

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

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SPIT & POLISH



PATRON:

His Excellency,
The Governor of NSW
Sir Roden Cutler,
VC, KCMG, KCVO, CBE.

NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA. (N.S.W.)

Volume XIX No. 8

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The next monthly meeting of the V.C.C.A. (N.S.W.) will be held in the Clubrooms at 8 p.m. on THURSDAY, 28TH FEBRUARY, 1978. David Berthon is expecting to show some Charlie Chaplin films.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

SPIT AND POLISH, 134 QUEENS RD, FIVE DOCK. 2046.



OPINION

Our annual Concours will be held on 12th March and the question of scoring was raised at the January Meeting. This contentious matter seems to revive yearly and some editorial comment is thus provoked.

Most members are aware that C.V.V.T.M.C. has held meetings of people who have judged, or potentially may judge, or who have an interest in vehicle restoration and standards. One hopes that a universal scoring format may evolve from these activities so that judges in the future will at least be guided by uniformity of categories, such as body, paintwork, trim, engine, chassis and so on.

So much for categories - the individual opinions of judges must be exercised for scoring as to condition: good - fair - poor - or whatever, in each section. The fairest approach would appear to be in aggregation - and subsequent averaging if necessary - of the scores of several judges.

Originality is an absolute term and not easily decided as replacements could have come from stocks of spares, or vehicle cannibalisation. Authenticity, on the other hand, allows for individual tastes of both the vehicle's contemporaries and its modern owner, so that unusual colours, for example, should not detract, provided that the materials used were made up in the era applicable. The fellow who wanted a car to match the colour of his cat's eyes no doubt had one if he could pay for his whim in 1901.

One factor which should be considered is the current use of vehicles as the "mothballs" car is likely to be in a superior condition to its club-outing-supporting counterpart. Competition here should be evened by handicap scoring, or by having separate sections.

Perhaps consideration should be given to hobby versus professional restorations. Should be Australians, with our reputation for innovation, recognise the home restorer's honest product when scoring it against professional perfection? This particularly seems to apply to replication.

Firstly, do your best on an all-round basis, do not seek to perfect this or that, because a score sheet seems weighted.

Secondly, display your cars and seek comments of judges subsequent to judging, and if you disagree, remember that the judge's attitude is applied to all cars.

* * * * *

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD ON THURSDAY, 26TH JANUARY, 1978 AT THE CLUBROOMS, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 68 members and 6 visitors.

The meeting was declared open by the Chairman (L. Sheen) at 8.05 p.m. and a welcome to all visitors and F. Cornhill was extended.

APOLOGIES: G. King, B. Garth, V. Cross, F. Hemming, K. McCarthy, R. Jones, R. McCarthy.

MINUTES: The Minutes of the Monthly General Meeting of 24th November, 1977 were read, moved J. Wards, seconded B. Peterson, CARRIED.

MATTERS ARISING: Nil.

TREASURER'S REPORT: The Treasurer's Report was accepted on the motion of B. East, seconded B. McCarthy. CARRIED.

CORRESPONDENCE:

Letters received from:

R. Budd, Public Relations 18.1.78.

V.S.C.C. South Aust. 16.1.78.

Lord Montague 12.12.77

G. Campbell, 4.1.78.

Letter B. Hobson.

Woolshed on Wheels Comm.

Newsletter V.C.C.A.

J. Arrowsmith.

Minutes V.C.C.A. - Newcastle Branch.

Moved D. Berthon, seconded M. Chapman.

CARRIED.

Letter from V. Jacobs re Insurance was read and general discussion ensued and it was moved J. Wilson, seconded J. Wards and CARRIED THAT the insurance proposals contained in this letter re third party property insurance from South British Insurance be accepted.

INVESTIGATION & DATING:

G. Roberts advises:

1. Letter received from L. Benham of Lismore - 1909 Wolseley Siddley requesting body design.
2. I. McEachern letter received including photo of body for identification.
3. Letter from R.A.C.A. re H. Cape of Queensland requesting dating his vehicle but no relevant information was forthcoming.

NEW MEMBERS: Nil.

- EVENTS: B. Thew extended thanks to members attending Pratten Park.
1. Family Christmas Picnic good day had by all and same ground booked for next year.
 2. Festival of Sydney Procession 30.1.78.
 3. Blue Mountains Tour - start Corner Pitt and Macquarie entrance to Parramatta Park - 9.00 a.m. first car out to McMahons Park, Kurrajong - finish Carlingford.
 4. Request for cars by Sutherland District Hospital 12.3.78.

MAGAZINE: M. Chapman report with "red face" re December issue and requests more good articles the same as being received from V. Jacobs, B. Cliff and K. Cardin.

SOCIAL CO-ORDINATOR: D. Berthon reports on Christmas Dinner Dance and extended vote of appreciation to B. Spraggon re Christmas Picnic.

Evening at Max and Pam Roberts 25.2.78 - \$10.00 a double, 7.30 p.m. - provide your own refreshments.

Charlie Chaplin film at next meeting.

Rita and Bill East have celebrated their 53rd wedding anniversary.

PERMITS TO MOVE: K. Cardin reports permits sent and requests and person seeking registration for International Rally to give ample notice.

REGISTRAR: Nil.

INTERNATIONAL RALLY: M. Roberts requests to hear from people interested in assisting with Rally and requests volunteers to sell Souvenir Programme at Oran Park.

