models were being made, a 5 h.p. and a twin-cylinder 10 h.p., both of which could be obtained with either "Tonneau" or "Phaeton" bodies. Either pneumatic or solid tyres could be fitted, and the following prices were shown:-

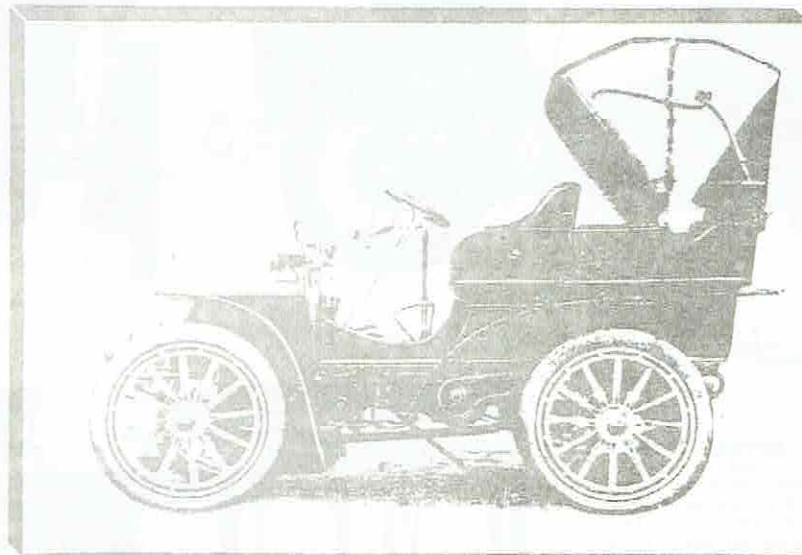
5 h.p.	Phaeton with pneumatic tyres ...	£270
5 h.p.	Phaeton with solid tyres	£260
5 h.p.	Tonneau with pneumatic tyres ...	£300
5 h.p.	Tonneau with solid tyres	£290
10 h.p.	Tonneau with pneumatic tyres ...	£380
10 h.p.	Tonneau with solid tyres	£360

"THE WOLSELEY."

AWARDED

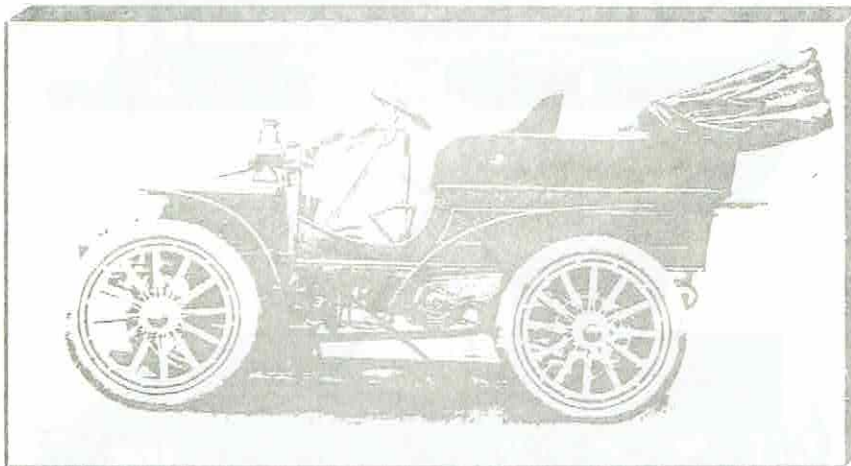
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GOLD
MEDALS.



10-H.P. SIAMESE PHAETON HOOD RAISED.

STAND Nos. 178 & 179.



10-H.P. SIAMESE PHAETON HOOD LOWERED.

AWARDED

6

SILVER
MEDALS

WE shall be pleased to point out to Visitors the many features of interest embodied in the construction of WOLSELEY MOTOR VEHICLES on application at our Stand, or to—

THE WOLSELEY TOOL & MOTOR CAR CO., LIMITED,
ADDERLEY PARK, BIRMINGHAM.

In addition, there were listed what was termed a "racing car" and a couple of delivery vans. Its appearance, as a racing car, was not particularly awe-inspiring, with its box on the back which resembled more than anything else a compartment in which a commercial traveller might carry his samples.

There were many other quaint references in this catalogue which make interesting reading nowadays. For an additional outlay of 30s the 10 h.p. model, for example, could be fitted with a sprag to prevent it from running backwards. Some advice was given to intending purchasers as regards the most suitable kind of tyres. "We recommend pneumatic tyres for all cars required to run over twenty miles per hour, and solid tyres of suitable size for slower speeds; and where economy is a consideration," said the catalogue. A "Table of Gears" was also shown so that purchasers could select the size of their sprocket wheels to fit their own particular circumstances.

