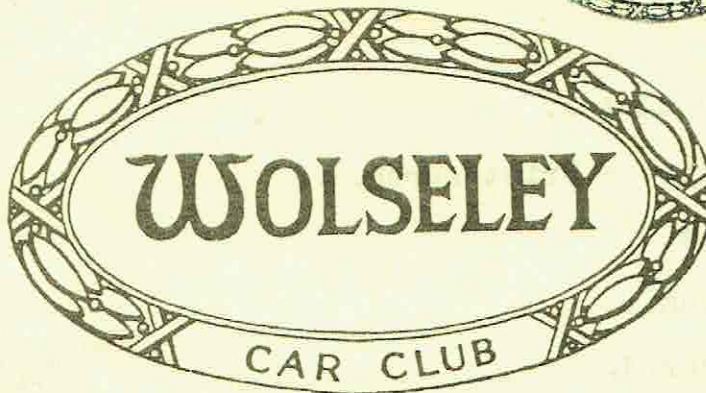




Car Club N.Z.

THE



WORD

AUGUST/SEPTEMBER 1981

NEWSLETTER

VOL 6

NO.1.

CHRISTCHURCH COMMITTEE

PRESIDENT/EDITOR

Bill Williamson,  
80 Mathers Road,  
CHRISTCHURCH.2.  
Ph 382-516

CLUB CAPTAIN

Robert Hey,  
18 Fergusson Ave.,  
CHRISTCHURCH.6.  
853-018

SEC/TREASURER

Colin Hey,  
38 Te Rama Place,  
CHRISTCHURCH.6.  
894-533

LIBRARIAN

Vicky McCauley,  
94 Grafton Street,  
CHRISTCHURCH.  
793-267

VICE PRESIDENT

Peter MacDiarmid,  
79 Tennyson Street,  
CHRISTCHURCH.2.  
39-103

Ron Hodge.  
1/18 Chadlington Street,  
CHRISTCHURCH.  
8\*1-047

Garry Fisher,  
1 Boyd Street,  
Rangiora.  
RR-6706

CLUB PATRON

Jack Milne,,  
51a Birdwood Ave.,  
CHRISTCHURCH.2.  
33-699

Acting SOUTH CANTERBURY SECRETARY

A MacArthur,  
45 Cain Street,  
TIMARU  
88-182

Acting MANAWATU SECRETARY

Mike Davies,  
59 Epsom Road,  
PALMERSTON NORTH  
89-860

ALL CORRESPONDENCE

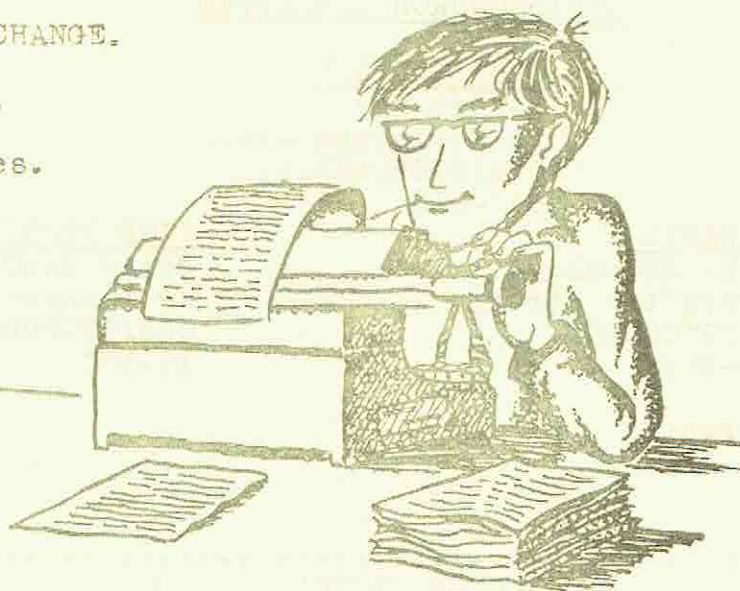
All Correspondence should be addressed to:-

The Secretary,  
P.O. Box 316,  
CHRISTCHURCH.

## ORDER OF ARTICLES

1. Editorial.
2. Letters to the Editor.
3. Coming Activities - Christchurch.
4. Monkey Business.
5. Transport Museum.
6. Its a Womens World.
7. Wolseley 25 Long wheel base - 1947
8. An opportunity - missed
9. TECH-TOPIC Re- Refined Lubricants.
10. BUY/SELL/EXCHANGE.
11. Spare Parts.
12. General Notes.

Thank you vicar  
Here endeth the  
first lesson



### EDITORIAL

The 1981 financial year has started and the Christchurch branch is planning a series of activities which should appeal to most members.

### APPRECIATION

Firstly I would like to pause here, and thank our two outgoing committee members John Parker and Darryl Briggs for their contribution in running club affairs for us in the past. John is immediate past President. During his term of office we have become an Incorporated Society, and he has assisted both Timaru and Manawatu Branches to find their feet. Darryl organised our first national club raffle and last year was Treasurer. Thank you both for these and the other many things too numerous to mention.

### FINANCE

To assist in building up our trading account for spares/accessories purchasing and storage, we are soon to hold a garage sale to the general public stocked with items of interest donated by local club members. I would heartily recommend our other branch members to do the same, as most of us have something stored away too good to take to the dump, but suitable for a worthy cause such as the needs of each club branch.

### OTHER CAR CLUBS

We have been approached by sister clubs soliciting ideas on how to best serve a common need (i.e. renting clubrooms and car parts etc.). A combined approach to lease a suitable building and subdivide it for use of individual Club's storage is in hand at the moment. Our Spares Manager, Peter MacDiarmid is liaising with them on the matter.



#### TECH - TOPICS

Organisation of Technical outings such as engine reconditioning and servicing demonstrations, refining of lubricants, and presentations of related films are well in hand.

#### COMPETITIONS

A club concours will be held, with the four best cars to represent the Wolseley Club at the annual Interclub Concours to be held in Christchurch later in the year

