

SPIRIT AND POLISH

JOINT PATRONS

Her Excellency The Honourable Margaret Beazley AC QC
Governor of New South Wales
and Mr. Dennis Wilson

The Journal of the VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) INC.



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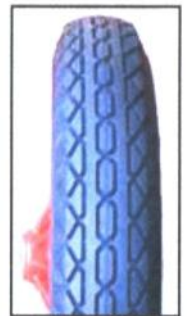
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SPLIT AND POLISH

WEB PAGE: www.vccansw.com

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All letters, advertisements, articles are to be sent to "The Editor Spit & Polish" preferably by

Email: nevpreston@gmail.com or by **Mail:** 18 Byron St. Wyong, NSW 2259

Articles to be received by the **First Wednesday** of the month.

Cover Photo:-

*Bob Hobson's 1915 Ford T,
at the morning tea stop at Glennies Creek Dam.
During the Newcastle Branch Singleton Weekend, 2011.*

Committee of Management

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VETERAN CAR CLUB OF AUSTRALIA (N.S.W.) Inc.

134 Queens Road, Canada Bay, 2046

JOINT PATRONS:

Her Excellency The Honourable Margaret Beazley AC QC
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Minutes of Monthly Meeting of VCCA (NSW) Inc.

Owing to the COVID-19 Virus, all meetings and events have been cancelled until further notice.

Dear Members,

With the very concerning and increasingly active COVID-19 Virus, future VCCA(NSW) Inc the committee has decided that all meetings and events will be cancelled until further notice. Unfortunately this includes the annual Blue Mountains Rally. This is disappointing but it is in the interest for our members that we take this unusual precaution and hopefully in the short term we can resume our normal activities.

Take care!

Louise Yeomans
Hon Secretary
VCCA (NSW) Inc
17th March 2020

Please note as your Editor I am still going to list up and coming events just in case that there may be a sudden change in our restrictions.

*Nev Preston
Editor*

Events Calendar - Club Events

JUNE 2020

- 25th Committee Meeting starting at 6.30pm
25th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
26th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

JULY 2020

- 5th **Sydney North Breakfast Run** *Details to follow*
10th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
21st Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm and **AGM**
23rd Committee Meeting starting at 6.45pm
23rd Monthly Club Meeting at Club Rooms, Fivedock at 8pm
24th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

AUGUST 2019

- 7th **MaSH Branch** Morning Tea run. *Check with Greg Roberts*
18th Newcastle Branch Meeting at Westlakes Mining Museum, Teralba at 7.30pm
27th Committee Meeting starting at 6.30pm
27th Monthly Club Meeting at Club Rooms, Fivedock at 8pm
27th **Annual General Meeting at Club Rooms.**
28th **MaSH Branch** Coffee run. 10.45am Curry Reserve, Camden Valley Way, Elderslie. *Check with Doug Fulford*

Events Calendar - National Rallies

OCTOBER 2020

11th - 17th VCCA National Veteran Rally 2020 - Swan Hill. Our official rally website is now up and running. You will find this via our club website - www.veterancarclub.org.au. Click on "National Rally" at top of page and follow the links.
Here you will find an on-line Expressions of Interest form (preferred method). Fill it in now to stay up to date with rally information. 1st Newsletter is anticipated before Christmas.

Shifted to 2021 actual dates unknown

OCTOBER 2021

17th - 22nd The National Motorcycle Rally to be based in Manjimup WA.

24th - 29th The National Veteran Rally to be based in Busselton WA. *Shifted to 2022 actual dates unknown*

Coming Events

1 & 2 Cylinder Rally

Rescheduled to

16th to 18th October 2020.

Orange.

Spend the weekend touring the Orange region starting with a Friday lunch and afternoon drive.

Saturday we will tour the local area and a lunch stop and afternoon drive.

Saturday Evening Dinner and Farewell Sunday.

Dave & Larna Perry
Ph: 02 63 650 657 M: 0421 985 162

or

Russell Holden
Ph : 0422 219 911

Expression of Interest Form on Page 19 of March Spit & Polish

Rescheduled date will depend on COVID-19 restrictions

Regards

Dave Perry

What Breed of Vehicle

Query from David Crisp - can anyone identify the make of vehicle?

Answer:-

*For my two bits worth I think the car is a 1910 Velie
JB*



President's Message June 2020

The very sensible restrictions we have had to live with due to the COVID-19 pandemic have been frustrating for all of us although, hopefully, it has helped some members progress faster than they might have otherwise with their restoration projects. I did have to laugh when I drove past a sign that read "Our hearts go out to all the hubbies who said they would do it when they got some time." The situation re the use of club plated vehicles remains fluid and may well have changed by the time you read this. As I write this the good news is that from 1 June 2020 the travel restrictions in NSW have been lifted so that if you opted for the log book scheme when you registered your car on the Historic Vehicle Scheme you may legally drive it anywhere in NSW as long as you sign the log book each day before starting out and carry both it and your permit. There are still significant restrictions on gatherings which means that club meetings and club events are still on hold.

Our experience during this time has confirmed the importance of updating our club constitution with respect to utilising digital communication and simplifying the membership process. This will, coincidentally, open up the opportunity for us to webcast our meeting so that more of our somewhat scattered membership can participate in our club meetings. Two other items have been put on hold that I am keen to get moving as soon as possible. A lot of work has been put into getting the club library once again ready for use but more remains to be done once restrictions are further eased. We also need to refurbish the toilet facilities at our club rooms for which funds have been allocated but also had to be put on hold.

I am a member of the constitutional sub-committee of TAVCCA (The Association of Veteran Car Clubs of Australia). This committee was charged with the job of preparing a new constitution for TAVCCA. I can report that at the latest meeting a draft was presented that should only need minor revision before it will be in a position to be presented to the TAVCCA AGM, whenever that can be convened. In summary the main changes are to have an elected, non voting chairperson, to enable more business to be transacted electronically and for TAVCCA to become an incorporated body. The details should make TAVCCA potentially a much more effective body. I should stress that TAVCCA's role is to act as a resource for its various member clubs and in no sense is it a controlling body. All the TAVCCA affiliated clubs have agreed to share their club magazines via web links – we are just in the process of getting this to work smoothly and in a timely fashion.

Hopefully we as club members have a lot to look forward to in the latter half of 2020 and beyond.

Doug Fulford
President

Membership Fees

A reminder that membership fees for the Veteran Car Club of Australia (NSW) are due at the end of June for membership of **2020-2021**. If you have paid for three years in advance your fees may not be due this time.

Members may pay \$80 for a single year or \$210 for three years. You may pay by cash, cheque or electronic funds transfer (EFT). If you pay by EFT you must clearly identify your payment in the description box with your name and membership number. When you pay by EFT please email the treasurer with the transaction details. His email is geoff.yeomans1@gmail.com Bank details are as follows:

Account name: Veteran Car Club of Australia (NSW) Inc
Bank: Commonwealth Branch: Wynyard Sydney NSW
BSB: 062009 Acc number: 28023425
Any unidentified payments will be considered as a donation.

Geoff Yeomans
Honorary Treasurer

Editorial

Thanks to all the members for the articles received for this edition of **YOUR** Spit and Polish. Keep up the good work, it makes my task as editor that much easier in this quiet time. Since we are no longer having outings it is even harder.

No outings this month, COVID-19 restriction on events. Thankfully a few members supplied me with some articles, those members being Doug Fulford, Jenny Fawbert, the Editor and some light-hearted humour from Ron Hattersley.

Coming events for the next month or so are, which will more than likely be cancelled due to COVID-19 restrictions are the MaSH Branch morning tea run and their Coffee Run. The 1&2 Cylinder Rally to be held at Orange, *has been rescheduled to 16th - 18th October, hopefully that can go ahead.*

At the moment I have a **small** supply of material, and for the magazine to be able to keep going I need more articles. now is the time to do something about it whilst you are in hibernation for the COVID-19. So if you have something it would be appreciated.

Just remember a short article can be made into a page presentation with a couple of photos as I have stated before.

Finally I would like to inform you that I will not be standing for the job of Editor at the AGM in August. So now is the time to start looking for a new Editor.

Thankfully there has been an offer to take on the job of Editor.

Remember this is **“YOUR MAGAZINE”**.

Enjoy your Veteran motoring when we can start using our veterans again.

Nev Preston



The Cotton Cars - an incomplete compilation of sources

Jenny Fawbert

Alfred John Cotton 1861-1941

Born 21 Jun 1861, St Helens, Jersey.

Died, Queensland.

COTTON, Alfred John (Q.): son of Charles Nelson Cotton and g. nephew late Sir Richmond Cotton, Lord Mayor of London 1875-76; b. June 21, 1861, Jersey, Channel Is.; ed. Taplow Gram. Sch.; arrived in Aus. 1881, settled in Queensland 1886; is pastoralist, owned Hidden Vale, Canobie, Lawn Hill, Bauhinia Downs, Goomally, Redcliffe, Maryvale, Inkerman, Woodstock, Bromby Park, Goorganga, Colingvale Stations in Queensland, Anthony's Lagoon and Eva Downs in the Northern Territory, and part owner of Brunette Downs, now retired; address, Hidden Vale, Granchester, Q.