The Wolseley cars soon earned the reputation for reliability which became the principal virtue of Austin's products when he set up in business on his own account. The horizontal-engined Wolseleys may not have been particularly fast (though they were by no means sluggards), nor were they notably refined in the manner of their going; but they went on doing what they were designed to do with rather less of the grief, rage, anguish and expense which several more ambitious motor-car designers of the time inflicted upon their hapless customers.

As the business grew, letters began to trickle into the motor journals bringing complimentary reports of Wolseley stamina from as far afield as Malaya, India, Africa and Australia. In passing, the writers often referred to the undeniable noisiness of their Wolseleys (one likened his to a traction-engine), and most of them objected to the very large detachable starting-handle which clattered about on the footboards when the car was running and

LUCAS'S MOTORALITIES.

Lucas's Funnels.



Fitted with extra fine gauze for Petrol.

LUCAS'S MOTOR OILERS.



Lucas's Motor Pumps.
With Pressure Gauges.
For Car, Home, or Garage.



Lucas's Motor Horns.
NICKEL PLATED.
With swivelling "two-screws" clip, which allows the horn to be set in the required position.



STRAIGHT BUGLE PATTERN.

Wells-Lucas Motoils.
Endurance at High Temperatures. Good body in Summer. Limpid in Winter.



Lucas's Portable Lifting Jacks.
With Aluminium Standards and Gun metal ratchet nuts.



JOSEPH LUCAS, LIMITED, BIRMINGHAM.
STAND No. 31 China Court, Crystal Palace Motor Show. London Office: 1, DYER'S BUILDINGS, HOLBORN, E.C.

which had to be inserted into the creature's entrails through the side of the chassis near the left-hand front mudguard.

The gear-change was also a source of complaint. In common with most cars of the time there was no foot-throttle, and Austin's single-jet, slide-throttle carburettor, though more flexible than many, did not take kindly to being suddenly shut down to a tick-over; this reluctance together with the considerable inertia of the primary chain and sprocket wheels necessitated such long pauses between upward changes that the car would practically come to a stand-still. This meant, in practice, that the gears just had to be crashed through. In 1902 an ingenious dog-clutch device was fitted which disconnected the chain wheel from the gearbox primary shaft as soon as the gear lever was moved, and this made the business rather easier. The disposition of machinery made it convenient to put the clutch pedal to the right of the steering column and the brake pedal to the left. Though constructionally logical this brought confusion and no little danger to those accustomed to the opposite arrangement of pedals established by Panhard et Levassor and copied by the majority.

The alliance with Vickers had a highly beneficial effect, not only on the general design of the Wolseley car but the speed of production. Special steels could be used in its manufacture and the testing of material of all kinds was much simplified. Herbert Austin was elated, but it is recorded that his enthusiasm at what was taking place was not shared by the then Secretary of Vickers, the parent Company. The magnitude of the latter dwarfed the comparatively minor operations of the former, and the insignificance of the Wolseley business was usually emphasized when the end of the year arrived and the results were disclosed. On one occasion when Austin presented himself before the Secretary and confidently anticipated congratulations for having had a favourable year, the total comment made was that the car business "hadn't pulled up many trees."

In actual fact, the first ten months' operations of the new Company resulted in a turnover of £22,368 10s 8d, but a net loss of £5,429 which might well have been expected in view of the heavy initial outlays. The twelve months' operations ending December, 1902, however, resulted in the favourable surplus of £5,400, which was increased the following year to £12,512. The financial outlook appeared so rosy that a dividend of ten per cent was paid on the ordinary shares.

Unhappily this healthy situation was not to be maintained and for the following five years, a loss was incurred, and the repercussion this had on the management will be discussed in a subsequent chapter.

The lot of the car designer in those days was not a bed of roses. The question of carburettors was a difficult one, and this was rendered even more so by virtue of certain patent-rights held by the British Motor Syndicate Ltd., the activities of which accounted in large measure for the abandonment of the design of the first Wolseley car. Ignition also gave a certain amount of trouble owing to inefficient batteries, coils and sparking plugs, etc.

