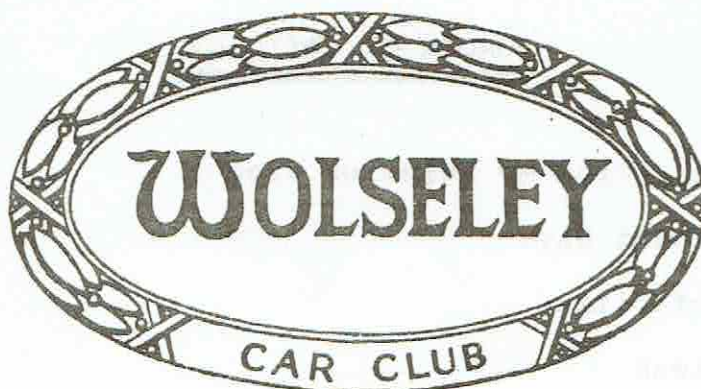


THE WOLSELEY WORD



N.Z. INCORPORATED

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NEWSLETTER

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1. EDITORIAL - FROM MY POINT OF VIEW

It often astounds me how careless people are with what is often the second largest investment they own - their car. You may often think about how safe your driving is with the primary reasons of wanting to protect yourself from injury and also your car from damage. Panelbeating is an expensive operation nowadays, so you don't try and invite accidents while you are driving. But have you ever thought about how much of an invitation your car may be when it is left parked on the side of the road!

In 1978 there were more than 24,500 reported thefts from cars involving hundreds of thousands of dollars worth of goods. This was a six percent increase on the previous years total. Even worse is that 85% of the offenders weren't caught. In the same year car conversions, unlawful takings and thefts of cars totalled 14,424.

Nowadays some car conversions are a matter of organised crime in which the "catch rate" is very low indeed. Those taken for 'joyride' purposes are recovered almost without exception, but very seldom without having had something removed from them. Admittedly most Wolseleys do not suffer the shortcoming of being a target for

organised crime, but how often are the contents on display inside the car an easy target for petty theft?

The most tempting items are objects, particularly expensive looking ones, left lying on parcel shelves or seats in plain view of passers by. Items such as cameras, radios, purses or even cheque books. The most fatal mistake then is to leave the car unlocked, and it is surprising how frequently this occurs. Even if you do take the trouble to lock your car, if a thief decides he has time, he will have no hesitation forcing his way into it to obtain the items.

Unfortunately, car accessories are another target for thieves, and it is unfortunate that a man or woman who enjoys their car cannot make it more comfortable while at the same time making it a more reasonable proposition for criminal attack. The most commonly removed items are sheepskin car seat covers and radio and/or cassette units. Beware when fitting stereo units that you are advertising the contents of your car by placing the two loudspeakers on the rear parcel shelf. Unfortunately this is the position for best sound transmission in most cars, but if other mounting points are available, give them careful consideration. If you do choose to mount the speakers at the back it may be worthwhile opting for flush fitting speakers, which are easily covered, or alternatively allowing enough wire on pod-mount speakers to lower them onto the back seat when you consider the car is parked in a vulnerable position.

Other items can really only be offered protection by fitting or making burglar alarms. Quite often an effective alarm can be built utilising the interior light circuit setting off an alarm if either of the front doors are opened.

However, the most important points to remember are to ensure your car is locked securely when left unattended, and not to advertise its contents at the same time.

COLIN HEY

2. THE PRESIDENT SAYS

Dear Member,

Welcome to all new members; I look forward to meeting you at one of our forthcoming activities.

At our A.G.M. last month members considered a notice of motion regarding the placing of a levy on all members. After lengthy debate it was decided that a levy of \$10 WOULD be made for the 1979/80 financial year. Thereafter a joining fee of \$10 would be charged for all new memberships.

The object of the levy/joining fee is to enable the Club to build up a fund for the purchasing of spare parts and accessories for all members, as laid out in the Constitution.

A sub-committee was formed to decide a policy for setting up, purchasing and stocklisting spare parts and accessories. The members of the sub-committee are Malcolm Graham, Frank Swallow, Peter MacDiarmid and myself, as an ex officio member. Recommendations from the sub-committee will be considered at a General Meeting to be held on 6 November.

On 14 October we will be having a run to Ashburton Domain. It is hoped that members from Ashburton, Timaru and Christchurch will attend. If the run is successful it could become, at the least, an annual event. A gymkhana and games for children could be incorporated.

On considering the venue for our Xmas dine and dance many venues were contacted ranging from \$15 to \$8.50 per person. The Hornby Trust was chosen as it offered the best value for money. It was also felt that the price would allow more people the financial opportunity to attend.

Finally, remember this is your Club. The work that we do as your Committee is for your benefit. I urge you to try and attend activities we plan for you.

I look forward to the year ahead and to seeing as many of you as possible. In the meantime, safe driving●

JOHN PARKER

3. CLUB CALENDAR OF COMING ACTIVITIES

- Sunday 14 October - Picnic Day at Ashburton Domain
This run is organised in conjunction with the Timaru Branch and for those members in or near Ashburton, with all cars assembling in the Ashburton Domain about 12 noon. The Christchurch Branch will be leaving from Woolworths, Hornby, at 11 a.m. sharp. If wet, this run will be postponed until 28 October. Postponement notices will be broadcast on Radio Avon and 3ZB.
- Tuesday 30 October - Committee meeting at Doug McKenzies, commencing 7 p.m. sharp.
- Tuesday 6 November - General Meeting - Spare Parts Planning Report.
- Sunday 18 November - Car Rally. Details to follow.
- Saturday 1 December - Annual Car Club Christmas Dinner
Social to be held at the Hornby Trust Hotel. The cost of \$8.50 per head will include a set menu with a band and dancing facilities. More details will follow, but please remember the date and keep it free.
- Sunday 16 December - Childrens Christmas Party
This will again be held at Jack Milnes place beginning at 2 p.m. Details will follow ●



4. SPRING CLEAN

Set to now with the hose, the grease gun, the wire brush, and the touch-in paint.

Now that the winter weather is over there is a considerable amount of work which should be done to the car, both to make sure it is fit for the harder work it will have to do in the summer and, perhaps more important, to minimize the effect of the winter.

Ground Work

Start by raising the car as far as possible from the ground, supporting it securely, on blocks, and removing the road wheels. Cover the hubs, brakes and suspension assemblies with several thicknesses of newspaper to keep them clear of the filth about to be washed from under the

wings, and get to work with the hose jet.

Pay special attention to the various nooks and crannies where mud deposits have accumulated. These deposits will be moisture/laden and will take ages to dry out, making serious corrosion almost inevitable. Common danger points are around the headlamps, around the turned-under outer edge of the wing, and where the outer panel of the wing joins the wheel arch behind the wheel.

Use the hose copiously, and then wait for the drips to stop before looking to see where further hosing is wanted. You will almost certainly be surprised to find just how much mud you have been carrying around.

Next, the whole underside of the car should be hosed down, specially the body sills, the rear apron beneath the bumper, the undersides of the bumpers themselves, the petrol tank, and any corners around it.

The engine compartment will have received its share of mud, and it will certainly do no harm to clean it as well.

It is difficult to know what method to recommend as there are so many components which are easily damaged. For removal a lot of water is wanted, and if suitable precautions are taken one of the proprietary cleaning agents, which are brushed on and hosed off with water, could be used.

The Electrics

The electrical parts, such as the coil, generator, distributor, voltage regulator, horns and air cleaner and so on, should be covered with polythene bags secured with rubber bands before any water is used; this will ensure that the engine can be started easily, as well as avoiding damage to these parts.

While the car is still off the ground it is convenient to grease all the chassis nipples - as much for the expulsion of any foreign matter that may have entered as for lubrication. So make sure that grease is pumped in until a quantity of clean grease has been expelled. (It may be appropriate to mention here that if an inferior grease gun is used this job can be a dirty and frustrating business, but a really efficient one will transform it into a simple, clean job taking only a few minutes.)

Brake Linkages and Cables

The hand brake linkage needs to be looked at too, and greasing of the cables, where required, is essential. In addition, a check on the relay lever on the axle case and any pivots and cable guides, as applicable, will pay dividends.

All should be cleaned and, if necessary stripped, before being greased or treated with anti-seize compound as may be laid down in the Workshop Manual.

Before replacing the wheels, wash them both back and front, and examine the tyres for damage and remaining tread depth. If less than 2 mm is left the tyre should be scrapped.

When the underneath of the car is dry it should be examined for signs of rust. Again, special attention is necessary wherever the mud has collected, and where the wheels fling their debris onto the wheel arch and body sills.

Any loose paint or rust should be wire brushed, and an underbody sealing compound applied thickly. Even if the entire underside of the car is not treated it is a good plan to coat the underside of the wings and sills as it gives such excellent protection. Make sure the awkward places, such as round the headlamps and round the turned-under edges of the wings, are well coated.