Image 1. Ancestry.com. *Who's Who in Australia, 1921-1950* [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2006.

“A. J. Cotton is one of those incurable optimists who abound in the Australian pastoral industry and need all their optimism. His With the Big Herds in Australia (Angus and Robertson, Sydney) is a bright if sketchy story of his life from the time he joined the merchant service as an apprentice until the day he had his first taste of bush life with the Dangars of Yallaroi. “Colonial experience” at Yallaroi, a long course of droving—which he recommends to all

intending pastoralists as an essential grounding for the job before them —and various station jobs in Queensland led up to his career as a small station-owner and a cattle dealer on a gradually increasing scale. He found good friends in the banks, and more than one prominent pastoralist of the day helped him. He was one of the pioneers of meat-preserving and -freezing in North Queensland, and found time during the South African war to make a small fortune out of army remounts. In due course he became part owner, with the Whites, of Brunette Downs, the vast N.T. cattle station”¹

Cotton was a prominent Queensland pastoralist, at the same time as the Edkins family, it is easy to speculate that young Boyd Edkins / Kingloc Ltd. association with the Cotton car may have come via his family’s relationship with Cotton.

Thought-provoking too, Cotton was a very successful breeder and exhibitor of Suffolk Punch draught horses. That he was so interested relatively early on with supplementing or replacing those workhorses with motor vehicles for rural work is interesting.

1909 December. Cotton returned from England with details that a new car made to his design was to follow The Cotton Motor Car Co of Brisbane vehicles were made in Scotland and intended for bush roads and station work, the cars had high ground clearance and an engine driven forward facing winch – “a very fine and novel bush motor car, which he has named the “Multum-in-Parvo”... it will travel up to 40 mph.. weighs 26 cwt, is 16 h.p. and has non-puncturing tyres on the driving wheels....The price is £500 c.i.f. Australia. The first consignment is now on its way and is expected to arrive in Sydney in about six weeks.”²

Image 2. *The Motor for the Country*. *The Pastoralists Review* Vol. 19 No. 10 (15 December 1909). Page 112 <http://nla.gov.au/nla.obj-481504128>

1910
January

In 1910 Boyd Edkins was manager of Kingloc Ltd., Sydney, suppliers of rural fencing materials and agents for the Cotton Car.³

Managing the agency for the Cotton car provided Edkins with an entry into the group of motor traders in Sydney.

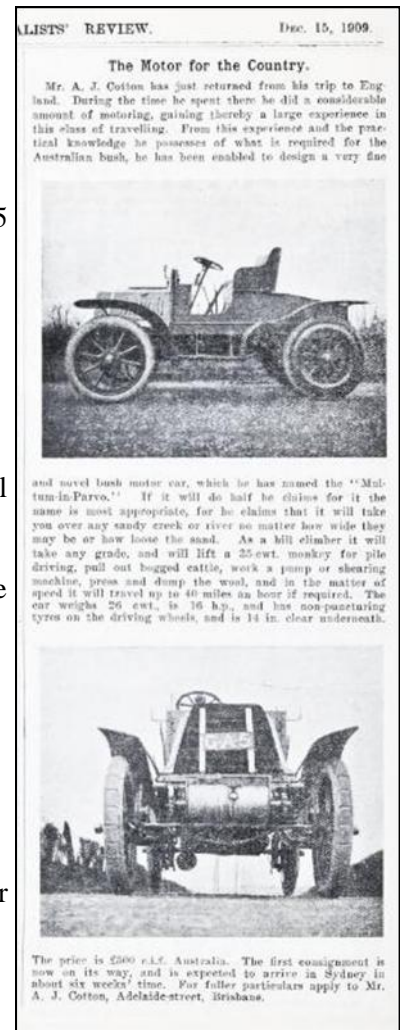
Kingloc Sydney demonstrated the Cotton car to journalists.⁴

¹ *A Satchel of Books*. *The Bulletin*. Vol. 55 No. 2840 (18 Jul 1934). Pg.5

² *The Motor for the Country*. *The Pastoralists Review* Vol. 19 No. 10 (15 December 1909). Page 112
<http://nla.gov.au/nla.obj-481504128>

³ *The Cotton Motor Car*. *The Sydney Stock and Station Journal*. (1910, January 7). p.14.
<http://nla.gov.au/nla.news-article125767051>

⁴ *The Cotton Motor Car*. *The Pastoralists' review* Vol. 19 No. 11 (15 January 1910) Pages 104. <https://trove.nla.gov.au/version/257323872>



1910 July



Image 3. Advertising (1910, July 12). *The Sydney Stock and Station Journal*, p.1. <http://nla.gov.au/nla.news-article136809794>



Image 4. Advertisement for the Cotton motor car *The Pastorlists Review*, (15 July 1910). John Oxley Library, State Library of Queensland. <http://trove.nla.gov.au/version/47951258>

July Boyd Edkins' Kingloc Ltd promoted the Cotton car at the Sydney Sheep Show.



Image 6. Advertising. *The Sydney Wool and Stock Journal* (1910, October 21). p. 17. <http://nla.gov.au/nla.news-page11364535>

Image 5. *The Cotton Motor Car The Queenslander* (1910, July 30). p. 28. <http://nla.gov.au/nla.news-page2536258>



1911 March

Two representatives from Kingloc Sydney set off to drive a car to Queensland from Sydney proving the versatility of the vehicle over rough country roads.⁵

Image 7. *Motoring in Queensland featuring the Cotton motor car, 1911. The Pastoral Review*, (15 September 1911). John Oxley Library, State Library of Queensland.

<https://trove.nla.gov.au/version/47935827>



1912 March. Kingloc Sydney exhibit the Cotton car at the Royal Agricultural show in Sydney at Easter. But this would see, to have been the swan song for Kingloc Sydney and the Cotton Car. Kingloc does not advertise or promote the vehicle after that event.

April. A J Cotton and his son Sydney intended to set out for a three-month tour of their properties using 2 Cotton cars.⁶

1915

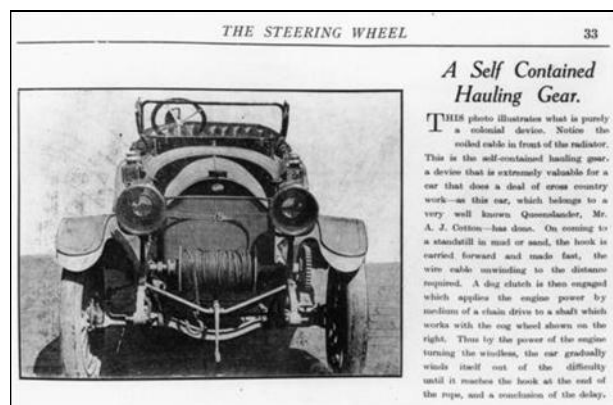


Image 8. *Front view of Mr Cotton's Overland with winch, 1915. Steering Wheel*. (March 1915)

John Oxley Library, State Library of Queensland.

<https://trove.nla.gov.au/version/47943219>

Compiled by Jennifer Fawbert, Automotive Historian
Original text ©2020 Jennifer Fawbert, fawbert@bigpond.com

⁵ 5,000 Miles in a Cotton Car. *The Sydney Stock and Station Journal* (1911, March 10). *NSW : 1896 - 1924*), p. 15.
<http://nla.gov.au/nla.news-article136810706>

⁶ *Nr Cotton and His Car*. *The Sydney Stock and Station Journal* (1912, April 30). p. 3.
<http://nla.gov.au/nla.news-article127927526>

YOU CAN TAKE A TOUR OR GO TO A CAR SHOW

I'm never going to see any of those amazing overseas car museums in person. As most know, I don't fly! So, since the 1960s I've enjoyed looking at those far away collections through books and magazines, and been well content with that. Roll in the interweb and wow, I could scroll through images of the vehicles and automobilia at the click of my finger. And in recent years some collections began uploading videos, making it an even more enjoyable experience for armchair visitors like me.

Now COVID has resulted an upsurge in virtual tours, I can take a 'wander' through even more museums as they've striven to maintain interest in their collections and hopefully encourage the return of visitors when they are able to open again.

Here's a list to start your **Virtual Touring**:

Our very own [Australian National Motor Museum](#)

One of my fav.s - [Petersen Automotive Museum Vault Tour](#). And [another from Petersen](#)

True Classic cars (i.e. not faux "classic" as per the definition foisted on the RMS) can be watched at the [Classic Car Club of America's Museum](#)

Over at the [Antique Automobile Club of America](#) they've a series of virtual tours, scroll down on the Virtual Tour page to see them.

