THE WOLSELEY WORD

CAR CLUB

N.Z. INCORPORATED

DECEMBER/JANUARY 1979-80 **NEWSLETTER** VOL. 4. NO. 3.

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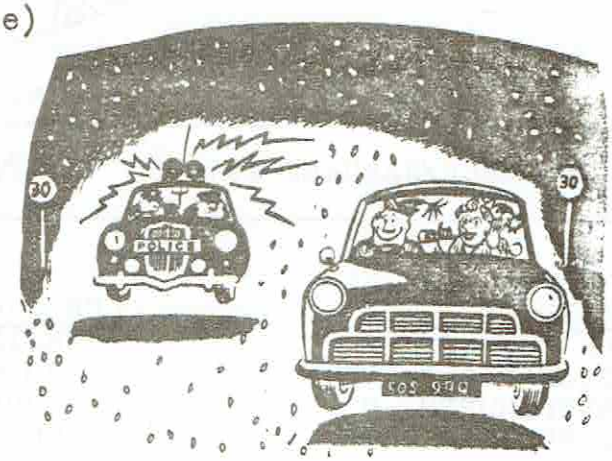
ORDER OF ARTICLES



"Henry, listen, sleigh-bells!"

EDITORIAL - FROM MY POINT OF VIEW

Unfortunately, this is the last time I will be responsible for writing this portion of the newsletter. Due to growing commitments, the most important being a decision to take up married life. Therefore , I have decided to relinquish my positions of Vice President and Editor of the 'Wolseley Word'.

I have worked on the Executive Committee of the Club since its formation 3½years ago, and on the whole have thoroughly enjoyed my part in the running of the various club activities held during that time. The steady growth of Club membership has been really obvious for all to see from the original handful of people attending the inaugural meeting. Now we have a membership approaching 100, with members spread all around the South Island, and even some in the North Island. It has been interesting to note that a fair proportion of membership has been gained by word of mouth, rather than by large advertisements, or membership drives , although these too have played their part to let people know of the existence of the Club.

I think possibly the newsletter has played its part in getting people motivated into joining the Club. It has come a long way from the Banda produced layouts used during the initial stages of the Clubs development, although they also did a great job to get the club off to a good start. A lot of work has been put into the format of this present day type of newsletter, much of it by Bill Williamson, who seems to have an endless supply of layout ideas, and improvement schemes. I particularly owe him my thanks for his assistance during my spell as Editor,

and have no doubts that the future will see further improvements instigated by him.

The Spare Parts side of the Club is another area that has shown some growth lately. It will be interesting to see what effect the new levy introduced this current financial year has, but I have no doubt that it will eventually enable members to stand a far better chance of obtaining those 'hard to get' spares which nowdays seem even harder to procure. It can get very awkward when you own a car you really like, but sometimes are unwilling to retain because it just becomes more difficult to keep on the road, or maintain in good efficient running order. It has been difficult in the past to obtain a clear cut spare parts policy, but now that some finance is available great strides can be made in this area.

The greatest evidence available to me, as a Committee member (and to others of the Committee) is of the general members' interest, judging from the turnout at the various Christchurch activities run by the Club. To some extent the turnout has been dependent upon the work put into organising an event. But to a greater degree on the sheer willingness of each member to attend. It is often very disappointing for the Committee, particularly to the member charged with organising the event, to see only a handful of people turn out. It is very difficult to gauge anywhere near the approximate number who will attend an event. For this reason an optimistic view is nearly always adopted. This has often led to great expense, rather than break even, or a small profit as far as Club finances are concerned. However there have been times when the turnout has even exceeded our optimism, and bringing encouragement not only to the Committee, but also to members attending such activities. If I can leave a note of encouragement, it is to make an effort to get along to some more of the activities, because I can almost guarantee you will enjoy them. Let the Committee know if you don't.

It is rather a shame nowdays, that fuel prices, understandably, are starting to get the better of us. I know, I personally have been effected, and I know everyone else has been too. I feel sorry particularly for those members who own larger 6 cylinder cars, and who enjoy driving them. It is hard (or is it) to know what the future holds, where transport and energy needs are concerned, but I suppose we can only hope that things won't get too bad in the years to come. It would be very sad to see the Wolseley Car Club have to wind down operations to the extent where the emphasis is to be placed on 'Club' instead of 'Wolseley Car'.

However, I am sure that the car club still has a good many years left in it yet, and as long as there are cars in New Zealand there will always remain a Wolseley Car Club of New Zealand.

Just before I do finally sign off, I would like to extend a special thanks to those in the Club, whom I have become aquainted with during my time on the Committee, for their help, and encouragement, and pass on my regards to those whom I have not met and look forward to meeting in the future

I trust you enjoy reading each Club newsletter and hope you will continue to do so. See you at future Club events.

Colin Hey.

THE PRESIDENT SAYS

Dear Member,

Here we are into the 1980s, and the start of a new decade, I hope you have had a very pleasant Christmas and New Year and I look forward to seeing you during the year.

The next decade brings many exciting changes and challenges to our Club, but I am confident that we will progress considerably, but it will need to be with the co-operation of all members.

The Committee has not had the opportunity to have a meeting at the time of writing because of the holiday period, but our next meeting will be 21st January.

A new Club Calender will be arranged and a working bee organised to erect our spare parts shed.

It is my intention to call a general meeting in the near future with perhaps films and supper after-wards, I hope many of you will come along and express your views.

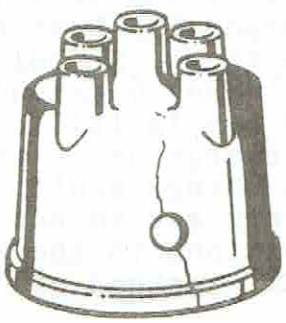
Associated with this of course, is the Questionaire sent to you all at the closing of last year.

I trust you have all replied by now, as Bill Williamson and I would like to discuss the matter before the Committee meeting in February.

It is going to take many hours of study before satisfactory ideas can be sorted out as to future Club events to be held.

Remember to drive safely.

JOHN PARKER



Misfiring in an engine can sometimes be traced to "tracking" from one of the H.T. terminals to the distributor body, down the side of the distributor cap. As a temporary measure until a replacement cap can be obtained, drill a small hole through the cap with the line of tracking passing through the centre of the hole. This will produce a gap too large for the H.T. spark to jump. About a ¼" hole should be about right.

3. COMING ACTIVITIES - CHRISTCHURCH BRANCH.

WEDNESDAY 6 FEBRUARY - Run to Okain's Bay - New Zealands Day Celebrations

Leaving Lincoln Road Supervalue at 9 a.m. Picnic lunch.

Like many other bays, Okains was named through a trifling incident. Captain Hamilton, who traded around the Peninsular was sailing past the bay on one occasion while he was reading a book by the Irish naturalist, Okain. A fertile bay, it remains just as inviting an unspoiled. At the eastern end of the broad, safe and sandy beach, near the cliffs are still traces of the old wharf which was demolished several years ago. Only one and a half hours run from Christchurch to one of our country's finest displays of Maori artifacts, including a meeting house, plus a well established working colonial museum that includes a Totara, slab cottage, local stable, wheel wright, a smithy at the rear of an old chees factory used now for housing early forms of transport used in the bay, and in addition all the nicknacks of early pioneering life

TUESDAY EVENING 12 February 1980 - Committee Meeting 7-30, at Bill Smith's-772 Avonside Drive

TUESDAY EVENING 4 March 1980 - General Meeting - Senior Citizens Hall Sydenham

SUNDAY 16 March 1980 Fishing trip Pendarves, SURFCASTING-Fishing competition - Prizes to be awarded. Meet at 11a.m. Woolworths Carpark Hornby. Bring your food and refreshments.

SUNDAY 6 April 1980 Rally - 20 mile run, finish at Willowbank Wild Life Reserve, further arrangements to be made later.

CHRISTMAS WINE AND DINE

Christchurch branch members had an enjoyable happy hour, prior to sitting down to their annual Festive Dinner on December, 1st. John and Pauline were unfortunate in missing the early session, but soon caught up with the rest. Darryl and Lynnette kept disappearing and reappearing, "trying out the disco upstairs, they said"!!! Apart from a little flaunting at "Womens Lib" by a male member from another group, by starting to strip on the dance floor, things were quiet, relaxing, and generally a good time was had by those attending.