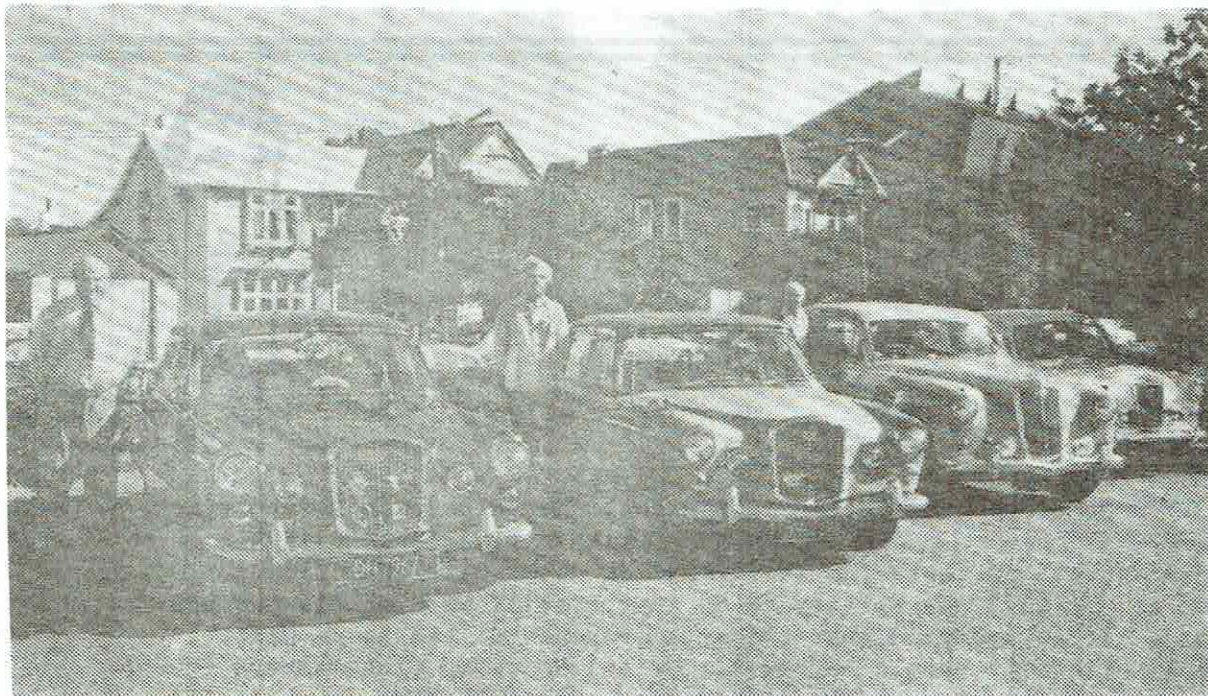
#### RUNS

A series of outings to get those gleaming chrome radiators nosing their way into the Canterbury sunlight are being programmed. If you have any suggestions, please forward them without hesitation.

#### MEMBERSHIP

Club membership is bruised a little, for a variety of reasons - death, retirement, leaving the country, redundancy, disposal of car, poor public relations etc. Enough reasons surely for us to grab the bull by the horns and do something positive about the matter. A revised membership invitation sheet is being printed to assist each of us in signing up a potential new member. When you get your copy, pause and reflect on why you are still a member, then sell it to that "WOLSELEY" owner you know about but have been put off approaching. The committee is to consider what would be a suitable prize for the member who signs up the most "new" members for the year. With the best of intentions and the correct technique it could easily be you. Consideration is being given as to how best we can serve N.Z. veteran and vintage Wolseley owners who already are members of other club organisations. If you know of such a person in your town, approach him/her to make them aware of OUR club; you may both be agreeably surprised. Even if they are not inclined to join, solicit details, photos, to report to our magazine.

Also organise your branch outing to visit such local models worthy of attention.



THE successful entrants, of their class, at the last held INTER club CONCOURS,  
From left to right, Lewis Thompson 6/110, Clive Linton 6/110, Jim Collins 6/90,  
(obscured) Colin Hey 1500. CONGRATULATIONS LADS !!!!!!!!!!!!!!!



If you are intending to sell YOUR WOLSELEY for whatever reason, don't be shy sell the club too. That way you know your faithful steed will get the attention it deserves, particularly if it is to be preserved. Contact the club first when buying or selling, we may be looking for just that model for someone. The Wolseley Club is constantly being approached for certain models from both inside and outside the Club.

#### INFORMATION

If you require information, or roadtest details of your model, drop us a line if a telephone call is too costly. We are accumulating data on all manner of things as the club grows. For instance, the Manawatu branch (the lucky blighters) recently wanted information of a 1929 straight 8 engined Wolseley. By the way, if you want anything on your early Wolseley vee eight plane or boat engine when you uncover it in a farmers hay shed, don't dally, pop your epistle in the post. Locally, on an evening yet to be arranged, experts will be invited to attend as guest speakers to answer questions about your model, so get your pet problem planted for presentation.

#### COMMITTEE

The new Christchurch committee is as follows-

PRESIDENT	Bill Williamson
VICE PRESIDENT	Peter MacDiarmid
SECRETARY/TREASURER	Colin Hey
CLUB CAPTAIN	Robert Hey
LIBRARIAN	Vicki McCauley
COMMITTEE MEMBER	Ron Hodge
COMMITTEE MEMBER	Garry Fisher

This years team is a mixture of old and new committee members to create a sense of balance. We all have a phone and would welcome any calls whether they be for assistance, or offers of how to make this great club of ours even better!

HAPPY MOTORING

*Bill Williamson*

#### LETTERS TO THE EDITOR

Dear Sir,

In the 1980 June-July newsletter I note that the Palmerston North branch Vice-President has replaced a column shift with a floor change in his 1962 6/99 as well as replacing its facia (or dash) with that from a 6/110 Mk II. I envy his ability to do that sort of work on his own car, but I am a little saddened that those 'improvements' had to be made, because I believe it should be the aim of all Wolseley Club members to maintain their particular models in as near original state as possible ---- just as the maker designed them. I cannot work up any great enthusiasm for hybrids. In my book a 6/99 should be all 6/99 including its slow and cumbersome column shift and its less attractive (to some eyes) dashboard. But perhaps I am too much of a traditionlist.

John Gunn

Timaru Branch





## COMING ACTIVITIES - CHRISTCHURCH BRANCH

Monday 21st September - Film evening at the Hutcheson Street hall, 7.30pm  
Some relevant and interesting Motoring films will be shown. These evenings have always been excellent, but poorly attended in the past. We guarantee better entertainment than staying at home and watching television - so please make an effort and come along. Members a plate for supper please.

Sunday 4 October - RUN TO RAKAIA GORGE Leaving from Riccarton Mall Car Park at 10 am. Please bring a picnic lunch, barbeques etc. If you feel you are not able to afford the petrol, or if your car is temporarily disabled, please phone Colin Hey and he will try to arrange transport for you. We hope to see some Ashburton members and Sth Canterbury Branch members there as well. This will be a great days outing so please come along. Postponements will be broadcast on 3ZB, and Radio Avon if wet, in which case the run will be held the following Sunday 11th.

Tuesday 6 October - Committee meeting at Colin Heys, 7.30 pm.

Saturday and Sunday 16 & 17 October Vintage Car Club swap meet and car display. The Wolseley Car Club has been asked to present a display of cars and/or Club material and we will definitely be obliging, as are many other clubs as we understand it. The venue is McLeans Island and the event will last both days. It will certainly be well worth a visit if nothing else.

Monday 19 October - Pot plant evening for the ladies at the Hutcheson Street hall, 7.30pm. There have been many requests from the ladies for activities to suit them, so here it is. Please let your wife know - or if you are one, please note the date. A lot of effort is being put into organising this event so ladies, please do your best to make it along.

