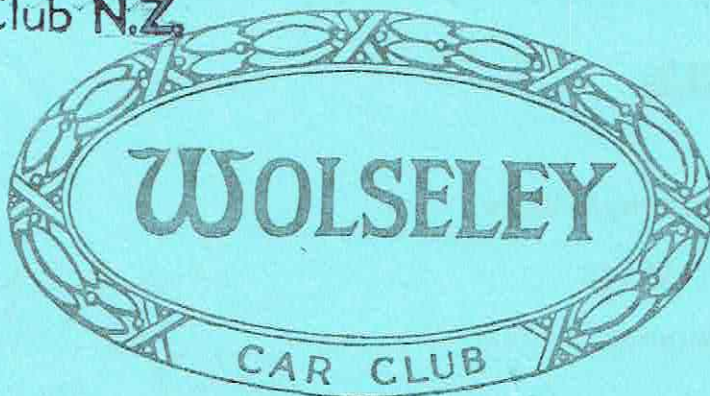




Car Club N.Z.

THE WOLSELEY WORD



MARCH/APRIL

NEWSLETTER

Vol. 6 No. 3

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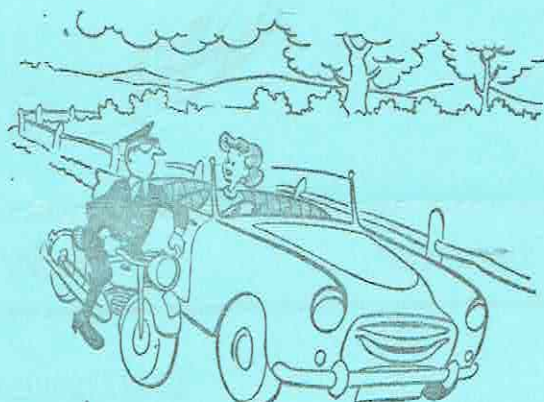
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OFFICIAL NEWSLETTER OF THE "WOLSELEY CAR CLUB" CHRISTCHURCH N.Z.
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But Officer, how could I slow down when you were coming so fast right behind me.



EDITORIAL

Yes the annual holidays are over, and yes I was allowed back into the South Island.

It was a pleasure to start work again, after a safe motoring holiday.

One of the aims of our club, is to promote Road Safety and hopefully reduce the risk of accidents on our roads. I do hope all our Wolseley Club members treat this topic the same way.

The foremost thing we can do, is to ensure it doesn't happen to each and everyone of us, every moment we are on the roads, both night or day - 365 days of the year, all our motoring lives.

One has only to look at the carnage of our Easter holiday traffic, to realise if we don't drive to avoid accidents, some of us, or members of our own family may not be here to enjoy our next Easter.

BILL WILLIAMSON

CHRISTCHURCH BRANCH GARAGE SALE

I wish to thank all those Christchurch members who contributed to our garage sale prior to the Christmas holidays. Due to their generosity the club was able to raise approx. \$170.00 towards a limited supply of new parts and other related materials.

NEW PARTS:

| | | |
|-----------------------|---|---------------------------------------------|
| Oil Filters |) | 1500, 4/44, 15/50, 15/60, 16/60, 6/80, 4/50 |
| Air Filters |) | 18/85, 24/80, 6/90, 6/99, 6/110. |
| Top Radiator hoses |) | |
| Bottom Radiator hoses |) | |



These parts, plus postage are only available to financial members upon forwarding money when ordering. Out of town enquiries are assured of a prompt reply if a stamped addressed envelope is included.

There is a limited stock of radiator hoses available, with any further replacement stocks taking approx 6 weeks to arrive from the manufacturer, following receipt of each order. We intend to supply members at less than current retail price. At the present time 6/90, 99, 110 top and bottom hoses are being ordered, so be quick and place your order by writing to P.O. Box 816, Christchurch., don't wait for your hose to burst without a replacement in your car boot, as even NZMC have been out of stock recently. This is why we are trying to prevent such shortages again, especially where the 6/90, 99, 110 models are the largest group, yet these are not always readily available upon request.

Don't forget Glydol oil is available at discount from the factory, upon production of current membership card.

Restorations of various models for club outings, are becoming more common, so when looking for something, contact a committee member first, we often have information passed on at regular intervals.

TECHNICAL EVENING

Also Tuesday 18 May for owners and restores alike is a "MUST". Bob Clarke is our guest speaker for the evening, to answer your questions on your Wolseley, or related BMC problem. He would also be able to tell you, what alternative parts fit other models too. So see you all at 7.30pm Hutcheson Street Hall.

Bill Williamson



A NOTABLE QUIRK

On the way to a recent event my wife said to me -----

"Do you realise that the only time you wash our car is when we go to a club run?"

I thought about it for a few minutes and had to agree that she was absolutely right - well almost. I sure would drive a dirtier Wolseley if it wasn't for the Club. In this respect the Club is achieving one of its main objectives for me anyway - "to encourage the preservation and restoration of Wolseley vehicles."

COLIN HEY.

COMING ACTIVITIES - CHRISTCHURCH BRANCH.