[The Academy of Art University Automobile Museum in San Francisco](#)

Something for everyone – the [Mazda Museum](#) – yes, they do have old cars in there and to balance the Japanese interests – the [Toyota Museum](#).

[The Henry Ford Museum](#), courtesy of Google maps!

[Mercedes museum](#) Stuttgart, superbly done virtual tour as you'd expect from Mercedes.

[Cite de l'Automobile](#) or as I know it the Schlumpf Collection, its amazing photography, you can pan around a couple of Bugattis and other vehicles in the collection including a pre-war GP Merc.

The [Gateway Museum](#) focuses on American automobiles

[360CarMuseum.com](#) gathers virtual tours of 40 car museums from around the world, some are not mainstream museums which makes this site quite interesting. You do need to log in and it seems for most museum there is an access fee, but an *all museums pass* only costs 3 euros/AU\$5.00 and considering the brilliant photography its cheap access to view some fascinating collections, and much cheaper than flying around the world to take in all these collections.

Another result of the pandemic lockdown has been the rise of **Virtual Car Shows** as show organizers, clubs and a few museums have sought to replace live events. Some online shows are complete with judging and awards, others are simply an opportunity to upload a photo or video of your car and share it with often a much wider community than would attend your average car show.

Showing how a club can run a Virtual Car Show is the [Valley Forge branch of the Cadillac & La Salle Club](#) with their brilliant online car show, complete with judging and awards. *(they used an online program called [shortstack](#) to create their contest on case anyone wants to do the same)* For some clubs the Virtual Car Show presents a unique opportunity to bring together vehicles that could never physically be rounded up in one place. The Allard Register ran an online contest, gathering over 70 cars from around the world in the [2020 Allard Global Online Concours](#), open to all Allards in what they consider is the largest single gathering of Allards.

The [Gilmore Museum Virtual Car Show](#) has proven hugely popular, I participated in the simple online judging, and apart from the hot rods and modifieds which I flicked past I enjoyed my "wander" around their Car Show. [Petersen Museum](#) has an online Coffee'n Cars, you have to register for this one and submit a short 20-30 second video of your vehicle to be involved.

Quirky is the [Isolation Island Concours d'Elegance](#), which was early off the mark and was/is for model cars. Here's you chance to dust off some of your car models and enter them in a fun competition.

Have fun touring and trawling.

Jenny Fawbert

© May 2020

Sydney's Great Automotive Engineering Works. Messrs. Hipsley and Waddell, Limited

Author - Unknown

Just as all shops must have a wholesale warehouse to draw upon, and just as bankers have discovered that they must have a "Bankers' Bank" to facilitate their operations, so the engineering firms of Sydney have discovered that they must have an engineer's engineering works, upon which they can all pivot. For the proper carrying on of the engineering requirements of the community it is necessary to have small engineering establishments and depots all over the place. They fill their purpose excellently - so long as they have behind them the big engineers' engineering works, with complete equipment and perfect facilities to do any class of work which cannot be carried out in the ordinary garage or repair shop.



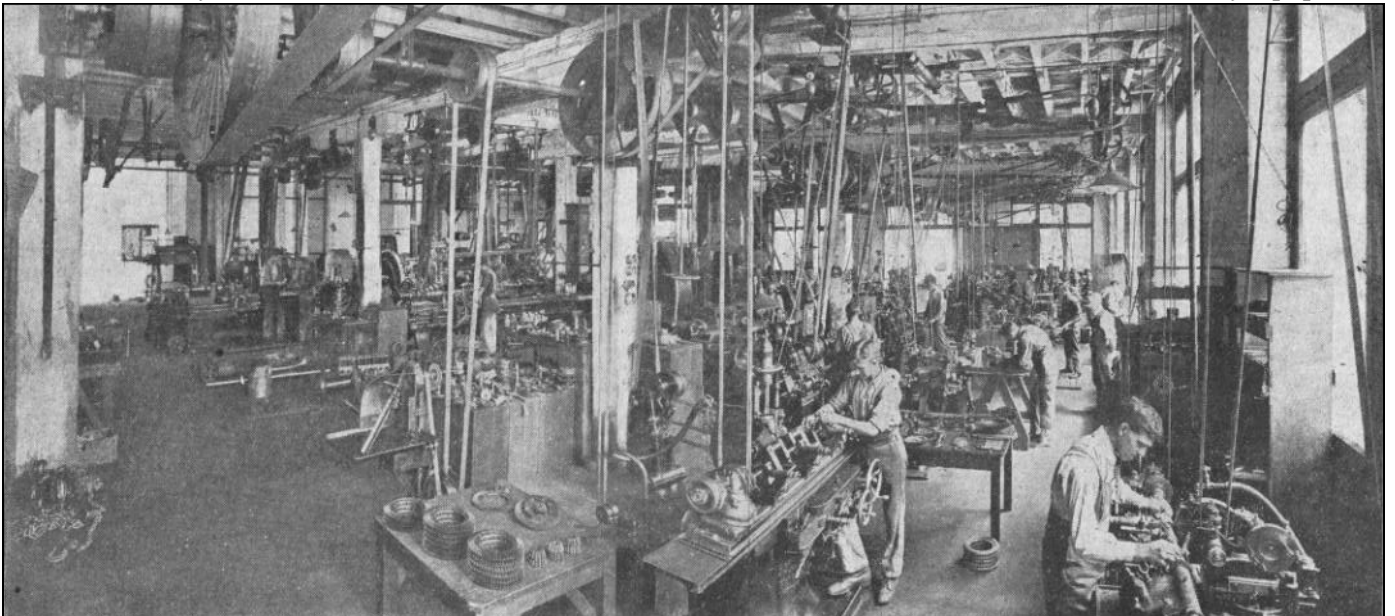
The Building of Hipsley and Waddell

Such is the life mission of the great automotive and general engineering works of Messrs. Hipsley and Waddell, Ltd., in Palmer Street, East Sydney. This development began eighteen years ago, when the firm added their first milling machine to their ordinary engineering shop equipment to enable them to do gear cutting. The making of the first gear for a motor car was a very notable event, and the cutting of the first crown bevel wheel a stupendous achievement. They have been making gears ever since; the novelty has departed, and crown bevel wheels are commonplace, no less than 300 having been made to one order.

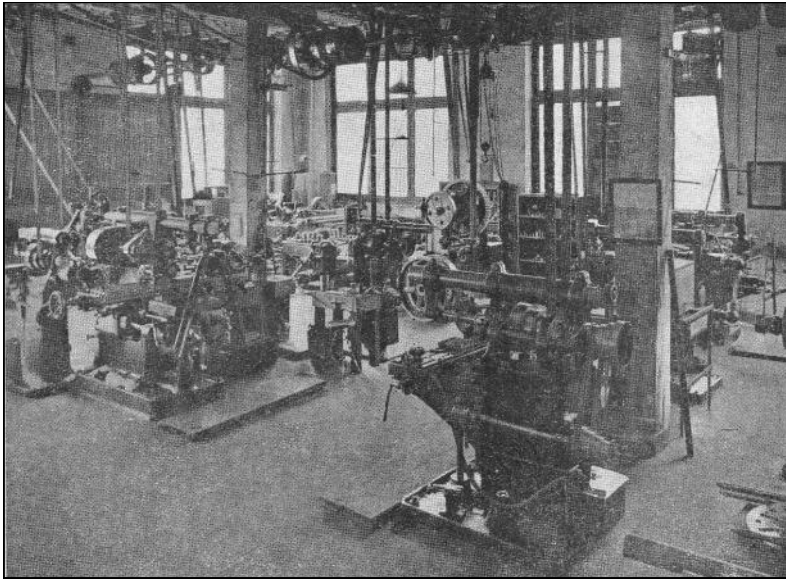
The wear and tear of a motor car is very unevenly distributed. Owing to this, some parts go more quickly than others, and when these worn parts are replaced the car is just as good as ever. The perfect production of those parts for the motor trade all over New South Wales is the work that Messrs. Hipsley and Waddell, Ltd., specialise in.

To be able to reproduce the many different parts of an automobile requires a lot of special equipment quite outside that which is requisite in an ordinary engineering shop. While many can be made with a lathe, drilling machine, and a few hand tools, quite a large number of special appliances and instruments of precision, heat treating, and other apparatus are essential if the work is to be properly done.

