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NEWSLETTER

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OFFICIAL NEWSLETTER OF THE "WOLSELEY CAR CLUB N.Z. (INC)" Registered at P.O.H.Q. Wellington as a publication.

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This is your Captain Speaking,

Time has gone by and not a lot of progress has been made. I was away in Auckland for three weeks a Christmas and I still do not seem to have caught up with things.

the andy work, interior, earlie compartment and poot and baderal

The brakes are still giving me trouble. I did both the rear cylinders and fitted new shoes but still the fluid is disappearing I have now got a master cylinder kit but as yet have not had time to put it in. I hope this will cure the problem.

I am still living with a leaky muffler and the wiring is still as bad as ever with no improvement because the rusty cross-member at the front cuaght up with me at last.

My wife Ruth took the car for a W.O.F. and it was failed on the rust in the crossmember. This is the same one we noticed when we bought the car so I am not surprised. On the Saturday morning before Easter I stripped the car including the section right across the front which holds the grill and headlights etc. Then the car was taken to a panel-beater for the neccessary repairs to be done. He made an excellent job of it following the original perfectly and this cost me \$110.00.

At this stage I have not reassembled it yet so if you see me at the next club outing in Ruth's cortina you will know why.

See you soon.



REPORT ON PAST ACTIVITIES

Canterbury Inter-marque Concours

This year the Canterbury event was organised by the Daimler and Lanchester Owners Club, and the professionalism which goes into the running of any of their activities was very much in evidence at the conours as well. This year the venue was Cranmer Square - an ideal location for the cars and the public. Two other major events were on in the general area and many people came and admired the cars on display as they were passing - entrance was free. Competing cars had to check in between 10 and 10:45am and our team consisted of the black 1500 belonging to Colin and Jenny Hey, the 3 litre Vanden Plas of Brian Williams, and the 16/60 belonging to the Noordanus family. Colin Hey acted as a judge - most clubs were asked to supply one person. Judging commenced at 11:15 and was due to be completed by 1pm, but with something like 70 cars to be looked at thoroughly, this took until 3:30. The judging sheet was divided into four sections; the body work, interior, engine compartment and boot and underside, each worth about 200 points to give a total of 830. Points were given for general condition, cleanliness and originality.

The standard of most of the cars on display was particularly high and full credit must go to all of the owners who would have put many long hours into preparation. A number of the older cars had been just restored or prepared for the Pan Pacific Rally which was due to start the following week and therefore coincided nicely with the concours event.

Unfortunately our own team was unplaced but Colin Hey managed to take away a very creditable third prize in his class (1960-1970) and second place for Peoples Choice. The winner of Peoples Choice was a magnificently restored 1909 De Dion, and the class winner a Sunbeam Alpine belonging to David Craw (who has owned it from new) and a Daimler V8 saloon was runner up. The overall winner was a 1928 Chrysler which even beat a 1985 Rolls Royce which was competing, and the team prize went to the Chrysler Club which had three beautifully restored cars there. A prize for the best 'show' car went to a Mk I Zephyr convertible which even had foxtails on the aerials. The trophies this year were really magnificent - again thanks to the efforts of the Daimler Club which had obviously spent plenty of time rounding up sponsors.

Next year the event promises to be even better and bigger than this year and there is a possibility that an organising committee comprising of more than just the winning club be formed to ensure ongoing success in this event. Although concours is not everyones cup of tea those who do compete do enjoy it, and even if prizes are not won, it at least ensures that the cars are maintained at an excellent standard and get a good thorough clean at least once a year.

Wings and Wheels at Wigram

This year's Wings and Wheels display at Wigram on Sunday 9th February really was a good place to be to fill in a day. The original idea for this day was to combine the venue with the annual concours competition so that the clubs display at Wigram would consist of the cars entered in the concours competition. In reflection the committee have decided that this was probably the wrong way of going about things in that we failed to have a good number of concours entries and therefore failed to provide a good display.

In the finish only two cars were offered for the concours, the black 1500 belonging to Colin and Jenny Hey, and the white 6/110 Mk II belonging to Larry O'Conner, however the number was boosted to three cars by Gordon and Jane Macadam's 15/50 which was provided for display only. Unfortunately for various reasons some of the better cars in the club were not available for concours competition this year, but at least this made the judging job easier. Colin and Jenny Hey were declared the winners and Larry O'conner runner up.

When we have the opportunity to display cars at these types of events in future we intend going about it in a completely different way - a lesson learned from several other clubs who were much more strongly represented. The room available was virtually unlimited so what we shall do is throw it open to anyone who wants to go to the event and treat the event as a club run rather than just ask for display cars. Normally a number of free passes are issued for these events and if the number of cars exceeds the number of passes then we can simply make up the sum required to admit the balance of cars from contibutions from everyone on the run. I personally feel that we may be better off to have 10 good cars on display than two exceptional ones. Naturally when room is limited or the display is a special type then this will not be possible but the scheme is food for thought anyway.

Getting back to Wings and Wheels - the organised events and displays there were well worth seeing, something for everyone in fact. Although spread out around the aerodrome a series of buses ran a continuous shuttle service around the airport so that all of the car, plane and motorcycle displays would be seen without too much walking. The flying displays were all excellent, from the red chequers to the Mustang, and the racing was good too - Larry O'Conner was having a great time in his Porche Carrera.

