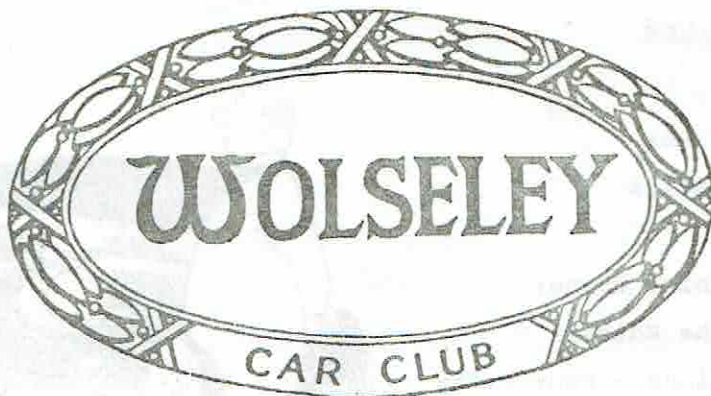




Car Club N.Z.

THE



WORD

DECEMBER/JANUARY

NEWSLETTER

VOL. 6

No. 2

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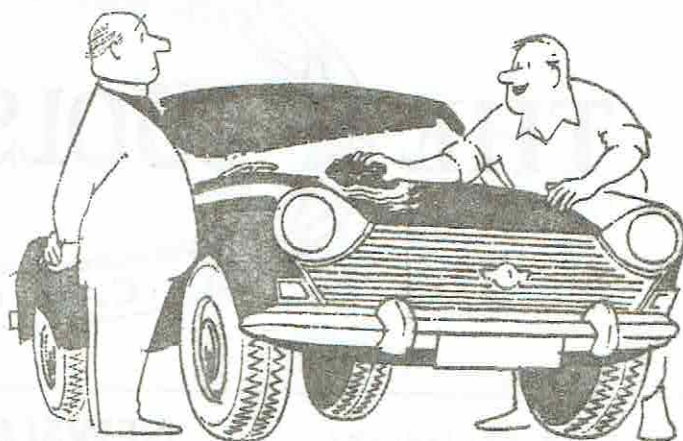
The Secretary
P.O. Box 816
CHRISTCHURCH.

OFFICIAL NEWSLETTER OF THE "WOLSELEY CAR CLUB" CHRISTCHURCH N.Z.

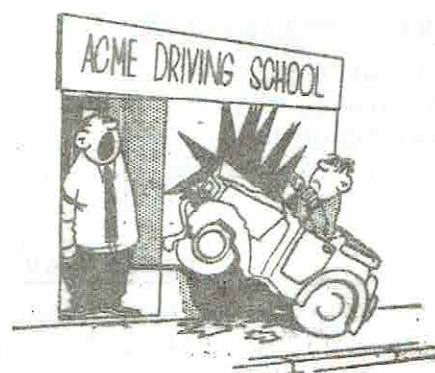
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'Actually, vicar, I clean it every Sunday morning ... religiously'



"You wish to enrol?"

EDITORIAL

May I take this opportunity, on behalf of the Committee, to wish everyone a happy Christmas and the New Year to be fruitful and a prosperous one.

Have you ever wondered where the time goes? before we realise what has happened, another year has again slipped by, and we find ourselves wracking our brains in desperation, trying to select the right present for each of our loved ones.

ACTIVITIES

The club has not been idle during the time however, as there have been various events held by branches, from rallies, motor museum outings, to combined branch runs at various country picnic spots. In addition your Christchurch Committee have arranged club fixtures to hold the interest of members, ranging through films, technical evenings, a ladies night, a garage sale, picnics, dining out, spare parts days. Also Promotional displays with sister car clubs to realise a common goal, 'giving the best service to club members'.

WOLSELEY SPARE PARTS

Instead of searching through five different locations for something, all our spare parts are at last housed under one roof. Where it is securely locked in a dry, amply shelved stock room, with natural light, and protected by fire sprinklers. In addition, there are rooms provided for club use in the building for conducting small meetings when required, and we now have access to a photocopying machine, (if we require to run off a few pages of a car manual etc). Our special thanks go to Ross Harper, who is a member of the Rover Car Club, as this is his building. Ross has offered an equal amount of space to other car clubs wishing to move in. Also our appreciation to Peter McDiarmid, Rex Fielding, Vicki & Owen McCauley, Jim Collins, Gary Fisher & Colin Hey who all contributed in their special way, to make it a reality.

Now that Christchurch branch spare parts are stored at 178 Carlyle Street, the parts picture is less gloomy. The club has a wide selection of workshop manuals for loan, and we are also stocking top overhaul gasket sets for most models, including those for A, B and C series engines. Have you priced one for your car recently? Then compare our prices, we are not out to make a fat profit as your enquires will quickly assess for you, hence being a financial member must be beneficial. A list of available spares are listed elsewhere in this issue.

GLYDOL OIL

Club members can now buy, when they require, re-refined lubricants direct from the company, with discount to bonofide members. Enquiries to the Club Secretary.

I hope you all have pleasant motoring during the festive season, and I look forward to seeing you at a future outing.

HOLIDAYS

This writer is on long service leave, caravanning in the Coramandel area during January, I have renewed my SOUTH-ISLAND passport to ensure re-entry. This newsletter is a combination Christmas/New Year edition to cover the holiday period, so the next one will be 1982. Until then, have a happy festive season, and safe motoring to you all.

BILL WILLIAMSON



FROM THE MAILBOX

The folowing letter was recently received and regarded worthy of reproducing in the newsletter.

The Secretary/Treasurer
Wolseley Car Club

Dear Colin

Please accept my resignation from the Wolseley Car Club, as I have (after 12/13 years ownership) sold my Wolseley 15/50. May I take this opportunity to say that the few outings I have been on with the Club have been most enjoyable. I hope the Club will prosper in years to come. Please accept a \$5.00 donation towards spare parts fund (cheque enclosed).

I myself have bought a Rover 2000 TC 1970 with wire wheels. Beautiful machine, but the gearbox is not as good as the Wolseleys.

Kindest Regards
Dave Woodhouse.

Secretarys note: Dave was one of our founder members and we are very sorry to lose him. He also passed on the name and address of the car's new owners (Gordon & Jane Macadam), who have already joined the Club. We wish Dave all the best with his new car, even though it is a Rover.....!



COMING ACTIVITIES - CHRISTCHURCH BRANCH

Please take note of the following activities and prepare yourself (and your car) accordingly.

Saturday 6th February - New Zealand Day - run to Okains Bay leaving from Lincoln Road Supervalu car park (Chr Lyttelton Street & Lincoln Road) at 9.00am. Bring Picnic lunch etc. This outing is to view New Zealand Day Celebrations.

Monday 8th February - Committee meeting at Carlyle Street, 7.30pm.

Sunday 14th February - Run to Tinwald Domain to meet Ashburton/Timaru members, and to view prospect cars for our Club Concours to be held two weeks later. Important if you wish to participate in the concours you do not necessarily have to bring your car to Tinwald but it would be a good chance to discuss preparation and view the competition. Run leaves Christchurch from Woolworths Hornby car park at 11 am. A gymkana will be probably held space permitting.

SUNDAY 28th FEBRUARY

WOLSELEY CAR CLUB CONCOURS

Assemble at Spencer Park at 2pm. An outside judge is being arranged for an unbiased opinion.