TUESDAY 18 MAY - TECHNICAL EVENING

We have invited **Bob** Clarke to come and speak to us and answer any questions members may have regarding mechanical repairs and maintenance on Wolseleys. **Bob** is an EXPERT having had many years mechanical experience with NZMC dealing specifically with BMC vehicles, and we guarantee that if he can't answer your questions nobody can. The evening will begin with a short talk on trouble shooting which will be aimed at the ladies present in particular, and then go on to a question and answer time. Please come prepared with your questions and prepared for answers. **MEMBERS WIVES ARE PARTICULARLY ENCOURAGED TO ATTEND.** The meeting will begin at 7.30 SHARP. An item for supper would be greatly appreciated. Attendance is not much short of compulsory! The venue is the Hutcheson Street Hall.



- SUNDAY 30 MAY - ECONOMY RUN -
To Hanmer Springs

This is an event not to miss. Please arrive at Marshlands Garage, Corner of Marshlands and Prestons Road at 9.00am sharp. The club will be allocated one pump to fill all cars to the brim, and the same pump will be used when cars return later in the day to be topped up again. A time limit will be placed on competing cars to ensure correct speed limits are observed and to discourage slow driving. Once in Hanmer (most should arrive by 11 am.) those who wish may go for a dip in the hot pools (open until 12.45) as there will not be sufficient time for this in the afternoon. Those who choose not may go directly to the Forestry Information Centre (directions will be given on the day) where they will be joined later by the remainder of the group. Several beautiful bush walks begin and end from this spot. We will be heading back to Christchurch about 2.30pm to allow time to refill the cars, work out petrol consumptions and distribute prizes to the winners of each class. Only Wolseleys competing will be eligible for prizes although other cars driven by members may take part for interests sake. THIS EVENT WILL BE HELD WET OR FINE Even been in the hot pools when it's raining? fantastic! see you there.

Monday 31st May - Committee meeting

Saturday 19th June - Dine-out night

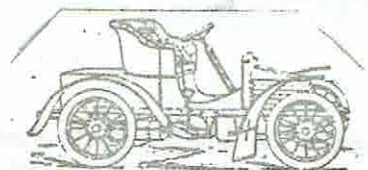


We are still working on a venue, but this will be a chance to meet and socialise with other members. Cost will be around \$9 to \$12 per head and promises to be another great night out. We are aiming at a party of about 30, so don't miss out. Details will follow.

Sunday 4th July - Run to Stewarts Gully, leaving from Northlands Car Park at 1.30pm
Mini golf is available for those who wish to have a go, or you can just laze around, socialise, swap notes, or generally enjoy yourself. Beware - a Mystery inspection will be held.

Monday 5th July - Committee Meeting.

Wednesday 14th July Annual General Meeting. This will be followed by a Wine & Cheese Evening. Keep this date free.



VISIT TO SOUTHWARD MUSEUM TRUST

During our holiday in the North Island, we took the opportunity to call into the SOUTHWARD MUSEUM TRUST at Paraparaumu, which has been open to the public since 1979.

This one building encompasses many facilities which include a conference room, restaurant for 140 formal diners or up to 400 buffet style, as well as facilities for morning and afternoon teas, lunches etc.

A main auditorium with 400 seating capacity, which can be used with the floor level or tilted at an angle for improved viewing. Also installed in this area is the Warlitzter organ (from the Auckland Civic Theatre).

The entry foyer has a revolving stage display with the current restored vehicle on display to all who enter the building. Adjacent to this and connected to the ticket box, is a small shop offering for sale all manner of car orientated knickknacks from key rings to tea towells with lots in between.

Last but not least is the main hall covering about 4,400 square metres of floor space housing approximately 130 vehicles of various shapes, sizes and ages on display at any one time, from early cycles, stationary engines, motorcycles, cars fire appliances, light trucks to light aeroplanes. The selection is drawn from a large and comprehensive privately owned collection, comprising of 250 veteran and vintage cars in the Southern hemisphere.

At the rear of the complex is another building which is a fully equipped engineering workshop and office, built for the ever continuing restoration work.

All this and more is laid out in approx 6 hectares of lawn and park surroundings, with ample parking for visitors cars.

The Southward Museum Trust is a charitable trust, which was incorporated in 1972 with the object of preserving for posterity, the largest and most varied collection of motoring vehicles anywhere in the Southern Hemisphere.

As this collection continued to grow, it was decided to establish a spacious museum on a large permanent site off State Highway No 1, just north of Paraparaumu.

Trust benefactor, Len Southward began his collection of vehicles with the purchase of a Model T Ford in 1956. Len began his association with the New Zealand Motor industry back in 1919, in a Wellington Motor warehouse where he started as a message boy. In later years he set up (in partnership) a motor cycle repair business.

During 1939 with importing controls creating a shortage of equipment, Len started to manufacture rear vision mirrors, for cars and mufflers for Austin 7's.

The subsequent shortages during World War II again brought Len's ingenuity to bear on the problems of devising machinery to manufacture steel tubing in isolated New Zealand.

This same company established by Len continued as a main supplier to the New Zealand industry demands of the present time.

Len figured prominently throughout Australasia, where in association with his racing boat "REDHEAD" he notched up championship wins, including being the first in the region to attain more than 100 mph on water.

But it was Len's fascination of Vintage cars that claimed more and more of his leisure time, as he worked on restoring derelict machines to mechanical operation and original condition.