All considered it was a great way to fill in a day and next time the day is on (1988 I believe) we shall try and ensure a good deal more get the opportunity to enjoy it.

Manderley Homestead

On February 23rd at 1:30pm, we assembled at the Lincoln Road Supervalue carpark.

It was an absolutely glorious day and we had a great turnout Our numbers were swelled somewhat by the presence of seven Rovers from the Rover Car Club, there were 12 Wolseleys and 9 other 'foreigners', a total of 28 cars in all.

The potential was there for a great day.

We left the carpark at roughly 2 o'clock, enroute to Manderley, a 130 year old homestead and farm at Little River.

Once we arrived at Manderley we gathered on the lawn and chatted for a while. The farmer then started to speak to us. Well we probably all expected him to tell us about the farm and the general history of the area, which he eventually did. But what we heard initially took most of us by surprise. Our host proceeded to tell us how hard up he was and how hard done by farmers are in general. This was of course evident by the near new car in his garage, the lovely in-ground pool and the apparently modern interior of the homestead.

The reason I say apparently was that we weren't in fact shown inside the homestead, although one or two people did go into the house for various reasons. Funny, I'm sure we were meant to be visiting a homestead.

The farmer then proceeded to tell us about the farm in general which, I'm sure, we all felt was much more in line. We then moved over to a paddock where he introduced us to his dogs. We watched his best trial dog being put through her paces. She was a very good dog, with remarkable hearing and good skills, but unfortunately she had to go so far up the hill to fetch her sheep, that most of us couldn't see her, until she started to come down again. Still she was a good dog, and she worked very hard for her master.

We then looked at some pigs and the kids fed them some scraps. After that we went across to the shearing shed and watched a most interesting shearing demonstration.

After the shearing, we wandered back to the lovely lawns by the pool and chatted amongst ourselves for a while.

The farmer brought out a spinning wheel and we waited in anticipation for a spinning demonstration, unfortunately nothing really eventuated, and by this time the kids were pestering for a swim. So while they swam we ate our afternoon tea and talked some more. By this time it was getting rather late, so without much else being said we all said our thank you's and slowly made our way to the Little River Domain.

At the domain, we had a super barbecue tea and the kids played for a while, until about 6.30p.m. when we all said our goodbyes and headed home; a nice ending to a somewhat less than expected day.

Sorry to be so critical, but I can't help feeling that some of us expected something a little better organised, and I for one, would have loved to have seen the homestead.

Never mind, it was a glorious day, the kids enjoyed their swim and the barbecue tea at the domain was fun.

Lastly, we would like to thank the Rover Car Club for attending this event with us, and hope that they can participate in any future events which may be arranged.

Our trip to Takaka on February 9 was very enjoyable. Once there we visited the Begonia Mursery which was really beautiful. A few of us even purchased the odd sample to take home with us. After lunch at Ligar Bay (where the children enjoyed swimming and sunbathing) we visited the Abel Tasman memoral. It was a great pity so few members were unable to come on this trip as we really did have a good time.

Unfortunately we will soon have to find another home for our spare parts as a friend has passed away. Fortunately we have six months but if anyone has any suggestions I would be pleased to hear form them.

We have managed to plan out all of our activities and the list through to next Christmas is listed on the newspaper clipping from our Branch. The paper cutting also shows a very old picture which has come to light from an old collection I have loaned. It shows the delivery van run of a number of cars which was smapped somwhere between here and Nelson. A few others will also make interesting viewing and will hopefully appear form time to time in later newsletters.

NOTE: Nelson members please take note of the list of activities and be involved when you can - we would love tosee you.

Our best wishes to all other branches members - if you are up (or down) our way please do get in touch.

OLITE REID



Firewood, a good moneyspinner for the car club.

Nelson-Marlborough branch of the Wolseley Car Club of New Zealand is in a healthy state and once again has a fairly busy programme for members during the year.

The car club's aim is to preserve Wolseleys as well as other British Motor Corporation cars such as Morris, Oxfords, Cambridges and Rileys owners are whose covered by associate membership.

The Nelson club has 20 members extending to Golden Bay and Marlborough and covering some 23 cars. The oldest car represented is a 1939 18/85 Wolseley.

Club events are ar-ranged for fun as well as education with a special Fun-kana day to test knowledge and driving skills. Prizes and trophies are awarded for individual efforts and there is also a most points overall trophy.

Wolseley Car Club going well

programme for 1986/87 is:

February 9: Trip to Takaka leaving Rich

mond PO, 9.30am.

March 4: Visit Movie Club, Waimea College 8pm, to be confirmed Easter 28-31.

April 12-13: One mak car club rally (entrie available from

secretary).

May: Visit to Nelso May: Visit to Nelso Polytech to see workin model 4/44. Then a shor night rally (to be as ranged).

Fun-kana June Richmond Mall, 1pm

4.30pm.
July 12: AGM, priz
giving, speaker.
August: Factory vis

to be arranged.

September: In recess. October 12: Pelor trip, meet at bridge f picnic; if wet meet Canvastown Hall Trout Hotel.

9: November 9: Vis Kaiteriter leave Ric mond PO 1pm.

December break-u Christmas 4pm, Rabbit Island. 1987, February 8: Tr to Takaka.