PLEASE COME EVEN IF YOU ARE NOT ENTERING THE CONCOURS AND CONSIDER THE EVENT A NORMAL OUTING.

Tuesday 2nd March - Committee meeting at Carlyle Street 7.30pm.

Monday 15th March - Film evening at Hutcheson Street Hall, 7.30pm

NOTE- Usual cancellation notices apply i.e. 3ZB and Radio Avon on morning of Outing. Okains Bay run will be cancelled should the weather be inclement.

NEW MEMBERS

During the last few months we have had a number of new members join the club. It has been encouraging for the committee to see our numbers begin to grow again, but we are sure we have only scratched the surface as far as membership is concerned. On behalf of the committee we welcome the following new members to the club, and trust you will all enjoy the Clubs activities to the fullest.

Robin Mayhew	161 Nith Street, Invercargill	Phone 82-782	4/44
Gordon MacAdam	79 Tones Road, Christchurch	Phone 527-410	15/50
Peter Mackie	6 Turangi Street, Christchurch	Phone 427-582	Austin Westmin.
John McMahon	114 Blighs Road Christchurch	Phone 525-070	" "
John Govan	17 Shelley Street, Rolleston	Phone 478-636	6/110 Mk II
Warick Furlong	404 Hereford Street	Phone 893-021	6/80
Micheal Crehan	55 Kidson Terrace Christchurch	Phone 324-617	6/110 Mk II
David Hyndman	26 Creyke Road, Christchurch	Phone 516-462	6/110 Mk II
Roland Alley	585 Featherston Street, Palmerston North	PN Phone 70-293	6/110 Mk II
Allan Chesswas	24 Virginia Road, Wanganui	Wa Phone 50-187	6/99
David Keech	19 Wild Street, Fielding	F Phone 34-634	6/110
James Cummings	305 Wai-iti Road, Timaru	Tim. Phone 66-142	16/60
Norman Bork	C/- Warners Hotel, Christchurch		1500

At the time of writing there are several other new members who have paid subs, but we will include their names and details in the next issue.

MONKEY MECHANICS CORNER

Tims 6/90 - Part two

The A90 drive shaft spline was fitted to the 6/90 drive shaft and fitted to the car. After all the hassles we had we were a bit apprehensive (big word for a monkey) about moving off. "All comes to he who works and fixes things properly (monkey mechanics proverb).

The gearbox and shift worked well, so did the clutch. Next problem was the stiff steering. We jacked the car and removed the wheels, the steering was still stiff. Funny, we thought no weight on the steering, "King Pins", in the grease gun, OK on the bottom nipples, but no-go on the top nipples. So we pulled the King pins down and found that the top thread was frozen.

No one had greased them for years. (please note this has also known to happen on 6/110's, as a lot of garages now days don't know that older cars have grease nipples on the steering). We cleaned the thread and packed everything with grease. Reassembled and fitted to the car. Everything was OK, steering improved 200%.

The body work was done with the help of our gas set, some panel steel, and of course a tin of "Bog" (plastic body filler to the pro's).

Paint was supplied by a friend, who has a 4 litre tin of a red-purple colour. This was not what we wanted (but if it's for nothing we buy it). So I went to the paint shop to see if it could be tinted. The man in the shop said it would take another 4 litres to tint it, at \$10.00 a litre. So I bought 1 litre of Maroon tinter and a litre of reduced black tinter. (by the way this is Dulon lacquer paint).

I painted 2 litres on the car of the red-purple, then put the black and maroon tinter into the remaining colour and mixed it up, and up came a nice deep maroon. We put another 2 litres of colour on the car, after a cut and polish it looked like a \$2000 car.

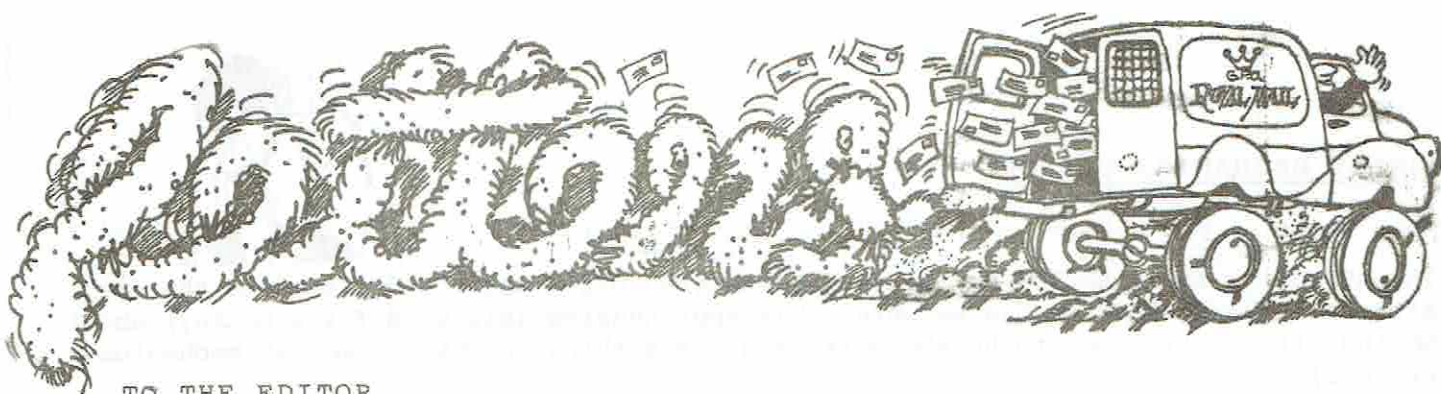
For the warrant we had to fix the brakes, just replace the shoes with some better ones, clean and adjust the hand brake cable.

The car with 6 months work, paint, covers, parts etc, total cost \$350.00. The value about \$900.00 plus. So all up a quite worthwhile project and we learnt a lot.

A. Sutton
FIELDING



'It certainly sounds good to hear English spoken again'



TO THE EDITOR

In answer to Mr John Gunn's letter in August - September newsletter:-

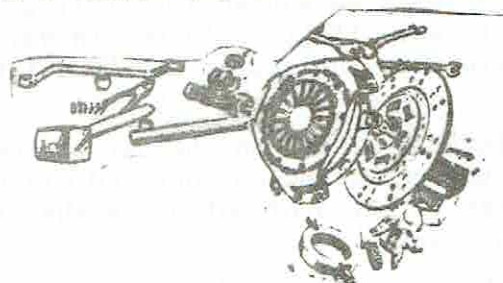
I agree with him but sometimes it is cheaper to replace and alter than buy or have to fix the proper parts.

I am building a hybrid to beat all! This 6/110 MKI Auto is being built for a purpose. It has been cut into a ute with a 6/99 column shift and overdrive box, 6/90 - 4.1 diff. The wheels have been spoked and are fitted with 750 x 14 tyres. The back tyres are weather masters, the front bumper has been removed and a bull bar has been built to replace it.

The Ute will be used for getting parts from rubbish dump's farms, and other out of the way places and where a good traditionalist wouldn't dream of taking his car.