CLUBROOM CHAIRMAN: L. Sheen advises tenant of house has vacated causing \$200 worth of damage (insurance claim) new tenants to take occupation.

LIBRARIAN: Nothing to report.

C.V.V.T.M.C.: Nothing to report.

PUBLIC RELATIONS: D. Berthon advises approaching Millers Brewery for sponsorship for Blue Mountains Rally - no response. It is anticipated that the Director of Sports and Recreation is to attend as our official guest on Mountains Rally.

OFFICIAL PHOTOGRAPHER: J. Thorpe advises attending V. Jacobs' Day and Christmas Picnic and photos were passed around at meeting. Photo of Life Member B. McCarthy presented.

GENERAL BUSINESS: D. Berthon advises three cars required for Woolshed on Wheels.

B. Bronk advises car badges and lapel badges now available.

B. Baxter advises being requested by Mrs. R. Craze to approach this Committee to request International Rally Committee to refund of the entry fee of the Late R. Craze and if necessary to request the International Committee to change its rules allowing for the refund of entry fees where the entrant deceases prior to the International Rally. General discussion ensued and it was resolved that the Veteran Car Club of Australia (N.S.W.) Committee to approach International Rally Committee as requested and reply to be communicated to this Club's Committee.

R. Ferguson spoke on Woolshed on Wheels.

As there was no further business the meeting closed at 10.30 p.m.

R E G I S T R A T I O N S

We are now processing registration papers for seven cars which are going to make their debut at the 1978 International Rally.

If there are any more members who are working on cars with this goal, will they please contact the Registration Officer:

Keith Carden,
20 Ridge Street,
EPPING.

871.2158 (Home) 70.0381 (Business)

TECHNICAL TIPS:

When working on small screwed parts either in a vyce or in a lathe chuck, the threads can be gripped in a split die and the part can then be drilled or filed etc.

To make up a raised head screw, select an appropriate cheese-headed equivalent, anneal and place in a larger diameter rod drilled to clear the thread and countersunk lightly to suit the screw size. Gently peen to desired shape and hand file or turn to smooth the now raised surface.

- PAUL W. BUTLER

LETTER TO THE PRESIDENT:

I regret that I am unable to attend tonight's meeting as I have business commitments in Port Macquarie but herewith submit my Insurance Officer's Report as promised at the last meeting.

1. I commenced negotiations with a number of companies bearing in mind that price was not the salient factor, but the main part was the stability of the company concerned.
2. This has taken a considerable amount of time because of the unusual nature of the insurance required. Even senior executives could not give a decision without discussions with other senior officers and this has delayed the matter considerably.
3. I am very pleased to relate that I have finalised arrangements with the South British United Insurance Group, a very large company with many ramifications and good underwriting facilities. I have put propositions to them as a basis of what our members would buy - I have always found this an excellent starting point for negotiations. After weeks of discussions the final quote has been obtained as follows:

(a) Third Party Property cover: compulsory to all members.
\$10 p.a. per car with a \$2,000,000 cover and no excess.
There is no refund should a member wish to cancel this policy after 1st January each year.

(b) Fire and Theft:
\$1.00 p.a. per \$1,000 cover with a minimum cover of \$2,000.
The minimum premium is \$5.00 per policy. To explain this, any car with a value of \$5,000 can be insured for \$5.00 premium but if the value of the car say being rebuilt is only \$2,000, there is still a \$5.00 premium. Cover for \$8,000 would cost \$8.00 p.a. Like the policy for (a) above, there is no refund should this policy be cancelled. There is no excess and the full value of the car need not be insured unless required by the member. Because of the rate, it would be in his interest to insure for full value.

(c) Comprehensive Cover:
This is a first loss cover meaning that once a claim was made the premium must be re-instated to its original amount. This is a better policy than we have had in the past, a cheaper premium for the member and provides the opportunity for a greater cover at a lesser price.

Cover and premiums are as follows:

\$3,000 minimum cover	\$50.00 premium p.a.
\$4,000 " "	\$45.00 " "
\$5,000 " "	\$40.00 " "

In excess of \$5,000 \$18.00 per \$1,000

e.g. \$8,000 cover would cost \$40 + (3 x \$18) = \$94.00 p.a.

Letter to the President - Insurance:(Cont'd.)

The reasons for the reducing scale is the first loss cover as mentioned above.

There is a \$200 excess franchise in case of accident, but similar to the previous mentioned policies, the full value need not be insured. Naturally Third Party Property is not included in this as it has already been a compulsory cover as per 3(a).

4. Additional conditions to the above are as follows:

- (a) Where there is a total loss, the wreck remains the property of the Member.
- (b) A cross liability clause in case two veteran cars are involved in a head-on collision - meaning that both claims are paid.
- (c) A Veteran Car Club Committee is to value the car in case of total loss in order to give a fair value.
- (d) In regard to the compulsory Third Party Property Cover, the Club and Members are insured for their respective rights and interests. Therefore the Club receive a cover that they originally wanted.
- (e) The cars are therefore covered in case they belong to two Clubs for Third Party Property etc.
- (f) I have also arranged an Unnamed Drivers Comprehensive Policy for Members who have more than one car but only require cover on a certain number of cars that will be on the road at one time, e.g. a person who has 6 cars may only want a maximum of two covered and therefore a comprehensive policy can be taken out for two cars only and premium paid for two cars. He must fill out particulars of the six cars on his proposal and stipulate an Unnamed Driver Policy for 2 cars only. This will cover any two cars of the six owned. In the case of an accident, a certificate must be given by the Club or other Clubs to which he belongs to state that two cars only were on the road on the day of the accident. If there were any in excess of the 2 vehicles then no claim would be payable to the Member.