Messrs. Hipsley and Waddell, Ltd., not only realised this many years ago, but sent Mr. Hipsley to Europe and America to study the methods and conditions of similar establishments there and to obtain the necessary equipment

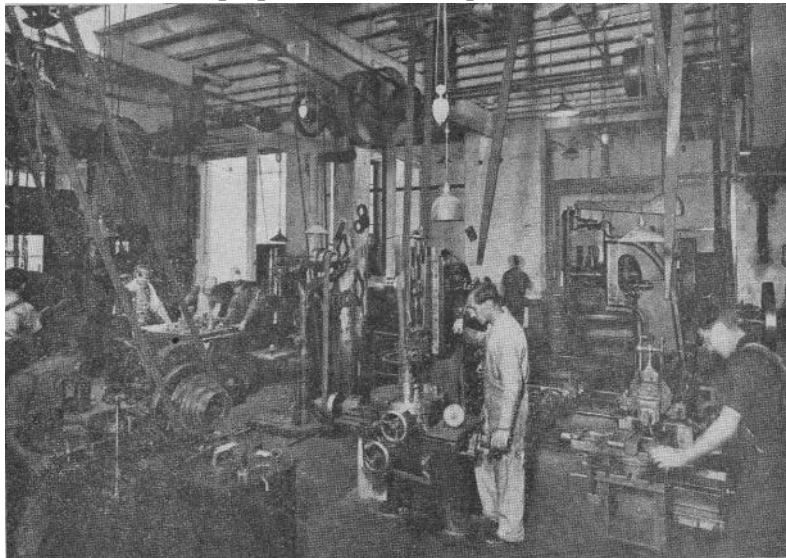


General view of workshop



2 - Another view of the workshop - Gear cutting Dept.

purposes. Naturally, a special knowledge of these steels and their treatment is essential. The well kept store, with its various stocks in proper order, and its power saws, which will cut a piece of steel from a ten-inch nickel steel bar in



3 - Slotting and Shaping Machines

played his part passes the parts on to the Hardener and his furnaces. This is most important, very great care and much special knowledge being requisite, as the life of the part to a large extent depends upon the treatment received at this stage.

The heat treatment being completed, the Fitter and Turner again handle the work to straighten and correct distortions caused by heat treatment. Then comes the final operation at the hands of another Specialist with his Cylindrical and internal Grinding Machine, who grinds the parts to size. This is very delicate work, accuracy being essential, and grinding to the thousandth part of an inch is quite ordinary. In some work, such as ball-races, even finer limits are necessary.

In the making of crown bevel wheels, pinions, and differential bevel wheels, another special machine is required. It is not possible to cut an accurate bevel wheel on a milling machine. This must be done on those shown in figure 4, and it is worthy of mention that these two machines are the only ones of their kind in New South Wales.

Worm wheels and steering sectors are another separate proposition, and need special

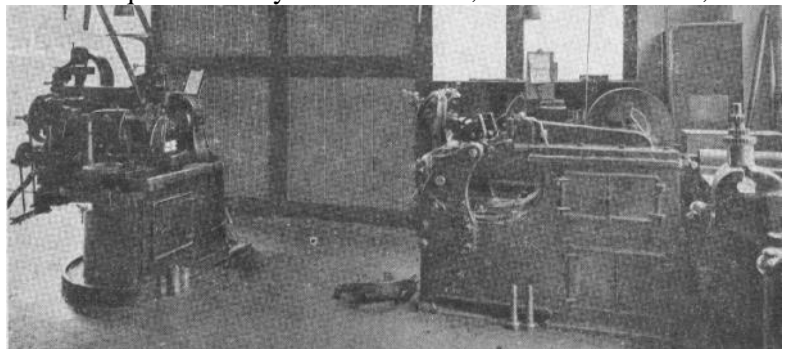
and material. The House still keeps in the closest touch with European and American engineering, and no expense is spared in keeping up to date with regard to methods, machinery, material, or processes of any sort. The result is that additions to the plant are being made all the time, and to-day it is most complete and second to none in Australia for the handling of this class of work.

A brief survey of the making of some of the parts of a motor car will bring home even to the lay mind how necessary this special equipment is. Take gears, axles and crank shafts : With these we get away from General Engineering at once. Mild steels and iron are useless for this work, for which special steels, with different alloys, such as nickel, chromium, vanadium, etc., in vary quantities. This firm carries large stocks of these steels, and have about twenty different kinds for various purposes. Naturally, a special knowledge of these steels and their treatment is essential. The well kept store, with its various stocks in proper order, and its power saws, which will cut a piece of steel from a ten-inch nickel steel bar in a little over an hour, is one of the features of these great works. The steel is supplied from the store in size, length and quality according to order, and then turned to shape in one of the many lathes shown in the General View of the Engineering Workshop.

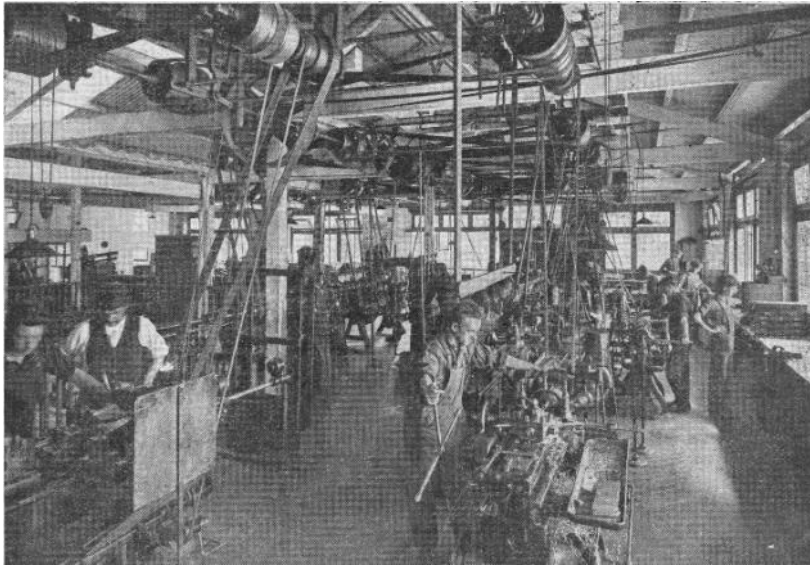
Then it is necessary to cut the teeth, or mill the splines, squares, or keyways. This means not only the accurate Milling Machines. shown in illustration number 2, but a vast collection of cutters, worth many hundreds sterling, and the services of a Gear Cutter Expert.

Next in order comes the slotting of the square hole, castellations, or keyways, done on a special machine by a special operator, as shown in figure 3.

When these men and machines have done their work, the Fitter takes a hand, and having



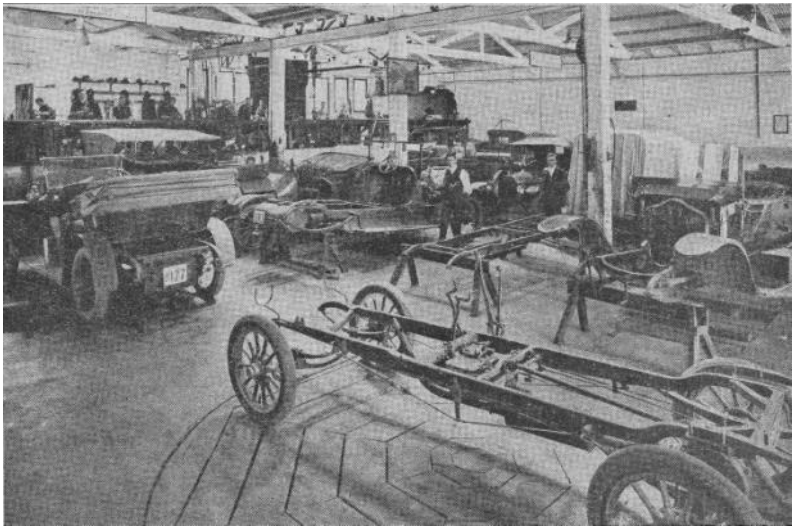
4 - Special Bevel Gear Cutters



6 - Repetition Machine Shop

considerable number of parts exactly the same are required. It is devoted entirely to the manufacture of duplicate parts, such as valves, push rods, etc., for motor cars and other machines of all descriptions.

Illustration No. 7 is a general view of the Garage. There are few other garages like this one. The front part is for the reception of the cars. No tool is ever seen on the floor of that garage, unless it is actually in use on a car. At the back of the Garage, where the light is strong and clear, can be seen the working platform. When a car enters it is immediately covered over, only the part to be examined being left uncovered. If the engine is to be taken out for overhaul, the Portable Crane is called up, the engine detached, and wheeled away to the working platform. When it arrives at the working platform, it is deposited in an Assembling and Running-In Stand, designed at the works. This enables one or two men to handle an engine or other unit without the least difficulty, turning it into any position required without the assistance of other men.



7- General View of Garage

The lifting crane, with which the body can be lifted from or lowered on to a chassis gently and with ease by one man, without any fear of damage to paint work. The pits and turntables require no description.

The most striking feature of this garage, apart altogether from its perfect equipment, is the way the cars are kept covered during the work on them. Only the part being operated on is exposed, so that if the greasy- hands of an operative should by misadventure be rested on any part the finish of the car is in no way affected, the cover having taken the dirt and grease. This is a feature that should appeal strongly to the Trade. Cars entrusted to Messrs. Hipsley and Waddell leave their spacious works as bright and clean and unchipped as they entered. The mechanics work under the best conditions. Portable electric lights are there, and every instrument that makes for facility of work is supplied them, and the supervision is perfect.