Sunday 1 November - Car rally - approx length of 20 miles. Details will follow.

Tuesday 3 November - Committee Meeting.

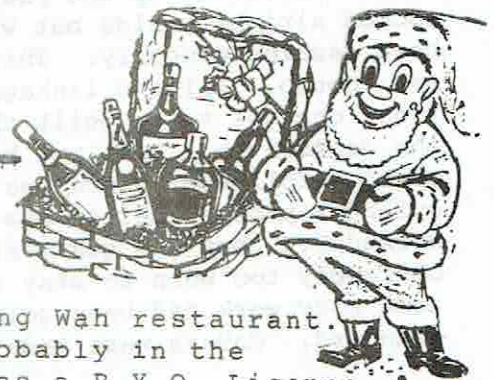
Monday 16 November - Proposed mechanics ~~evening~~ technical discussion at Hutcheson Street hall. This will be another interesting night so please keep the date free. More details will follow.

Tuesday 1 December - Committee meeting.



\*\*\*\*\*  
SATURDAY 12 DECEMBER 1981

### CHRISTMAS FUNCTION



This year we have reserved 35 seats at the Chung Wah restaurant. The meal will be six course Chinese costing probably in the vicinity of \$9.00 per head. This restaurant has a B.Y.O. Licence, and we will have an area set aside for ourselves. All our Christmas functions so far have been a roaring success and this one promises to be the same. To secure bookings a \$4.00 per person deposit should be sent to the Treasurer, P.O. Box 816 Christchurch. DONT MISS OUT - we can extend our numbers provided we give early notice.

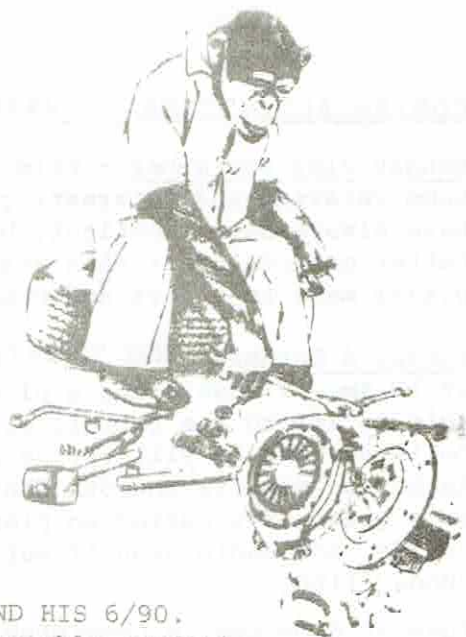
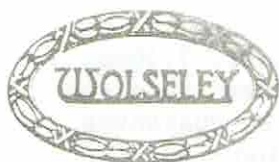
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Sunday 20 December Childrens Christmas Party. Details still have to be finalised and will definitely follow.

BE WARNED - Mystery inspections will be held at the Rakaia Gorge Run and at the Car Rally on 1st November

In addition to the above activities a Garage Sale and spare parts sale are currently being organised. In addition we hope to hold a Concours event in the summer months to prepare a team for the Interclub Concours expected to be held in March so now is the time to start getting your car ready





### MONKEY MECHANICS CORNER

THIS MONTH WE ARE DEALING WITH THE SAGA OF TIM AND HIS 6/90. Tim brought this car for \$100.00. It was in reasonable condition driveable but not warranted. The clutch didn't work properly and the gearbox went alright - once you got into second, third and top. First and reverse threw out quicker than you could get it in.

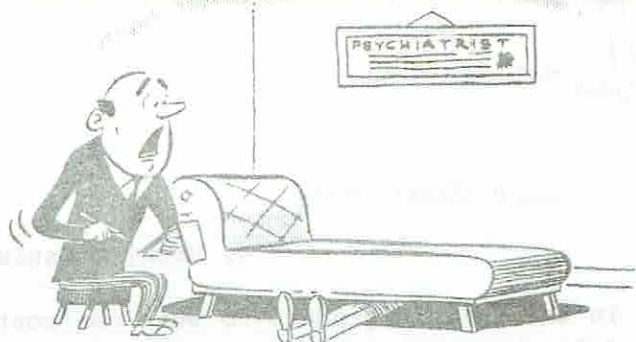
First the gearbox had to come out - so under the car we went with the jack, spanners etc --- surprise, surprise, the gearbox won't come out under the car. We then did what all good Kiwi mechanics do when they can not work things out- READ THE WORKSHOP MANNUAL!!! The gearbox and motor have to come out as one unit. This was not too bad, after about an hour we had the motor out, parted the gearbox and pulled the clutch out in one shot. Clutch plate, pressure plate looked alright. The price of a new plate was \$45.00, nearly half the original cost of the car. After a phone call to a friend we found that a Landrover has the same plate. So off to the second hand Rover place in search of a second hand plate. I was told if I was in a hurry I would have to take one out myself. Armed with a couple of spanners I climbed up to the third shelf and pulled the pressure plate off a motor which looked the newest. I found an almost brand-new clutch plate as well. Back to the parts department to find it was going to cost me \$9.00. Not bad for 15 minutes work. (by the way Landrover engine mounts and P.A. Vauxhall ones also fit). We fitted up the plate and pressure plate and so moved to the gearbox. It looked alright inside but we noticed that the first gears looked like they had not been meshing properly. This was because the teeth were not being pulled in mesh far enough. All the linkages and arms were worn (this model had the right hand floor change) so we built them up with bronze and ground them down to fit. In went the gearbox unit all put back together, got it going and CRUNCH CRUNCH went the gearbox followed by profuse usage of Kiwi adjectives! A good look around the slave cylinder proved that it was leaking. Out it came, new kit set and in it went again. Worked O.K. but the gears still jumped out of first and reverse. The gears were obviously too worn to stay in so the gearbox had to come out. In the meantime some body work had been going on and the woodwork being got up to an excellent standard. Covers were made for seats and it was generally tidied up inside.

We heard about a car that had been dumped at a beach rubbish dump, so we loaded up the 6/110 with gas axe, and various other tools and set off one night at 6 o'clock. We arrived about three quarters of an hour later and found the remains of a series one 6/90 with a motor which had a hole in the side. We cut the gearbox out after rolling the car on it's side. In the process we set fire to the grease and oil and the grass and had much fun trying to put the fire out. It got dark so we used the 6/110 lights and finished up with a gearbox, head, steering box and other bits and pieces. We had to change the arms over to fit the floor change. We lengthened the arm but this didn't fix the problem. After much talk and head scratching we came up with the answer! The pressure plate. So out came the motor etc. again. I had brought a 6/90 Austin motor and gearbox for \$30.00, so I pulled the pressure plate out and washed it out with petrol. This time we got smart and took the plate to a garage and had it checked out. It was O.K. So in it went, back into the car with the motor etc. and now with fingers and other parts crossed took it for a test drive and it finally worked.