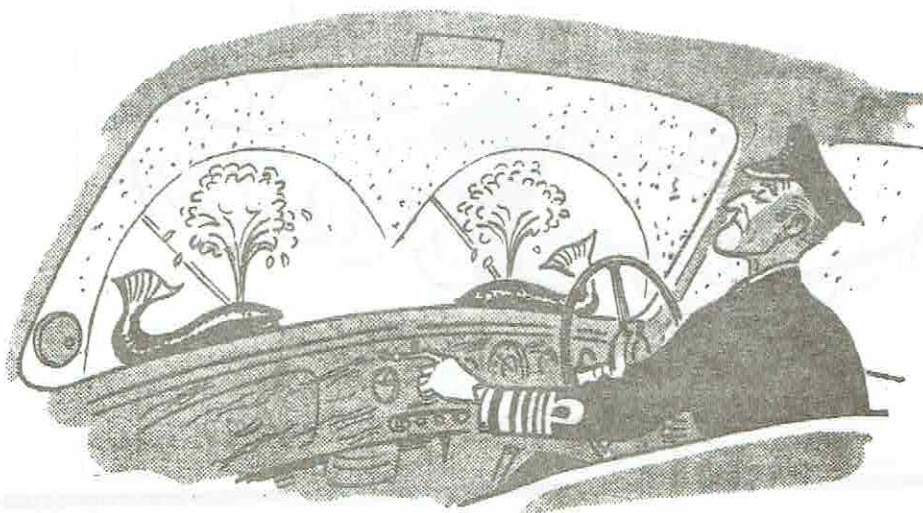
So any one altering his car usually does it for a reason and we can all learn from what can be done.

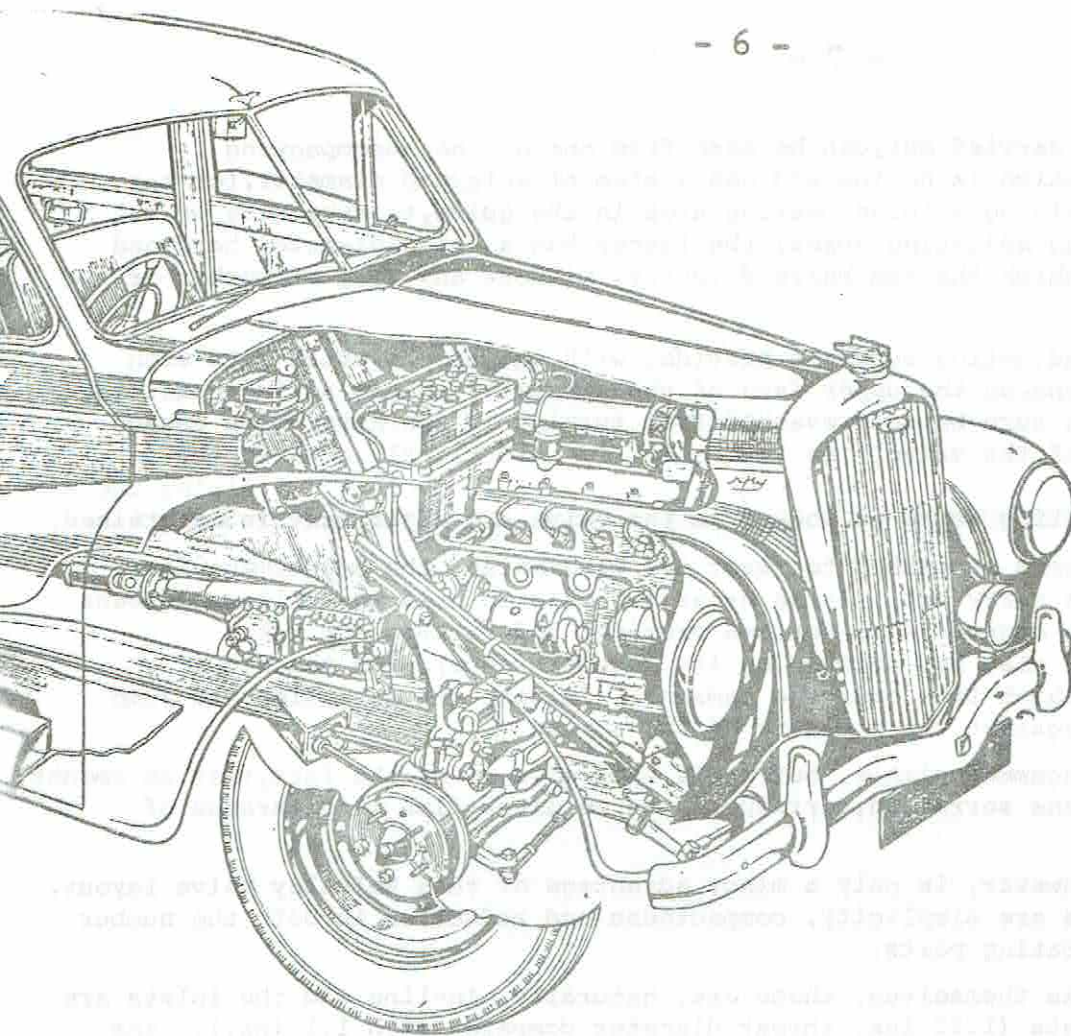
Alex Sutton
MANAWATU BRANCH



NOTE

Letters of general interest to other members will gladly be published so please feel free to write and state your opinions, pass on helpfull information and tips, or state any particular problems you may be having with your car. Please remember that the opinions stated by various members from time to time are not necessarily those of the Editor or Executive committee.





The WOLSELEY Four-Fifty

ROAD IMPRESSIONS - FOUR FIFTY

When the totally new 4/50 was introduced in 1948 with its sister 6/80, (no one guessed they were to overlap the production of the 4/44 model and continue until 1954).

They were of basically the same design. The 4/50 is a four cylinder, 1.5 litre model, while the 6/80 is a 2.25 litre six cylinder extension of the same car with a longer wheelbase to take the two extra cylinders, modified in transmission and braking to accommodate the extra performance and power. They were a completely fresh design incorporating o.h.c. motor, steering column gear change, independent front suspension, hypoid axle, combined body/chassis construction to conserve weight.

Only the renowned radiator grille, linked the new shape with the past.

Undoubtedly, the engine design is one of the outstanding features of the car. The system of direct operated overhead valves is not new (Wolseleys used it themselves on the Viper aero engine of World War I), but it was then used for the first time on British cars, planned for manufacture on a modern quantity basis. Short life or ultra-high production costs, had previously ruled it out for use on normal cars, attractive as the system is from the viewpoints of simplicity and reduction of reciprocating parts. Advances in metallurgy, coupled with improved detail design, however removed former difficulties (notably, side thrust on the valve stems), and made its adoption practicable.

How the system is carried out, can be seen from one of the accompanying illustrations. Each valve is hollow and has a stem of enlarged diameter, for the double purpose of providing a large bearing area in the guide, to take side thrust and of accommodating an adjusting screw; the latter has a large-diameter hardened head, on the face of which the cam bears directly, without any form of rocker or tappet.

The underside of the adjusting screw is provided with variations, which mate with corresponding serrations, on the upper face of the specially shaped spring-retaining collar, this collar in turn being prevented from turning by two keys, which engage with the slotted end of the valve. As the collar is held tightly against the adjusting screw by the full pressure of the spring, it follows that (utilising the serrations), the adjusting screw is locked to the valve and adjustment is maintained.