Len & Vera Southward assisted by their sons Roy & John have consistently restored and expanded this unique car collection. Since retiring from his day to day involvement in his own business, Len now devotes most of his time

and energy to the establishment of the Museum Trust to enable visitors to share in the nostalgia of bygone eras.

When I approached him to solicit information on the 1904 Maroon Wolseley displayed in the great hall, Len cheerily invited me down to the workshops to try and locate the background information from their files. Unfortunately the information had been borrowed by a staff member, who was away on holiday. However not to be thwarted he took me back to the Wolseley, and led me, (oh boy ! oh boy !) through the ropes that restrict the public, from putting their finger prints all over the cars. Where I spent 15-20 enjoyable minutes opening and shutting this and that, of a truly magnificent iron beast of burden.

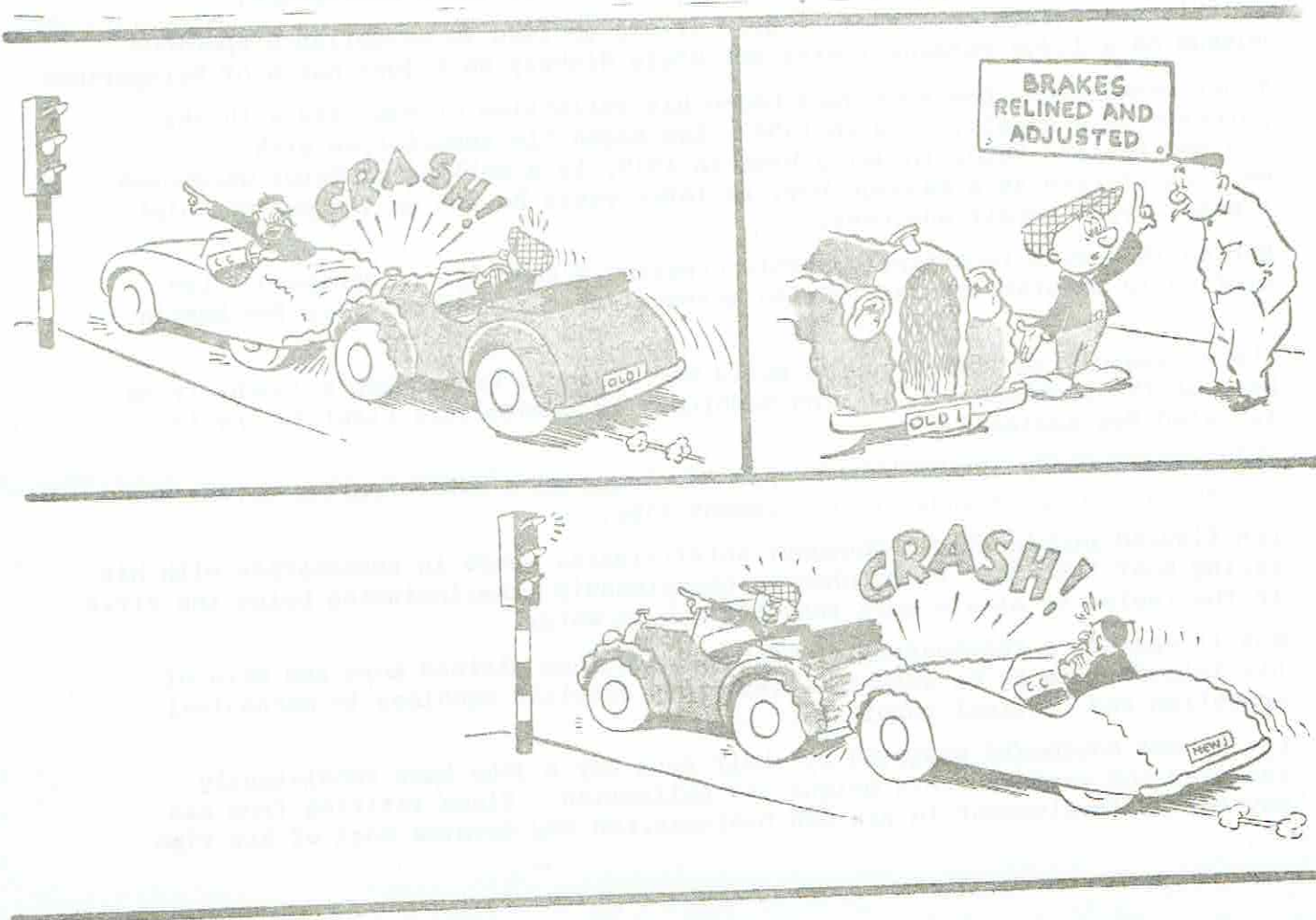
Our original time allocated to visit the museum, was around about 1½ hours, we arrived at 10.30am and when I looked at my watch, I was amazed to find it was 2pm. How time flies. However we did have a light lunch there, so we happily went on our way Northwards.

WOLSELEY 8-SOUTHWARD MUSEUM TRUST

The car was built in 1904, and exhibited as a polished chassis at the Paris show of that year.

The 8 H.P engine has a 2 cylinder 4"x 4", automatic inlet valves, trembler coil ignition, cone clutch, four speed gearbox, Final drive side chains, Wooden wheels with pneumatic tyres, finished in rich maroon bodywork, black mudguards and gleaming brasswork.