A little note on the gearbox mountings. On a series one it is different from the series three and will not fit the series three chassis. It is three inches short on the left hand side as the series three chassis is bent around to take an over-drive unit. This we found out the hard way when we fitted the series one box. We fitted the right hand side up then put four 3" bolts on the left side and welded a plate under them from the chassis on to the gearbox mounting frame. The spline on the end of the gearbox on the series one is larger by about one eighth of an inch so we had to change the drive shaft end. This we found was a bit hard to obtain. We found an A90 under some trees and had to buy the whole car to get the drive shaft. This turned out a good deal as we got 2 new tyres as well. Sold the car after we got what we wanted and made \$30.00. Enough of the car for now I don't want to put any 6/90 buyers off. I will finish the story next month.

A. Sutton  
Fielding.



'Maybe you've just been a motor mechanic too long, Mr. Jones'

#### RUN TO YALDHURST TRANSPORT MUSEUM - 9 August

This run saw a turnout of eight cars, including a member of the Morris Register who has recently moved down from Auckland. The weather earlier in the day probably detracted a few from participating but by the time we had assembled at Riccarton Mall and left the sun was shining and it was quite pleasant once out of the wind.

We arrived at the Museum about 2.20pm and were given "sort of" a guided tour around the different displays. I say "sort of" because the chap showing us around would dart off here and there and it didn't take very long for the group to get broken up. This at least allowed each of us to take our time and look at displays that interested us. Most of us - especially Jim Collins took exception to the Series II 6/90 parked in one of the display halls. This most original car is being used daily as the Museums "hack" and is starting to show signs of neglect - such a shame when restoration now would be a simple matter.

There were plenty of interesting old cars on display, although few had actually been restored. Being owned by a Trust I suppose it is difficult to fund restoration projects, but at their present rate of progress they have got about 100 YEARS WORK AHEAD of them. There are sheds and more sheds filled with old cars awaiting their turn. One such car is a WOLSELEY 18 h.p. (of late 1940's era) which is exceptionally complete (even down to fog lights and badges) but looks as though it will sit for many years yet collecting dust. I would have gladly taken it home in my wifes handbag had it fitted - an ideal restoration project.

The museum is an interesting place to visit - plenty of places and sheds to poke around in and something of interest for everyone. It was great to see Chris Harland with his Wolseley Wasp at his first run and also a few faces I have not see for a while. My thanks to those of you who did attend, although I'm sorry there was no real finale after the visit before we departed individually. SEE YOU AT THE NEXT RUN !

COLIN HEY

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ITS A WOMANS WORLD.



"By Vicki McCauley"

What does a person, in the feminine gender, do when confronted by mounting labour costs to an ageing but necessary piece of transport ? To somebody set out to prove themselves it means gritting the teeth, or substitutes and having a go.

The stock taking showed an incomplete set of tools, and a manual that at first perusal seemed entirely unsympathetic to a beginner.

First necessary step was a carby recondition, achieved by stripping an old set, cleaning, resetting and reassembling to do the job while a qualified third party does the job on the original set. After crossing fingers for two weeks, the first set goes back in.

Next comes the finger-pinching task of replacing a quarter light and winder mechanism. No-one, but no-one, gave a thought about the poor owner not having steel digits to poke through holes and hold riveted bars in funny places.

Now on to the starter-motor. A reconditioned one, but oh boy, either muscular arms or masculine help needed there. Bolts practically unaccessible, and what a weight to manoeuvre around pipes. Catastrophe there! After several days of push starts and shortings, off to an auto electrician who diagnosed an unsufficiently tightened nut to an embarrassed owner. Results of that were a bill, a ruined battery, and one tight nut to prevent the shortings.

After that, replacing the brake master cylinder seals was so easy. The confidence or a little of it starts to trickle back, even if there were a few pieces left over.

Then the brakes had to have the pads renewed, and when another W.O.F. looms, that's the next job. Replacing the necessary pieces seemed to be a piece of cake, and full of enthusiasm the front brake pistons are freed to screams of agony. - The person roped in to take the place of clamps gets a squashed finger.

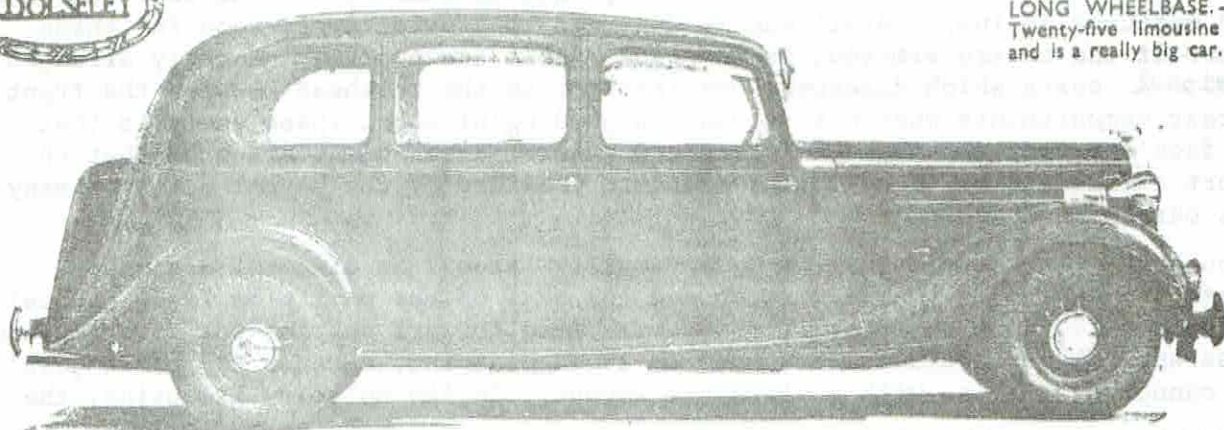
Now what's this ? despite all, the fifth W.O.F and out you go. King-pins and shocks they say. Furious reading of the manual and then the rounds of wreckers' yards and agents accompanied by plenty of thoughts on the mentality of those who deem this make of car unimportant enough to have parts in stock. This is where the fairy-god mother is needed; this one had two complete suspension units and once more the warrant becomes a reality.

Now it's midnight, and after all this there's just one ending thought - LEAVE IT TO THE MEN, but let them know you know what you're talking about. After all, you can CHANGE A TYRE, CAN'T YOU ?





LONG WHEELBASE.—The  
Twenty-five limousine looks  
and is a really big car.



#### WOLSELEY TWENTY-FIVE LONG WHEELBASE

Production was resumed in limited numbers of the largest pre-war Wolseley model, a  $3\frac{1}{2}$  litre six-cylinder seven-passenger limousine, current at the outbreak of World War II. Although the model was intended to provide everything that can be required from a car of the chauffeur-driven town carriage type it was also designed to yield equal satisfaction when used for high-speed main-road motoring. In the latter connection, it is worth mentioning that its maximum speed was in the region of 80 m.p.h. and that a pre-war edition took part in the 1939 Monte Carlo Rally, and having proved its road-worthiness in the difficult run across Europe, was judged the best-equipped car in the Concour de Confort.