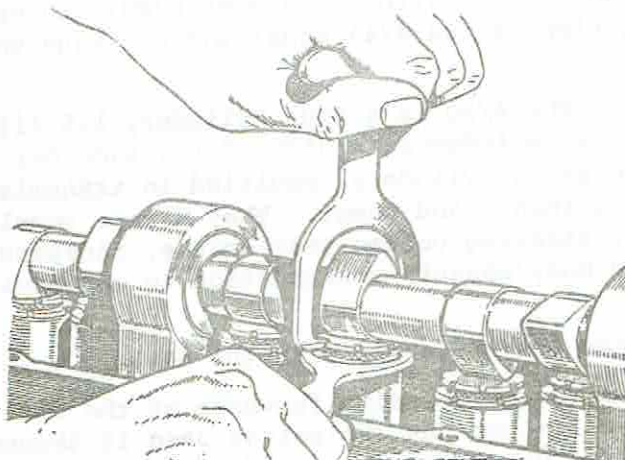
When, however, it becomes necessary to reset the clearances, the adjustment is particularly simple to carry out. It is necessary only to hold the collar, by means of a "C" spanner, which engages with notches provided and to turn the valve adjusting screw (which also has notches on its circumference), with the aid of a special fork spanner, which fits over the camshaft, forcing the serrations to jump a tooth, as it were, against the pressure of the spring.

Not only is this arrangement simple, but it is made more so by the fact, that an amount of rotation equal to one serration, corresponds to an alteration in clearance of 0.001 in.

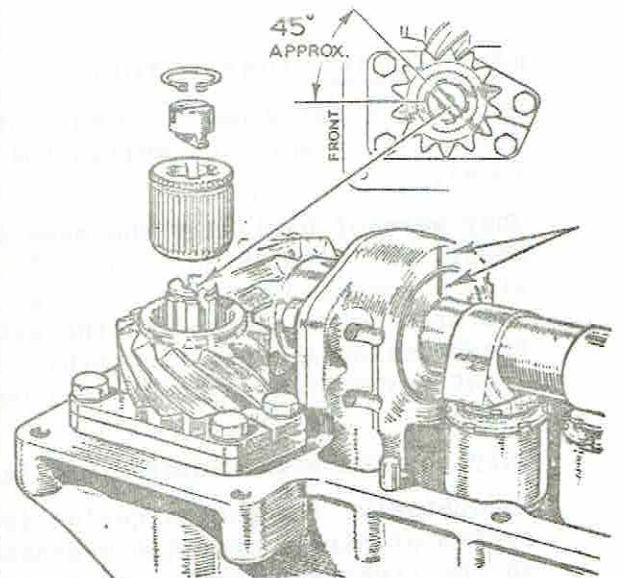
Ease of adjustment, however, is only a minor advantage of this Wolseley valve layout. The primary advantages are simplicity, compactness and reduction in both the number and weight of reciprocating parts.

Reverting to the valves themselves, these are, naturally, in-line and the inlets are larger than the exhausts (1.22 ins. throat diameter compared with 1.1 ins.). The exhausts, however, are drilled for a smaller portion of their length, in order to leave a greater mass of metal for heat dispersal. They work in copper-nickel guides, whilst cast-iron guides are used for the inlets.

Further interest in the valve gear, centres in the drive for the camshaft. This is effected by a vertical shaft, which is driven by a worm from the nose of the crankshaft, a further worm and wheel being used at the upper end to transmit the drive to the camshaft. In each case a steel worm (case-hardened, ground and lapped) meshes with a bronze wormwheel, and the latter is in two portions. The main part



How the valve clearance is adjusted with the help of the special spanners provided. While the "T"-handled spanner straddles the camshaft and engages the tappet head the other spanner engages the spring cap to hold it against rotation.



location of the drive slot in the upper end of the vertical shaft

which takes the drive, is keyed to its shaft, but the smaller portion, which carries the trailing ends of the teeth, is freely mounted on its shaft and located rotationally solely by a strong helical spring, which is also engaged with the main section.

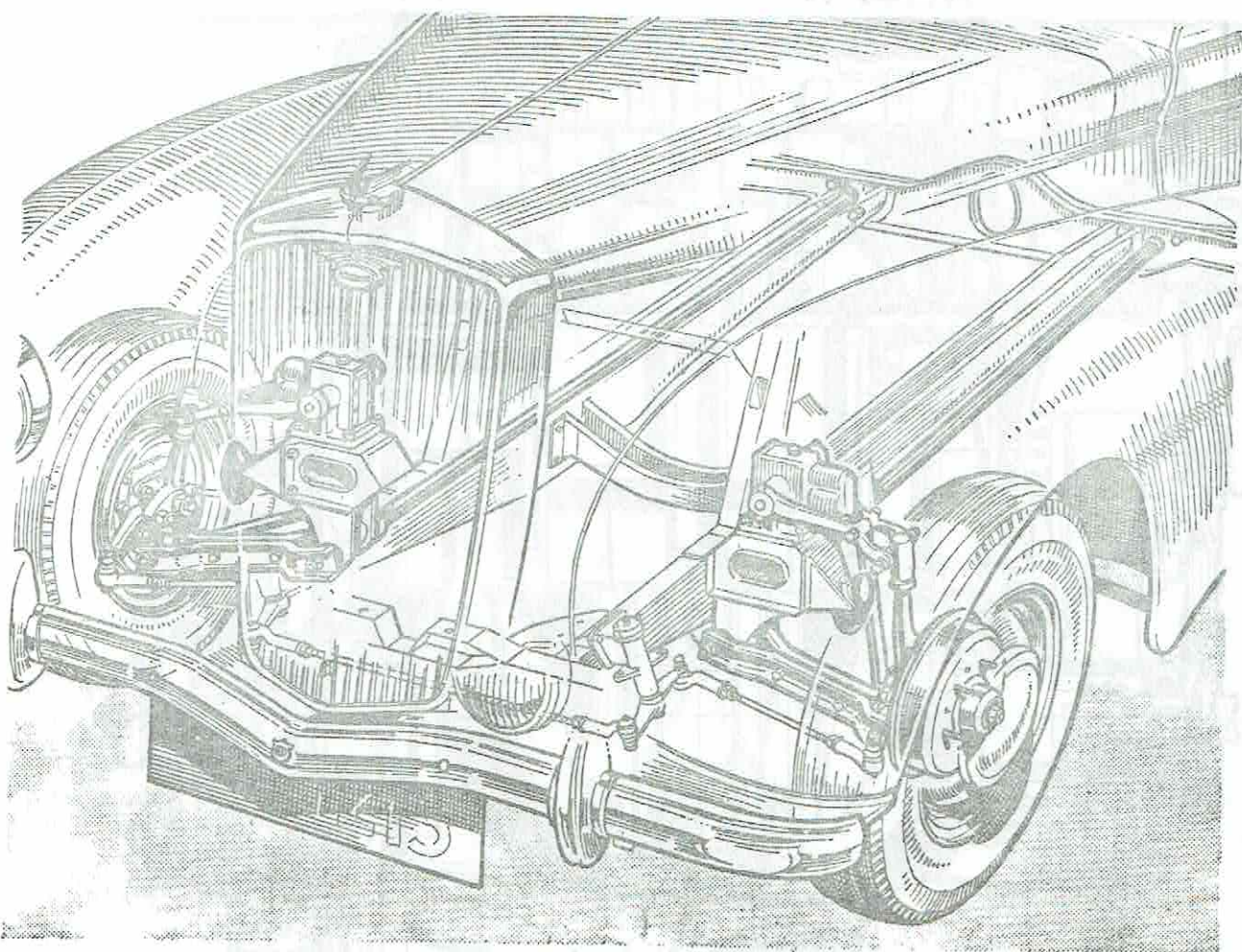
When the drive is assembled, this spring is wound up, so that the portions of the teeth which it carries, exert pressure in the opposite direction to the drive, thereby effectively damping out any back-lash and taking care of reversals of load, which occur in certain positions of the camshaft. The result of this duplicated form of split worm drive, is to add materially to the quiet-running qualities for which the o.h.c. engine is notable.