The search for rust applies equally whether or not the car has previously been treated with a sealing compound, for chipping can still occur and touching-in becomes necessary.

Interior Cleaning

Turn now to the inside of the car, and start by removing all the mats so that both they and the floor can be cleaned, and the source of any water leaks found and corrected.

Clean all the rest of the inside, not forgetting the fascia where any crackle paint can be cleaned with soapy water and a soft nail brush. Often forgotten is the cleaning with detergent of the inside of all the windows - which tend to become filmed over, giving a dingy appearance to the whole car.

Now, we come to the exterior of the car, which must be thoroughly cleaned. Start with a wash with plenty of clean water, for which there is nothing to equal a soft brush on the end of the hose. Not only is this very kind to the paint, but it reaches all the little corners in a way that nothing else can.

Follow this with a wash with a sponge and detergent - which should take off most of the greasy dirt. Do not forget to wash the door edges and apertures and around the boot and bonnet lids as well. Likewise the panels below the front and rear bumpers. Rinse with copious running water and chamois dry to avoid smearing.

Finally, treatment with liquid polish should restore any lost shine, and make it easy to spot any paint chips, which should be touched in at once. Blacken the rubber mats and tyres with nugget to complete the job properly.

5. JULY MYSTERY CAR RALLY

After being postponed one week because of the tanker drivers strike, this event finally got under way on the 22nd July, leaving from Marshlands Road outside Woolworths Supermarket.

There were 8 competing cars plus two others, and the first of these was set underway about 2.15 p.m. with the rest following at two minute intervals.

The correct route took the cars up New Brighton Road, past the sewerage ponds and on to Sumner, via Evans Pass to Lyttelton, returning through the Road Tunnel into Centaurus Road and finishing at Jack Milne's place.

During the course of the rally each competitor was required to collect a volcanic rock, a shell and a feather. I was leaving myself a little open to the size of the volcanic rock required, and Malcolm Graham almost took advantage of this by bringing back a boulder. Lucky for me it wouldn't fit in the boot of his Mini. I must apologise to the residents of Birdwood Ave, particularly those around No. 51 because I left the rocks on the side of the road and then forgot to pick them up when I left. I suppose someone has a nice volcanic rock garden now. MINUS LAVA

Only three competitors managed to get slightly lost, but eventually all found their way to Birdwood Avenue where they were directed round to Rex Fieldings bakehouse for afternoon tea and refreshments. The scores were tallied up and announced; the Dalton Rally Trophy being presented to Malcolm Graham with a score of 89 out of a possible 100.

Those who had one or more passengers were at a slight advantage because the number of bus stops, pedestrian crossings and bridges crossed had to be counted, and many eyes made light work.

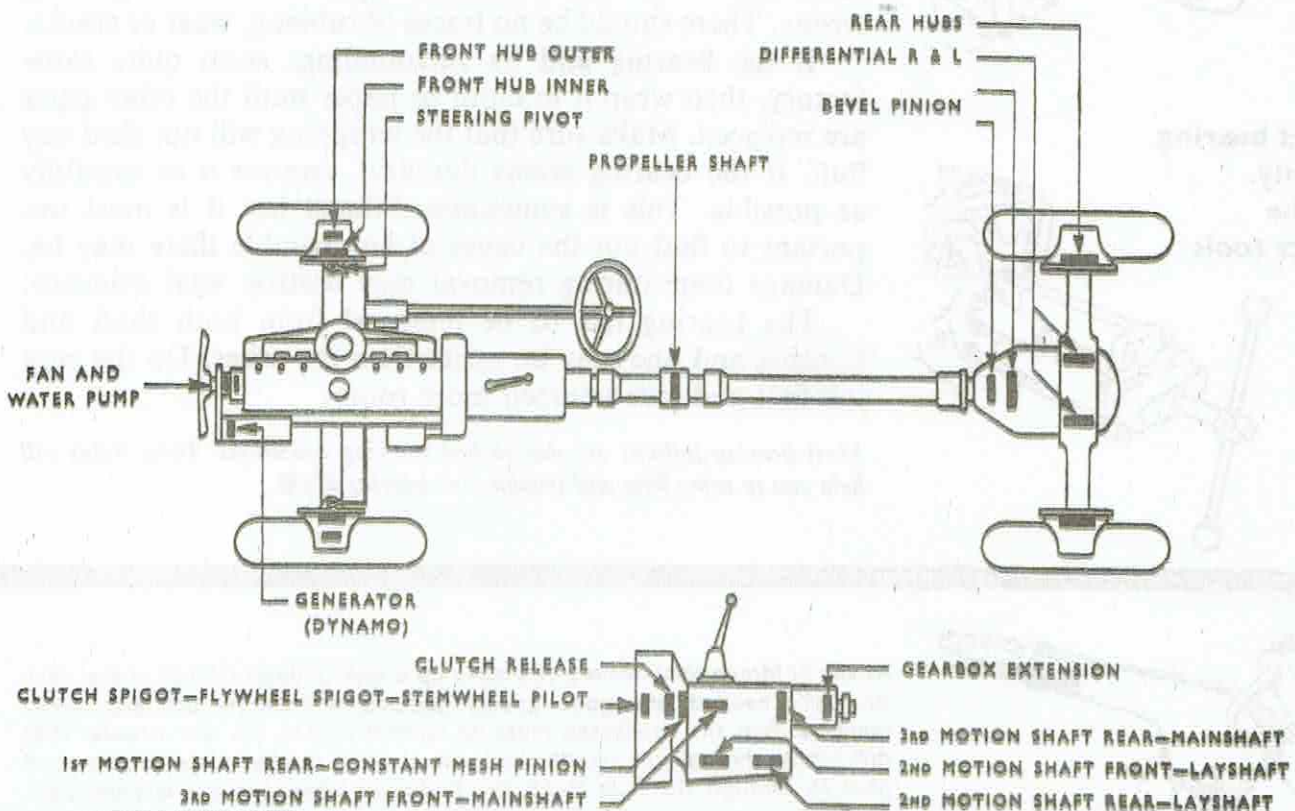
A special vote of thanks must go to Rex Fielding for allowing us the use of his bakehouse. Needless to say he provided another excellent warm oven fire complete with hot pies and this, combined with the plates supplied by the ladies, rounded off the afternoon perfectly.

It was pleasing to hear people commenting on how much they enjoyed the afternoon, and I think I can confidently say that everyone - members, wives and families - did just that.

COLIN HEY

6. HOME WORKSHOP - BEARINGS and MAINTENANCE (PART ONE)

BEARINGS SERVE MODERN TRANSPORT





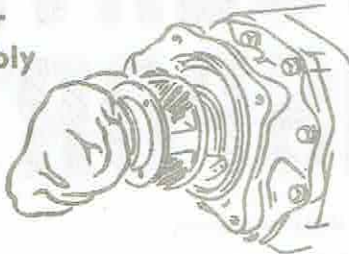
The maintenance of Ball and Roller Bearings

NO. 1 OF 6 CHECKING A FITTED BEARING

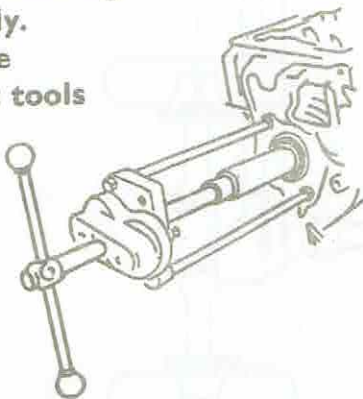
Clear loose dust and dirt from surrounding parts



Cover exposed bearings until ready for reassembly



Extract bearing carefully. Use the correct tools



Time and trouble can often be saved by inspecting a ball or roller bearing before it is removed. Often, the cause of a failure lies elsewhere and the fitting of a new bearing is no solution. Also inspect bearings which may be exposed during the progress of some other job. To locate trouble which is just starting will avoid future difficulties.

A ball or roller bearing represents precision engineering of a high quality and must be treated accordingly. Before starting on a job which will lead to an exposed bearing, make sure that all loose dust and dirt is removed. Hub bearings, for instance, can easily be ruined by dirt knocked from the underside of the wing.

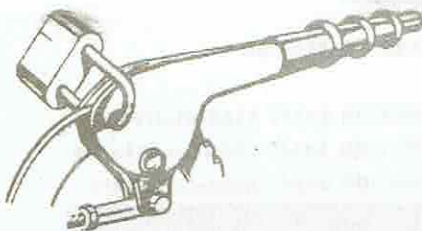
As soon as the bearing is open to inspection, check that there is ample clean grease or oil within the tracks. There should be no signs of dirt, contamination (perhaps by particles rubbed off the cage) or corrosion. The cleanliness of the lubricant can be assessed by rubbing a little between your fingers.

Next check the cage which separates the rolling elements, since this often shows the first signs of something being wrong. There should be no traces of rubbing, wear or cracks.