The post-war models were produced in strictly limited numbers mainly earmarked for Government and semi-official requirements, it is noteworthy that a model was already in use by the Prime Minister, being one of the Government pool, supervised by the Ministry of Supply.

In a car of this type, main interest naturally centres in the coachwork, but one or two features of the chassis (a full specification of which appears in the accompanying data panel) call for comment. In layout and detail, it is almost identical with the pre-war model. An exception is the fitting of wire-wound bi-metal pistons, the closely controlled expansion of which enables them to be fitted to close limits to ensure long life and freedom from slap when cold. Another small engine modification is the use of electrical control for the starting mixture in place of the automatic control previously used. The starting mixture is brought into action by a switch on the instrument panel and a warning light glows orange when it is in use. A further starting detail which is noteworthy, is the use of an Adcayne lubricator which delivers a small quantity of upper-cylinder lubricant at every cold start.

So far as the remainder of the chassis is concerned, Luvax-Girling hydraulic dampers of the pressure recuperation type replace the shock absorbers previously fitted, but the specification is otherwise unchanged.

The basis of the chassis is a pair of very deep channel-section side members which are boxed at front and rear and which, in addition to normal cross members, are linked by a particularly robust cruciform structure; the latter is dropped in the centre to provide great vertical strength as well as to prevent lozengeing. In the suspension, the well-known Wolseley principle of phasing the periodicity of the front and rear semi-elliptic springs to damp out pitching has been followed.

These points are of particular importance in view of the exceptional size of this chassis which, with its wheel-base of 11 ft 9 inches and a track of 4 ft 9 ins. at the front and 5 ft 1 in. at the rear, is very nearly the largest chassis in production at the time. The body was coachbuilt of steel panels on a wood frame, and the greatest care was taken to damp out noise. In this respect, it is interesting to note that the floor-boards were of substantial plywood above which is a layer of rubberized felt below the thick pile carpets, whilst other measures of sound insulation include a bulkhead laminated with felt, cork packing between the front wings and valances, and the liberal use of felt and anti-drumming compound at various other points both in the body itself and in its mounting.



The rear compartment is exceptionally roomy, and in addition to the wide rear seat, which measures 56 ins. overall and is designed to provide ample room for three (or two if the centre arm-rest is lowered), there are two very cleverly arranged **occasional** seats which disappear completely into the bulkhead between the front and rear compartments when not in use. A good point about these seats is that they face forward, and the upholstery and general arrangement are such that the comfort offered is quite up to the standard provided by the normal seats of many small cars.

Although the rear compartment is exceptionally large (the diagonal distance between the centre of the rear squab and the base of the partition is 60 inches) problems of leg room would still arise with face forward seating for five passengers unless special arrangements were made to avoid cramping, because the passengers' legs cannot overlap as with a vis-a-vis layout. In the Wolseley limousine, the

the problem was tackled in two ways. The occasional seats are robustly constructed to avoid the need for any support between their rear portions and the floor, and thus to allow room below for a sloping foot ramp (also folding) for the occupants of the main seats.

The problem of leg room in respect of the occasional seats, being that space has to be allowed for lowering the winding glass window in the dividing partition between front and rear compartments. Normally, this would preclude any recessing of the lower portion of the partition, but the Wolseley designers cleverly overcame the difficulty by arranging for the glass window to swing forward at the base as it is lowered and assume an angle conforming to the slope. The result is an increase in leg room of something like 5 inches.

The main rear seats are exceptionally deep and resilient, thanks to the use of an internally sprung base surmounted by separate cushions, also internally sprung. Upholstery is carried out in fawn cloth throughout the rear compartment (black leather is used in the front) with head lining and carpet to tone, the whole offset by the use of polished walnut. The entire effect is one of quiet luxury and good taste, which the lavish equipment does nothing to destroy.

#### WOLSELEY LIMOUSINE



<b>Engine Dimensions:</b>		<b>Transmission</b>	
Cylinders	Six	<b>—Contd.</b>	
Bore	82.0	Prop. shaft	Hardy Spicer
Stroke	110.0	Final drive	Spiral bevel
Cubic capacity	3,485	<b>Chassis Details:</b>	
Piston area	49.1 sq. ins.	Brakes	Lockheed
Valves	a.h.v. (push rod)	Brake drum diameter	14 ins.
Compression ratio	5.9/5.0 to 1	Friction lining area	143 sq. ins.
<b>Engine Performance:</b>		Suspension, front	Semi-elliptic
Max. b.h.p.	104.3	Suspension, rear	Semi-elliptic
at	3,600 r.p.m.	Shock absorbers	Lovax-Girling Pressure
Max. b.m.e.p.	118	Wheel type	recuperating
at	2,500 r.p.m.	Tyre size	Pressed steel
B.H.P. per sq. in.	2.1	Steering gear	7.00 by 16 in.
Peak piston speed ft.		Steering wheel	Bishop cam.
per min.	2,610		18 in.
<b>Engine Details:</b>		<b>Dimensions:</b>	
Carburettor	Two S.U. downdraught	Wheelbase	11 ft. 9 ins.
Ignition	Coil	Track, front	4 ft. 9 ins.
Plugs: make and type	14 mm Champion L10	Track, rear	5 ft. 1 in.
Fuel pump	Two S.U. electric	Overall length	17 ft. 8 ins.
Fuel capacity	15 gallons	Overall width	6 ft. 0 in.
Oil filter (make, by-pass or full flow)	Tecalemit by-pass	Overall height	6 ft. (laden)
Oil capacity	17 pints	Ground clearance	6 1/2 ins.
Cooling system	Centrifugal pump and fan. Thermostat	Turning circle	48 ft.
Water capacity	37 pints	Dry weight	43 cwt.
Electrical system	12 volt Lucas	<b>Performance Data:</b>	
Battery capacity	60 amp-hr.	Piston area, sq. in. per ton	22.8
<b>Transmission:</b>		Brake lining area, sq. in. per ton	66.5
Clutch	10 in. Borg and Beck	Top gear m.p.h. per 1,000 r.p.m.	18.7
Gear ratios: top	4.55	Top gear m.p.h. at 2,500 ft./min. piston speed	64.9
3rd	6.46	Litres per ton-mile dry	2,610
2nd	10.74		
1st	18.20		
Rev.	18.20		

Thus, one finds roller blinds fitted to the rear side windows and the partition as well as to the rear window, hand slings on the door pillars and on the doors themselves, telephonic communication between the front and rear compartments (with a hand microphone on an extensible lead), a lady's companion incorporated in the walnut fillet at one side of the rear seat, and an electric cigarette lighter at the other. Corner lights are arranged to illuminate the interior automatically when the doors are opened.