Yet a further detail of the camshaft drive, is the provision of a vernier driving sleeve, between the splined upper end of the vertical shaft and the serrated inner circumference of the worm, enabling the timing to be accurately, but readily set, after the head has been removed.

Lubrication of the camshaft bearings and cams, is effected partly under pressure and partly by oil mist. A pressure supply is taken via the hollow camshaft to the bearings, and drillings in the side faces of the intermediate bearing(s) serve to provide a jet of oil in each direction which, because of the rotation of the shaft, produces a copious oil mist. To prevent excessive lubricant from reaching the valve stems, the springs are shrouded.

The gear-type oil pump is driven by the lower end of the vertical shaft, and the upper end serves to drive the distributor, with an Oldham coupling interposed to guard against the effects of any mis-alignment.

To revert to lubrication, the system adopted on the o.h.c. engine has several detail points of note. The pick-up is by means of a float, and the Tecalemit full-flow filter is contained within the sump itself, instead of being external. Oil pipes have been entirely eliminated by the use of internal passages.



A general view of the front suspension showing the disposition of its components.

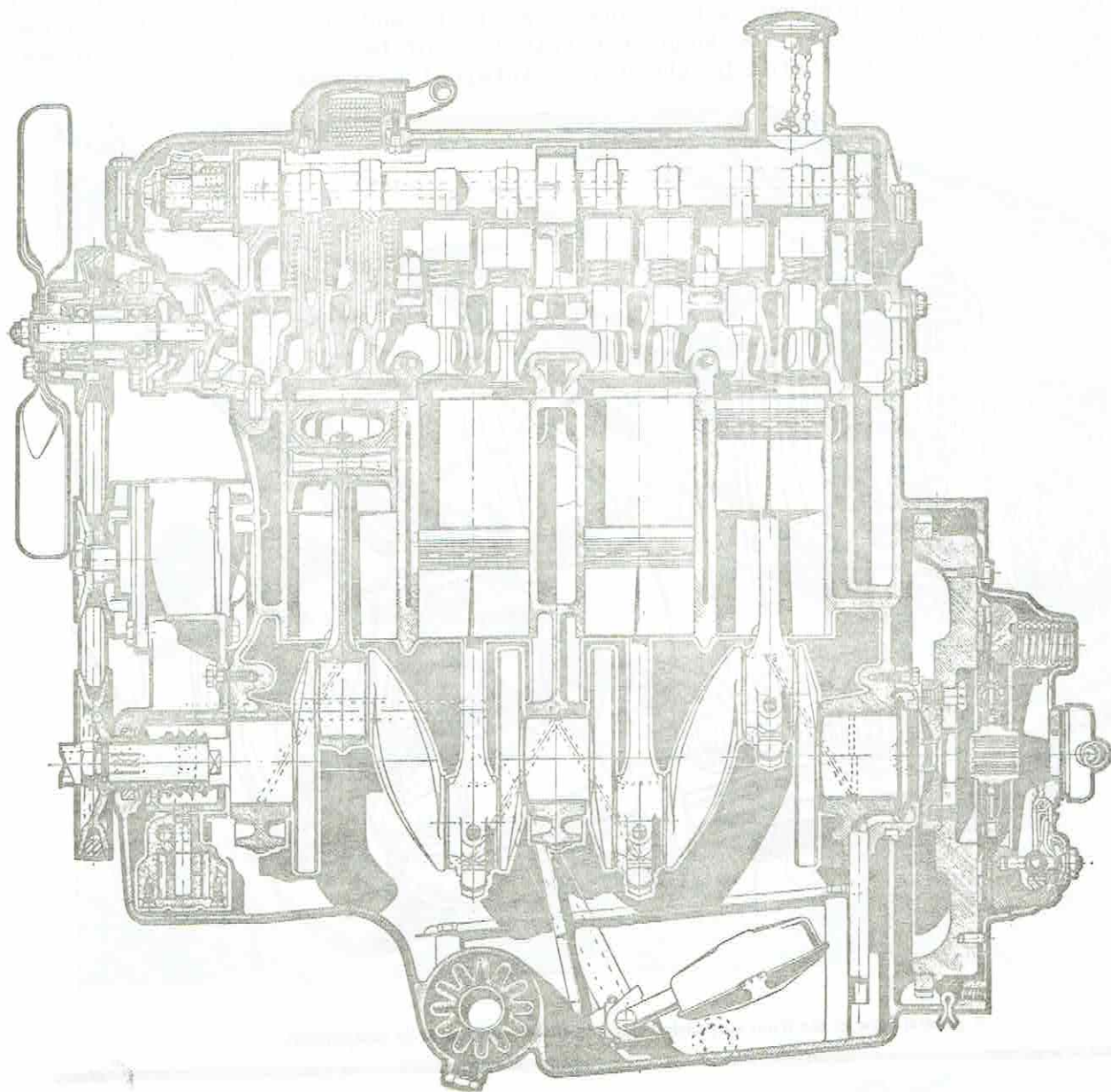
A pump, fan and thermostat, are incorporated in the cooling system, and the in-line valve arrangement, permits a particularly clear passage right through the head adjacent to the valves. The combustion spaces are lozenge-shaped and other interesting engine details include wire-wound light alloy pistons, steel-backed white-metal bearings for the big ends and mains (there are three on the four-cylinder unit) and diagonally split big ends, to allow the con. rods to be withdrawn through the cylinder bores.

The gearbox is of the usual synchromesh type and is provided with a rearward extension, to shorten the propeller shaft, whilst the control is on the steering column. Final drive is by a hypoid bevel.

In the front suspension, wishbones of unequal length, are employed to minimize track variations. The lower wishbones are built up from a steel stamping, bolted to a pressing and the rear of these two members, serves to transmit the main suspension load to the torsion bar. Braking loads are taken care of by a separate tubular strut, connecting the outer ends of the wishbones, with a support bracket formed in the combined body-chassis construction, this strut being mounted in rubber at each end.

At the rear, the suspension is by a conventional layout of long, semi-elliptic springs, but an unexpected innovation is the use of a form of Panhard rod. The reason for the employment of this item, in conjunction with semi-elliptic springs, and a normal axle, is to enable the rear suspension to provide a soft ride appropriate to the characteristics of the front springing, without loss of lateral stability.

THE WOLSELEY FOUR-FIFTY ENGINE



The body-chassis structure of the 4/50, represents an adaptation of combined construction. There is no trace of lightened conventional chassis members, but box-section stiffening ribs are freely used to carry the main stresses.