If the bearing and its surroundings seem quite satisfactory, then wrap it in cloth or paper until the other parts are replaced. Make sure that the wrapping will not shed any fluff. If the bearing seems doubtful, remove it as carefully as possible. This is sometimes difficult but it is most important to find out the cause of any trouble there may be. Damage done during removal may destroy vital evidence.

The bearing has to be removed from both shaft and housing and one may be easier than the other. Do the easy job first and give yourself more room.

Most bearing failures are due to bad working conditions. These notes will help you to enjoy long and trouble-free bearing life.



Austin or Morris Mini owners can make up a lock to deter thieves at low cost. All that's needed is a good quality padlock, a concrete drill and power machine. First the handbrake must be applied to lock the rear wheels. Then drill a hole through the handbrake lever and the ratchet plate as shown. A padlock through the hole locks the brake on when the car is parked.

7. TECH TOPIC - GETTING THE BEST OF OVERDRIVE

If, as an owner of a Wolseley 6/90, 699, 6/110 or, for that matter, a Vanden Plas 3-litre Princess, you chose a model with the floor change and overdrive instead of the automatic gearbox version, it is safe to assume that you did so because you enjoy being able to change gear when you please and you like to exercise skill to get the best from a machine. However, like many other fundamentally simple devices, an expert and experienced driver will be able to obtain far better results from this overdrive than will a mere novice. In fact, it is no exaggeration to say that before its every facet is explored and mastered even by an experienced driver at least 500 miles must be covered, preferably in one, or at most, two journeys. (This is stated with the certainty born of experience).

Before one can hope to use any machine to best advantage a basic knowledge of how it works is needed: the Borg-Warner overdrive comprises a three-element epicyclic gear train which can be positively locked out of action, thus turning the car into a simple three-speed one, (~~or four-speed on Mk II models~~).

Minimum Speed

A free-wheel device is incorporated which operates only at speeds below 27 m.p.h., and then only when overdrive is selected. Overdrive cannot be engaged at speeds below 32 m.p.h. and automatically disengages when the speed falls below 27 m.p.h., provided that the engine is not pulling the car. This difference between the speeds at which overdrive engages and disengages ensures that the condition cannot arise where overdrive is coming rapidly into and out of engagement as the car speed varies minutely. It will operate on any gear, except reverse, provided that the road speed exceeds 32 m.p.h. whilst the actual engagement is effected electrically. Finally, you must remember that the Borg-Warner unit gives a considerably greater step-up in ratio than do most other overdrives, and overdrive top is intended to be used as a cruising gear and not as a gear for low speeds or rapid acceleration, and that the overdrive cannot work unless the controlling relay has closed, which action gives rise to an audible click at approximately 27 m.p.h. It clicks again on closing at 32 m.p.h.

Now for the actual driving: most car-owners live in built-up areas, and in any event the thoughtful driver always treats his car gently until it is thoroughly warmed up, so the overdrive should be locked out by pulling out the control beneath the fascia, the three gears being then used normally. Incidentally, you should not forget that first gear is there to be used. Once the engine is fully warmed up - say, after three or four miles have been covered - assuming de-restricted roads have been reached, push in the fascia control and accelerate to whatever cruising speed you intend to use. Release the throttle pedal and allow a pause before opening it again. Overdrive engages when the engine revs. have fallen to those which will be needed in overdrive. If no precautions are taken engagement will be marked by an almost imperceptible jerk which will pass unnoticed by the passenger but, nevertheless, the perfectionist dislikes any lack of complete smoothness and so he will ease the throttle back gently so that engagement of overdrive is quite undetectable. Acceleration and top speed are now cut down to a marked degree, but this is indeed a small price to pay in view of the benefits gained, for at 55 m.p.h. engine speed is near enough, a mere 2,000 r.p.m. - scarcely more than a fast tick-over - leading to long engine life and good fuel economy.

Nevertheless so long as the speed can be kept above 50 m.p.h. and rapid acceleration is not wanted, the overdrive may be kept in use as most main road hills can be dealt with easily.

Disengaging the Overdrive

Once engaged, overdrive may be disengaged in two ways: if the speed falls below 27 m.p.h. and the load on the transmission is not excessive, direct drive is automatically regained; if direct drive is required in a hurry the kick-down switch may be operated by pressing the throttle pedal beyond the normal wide-open position. After using the kick-down, direct drive remains in use until the throttle is released as described earlier. The kick-down method is, however, an operation which lacks the ultimate in finesse and is consequently best kept for emergency use. In all normal circumstances it is probably best to change down, by simply using the gear lever if overdrive top cannot cope. Bear in mind, of course, that it is possible to remain in direct drive even with the throttle released just so long as the engine revs. do not fall much below those needed to drive the car. Although this sounds difficult, practice will show that it is easier than it appears.

We have already mentioned the fact that overdrive engages and disengages itself at speeds of 32 m.p.h. and 27 m.p.h. respectively and use should be made of this when speed must be reduced as, for example, on the approach to a roundabout. On the approach take care to allow the speed to fall to 27 m.p.h. and listen for the click as the overdrive relay opens; when the throttle is reopened direct top will be in use and most roundabouts may be taken in this gear. Accelerate away and ease the throttle to regain overdrive.

A word of warning here about a frequently made error; if a lower gear is used when the car has to be slowed right down and overdrive is not locked out - if you were held up at a roundabout for instance - overdrive will be engaged when the throttle is released for the gear change to top. Most drivers seem to engage top in these circumstances at some 30-35 m.p.h., which is rally too slow for overdrive to be comfortable. So - accelerate to 32 m.p.h. in intermediate, wait for the relay click, ease the throttle to engage overdrive, accelerate to say, 50 m.p.h. and change to overdrive top.

Use of Control

Finally, a word on the fascia control. It is essential that this is operated only when the engine is pulling the car and when direct drive is in use; the penalty for forgetting this is the sound of expensive noises under the floor. The Driver's Handbook suggests that the control should be pulled only when the kick-down is being operated but again, this is a rather obtrusive procedure and a more discreet method is preferable.

There are normally only two sets of circumstances which necessitate the use of the control: driving in heavy traffic, and descending a steep hill where engine braking is needed at low speed, and so you will know in advance when it is to be needed. On first entering the congested street or on the approach to the hill allow the car to slow until the click of the relay is heard. Accelerate gently in direct top and pull the knob.

These are only a few of the finer points of the use of the Borg-Warner overdrive, but they, and the rest of them, will become familiar very quickly and allow you to reap the maximum benefit from a superb motor-car.

8. ROAD TEST - WOLSELEY 15/60



The 15/60 arrived almost seven years after the preliminary announcement of the proposed merger between the Nuffield Organization and the Austin Motor Co., Ltd., to form the British Motors Corporation. During the intervening period of consolidation, much money had been spent on expansion schemes to achieve the advantages of rationalization which such a combine permits. New models which appeared in the interim were in an advanced stage at the time of the merger; with such high rates of production it requires at least four years from the commencement of design to the day when the first models roll off the assembly lines.

Then we began to see the emergence of the real B.M.C. models. The first was the Austin A.40, the second was the new Wolseley 15/60 - a large $1\frac{1}{2}$ litre four-seater family saloon with unusually ample luggage accommodation for its size. With the introduction of this new model the Fifteen-Fifty was discontinued, but the 1500 and Six-Ninety continued unchanged for a time.

Pinin Farina had been engaged exclusively in the United Kingdom as a styling consultant by B.M.C., and this Wolseley was the second of his creations to be announced. Whereas the Austin A.40 represented a new break-through in small car styling, the new Wolseley may not make such an impact if judged on external appearance alone. If styling is considered in its broadest sense, to embrace not only appearance but internal comfort and utilization of space, however, the 16/60 was a notable advance.

Compared with its predecessor the wheelbase is shorter and the track narrower, but there is noticeably more passenger space, particularly in respect of knee and head room in the rear. To provide this additional space and also extra luggage accommodation, the overall length has been increased by 5 in. Overall height has been reduced by 1 in and the width has grown by $2\frac{1}{2}$ in. When submitted for road test the Wolseley Fifteen-Fifty had a kerb weight of $22\frac{1}{2}$ cwt; making the usual allowances for manufacturers' optimism in their weight claims, it would seem that no penalty has been incurred in the new model, which is stated to weigh 22 cwt.

The mono-construction body is completely new, and the engine (with detail modifications), transmission and rear axle are the standard B.M.C. B (-) series units. There is a new front suspension unit, mounted as a self-contained sub-assembly, and a worm-and-peg steering box has been adopted.

A dominant styling feature is the use of pointed tail fins which have a slight upward inclination towards the rear, terminating in a triangular cluster of lights.

At the front the traditional Wolseley grille contains an illuminated name badge, and flanking it are horizontal air inlets. For ease of major servicing the central nose panel can be detached by undoing some dozen or so screws. With the radiator removed, the front of the car is then completely open, which greatly assists in removal of the engine and gear box unit.