5. HOME WORKSHOP - WHERE THERE'S A WILL - PART TWO.

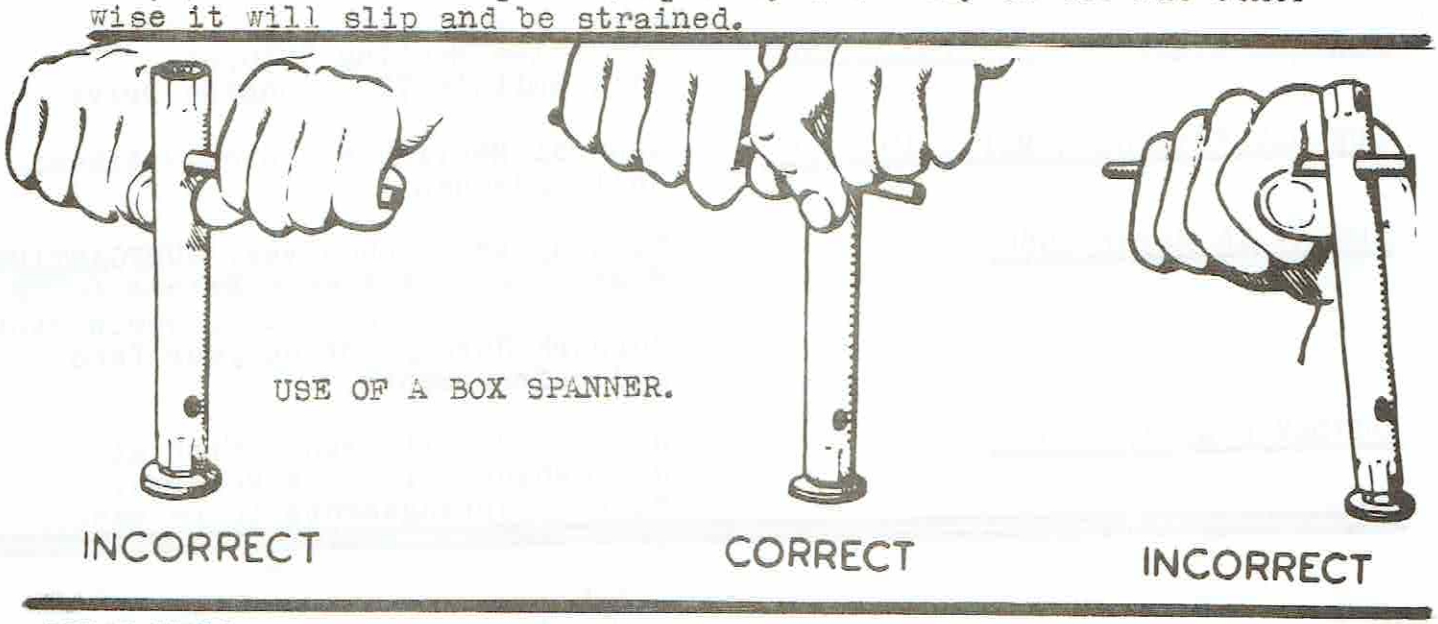
The spanner should be fitted fully on to the faces of the hexagon and should project at right angles to the axis of the bolt **or nut when turning.** If this is not done the jaws of the spanner will be strained, and may slip off the hexagon; always turn towards the jaws.

If an open-ended spanner is used in a confined space, it can be turned over to make the removal of the nut easier.

When tightening nuts with an open-ended spanner, an extension to a certain length which will give sufficient leverage for the particular nut size; use of an extension may result in damage to the threads.

BOX SPANNERS

Box spanners are used on nuts and bolts which cannot be reached with open-ended spanners. The box spanner is used with a tommy bar, which should be placed squarely and fully on the nut otherwise it will slip and be strained.



USE OF A BOX SPANNER.

STIFF NUTS

Occasionally a nut has become rusted in position, usually on the chassis where dirt and wet can get at it. When the methods I have obtained previously are of no avail extra leverage is the only answer, and the best way to obtain this is to place a piece of pipe over the spanner. The longer the pipe, the more leverage you get.

If all these fail, you have no alternative but to break up the nut with a hammer and chisel. But this really is the last resort, and is not considered good engineering. Take every precaution to avoid damaging any surrounding part.

BROKEN STUDS

Some time in your life a stud is going to break, usually because of overtightening, but occasionally due to sheer bad luck.

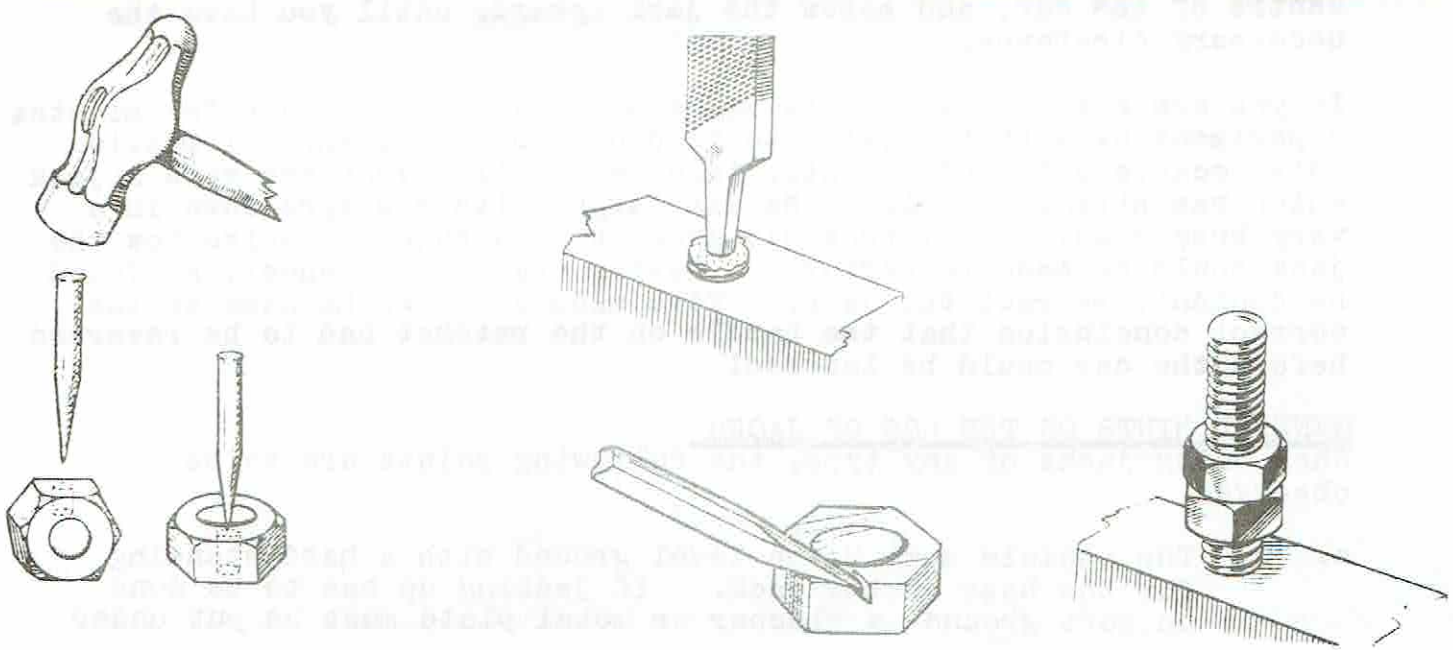
Whatever the reason, I warn you this is going to be the very devil of a job.

If there is a fair amount of stud protruding it should be possible to trip it with a pair of pliers, or with one of the many types of pipe grips. It should unscrew.

Another method is to file two flats onto the stud and use a spanner to unscrew it. Then again, you could cut a slot in the top of the stud with a hacksaw blade and then loosen it with a screwdriver.

More often, the stud breaks off flush with the surrounding metal. You have, my friend, a problem indeed.

From this moment go very carefully indeed. First, drill a hole in the centre of the stud, and push the tang of a file into it. I repeat - push the tang home, don't hammer it, for that way disaster lies. You



could end up with a broken stud containing a broken tang - big fleas have little fleas..., etc.

The file will make a good fit if you take care, and you should be able to rotate it. Failing this, use a easi-out tool.

REFITTING A STUD.

When refitting a stud, two nuts should be locked one against the other and the stud inserted like a bolt. When the stud is right home, the two nuts may be released from eash other in the usual way. It is always a good idea to apply a little oil to the threads before you refit a stud, it makes subsequent removal a very simple matter, and holds rust at bay.

THE GREASE GUN.

Although the modern car has few greasing points, there are still thousands of cars on the road which continue to require a shot or two.

The first step in this part of your servicing - and you would be surprised how often it is neglected - is to clean all the nipples thoroughly, and also, I might add, the grease gun. Inspect the grease itself (are you sure you have kept the grease tin securely capped?).

Test the gun before you start to make sure the grease is really flowing. You would be surprised how often people have to go all over the job again after they have discovered an air lock in the gun. Some guns have a special release valve to get rid of the air lock, others merely require a tap with a mallet at the head of the gun. Make sure you know which type you have.

JACKING.

If you place any sort of value on your life, never use house bricks or odd pieces of wood for jacking up the car.

Now that I have imparted that warning, let us get down to what you should do.

First, make sure that the ground is firm and relatively flat.

With the new type of jack in use on many vehicles - the 'side-lifter' for want of a better word- all you have to do is to insert the jack head into the lug provided, generally under the door sill in the centre of the car, and screw the jack upwards until you have the necessary clearance.

If you are new to your car it might be as well to spend a few minutes experimenting with the jack, to find out how it works. I mention this because a friend recently told me of his adventures with a jack which was strange to him. He was caught with his tyre down in a very busy road, and it took him about five minutes to solve how the jack could be made to perform. Having changed the wheel, he found he couldn't retract the jack. Five minutes later he came to the correct conclusion that the handle on the ratchet had to be reversed before the car could be lowered!

GENERAL HINTS ON THE USE OF JACKS

When using jacks of any type, the following points are to be observed.

a. The vehicle must be on level ground with a hard standing for the base of the jack. If jacking up has to be done on soft ground a sleeper or metal plate must be put under the base to distribute the weight, and prevent the jack from sinking in.

b. The wheels remaining on the ground must be chocked securely with thick wedges (scotches).

c. If the jack has insufficient lift, the operation must be done in two stages. Jack up to maximum lift, retain vehicle in that position by placing timber under it. Remove jack and by placing timber under jack effect the required lift.

d. The jack must bear on some rigid component that will withstand the load, such as an axle, heavy bracket, or stout frame member.