This firm adopt the American practice that "Visitors are welcome" as although they know most that is to be known about engineering, often a country garage proprietor's opinion and experience exchanged with their own is a mutual benefit.

"Never knew there was such a shop in Australia," is quite a common expression for the visitor to make. It is a works that every country garage owner should see next time he is in Sydney, so that he may know just where to get the accurate work done so necessary to the satisfactory running of the motor.

Copied from The Motor in Australia - April 1919

LAWLESS & MANNS' REGULAR Motor Service

LAWLESS & MANNS, Proprietors, NOWRA

FARES	Single	Return
NOWRA — MILTON .. .	12/6	20/-
NOWRA — MORUYA .. .	30/-	50/-
NOWRA — BEGA .. .	57/6	£5/10/-

Between
Nowra, Milton,
and Moruya,
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every Monday,
Wednesday, &
Friday, return-
ing Tuesday,
Thursday, and
Saturday

Connecting with
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Service every
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KINDLY MENTION "THE MOTOR IN AUSTRALIA."

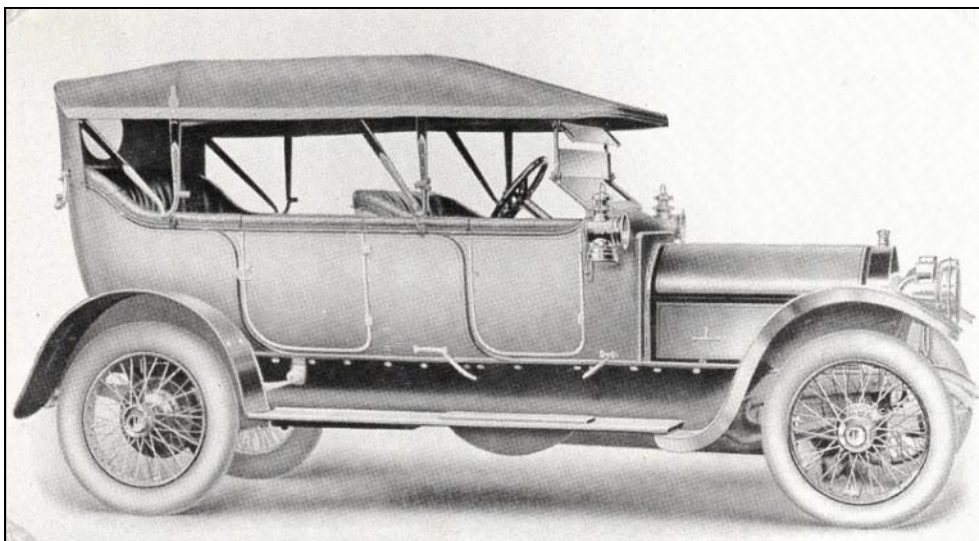
The above advertisements could have been handy for our members who took part in our "Western Tours".

A motor car company in the making

The early days of Wolseley

By Norman Painting

Situated somewhat inconspicuously between William Jones the hair-dresser and Mrs Tate Philpot's dress-cutting establishment, 58 Broad Street Birmingham, housed the company which provided employment for a young engineering inspector who went on to establish not one, but two British motor car manufacturing companies. Even in 1894 whilst working in the Broad Street works of The Wolseley Sheep Shearing Machine Co. Ltd., Herbert Austin was probably already mentally engaged on ideas concerning this new form of transport which was being developed on the Continent.



The torpedo touring phaeton fitted to a 24/30hp chassis price was £600 plus £140 for the body and £69-3s-6d for accessories as shown on this car.

In 1895 the company moved to new premises in Alma Street, Aston, aptly named Sydney Works (sheep shearing equipment made by the company was exported chiefly to Australia) where Austin, now Works Manager, built his first prototype motor cars. In October 1895 Austin applied for his first motor car patents, dealing with motor vehicles and a forward and reverse mechanism, and in the following year patented frame designs for three and 4-wheeled autocars, the 3-wheeler frame closely following the design of Austins second car built in 1897. Whilst Frederick

Lanchester was patenting his ideas for different positions of an engine and transmission in what looked like converted horse-drawn carriages, Austin designed and patented a motorised wheel to fit between the front wheels of a horse-drawn carriage and controlled by an extended tiller arrangement. To steer this contraption would have been quite a feat and it is not surprising that this idea got no further than a design on paper.

With motor cars beginning to sell in ever increasing numbers and with limited space in the Alma Street works, a new company was formed in 1901, The Wolseley Tool & Motor Car Co. Ltd., under the auspices of Vickers Sons & Maxim Ltd., and a factory at Adderley Park in Birmingham was taken over to produce Wolseley motor cars. The factory had been built in 1897 by Starley Brothers & Westwood Ltd., manufacturers to the cycle trade, at the junction of Bordesley Green Road and Arden Road. Plans of the building show a first floor office for Mr Westwood, but the Starley brothers appear to have been in name only, as no office accommodation was provided for them. The works comprised an imposing 2-storey building built parallel to the Bordesley Green Road, measuring 300 feet by 22 feet, which had originally housed a warehouse, stores and loading bay on the ground floor, and offices on the first floor, which included a board room 38 feet by 16 feet. At the corner of Bordesley Green Road and Arden Road was a 2-bedroomed house integral with the works buildings, built, presumably, to

house a caretaker for the works. Behind the house, running parallel to Arden Road was a 2-storey building housing separate mess rooms for men and women, together with a single-storey building which had been used as a carpenters shop, this section of the works measuring 160 feet by 22 feet. To the rear of the office block was the single-storey main works area 300 feet by 208 feet, which included a boiler house and muffles and an underground storage tank for rain water collected from the roof of the building. A 20-feet-wide open cartway, the gateway to which formed the works entrance, separated the main works from a long single-storey building 330 feet by 22 feet which had originally housed workshops for frame brazing fork and rim brazing, pickling, enamelling and a time office. The works, ironically, also included a stables building 34 feet by 16 feet.

In May 1901 Austin applied for his first two patents from the new works, one for a handbrake mechanism and one for a gearbox in which the gears could be pre-selected before the actual gearchange took place. Production of motor cars began in earnest with 5hp single-cylinder and 10hp twin-cylinder models being built, with prices ranging from £260 to £380. By the end of the first year 323 cars had been built, at a remarkable feat when one considers that components had to be designed, castings and forgings made and all the machining and fitting necessary to get sub-assemblies together completed, before actually assembling a complete motor car.

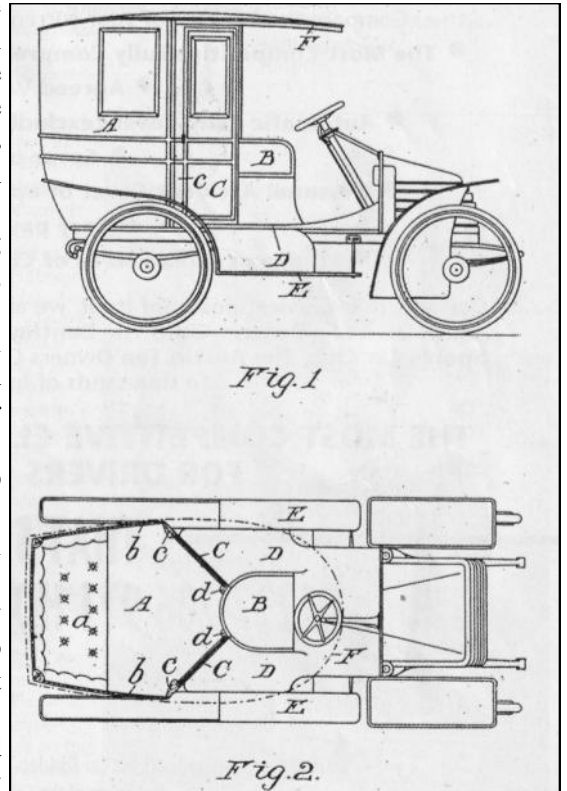
In January 1902 Austin patented a motor car body with central steering which allowed access to the rear enclosed seating via angled doors each side of the driver and also patented a design for a motor car body with a pivoted front seat to allow access to the rear seats, which principle was actually used the same year for a Wolseley 10hp Siamese Phaeton. In May and October of the same year applications were also made to patent a form of differential gearing and an improved form of sparking plug.

February 1902 saw the first of many building applications by the company to enlarge the factory when plans were submitted to extend the 2-storey office block in Bordesley Green Road by 64 feet 6 inches to provide additional stores and a drawing office. Additionally, a new single-storey erecting shop, pattern shop, wood working shop and body shop 60 feet by 200 feet and a foundry measuring 232 feet by 51 feet was applied for, which included a narrow-gauge rail system to take castings direct from the foundry to the machine shops.