One of the highlights of Lens hobby as a veteran car enthusiast was taking the Wolseley to England in 1962 to participate in the annual London-Brighton run of that year. At that time it would appear to be the only car transported from this country to attend an English Veteran Car Rally.



REPORT ON PAST ACTIVITIES

- Wolseley Car Club Concours.

The first Wolseley Car Club concours was held at Spencers Park on Sunday 28 February at 2pm. The weather was fine, although the cool easterley did make standing around a bit chilly. It seems the only competitors who were on time were Jim Collins and Merve Wayne, but Colin Hey and Gary Fisher arrived soon afterwards with a very late Bill Williamson coming some time after them.

The club had invited two "unbiased" judges for the event from the Daimler and Lanchester owners Club and consequently permission was also obtained to use their official concours judging sheet. Both judges judged each of the cars together and really gave them a thorough going over, as any of the five competitors will testify.

Merve's 6/80 was the first to be judged, followed by Jims 6/90, Collins White 1500, Gary's 4/44 and then last, Bills 6/110. Overall the standard of preparation was exceptionally high with all of the five having spent considerable time on their cars. Colin Hey had arrived en route from a weekend away and spent half of the afternoon unpacking and packing up his car. Judging took over an hour, and results ended up more or less as expected. Congratulations to Jim Collins who was the recipient of a handsome trophy donated by Colin and Jenny Hey for this and all future concours events. He also took away a metal tool box as first prize. His car was immaculate in almost every respect and is certainly a great credit to him, and no doubt to his wife, Norma. A good look at Jims car certainly gives all other members some idea of what to aim for in Concours events.

Second place went to Bill Williamson with his 6/110 MK II, again showing the fruits of hard work and attention to detail. (he wasn't late for nothing !)

Gary Fishers car come in third, and if Garys enthusiasm is anything to go on his car will certainly be on par with Jim's before too long. Top marks also to Merve Wayne and Colin Hey who both "had a go" anyway and were not that far behind the others on points, their cars (especially Merves) being outstanding for their age and for cars still in everyday use. I understand Merve went home and almost immediately began further restoration work - perhaps another one to keep an eye on in future months. Prizes were also distributed to Bill & Gary, and tins of polish were given to the judges as a token of appreciation.

It was pleasing to see Peter Mackie come along and have a look around and a good chat, and also Maurice Coombes in his 1935 Hornet special. It was however, a bit disappointing that a few more didn't take part for interests sake more than anything. Many felt that their cars were not good enough, but in actual fact they would have had a reasonable chance of a placing. No doubt there will be more entries next year (and of a higher standard) but all in all it turned out to be a most successful outing and one which was enjoyed by members, wives and families together.

- INTERCLUB CONCOURS

This annual event was again run by the "T" Register of the M.G Car Club and held two weeks after our own concours event. The idea was that the top cars from our Club could be our team entry in the Inter-club Concours, but unfortunately Gary, Colin and Merve (who was caught out in the middle of some restoration work) were unable to take part. The competing cars from our Club were Jim Collins 6/90, Bill Williamsons 6/110, Rex Fieldings 6/80, Tony and Cecily Shanks 16/60, and Doug McKenzies 24/80.

Competition was even stiffer than last year, and the top prizes again went to the Daimler and Lanchester Owners club. Jim Collins managed a very creditable 7th place overall, and the Club team came 5th overall out of the 13 Clubs represented.

This event really highlighted the standard of preparation and presentation required for concours events, but it was good to see our members not too disheartened and enjoying the display as a whole anyway. Don't give up team- we'll try again next year.

Good also to see Colin and Jenny Hey, Warwick Furlong and David Armstrong turn up later in the afternoon.

Roving Reporter.

MAINTAINING BODYWORK ON THE
SERIES III WOLSELEYS (12 h.p. to 25 h.p.)



The Series III models were produced in 1939 and from 1946 to 1948, finishing in September of that year. All are now at least 34 years old and some will be 44. Methods of coachbuilding have changed much in that time, and present owners therefore will perhaps be interested to refresh their memories on details of the coachbuilding in these vehicles. What is a present-day rarity was fitted to all these types, namely, the sliding head. Removal of the sliding panel is quite simple. There are two holes underneath the trim cloth in line with the locking handle and $\frac{1}{4}$ in. from each side runner. To release the sliding panel a thin awl should be carefully inserted through the cloth and upwards through the hole. Upward pressure will release a spring catch on each side and the sliding panel can then be taken off the car by pulling it forwards and upwards until the rear guides disengage. Replacement of the panel is by engaging the rear guides with the guide-rails and lowering the panel into position. Place a suitable packing piece (three sixteenths inch thick and 1 in. wide) in the water channel under each catch and then press down sharply on the front corner of the sliding portion to snap the catch into position under the guide rail. Apart from lubricating the guides and rails, a very important maintenance item in connection with sliding heads is ensuring that the drain tubes are quite clear. This will prevent leakage of water due to the sliding head well filling up and overflowing inside the car. The front and rear drain tubes discharge under the front and rear wings respectively on each side. They can be cleaned by inserting a flexible coiled spring cleaning rod, but great care should be taken not to push the tube back inside the bodywork. Each tube in turn can be tested by carefully pouring a little water into the well.