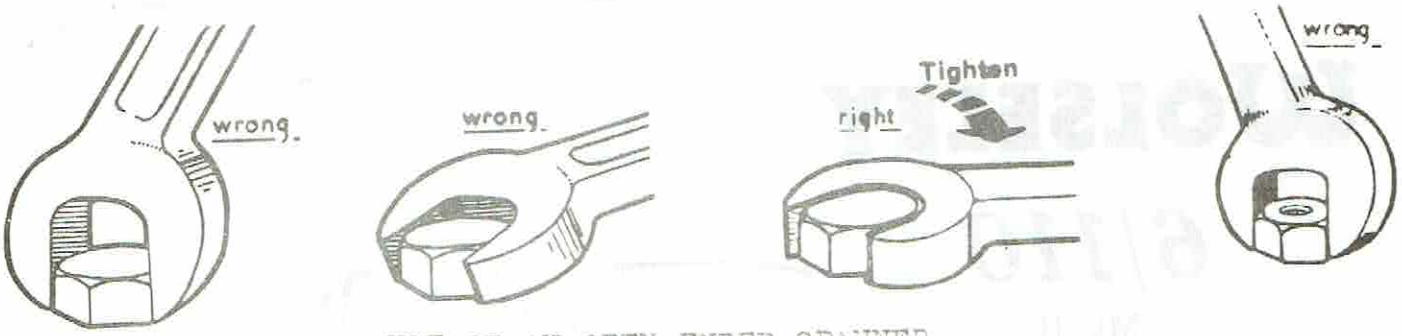
SAFETY PRECAUTIONS

When jacking the following safety precautions must be observed:

a. If a wheel has to be removed, or work done beneath the vehicle, a pile of blocks or sleepers should be built under it so that most of the weight is taken off the jack. (A pair of axle stands are the ideal gift for a birthday or at Xmas).

b. When the vehicle is finally jacked up, removal of the jack handle prevents accidental lowering.

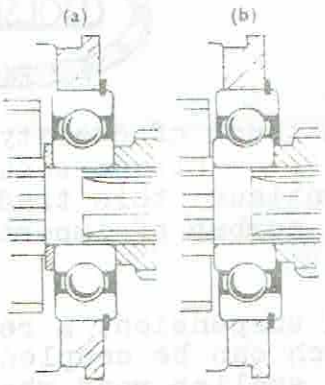
c. The jack should be checked during the operation to see there are no signs of slipping.



USE OF AN OPEN ENDED SPANNER.

WOLSELEY SERVICE

NO.3 OF 6, SELECTING A REPLACEMENT BEARING



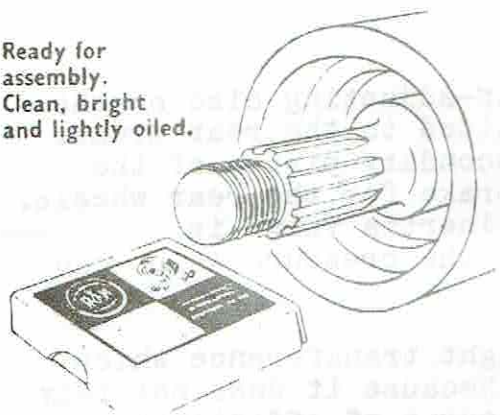
(a) Bearing correctly adjusted on assembly

(b) A worn or missing mating component will put excessive loads on the bearing.

A fitted bearing should be disturbed as little as possible, otherwise the shaft and housing fits may be affected. However, you may have to remove a bearing to reach some other part or to fit a replacement for a damaged bearing.

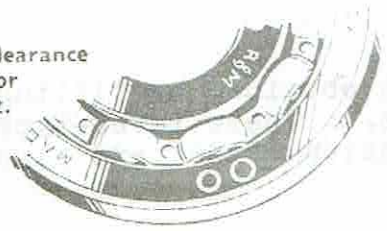
Make sure of the following points before doing any fitting:

The shaft, housing and any distance piece or components must be perfectly clean and have no signs of wear. Watch out for changes in surface appearance. They may mean that a bearing ring has been turning with consequent wear. Spots of a different colour could mean that some part was out-of-round. All these matters must be put right before a new bearing is fitted. Lightly grease or oil the fitting surfaces when all is ready for assembly.



Ready for assembly. Clean, bright and lightly oiled.

If you have had trouble with a bearing on an old vehicle it is possible that the wrong type had been fitted in the first place or that it had been fitted incorrectly. So it is not always safe to fit exactly the same type of bearing as you removed. If in doubt, check the maker's catalogue. Make sure you buy a new bearing from a reputable factor or agent. Cars and trucks use many special bearings which have particular features to suit one application. It is most important that the correct bearing is used.



Internal Clearance marking for two-dot fit.

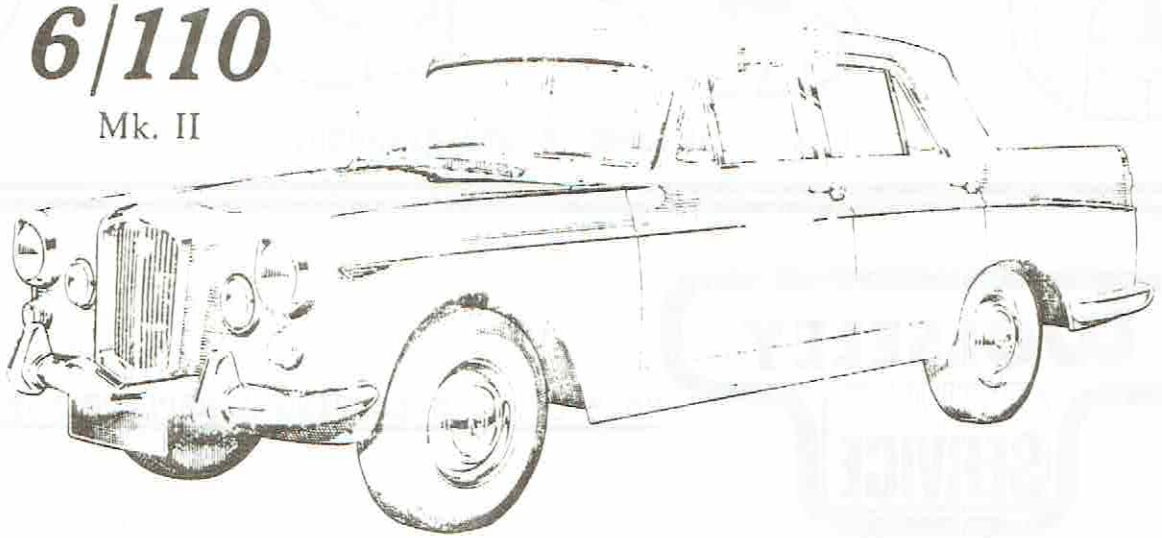
Another point to watch is that the internal clearance in ball and roller journal bearings is selected by the manufacturers according to the job it has to do. It varies from the tight one dot fit to slack three dot. The clearance is identified by faintly marked circles on the stamped face of one ring—0 indicates the least, 000 the greatest, internal clearance. Normally 00 fit will be satisfactory but automotive bearings on some applications such as most gearboxes require 000 fit. The two dot fit would then give too tight a bearing after assembly. Internal clearances are not marked on angular contact or thrust bearings.

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

WOLSELEY

6/110

Mk. II



A CONDENSED REPORT.

Wolseley cars have always offered that extra touch of quality that the discerning driver looks for when he is buying his personal transport. The Mark II version of the Wolseley 6/110 continue this tradition. Although unchanged externally, the car has a number of important mechanical and trim modifications.

New features on the Mark II include improved suspension, a redesigned exhaust system, a new four-speed gearbox which can be coupled to the Borg-Warner Model 35 automatic transmission, smaller road wheels, and a number of changes to the trim. The braking, always good, was further improved.

BRAKING SYSTEM

The braking system, in addition to having self-adjusting disc on the front, also has a self-adjusting mechanism fitted to the rear drums. This automatic adjustment is operated by a secondary piston of the cylinder and adjusts both the hand and foot brake for the rear wheels. To ensure stable braking in an emergency, an inertia valve is incorporated in the hydraulic system to limit the pressure which can be applied to the rear brakes.

This ball valve is operated solely by the weight transference which occurs at a certain degree of retardation. Because it does not rely on a fixed-line pressure it achieves a high degree of efficiency irrespective of the car's load. At the front, thicker discs and a larger servo unit also give greater stopping power.

SUSPENSION

Improved suspension characteristics have been obtained by fitting special heavy-duty, twin-valve, front shock absorbers. These lever-type shock absorbers give increased resistance to suspension 'fade' and also allow improved wheel geometry.

The rear suspension was also revised, and superior riding qualities are gained by increasing the length of the rubber-mounted leaf springs by 4 in., combined with new telescopic shock absorbers. The latter are angled inwards to absorb roll force.

Both road wheels and tyres are reduced in size. Those on the Mark 1 Wolseley were 14 in. in diameter, whilst those fitted to the Mark 11 have been reduced to 13 in. in diameter. This cuts the unsprung weight of each wheel by 10 lb. and also has the effect of lowering the car by $\frac{3}{8}$ in.

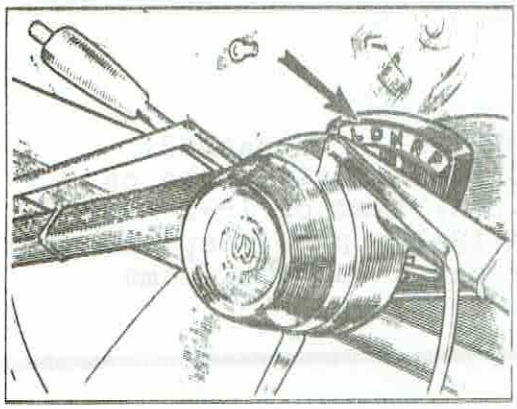
TRANSMISSION.

A new four-speed gearbox with a centre floor gear-change was designed for this model. As a result of this modification, it was also possible to offer a slightly larger version of the Borg-Warner Model 35 automatic transmission unit as an optional extra. This is a development of the same unit that has proved so very successful on the B.M.C. 'B'- series range.

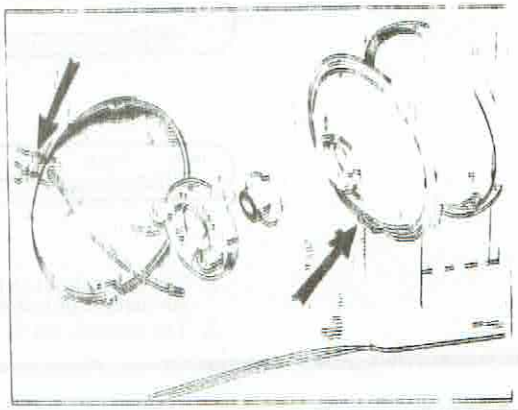
It allows the driver to override the automatic change mechanism and select a lower gear at will.