Any Member wishing to take out Fire, Theft or Comprehensive Insurance should contact:

Mr. Warren Robinson,
Underwriting Manager,
South British United Insurance Group,
Hunter & George Streets,
SYDNEY. N.S.W.

'Phone: 232.0122

Make sure that present policies with our previous Company should lapse on expiry.

Letter to the President - Insurance (Cont'd.)

In addition, it is to be stressed that Warren Robinson would like to get your other insurances, home, factory etc. - why not get a quote next time they are due.

In submitting this report as the Insurance Officer, I recommend this overall quote and that it be placed before the Members so that the insurance matter may be finalised.

VICTOR JACOBS,
Insurance Officer.

FIVE CYLINDER ENGINES

Who built the first?

If the four was too small and the new six was too long, why not try a five? Rover was tinkering with its own in-line five 12 years ago, but canned it.

If Mercedes hadn't announced its in-line five-cylinder diesel engine a couple of years ago most of us would still think the layout impractical. Any high school mathematician will tell you there are all manner of potential balancing snags - and this always explained why nobody had tried it before.....or had they? They are wrong, ROVER - good old Rover - built successful prototypes as long ago as 1964.

For all we know, some brilliant pioneer engineer cobbled up an in-line five at the turn of the century but it is highly likely nobody bothered until recently. If we limit ourselves to thinking about cars - Audi will certainly be the first to sell petrol powered fives and Mercedes was the first to sell its diesel five - but Rover was probably the first of all.

Rover wanted to be able to make use of as many existing components as possible. Way back in 1964, the company looked on this as a financially logical, if technically crazy, way of squeezing a larger engine into a limited body space. Quite simply, Rover engineers Peter Wilks and Spencer King had the brilliant successful Rover 2000 sedan - the P6 project, in their language. Their directors now wanted to expand it by offering larger and more powerful versions of the car. To minimise capital spending, they insisted this should be done with the minimum of structural changes and with no change to the basic chassis/base unit. They already had a production capacity problem - they could sell every 2000 which could be built - so there was no question of generating many extra sales. It would merely be a case of pushing up the profit per car.

Rover had, incidentally, developed a 90 degree vee-6 engine but this never got itself committed to production because the tooling costs would have run into million of pounds.

(Cont'd. on P.9.....)

The only answer was to stretch the P6's four cylinder overhead-cam engine. Technically the easy way to achieve this was to design a six. This would ensure satisfactory engine balance, push the engine size up and boost the power (with only a single SU carburettor). Several cars were built with such engines (these were the P7 prototypes) and one was sold off to Edward Eves, of the British magazine 'Autocar'. However, the six was really too long for the existing structure. New nose panels, new front wings, a new bonnet and other details would have been needed - and in addition the big six was around 90 kg heavier than the "four".

At this stage the fertile design brains of Spencer King and his right-hand man Gordon Bashford proposed a compromise. If a four was too small and a six was too long, why not try a five? Most designers making such suggestions would probably have been howled to scorn, but people never did that to King and Bashford. They had a reputation for way-out schemes that really worked. King had been supremo for the gas-turbine cars for years. Together they had schemed the original Rover 2000 concept in the 1950's, the four-wheel-drive T3 turbine car and the front-wheel drive T4 turbine powered sedan. So instead of saying "It won't work", engineering director Peter Wilks authorised the building of a couple of prototype engines.

Rover didn't tackle the task conventionally, it merely used cylinder blocks and heads from a four and applied the best blacksmith methods. It took two each of the castings, carefully cut off the unwanted ends of each and had the rest welded together. Rover's Jack Swaine, who led the engine design team, told "We used the back half of one 2000TC engine and the front three cylinders from another. We did all the cutting up, that was easy, but experts like Barimar had to do the rewelding. That sounds simple enough, but re-welding castings which have already been heat-treated is a very tricky business. Of course, this was only done to save time from the start and would not have been repeated at the production stage. The use of 2000TC cylinder heads was important, as ports and manifolding were much superior to the 2000SC. The engine looked remarkably similar to a four, with the same front cover and timing gear. At one side of the unit, only the five ignition leads and spark plugs gave the game away, while the strange manifolding made all the difference at the other side. Cut and weld techniques were also applied to the sump pan, camshaft cover and air cleaner box - the welding lines being clearly visible. The extra length was only 10 cm and weight penalty only 45kg. And it could be squeezed into the existing Rover 2000 shell without costly changes.

All this was in 1964.....by 1965 the project was dead. Although it was always a serious venture and a couple of engines were built and tested (Rover has preserved one to prove the legend) there was little serious road testing. The project was cancelled, not because the five didn't work properly but because Rover had acquired the rights to something sensationally good - the ex-Buick V8 engine.