Head lamps are mounted high, with rims cowled above, and the side lamps are combined in unit with the amber flashers, the latter being on the outside to give the widest range of vision. To reduce dazzle at night these flashing turn indicators are wired in circuit with the

side lights, so that when these are switched on, the brilliance of the flashers is reduced.

Toughened glass is used for the wrap-around windscreen and rear window. The former has a considerable rake, as have the pillars, and by this means the doubtful advantage of an overhung bottom ledge has been avoided, without impairing the driver's field of vision. The side windows - also of toughened glass - are quite deep, to achieve a low waistline, and their lower edges are level with the tops of the front seat squabs. Hinged ventilator panels are provided in all door windows, so that a good balance of air flow can be achieved without too much draught. The main windows on each door also have wind-down handles, of easy action, with two turns only from the closed to fully open position.

The doors have what the manufacturers describe as zero load action; this means that a great deal of study has been applied to making them close easily, eliminating the need for slamming, and they also spring slightly ajar when the internal release catches are operated. An additional feature is the use of safety catches to prevent children from opening the doors from inside. A catch below the striker in the door edge can be dropped to put the internal handle out of action so that it rotates freely, but the door can still be opened externally by operating the plunger-type release catch.

Basic dimensional changes compared with the superseded 15/50 are as follows: Wheelbase 8ft 3.25in (8ft 6in), front track 4ft 0.87in (4ft 2.75in), rear track 4ft 1.87in (4ft 3in). It might appear at first that some sacrifice in rear passenger knee room would result from this reduction of dimensions, particularly that of the wheelbase, but reference to a diagram of the two models superimposed reveals that the reverse is true, because the rear passenger seat has been made by the use of a deep fuel tank, small in fore and aft dimension, which protrudes into the luggage compartment and is mounted, diaphragm fashion, as it seems to the rear seat squab pressing. An incidental advantage of a tank of this shape is that it makes possible much more accurate calibration of its contents than if it were of the shallow flat type.

Mounted close to this tank and readily accessible from the luggage compartment is one of the S.U. PD type fuel pumps, which has been given a higher electrical efficiency than the former type by the use of a plunger-type solenoid.

Luggage space is really capacious for the size of the car - 19 cu. ft. is claimed by the manufacturers - and it is free of obstructions though the fuel tank protrudes to some degree into this compartment, and is not protected by a bulkhead panel, so that some care may be needed when stowing heavy luggage with sharp corners. The lower edge of the boot lid, which is self-sustaining on adjustable torsion rod springs, reaches to floor level to avoid the need to lift luggage over a ledge, and the spare wheel is mounted beneath the floor in a wind-down cradle. The fuel filler is on the left side of the decking between the rear window and the front of the boot lid; it is provided with a lockable hinged sealing plate.

Front and rear bumpers appear to be very substantial, although the overriders could, with advantage, be deeper. A useful feature of both bumpers is that they wrap round at each side front and rear, terminating at the wheel arches.

Internal appointments are in traditional Wolseley quality. Leather upholstery is used for the seat coverings, with leather cloth on non-

wearing parts. At the front there is a split bench-type seat with individual adjustment, and at the rear there is a central folding arm rest, with additional arm rests on the doors. The body width is such that two adults can be carried at the rear in absolute comfort and it would be possible to accommodate a child in addition for short journeys. Burr walnut is used for the facia panel and door cappings.

In a raised and cowled panel there is a circular matching dial on either side of the steering column, the left one housing the speedometer with trip and total distance recorders. The right-hand one contains segments for fuel contents, oil pressure and coolant gauges. In the centre of the facia are two rotary control knobs for the ventilating system, one for distribution to the screen or passenger compartment, and the other for adjusting balance of heat (a 2.9 kilowatt heater is standard equipment) or fresh air. To the right of the steering column are all the main control switches. There is a combined ignition and starter key switch, and the others are tumbler types, with positive action. By connecting the side and head lights to a switch of this type, the main beams can be flashed conveniently as a warning signal; the dip switch is foot-operated.

On the left of the facia is a lockable glove box; beneath it is a full width parcel tray, in the centre of which is provision for the fixing of the speaker for the optionally extra radio. Pendant pedals for the throttle, brake and clutch appear to have a good angle of attack and relationship to the driving seat, on the right-hand side of which is the rigid pull-up type of hand brake lever. The 17 in dia. steering wheel has a half horn ring, and the self-cancelling direction indicator control is mounted beneath it on the right.

There are many commendable safety features. The top of the facia is covered with matt black leather cloth to eliminate glare, and its leading edge is padded with sponge rubber. Similar treatment is applied to the edges of the parcel shelf below the facia. Another method used to eliminate glare is the black crackle-enamel finish for the internal metal surrounds of the screen pillars.

To permit a near vertical position for the steering wheel, the steering box is mounted well forward of the front suspension; it turns the wheels through a three-piece track rod system attached to forward-facing steering arms. This steering box is of the worm-and-peg type; rack-and-pinion was used on the Fifteen-Fifty.

The front suspension is attached to the main chassis as a sub-assembly at four points. The main component of this sub-assembly is a deep tophat section cross-member. The lower wishbone arms are individual forgings, bolted together and braced also by plates which form the lower abutments for the coil springs. The upper wishbone arms are also individual forgings, attached at their outer ends to the cross shaft of the horizontally mounted Armstrong piston-type hydraulic dampers. Screw-threaded trunnions are used for the steering swivels. On the suspension and steering are 12 greasing points, which need attention every 1,000 miles; in addition, there are five to be attended to at the same time, one on the hand brake cable, two on the propeller shaft and one on each rear spring rear shackle.

Compared with the Fifteen-Fifty, brake sizes have increased; they are now of Girling manufacture, with two leading shoes at the front, leading and trailing shoes at the rear. Both have 9 in dia. drums, but the front shoes are 2½ in wide and those at the rear 1½ in wide. An orthodox live rear axle with half-elliptic leaf springs is

retained, and the piston-type dampers are mounted on the body side members.

The standard B.M.C. B series engine has a new one-piece exhaust and inlet manifold; a full-flow type oil filter is also incorporated. Gross power with a compression ratio of 8.3 to 1 (7.3 to 1 can be specified as an alternative) is 55 b.h.p. at 4,400 r.p.m. The gear box is also one of the Corporation's large scale production units, and many will applaud the use of the floor-mounted central type gear change to operate it. Wheel sizes have been reduced but only by 1 in, the tyre sizes being 5.90-14 in which, in conjunction with a rear axle ratio of 4.55 to 1, gives 15.6 m.p.h. per 1,000 r.p.m. in top gear.

Comfortable riding is, indeed, an outstanding feature of this car, which shows exceptional versatility in carrying light or heavy loads over good, bad or indifferent surfaces at any speed in its range with a minimum of discomfort. Certainly this rates as one of the best orthodox suspensions on the market, although on our test car extremely bad surfaces did produce some rather audible thuds and rattles below the floor.

Extreme quietness cannot be claimed for this car, for although the roof lining seems to conceal sound insulation most other metal panels have little or no quietening treatment. But whilst there is a certain amount of power unit noise inside the car (only externally is a fairly crisp exhaust note audible) and also some road noise on anti-skid surfaces, the noise level does not rise unduly with speed and a true 70 m.p.h. is a perfectly peaceful cruising speed at which passengers are hardly aware how briskly ground is being covered.

On the subject of handling, exceptionally light steering will please many buyers, this having been attained without gearing lower than three turns from lock to lock - and this car can turn around without reversing in a road with kerbs $31\frac{1}{2}$ feet apart. There is rather a velvety "soft" feel about the controls, which are free from kick-back yet quite satisfactorily positive for a family car of this touring character. Reasonable track width, low build and progressive-action springs prevent exaggerated angles of roll building up even at cornering speeds far too high for the comfort of most passengers, and fast driving on a winding road does not disclose any unexpected or unwelcome handling characteristics; on ice, of which there was a lot on the roads during our test period, this car runs straight at speeds higher than most drivers care to use, and if cornered slightly too fast for available wheel adhesion it merely drifts wide without threatening to escape from the driver's control. The fact that the steering is light right down to car-park speeds makes this a more effortless car to use around town than its appreciable overall length might suggest.

At most times during our test the brakes also were effortless and confident. Firmly checking the car firmly from 70 m.p.h. in response to moderate pedal pressures, but on a few occasions in wet conditions roughness intruded temporarily. Persistently wet icy roads showed a retardation better than 84% of gravity being recorded, the wheels of a lightly-laden car locking at this point on the available surface, but less than 100 lb pedal pressure was needed to produce this stopping power.

Controlled by a central lever which seemed to be unnecessarily long and also unnecessarily sharply bent backwards, the 4-speed gearbox worked smoothly and well, 3rd giving a useful 55 m.p.h. with something in reserve. Second gear may, if desired, be used for starts

from rest, and 1st gives ample tractive effort for starting a laden car on very steep gradients - despite a preponderance of its weight being carried on the front wheels, this model is by no means as prone to wheelspin on treacherous mud surfaces as are many of its contemporaries.