In March 1903 building development continued with a trim shop and paint shop being added to the factory in what had previously been an open yard between the main works and the house, together with a photographic studio, and Austin applied for 9 patents including one in March for an improved form of carburettor and in October for a 3-point engine mounting design. Strangely, although Austin allegedly had a fetish about horizontal engines, two of his final patents issued from the Adderley Park works clearly show vertically-engined designs! The year, 1904 saw massive developments taking place at the works with the company taking over a large piece of land in Bordesley Green Road opposite to the main office/foundry building where a new paint shop and upholstering shop 200 feet by 200 feet was built, together with a repair shop 240 feet by 30 feet, which had two pits running almost its complete length. Four mills, in 11 bays, measuring a total of 240 feet by 324 feet were also planned, but in practice only four bays were built. To the front and rear of the mills were stores and offices and an engine house measuring 55 feet by 40 feet was built in 1905 to house two gas engines which, presumably drove generators to provide electricity to the site, as they were too remote from the factory buildings to have provided direct mechanical power. Interestingly, the walls to the engine house were 18 inches thick to contain the effects of any explosions which might take place.

Apparently the views of Wolseley Directors and Austin did not agree on the future products to come from the company and Austin resigned in 1905 to start the Austin Motor Co. Ltd., in Longbridge.

From then on it was Alfred Remington who had become Chief Draughtsman in 1902, who applied for company patents, thirteen of which were submitted in 1905. Remington had been an apprentice with Kynoch Ltd., Birmingham, and took up an appointment as a draughtsman with The Wolseley Sheep Shearing Machine Co. Ltd., in 1900, transferring with Austin to the Wolseley Tool & Motor Car Co. Ltd., in 1901. He designed the first submarine to use an internal combustion engine and was such a talented engineer that one suspects that his input into the early days of Wolseley may well have been on a par with that of Austin. Born in Sutton Coldfield in 1877, Remington was forced to leave Wolseley in 1920 due to ill health, and died in 1922.



A car with centrally placed steering wheel to facilitate access to the rear enclosed seating.

The 1905 patents included one for an improved atmospheric induction valve, a pressurised fuel supply system for internal combustion engines and a starting and reversing mechanism for engines. Other patents applied for dealt with brake mechanisms, radiators and valve gear. Whilst building work continued on the new East Works site (this was sometimes referred to as South Works in some Wolseley literature) permission was sought to erect a temporary carpenters shop alongside the repair shop and a boiler house and toilets were added to the paint shop. By now a roadway had been built around the perimeter of this site to form a car test track and a special 1 in 3 incline built to test the hill-climbing ability of the Wolseley cars. After testing around this track the cars, which were tested as loaded chassis, were washed and sent through one of several repair shops (we would call these rectification shops today) before going into the body shop to receive bodywork requested by the customer.

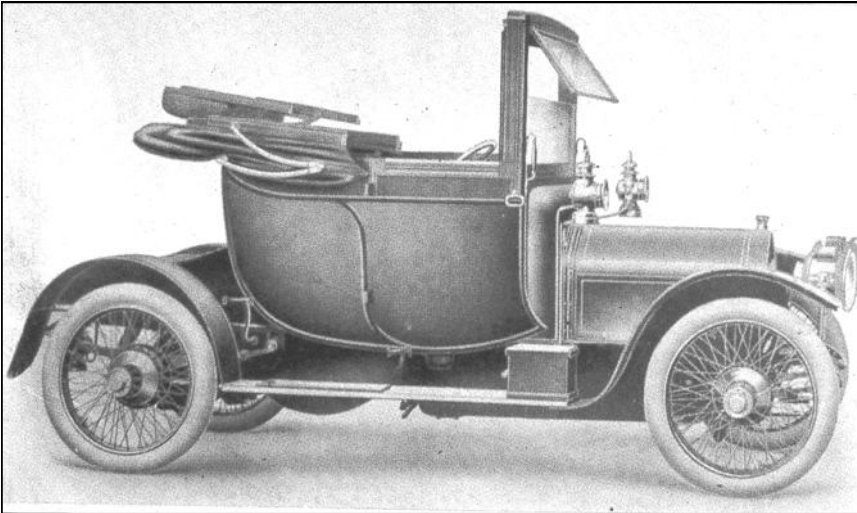
Another large expansion of the East Works site took place in 1906 with the erection of a body shop 140 feet by 75 feet, a wheeling shop 39 feet by 75 feet, stores with a timber drying kiln 20 feet by 75 feet and, in a separate building measuring 120 feet by 50 feet was a new coach smiths shop (this was extended in 1912 by 25 feet to make it 75 feet wide).

Remington meanwhile appeared to have had a relatively quiet year and only six patents were applied for by the company. By now Wolseley were offering cars of 6, 8, 12, 15, 18, 25, 32 and 70 hp with single-cylinder and twin-cylinder horizontal engines and 4-cylinder vertical engines and with final drives which included both chain and bevel drives and output had risen to over 500 cars per year.

In 1907 and 1908 no building work was planned but an interesting liaison took place in 1907 with two French engineers Andre Christophe and Paul Menteyne, when a patent was applied for to cover the design of an improved form of hydraulic, rotary type, shock absorber. In May of the same year Remington who was now described as Designer, was joined by Arthur Rowledge, Chief Draughtsman, in a patent for an improved change-speed and reverse gearbox. In August of the following year Remington patented a rear axle suspension layout to lessen the reaction between the vehicle suspension and bodywork.

By 1909 the company had diversified into building engines for rail cars, aeroplanes, and industrial and marine applications (Austin took out a patent as early as 1904 dealing with marine engines and selectable drives to ships' propeller shafts) which included vee-type engines in various configurations, so it is no surprise that two of the 10 patents taken out by the company in this year dealt with 2-stroke engine scavenging (July) and pressurised fuel/air supply for 4-stroke engines (December).

Between 1909 and 1910 the Wolseley company began to use buildings next door to its West Works site which had previously been occupied by Brown, Marshalls & Co. Ltd., railway carriage and waggon builders in the



Priced at £535 plus £15-5s-0d. for headlamps and brackets, this 16/20hp coupé landaulette was built on the short-wheelbase chassis.

Britannia Works, Arden Road, who had been on this site since 1892. It was in these works that the Wolseley experimental department was established overlooking a small reservoir and the chassis erection shop, repair shop, smiths shop, aluminium foundry and sawmill were also relocated. In 1911 the iron foundry was also to be relocated into these works in a building measuring 220 feet by 50 feet. In 10 years the factory had grown from just over 2 acres to a site covering 21 acres and production had risen to nearly 3,000 cars per year, a phenomenal rate of growth, but one is left wondering whether the factory development was paid for completely out of car/equipment sales revenue, or

whether it was being part or wholly financed by the parent Vickers company.

A total of eighteen patents were applied for in 1911 covering such subjects as exhaust systems, suspension, valve gear, motor car hoods and the lubrication of gearboxes and this was followed up in 1912 by another 14 patents covering subjects such as aeroplanes, balancing vibration in mechanisms, starting internal combustion engines and carburettors. Apparently exhaust valve seizure was a common fault on early aero engines and the one patent dealing with aeroplanes outlines a design for a vee-type air cooled engine in which the exhaust valves were cooled by water jackets connected to a small radiator placed immediately behind the propeller. The Wolseley company were to build hundreds of complete aircraft, aero engines and aircraft parts during the First World War, but the complete aircraft were not built at the Adderley Park works.

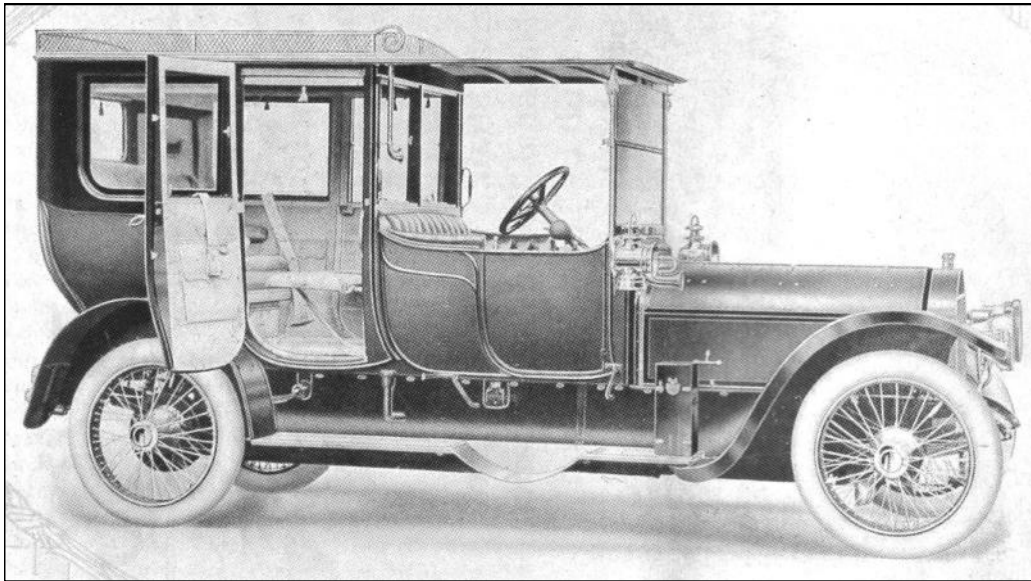
The motor car range for 1912 consisted of a 12/16hp 4-cylinder model on a 9ft 3ins wheelbase chassis; a 16/20 hp 4-cylinder model on either a 9ft 8ins or 10ft 4ins wheelbase chassis; a 20/28 hp 4-cylinder model on a 10ft 9ins wheelbase chassis; a 24/30 hp 6-cylinder model on a 10ft 10ins wheelbase chassis; a 35/40 hp 4-cylinder model new for the 1912 season, also on a 10ft 10ins wheelbase chassis and, top of the range, a 50hp 6-cylinder model on either a 11ft 9ins or 12ft 3ins wheelbase chassis. Prices for vehicles supplied in chassis form were from £305 to £1,000 and complete cars with factory-built and fitted bodies from £390 to £1,305-18s-6d.