Ventilation is looked after by winding windows and quarter lights (all with glass louvres) and a roof ventilator. A rather surprising omission is the lack of provision for any form of interior heating, a feature now normal to the better-class car.



So far, nothing has been said about the front compartment, which is of interest as driver and passenger comfort has been studied just as closely as in the rear.

Details of importance to the driver, include a comprehensive range of instruments neatly laid out on a central panel, which is flanked by cubby holes in addition to a full-width parcel tray beneath, a steering column adjustable for both height and rake, a winder-controlled hinged windsreen, a central armrest, sun visors, and, in fact, all the usual accessories found on a normal owner-driven car.

Other items of equipment include long range head lamps, a pair of flat-beam fog or road lamps, dash ventilators and Jackall hydraulic jacks.

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#### REPORT ON DEMONSTRATION EVENING - 31 SEPTEMBER

Well, this event will not be remembered as one that was particularly well attended. Those present were Bill Williamson, Doug McKenzie, Gary Fisher, Owen and Vicki McCauley and Colin Hey. Apologies were however gratefully received from four others. The group first met at the home of Colin and Jenny Hey (directed by the excellent map on the last broadsheet) and at about 7.45 made their way to No. 57 Wairoa Street in New Brighton to a motor reconditioning workshop owned by Rob Kennard (better known for his pursuits in drag racing).

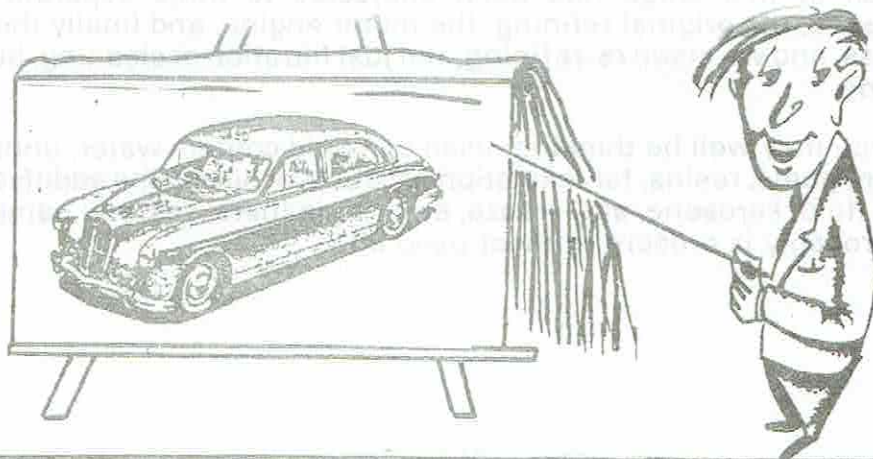
Robert Hey, who now works full time for Rob, turned on an excellent demonstration and showed and explained to us the following operations to a name a few:- Cylinder reboring and honing, surface facing, piston machining, fitting of gudgeon pins crack detecting, fitting of valve guides and seat refacing plus many others. All of us picked up many useful tips - for many it gave a true appreciation of the work that is put into overhauling an engine and where and how the money is spent. Robert explained in great depth the importance of attention to details in motor reconditioning and we all left convinced that for a relatively small amount of money (when you compare the price of parts nowadays as Robert explained) there are some jobs that are far better left to the experts.

Although small, the actual workshop was extremely well equipped and tidy. Because there are much lower overheads, the prices charged by Rob Kennard are generally about 15% lower than other larger than other larger reconditioning firms. On top of this Rob has agreed to give an additional smaller discount to Wolseley Car Club members who have any work done. If you are in doubt about the quality of their work I should mention that a very large proportion of their work goes into high performance and racing engines, and that both Rob and Robert are certified tradesmen. I am sure all of those who visited the premises would have no doubt that any work they sent in would be in good hands.

After the visit the group returned to the Heys where Jenny had a good warm fire and supper waiting. The general conclusion of the group was directed to those who didn't attend - YOU DON'T KNOW HOW GOOD AN EVENING YOU MISSED!!!

Bill Williamson is presently negotiating with an oil re-refining company to try and organise a technical evening to inform us of the advances being made in the oil re-refining field. We will expect a substantially better turnout so please do make an effort. The committee organises these evenings for YOUR benefit.

#### ROVING REPORTER







#### TECH - TOPIC

Oil has become too valuable a commodity to waste, supplies have reached a crisis point. A small group of countries can now hold the rest of the world to ransom because they hold the key that is vital to the western way of life.

On top of this many experts are now predicting that oil supplies will be practically exhausted within the next 20 years, yet, much of this oil that is so much a part of our way of life, in our work, and our leisure is often used once only, and then discarded thoughtlessly, to pollute, and destroy our environment.

Are we to hand over to the future generations a world grinding to a halt through lack of oil, and hopelessly despoiled by the oil we have squandered by needless dumping.

This country imports some 70 million litres of lubricating oil costing almost \$20 million annually, yet at this point in time, less than one tenth of this escapes being carelessly dumped into our fragile environment.

Are we to look forward to dead lakes and waterways, oily rivers that are a fire hazard, and seas that neither you, nor I, nor the fish can survive or swim in.

We may be over dramatising the situation, but basically what we have said is true. There is an alternative, but this requires a change of attitude on your part, if you will just take the time to study this pamphlet, think it over and then act, the decision is yours, the future is our children's, let's try to improve their prospects.

To explain how and why oil can be recycled it is a most important point to remember that lubricating oil basically never permanently deteriorates during use, it merely becomes dirty and contaminated by impurities that are formed during that use.

These contaminants can be, and are removed by proper re-refining to the most stringent specification's, and it is an indisputed fact, that this oil is superior to the original product. The question in your mind will be, "how can this be"? The reason lies in the fact that it is very difficult economically for the original refiner to remove all of the undesirable oil molecules present in crude oil, particularly as less than 4% of crude oil is suitable as lubricating oil.

There are present in virgin oils some molecules which, while excellent lubricants, are unstable in use and tend to break up quite rapidly, these then collect dirt and oxygen, and form other impurities making it necessary that the oil be drained. This oil then becomes the base oil to the re-refining industry, whose job it is, to identify and remove these broken down or "cracked" molecules by proper re-refining processes, leaving an oil which, because these unstable fractions have been removed, has in itself become much more stable.

The oil at this stage has been subjected to three separate "cracking" processes, the original refining, the motor engine, and finally the re-refining process, and we mean **re-refining**, not just filtration or cleaning, but proper **re-refining**.

But, you may well be thinking, used oil could contain water, unburned fuels, carbon, gums, resins, tar, oxidation products of oil and the additives, gear oil, brake fluid, kerosene, anti-freeze, engine cleaners, yes, you name it, it would and probably is present in most used oil.