Drawing in fresh air from just below the windscreen, the Smiths interior heater is instantly and progressively controllable to deliver air at any temperature between atmospheric and something very far above this, whilst the de-mister control may be used to pass either cold or heated air on to the interior of the windscreen. Some scope for improvement in details of the heater installation remains, however, as heated air emerges largely on the passenger's side of the car without much reaching the driver's feet, and the cool air de-misting is of limited effectiveness owing to the air jets being apparently positioned and aimed too far back from the glass - in damp weather, however, the alternative of warm air de-misting (boosted at traffic speeds by a none-too-quiet fan) works well, at the expense of extra stuffiness inside the car. Hinged ventilator panels on the front doors can be used in fine weather only as they admit very large amounts of rain.

As has been indicated, this car will carry the luggage for its normal complement of passengers, in a neatly lined and carpeted rear locker which has a low and flat floor with the spare wheel hung beneath it. Torsion bar springs hold the lid of this locker open, and an automatic strut holds the bonnet open, but both these opening panels have unpleasant downward-facing edges of metal on to which a head can carelessly and most uncomfortably be raised. Under-bonnet accessibility is reasonably good, the fuel pump is an electrical unit in a cool position above the fuel tank where rear-seat passengers can hear it ticking.



Specification

Engine	
Cylinders	4
Bore	73.025 mm.
Stroke	88.9 mm.
Cubic capacity	1,489 c.c.
Piston area	25.97 sq. in.
Valves	Overhead (pushrod operated)
Compression ratio	8.3/1 (optional 7.2)
Carburettor	S.U. inclined, type H.S.2
Fuel pump	S.U. electrical, rear mounted
Ignition timing control	Centrifugal and vacuum
Oil filter	Full-flow
Max. power (gross)	55 b.h.p.
at	(51 b.h.p. net)
Piston speed at max. b.h.p.	4,400 r.p.m.
	2,570 ft./min.
Transmission	
Clutch	Borg & Beck 8 in. single dry plate
Top gear (s/m)	4.55
3rd gear (s/m)	6.25
2nd gear (s/m)	10.08
1st gear	16.55
Reverse	21.64
Propeller shaft	Hardy Spicer open
Final drive	Hypoid bevel
Top gear m.p.h. at 1,000 r.p.m.	15.7
Top gear m.p.h. at 1,000 ft./min. piston speed	26.9

Chassis	
Brakes	Girling hydraulic (2 l.s. front)
Brake drum internal diameter	9 in.
Friction lining area	147 sq. in.
Suspension:	
Front	Independent by coil springs and unequal-length wishbones
Rear	Rigid axle and 4-elliptic leaf springs
Shock absorbers	Armstrong lever-arm hydraulic
Steering gear	Cam and peg
Tyres	5.90-14 Dunlop tubeless

Coachwork and Equipment

Starting handle	Yes
Battery mounting	Alongside engine on right
Jack	Smiths
Jacking points	Centre body, sides
Standard tool kit:	3 d/e spanners, 3 box spanners, sparking plug spanner, tommy bar, tappet spanner, cyl. head spanner, tappet feeler gauge, distributor screwdriver and feeler gauge, tyre valve spanner, rear axle drain plug key, tyre pump and connector, screwdriver, pliers, Phillips screwdriver, 7 in. adjustable spanner, jack, wheelbrace and hub cap lever, greasegun, brake bleeder screw and tube, paint touch-up pencil.
Exterior lights:	2 headlamps, 2 side lamps, 2 stop/tail lamps, 2 reversing lamps, number plate lamp.
Number of electrical fuses	2
Direction indicators	Self-cancelling amber flashers
Windscreen wipers	Electrical 2-blade self-parking
Windscreen washers	Trico vacuum operated
Sun visors	2
Instruments:	Speedometer with total and trip distance recorders, oil pressure gauge, coolant thermometer, fuel contents gauge, clock.
Warning lights	Dynamo charge, headlamp main beam

Locks:	
With ignition key	Ignition/starter switch, fuel filler cap, and either front door
With second key:	Luggage locker, glove box
Glove lockers	One on fascia panel, lockable lid
Map pockets	None
Parcel shelves:	One below each side of fascia panel, and full-width shelf behind rear seat.
Ashtrays	2 inside front doors, 2 behind front seats
Cigar lighters	None
Interior lights:	2 on centre body pillars, with courtesy switches on front doors.
Interior heater	Smith's fresh air heater
Car radio	Optional extra (H.M.V. Radiomobile)
Extras available	Radio, two-tone colour schemes, and rim embellishers
Upholstery material:	Leather, and matching leathercloth on non-wearing surfaces.
Floor covering	Pile carpets
Exterior colours standardized:	6 (some with choice from 2 or 3 interior colour schemes), and at extra cost 6 two-colour combinations.
Alternative body styles:	None (Austin ASS Cambridge Mk. II has closely similar structure and mechanism with simpler furnishing and equipment).

Maintenance

Sump	8 pints, S.A.E. 30
Gearbox	5 pints, S.A.E. 30
Rear axle	2 pints, S.A.E. Hypoid 90
Steering gear lubricant	Grease
Cooling system capacity	12 pints (2 drain taps)
Chassis lubrication:	By grease gun every 1,000 miles to 17 points.
Ignition timing	5 deg. BTDC.
Contact-breaker gap	.014-.016
Spark plug type	Champion N8
Spark plug gap	.025
Tappet clearances (hot):	Inlet .015 in., exhaust .015 in.

Valve timing:	Inlet opens 5 deg. BTDC and closes 45 deg. ABDC. Exhaust opens 40 deg. BBDC and closes 10 deg. ATDC.
Front wheel toe-in	parallel to 1/4 in.
Camber angle	3 deg.
Castor angle	3 deg.
Steering swivel pin inclination	6 1/2 deg.
Tyre pressures:	
Front	23 lb.
Rear	24 lb.
Brake fluid	S.A.E. 70 R1
Battery type and capacity:	Lucas BTZA 12-volt, 43 amp. hr.

In general, this Wolseley seems an extremely worthy heir to a famous name, providing just the sort of comfortable travel in pleasant surroundings which people expect to enjoy behind the familiar illuminated radiator badge, at sensible purchase and running costs. Extreme economy of fuel cannot be claimed, our usual tests at steady speeds showing 42 m.p.g. at 30 m.p.h., 34 m.p.g. at 50 m.p.h. and 24 m.p.g. at 70 m.p.h., a fairly sharp rise in fuel consumption with speed being evident. This engine is, however, well known for its good torque at moderate speeds, and extravagant use of the gears is by no means essential for brisk cross-country progress.

Make: Wolseley

Type: 15/60

Makers: Wolseley Motors, Ltd., Cowley, Oxford.



CONDITIONS: Weather: Cold and damp with little wind. (Temperature 35°-40° F., Barometer 29.6-29.7 in. Hg.) Surface: Wet tarred macadam. Fuel: Premium-grade pump petrol (approx. 95 Research Method Octane Rating).

INSTRUMENTS

Speedometer at 30 m.p.h.	..	..	2% fast
Speedometer at 60 m.p.h.	..	..	5% fast
Distance recorder	..	..	1 1/2% fast

WEIGHT

Kerb weights (unladen, but with oil, coolant and fuel for approx. 50 miles)	21½ cwt.
Front/rear distribution of kerb weight	54/46
Weight laden as tested	25½ cwt.

MAXIMUM SPEEDS

Flying Quarter Mile	
Mean of four opposite runs	76.6 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	75.0 m.p.h.
Best one-way time equals	75.3 m.p.h.

Speed in Gears

Speed in Gears			
Max. speed in 3rd gear	..	..	62 m.p.h.
Max. speed in 2nd gear	..	..	41 m.p.h.
Max. speed in 1st gear	..	..	25 m.p.h.

FUEL CONSUMPTION

42 m.p.g. at constant	30 m.p.h. on level
38 m.p.g. at constant	40 m.p.h. on level
34 m.p.g. at constant	50 m.p.h. on level
29 m.p.g. at constant	60 m.p.h. on level
24 m.p.g. at constant	70 m.p.h. on level

Overall Fuel Consumption for 1,010 miles, 37.5 gallons, equals 26.9 m.p.g. (10.5 litres/100 km.).