Things have slowed down here in the Capital somewhat since Christmas. An excellent brabeque was held on 22 December at Roy and Fiona Salmons with approximately twenty persons in attendance, and celebrations went on well into the evening and were enjoyed very much by everyone.

The Early Times show organised by the Hutt Council also proved quite successful and gave us a good oportunity to show the flag and enjoy a well run event too. Rick Tyson almost took a clean sweep of everything on offer winning the sack race, egg in spoon race and goodness what else. Amazing what one can do when your mind is set on it!

Generally, however, events have been difficult to organize since then because of a very busy new year and the general difficulty to get enough people enthusiastic about events to encourage them to come out. We are hoping to get anothe run off the ground later this month or early next month before the good weather finally departs. Notice of this will be sent out soon so I hope as many as possible will make the effort and come along. This is vital to our branch at the moment because of our relatively small numbers.

On the spare parts side we have had one or tow donations of late including a 16/60 which has been "ute" ilised (eat your heart out Alex!) but has very good mechanicals. It has, however, got a good set of mechanicals. This is, at the moment, park outside the house of the undeesigned (GROAN!).

ROY SALMON



Not much to report from this neck of the woods; we are still promoting the club as much as possible but only picking up the odd member or enquiry. With such a wide area to cover it is difficult to get ever, one together but hopefully we can generate enough interest to make a meeting a reality in the not to distant future.

Dorothy (my wife) and myself at the time of printing be down south and hope to meet a few of the Christchurch prople while there. Hopefully a bit more to report in the next issue.

PHIL ZEIGLER



Things are ambling along quite nicely at their usual pace - slow but sure. The last couple of months have seen a few enquiries about the club with a couple of new members signed up which has been great.

Our March event went off really well with a run down to Taikorea to visit the motor across circuit and facility currently being set up under the direction of our member Mort Andrews. This run was organized with the Humber Car Club and Sunbeam Car Club also talking part and although our numbers were not large we did enjoy the day very much. Mort (who has now retired) is to be commended for the effort he has put into the Motorcross facility which will be a leader in its field in the lower half of the North Island when completed.

For the future we are planning a membership push and are hoping to supply our local paper with a series of previous published Wolseley related articles from our collection of newsletters and other information. Hopefully this eill encourage a few more Jolseley owners to make their precence felt.

Regards to all other members. Ind some won all other members.

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touch of painters choice green; Otherwise both the 15/50 and to

A line of new Wolseleys bound for Nelson on their delivery run from Christchurch. The picture was taken by Mr Ellis Dudgeon in the 1950s. The location of the rest stop is not known. Some of the vehicles in the line-up are quite possibly now owned by Nelson branch members of the Wolseley Car Club. Many have been restored to immaculate order.

COMMITTEE CAR SAGAS

COLIN HEY spent most of his spare time during the Christmas period cleaning up the black 1500 for the intermarque concours. This gave him the opportunity to finish off one or two things and clean off a years accumulated dust and dirt picked up since last years competition. Meanwhile the 25 HP sits to one side awaiting more attention and the white 1500 continues to give trouble free service. Christmas motoring included a trip up to Wellington and a visit to Palmerston North.

RON NORRIS has little to report this month, however he is now contemplating having some work done on the upholstery in the 4/44. Although still original the seats are looking a bit worn on it and rejuvenation in this area will virtually finish off the whole car. Whilst talking about Ron, his son Michael (who used to own a 4/44 himself) has recently acquired a Valiant Charger R/T (Bathurst model). The fuel tank takes up virtually the whole boot and costs \$140 to fill. That would be enough to take a Wolseley Hornet about 2,000 miles!

ROD AND LYNNE GRAHAM have still been putting off the evil day when the exhaust system on the 6/110 is to be replaced. Rumour has it there are now more bandages than exhaust pipe but that has yet to be proven. Before the homestead run Rod got busy and changed the oil and did a bit of servicing. This was achieved with the car parked over the gutter, and being a stinking hot day, a sun umbrella was hooked up on the front bumper - nothing like making the most of what you have available.

LYNN AND ROBERT HEY have had another addition to the family another 1500! This one had had a small knock in the front and
is presently being repaired utilising some of the panels removed
from one of the cars he has broken up. The car is quite a low
mileage one and has an excellent interior and body so will make
a nice tidy car to run around in when its finished. Meanwhile
no progress has been made on the 1500 restoration project time to stir up the painter again Robert!

FRANK NOORDANUS is working hard on both of his Wolseleys at the moment. The 24/80 engine is now at the reassembly stage and work is progressing slowly but surely. Meanwhile the 15/50 is now back on the road with a new W.O.F. and even made its first appearance at the Homestead Run on 23rd February. It is painted the original pinky fawn colour, and even with some of the chrome trim missing it looks really great. At the moment it is lacking slightly in power and Frank thinks this may be due to a bad kink in the exhaust system - soon to be rectified.

GORDON MACADAM knew it would eventually happen and a while ago it did. The 15/50 took a dislike to a motorcycle parked in the drive behind it and tried to back over it. Unfortunately this has resulted in a small dent in the boot and a scratch on the rear mudguard so it will be back to the painters for another touch of painters choice green. Otherwise both the 15/50 and the Van Den Plas are going well and there is nothing special to report.