What were the problems? Jack Swaine explains: "I always had reservations about the design, not because of balancing problems but because it would be difficult to carbureate. There are even-interval firing impulses and an

(Cont'd. on P.10.....)

and an even smoother overrun torque than in a four but there is out-of-balance primary and secondary vibration to be tamed. With a diesel engine that wasn't much of a worry. In a refined car like the Rover it would be critical. We did our best with it, but in the end it would have been a problem for the chassis development people. They would have had to develop some really clever engine mounts.

The carburetion was difficult. First of all we built a three-SU version, which looked a bit comical. One instrument had a cylinder all to itself, while the others fed a pair each. At first we didn't reckon on using a single carburettor (remember that by 1964 the company was committed to SU or Zenith-Stromberg constant depression instruments) - not unless we could have a lot of time to develop manifolds and I certainly didn't want to go for petrol injection if it could be avoided. We conceived a twin SU carburettor layout, not conventional at all but with one at each end of a gallery - one pointing forwards and one pointing backwards! This was logical, but bulky.

There was one big problem. Using constant depression carburettors, each effectively had infinitely-long balance pipes. The engine never really made up its mind which carburettor piston to lift first. We had two ideas for getting round that one. Either we could link the pistons mechanically, or by a pneumatic method.

When the Rover five was cancelled there was no serious mechanical or technical reason why it shouldn't have succeeded. It was overtaken by events -- and by the sheer light-alloy excellence of the 3½ litre V8.

So when you meet the proud owner of a new Audi 12C who insists his car is unique, don't believe him. He will probably know about the 240D 3 litre Mercedes but you can be certain he doesn't know about the five-cylinder Rovers. Nor is Audi about to tell him!

In our business, is there anything absolutely new?

(Article copied from "Freewheeling", January 1977 issue.)

BACK ONE DECADE

From SPIT AND POLISH February 1968

Vic Jacobs advocated balancing annual receipts and payments for the benefit of members.

Twenty four cars attended the Concours Day - better than we've seen in recent years.

Anonymous (whoever that may have been) contributed a poem, "Arthur, Alex and Jim" about the wet day chosen for an event.

George Adams finished his story of collecting the 1916 Garford with, "If you are going to have a fire, please write."



Peter Ward's moustache is an aid to identification. John was referred to as "the one without" at the January Meeting.

#####

Jock McGowen would like to see "good sorts in Chesty Bond singlets" on the big rally.

#####

Jim Simpson asks, if we are to follow the preachings of Women's Lib., can we any longer refer to our mechanical mates as "she"? That would be discriminatory, surely, according to James.

#####

Meeting discussing man's lack of inclination to cut grass. Lady's comment: "I have one of those." Guess who, and to whom she referred.

#####

Lined up for the Festival of Sydney Procession, a group was admiring some passing lovely young things. One asked, "Wouldn't you like to be nineteen again?" "Twenty three would do," said G 70Ks, as quick as a flash. Was he then in his prime, Jean?

#####

Congratulations and thanks to Val Cross for the excellent V.C.C.A. Federal Calendar and information sheet included as a supplement with this issue.

#####

What's the story behind Keith Cardin and his veteran cat? Also ask why he is considering electric starting for his car.

#####

Too much talk from the owner, or too much torque from the Besa? Reported broken axle on the Festival of Sydney Display Outing.

#####

BENDIGO SWAP MEETING, NOVEMBER 1977

Billed as the Hershey of Australia, it must go close to it as over two hundred swap sites covering several acres, a large commercial mart in one pavillion with a display of local restored cars in another and adequate amenities in the way of food etc., went to make this a memorable event.

Unfortunately I was only able to stay for the Saturday but by 8 a.m. there were dozens of sites being activated and by 10 a.m. there was barely a reserved site not occupied with some dozens of smaller displays spilling out of utilities and trailers on the car park perimeter.

Weather was perfect and though there was not a tree in sight the sun was not too hot and a hat was a must. With the help of Cootamundra friends I was able to circulate in a few limited excursions (which always took longer than the ten minutes intended) but I kept an eye on the store for them also.

Prices varied from most reasonable to somewhat exorbitant and as would be expected there was a preponderance of Vintage and later American machinery though here and there were a few gems such as a Veteran Minerva rolling chassis with a good radiator and many spare mechanical parts down to a tiny Dufaux engine as used on the Motasocoche motorised bicycle back in the early 1900's. On a stand with some attractive acetylene generators was a coiled scuttle Daimler Horn in quite good order for \$15, a range of car clocks with an upside-down pocket watch type for Veteran mounting on a dashboard. Motometers were steady at about \$7½ each whilst a pair of Chevrolet Vintage hub caps changed hands at 20¢. Unusual items were a Smith's (Bean) cutout at \$2 and a Lucas Dipping Headlight pump at 20¢.

There were good stocks of new tyres (in a broken range) at good prices, a trailer full of unidentified motor cycle frames and even Workshop Manuals for World War II trucks, some enamel signs and really it would have taken several hours just to have a casual inspection of the vast stock.

A long hot day was had by all and when I left about 5 p.m. things were getting rather subdued and as the sun slowly sank etc. I packed up and pointed towards home about 1000 km away, glad I had had the opportunity of seeing such a spectacle.

PAUL W. BUTLER.

The lady had just picked up her new car and wasn't familiar with all its gadgets, particularly the electric powered windows. Stopping at a garage she tried to lower the window and pay the attendant. Pressing one button she was startled to see the wrong front window whizz down. Somewhat rattled she tried again, and this time both rear windows went down. After much pressing of wrong buttons her window finally went down. The attendant watched all this with great amusement. Shaking his head, he said, "Lady, just when I'm getting worried that women might take over the world, one like you comes along and restores my confidence."