There are two other important mechanical changes on the Mark 11 6/110. The first is the redesigned exhaust system. It is improved acoustically by the use of three separate silencers, and flexible mountings for the whole system also help to eliminate resonance and 'boom'.

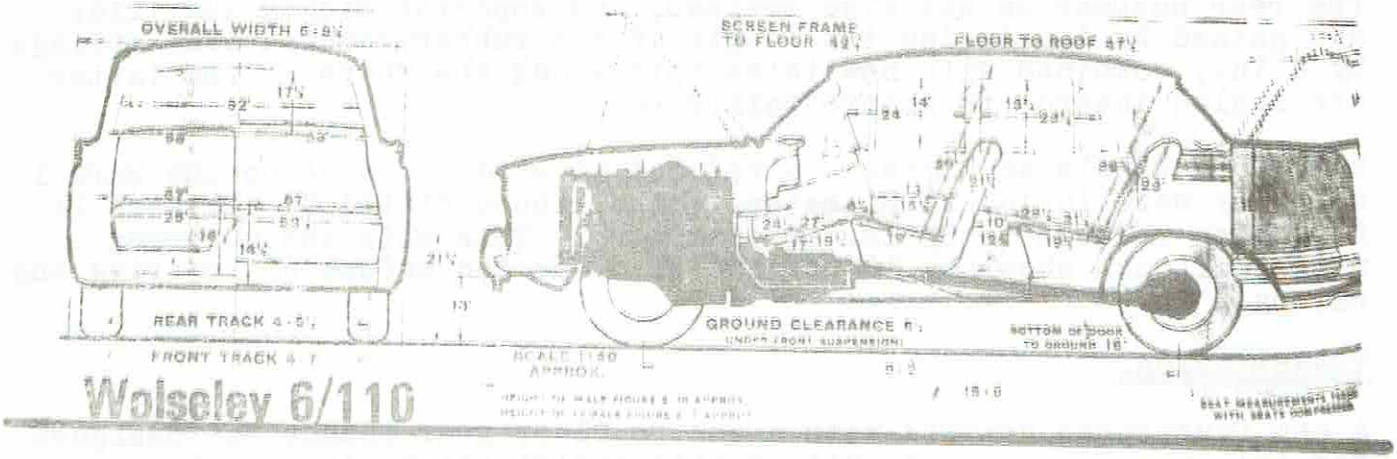
The other modification, welcomed by garages and do-it-yourself motorists alike, is the elimination of six greasing points from the steering side- and cross-rods. These joints are now sealed for life.



The automatic transmission selector lever quadrant



A long-range driving lamp. The lower arrow indicates the reflector locating lugs. If the beam requires adjustment, first slacken the lamp retaining nut indicated by the upper arrow



INTERIOR

In the passenger compartment too, there are some striking changes. The one which with the most general acclaim is the fitting of fully reclining front seats as standard equipment. All the seats are finished in top-quality leather.

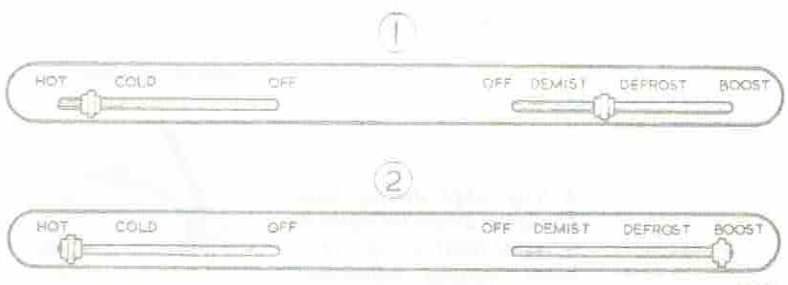
The fascia was redesigned, the high accuracy instruments, and regrouped switches, all clearly marked, are attractively housed in polished walnut. The traditional Wolseley air of elegance is further enhanced by the addition of door waist cappings and picnic tables on the rear of the front seats in the same polished wood.

Other standard fittings include a cigar-lighter, heater/demister unit, and children's safety catches on all doors. These latter are inaccessible from inside the car.

Overdrive, Hydrosteer power steering, and Normalair full air-conditioning were available as optional extras.

ENGINE

The well-proven B.M.C. 2912 c.c. 'C' -series engine is unchanged. This unit, which developes 120 b.h.p. at 4,750 r.p.m., gives the car a top speed of around 104 m.p.h. and a 0-60 m.p.h. time of 15-1 seconds. The fuel consumption varies between 19-24m.p.g., depending on the enthusiasm of the driver. This gives the car a range of some 350 miles under normal driving conditions.



The heater controls

1. The controls set to prevent mist forming on the windshield and to provide a circulation of warm air.
2. The controls set to remove ice from the windshield.

GENERAL DATA

Fuel system

Carburetters	S.U. H4 type (two)
Carburetter needle	AR

Transmission

Rear axle ratio	Standard 3·9:1, Automatic 3·545:1		
Overall gear ratios:			
First	10·31 : 1	With overdrive	7·938 : 1
Second	8·10 : 1		6·237 : 1
Third	5·11 : 1		3·935 : 1
Top	3·91 : 1		3·010 : 1
Reverse	13·26 : 1		

Tyres

Size	7·50—13 tubeless
Pressure: normal—front	27 lb./sq. in. (1·9 kg./cm.²)
rear	25 lb./sq. in. (1·76 kg./cm.²)

Capacities

Fuel tank capacity	16 gal. (19·2 U.S. gal., 73 litres)
Engine oil capacity (including oil filter)	12¾ pints (15·3 U.S. pints, 7·25 litres)
Gearbox oil capacity (standard gearbox)	5½ pints (6·6 U.S. pints, 3·13 litres)
Gearbox oil capacity (automatic gearbox)	11¼ pints (13·5 U.S. pints, 6·4 litres)
Rear axle oil capacity	3¼ pints (3·9 U.S. pints, 1·84 litres)
Water capacity (with heater)	19 pints (22·8 U.S. pints, 10·8 litres)

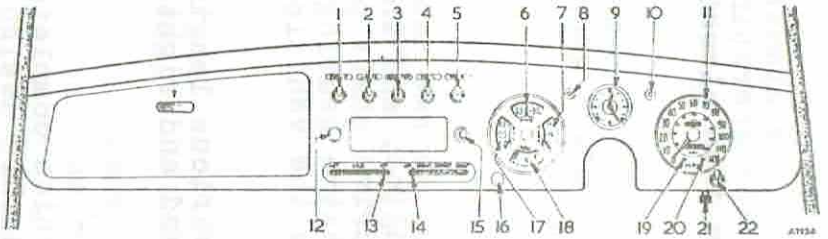
Dimensions

Track (front)	4 ft. 7 in. (1·397 m.)
Track (rear)	4 ft. 5½ in. (1·352 m.)
Turning circle	41 ft. (12·5 m.)
Front wheel alignment (unladen)	⅛ in. (3·18 mm.) toe-in
Wheelbase	9 ft. 2 in. (2·79 m.)
Over-all length	15 ft. 7½ in. (4·762 m.)
Over-all width	5 ft. 8½ in. (1·74 m.)
Over-all height	4 ft. 11½ in. (1·512 m.)

NOTE:—To reduce the possibility of theft, ignition switches are not marked with a number, owners are advised to make a note of the number stamped on their ignition key in case of future loss.

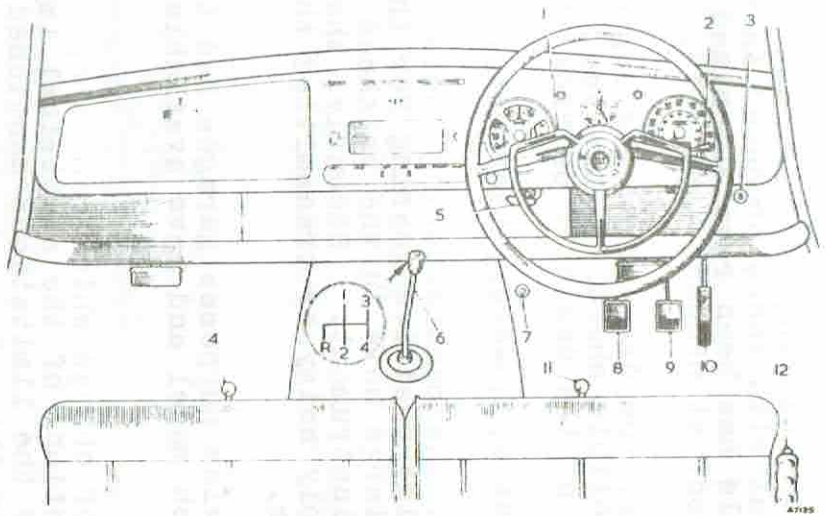
References to right or left hand in this Supplement are made when viewing the car from the rear.

INSTRUMENTS



The instruments and switches

1. Blower switch.
2. Lighting switch.
3. Ignition and starter switch.
4. Panel light switch.
5. Windshield wiper switch.
6. Ammeter.
7. Temperature gauge.
8. Vacuum servo warning light.
9. Clock.
10. Lubrication warning light.
11. Speedometer.
12. Cigar-lighter.
13. Heater temperature control.
14. Heater air control.
15. Choke control.
16. Windshield washer control.
17. Oil pressure gauge.
18. Fuel gauge.
19. Main-beam warning light.
20. Ignition warning light.
21. Trip distance setting.
22. Long-range driving light switch.