MIKE DICKISON has nothing to report - what else do you expect from a 1500!

WOLSELEY 6/110 MARK 1. OVERDRIVE.

Throughout its long life the Wolseley marque has always occupied a niche some way above the popular family-car class, by reason both of its furnishings and price. The range has usually included a big and quite luxurious family five- or six-seater saloon and in this line is the 6/110 Mark 1. This has replaced the 6/99, introduced in 1959, which was the first large Wolseley from the British Motor Corporation to adopt styling influenced by Italy and executed by Pininfarina.

Unchanged in general appearance from its predecessors, the 6/110 Mark 1 has a 2 in. longer wheelbase, more engine power, some modifications to the suspension and a central gear-change lever. Certain small alterations have been made in the pressings for the sturdy integral steel body because of the longer wheelbase, and as a result the wheel arches no longer encroach on the rear compartment. Entry and exit is consequently easier than before, and rear seat leg room is a little more. The back seat is now full width, and while this gives more comfortable room for three occupants, two find that they have rather less lateral support than in the earlier model.

However, those people sitting in the back are well catered for by the thickly padded cushion and squab, a neck roll, a roll well forward under the thighs, a folding central armrest and a fixed rest on each door. On the back of each front seat are an ashtray, a stiff-fronted map pocket and a plastic covered cord pull. Because of a massive transmission hump there is insufficient leg room for three people to travel abreast in the front in any comfort, but for two there is luxury. Individual folding arm rests are provided centrally; the passenger has a fixed armrest and pull placed rather high on the door, but not the driver. Some may prefer it this way, but in our view most drivers like to have a door rest for use on long, straight roads. With a divided bench like the Wolseley's, neither occupant receives much lateral support from the backrest, so the central armrests serve a double purpose. With the rest lowered, arm movement for gear changing is somewhat obstructed.

Provision for vertical adjustment of the seat would be appreciated by shorter drivers, for the Wolseley retains its very large steering wheel, which impedes forward vision for some. In general all-round visibility is plentiful, but the type of rear-view mirror fitted does not take enough advantage of the large bay window at the back.

Still of the same size, 2,912 c.c., the six-cylinder engine of the 6/110 Mark 1 has had its output raised from 108 to 120 b.h.p. This has resulted from changes to the cylinder-head design, a different camshaft, stronger valve springs and a twin exhaust and silencing system. Bearings, both main and bigend, are of heavy duty lead-indium instead of white metal. There is a small loss of torque, down from 1651b. ft. at 2,000 r.p.m. to 1631b. ft. at 2,250 r.p.m.

It starts very readily, hot or cold, and choke is needed for a short while only from cold. As with so many other cars, the engine apparently has a thermostat which opens at too low a temperature, for the thermometer needle moved only fractionally from the cold segment even after prolonged hard driving. With most of the radiator grille blanked off as an experiment, the needle remained half-way between cold and hot. Rather more engine noise is heard in the driving compartment than was expected from a car of this quality.

To judge the effect of the more powerful engine, comparisons are best made between the present car and the Austin A.99 road-tested in 1959 (Autocar, 25 September), as the Wolseley 6/99 we tried (14 August 1959) had automatic t ransmission. The highest one-way top speed has increased by 7 m.p.h. to 105 m.p.h., and acceleration times from rest all show small but useful improvement. The standing quarter-mile time is now 19.4 seconds, against 20.8 seconds before. In the course of this test, a timing chain broke while the performance figures were being taken, and had to be replaced.

A feature of the Wolseley and its companion Austin is the three-speed gearbox with its excellent synchromesh and Borg-Warner overdrive. The push-pull overdrive control is now angled towards the driver, making its operation more convenient although still too remote for easy reach.

Synchromesh is fitted to all the three forward gears and bottom is easy to engage, provided one remembers that the clutch pedal has a fairly long travel and must be fully depressed. Reverse is forward to the left, where one expects to find first with most four-speed boxes. A light spring resists engagement of reserve—so light that one is occasionally caught napping by this—engaging it by mistake at traffic lights, ready to leap backwards. A positive detent or change in gate movement would make it safer for those who do not drive the Wolseley regularly and are more accustomed to four-speed boxes.

For best performance the box may be treated as a plain three-speed one, and the overdrive on top gear is intended only as a ratio for giving high-speed cruising economy at lower engine revs, and not as a fourth gear for a higher maximum than can be obtained in top. Overdrive can be selected at any speed by pushing in the control knob, but cannot engage until the car's road speed exceeds 30-32 m.p.h. and the accelerator pedal is released completely for about three seconds. Its engagement is controlled by a governor which is dependent on propeller shaft speed, regardless of what gear is being employed. Thus the minimum cut-in speed of 30-32 m.p.h. remains constant. Automatic disengagement occurs on the overrun at around 28 m.p.h., and the drive thereafter freewheels on the overrun until the overdrive is allowed to engage once more.

USING THE OVERDRIVE

Following automatic cut-out, the overdrive can be locked out of use by pulling the T-handle control while the engine is driving, not on the overrun; above 32 m.p.h., one has to press the accelerator to the floor to operate the kick-down switch, bringing in direct drive, before the handle can be pulled out.