Works-built bodywork included 2-seater, flush-sided touring phaeton, torpedo touring phaeton, coupé landaulette, coupé brougham, cabrio-phaeton, brougham, limousine landaulette, limousine cabriolet and Imperial limousine.

The company had its own customer insurance arrangements with Lloyds policies with premiums from £9-15s-0d for a 12/16hp model up to £27-18s-0d. for a 50hp Imperial limousine. The cover included use on the Continent for up to 2 months, medical expenses for personal injuries up to £10-10s., and even free legal advice. A school of motoring instruction was also run by Wolseley 'where owners or their servants may go through a complete course of tuition both in driving and theory'. It was also in 1912 that Wolseley built one of the most extraordinary vehicles ever to be made in a British factory a two-wheeled, gyroscopically controlled motor car. Designed by a Russian inventor, Peter Schilowsky, Governor of Kostroma, this strange vehicle was built and tested, but never delivered to Russia. Schilowsky was vice governor of Simbirsk when he took out his first patent concerning gyroscopically-controlled vehicles in May 1909 and it was the principles contained within this patent upon which the 2-wheeled 'Gyrocar' was constructed. Gyroscopically, controlled mono track rail cars were also designed and patented by this talented engineer who was still taking out patents on this subject in 1928. Peter Schilowsky is believed to have died in England, in Hereford in 1955.

Building work at the factory continued with a temporary body store 40 feet wide by 252 feet long being erected next to the paint shop in East Works and various small improvements being made in the Britannia works.

In January 1913 a huge 3-storey building 328 feet long by 50 feet wide and over 40 feet high was built on the East Works site to house a priming shop, finishing shop and painting and varnishing shop, all three floors being connected by a car lift measuring 18 feet by 12 feet. Due to the abrupt changes in levels on the East Works site, both



the ground floor priming shop and first floor finishing shop had direct access to and from ground level roadways. Also in the East Works, a new boiler house, 47 feet by 26 feet 4 ins, was erected adjacent to the engine house. In January of the same year an extension to the new foundry in the Britannia Works was built measuring 40 feet by 78 feet. Also in the Britannia Works, a single-storey 'J'-shaped building was erected, partly over the reservoir, with a 150 feet frontage to Arden

Top of the range of Wolseley cars was this 50hp Imperial Limousine priced at £1,305-18s-6d.

Road and a depth of 228 feet to meet up with the experimental department. In the West Works itself, a 188 feet length of the open cartway was enclosed, two new boiler houses erected and a hardening stores and smithys shop erected. An additional drawing office had been opened up measuring 56 feet by 34 feet 4 ins to the rear of the main office building and this was enlarged in 1913 by an extension measuring 64 feet by, 21 feet.

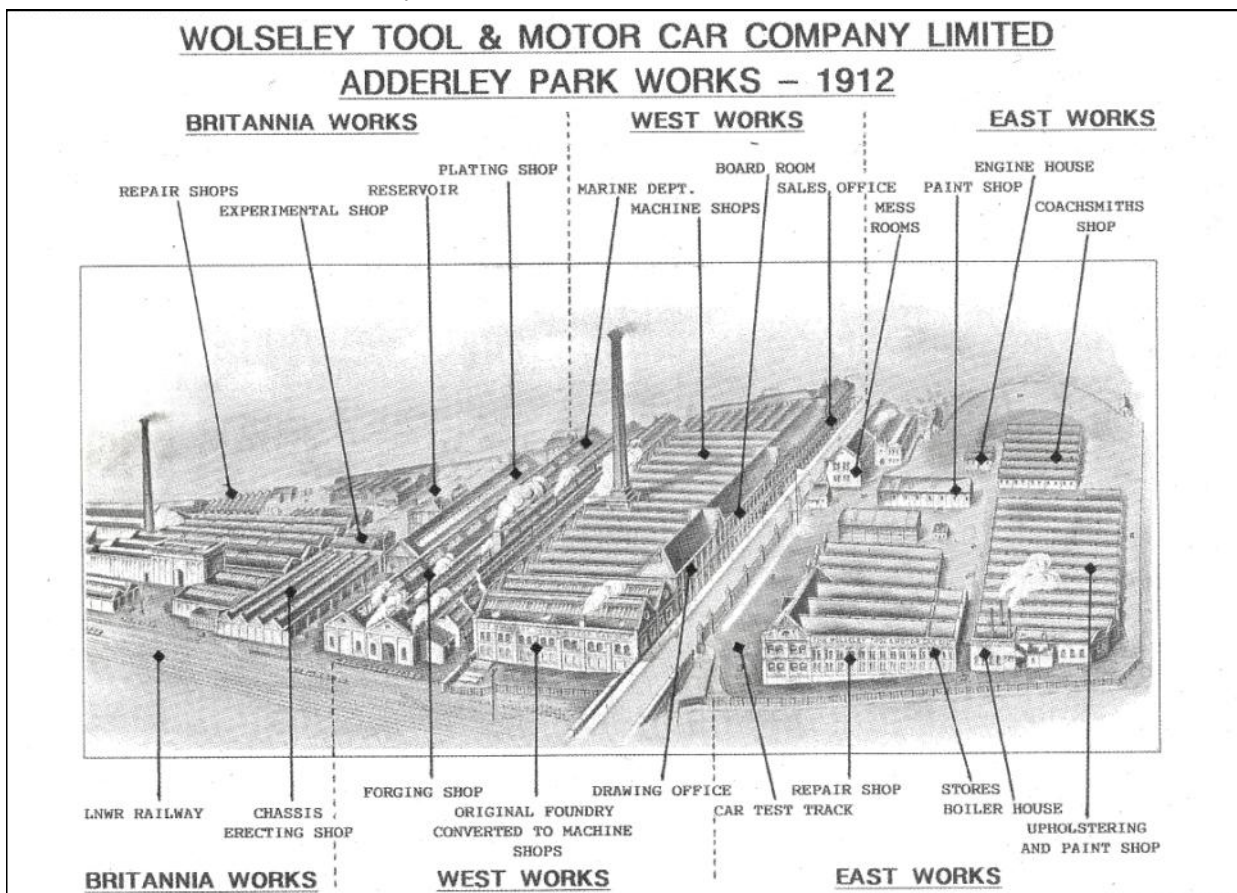
A total of 11 patents were taken out by the company in 1913, including patent number 18,685 which covers the design of a motor car which was built from a front sub-frame housing the front suspension, steering, engine and radiator, and a rear sub-frame housing the rear suspension and rear axle. The centre section of the chassis frame could be of differing lengths to provide various wheelbases, but only the propshaft and brake linkages would be different parts. Interestingly, this design, which had cantilevered suspension front and rear, also featured a rear transaxle which incorporated a simple gearbox and, with its very low chassis frame and low-mounted engine would appear to closely follow the design of the 'Stellite' car, designed by Wolseley, but manufactured by another Vickers company, the Electric & Ordnance Accessories Co. Ltd., Birmingham.