The result is a light, but immensely strong structure, which enables the dry weights of the complete car to be kept down to 23 cwt.

Two wide doors (measuring 32 ins. and 30 ins. at the front and back at waistline level), are both carried on concealed hinges, at their leading edges and are also provided with flush fitting handles, which mate with the chromium waistline, to give a pleasing continuity. Another notable feature of the coachwork, is really good visibility.

The head and V-screen are fixed, but ventilation has received due attention, and in addition to hinged panels at the leading edges of the front door windows, there is a built-in Smith heating and demisting system fitted as standard.

Upholstery is carried out in leather, with the head lining in a washable material, and the whole trim is cheerful and pleasing, whilst good head and leg room are notable points, both materially assisted by a low floor level. The instruments (speedometer, oil gauge, fuel gauge, ammeter and electric clock) are centrally grouped and there are large cubby holes at the sides and a very useful parcel tray beneath. Equipment details of note, include the neat manner in which the cord for the rear blind is concealed in the head lining and the fitting of a horn ring, as well as all the usual items such as visor, ashtrays and the like.

In the tail, the spare wheel and jack unit, live in a separate compartment beneath the main luggage space and a single top-hinged lid giving access to both.

Very much to its credit, the Four-Fifty can fairly be described as a true Wolseley in both appearance and behaviour. Carrying the traditional radiator of the marque, it is a car of well-balanced appearance, with lines good enough, successfully, to carry paintwork in that most difficult of all colours, black. Internally and externally, it is pleasingly well equipped without being over-ornamented. On the road, it is inconspicuously comfortable and quiet, not tuned for extravagantly rapid acceleration, but equally not minding being driven far and fast. Above all, inclusive of such items as a foglamp and an interior heater, it was costlier than the cheapest cars, but nevertheless a very competitive proposition for today's restoration.

Riding characteristics were changed greatly since the first model, the most obvious reason being the installation of six telescopic hydraulic dampers to control spring action, two for each frictionless torsion bar front spring and one for each leaf rear spring. Giving every promise of maintaining unchanged characteristics for very long periods, the suspension of the car is exceptionally good, free equally from appreciable transmission by use of direct road shocks, or from excessive resonant motions. Even although rear seat riding is not absolutely equal in levelness to that enjoyed at the front, the rear seats are set well forward of the axle and provide a very good standard of riding steadiness at all times.

The other most significant change evident since this type was introduced, is the modification of the transmission, by use of a greater speed reduction in the hypoid bevel rear axle. To the benefits attained by bringing gear ratios into closer line with British requirements, there have apparently been added engine refinements, which resulted in increased top gear acceleration, being accompanied by appreciable gains in fuel economy.

The Four Fifty gives a strong impression of being larger than it actually is. Easy riding qualities have already been mentioned and there is also a pleasant quietness of running on the open road, with neither the sensations of an engine running at high speed nor the sound of wind disturbance.

The outlook from the driving seat, over a bonnet which, without unduly obstructing vision nevertheless looks long, down the straight line of a central hinge and over a (dummy) radiator filler cap bear a neat Wolseley motif, accentuates the large car effect. Unfortunately, the illusion is further strengthened by the fact that for sharp turns, the steering requires rather more effort, than is commonly needed nowadays on cars of this size, and that the turning circle is not quite as compact as might be desired.

Rust-proofed beneath its paintwork, the all-steel four-door saloon body, has broad front and rear armrests, in addition to its central rear-seat armrest, thereby declaring itself as a very comfortable four-seater with only emergency accommodation for extra passengers. Full rearward movement of the front seats, leaves ample knee-room still available in the back of the car, and other internal dimensions are correspondingly generous.

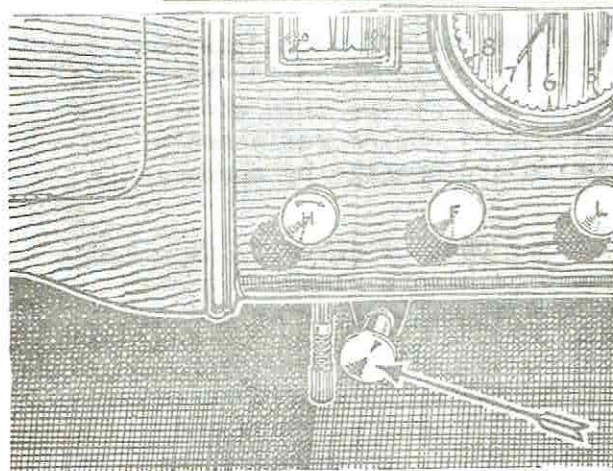
The steering on straight roads does not reveal any of this heaviness, and the car holds a true course with the minimum of guidance from the driver - this continued to be true even when snow or ice made the roads treacherous, the car proving commendably stable on slippery surfaces. Equally, its behaviour on corners is good, brisk speeds on winding roads being comfortable for the passengers, as well as easily maintained by the driver.

The seats have leather upholstery over Dunlopillo rubber cushions, and the individual front seats have pleasingly well curved backs: they also have alternative forward mounting heights, permitting, for example, an upright driving position, alongside a more restfully inclined passenger seat, the usual fore-and-aft adjustment (with rather too widely spaced locking positions) being supplemented by a telescopic adjustment, for the length of the splined steering column.

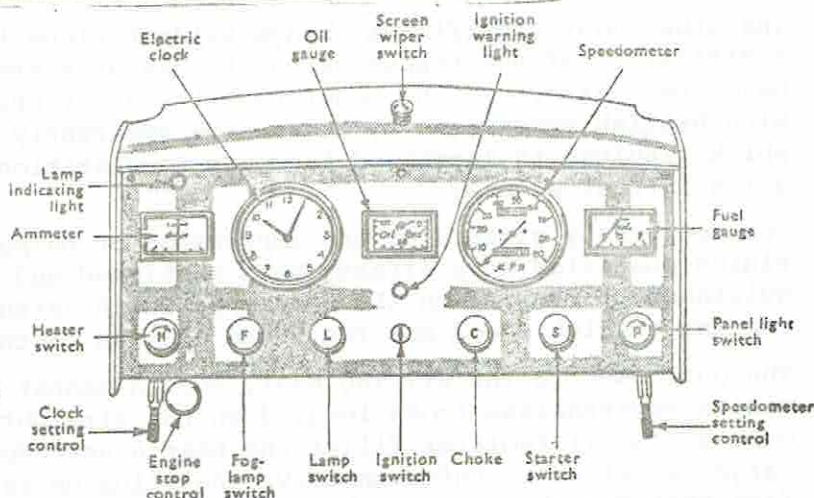
The instruments (amongst them an accurate clock), are centrally mounted on the fascia, with adjustable-brilliance illumination and surmounted by a shallow overhang, which masks them from reflecting in the windscreen. Appearances of the car are much improved by recent detail refinements, which include a full-width panel of polished wood veneer, incorporating the lids of two small glove boxes as well as the instruments, a roomy parcel shelf on a lower level, being also provided. The steering wheel, with three symmetrically disposed spring spokes, has a horn ring and a central self-cancelling trafficator switch, whilst behind it is the column-mounted control for the four-speed synchro-mesh gearbox.