This overdrive is therefore obtainable on all three forward gears, but as it takes some time to engage—longer than for a normal gear change—the times for maximum acceleration from rest were recorded in the three direct gears. Once overdrive is engaged in bottom gear, by exceeding 32 m.p.h. and releasing the accelerator pedal, the car will fairly rush up to a maximum of 56 m.p.h., but this can be regarded only as an interesting exercise and of no practical value to most drivers. Overdrive second, however, is a different proposition, for it provides a maximum up to 96 m.p.h. and is excellent for use in relatively slow-moving traffic. In this ratio and overdrive bottom great care must be taken to avoid operating the kickdown when the road speed is above the maximum for the normal gear, as the results could be both noisy and expensive. Also to be remembered is that a free-wheel operates when overdrive is selected, so that the normal braking effect of the engine disappears. When overdrive is selected, clutchless gear changes can be made up to its cut-in point of 32 m.p.h.

The fuel consumption of 19.4 m.p.g. recorded over a distance of 1,075 miles included, as usual, the performance testing, a fair proportion of city driving and some fast main road runs. All in all the figure is highly creditable. With overdrive in use, 24 m.p.g. was obtained over a lengthy cross-country route, while motorway cruising at 80-90 m.p.h. increased this only to 22 m.p.g. This particular cruising range in overdrive, incidentally, is pleasant on long, straight roads where traffic presents no problems, and should speed be lost a kick-down to top soon restores it.

On the l-in-3 test hill the Wolseley would just take off from rest, with two in the car and the weight of the test gear, and the handbrake will also prevent it from rolling back. It seems to function better when the car's nose is pointing downhill, and the sturdy lever beside the driving seat gives the right arm plenty of leverage. Certainly one of the car's best features is the braking system. Pedal loads are light for maximum braking and in this respect the Wolseley will please woman drivers. There was some squeaking from the front discs when cold.

With a car that has the high-speed capabilities of this Wolseley, there is a strong case for steering with more precision. The large wheel and low ratio of 4.2 turns from lock to lock give the driver an impression akin to setting a course rather than steering a car. Quite large movements of the wheel can be made when the car is running straight, with practically no response. Although the car is directionally very stable in a straight line, the more so the faster it goes, it is not easy to change direction quickly. For manoeuvring at low speeds the gear steering is reasonably light. Some shocks from road surface irregularities are felt at the wheel rim.

(12)

DESIGNED FOR STABILITY

While the previous Wolseley 6/99 had anti-roll bars front and rear, as has the 6/110 Mark 1, and was likewise very stable in this respect, the rear axle of this car has a supplementary refinement. The axle centre-piece is linked to the chassis, Panhard rod fashion, by a telescopic damper intended to reduce axle sway and patter. Some might consider the springing over-firm for the type of car, for it does produce short, sharp vertical movement for the passengers over indifferent surfaces, suggesting that the rear springs are overdamped. If this is a fault, it is on the right side, as it is less likely to induce car sickness than does a soft suspension.

The understeering characteristic of the Wolseley is quite pronounced, and on a dry surface very fast cornering round a tight radius lifts the inner rear wheel before the other tyres lose grip. In the wet, the rear loses adhesion rather abruptly, but this is easy to control if one is ready for it. Roll oversteer could be produced, but not very readily. At touring pressures there was some tyre squeal on the sharper corners, but when pressures were increased to the recommended high-speed figures this did not occur. Over a pave test surface the ride was good, with some lateral floating, while on a corrugated track the ride smoothed out at 45 m.p.h.

The polished walnut facia is imposing. It is fitted with clear-to-read instruments having sensible white calibrations on black grounds and good-sized switches that operate with satisfying clicks of precision. In the middle where all can see it, is a clock with an audible tick. While none of the identical-looking switches is marked as to its purpose, they are quite widely separated and, once memorized, are not easy to confuse. Less favoured is the sharp-edged indicators switch at 12 o'clock on the steering wheel boss, which has been criticized sharply in previous tests and remains unchanged. It is easy to trap a finger between it and a "spoke," of the horn half-ring. The switch has a small illuminated panel, too bright at night, to show when the indicators are flashing, but this proved more easy to overlook than is an audible ticking device.

To the left of the facia is a glove box, with a deep (vertically) but rather shallow interior, locked with its own separate key. Below the padded facia is a full-length parcels shelf, also padded. Very small, semi-rigid sun vizors are fitted. The standard vacuum-operated Trico screenwashers are very efficient. The screenwiper blades clear a large area, and the value of two-speed wiper drive is particularly appreciated in motorway driving under poor weather conditions. Each front door has an ashtray which, like the door handle and window winder, is just within reach when safety belts are worn. The belts in the test car were of the B.M.C. standard pattern, combining diagonal and lap straps, and when not in use the long strap can be clipped out of the way to the central door pillar. The rear doors have childproof safety locks to render the inner handles inoperative.

Make · WOLSELEY Type · 6/110 Mark L. Overdrive.