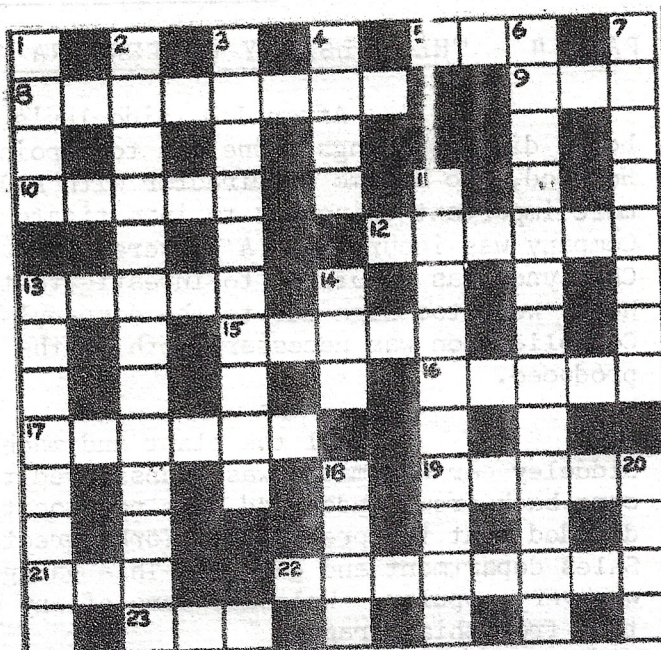
ACROSS

- 5 Sap makes this Italian car a health resort. (3)
- 8 American car without equal made from sleepers. (8)
- 9 United Arab Republic. (3)
- 10 Lakes formed by these unintended holes. (5)
- 12 English car seen in Timor rising. (6)
- 13 Co-led an American automotive electrical manufacturer. (5)
- 15 Stringed instrument sounds like prohibition of the Queensland Premier. (5)
- 16 My tea is fleshy. (5)
- 17 Gary'll make a Scottish car. (6)
- 19 Explosive projectiles are unkind name for veterans. (5)
- 21 Young Men's Union. (3)
- 22 Mrs. Leach makes an American car that sounds like beautiful women. (8)
- 23 Problem fixers conceal an American car. (3)

DOWN

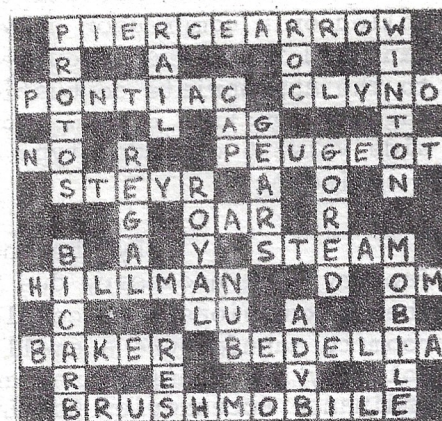
- 1 Pole broken by German car. (4)
- 2 Large emu quilt torn by Belgian car. (13)
- 3 American car model boils over. (10)
- 4 Lies about a piece of land. (4)
- 6 Austrian car made of dour materials. (6,7)
- 7 Sole's cry upset an English car. (8)
- 11 Boil me cool American car. (10)
- 13 Al had eye fixed on a French car. (8)
- 14 Singular fruit salts rise. (3)

CROSSWORD No. 4



- 18 A current high explosive pain. (4)
- 20 Window frame has a bearing on fire remains. (4)

SOLUTION No. 3



XXXXXXXXXXXXXXXXXXXX

THE WOLSELEY MOTOR CAR

PART 4 - THE WOLSELEY GOLDEN ERA 1910-1914

After J.D. Siddeley's departure from Wolseley the Vickers board did two things. One was to appoint a new Managing Director, Mr. Ernest Hopwood, who became Co-Director with A.J. McCormack in 1911. The second and more important thing was to investigate the reasons for the continued loss the Company was incurring. A Vickers board member, G.J. Chitwynd, later Viscount Chitwynd, was appointed to investigate the company. His findings were that overheads were too high due to the company's activities being so scattered. Consolidation was necessary both in the places of business and the number of models produced.

All the plant and machinery at the Crayford factory (where the Siddeley car was made) was transferred to Birmingham. The Head Office staff came back from London and were now located at Adderley Park. It was also decided that the premises at York Street, Westminster, should be the London Sales department and garage. This garage became the official R.A.C. garage and was very popular. Wolseley cars of any model could be hired for any length of time from this garage.

The number of models were reduced from eight to four by the end of 1914. All these measures caused the company to show a steady working surplus. The cars sold very well and 7,500 units of the 12/13 and 16/20 h.p. models were sold. The extent of the success can be gauged by the fact that the motoring handbooks produced in that era contained many examples of Wolseley car parts because of the popularity of the cars. Also in Australia there seems to have survived many more of these models than any other veteran and vintage Wolseleys. A fitting tribute to the sales and durability of these very fine cars. Surely the Golden Era of Wolseley. During this period the colonial market was considered to be important enough to have a special model produced for it. Generally they had bevel differentials instead of worm and various springing improvements to cope with the poor road conditions of the colonial countries.