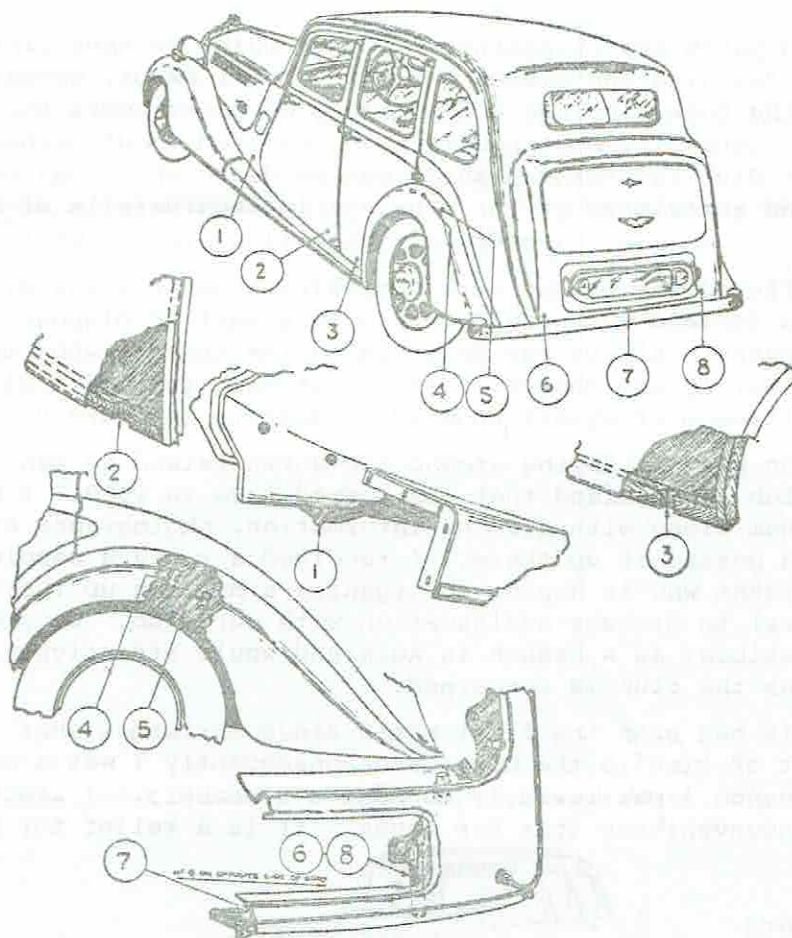
There are additional drain tubes on cars fitted with opening rear quarter lights which also discharge under the rear wing. There are also two drain tubes for the boot lid trough which run through the spare wheel compartment and discharge under the car. There is a central drainage point in the spare wheel compartment itself.

The windscreens on all these models are of the opening type and they are controlled by a central winder. Adjustable hinges are provided so that the screen surround can make an effective waterproof seal in the windscreen panel recess when the screen is closed. To adjust the hinges slacken the locknut and then turn the adjusting screw in the required direction. The correct setting is achieved when the surround rubber is held firmly in the recess in the screen panel without any distortion. Too slack or too tight adjustment may cause water leakage.

The doors on these models have steel panels on a wooden framework. The fittings are secured to the door frame by wood screws. Access to the locks, window winders and drop-glasses is gained by removal of the door trim panel after taking off the interior handles and removing the wooden cappings and the small screws which secure the trim panel. Any unit which requires attention or renewal can then be extracted after releasing the wood screws which retain it to the door frame, and similarly, the drop-glass channel can be released from the winder mechanism and the vertical guide channels extracted if it is necessary to remove the drop-glass.

On the 12-h.p. and 14-h.p. the entire fascia panel can be removed by extracting the six screws which are visible. On other models the instrument panel itself can be removed from the fascia by extracting the retaining screws. Individual instruments can be removed by releasing the clamp bar from behind the panel. The speedometer drive cable and oil pressure gauge pipe should be disconnected.

The bodies are mounted on outrigger brackets on the chassis frame, and apart from these attachment points there are two bolts at each side in the spare wheel compartment. The body is also bolted to the rear cross-member. While it is not practical to attempt to remove the body without proper lifting gear, the body



THE WOLSELEY "12/48" SYSTEM OF BODY DRAIN TUBES

- 1 and 5. Drains roof-well.
- 4. Quarter-light drainage. (Not on cars with fixed quarter-lights.
- 6 and 8. Drainage of boot-lid trough.
- 2 and 8. Drainage for front and rear doors.
- 7. Drainage for spare-wheel locker.

mounting bolts at the points mentioned should be checked for tightness.

Some models were fitted with a built-in radio aerial. In most cases the metal cover of the rear roof well is the actual aerial and the lead-in wire is carried along the near side immediately above the head lining cloth. The wire is threaded down the near-side screen pillar and thence to the set. On the limousine model the wire is carried behind the rear quarter head lining and underneath the rear near-side arm-rest. The wire emerges from behind the quarter trimming into the luggage boot and there is a connector immediately behind the top near-side corner of the rear seat squab. The wire thence runs downwards and along the chassis frame from the rear wheel arch to the scuttle and is thence fed upwards and behind the fascia.