Manufacturer: Wolseley Motors Ltd., Cotoley, Oxford

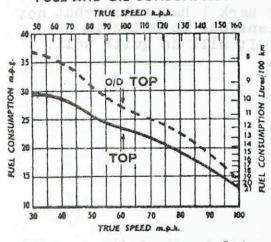
Test Conditi	ons			200
Weather		Dry, w	ith 5 m.	p.h. wind.
Temperature		33	deg. r	/ deg. C.)
Barometer	********		4	9.8in. Hg.
Dry concrete	and tarma	c surface	25.	
Weight	I km h			
Kerb weight	2	30-5cwt	(3,42310	-1,333Kg)
Front-rear d	istribution	. per c	ent: F.	56; R. 44
Laden as t	ested: 3	3.5cwt	(3,75916	-1,703kg)
Turning Clr	cles			

Between kerbs L. 41ft 2in.; R. 40ft 9in. Between walls L. 43ft lin.; R. 42ft 8in. Turns of steering wheel, lock to lock 4.2

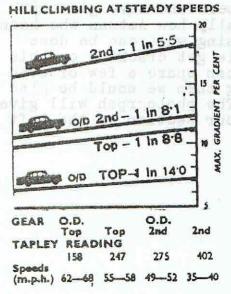
Performance Data

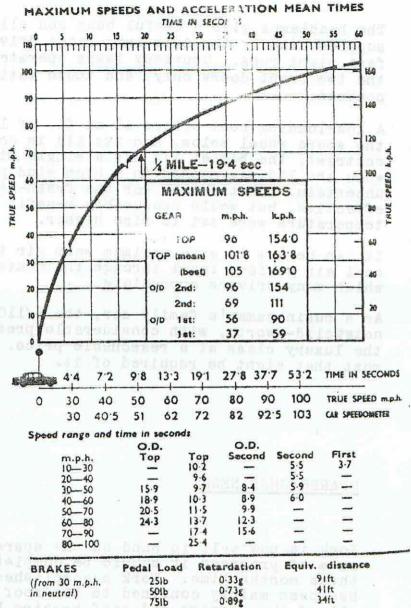
Top gear m.p.h. per 1,000 r.p.m.... 18-9 m.p.h. (O.D. 27-0 m.p.h.)
Mean piston speed at max. power 2,770 ft/min. Engine revs. at mean max. speed 5,400 r.p.m. (top)
3,550 r.p.m. (O.D. top) B.h.p. per ton laden 71.5

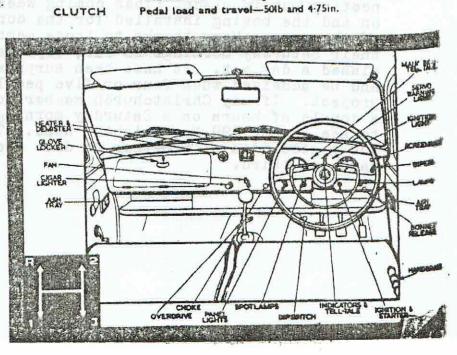
FUEL AND OIL CONSUMPTION



FUEL	Premium Grade (97 octane RM)
Test Distance	1,075
Overall Consumption	19-4 m.p.g. (14-4 flures/100 km.)
Normal Range(I	17-25 m.p.g.
OIL: S.A.E. 30 Consu	







0-32g

751b

Handbrake

The headlamps give a useful beam and slide spread, and may be supplemented by the twin long-range driving lamps for very fast night runs. Courtesy lamps operate from switches at the two front doors only, and these latter also contain map pockets.

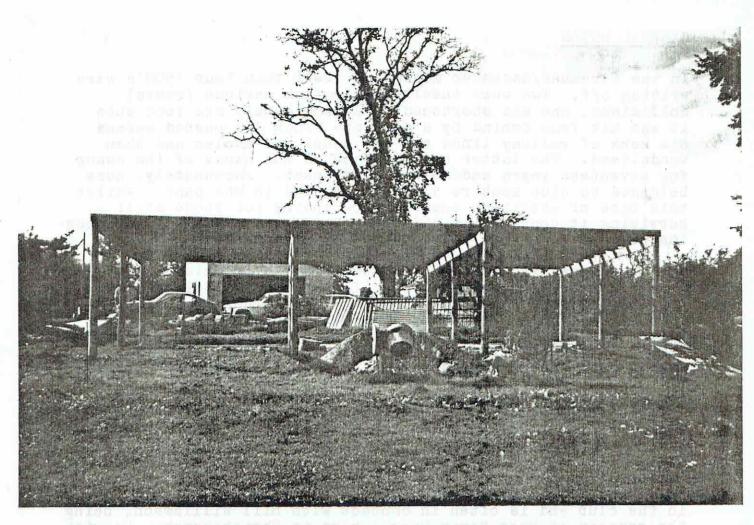
A low-loading boot offers 18 cu ft. of luggage space, with the spare wheel below, and its lid is counterbalanced. In contrast, the bonnet lid has a single stay, and its anchorage when the lid was opened in a high wind proved somewhat uncertain. On the test car the fresh-air heater was none too effective, but would presumably benefit if the engine temperature were set to rise higher.

It can be set to give maximum warm air to the interior with cool air at face level through the demister slots, conditions which many drivers appreciate.