Commercial vehicles had been offered by the company since its formation in 1901 and the range currently being built in 1913 was to continue into the war years but was deleted from their postwar programme. The range at this time included models from 12 cwts ('CA' type) up to 5 tons ('HR' type) and included the 'CR' type Subsidy 3-tonner and the 'CL' type passenger chassis. Power units for the commercials were all of 4-cylinder configuration with capacities of 2.37 litres, 3.08 litres, 4.25 litres, 5.6 litres and a massive 6.58 litre unit in the 5-tonner. All but the little 12 cwt model were fitted with solid tyres and chassis prices were £335 for 12 cwts, £415 for 1-ton £475 for 30 cwts, £640 for PSV, £695 for 4-tons, £725 for 3-ton Subsidy model and £750 for 5-tons. All models featured 4 speed gearboxes and underslung worm-drive rear axles. Building work at the factory in 1914 was limited to a 2-storey office measuring 170 feet by 22 feet and 37 feet 6 inches high, to house, amongst others, the works engineers department built at the end of the detached long single-storey building to the rear of the main works and a 3-storey building in the Britannia Works. This building with a 260 feet frontage to Arden Road was 50 feet wide and had floors 13 feet high 17 feet high and 15 feet high. In effect the bottom floor was a basement as it was below road level for much of its length and this was used as a timber store. The first floor was described as an erecting shop and was connected, via a short bridge to the 'J' shaped building erected in 1913, and both of the upper floors were connected via lifts at each end of the building. On the East Works site various buildings had their functions changed with window frame makers being located in the upholstery and paint shop, body mounting in what had previously been the smithys shop and the 'driving department' located into mill number 4. Part of a temporary building had been relocated and was then used as a wing shop and another temporary building was being used as the car test shed.

A total of eight patents were applied for by the company in 1914 which included subjects such as axles, wheels, suspension and motor car hoods and this brought the total number of Wolseley patents to 119.

This brings to a close the first fourteen years of Wolseley history, from the first rudimentary prototypes to becoming one of the largest British car manufacturers. The company had made enormous strides in this new industry, its name and products were known and respected worldwide and the Adderley Park works had grown beyond recognition.

The First World War was imminent and this would change not only the products being manufactured by the company but would also see a massive expansion of the factory premises to cater for war work and, in some respects, the company would never be the same again. Postwar the company had to survive in a completely different world and faltered, but that is another story.



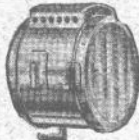
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THE AUTOCAR.

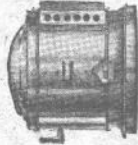
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The RUSHMORE HEADLIGHT not only revolutionized the type of reflector used in motor lamps, but also set the fashion of the circular design so largely adopted by manufacturers. Thus it will be seen that our optical principles and designs have received the gratifying recognition of the trade as being *right*. Our sales are greater than those of any other similar headlight on the market.

All our lamps are fitted with the famous BRAY "RONI" burner.

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The RUSHMORE GENERATOR was largely responsible for the rapid and wide use of acetylene lamps. Before its introduction in 1900, gas lamps were not very satisfactory owing to the inefficient generation of gas. The RUSHMORE GENERATOR solved all the troubles and difficulties, and no matter what kind of lamps are in use, it will perform its functions in a manner that no other generator can approach. The carbide always remains dry, thus permitting the water to generate gas immediately it reaches it, and the lime residue is sifted into the bottom of generator by the shaking basket.

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ACETYLENE SIDE LAMP. Similar to Headlight but smaller. Specially produced to meet the demand which exists for an acetylene side lamp to take the place of the ordinary paraffin side lamp on small cars. Oil lamps are useless for driving purposes, but this lamp will comply with the regulations, and make night driving a pleasure.

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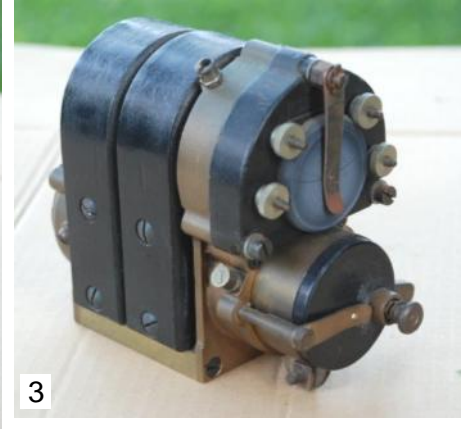
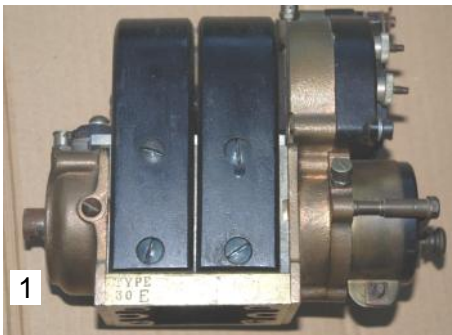
Please note ALL ADS MUST include the price and if you wish ONO
All States please copy!

If you wish to have a photograph with your Advertisement please Email (Email ONLY!!) the photo and I'll include it next to your ad. Advertisements will only run for 3 months then will be removed unless requested otherwise.

For Sale:

“Nil Meloir” French Magneto

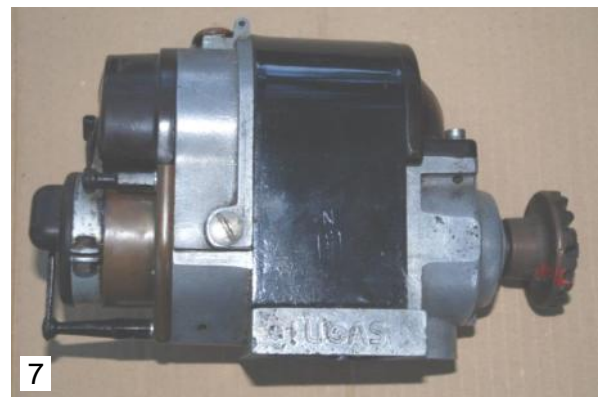
Its for a 4 cylinder engine.
Its in good condition, just out of quarantine
Need a bit of humour at the moment.
Has a number 35272. \$250 or near offer.
(photos 1, 2 & 3)



4 Cylinder Lucas Magneto Type GL4.

This is probably for a vintage car, but thought it would be fun reading anyway. It is also Virus free.
Good Condition. \$200 or near offer.
(photos 4, 5, 6 & 7)

Would love to send these magnetos to new home, Buick is not happy with other magneto in the Garage.



Contact: Laurie 0428 254 029
[5-20]

For Sale: (cont.)

Two veteran T Ford gaslights, no glasses or burners, \$150-00 for the pair.



Veteran hand operated tire pump, and hoses and gauge, \$25-00
Veteran hand operated windscreen wiper, \$10-00.
Reel-light parts, \$25-00.
Two rug rails, \$5-00 each.

Contact: David Croser 0428 951 889,
or write to 75 King Street, Portland, Victoria, 3305.
Email. davidcroser47@gmail.com
[5-20]

1 only 1200w RYOBI Plunge Router, 1 only 16" TOOLMAC Scroll Saw. 1 only 82mm NRG Planer,
1 only 210mm Compound Mitre Saw, 1 only GMC Twin Pack, Router Table and 1200w Router.

All brand new still in boxes. Price is \$500 the above lot.

TOOLMAC 4"(100mm) x 6"(150mm) Belt and Disc Sander, brand new still in box \$120.

To be picked up from Nelson Bay.

Contact: Malcolm Bailey. (H) 4981 1552 (E) malcolm.bailey@bigpond.com
[5-20]

To suit Model T Ford.

1913-14 trans cover and can supply ribbed pedals.

1912-18 pointed nose sumps. \$200

1913-14 E&J side light, has no font or burner. \$120

1913 wooden coil box, takes ford coils and is new timber and just needs contacts.

High compression heads, dates 1914. \$200, been cleaned and crack tested and machined down .005" to true surface

Contact: Ray Green on 0429 471 138 Q'Connell NSW.
[3-20]

Wanted:

820 x 120 Rudge Rim (picture), to suit Fiat Tipo 2

FIAT oil and fuel air pressure gauges,

fuel air hand pump

Contact: Neil Adams 0418 682 828
[5-20]



Magneto switch for 1913 - 14 Hupmobile or similar type of switch.

Photo of switch or similar sought

Contact: Laurie McGrath 0403 030 998
[6-20]



Classifieds

Wanted for our Web Site

Early rally flyers (entrant lists) of major rally's such as the Blue Mountains event for events prior to 1960. We have a number of old photo's of cars in events.

It would be nice to be able to identify the events the cars were taking part in.

'Before and After' photo's of any veteran vehicles members may have restored, along with some details of the car and restoration. We want to add a section to the Website to highlight what can be achieved with the persistence and talent (or money) our members possess.

Any other articles or ideas to publish on the website.

Please contact us on the details below or talk to me at a Club meeting.

Contact: Graeme & Abbey Newman Ph: 4392 1035 (H) 0412 138 063 (Mob)
kazngrae@bigpond.com or events@vccansw.org or contact us via the website.

Services

This page will automatically have our supporting advertisers as a bold listing as part of their yearly advertising cost. Other businesses or people who provide a service can place a listing here for only \$20 per year or part there of (August to July). If you know someone who provides a service that may be of benefit to club members please encourage them to partake in this section as it will help them, other club members and the club itself. I've started the list with our current supporting advertisers.

Please remember support those that support the club!

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