Equipment is ample for most needs, and includes those two near-essentials for temperate climates, a low-mounted flat-beam lamp to deal with conditions of poor visibility. Each occupant of the car has a separate ashtray, courtesy switches illuminate the car interior when a rear door is opened. Unfortunately, the filler of the 9 gallon fuel tank, is unequal to taking the flow from a normal pump without blow-back, which is always wasteful and can be paint-damaging in countries where alcohol-content fuels are used.

Geared to cruise easily at 65 m.p.h. or more when required, and powered by an engine whose modest $1\frac{1}{2}$ litre 13.4 h.p. dimensions, bring a frugal 30 m.p.g. within reach for much ordinary motoring, this car is not intended to have outstanding top gear acceleration: those who set great store by this particular quality were offered the Wolseley Six-Eighty. Nevertheless, the figures published on the data page tell the story of very ample pulling power, marred only by a momentary shudder of the engine on its flexible mountings, at a top-gear 10 m.p.h. but thereafter smooth and well maintained up the speed range towards a maximum of over 70 m.p.h.



The engine stop control which is provided to ensure stoppage of the engine by complete closure of the throttle. Pulling out the knob closes the throttle.

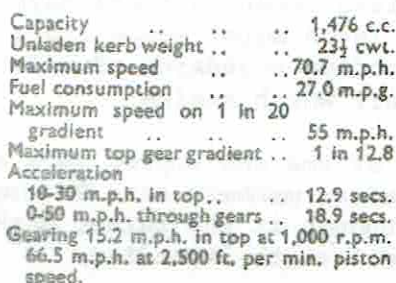


The instruments and controls of the Wolseley Four-Fifty.



Makers: Wolseley Motors, Ltd., Cowley, Oxford

Dimensions and Seating



Specification

Engine		
Cylinders	..	4
Bore	..	73.5 mm.
Stroke	..	87 mm.
Cubic capacity	..	1,476 cc.
Piston area	..	26.3 sq. in.
Valves	..	Single o.h. camshaft
Compression ratio	..	7/1
Max. power	..	b.h.p.
at	..	4,000 r.p.m.
Piston speed at max. b.h.p.	..	2,300 ft. per min.
Carburettor	..	S.U. horizontal
Ignition	..	Lucas coil
Sparkling plugs	..	14 mm. Champion L10
Fuel pump	..	S.U. Electrical
Oil filter	Full-flow (Tecalmit or Fram) in Sump	
Transmission		
Clutch	..	8" Borg and Beck s.d.p.
Top gear (s/m)	..	4.875
3rd gear (s/m)	..	7.342
2nd gear (s/m)	..	10.98
1st gear	..	18.56
Propeller shaft	..	Hardy Spicer open
Final drive	..	Hypoid bevel

Test Conditions

Cool, damp weather with little wind. Smooth, damp tarmac surface. British Pool petrol (approx. 70 octane).

Test Data

ACCELERATION TIMES on Two Upper Ratios

	Top	3rd
15-30 m.p.h.	12.9 secs.	8.1 secs.
20-40 m.p.h.	14.3 secs.	8.7 secs.
30-50 m.p.h.	16.4 secs.	11.8 secs.
40-60 m.p.h.	21.0 secs.	

ACCELERATION TIMES through Gears

0-30 m.p.h.	..	..	7.0 secs.
0-40 m.p.h.	..	..	11.7 secs.
0-50 m.p.h.	..	..	18.9 secs.
0-60 m.p.h.	..	..	30.3 secs.
Standing quarter-mile	..	..	24.3 secs.

MAXIMUM SPEEDS

Flying Quarter-mile	
Mean of four opposite runs ..	70.7 m.p.h.
Best time equals ..	70.9 m.p.h.
Speed in Gears	
Max. speed in 3rd gear ..	57 m.p.h.
Max. speed in 2nd gear ..	41 m.p.h.
Max. speed in 1st gear ..	25 m.p.h.

FUEL CONSUMPTION

38.0 m.p.g. at constant 30 m.p.h.
35.5 m.p.g. at constant 40 m.p.h.
31.0 m.p.g. at constant 50 m.p.h.
25.5 m.p.g. at constant 60 m.p.h.
Overall consumption for 135.0 miles.
5 gallons = 27.0 m.p.g.

WEIGHT

Unladen kerb weight	23½ cwt.
Front/rear weight distribution	55/45
Weight laden as tested	27 cwt.

INSTRUMENTS

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

HILL CLIMBING (at steady speeds)

Max. top-gear speed on 1 in 20	55 m.p.h.
Max. top-gear speed on 1 in 15	45 m.p.h.
Max. gradient on top gear	1 in 12.8 (Tapley 175 lb./ton)
Max. gradient on 2nd gear	1 in 8.7 (Tapley 255 lb./ton)
Max. gradient on 3rd gear	1 in 6.4 (Tapley 345 lb./ton)

BRAKES at 30 m.p.h.

0.87 g. retardation (= 344 ft. stopping distance) with 100 lb. pedal pressure.
0.63 g. retardation (= 48 ft. stopping distance) with 75 lb. pedal pressure.
0.54 g. retardation (= 56 ft. stopping distance) with 50 lb. pedal pressure.
0.26 g. retardation (= 116 ft. stopping distance) with 25 lb. pedal pressure.

Maintenance

Fuel tank: 9 gallons. Sump: 7 pints S.A.E. 30. Gearbox: 1 1/2 pints S.A.E. 90 gear oil. Rear axle: 1 1/2 pints S.A.E. 90 Hypoid oil. Steering gear: 1 pint S.A.E. 90 gear oil. Radiator: 15 pints (2 drain taps). Chassis lubrication: By grease gun every 500/1,000 miles to 15 points. Spark-plug gap: 0.018-0.022 in. Contact-breaker gap: 0.010-0.012 in. Valve timing: By marks on camshaft and vernier coupling. Tappet clearances (Ho-In): Inlet and exhaust 0.015 in. Front wheel (Toe-In): Nil. Camber angle: 3° positive. Rear angle: 3° positive. Tyre pressures (full load): front 26 lb., rear 28 lb. Brake fluid: Lockheed orange. (Overseas, Lockhead No. 5). Battery: 12-vol. 51-amp-hour. Lamp bulbs: M.S. headlamp, 36/36-watt lamp. No. 380: O.S. headlamp, 36-watt Lucas No. 162; stop-tail lamp, 6/24-watt Lucas No. 353; number-plate and parking lamps, 6-watt Lucas No. 989; luggage locker lamp, 3-watt Lucas No. 207; reversing lamp, 24-watt Lucas No. 199; fog lamp, 48-watt Lucas No. 185.

REPORT ON PAST EVENTS

Film Evening 21 September

This evening was attended by a handful (eleven in total), of enthusiastic members, including two new members attending their first Club activity.

Three films were shown covering the following - The history of Motor Racing, how the carburettor works, and as a preface to the technical evening being organised for 16 November, a film covering the oil refining process. The first film was particularly interesting with some amazing shots of the thrills and spills of motor racing in the good old days. I am sure those who attended, will take a long time to forget the shot of a car crashing and the driver flying through the air with the greatest of ease. His landing wasn't shown, but he surely would have been killed.

The risks taken in those days were incredible and it was not uncommon for two, three (even more) competitors to be killed in the course of one race. A far cry from today's standards of safety. The other two films were also very interesting and well worth seeing.