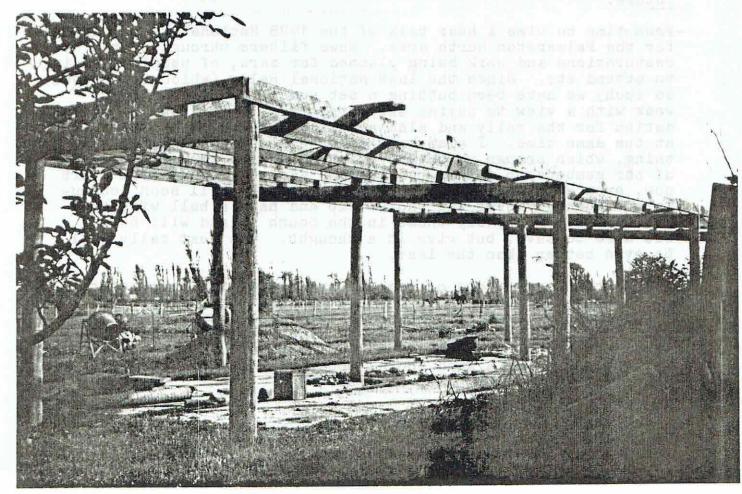
As a businessman's family car, the 6/110 Mark I has solid—but not notstolid—worth, with considerable pretensions to being in the luxury class at a reasonable price. It will do quite well, most that might be required of it.

SPARES SHED NEWS

Work is now well in hand on the spares shed and at the current rate of progress it should be complete and accupied in abouth three months time. Work accomplished over the last few weeks has been mainly confined to the roof, and at the time of writing all of the rafters and roof bracing has been completed and the neeting put in place. This coming weekend should see the roof on and the boxing installed for the concrete floor in our 3 of the area. Many thanks to those members who have give up their Saturday mornings so far, especially Les Amtman who hasn't missed a day yet. It hase been surprising what can be done and be acheived when four or five people get cracking on this project. If any Christchurch members can spare a few or even a couple of hours on a Saturday morning then we would be glad to see you at 399 New Brighton Road. The photograph will give you a good idea of progress to date - our section is the left hand one-third.



Photos show the Spare Shed with roof framing erected. The club will occupy the left section from frontal view (above).



GENERAL NOTES

- -In the November/December months no fewer than four 1500's were written off. Two were involved in rather serious frontal collisions, one was shortened by approximately one foot when it was hit from behind by a concrete truck and pushed across six sets of railway lines and the other was stolen and then vandalised. The latter car had been in the hands of its owner for seventeen years and he was most upset. Fortunately, none belonged to club members although one had in the past. Whilst this rate of attrition ensures more spares for those still surviving it continually dwindles the cars available for enthusiasts and restoration which is rather unfortunate.
- -The club recently received a letter from an organisation called 'The Source' who were enquiring if they could obtain a member-ship list so that all of our members could receive a free trial subscription to a motoring paper called Motoring News. The Committee decided this was not in the best interest of our members, however, if any individuals feel they would like to take up the offer, more details are available from the Secretary.
- -One of the club's few surviving founder members, Peter MacDiarmid unfortunately offered his resignation recently. Peter has owned two or three 6/90's, however due to family and other committments has not owned a Wolseley for the past four or five years, and feels that it is not fair to remain a financial member. He actually served on the Committee for three years and we are sorry to lose him. He will however, continue to take an interest in the club and is often in contact with Bill Williamson, being the manager of Mace Motor Spares here in Christchurch. We wish him and Raewyn (his wife) and two children all the best for the future.
- -From time to time I hear talk of the 1988 National Rally planned for the Palmerston North area. News filters through of the restorations and work being planned for cars, of people planning to attend etc. Since the last National Rally (which we enjoyed so much) we have been putting a set sum of money aside each week with a view to paying the Ferry fees, petrol and accommodation for the rally and also a holiday around the North Island at the same time. I also know of someone else doing the same thing, which brings me to the point of asking you, the balance of our members to consider doing the same thing. If you start now, even with a small amount each week, you will soon accumulate enough to cover the whole trip and have a ball with the rest of us. Naturally those in the South Island will have a bit more to save, but give it a thought. The next rally will be even better than the last.
- -Due to the suggestions of members in some of the branches this years National A.G.M. will be held on a Saturday night to enable members from other centres to travel down (or up) if they wish. The meeting will start with a pot luck dinner, and after the formal proceedings will finish with a wine and cheese supper, making it a good social occasion as well. The date is Saturday, 19th July. Keep it free.

BUY, SELL & EXCHANGE

- For Sale 6/99 3 speed O.D. Spare motor & other parts.
 W.O.F. & Regd. Good condition. Offers wanted.
 Contact: Raylene Dowers, 59 Bailey Street,
 Christchurch.4.
- For Sale 1961 6/99 Mechanically A1. Recond. motor (major) 30,000 mls. ago, now 106,000. Turquoise, no rust, 4 owners (2 in one family) W.O.F. & Reg. \$1200 o.n.o. (owner going overseas) Contact: Phil Ferris, Burn Cottage Road, 2 R.D. Cromwell. Phone 51121 school hours.
- For Sale 1957 Wolseley 6/90, SeriesII, restored condition (reconditioned, new paint, brakes etc.) Norfolk green with red interior (in vinyl) New W.O.F. \$4,000 o.n.o.
 Contact: Mrs. M. Baker, 7 Jeans St, Masterton Ph. 89-519
- For Sale Wolseley 1500 parts. 4 doors, bonnet, boot, petrol tank, steering rack, column and wheel, rear screen, wiper motor, heater, front hubs and drums, instruments etc. all described as good, grill fair, front panel rough. Plus other bits and pieces.