At regular intervals lubricant should be applied to all hinges and catches. In particular, striker plates and door locating pins should be lightly coated with a thin film of grease to avoid sticking. Such attention will give well worthwhile results and will obviate sticking and the need for slamming. Door striker plates are adjusted in the normal way by slackening the retainer screws and moving the striker plate one serration at a time before retightening.

FROM THE MAIL BOX

Last month has been the busiest month for me yet, as far as correspondence is concerned. Something like 25 letters were written to various people - many as a direct result of the advertisement, we have begun placing in the Vintage Car Clubs magazine, which to date has already netted us a few more members.

Enquiries and offers have come from all around the country - from Gore to Auckland.

We have been offered parts and literature, some of which we have since purchased. The parts include a few bits and pieces for early model Wasps, Hornets, and 10 H.P models, and the books include a good range of parts books for more recent models. Generally most people have enquired about membership, and to aid replies a special Club Information sheet was produced which basically outlines the aims, history and activities of the club and includes details of subscriptions, membership etc. This has saved me hours of repetitious letter writing.

We have also been offered one or two cars for sale, however these are in various parts of New Zealand and usually the owners want to dispose of them within a couple of weeks. All we can do is phone the members whom we think may be interested. If you do, by any chance, wish to purchase any particular model, please let Bill Williamson or myself know and something may turn up.

While Bill Williamson was holidaying around the North Island he ran into a member of a Wolseley Car Club in Auckland that was formed late in 1980. I have sent a lengthy letter to them along with all the information, photographs etc I could scratch together and posted it up there. I received a reply a couple of weeks ago from their President who is hoping to organise a meeting up there (they have 18 members) to discuss amalgamation with our club. We are very hopeful that this may be possible, as a branch in Auckland would effectively tie up New Zealand as far as the club is concerned.

In many respects this has been the first month since Christmas that I have been able to devote a lot of time to the Club, and consequently I was a bit behind with some correspondence - particularly to Manawatu members. I sincerely apologise for any inconvenience this has caused. It is a relief for me to be up to date again.

Regards to all members
Colin Hey.



A WOLSELEY SAGA

BY CLAUDE MOFFAT

It all started in January 1982 when I was on holiday in Christchurch. We had come down from Auckland in our 6/110 and had completed a tour of the lakes district, when two days before we were due to leave an ominous knocking came from within. I panicked a bit - not enough time to fix anything as serious as that sounded so into a rental car and back to Auckland.

"Undaunted" I returned to Christchurch on Friday 19 February, my bag of tools putting a lean on the plane. Of course you have all heard of the 737 that touched down on one wheel. I had one weeks leave from work to fix the car and return, plus have a bit of a holiday.

Well no one could happily diagnose this knock, and examination of the big ends revealed nothing amiss. Cam followers would not yield to any persuasion and so remained unseen. Bill Williamson was extremely persuasive too, but later on the head yielded to him after putting up a respectable fight.

A visit to Robert Hey and Rob Kennard brought forth the conclusion that the head had to come off. Monday afternoon saw the head off. I was grateful that Bill was there to help with this. I would not have managed this on my own. With much heaving and use of chocks he got it off. Not the easiest in his experience I gathered.

All was revealed. A half inch section of compression ring lay neatly embedded in the surface of the piston of number 4 cylinder. Removal of the pistons showed 3 whose rings were broken and charred and about to follow suit. Luckily the bores survived without serious scoring.

Robert Hey came around on the Monday evening to examine everything, and collected the head and pistons. The head needed some valves touched up and Bill took the rocker gear home to re-face them.

Tuesday brought the news that the head was cracked in five places and would cost \$80.00 to fix. What was I to do? I only came with \$200.00 for the whole job. I resigned myself to having to borrow money to do the job properly, and said O.K. This set us back another day, but at least by now the pistons were ready. Robert later told me that he had quite a job finding three pistons to replace the worn ones. The big ends, thank heavens were reuseable.

Meanwhile I had my work cut out just cleaning bits, and biking around picking up bits and pieces. Bill got a head gasket set from the Club's spares stock and generously donated an oil filter plus a replacement engine mount. (the left one had collapsed when I bottomed the car on its suspension at the bottom of a hill, on the drive down from Auckland at night) This event also wrecked the front pipes, which I got welded on the Friday morning.

On Wednesday night Robert came round with the bits. He put the rings on the pistons and inserted them while I did up the big ends. Between us we put the head on - needs two people. On Thursday I reassembled the engine, which took me all day and night to midnight, with a break to get a manifold welded up. After adjusting the wiring twice, (I was getting pretty tired by this stage) the engine roared into life. On Friday morning the front pipes were welded up and Picton Ferry bookings made, and during the afternoon a new warrant of fitness was obtained. At 6pm I departed for Picton and managed to catch the 10.45pm Ferry because it was held up by one railway wagon. The Wolseley was the last car on board! I drove all night, had a few hours sleep on the front seat on the southern shores of Lake Taupo, then off to Auckland arriving at 3pm on Saturday.

My thanks go to Bill Williamson who gave up so much of his own time to help, and to Robert Hey, who also went out of his way to get machining done at short notice, and for helping with the refitting in his own time.

After readjusting the tappets and the timing the Wolseley runs very smoothly too, a fitting reward for our efforts.