A cup of tea and supper were served before the last film, and a quick inspection of the two latest members cars (belonging to J. McMahon and David Hyndman) followed, even though it was rather dark outside. All in all it was a good night out and well worth attending.



VINTAGE CAR CLUB SWAP MEET AND DISPLAY

The weekend spent out at McLeans Island proved very worthwhile as far as the Wolseley Car Club is concerned. The Club was represented on both days by five cars. (6/80, 4/44, 1500, 24/80, 6/110) which were selected to represent as large a cross section as possible of the models represented in the Club. A tent was erected behind the cars on both days to provide a bit of shelter (which proved very necessary particularly on the mornings of both days), and a very impressive sign was prepared together with a display of various club literature.

Two new members were joined up on the Saturday, Gordon Macadam and Peter Mackie, and many application forms given away to interested persons throughout the whole weekend.

While exploring the numerous stalls in shifts we managed to pick up various items for the Club, including a few more handbooks and workshop manuals for the library. An early model grille, thought to be off a Hornet or Wasp, was also purchased, for a very reasonable sum, for inclusion in the Clubs spare parts. We also received many approaches from people, offering spares and literature, which will take a few weeks to follow up.

All in all it was a very busy, but enjoyable and profitable weekend. It was also good to see a few of our members turn up every now and then, and stop for a chat. Before finishing off I must offer my sincere thanks to the following who so generously gave of their time and cars for the weekend - Bill & Margaret Williamson, Gary & Glenda Fisher, Doug & Judy McKenzie, Rex Fielding and my wife Jenny. There are other members who I'm sure would have been willing to help us out, but it looks as though this may become an annual event so there's always next year. We will be very glad of any offers then.

ROVING REPORTER

RUN TO RAKAIA GORGE

The date originally planned for this run was the 4 October, but due to gale force winds in the Rakaia area that day, it was decided it would be best to postpone the run till the following Sunday. In case anyone did turn up on the 4th, Bill Williamson went to Riccarton Mall car park to break the bad news. Two or three cars did turn up (including one new member John McMahon in his recently acquired A/110 Austin), and the small group journeyed out to the shelter of Spencer Park and spent the day there - a great idea!

The weather on the 11th looked much more hopeful and about seven cars assembled and left from Riccarton Mall about 10.20am. The group picked up Gary Fisher at the Russley Road/Yaldhurst Road intersection (the brilliant shine on his black 4/44 was hard to miss), and headed out through Darfield, Glentunnel and onto Rakaia Gorge. Another recent new member David Hyndman, wanted to christen his recently acquired 6/110 Mk 2. and went through the Selwyn Ford route.

As we travelled through Darfield, the weather began to look a bit grim and it wasn't long before wipers were the order of the day. Fearing the worst, one prospective member turned back at Glentunnel, helped in his decision by Clive Linton, who was navigating for Margaret Williamson and headed her back to town in one place. The Williamson 6/110 came very well prepared - everything except a road map it seems! Once the compasses were calibrated again, the group headed towards Rakaia Gorge, arriving about 11.40. Fortunately the weather was clearing by then and by 12.00 the sun was shining and it was very pleasant indeed outside, remaining like that for the rest of the afternoon.

It wasn't long before two cars arrived from Timaru - the MacArthurs & Andersons, followed closely by Bert Hart in his immaculate green 6/110. It was extremely pleasing to see them all arrive and really did make for a reasonable size gathering.

While Vicki McCauley began to capture the event for the Clubs' photo album, picnic lunches began to appear and it wasn't long before we were all enjoying a good yarn over egg and bacon pies and sandwiches. All, that is, except Ron & Faye Hodge who were struggling to get their barbeque going. We are going to suggest a motion for the next committee meeting - "That Ron & Faye be sent away half an hour ahead of everyone else so they can get their sausages cooked" never mind - they did get there in the end.

After lunch Colin Hey ran a raffle for \$10.00 worth of petrol vouchers (won by Margaret Williamson & Bill MacArthur) and conducted the mystery inspection. Did you know that Bill Williamson even nudges the spare wheel on his 6/110 before he lets his wife take it out for the day? He does - and Margaret also took away a bottle of Turtle Wax for the cleanest spare wheel. Mind you, Bert Hart would have surely won, if he had lowered his and dusted it before he left Ashburton.

The remainder of the afternoon was spent just chatting and comparing notes, and taking a stroll around the river and bridges. The river was reasonably high but not dirty, and if you could persuade young Geoffrey Williamson to guide you, there were plenty of tracks worth a walk along, offering splendid views of the gorge and river.

After afternoon tea, people gradually packed up and headed for home, having had a thoroughly enjoyable days outing. Not only was Rakaia gorge a pleasant place to Picnic, but also a very pleasant drive, not too far from Christchurch but far enough to avoid the crowds and get a bit of peace and quiet. See you at the next run!

BUY SELL & EXCHANGE

CARS

BUY - 6/110 Mk I or II in reasonable condition but needing some work and priced to suit. Phone Vicki McCauley - 793-267

- 15/50 or 1500 - anything considered. Contact Peter MacDiarmid, Phone 39-103

SELL - Wolseley 16/60 Auto - 2 owners, 97,000 miles. very tidy. \$1,350 or will negotiate, for definite sale.

Phone Colin Hey - 894-533 or the owner - at 895-632 after 5.30pm.

- Wolseley 4/44 - Good Condition, Contact Harold Robert (Ask for son Ross) Phone Palmerston North 78-165

- 6/80, tidy, cheap, ready for the road, low mileage and reasonable price. Contact Alan Chesham, Motuiti Road, Foxton, Phone 8395.

- 6/110 \$600.00, Phone Alex Sutton, Fielding 36-307

PARTS

- One set of chrome wheel bands (14 inch) to suit 6/99 or 6/110 Mk I in excellent condition but minus attaching clips \$50.00

- Wolseley 6/110 Mk I 3 speed & overdrive gearbox good order. Open to offers, phone Stan Harmon, 599-108.

Gasket sets, points, oil filters etc. for most models are now held in stock by the club. A full listing of prices etc will be available in the next issue but please contact Colin Hey or Bill Williamson should you require details prices etc. in the meantime.

GENERAL NOTES

- Congratulations to Chris Harland on his recent engagement. We wondered why we hadn't seen much of you lately, Chris. All the best for the future anyway.

- At the time of writing there is a 6/110 Mk II in Turners Auction rooms in Christchurch. By the time you have read this it will have a new owner but it is worthy of mention anyway. I called in and had a look at the car on two occasions, and both times there were others also inspecting the car. It has covered 50,000 miles (by one owner) and is in excellent condition and has the four speed and overdrive gearbox. It will be interesting to see how much is bid for it but my pick is it will be a high price. I'll try and let you know in the next issue. It is obvious this model is still well sought after.

- The Committee is at present trying to establish a liason with the Wolseley Car Club in Australia and the Wolseley Register in England. We are hoping this will give us additional resources especially with regards to spares and historical information. More news as it comes to hand.

- There is an excellent magazine entitled "Practical Classics" available at booksellers now. It is not unlike "Practical Motorist" but deals with older cars particularly English cars of the 1950-1970 period. There are numerous articles on mechanical repairs, general restoration work, tips and also some possible help with spare parts supply. Its definitely worth a look anyway.