Following what was then termed the "Automobile Club Motor Show" at the Agricultural Hall, London, during May, 1901, at which the Wolseley exhibit was a prominent feature, there came the Glasgow trials in September. As motoring began to develop in Britain and cars became more reliable and road-worthy, those who organized such competitions stiffened up the conditions to obviate their becoming a walk-over for any car which took part. The series of trials in question consisted of five different routes radiating from Glasgow and returning to that city each day. The selected routes were as follows:-

September 2nd Route No. 1 - Glasgow-Edinburgh-Glasgow	116 miles
September 3rd Route No. 2 - Glasgow-Ayr-Glasgow	108 miles
September 4th Route No. 3 - Glasgow-Callander-Glasgow	97 miles
September 5th Route No. 4 - Glasgow-Stirling-Glen-Devon-Glasgow	98 miles
September 6th Route No. 5 - Glasgow-Crianlarich-Glasgow	118 miles

In addition, there were three test hills to be climbed; Fintry, Gleneagles and Whistlefield. Each car taking part was credited for failures, etc. Two Wolseley cars were entered, consisting of the small single-cylinder 5 h.p. model and a twin-cylinder 10 h.p. The remarkable performance these two cars put up will be appreciated better when it is recorded that they were both hurried through the factory prior to the trials, and that the small one had only run thirty-six miles and the larger one eighteen miles before they both faced the starter on September 2nd. The following results were recorded:-

Car	Marks Awarded Out of a Minimum of 300 on Route Nos.:-				
	(1)	(2)	(3)	(4)	(5)
5 h.p.	298	294	300	299	300
10 h.p.	300	300	297	300	299

	Speed on Hills		
	Fintry	Gleneagles	Whistlefield
5 h.p.	6.72 m.p.h.	11.06	4.45
10 h.p.	10.00	13.74	8.37

Each car was awarded first prize in its particular class. The two medals so won are still in the possession of B.L.M.C.

Further enterprise on the part of the young Company was shown in exhibiting at the French Motor Show in 1902. Awards were made for certain merits shown by the various cars exhibited, and it is noteworthy that although the French and German cars then had almost a stranglehold on the continental markets, the general appearance of the Wolseley cars was so striking that a gold medal was awarded for elegance. The veritable monopoly held by foreign cars in their own countries causes this success to be doubly valuable.

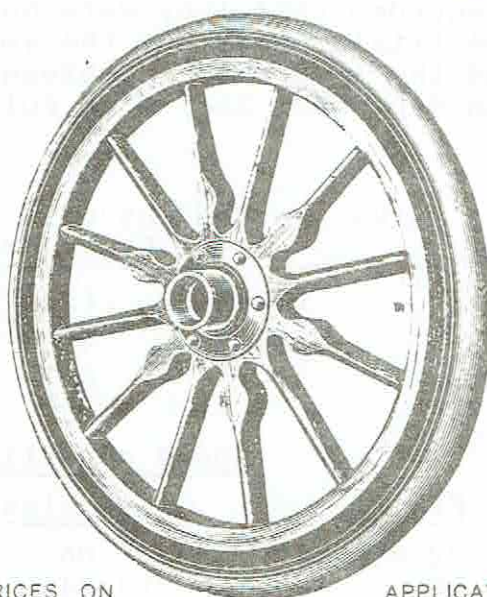
In other respects 1902 was an important one in the history of the new Company. In order to assist purchasers in the management of

their cars, a handbook was produced which is probably one of the first of its kind ever seen in Britain. It would do credit to any modern manufacturer today by virtue of the thorough manner in which the working of the Wolseley car is explained. It was entitled "Hints and Directions on the care and management of the Wolseley motor vehicles." Detailed diagrams were shown enabling a Wolseley-owner to see precisely the construction of his car, what needed attention and what he ought to do and avoid to keep his car in good running order. The enterprise in producing such a book of instructions, was appreciated as desirable was shown by the fact that it was carefully and favourably reviewed in the motor press at the time.

The Shrewsbury and . . . Challiner Tyre Co., Ltd.,

MANCHESTER AND LONDON.

Three
Gold Medals
Awarded.



Stand
No.
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PRICES ON APPLICATION.

MANUFACTURERS of . . .

ARTILLERY and MOTOR CAR WHEELS and RUBBER TYRES of every description. PNEUMATIC, SOLID CUP TYRE, PIONEER, KING TYRE, or Ordinary Sections, fitted as desired.

CUP TYRE is absolutely the Best for Motor Car Work.
OVER 1000 TONS USED ANNUALLY.

SPECIALITY . . .

NEW TREADS securely fitted to Outer Covers of Motor Car Tyres.
Also VALVES and TUBES of Finest Quality supplied.

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LONDON, S.E.