P.S. Also thanks to Peter McDiarmid, for helping to bring all of the parts together, and who also told me of the Wolseley Car Club in the first place.

Note from Secretary: Claude enclosed with this article, a letter, a portion of which reads as follows "The help from Club members was really a new experience to me. I had never before experienced such willing co-operation under a tight schedule, all voluntary too. I hope I can return the favour some day, only hope I'm available when the time comes. You are all welcome to pop in if you are up this way"

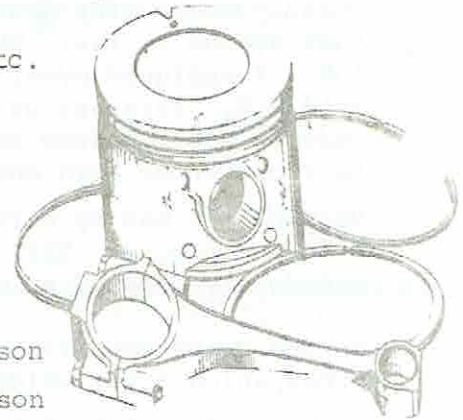
NEW MEMBERS

We wish to welcome the following new members to the Club, and we trust you will make the most of your membership with us.

| | | Phone | |
|----------------|--------------------------------------------|---------|-------------------|
| Gavin Cockroft | 9 Mountain View Road, Timaru | 61-326 | 6/99 |
| Ivan McBain, | 26 Crewe Street, Gore | 6917 | 6/110 MkII, 16/60 |
| Brian Sandle | 152 Marine Parade, Christchurch | 886-410 | 6/90 |
| Ian Aitken | 2 Barkley Place, Cobden | 7343 | 15/50 |
| Colin Miles | 39 Moffett Street, Christchurch | 496-464 | 18/85 |
| Kevin Hewer | Green Road, R.D. 5 Palmerston Nth. | | |
| Jim Arstall | 15 Tate Place, Fielding | 38-208 | 6/110 |
| Claud Moffat | 44 King Edward Street, Mt Eden Auckland | 895-614 | 6/110 |
| Kevin Pearce | P.O. Box 113, Gilgandra 2827, Australia | | 6/99 |
| Karl Rathbon | 70 Hine Road, Wainuiomata | 64-718 | 6/110 |
| Ray Batchelor | 5 Murihau Place, Fielding | 38-504 | 6/110 |

BUY - SELL - EXCHANGE

- SELL - 6/99, A/99, 6/110, A/110 Front suspension complete, Good order \$27.50 O.N.O. CONTACT - Bill Williamson.
- 6/80 - Rear Diffy complete, axles, crownwheel, hubs etc. OFFERS - CONTACT - Bill Williamson.
- 6/80 Short Block, Head, OFFERS - CONTACT - Bill Williamson
- 6/80 Gearbox complete OFFERS - CONTACT - Bill Williamson
- ALL MODELS NEW OIL FILTERS - Contact Bill Williamson
- MOST MODELS NEW DECARB GASKETS - Contact Bill Williamson
- MOST MODELS NEW RADIATOR HOSES - Contact Bill Williamson
- 6/90 - Floor Change series III gear box - Contact Bill Williamson
- 6/90 - Series I,II, III Front and Rear windshields - Contact Bill Williamson
- WASP 1930-35 Oil pump, generator, rocker shaft - Contact Bill Williamson
- HORNET 1930-35 Honeycomb grille, grille surround, 4 speed gearbox, layshaft Contact Bill Williamson.
- 10 H.P. - 39 Onwards, New Headgasket, cam gear, 30+ pistons, Crown wheel and pinion
- 6/80 - 1954 needs restoration, plus some spares, \$200.00 O.N.O. Contact: A. B. Clement
26 Essex Street
Balclutha
South Otago Phone 80-144
- Retread Tyres 600 x 15, used, excellent condition-fit 6/80,6/90 Contact Bill Williamson.
- NEW MOST MODELS - Distributor points - contact Bill Williamson.
- 6/80 Head and manifold gaskets \$20.00 - contact Bill Williamson
- New 15/50 Clutch slave cylinder \$25.00 - Contact Colin Hey
- Wolseley 8 H.P. (Series E Morris Shape) extensive motor repairs but not yet running. Good tyres, handbook, good bodywork and interior, \$700.00 Enquiries - contact Bill Williamson.
- Sell Wolseley 4/44 motor in fairly good condition, and 4/44 gearbox requiring overhauling \$180.00 ono.
Contact Ian Aitken, 2 Barkley Place, Cobden, Greymouth. Phone: Greymouth 7343.



then I saw
another car coming
and I turned out to
let it pass—then I
saw a bridge coming
towards me—I
turned out to let
it pass.



WHY SHOULD YOU KEEP YOUR WARRANT OF FITNESS DUPLICATE ?

The next time your car is tested you will receive your warrant of fitness (W.O.F.) and, for the first time, a duplicate copy of it. The sticker, as usual, is put on your windscreen. Please keep the duplicate copy inside your drivers licence. Please don't lose it.

WHY YOU GET A DUPLICATE

Because, in the event of a major reduction in the supply of petroleum, rationing may have to be introduced. This duplicate, along with your drivers licence and vehicle ownership papers will entitle you to a set of ration coupons for your vehicle.