The controls (synchromesh gearbox with overdrive)

1. Horn ring.
2. Direction indicator and headlight flasher switch.
3. Bonnet lock handle.
4. Seat adjusting lever.
5. Overdrive control.
6. Gear lever.
7. Headlight dip switch.
8. Clutch pedal.
9. Foot brake.
10. Accelerator.
11. Seat adjusting lever.
12. Hand brake lever.

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ENGINE TACHOMETERS

Let us look at the various types of engine tachometers or speed indicators which are available for fitting to the vehicle. At one time this unit was considered essential on the larger and more expensive ranges of saloon cars, but it is now only normally fitted to the sports car and race bred specials of any manufacturer.

Whilst the markings on the face of this instrument are now almost identical with those produced in the early twenties, the operating principle has been revolutionized to a greater degree than almost any instrument at present available.

Intially, the drive from the engine to the instrument head was achieved by a flexible shaft. This was usually taken from the drive gear at the end of the camshaft or from the rear of the dynamo.

This system, however, had certain limitations.

Firstly, the manufacturing costs were rather great, as it was necessary to provide positive gearing for the drive from the engine, and then seal a large hole in the bulkhead through which the drive shaft passed to the instrument. Secondly, these shafts and the extra gearing were inevitably noisy or transmitted the engine noise into the vehicle interior.

For service purposes garages had to stock shafts of various lengths to suit each model and have available shafts for left-hand and right-hand models.

The major change which came about in tachometer design was the introduction of the electrical impulse tachometer, which completely overcame the limitations mentioned previously. With this design principle the only connection between the engine and instrument is three or four thin PVC-covered wires.

Initially, most manufacturers favoured the H.T. (high tension) pick up types, but it is now current practice to use the more positive and reliable, L.T. (low tension) transistorized units.

The art of driving and using a tachometer to the full is quickly acquired, but the instrument must be suitably positioned for maximum advantage to be gained. If possible the dial should be directly in front of the driver's line of vision, so that the eyes need deviate from the road only for a split second.

To use this instrument it is necessary to know the point in the speed range at which maximum torque occurs, and also the maximum speed advised by the engine manufacturer or tuning specialist. In this way the maximum power in each gear can be used to the full without exceeding the safe engine speed, which is difficult to judge on a high-revving engine, especially in dense traffic or during competitive work.

In the workshop the mechanics have high regard for the tachometer as it enables them to check and adjust the engine tick-over speed,. together with the operation of the automatic advance range. Further checks which can only be accomplished by the use of a tachometer, in conjunction with a pressure gauge, is the correct operation of the automatic gearbox; for the speed of the engine in relation to the speed of the road wheels determines the change speed of the gearbox.

The tachometer is also used within the workshop as a simple means of indicating the efficiency of each cylinder. This is done by running the engine at approximately 1,000.r.p.m. and shorting out each sparking plug in turn. The drop in r.p.m. for each cylinder should be approximately equal, but if no drop is experienced or a much lower one is shown, then it indicates that a fault exists which can cause uneven idling and consequent loss of power.

A further feature of the tachometer is to check the accurancy of the vehicle speedometer, for if either the overall gearing or the vehicle speed for every 1,000 r.p.m. is known, then a direct comparison can be made.

Again, the change in engine revolutions can be observed as the gear ratios change if the vehicle is fitted with an overdrive or automatic gearbox.

Coming now to the fitting of an electrical impulse tachometer, which is itself is a reasonably straightforward task as it only requires the three of four colour-coded wires from the instrument to be passed through one of the existing holes in the bulkhead. In many cases, one of the blanking plugs or ferrules around the wiring can be utilized.

The wiring connections are then made to the coil SW terminal, A4 terminal on the fusebox, and a suitable earthing point as shown in the diagram. To ensure that sound electrical connections are made it is advisable to use proper terminal ends, which may be soldered or crimped according to the facilities available.

EXPENSIVE, BUT USEFUL

Whilst a tachometer is one of the more expensive items to add to a vehicle, The advantages are soon appreciated once the driver becomes accustomed to using this instrument to its full potential.

There has been of recent years an increasing tendency to fit revolution counters to cars whose claim to sporting potential is negligible, and there is a number of proprietary instruments available which can be fitted to any car without difficulty. Doubtless many rev. counters are installed merely to inflate the drivers ego, but their use it is necessary to know just what they do.

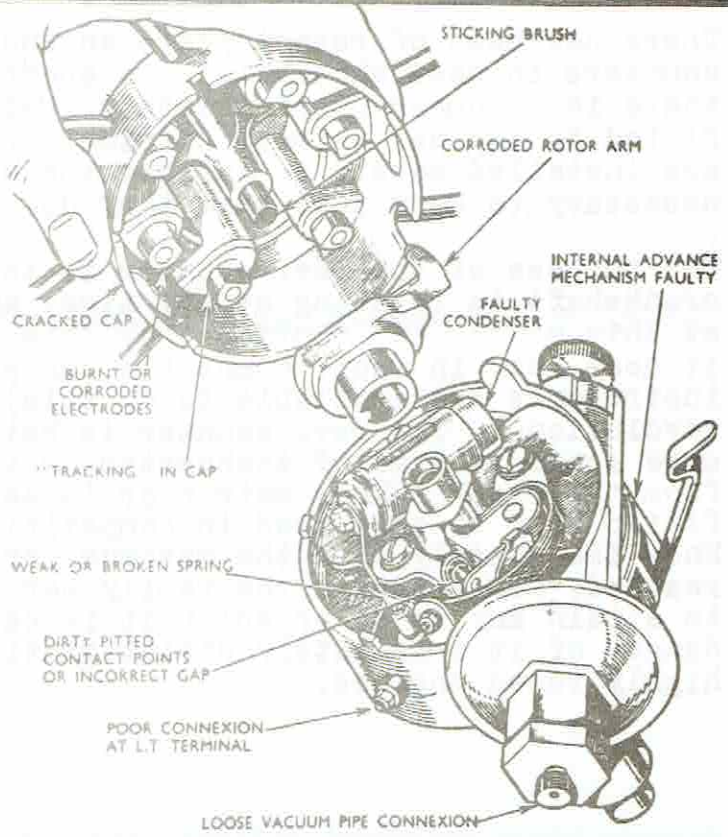
The purpose of the rev. counter is to measure the speed at which the crankshaft is rotating at any time, and it would be as well to digress at this point, and mention that this title is really a misnomer, for it does not, in fact, count the number of revolutions performed (other instruments are available to do this), but merely records the speed of revolution. The rev. counter is being called increasingly by its more accurate name of tachometer, which of course derives directly from the Greek takhos metron or 'speed measurer'. It was originally fitted only to cars used in competitions so that the driver could know immediately when the maximum permissible engine speed has been reached, for although the family car engine can be permitted usually to attain any speed of which it is capable without there being any danger of it immediately disintegrating, the same is not true of highly tuned engines.

The speedometer does provide the information the driver needs, but not in such a readily assimilated form, for the critical speed is reached at different road speeds according to which gear is in use, meaning that four or maybe more speeds have to be memorized. As a matter of interest, it can be noted here that for racing purposes the tachometer is often fitted so that, at the maximum permissible speed, the needle points vertically upwards so that the merest glance at the dial is sufficient.

This, then, is one practical use of the tachometer, it can sometimes be used in other ways. For example, some engines become disproportionately thirsty above a certain speed; this is shown up on reference to the road tests published by leading motoring weekly magazines, which quote petrol consumption figures at various steady speeds. One car recently showed substantially constant figures at 30, 40, and 50 m.p.h., but showed a drop of 11.5 m.p.g. when the speed was increased to 60 m.p.h. Reference to the data tables provided shows that a speed of 50 m.p.h. represents an engine speed of 4,000 r.p.m., so by not exceeding this speed a worthwhile saving in petrol might be achieved, without any significant reductio n in average speed.

It has sometimes been suggested that gear changes can be made without the use of the clutch if the tachometer is used, but this is unfortunately not so in practice. To enable the gear wheels to mash silently, precise matching of their reative speeds is called for, and of the two gear wheels involved one is being driven by the road wheels, and one by the engine; when the clutch pedal is depressed, the engine is disconnected from its gear wheel, so that the synchromesh mechanism can do its job, for otherwise the power of the engine would completely override it, and expensive noises would result. If one knew the exact engine speed corresponding to any given road speed in every gear, and if the speedometer and tachometer could be read to fine limits and if they responded to every slightest variation in speed, and if the engine speed could be varied only minutely with the accelerator pedal, clutchless changes would be possible. Actually, of course, none of these things happens.

ELEVEN POSSIBLE CAUSES
OF
DISTRIBUTOR TROUBLE



FOR THE LADIES

ASPARAGUS CHICKEN CASSEROLE.

3 lb Chicken pieces.
1 onion.
1 c up water.
2 Chicken stock cubes.
¼ cup flour
Salt and pepper
2 tablesp chopped parsley.
⅓ cup oil
4ozs. bacon.
1 cup milk
15 oz can asparagus
1 tablesp. lemon juice.
3 ozs chees.