## HOW CAN THE RE-REFINER REMOVE ALL OF THESE?

The task in fact, is no more difficult than that encountered by the refiner of the original oil from crude stock, he is confronted with the task of removing water, sand and grit, gases, bitumen and a host of other solids and semi-solids, light fractions such as kerosene and petrol, and various undesirable chemicals and acids, sulphur and chlorides, and remember, if he is lucky, he will recover about 4% as lubricant whereas the re-refiner recovers up to 75% lubricant from the used motor oil.

The recognised re-refiner uses processes developed over the past 50 years, based on the techniques used by the original refiners of new oils, all contaminants are carefully and methodically removed, to produce highly superior base oil stocks, from which all types, and grades of lubricant can be blended.

Quality control checks and careful blending in of any required additives ensures a finished product to the highest specifications.

## Do you Know and Understand your Road Code?

Below are a series of questions designed to help you to understand more fully the rules, regulations and comments stated in the Road Code



- 1 There are at least five separate occasions when you are required to dip your headlights as a matter of courtesy and consideration for other people  
**When must you dip your headlights?**
- 2 In a limited speed zone you may travel at open road speeds (80 km/h) unless five main hazardous conditions exist  
**What are these conditions?**
- 3 If the above hazardous conditions exist in a limited speed zone you must reduce your speed accordingly  
**What is now your speed limit?**
- 4 You must display your headlights during certain hours. Street lighting is timed to coincide with the legal hours of darkness and so provides an excellent indicator  
**What are the legal hours of darkness?**
- 5 Many roads are marked with more than one lane for each direction  
**Where should you drive on a road marked with lanes?**
- 6 Overtaking and passing can be a very dangerous practice. In many situations other, innocent people are at risk. There are at least four occasions when you may not pass another vehicle.  
**What are these four situations?**  
(There will be roads in your area that fit into the four situations mentioned in the question above, get to know them — it will help to remember these rules.)
- 7 Towing another vehicle often only arises in an emergency or breakdown situation. When makeshift

- arrangements are necessary it is essential that all drivers know and understand the laws about towing.  
**What are the legal requirements for towing another vehicle by day? by night?**
- 8 All drivers are pedestrians at some time. The elderly and the young are most at risk but consideration should be given to all road users  
**Where should you be especially alert for children?**
  - 9 **What is the maximum legal speed when passing a stopped school bus from behind? from in front?**
  - 10 Drinking and driving have proved bad mixers. Worse still is the combination of drugs, alcohol and driving, lethal because the user is unaware of the effects this combination can have  
**Can you be prosecuted for driving while under the influence of prescription drugs?**
  - 11 If you consider driving after drinking there are four main considerations you should take into account.  
**What are these four main factors?**
  - 12 Seatbelts save lives and prevent injury thereby helping to reduce the suffering of many road users and their families. Everyone over eight years of age must wear a seatbelt where fitted. Children under eight are dependent upon their parents' consideration for their safety. Seatbelts are often worn incorrectly (research shows it may be as high as 70%) and are therefore much less effective  
**What is the correct way to wear a seatbelt?**
  - 13 **Who is responsible for the wearing of a seatbelt by a twelve-year-old?**
  - 14 Skidding is an extremely dangerous situation which few drivers can handle.  
**What is the recommended method for the control of a skid?**



As a matter of fact, most of our business is done over the phone



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BUY SELL AND EXCHANGE

Sell: Wolseley 6/110 Gearbox, 3 speed with O/D condition unknown. offers  
Phone 890-774 (ask for Glen)

Buy: Wolseley 1500 in good condition - anything considered.  
Phone: 65-889 (Bus) Good home guaranteed

Wolseley 15/50, 15/60 or 16/60 wanted. Must be in excellent overall  
condition and mechanically sound. Please contact Gordon Macadam,  
79 Tones Road Christchurch, or Phone 527-410

1 set of 14" wheel bands - preferably Chrome  
Phone Colin Hey 894-533

Sell: Wolseley 15/50 1957, requires restoration - some rust, interior not too  
good, cylinder head needs attention (probably only valves) but definately  
a restorable proposition. Car still in daily use, WOF, Registered.  
Contact Mr David Thompson, 51A Ardwich Street, Gore.  
Phone: Gore 7989 or 6179 Business.

Sell: Full set of brand new marmalade carpets (including sides etc) for 6/99 or  
6/110, valued at \$80.00, sell for \$55.00 Please contact Colin Hey  
Phone 894 533

FOR SALE

1963 6/110 Mk I Auto, excellent order, 110,000 miles, Genuine reason  
for selling. Contact Colin Hey.

1937 Wolseley 12 H.P. - black

Fully reconditioned motor - partly dismantled for inspection. Body  
original but requires a little restoration, gearbox checked over,  
5 new tyres, 115,000 miles  
\$1,600.00 o.n.o.

Contact John Henderson, Ph Sefton 747

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ADDITION TO GENERAL NOTES

After a meeting called by the Rover Car Club amongst all the one-make clubs  
in Christchurch (at which 8 Clubs were represented) it now seems most likely  
that we have secured storage space and plenty of it - for our spare  
parts. We will probably occupy part of a large warehouse complex in Carlyle  
Street. The committee is continuing negotiations with the owner (who is a  
member of the Rover Club) through the Rover Car Clubs' committee, but at  
this stage the situation seems very promising. There are also facilities  
available for a club room and office space but at this stage spare parts are  
our main concern. As an act of good faith we will be calling for your assistance  
to supply manpower for working bees. The building requires some renovation  
(particularly painting and decorating work) to convert it into suitable premises  
for the owners business. We will only have to pay a nominal amount for our spares  
storage so the more help we can offer the better.

You will find attached to this newsletter an invitation form for membership  
to the Club please remove it and put it to good use by presenting it to  
another Wolseley owner you may know of.

Alternatively slip it under the wipers of a Wolseley parked somewhere.  
If you require additional forms we would be only too pleased to forward  
you some more.



A SELECTION OF PARTS AT PRESENT HELD BY CHRISTCHURCH BRANCH

Parts for Wolseley 6/90 currently in stock.

	\$	¢
Tail Light Lens		.40
Stop Light Lens		.40
Rear Bumper with overriders	26.00	
Hub caps (also suit 4/44) good condition	4.00	
Emblems "six ninety"	2.00	(each)
Inlet and Exhaust valves with springs	15.00	(set)
Rear Axles	13.00	
Brake Drums - good condition	9.00	
Clutch Slave cylinder	4.00	
Tie Rods	16.00	
Head	50.00	
Rocker Assembly	30.00	
Windscreens - front and rear		



Parts for Wolseley 6/80 currently in stock.