Air starters also were included on some cars. Briefly they relied on a compressor driven by the engine when running to charge a storage tank and then, when required, to start the engine feed via a distributor valve to the appropriate combustion chamber to force the piston down. Both dual and magneto ignition systems were used. The 24/30 and 40/50, 50 and 60 being of side valve 6 cylinder type and the other more popular models being side valve 4 cylinder.

By the end of 1912 considerable extensions to Adderley Park factory were necessary due to the large demand for Wolseley cars. Even when these extensions were completed in 1914 the factory did not have sufficient room to manufacture a small car, the Stellite. The Stellite was designed by Wolseley but manufactured and marketed by another Vickers subsidiary, Electric Ordinance Accessories Co. Ltd. This 9 h.p. 4 cylinder side valve car had its gearbox mounted enblock with the worm differential and had $\frac{1}{4}$ electric springing all round. This car also sold very well and had it not been for the first world war

(Cont'd. on P.15.....)

The Wolseley Motor Car (Cont'd.)

would have been in production much longer. It was produced after the war but soon formed the basis on which the Wolseley 10 h.p. cars were built.

Before we leave this chapter some other interesting activities of the company should be discussed.

One such project was the supply to Captain Scott's ill-fated Expedition of three motor sledges which were, in retrospect, a failure. They had caterpillar type treads with spikes on them and had a 4 cylinder air-cooled engine. One of them was lost overboard from Scott's ship during unloading at Antarctica, the other two suffered a series of mechanical breakdowns starting with a rear axle housing failure, big end failures (they had taken spares) and finally the conrod broke. It appears the motor sledges were slipping excessively on the ice and overheating the engine to the point where big end failures occurred. The last letter found with Scott's body recalled the reasons for the failure of his expedition to reach the South Pole first, but no mention was made of the motor sledges.

Another fascinating experimental car made by the Wolseley Company for Count Peter Schelousky was a Gyrocar. This car had two wheels and steering like a motor bike. A gyro was run by the engine at 1500 r.p.m. and the gyro principle was used to keep the car upright at very low speeds. The idea of this unusual vehicle was to provide a military vehicle in war time which did not require as wide a track as conventional cars and trucks. I would suspect Vickers were keeping a watchful eye on how it went too. A public demonstration took place in Regents Park, London on 28th April, 1914 and caused quite a stir. But with the outbreak of war Count Peter Schelousky disappeared and the car being too big to scrap was buried in a big hole at the factory. At a later date it was dug up due to extensions to the factory but, alas, quite recently sent to the scrap yard.

It is not generally realised that Wolseley made a range of commercial vehicles and trucks ranging from a 12 cwt delivery van to a 5 ton truck and they even led the field in fitting pneumatic tyres to some of its light delivery vans.

Now with the advent of war the Wolseley empire was mobilised to manufacture war materials. We shall see in the next chapter just how the company went about this and how much influence it was to have on the following cars to be produced in the Vintage years.

(To be continued.)

ODD BIT:

An American driver, Parnelli Jones, is reputed to have stated that: "If the thing's in control, you're not going fast enough." That might be all right for stock car driving, but for veteran vehicles, let's stick to the old fashioned ideas.

LETTERS TO THE EDITOR

Dear Max,

The late Dr. Alfred S. Lewerenze, for many years published a column in the Horseless Carriage Club of America's Gazette under the heading "What Is It?" covering such topics on members' vehicles as, "Where Was It Built?", "What's the Year?", "What Did It Cost?", "What Was the Original Colour?", "What Tyre Sizes?", "When Was it Discontinued?" etc. etc.

In volume 39, No. 6, November-December 1977 issue of the gazette, the editor issued the following statement:

"Dr. Alfred S. Lewerenze died some two months after submitting his final batch of "Whatzits" in April 1975. We have been printing this backlog from time to time and here have the final two puzzlers. This marks the end of a service such as no other club has offered members, or probably ever will be able to offer. However we still encourage members to send in puzzles which we shall attempt to answer, or refer to someone who can, or shall publish them in our 'Information Wanted' department in the hope some other member can supply the needed facts or material."

Coinciding with these expressions by the H.C.C.A., the Antique Automobile Club of America in their publication, Antique Automobile, Vol. 41, No. 5, Sept.-Oct. 1977 edition, issued this statement:

"In March of this year A.A.C.A. purchased the Dr. Alfred S. Lewerenze Library of Transportation in Los Angeles, California. Dr. Lewerenze was a founding member and past president of the Horseless Carriage Club of America. He devoted his entire lifetime (until his death on June 15, 1975), collecting literature, manuals, books, advertisements and clippings on all forms of transportation. A full-time librarian has been engaged to classify and catalog all of this reference material. When completed, A.A.C.A. will have at its national headquarters in Hershey, Pennsylvania, a very worthwhile collection of automobile reference material to answer club members' inquiries. More information on our library will be published when the cataloguing is completed."

Your writer presumes, this very comprehensive library was part of Dr. Lewerenze estate and was sold to the highest bidder.

The fact that it is to be set up as a reference library under full-time supervision by the A.A.C.A. is most commendable and shows the foresight of this club's management in seeking to obtain for its members the invaluable information it contains.

Looking in retrospect and being in a position to appreciate the assistance Dr. Lewerenze so willingly gave, A.A.C.A.'s acquisition of his library and their plans for its utilisation is seen as the measure of respect in which he was held and a tribute to his work towards expansion of our hobby as a whole.