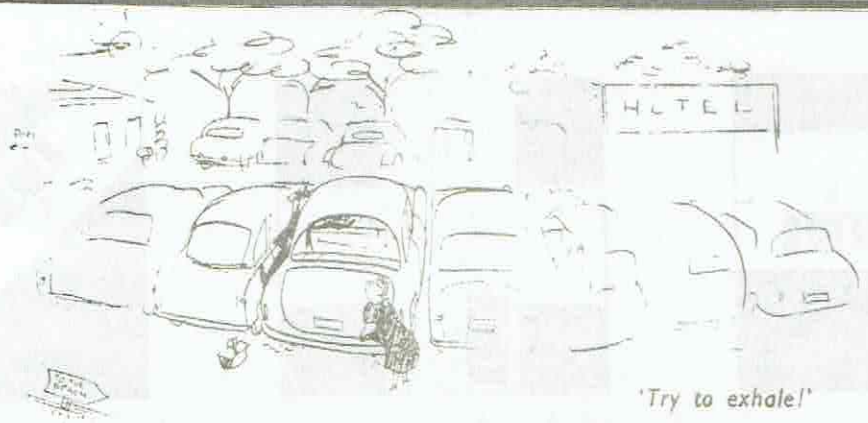
METHOD: Cut chicken into serving size pieces, Heat oil in pan, add chicken pieces, cook turning occasionally till chicken is well browned on all sides. Remove chicken, reserve pan drippings, place chicken in ovenproof dish. Add peeled and sliced onion, chopped bacon to pan drippings, saute till onion is transparent. Add flour and stir till combined. Remove pan from heat, add milk, water undrained asparagus, crumbled stock cubes, lemon juice, salt, pepper, stir till mixture is combined. Return to heat, stir until sauce boils and thickens. Stir in grated cheese. Pour sauce over chicken. Bake covered in modern oven 45-55min. or until chicken is tender. Stir in chopped parsley.

HANDY HINTS.

A little baking powder sprinkled on the bottom of cake tins will prevent the cake sinking.

FOR WOOLLIES.

2 lb AGEE JAR.
1 large packet Lux- Fill the jar and press in.
1 breakfast cup Meth. Spirits
2 ozs. Eucalyptus
Pour on Lux and allow to soak.
Use small handful to each garment in warm water.



'Try to exhale!'

9. WOLSELEY OWNER/DRIVER QUESTIONAIRE

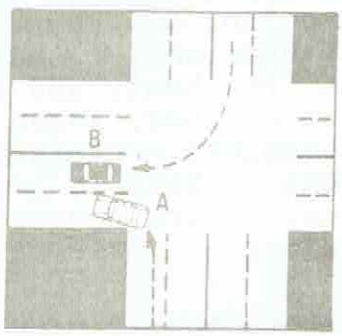
1. WHAT IS THE SPEED LIMIT FOR MOTOR VEHICLES PASSING A STATIONARY SCHOOL BUS STOPPED TO LET CHILDREN ON OR OFF?
   - A. 25 km/h
   - B. 20 km/h
   - C. 15 km/h
   - D. 10 km/h

2. WHAT SHOULD YOU DO WHEN YOU WISH TO TURN RIGHT AT TRAFFIC LIGHTS SHOWING ONLY A GREEN LIGHT AHEAD OF YOU?
   - A. Force your way through opposing traffic
   - B. Turn only when you can do so without inconveniencing other traffic
   - C. Wait until the lights turn red and then turn quickly
   - D. The opposing traffic will give way to you so turn immediately

3. WHERE MAY YOU PASS ON THE RIGHT OF ANOTHER VEHICLE IF YOU HAVE 100 METRES OF VISIBILITY THROUGHOUT THE MOVEMENT?
   - A. At a pedestrian crossing providing you slow down to 20 km/h
   - B. To the right of a "no passing" line
   - C. At an intersection providing you can pass safely and with consideration for cross traffic
   - D. Within 10 m of a railway crossing if the other vehicle has stopped

4. YOU MAY NOT MOVE ON TO A RAILWAY LEVEL CROSSING UNLESS –
   - A. You have checked that the crossing is not blocked by stationary traffic
   - B. You are going fast enough so that you do not stall on the crossing
   - C. You have your headlights on full
   - D. You sound your warning device

5. WHEN IS "A" ALLOWED TO PASS "B"?
   - A. In any circumstances
   - B. In any circumstances but only if it is safe
   - C. Only if B has stopped
   - D. Not under any circumstances



Lanes Marked

6. WHAT DOES THIS SIGN MEAN?

   - A. Do not travel at less than 50 km/h
   - B. Do not exceed 50 km/h unless the road is clear
   - C. Do not exceed 50 km/h at any time

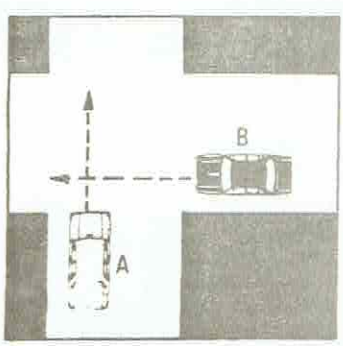
7. WHAT DOES THIS SIGN MEAN?

   - A. You may not stop at any time in this length of road
   - B. You may stop for 5 minutes between 7 a.m. and 9 a.m. and for any length of time at any other time
   - C. You may not stop in this length of road between 7 a.m. and 9 a.m. Monday to Friday except public holidays.

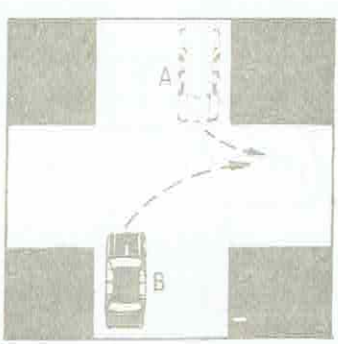
8. WHAT DOES THIS SIGN MEAN?

   - A. Change gear – steep hill
   - B. Slow down for "S" bend ahead
   - C. Slow down for dip in road

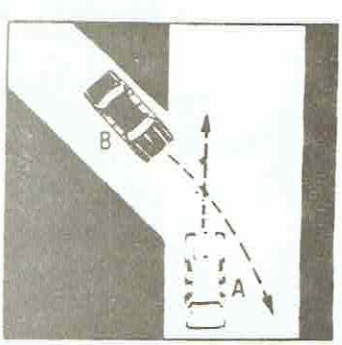
FOR EACH OF THE SITUATIONS SHOWN WHO GIVES WAY?



9.
   - A. A
   - B. B
   - C. Neither



10.
   - A. A
   - B. B
   - C. Neither



11.
   - A. A
   - B. B
   - C. Neither

OWNER INFORMATION

Q I have a leaking hydraulic brake cylinder on a front wheel of my Wolseley 16/60 and I have bought the necessary repair kit. However, the end of the piston seems far too large for the seal to pass over it so that it could seat in its groove. Is a tool necessary to fit the seal and is there any way of preventing loss of brake fluid while this overhaul is being carried out?

A Owing to the risk of the seal being damaged thereby, tools must never be used for the fitting of these rubber seals. Fit them carefully by hand after dipping both parts in new brake fluid to ease the fitting. It is inevitable that some fluid will be lost when any part of the system is dismantled but the loss can be minimized to some extent by placing a piece of cellul ose tape over the breather hole in the master cylinder filler cap, taking care to remove it afterwards.

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In addition to November Parts list.

6/80 PARTS USED.

1 Wheel and retread(excellent condition)
1 L/H Front mudguard
1 R/H Front mudguard
1 L/H Rear mudguard
1 R/H Rear mudguard
2 Radiator Grilles
2 Radiators
2 Gearboxes
1 Rear end differential complete
2 Short blocks (dismantled)
2 Cylinder heads
1 Front steering assembly (complete)
2 Hub Caps

6/90 USED

1 Boot lid
1 Bonnet lid
1 L/H Front door (less quarter light)

6/99 - 6/110 USED

1 Bonnet lid
1 Boot lid
1 Boot Badge 6/99 or 6/110
1 Boot Badge(overdrive)
1 Motor & Automatic/Box (overhauled 6/110)

1500 Used

1 Differential housing (complete)
1 Gearbox

Conditions of Sale, cash before delivery.
Local enquiries contact Bill Williamson Ph. 382-516
Out of town enquires :- The Secretary, Box 816.

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	2722	D. Gibb
	3229	Lester Family
	3241	Wendy
	3445	Bob Pullen
4th Prizes	1030	McArthur
	1541	J.F. Hart
	1718	A Milne
	1725	A. Milne
	1729	A. Milne
	2718	D. Gibb
	2765	E. Hancock
	2768	J. Moy
	3092	J. Inskter
	3107	J. Inskter
	3230	Lester Family
	3259	G. Bloomer
	3263	5 Roker Street
	3371	I.S. Oakley
	3448	Blank butt
	3462	Allan Gibb
	3497	N. Roberts
	3674	M.L. Goodwin
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ANSWERS TO PAGE 18: 1/b, 2/b, 3/a, 4/a, 5/b, 6/a, 7/a, 8/b, 9/a, 10/a, 11/b.

THE WOLSELEY WORD

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THE WOLSELEY YEARS

CHAPTER VII

ROAD RACING - PART THREE

COMMENTARY

Because the Wolseley Company had withdrawn from motor racing, just two years before the opening of the great Brooklands motor course, one was not to see a Wolseley racing car until after the first World War.

The construction of the track was a gigantic project, private enterprise at just about the highest level of the time, for the late Hugh Fortesgue Locke-King spent more than £250,000 of his own money on the project, and just imagine that sort of money in those days, before inflation.

Locke-King owned a great deal of land around Weybridge in Surrey and, an enthusiastic motorist himself, he determined to try and offset as much as he could the absurd speed limits, and the general apathy of motoring development in the United Kingdom.

He was a man of tremendous energy and determination, and although the project wasn't started until autumn 1906 the track was officially opened on 17 June 1907.

During that time a 2 3/4 mile, 100 ft. wide concrete track had been put down, with steep bankings on the long turns. Hundreds of men worked unceasingly to fell 30 acres of woodland, to excavate 350,000 cubic feet of earth, and to divert the river Wey in two places. In view of the opposition to motoring in Great Britain, it was notable that Brooklands was the world's first motor-racing course.

The opening meeting of July 1907 had a programme of six races, with prize money running to some £5,000 and the first race ever was won by Tyron in one of the great S.F. Edge's Napiers.