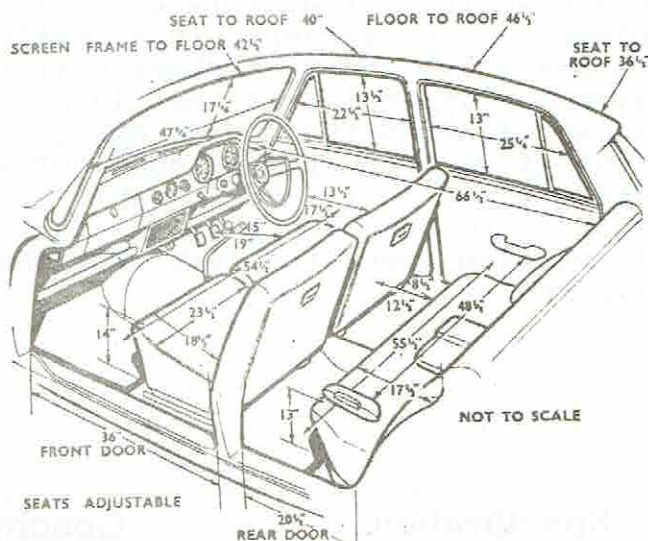
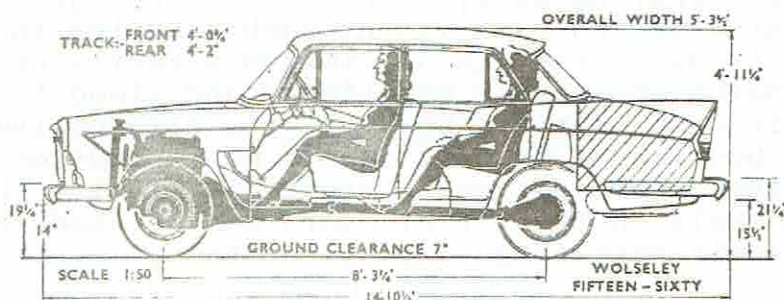
Touring Fuel Consumption (m.p.g. at steady speed midway between 30 m.p.h. and maximum, less 5% allowance for acceleration) .. 31 m.p.g.
Fuel tank capacity (maker's figure) .. 10 gallons

STEERING

Turning circle between kerbs:	
Left	35½ feet
Right	35½ feet
Turns of steering wheel from lock to lock 3	

BRAKES from 30 m.p.h. (wet road)

0.84 g retardation (equivalent to 36 ft. stopping distance) with 90 lb. pedal pressure.
0.74 g retardation (equivalent to 40 ft. stopping distance) with 75 lb. pedal pressure.
0.58 g retardation (equivalent to 52 ft. stopping distance) with 50 lb. pedal pressure.
0.27 g retardation (equivalent to 111 ft. stopping distance) with 25 lb. pedal pressure.



ACCELERATION TIMES from standstill

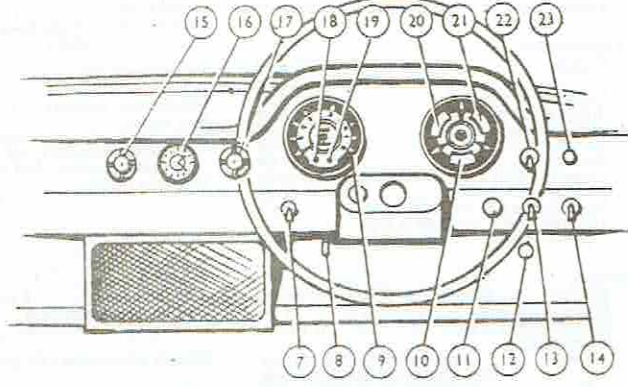
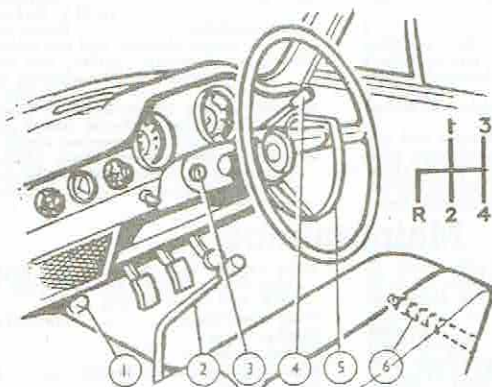
ACCELERATION TIMES (from standstill)				
0-30 m.p.h.	..	..	..	6.3 sec.
0-40 m.p.h.	..	..	..	10.5 sec.
0-50 m.p.h.	..	..	..	15.6 sec.
0-60 m.p.h.	..	..	..	25.6 sec.
0-70 m.p.h.	..	..	..	42.4 sec.
Standing quarter mile	..	..	..	23.2 sec.

ACCELERATION TIMES on upper ratios

ACCELERATION TIMES ON UPPER FLOOR		Top gear	3rd gear
10-30 m.p.h.	.. ..	11.7 sec.	7.6 sec.
20-40 m.p.h.	.. ..	11.1 sec.	7.5 sec.
30-50 m.p.h.	.. ..	11.6 sec.	9.3 sec.
40-60 m.p.h.	.. ..	15.9 sec.	15.6 sec.
50-70 m.p.h.	.. ..	26.1 sec.	—

HILL CLIMBING at sustained steady speeds

Max. gradient on top gear	1 in 11.7 (Tapley 190 lb./ton)
Max. gradient on 3rd gear	1 in 7.9 (Tapley 280 lb./ton)
Max. gradient on 2nd gear	1 in 5.3 (Tapley 415 lb./ton)



1. Headlamp dip-switch. 2. Gear lever. 3. Ignition and starter switch. 4. Direction indicator switch. 5. Horn ring. 6. Handbrake. 7. Heater boost fan. 8. Trip re-setting knob. 9. Speedometer and distance recorder. 10. Fuel contents gauge. 11.

Choke control. 12. Bonnet catch release. 13. Panel light switch. 14. Windscreen wipers switch. 15. Heater temperature control. 16. Clock. 17. Heater air distribution control. 18. Headlamp

high beam indicator lamp. 19, Dynamo charge warning lamp. 20, Oil pressure gauge. 21, Water thermometer. 22, Lights switch. 23, Windscreen washer button.

9. FOR THE LADIES



SEAT BELTS.

The most important passenger protection feature in a car is the safety belt. Of all drivers and front seat passengers who have died in road crashes, about 50% would have been saved by the modern lap and shoulder combination belt. The added protection offered to rear seat passengers is nearly as great.

Nobody has ever thought of a way to give such an enormous safety advantage so cheaply and at so little inconvenience ever in the history of the motor vehicle. Yet it still required mandatory belt-use laws to convince most drivers and front seat passengers to wear their belts. Even now when the saved lives and injuries are there to be counted some persons don't use their belts.

Perhaps there is some moral justification for the view that one has a right to take a "fatalistic" attitude toward life. "When your number's up, your number's up, and besides it's my life and none of your business." One can't do much about fatalism, but it can be argued that someone's belt usage is his neighbour's concern. "The accident compensation for your crash injuries comes out of my pocket."

This kind of thinking helps to justify the mandatory use law. However there's one thing that the law at present can't do and that's to get people to wear their belt right. Surveys have repeatedly shown that most are loose, improperly positioned, or have the buckle in the wrong place. (Think of how many more injuries would have been prevented if people wore them correctly). So if you resent a law that requires you to buckle up it's easy enough to get back at it! Wear it loose and sloppy instead of snugly around the hip bones, and instead of adjusting the buckle to fasten down at the side, wear it in the middle where it can tear your guts out. That'll show them how good their silly law is.

Although failure to wear safety belts may simply be old fashioned laziness there have been an incredible variety of rationalizations. Some examples:

1. "Safety belts are all right on long trips but not worth the bother when just driving around town."

FACT: Half of all traffic deaths occur within 25 kilometres of home and at speeds of less than 70 km/h.

2. "It's better to be thrown clear of the car than smashed up when it crumples in on you."

FACT: Fire occurs in only 0.2% and submersion in 0.3% of injury accidents. Even then, your safety belt could very easily improve your chances by keeping you from being knocked unconscious.

3. "Good drivers don't need safety belts. I've never had an accident."

FACT: Most drivers involved in injury-producing accidents have never had an accident before.

9a. RECIPE -- MERINGUE ROLL

If you like pavlova you'll love the sweet lightness of this delicious Meringue Roll. It is filled with cream strawberries, passionfruit pulp. Cut into slices for six happy people.

You will need:-

- 4 EGG WHITES
- $\frac{1}{2}$ CUP CASTOR SUGAR
- $1\frac{1}{2}$ CUPS THICKENED CREAM
- 1 PUNNET STRAWBERRIES
- 3 PASSIONFRUIT



1. Beat egg-whites until soft peaks form. Gradually beat in half the sugar, beat until sugar is dissolved. With metal spoon or spatula, lightly fold in all the remaining sugar.
2. Line base and sides of 30cm x 25cm (12 x 10in) greased swiss roll tin with greased greaseproof paper, bringing paper 5cm (2in) above sides of tin. Spread meringue mixture evenly over tin. Bake in moderately hot oven approximately 10 minutes or until firm to touch and a pale golden colour.
3. Turn meringue out on to a sheet of greaseproof paper which has been sprinkled with castor sugar. Gently peel off lining paper, let stand two minutes. Whip cream until peaks form, spread half the cream over slightly warm meringue. Reserve six strawberries for decoration. Hull and halve remaining strawberries, arrange in a strip 5cm from edge of roll, spoon passionfruit pulp over cream.
4. Use the greaseproof paper to help in rolling. Lift up paper gently, roll up meringue firmly, refrigerate until quite cold. Trim ends of roll. Spread remaining cream evenly over roll. If desired, pipe extra cream decoratively on top. Decorate with whole glazed strawberries.