GEO. A. ROBERTS,
Research Historian.

Letters to the Editor (Cont'd.)

Sir,

Do we see the final solution to the events' lack of popularity? What is the most important part of events - the course, sightings en route, the finish? It seems inconceivable that the starting point should be important. If such be so, then a case seems to have been made out for a start from the Conservatorium of Music.

Are we so advertising oriented lately that we have to be talked into attending events, either club motivated or charity motivated? Are we so used to seeing sales advertising in newspapers and television or hearing it on radio that we make no energetic move to join in an event till someone prods us via the telephone? Do we acquire these vehicles and join a club in order to share with others the pleasure and fun of driving these old things, or are we watching for a capital profit?

Why not let us get all the fun out of them while we can before they are costed out of the hobby by solid registration and insurance (and now an additional insurance), and petrol prices, to say nothing of the rising tyre prices.

J. SIMPSON.

CAR OF THE MONTH - CADILLAC

The make has been in existence since 1903.

Henry M. Leland (not to be confused with Leyland) had been associated with Henry Ford, and at some stage, had built motors for Oldsmobile (Ransom Eli Olds, of course).

So, why Cadillac?

There is a town of that name some 150 miles north west of Detroit, in the same state, i.e. Michigan. The city of Detroit was the address of the original company, which was named "Cadillac Automobile Co." Not as if the firm started in Cadillac and transferred later to Detroit, which area seems to have been the epicentre of the American Automobile industry. Perhaps Leland had personal or family leanings that way, or merely felt that the word had an advertising pull. We should like to know more. Whether or not he really felt that way, over the years the name "Cadillac" has become synonymous with quality. (Sit down, Mossie!)

Our perception of Cadillacs over the years registers the make as predominately heavy vehicles. It seems a little surprising, therefore, to learn that the first vehicles were powered by a single cylinder. Leland's association with Ford seemed to be reflected in his idea of designing, because the originals had a horizontal engine under the floor, and a 2-speed planetary

Car of the Month - Cadillac (Cont'd.)

transmission leading by a central chain to a spur type differential. The capacity of the engine was $1\frac{1}{2}$ litres, and the breathing was achieved with the inlet valve over the exhaust. It was rated at 8 h.p. The under-the-floor engine left a blank space up front, and the earliest models did not have a bonnet. Maybe just a dashboard like a sulky, but not curved as the Olds was. Later a dummy bonnet was installed, and the front suspension changed to transverse.

We are not so sure, at this stage, of the nature of the Dewar Trophy, but in 1908 the R.A.C. awarded the trophy to Cadillac for their demonstration of a 'standardisation test' at Brooklands. This consisted of dismantling three cars, heaping the parts together in complete disarray, then rebuilding the cars by assembling appropriate parts taken at random from 'the heap'. Quite an achievement, but it must be pointed out that the internal combustion engine of those days consisted of a 'small number of big bits' rather than the modern improved (?) concept of 'myriads of components of small dimensions'. (All the same, the name 'Dewar' adds quite an interesting flavour to the exercise!)

By 1906 the make was well established, and they stepped up to 4 cylinders, producing 30 h.p. The cylinders were separate, and had copper water jackets. In the eight years to 1914 they sold 75,000. The model was then discontinued.

But in 1909 they were persuaded to join General Motors.

In 1910, presumably for sales purposes rather than as an engineering triumph, they claimed that tolerances on 112 parts of the car were accurate to one thousandth of an inch.

By 1914 the transmission had changed considerably. They were now fitting a three-speed gearbox and a two-speed back axle, which superseded the three-speed box and conventional differential.

Delco lighting and starting were standard equipment by 1912, and this must have boosted sales. The motor was now $5\frac{1}{2}$ litres and reputedly good for 60 m.p.h. It was probably getting a bit difficult to start with the handle, anyway.

The V-8's came in 1915, along with left hand drive, so that the Nissens must have very early V-8's as Frank's is 1915 Type 51 and Peter's 1916 Type 53. By now, of course, when one heard "V-8" one pictured Cadillac. During the first year of production 13,000 were sold, and this particular model was used extensively by the U.S. Army in World War I.

From 1917, cylinder heads were detachable.

* * * * *

SCENE SOCIALLY

Fifty-third wedding anniversary! Congratulations to Bill and Rita East, those Studebaker stalwarts who don't seem to miss many club events, including monthly meetings and that annual appearance of Santa Claus. Rita thought he looked familiar, and asked Dorothy Steer if she knew him, too. She did!

#####

Best wishes to newlyweds Allan and Beryl Blevins.

#####

Congratulations to Peter and Maria Nissen who have a son Michael born January 2nd.

#####

Di Berthon is back on the road again following some hospital repairs - David's housekeeping skills came to the fore whilst Di was on blocks.

#####

Allan Blevins has had a bit of suspension trouble and hope the knee action is soon back to normal.

#####

ROSTER ADDITIONS AND ALTERATIONS

CHANGE OF ADDRESS:

Ben and Elsie Bronk,
133 Merindah Road,
BAULKHAM HILLS. 2153

R.J. (Bob) Hobson,
3 Lawrence Street,
WEST RYDE. 2114

T. Foulcher,
10 Margaret Street,
HUNTERS HILL. 2110

Mrs. Heather Bell (formerly
Miss Sherbon),
32 Charles Street,
ENMORE. 2042

J.P. Small,
4211 Wynwood Drive,
ANNANDALE, VIRGINIA. 22003 U.S.A.