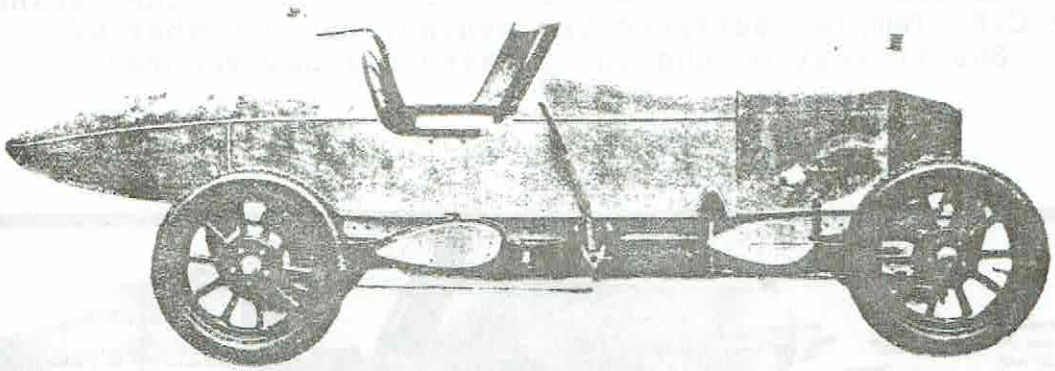
The track's first fatal accident occurred before the 1907 season was out, when Vincent Herman had brake trouble in the September meeting, took the left-hand turn onto the banking too fast, and his Minerva's front wheels collapsed. The Minerva turned over, pinning poor Herman underneath, and he died from his injuries.

This unfortunate affair of course gained the wrong sort of publicity for the track, and then several of the local residents started a series of complaints about noise, 'disgusting behaviour', petrol fumes killing the raspberries, etc. The locals insisted on a different entrance to the track to keep the 'undesirables' away from their houses, and as the outcome of a High Court action Locke-King was forced to construct the new entrance road a greater distance away from Weybridge railway station. It cost him a further £7,000 but it did save the Brooklands track.

The first years after the 1914-18 war saw dozens of new car makes on the market to challenge the old-established names. Many of the newcomers were shoestring outfits, with barely enough money to pay for their bought-out components, let alone costly advertising. The only way for these firms to fight their way into the limelight was by competition success. So compete they did.

Wheel base was 8 ft. 3 ins., track 3 ft. 10 ins. The front axle was streamlined, but did not include front wheel brakes, although artillery wheels were retained, sometimes fitted with disc covers, and shod with 710 - 90 mm tyres. A three-speed gearbox in unit with the rear axle had ratios of 15.8 to 1, 8 to 1, and 5.25 to 1. Quarter elliptic springing on both axles, without shock absorbers.

It appears that the cars were prepared in the Wolseley tool-rooms at Birmingham, including their bodies.



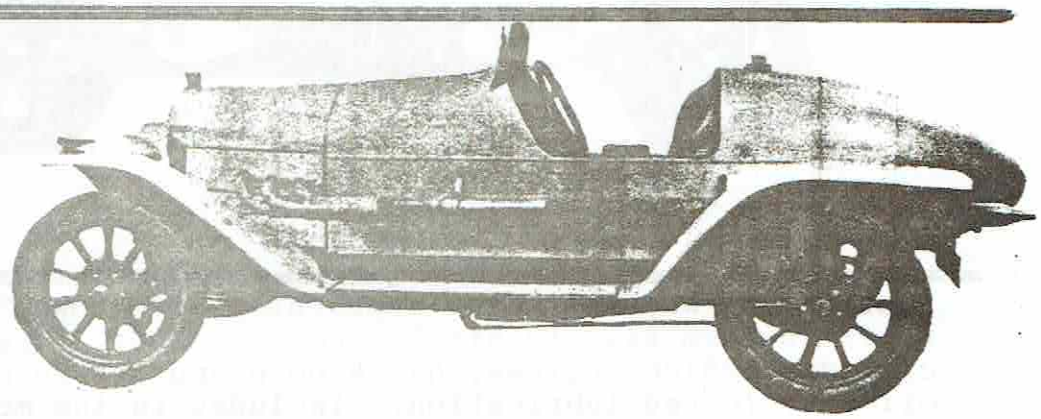
The 1922 200 Mile Race Ten staggered seat two-seater

Four racing engines being apparently laid down, after which Miller Spirited them away to his Track-side sheds. These new four cylinder 1261cc engines, had a bore and stroke of 65 x 95mm, and oiled by forced lubrication. Included in the modifications was a new overhead camshaft driven by vertical shaft and bevel gears. The two bearing crankshaft was to show itself capable of withstanding internal loading and engine speeds, in excess of the original designer's conception. More power was gained by enlarged parts, h.c. pistons, a modified camshaft, including the fitting of a highly-tuned zenith carbruretter.

The first of these effective little Wolseley single-seaters was ready for the closing Brooklands Meeting of 1921. Unfortunately well as it ran after the bulky form of Alastair Miller, future Baronet, had contrived to insert inself into the cramped cockpit, in its first race it was savaged by a Bugatti which had shed its propeller shaft and swerved into the Wolseley. Undaunted, Miller borrowed a front axle from a standard Wolseley Ten and was out again for the next race. But the car had gone off form and its debut was inconspicious, although the accident ensured that it received a good Press.

Racing before the public on Brooklands Bank-holidays, however, was not the only purpose of the racing Wolseley Ten. Soon Miller was breaking 1½ litre class records with it, in spite of possessing but 1.3 litres under the sleek bonnet. His first on-slaught saw records of up to 800 kilometres and eight hours in the bag, at speeds of up to 82.8 mph. The co-driver on this long and monotonous stint round and round the concrete was G. A. Vandervill, later the Vanwall millionaire. Miller's mechanic, Wood serviced the car, which burned Shell petrol, ran on Dunlop tyres, and faltered but twice, once with a nail puncture, again when Vandervell inadvertently turned off the fuel. McCormack, who entered the car for future races, supervised the run.

Miller, who would lunch with McCormack at the Bachelors Club, drive down to Brooklands in either an ordinary Wolseley Ten, a sports Wolseley Fifteen or Wolseley Fifteen saloon. Indeed, the racing achievements of the Miller Wolseleys are so comprehensive that there is no space to detail them here. Suffice it to say that in 1922 an extremely ambitious project was successfully accomplished. This was to establish the first 'Double Twelve' record at the Track, and with a light car at that. To prevent complaints about noise the Brooklands authorities would not allow attacks on the 24 hour record but they permitted cars to be locked away at night, thus enabling them to make, in effect, a twice-round-the-clock run. The Wolseley, driven in turns by Miller, Vandervell and the racing motorcyclist C.F. Temple, suffered bad weather and a number of misfortunes. But it went on and on, ticking off new records.



A 1923 Brooklands Speed Model, a production car developed from the 200 Mile Race Ten, below, sold with a guaranteed 65 mph timed mile speed

The Autocar commented that the streamlined head-rest was reminiscent of that on the SE5 fighter plane, which the company had built during the war. So narrow was the body, the top panels were hinged so they could be lifted to enable the driver to be inserted or extracted. The radiator air intake had been calculated to a nicety, and was of a size and functional appearance that was not to be repeated until the advent of the BRM, 30 years later.

Considering the comprehensive nature of the streamlining, the Moths altered remarkably little in three seasons they raced. The only miscalculation seems to have been over the size of the radiator orifice, which needed enlarging somewhat before the Double Twelve attempt. A Calormeter radiator temperature guage was screwed into the filler cap. Obviously, overheating had occurred, but this seems only to have become apparent on very long runs.

Other modifications were limited to additional strengthening gussets and the addition of a long strap right round the body, no doubt at the behest of the Brooklands stewards, who were always nervous about things being shaken off the cars over the already notorious bumps.

Curiously, nobody considered that the narrow barrel-shaped body form was a danger to the drivers, although it must have cut down their control over the cars, besides necessitating a number of small bulges made of wood to cover the spring mountings and other components. These bulges must have interfered with the airflow over the otherwise smooth contours.

When Temple opened up too soon on the second morning, with cold oil, a big-end went. The mechanics replaced it, in under two hours. Then a camshaft bearing seized but a camshaft was whipped from a 'slave' two-seater and soon the minute silver car was humming round again. It got its marathon record, at over 61 mph and 13 records in all. It had done a best lap at over 79 mph at a time when most production small cars were getting out of breath at 35 - 40 mph.

From then on there was no holding the versatile and impetuous Miller. He had another identical single-seater Ten built, calling these twins 'Moth 1' and 'Moth 2'. To get the new Wolseley Fifteen, another overhead-camshaft design, on its feet, he had two racing versions built, endowing them each with well-faired two-seater racing bodies. For the 1922 Junior Car Club's 200 Mile Race at the Track, for which only two-seater racers of up to 1½ litres were eligible. Miller promptly produced a sort of staggered-seat edition of the 'Moths'.