DOES THIS MEAN RATIONING WILL START SOON ?

No. The introduction of the duplicate warrant scheme does not mean that rationing is just around the corner. However, we have to be prepared in case there is a major supply disruption. We have to have a system ready to share available supplies fairly.

WHAT'S OUR PRESENT OIL SITUATION?

Although oil exploration continues both on land and offshore, we have not yet discovered oil for all our needs. We rely, as most countries do, on oil supplies from the middle East. In 1981 New Zealand imported 1,400 million dollars worth of oil from overseas. This represented 90 percent of our requirements. Without large oil fields of our own we will remain heavily dependent on overseas oil suppliers.

HOW WOULD RATIONING WORK?

If a heavy reduction in our oil supply were to make rationing necessary the Government would announce the date that rationing would start. Before that date there would be publicity explaining to vehicle owners how to apply for rations. But you should know now that from the date rationing takes effect you would need to produce at your local Post Office;

1. Your own current drivers licence.
2. the certificate of registration for your Motor vehicle - Form MR3, often referred to as "Ownership Papers"
3. the current Warrant of Fitness duplicate for the vehicle.

SPECIAL PROVISIONS

Special provisions will be made for (1) those who own and use vehicles but do not drive themselves. (2) those who do not hold certificates of registration (ownership papers) for their vehicles because they are leased under hire purchase agreement or long term rental, and (3) those few whose vehicles are used for private purposes and require certificates rather than warrants.

WHAT ABOUT ALTERNATIVE FUELS?

It is unlikely that CNG and LPG would be in restricted supply in the areas where they are available. Owners of converted vehicles would still receive a petrol ration.

WHAT ABOUT BUSINESS AND ESSENTIAL SERVICE VEHICLES?

If you use your vehicle for business purposes or have an accepted claim above the ordinary user ration there would be a similar procedure for you to have your duplicate warrant, ownership papers and driving licence noted to support your application for additional petrol or diesel coupons.

This article has been prepared to explain why you are receiving the W.O.F. duplicate, its possible use and the need to keep it safe. We have not attempted to explain all about rationing.

If rationing has to be introduced a publicity campaign and information leaflets

will explain what to do. Our aim is to enable you to keep using your vehicle but remember-go easy on energy, it's a limited resource. Happy motoring.

Prepared by Information services, Ministry of Energy, Private Bag, Wellington.

GENERAL NOTES

- ***** As most members know, two Christchurch Committee members have recently resigned from the Committee - Ron Hodge, due to health reasons, and Peter MacDiarmid due to more pressing commitments (namely knocking his house into some form of order). It was with regret that their resignations were accepted as this has increased the workload on other members. We sincerely thank both Ron and Peter for their efforts whilst on the committee, and would appreciate any offer of assistance from any person who has been a financial member for more than 12 months and would be willing to give up a couple of hours per week in the interests of the Club.
- ***** Since the last newsletter there have been two weddings within the ranks of the Club, Darryl and Lynnette Briggs, and from the Committee, Robert and Lynn Hey. We dare not mention what variety of wedding cars Robert and Lynn had (although perhaps we should ?) and as for Darryl and Lynnette - we are hoping for an article from Darryl on the skillful art of re-installing a half torn out 4/44 back end using a G clamp. This all happened on their honeymoon in the middle of the Haast pass after Darryl tried out a 6/90 sized pot hole in his 4/44. We still can't work out why he didn't see it - was he going too fast or was his mind on other things ?
- ***** Two 6/110 owners have recently related to me the same tale of woe about their cars. Both had wondered where the smell of petrol in the boots of their car was coming from, and could not account for the unusually high petrol consumption. The answer - a leaking fuel tank. This may be a worthwhile checking point in all 6/99 and 6/110 models - it would only take someone smoking a cigarette to open the boot and we would be one member and one car less in the club. It may be a common defect that is showing up now the cars are getting on a bit in years.
- ***** Quite a few members have had orders for Grille badges placed for some time now. We are currently waiting for delivery of the next batch but this has been held up some time now, and as this is not the first time this has happened we are now investigating two other firms where we could have them manufactured. Hopefully the cost will be no more than the current \$16.00. I will report on progress in the next issue.
- ***** We are sorry to bid farewell to Robin Mayhew from Invercargill who is emigrating to Australia in May. Robin had just begun restoration of his 4/44 (which he will have sold by the time you read this) and had just had the motor completely overhauled and done quite a bit of work on the interior. All the best in Aussie Robin.
- ***** The Manawatu Branch is currently investigating a car insurance scheme offered by Pheonix Insurance which is geared for older cars, in particular with owners who belong to one-make clubs. The Christchurch branch committee is also now making enquiries - hopefully we can report on progress and give an idea of the premiums in the next newsletter.
- ***** One of our more recent members, Warwick Furlong, is in the final stages of what has turned out to be a long and difficult 6/80 engine overhaul. No doubt Warwick will be pleased to get the car running again - hopefully we will see it at a few of our runs.
- ***** The Clubs constitution is about to be retyped and copied in a more compact and up-to-date form as supplies have recently been depleted. Work will start on it following the completion of this newsletter and a new copy will probably be made available to all current members as well as all future members.