GLAZE:- Combine 3 tablespoons strawberry jam and 1 tablespoon water in small pan, stir until boiling, push through sieve. Brush over strawberries.



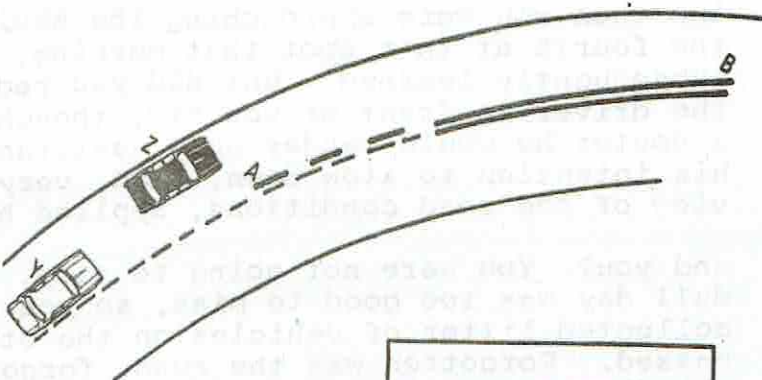
Driver Questionnaire

1. WHAT IS THE CLOSEST DISTANCE YOU MAY FOLLOW BEHIND ANOTHER VEHICLE AT 70 KM/H?
- 16 metres
 - 20 metres
 - 24 metres
 - 28 metres
2. WHAT IS THE MEANING OF A YELLOW BROKEN LINE PAINTED ON THE ROAD PARALLEL TO AND ABOUT ONE METRE OUT FROM THE KERB?
- You may not pass
 - Only heavy vehicles may park here
 - You may stop for no more than 5 minutes
 - No vehicle may stop there
3. IF YOU WANTED TO STOP IN THE AREA TO WHICH THE ARROW IS POINTING, WHAT WOULD THIS SIGN MEAN?



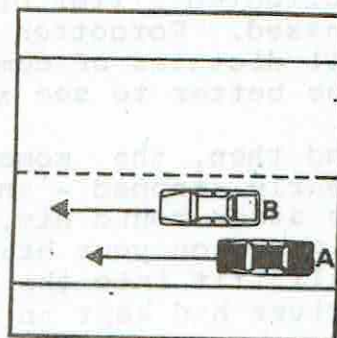
- You may stop for 5 minutes at any time
- You may not stop between 8 a.m. and 6 p.m. on days other than Saturdays and holidays
- You may not stop at any time
- You may stop if someone remains in the car

4. "Y" WOULD LIKE TO PASS "Z". "Y" WOULD HAVE 100 METRES VISIBILITY THROUGHOUT THE MOVEMENT. WHAT DO THE "NO PASSING" LINES AND ADVANCE WARNING LINES ALLOW?



- Y may pass Z under any circumstances
- Y may travel on the right of the solid "no passing" line only if completing a passing movement which was started before A
- Y may pass Z between A and B if Y does not cross over the solid "no passing" lines to do so
- Y may not pass Z under any circumstances

5. WHEN IS "A" ALLOWED TO PASS "B"?
- In any circumstances
 - In any circumstances but only if it is safe
 - Only if B has stopped or intends turning right and it is safe and considerate
 - Not under any circumstances



6. WHAT MUST YOU DO WHEN YOU SEE THIS SIGN?



- Watch for trains but there is no special speed limit
- Slow down to 20 km/h and watch for trains
- Slow down to 30 km/h and watch for trains

7. WHAT MUST YOU DO WHEN YOU SEE THIS SIGN?

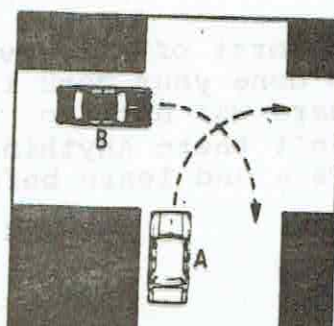
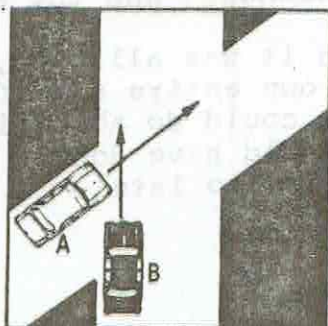
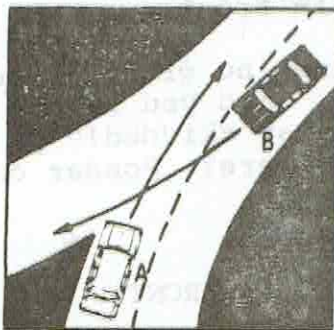


- Do not exceed 70 km/h if weather conditions, presence of children, density of traffic, etc., would make a higher speed unsafe
- Slow down to 70 km/h at night
- Do not exceed 50 km/h if weather conditions, presence of children, density of traffic, etc., would make a higher speed unsafe

8. WHAT DECIDES THE DISTANCE A CAR TAKES TO STOP ONCE THE BRAKES ARE APPLIED?

- The speed of the car and the condition of the tyres, brakes and the road surface
- The visibility distance the driver has
- Whether or not the driver has good eyesight

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. FROM THE MAN IN FRONT - AN OPEN LETTER TO THE MAN WHO DIDN'T
LOOK WHERE HE WAS GOING

Remember the other day? It was raining, the road was wet and greasy and there you were, driving your baby car along an unfamiliar road a long way from home as fast as its poor panting engine would permit. There were four of you in the car, but you pressed on, oblivious of danger.

And then you caught up with another car in front. You were unable to pass, but did you just hang back a little? No, not you! You were riding right up the other car's exhaust pipe, on a wet and greasy road, oblivious of danger.

And then you were approaching the obvious scene of a road accident - the fourth at that spot that morning, one of them fatal, as you subsequently learned - but did you reduce speed? Oh, no, not you! The driver in front of you did, though - he had to, you see, for as a doctor he would render what assistance he could - so he signalled his intention to slow down, then, very gently and circumspectly in view of the road conditions, applied his brakes.

And you? You were not going to stop, but this free spectacle on a dull day was too good to miss, so you gawped, open-mouthed, at the collected litter of vehicles on the other side of the road as you passed. Forgotten was the road, forgotten your passengers, forgotten all dictates of common sense or road safety. You turned your head the better to see all the lurid details, but still you drove on ...

And then, the moment of truth. Ahead of you the other car had nearly stopped - and then you lost your head completely! Did you try to steer round him, or take any other avoiding action? No, you slammed on your brakes - and how surprised you were when you skidded full tilt into the back of the car in front! **Luckily**, the other driver had kept an eye on you in his mirror and so was warned of what was about to happen; he released his brakes and accelerated again, but even so, you still hit him.

You were flung up from your seat, needlessly, as you had sufficient time to put up your arm, and sustained a cut forehead. Your passengers were more surprised than hurt. Your car suffered most, the front end and radiator becoming write-offs. The car in front suffered damage to its bodywork, and your insurance company will have to pay some **\$500** for repairs to the two vehicles.

By the grace of God there were no serious injuries. God was watching you see - but you weren't! Because of your own carelessness and morbid curiosity you caused a road accident. True, it was of relatively minor significance as no serious personal injuries resulted. Yet you involved four innocent people in your blind bashing on - your three passengers and the driver in front.

And worst of all, even when it was all over, you knew no wrong. You had done your work to your own entire satisfaction. And you said, 'There was nothing at all I could do about it - I just skidded!' 'Wasn't there anything you could have done? Wasn't there? Ponder on this - and learn before it is too late!

'THE MAN IN FRONT'

12. YOU ASKED US - ABOUT YOUR CAR

Phillips-head Screws

MY RECENTLY ACQUIRED WOLSELEY CAR HAS SCREWS THE HEADS OF WHICH ARE EQUIPPED NOT WITH THE ORDINARY SLOT, BUT WITH A CROSS-SHAPED DEPRESSION. WHAT ARE THESE SCREWS CALLED, AND ARE SPECIAL SCREWDRIVERS OBTAINABLE TO HANDLE THEM, PLEASE?

The screws to which you refer have Phillips recessed heads and suitable screwdrivers are obtainable from any good tool shop, indifferent sizes, each of which may be either ordinary or specially hardened. The No. 2 driver handles screws from 4 B.A. to 7/32 W. and No. 3 handles $\frac{1}{4}$ W. and 5/16 W., which covers most screws on your car. The hard variety is intended for use on self-tapping screws which are so hard that they cause relatively rapid wear on an ordinary driver. On the other hand, the hard drivers can easily damage the head of an ordinary screw. The advantage of these screw heads is that they provide far more positive control of the screw, which is a great advantage in awkward places and renders it far easier to insert the screw straight.