Valve Springs (new)	6.00	(set)
Exhaust Valves - need refacing	1.00	(each)
Inlet Valves - need refacing	1.00	(each)
Tie Rod end - left hand	5.00	(each)
Torsion Bars	7.00	
Tail Light Lens and surround	1.00	
Oil Bath Air cleaners	10.00	

Parts for Wolseley 15/50 currently in stock

Pinion thrust washers	.30
Stator tube extension	1.00
Horn Ring	
Rear Wheel Bearings	5.00

Parts for Wolseley 6/110 currently in stock

King Pin Bushes upper & lower	1.50	(each)
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Parts for Wolseley 4/44 currently in stock

Decarb gasket sets	25.00
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 A reminder to those members who have not yet paid their  
 1981/82 subscription. Payment must be made to the Treasurer  
 P.O. Box 816, CHRISTCHURCH by 31st September after which  
 subscription renewal will rise from \$10.00 to \$15.00.  
 Early payment would be appreciated  
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### GENERAL NOTES

- \* Since our last newsletter two of our members have been engaged to be married - Robert Hey to Lynn Burrell and Darryl Briggs to Lynnette Skinner. Congratulations to both couples. I am sure all members would join in wishing you all the best for the years ahead.

- \* For those of you who are worried about the declining market for your 6/110's worry no more ! Frank Biggs, an Invercargill just sold his 1963 Mk I (which admittedly was in exceptional order) for \$2,750. The car has done 87,000 miles, and he was unsure of what price to put on it so he was open to offers. He had three offers of \$2,700 so he decided which of the prospective buyers was most likely to look after the car and sold it to him. He is encouraging the new owner to join the club, and also the owner of a 1911 Wolseley he has met down there.

- \* I have recently been exchanging correspondence with the Morris enthusiast Club base in Wellington. Their membership is open to all Morris, Austin, Wolseley and Riley cars designed before 1948. This apparently includes 4/44's and 6/80's. This is a very 'go ahead' club and they are organising a National Rally in Taupo early next year. We are exchanging newsletters and various club material with them to keep in touch. I would be only too pleased to pass on more information to any of you who may be interested.

- \* I recently had a call from a person looking in desperation for some pistons to get a car back on the road. Bill Williamson did some investigation work after recalling that we had sold a complete 4/44 motor to a member a couple of years ago. He found that the motor was taken to the dump some time ago when the member moved house and had no room for it. PLEASE - before you throw out any parts please contact Peter MacDiarmid. They will be promptly rescued. 

- \* I recently dropped off some Club information to Clive Linton at his place of work. Guess what I saw in the warehouse with a dust cover on it - his 6/110. Clive and Jackie live in the BCNZ house at Gebbies Pass. Following a threatened bombing because of the coverage given to the Springboks by the BCNZ, Clive thought it best to move his pride and joy (sorry Jackie) to lower ground. Very commendable Clive - if we had a trophy for the member who puts the most effort into preserving a Wolseley, it would surely go to you this year.

- \* Our President, Bill Williamson, has just bought a series of 6/90's and intends restoring one completely. The project car was originally a Polic car and had been bought by Constable Barry Thompson for restoration and incorporation into the Police Museum. A transfer to Paramata had forced him to sell the car, which by then had been completely stripped. Bill intends to restore the car to complete Police Force specifications i.e. a siren and lights! It is interesting to note that Constable Thompson bought the car off Ian Sprosen (one of our past members),

- \* When passing Rex Russells Wrecking yard in Raymond Road recently I happened to notice two 4/44's parked just inside the gates. They both look quite complete and are possibly not beyond restoration. Anyone interested ?

Colin Hey



FURTHER INFORMATION ABOUT THE CLUB  
CAN BE OBTAINED FROM:

President: Bill Williamson  
80 Mathers Road  
CHRISTCHURCH  
Phone: 382-516

Hon. Secretary : Colin Hey  
/Treasurer 38 Te Rama Place  
CHRISTCHURCH.  
Phone: 894-533

Club Captain: Robert Hey  
C/- 18 Fergusson Ave.  
CHRISTCHURCH  
Phone: 853-018

SOUTH CANTERBURY BRANCH

Acting Secretary: A. MacArthur  
45 Cain Street  
TIMARU  
Phone: 88-182

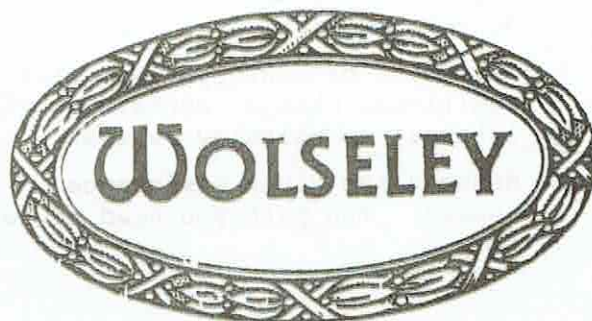
MANAWATU BRANCH

Acting Secretary: Mike Davies  
59 Epsom Road  
PALMERSTON NORTH  
Phone: 89-860

AN INVITATION

TO JOIN

THE



CAR CLUB  
N.Z. INCORPORATED

APPLICATION FOR MEMBERSHIP

FULL MEMBERSHIP is open to the registered owners of a Wolseley Car.

ASSOCIATE MEMBERSHIP is open to all persons who have an interest in, or are considering buying such a vehicle.

THIS INVITATION WAS PRESENTED BY:

PHONE \_\_\_\_\_

PLEASE CONTACT FOR FURTHER INFORMATION IF REQUIRED

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# Wolseley Car Club

N.Z. Incorporated

P.O. Box 816,  
CHRISTCHURCH

Being an owner of a WOLSELEY car, you are invited to join New Zealand's only Wolseley Car Club.

## WHY YOU SHOULD JOIN

- \* It is the only organisation in New Zealand that creates interest, encourages and renders technical assistance to Wolseley owners.
- \* By attending social functions, meetings, club outings, rallies it allows YOU to meet other enthusiasts to compare and swap useful tips and information on your model.
- \* A regular bi-monthly newsletter is posted to all financial members without additional charge, containing club news, information and other items of interest to Wolseley owners.
- \* Members are given assistance in locating those hard to procure spares when needed. The part you need may even be held in the Club's spare parts stock

cut along line and return lower portion

## APPLICATION FOR MEMBERSHIP

The Hon. Secretary,  
Wolseley Car Club N.Z. Inc.  
P.O. Box 816  
CHRISTCHURCH.

Phone-

382-516  
894-533



Christchurch

I wish to become a financial member of the Wolseley Car Club N.Z. Inc. subject to the approval of the Executive committee.

Please find enclosed a cheque/postal note/cash for -

Joining Fee \$15.00  
Subscription for current year \$10.00

NAME/S (in full) \_\_\_\_\_

ADDRESS \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Phone \_\_\_\_\_

OCCUPATION \_\_\_\_\_

## DETAILS OF CAR

Model of Car \_\_\_\_\_

Registration No. \_\_\_\_\_

Speedo \_\_\_\_\_

Year \_\_\_\_\_

Colour/s \_\_\_\_\_

I agree to abide by the rules and constitution of the Club

SIGNATURE \_\_\_\_\_

DATE \_\_\_\_\_