 Contact: P. Harrington, 57 Clarendon Rd, Auckland 5, Ph 559-374
- For Sale Wolseley 4/44 and 15/50 parts. 4 bumper overriders rechromed \$8 each, 4 hubcaps rechromed
 \$20 each, 2 spotlights complete with glass and
 wire stone guard (Lucas S.F.T. 700) \$50 each,
 2 front and back door Light glasses \$5 each,
 2 bonnet emblems \$5 each.
 Contact: I. Aitken, 13 Stirling Drive, Arnotts
 Heights, Greymouth Ph. 4538
- For Sale A 6/110 Mk I (John McMahons Austin)
 Original throughout, Austral Blue, full
 synchro, 3 speed and manual overdrive, new
 tyres. Offers around \$4,000 considered
 Contact: John McMahon, 114 Blighs Rd ChCh.
 Ph 525-070
- For Sale 6/110 Mk II Auto 1968. Dark green with some body rust 156,000 miles. Good mechanical order. Interior tidy and original \$1900 o.n.o. Contact: Murray Downer, 34 Torquay Place. Christchurch 5 Ph 517-343
- For Sale As is where is condition, Austin 3 litre
 Partly dismantled. For inspection and offers,
 for furthur information,
 Contact: Mrs. O. Reid, 36 D'Arcy Street, Richmond
 Nelson Ph.8934
- For Sale 1500 \$1500 o.n.o. Contact: Belinda 3/70 Derby St, Christchurch Ph. 68294

For Sale - 16/60 60,000 miles, green, \$1600 o.n.o. Contact: Mrs. Sutherland, 11 Warwick St, Mornington, Dunedin. Ph. 35612.

For Sale - 6/110 Mk II 1966. green, 63,200 miles, good tyres, paint, body and interior. Original. Wolseley Club members first option. \$5000 o.n.o Contact: Mr & Mrs Sloane, 31 Southgate St, Island Bay, Wellington.

NEW PARTS AVALIABLE FROM THE PARTS CO-ORDINATOR

4/44 - 15/50 Brake/Clutch master cylinder kits. 4/44 - 15/50 Clutch slave cylinder kits.

Rubber suspension bushes to fit most post-war models.

Water Pump kits: 1100, 1300, 18/85, 1500, 15/50, 16/60, 24/80, 6/90, 6/99, 6/110, 6/110 Mk II.

Decarb gasket sets for most post war models.

Gearbox gasket sets for most post war models.

Oil & Air filter cartridges for most post war models.

Oil seals to fit engines, gearboxes, wheels etc. suit most post war models.

Wheel bearings for most post war models.

Radiator hoses for most post war models.

Fan belts for most post war models.

Stainless Steel exhaust systems to fit 6/110 Mk II, futher details upon request.

The following items are avaliable as reconditioned units, on exchange only:
electric petrol pumps, steering ball joints & tie rod

ends, lever arm shock absorbers.

The club has recently purchased some slow moving new parts for various models, so please enquire, if we don't have it we may be able to direct you to someone who does. This also applies to second hand parts.

Also available:

Wolseley car club cloth monograms, windscreen transfers, key rings, ties and T shirts. (quote size required)

FOR SALE

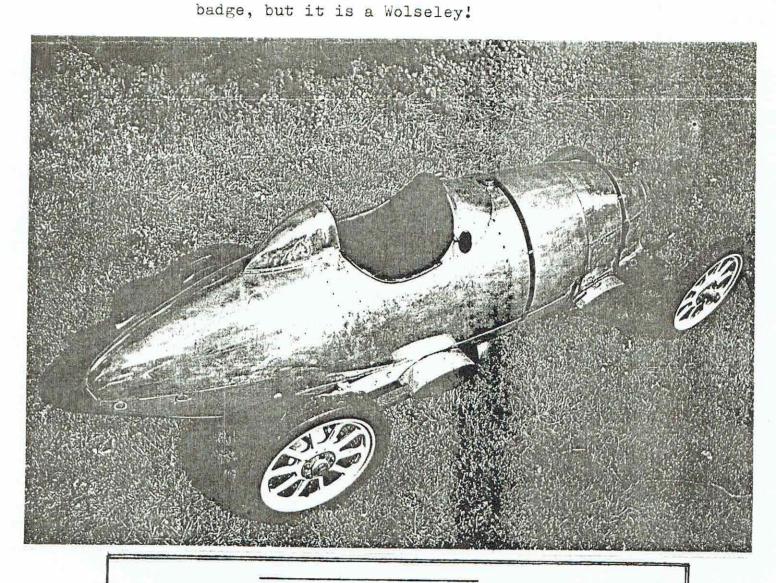
1967 Mk II 6/110, 4 speed TOD, 150 000 miles.
White, very good upholstrey, carpets a bit worn, rest of

car in very good order.
Contact Mrs Harrison, Phone CHRISTCHURCH 596 702.

MYSTERY CAR

Yet another mystery.

No horse collar radiator or radiator



URGENT Public NOTICE

The car division of British Leyland, formerly B.M.C. and Nuffield Motors respectively, urgently requires the presentation of all Wolseley 1500 cars, made between 1959 and 1965, to an authorised dealership.

This is so the Company can establish just why they are so popular ! ! ? ?

Thanking you in anticipation.

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