B.F. Craze,
36 Nullagine Street,
FISHER, A.C.T. 2611

J.E. Clifford,
171 Main Road,
ABERDEEN, 2336

L.D. Macey,
388 The Esplanade,
WARNERS BAY, 2282

F. Heming,
2 Tranmere Street,
DRUMMOYNE. 2047

RESIGNED: F. Craze, Bowral.
J.B. Arrowsmith.

DECEASED: R. Craze, Port Macquarie.

A D V E R T I S E M E N T S

FOR SALE

T Model Tip Truck.
Ruckstell Diff.
Shown in 1918 Wollongong Show

- MICHAEL LING
55-0299

FOR SALE

21 inch steel wheels - possibly lock ring type - stamped DB -
with "L" and "R" wheel nuts.

Offers

- MR. BISHOP,
"Malonga",
Hanging Rock. 2340
067.69.3665

(Owner 'phoned Jack Dance).

WANTED

Two new or good used rims to suit 3.00 x 21 Motor Cycle Tyres and
two new or good used rims to suit 2.75 x 19 Motor Cycle Tyres
(36 or 40 spokes) or clues leading to acquisition.

AVAILABLE FOR
EXCHANGE

New unused Tyres Dunlop 5.00 x 19, 4.50 x 17, 4.00 x 19
Good used Olympic 6.50 x 20, new retread 5.00 x 20
Seek 3.50 x 19, 4.40 x 19, 5.00 x 23, 6.00 x 21

- PAUL W. BUTLER,
1 Darley Rd.,
RANDWICK. N.S.W.
02.399.3786

WANTED

3, 1916-1918 Buick b/e Rims only.

- CYRIL STANBRIDGE,
The Lodge,
Treetop Glen,
Thirroul.
042.67.2066

* * * * *

SUPPLEMENT TO SPIT AND POLISH - FEBRUARY 1978

E V E N T S

SATURDAY, FEBRUARY 25TH

Hawaiian Luau! Party
Venue: Pam & Max Roberts,
10 Anatol Place, Gordon
Time: 7.30 p.m.
Dress: Casual
Cost: \$10 per double

An ideal get-together before the International Rally, the party offers a superb Hawaiian feast with all the trimmings and includes flagon wine and soft drink. (Please bring your own beer and spirits if desired.) Ice provided.

Dancing and entertainment provided by a traditional Hawaiian trio and dancing troupe.

Friends of members most welcome to attend and to help with catering, could you please 'phone Pam Roberts on 449.1722 or myself on 639.0603 and advise numbers attending.

SATURDAY, MARCH 11TH

2CH Woolshed on Wheels
Dennistown Avenue, Yennora.

SUNDAY, MARCH 12TH

Annual Concours.
Vaucluse House Park,
Wentworth Avenue,
Vaucluse.

SATURDAY, APRIL 8TH

1978 International Rally Start
Macquarie University

SUNDAY, APRIL 16TH

Western Picnic Tour,
Details later.

- DAVID BERTHON

ANNUAL BLUE MOUNTAINS TOUR TROPHIES, V.C.C.A. (N.S.W.)

LEN MASSER TROPHY - OUTRIGHT WINNER:

The outright winner on the points score (excluding the Concours or any sub-event) will be awarded the Len Masser Trophy.

W.T. COGGINS TROPHY:

Will be awarded for second place as points score for competitor not receiving any other trophy.

(CONT'D. OVER PAGE.)

W. SANDY HOLMES TROPHY - ONE LUNGER TROPHY:

Awarded for the best performance by a one-cylinder petrol driven car based on the points system, excluding concours.

FRANK KLEIN TROPHY - TWO LUNGER TROPHY:

Awarded for the best performance of a two-cylinder petrol driven car based on the points system, excluding concours.

G.W. GREEN TROPHY - FOUR LUNGER TROPHY:

Awarded for the best performance by a four-cylinder petrol driven car based on the points system, excluding concours.

BROADWAY MOTORS TROPHY - SIX LUNGER TROPHY:

Awarded to the best performance of a six-cylinder petrol driven car as determined by the points system including sub-events, if any and excluding concours.

ALAN ROSE-BRAY TROPHY - HARD LUCK TROPHY:

Presented to the competitor who experiences the greatest difficulty but still completes the tour. Claims for this award should be notified at the conclusion of the tour to the marshals, whose decision shall be final.

LEN SHEEN CONCOURS D'ELEGANCE JUNIOR TROPHY:

Awarded to any car not having won a previous concours (D'elegance or D'etat) on the points score on judging day, but must also complete the annual V.C.C.A. (N.S.W.) tour, by its own power.

V.C.C.A. (N.S.W.) CONCOURS D'ELEGANCE SENIOR TROPHY:

Awarded to any car having won a previous concours, on the points score at judging day, but must also complete the annual V.C.C.A. (N.S.W.) tour under its own power.

ALAN & DOUG ROSE-BRAY CONCOURS D'ETAT TROPHY:

A trophy will be awarded to the winner of the concours D'etat to be judged on the points system. The judges will deduct points for any non original parts. The word D'etat implies that the chassis has to be in its original condition as its manufacturer delivered it.

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