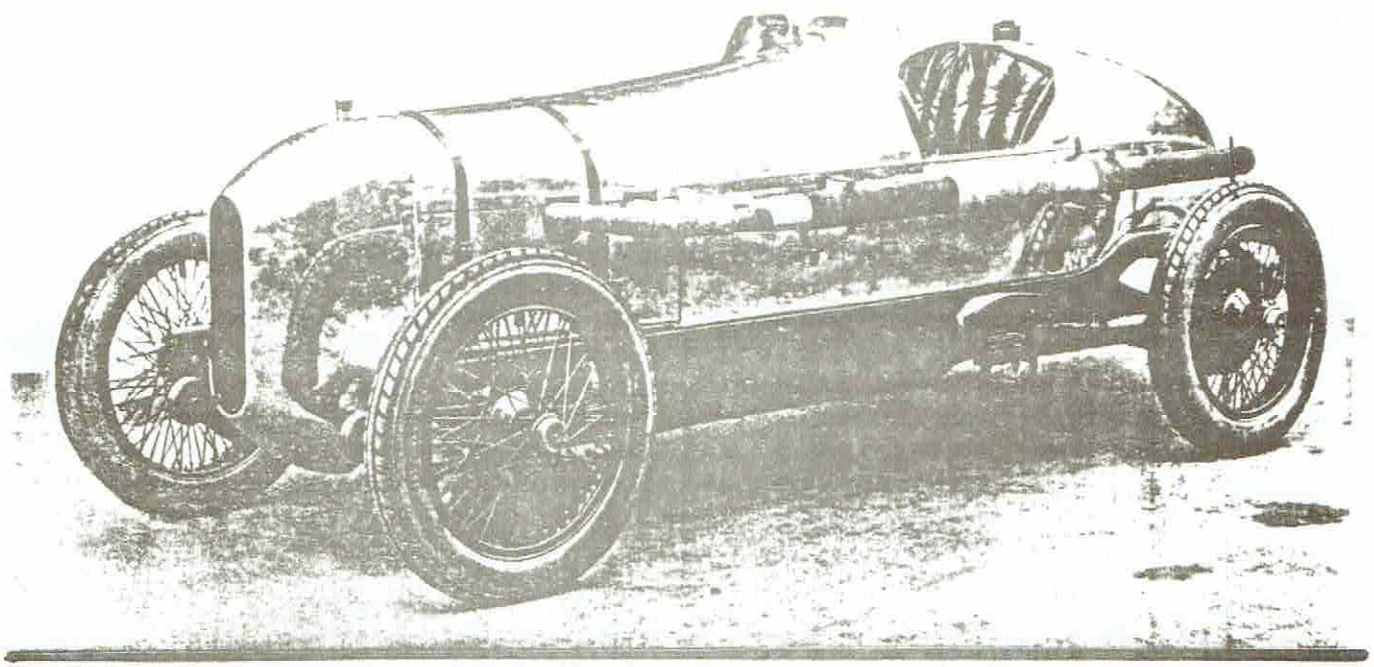
Bearing a strong resemblance to the standard sports two-seater Ten, it had a cowled radiator, seats staggered behind a cowled scuttle, and a rather longer tail. Modifications to the engine included the special camshaft and carburetter, and there was some talk that this engine was out of the Moth record breaker. Typical of Miller's detailed approach to racing was the oil filter extension so that oil could be taken on without the bonnet. If this Wolseley Ten ran to finish and to display reliability rather than to challenge the invincible twin-cam Talbot-Darracqs, it secured good notices by the standard nature of its mechanicals and it prompted the Wolseley Company to list it as the 'Brooklands Speed Model' in 1923, priced at £695. These were built under the supervision of the Wolseley Competition Department and a speed of 65 mph was guaranteed over a timed mile.

Sometimes Miller and his friend Line would drive these racers with the eye-catching aluminium bodies down to the seaside, to compete in speed trials. At Brooklands the lap-speed of the 'Moths' increased from 56.44 mph in 1921 to 88.15 mph in 1923, in which year the diamond millionaire Woolf Barnato, who later bought Bentley Motors, took over 'Moth 2' and George Newman, the popular Euston Road motor dealer, appeared in the 200 Mile Race two-seater, which could get round the Track at over 82⅛ mph. In order to capture records in more than one International cubic capacity class, Miller hit upon the idea of having a two-litre engine prepared for his Wolseley Fifteen racer, more or less identical to the 2.7 litre engine with which it had first raced.

In 15 hp form this Wolseley set out in 1922 to recapture the 'Double Twelve' honour, which had been wrested from the Wolseley Ten by an AC and established in the unlimited category by SF Edge's Spyker. Rain, tyre changes and damage to Miller's wrist provided plenty of anxieties but the big car continued to circulate. That wild man Le Champion and motoring writer Sammy Davis filled in the driver shortage and although time was lost welding up the exhaust system, the Wolseley achieved its objective, the record intact at just over 80 mph. This had involved running the engine at 2,700 rpm continually, a high crankshaft speed for those days, when bearing failures and tyre trouble all too frequently intruded. So pleased was the Wolseley Company that it offered replica racers for £700 each., promising a lap speed, after Miller hotting-up, of 90 mph. They got one order from the Argentine.

Having taken no fewer than 39 Class D records with the big-engined Wolseley, Miller proceeded to take a dozen in Class B, aided by Le Champion. Incidentally, this car could lap the Track at 85.87 mph in 2-litre guise, at a consistent 92¼ mph with the 2.7-litre power unit. The 2.7-litre four-cylinder Wolseley was by no means the biggest car Miller was racing with at this time. He delighted the Brooklands spectators with his gigantic Wolseley Viper powered by an 11 3/4-litre aero engine. But in spite of its name, a convenient one, in view of Miller's connection with Wolseley, this monster had an ancient Napier chassis and an engine of Hispano Suiza origin, although built by Wolseley, so it hardly comes within the scope of this article.

At the end of 1923 Mr McCormack resigned from the Wolseley Company and association with Alastair Miller ended, but this driver continued however to enjoy an extremely versatile Brooklands career. Nor were the days of the 'Moths' over. Although Miller had forsaken them not long after he and Barnato had fought out a memorable duel in the two indistinguishable cars, the latter winning by a bare length, at a 1923 Brooklands Meeting. Barnato went on racing his for another season, scoring three victories and a number of places. An then, quite abruptly the team disappeared from signs. The drivers went about their business with other cars, Miller in particular being active in a great many vehicles. The Wolseley company went back to a largely side-valve range, but kept their eye in on overhead cam-shafts with the 2.8 litre 21/60, an eight-cylinder luxury model.



The WOLSELEY 15-h.p. ' Double-Twelve hours record car.

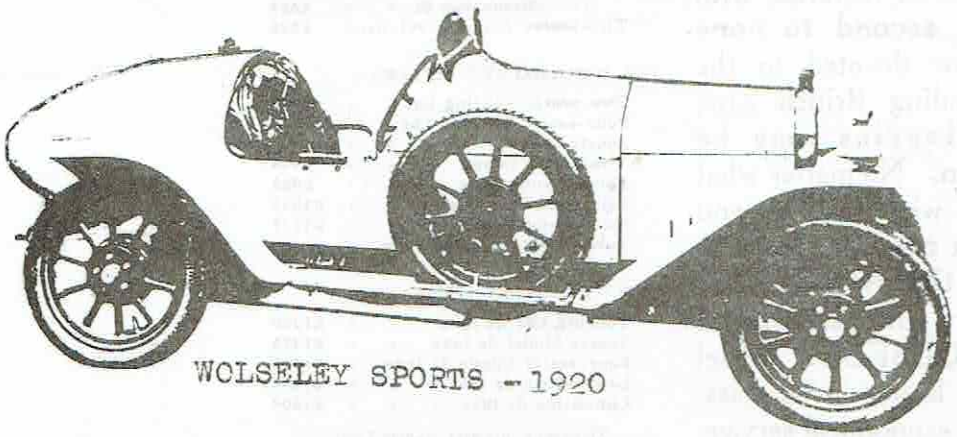
A racing car quickly becomes out of date. The Wolseley Ten was a war-time design and Miller had made it into a racer in 1921. It might be thought that after the 'Moths' faded away from the Brooklands scene in 1924 they would be unable to stage a come-back.

Yet for many years one or other of them made occasional appearances and in 1926 Dudley Froy won a 50-mile handicap race in the first 'Moth' by 1½ miles at 82.31 mph.

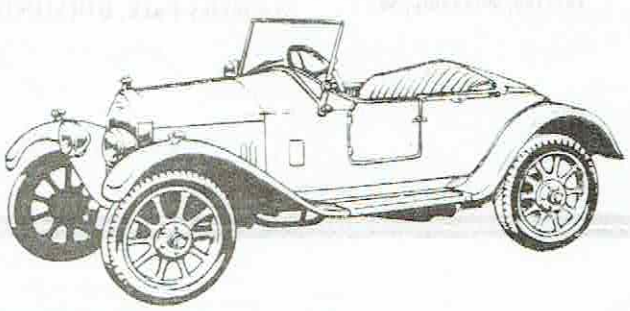
Finally, in 1929 Miller heard that 'Moth 2' was for sale. Realising that the handicappers might well have forgotten its potency and that he of all people knew how to tune it, he had some fun with the salesman and re-acquired the car at his price. At the 1930 BARC August Meeting the gambit paid off. Miller won the Founders Gold Cup race at over 71 mph (best lap - 83.28 mph), pursued by Sammy Davis in a supercharged Riley Nine. Not bad for a nine year old racer!

Later a car appeared in six-cylinder overhead camshaft form as the Wolseley Hornet, and led to the range of sporting 12- and 14-horsepower Hornets of the 'thirties'.

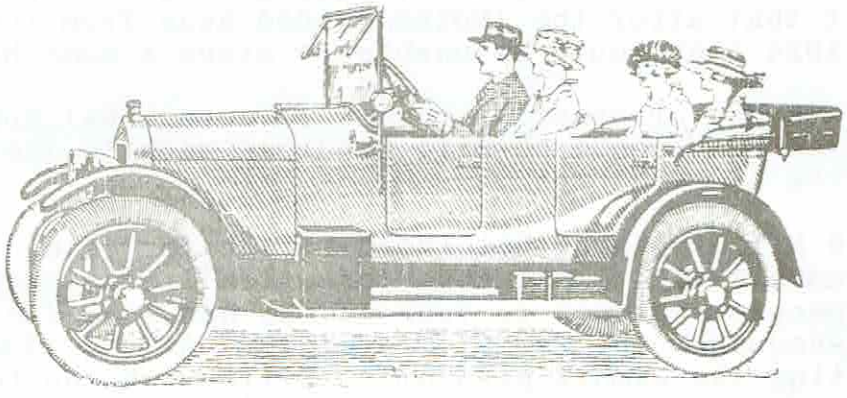
Finally the last of the overhead-camshaft Wolseleys was the 6/80 of the early 'fifties', a car greatly favoured by the Police for its good performance and handling.



WOLSELEY SPORTS - 1920



WOLSELEY SPORTSTER - 1923.



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