Master Cylinder and Reservoir on Wolseley Eight

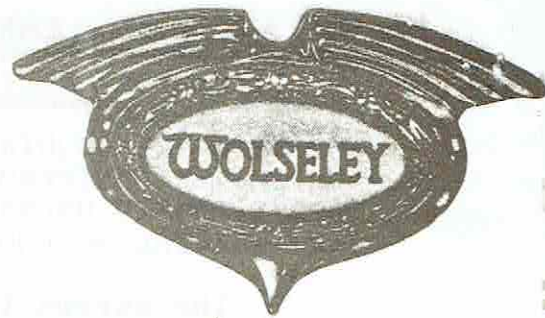
I HAVE BEEN FORTUNATE ENOUGH TO OBTAIN A VERY GOOD WOLSELEY EIGHT FOUR-DOOR SALOON CAR. DURING THE WINTER MONTHS I HAVE BEEN ATTENDING TO MINOR ADJUSTMENTS, AND NOW I WANT TO EXAMINE AND CHECK THE HYDRAULIC BRAKING SYSTEM. THE BLEEDING OF THE SYSTEM WILL NOT PREVENT ANY DIFFICULTY, BUT I CANNOT FIND WHERE THE SUPPLY TANK IS HIDDEN. IF YOU COULD TELL ME THIS AND ANY DETAILS REGARDING THIS TANK IT WOULD ALLOW ME TO CONTINUE MY MAINTENANCE.

The Wolseley Eight was one of the first cars produced with a built-in master cylinder and reservoir. Before this combined unit was introduced Wolseley owners will remember that a separate reservoir was common, and in general aspect one would liken this reservoir to a quart oil tin (the type which lately seems to have lost favour due to metrification).

Whilst similar to the original layout and almost identical with the current system, the principles employed were exactly the same right from the time Lockheed brakes were fitted to the Wolseley.

On the 308 model a rectangular master cylinder and supply tank was used. To replenish the system a filler plug is removed from the top of the unit and access is gained simply by the removal of the front floorboard. If the level of the Lockheed brake fluid is low, then replenish so that the reservoir is three-quarters full. Under no circumstances allow the fluid level to fall below the half-way mark. No adjustment is provided on the master cylinder, and the only attention which should be given when the need arises is the replacement of the cups and pistons. We would advise that under normal circumstances the several hexagon-headed connections and bolts be left undisturbed.

13. BUY - SELL - EXCHANGE



The Club is now able to offer the following items for sale to club members:

-- Cloth jacket "Wolseley" monograms	\$ 5.20	ea
-- Radiator badge replacement plastic inserts	\$ 6.50	ea
-- Radiator badge replacement incorporating silver surround (in plastic imitation)	\$ 8.75	ea
-- "Wolseley" key rings	\$ 1.65	ea
-- Copper wall plaques with winged Wolseley emblem	\$11.50c	ea
-- "Wolseley Car Club" bumper badges	\$16.00c	ea
-- "Wolseley Car Club" windscreen transfers .. .. .	.60c	ea
-- "Wolseley Car Club" windscreen transfers - two for	\$ 1.00	pr

These items are available by forwarding your money, with an order for the desired item to the Treasurer ●

14. GENERAL NOTES

- It is pleasing to see the odd Wolseley driving around town now displaying the Car Club Bumper Badges. They look great on all the cars they have been fitted to, and are, of course, an excellent way of advertising the Club. They also provide an easy means of recognising a member whom you may not normally notice and gives you the opportunity of exchanging a wave in the knowledge that the driver isn't a complete stranger to you. If you prefer a set of window transfers, don't delay, order yours now.
- Please remember to keep an eye on the 'Motor Cars for Sale' column in Saturday evenings paper for Club notices. Remember also that all postponement notices are broadcast on Radio Avon or 3ZB on the morning of the event. If in doubt don't hesitate to contact a member of the Committee.
- As always, any contributions for future Newsletters will be gratefully accepted. The next one is due out in November, so be sure to let me have all items in plenty of time during October. ●

COLIN HEY

STOP!!

HAVE YOU PAID YOUR SUBSCRIPTION FOR 1979/80 YET? PLUS YOUR LEVY OF \$10.

IF NOT PLEASE FORWARD SAME TO THE TREASURER, P.O. BOX 816 CHRISTCHURCH.

NEW MEMBERS

Member No.

94	W.A. MacArthur	45 Cain Street, <u>TIMARU.</u>	1965 6/110 MkII
96	R.N. Thompson	10 Chrichton Street, <u>CHRISTCHURCH, 2.</u>	1963 6/110
97	N.K. Anderson	Aorangi Road, Seadown, <u>R.D. 3 TIMARU.</u>	
98	R.G. Dunlop	Loburn, <u>R.D. 2 RANGIORA.</u>	1935 Hornet
99	J.W. Nally	64 Cwonoer, <u>TIMARU.</u>	1963 6/110
100	Mrs P.M. Jones	220 Pines Avenue, <u>CHRISTCHURCH, 7.</u>	1971 1300
101	D.B. Akins	P.O. Box 20, <u>DUVAUCHELLE.</u>	1965 6/110 MkII O/D

15. FROM THE CAPTAINS TABLE

HELLO FELLOW CLUB MEMBERS

I would like to take this opportunity to welcome you to the beginning of our new financial year.

CLUB ACTIVITIES

Just a few lines to remind you that a Club such as ours can go on to better things or, fall by the wayside, depending on the degree of participation by its members.

I have noticed we have two distinct types of followers attending Club activities; those who enjoy an evening out to socialise and dine, and discuss any car problem. On the other hand we see those who participate in runs, picnics and rallies.

Do keep it up. Your Committee labours hard on YOUR behalf to provide Club fixtures to everyone's benefit. It can be bitterly disappointing to those who give up their leisure time to plan the days event, only to be faced with a poor response from members.

I do hope to see many of you turn out for the Ashburton Picnic, only an hours run away from Christchurch or Timaru. This is a chance to meet those from all three branches, plus any intending new members.

CLUB MEMBERS PARTS SERVICE

It is vital that you attend the Special General Meeting to hear the report from our "Spares Sub-Committee" on planning the future operation of our Parts and Accessories Section.

New Cars and/or inflation are rapidly pricing themselves out of reach of many New Zealanders, whereas existing cars are worthy of keeping on the road. The catchcry of "IF ONLY WE COULD HAVE PROCURED THAT ELUSIVE PART, WHEN IT WAS AVAILABLE FOR SALE", will become an important cry.

Your Club can endeavour to bridge this gap, but only with the full backing of all Club members.

This meeting is at a crucial stage, in planning our future spare part requirements. So come along, and add your knowledge, and experience, by guiding us on the right road ahead.

We also hope to combine activities with other associated Car Clubs, to compare, show the flag, and observe what amenities are available.

FUEL CONSERVATION

Yes, our Club is energy conscious. That's why we were among the first to cancel a run, upon the announcement of the crisis, then restricted mileage over previous months to achieve fuel conservation.

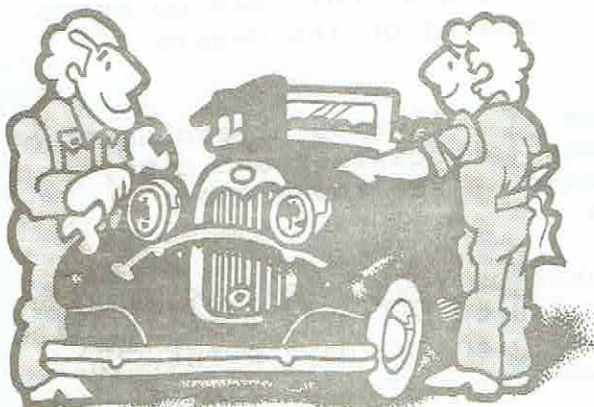
If you are unable to attend a Club activity, due to your carless day, breakdown, or being conservation conscious, do contact your Committee member, or travel with a fellow Club member you know, on a knock for knock basis.

I look forward to seeing you at our next Club fixture. Until then, watch out for the "Man-in-Front" ●

BILL WILLIAMSON

classified advertisements

LESS 10% DISCOUNT TO CLUB MEMBERS

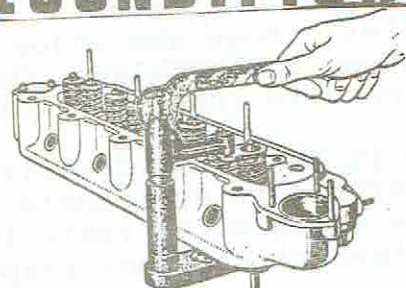


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ANSWERS TO PAGE 19: 1/A, 2/D, 3/B, 4/C, 5/C, 6/C, 7/C, 8/A, 9/B, 10/A, 11/B...