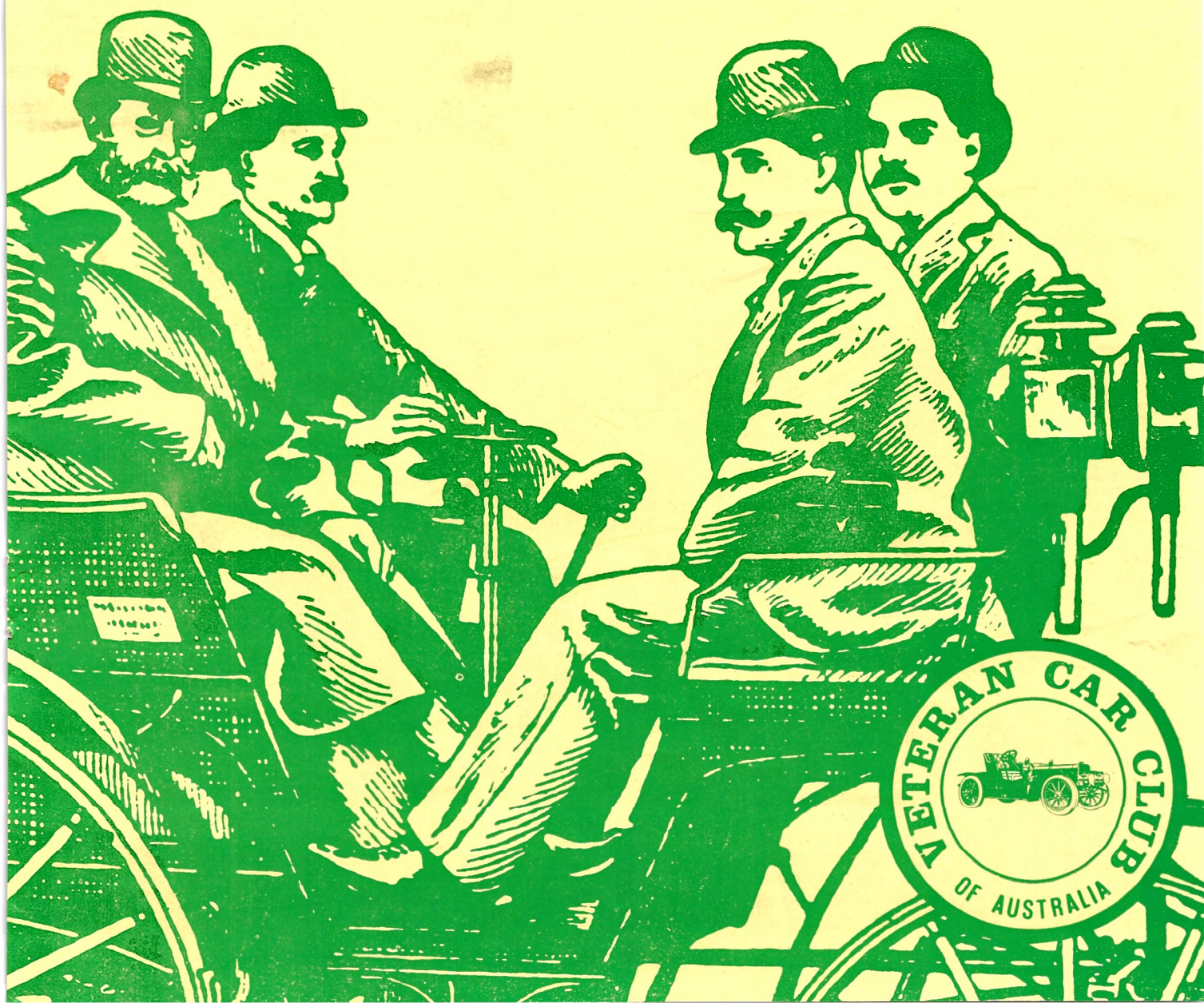


NEWSLETTER OF THE VETERAN CAR CLUB OF AUSTRALIA (N.S.W.)

SPIT AND POLISH

October 1977. Vol. XIX. No. 4. Registered for posting
as a publication — Category B

* PRICE 70 Cents



SPLIT & 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. 4

October 1977

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ANNUAL SUBS. NOW OVERDUE!

Material in this magazine may be reproduced, accompanied
by an acknowledgment of the source.

The next General Meeting of the VCCA NSW will be held in the Club-
rooms on THURSDAY, 27TH OCTOBER, 1977 at 8.00 p.m.

COPY REQUIRED BY FIRST THURSDAY OF MONTH.

ADDRESS ALL CORRESPONDENCE TO:

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



The annual inspection of members' vehicles is only about a month away. One would be insensitive almost to the point of unconscious to have not perceived a hardening of the official attitude to old vehicles and their permits to move, highlighted recently when Keith Carden was in contact with the Motor Transport Department.

Keith was told that the vehicles would be liable to Departmental inspection - which is not news since all N.S.W. vehicles are subject to spot checks at the discretion of that body. We should perhaps be concerned more about the implicit rather than the explicit message. In this age of minority pressure groups obtaining special treatment as a result of their outlandish and noisy behaviour, it is difficult to imagine the old car movement demonstrating en masse in an effort to retain their very limited use of the roads and we will no doubt quietly comply with conditions as required.

To pervert the commercial T.V. slogan to which one is subjected ad nauseum on volunteering to watch the particular channel - "let us not be the ones" to bring discredit with vehicles below standard by using the weeks ahead to eliminate the borderline faults such as working clearances, minimal tyre tread, oil seepage and the like.

Editor.

MINUTES OF THE MONTHLY GENERAL MEETING OF THE V.C.C.A. (N.S.W.) HELD ON THURSDAY, 22ND SEPTEMBER, 1977 AT THE CLUBHOUSE, 134 QUEENS ROAD, FIVE DOCK.

PRESENT: 71 members and 4 visitors.
The meeting was declared open by the Chairman (L. Sheen) at 8.10 p.m. and the visitors were welcomed.

APOLOGIES: L. Baxter, J. Dance, F. Ehlert, B. Pearce, D. Tunbridge, V. Jacobs, R. Thomas, S. Holmes

The passing of Toby Bent was reported with regret and condolences were extended to his wife and family and one minute silence in respect was held.

(Cont'd. on Page 3.....)

Minutes of Monthly General Meeting 22/9/77 (cont'd.)

MINUTES: The Minutes of the Monthly General Meeting of 25th August, 1977 were read. Moved B. Baxter, seconded G. King and amended as follows: reference to "pot hunting by E. Lang" in previous minutes be deleted. CARRIED.

TREASURER: The Treasurer's Report was accepted on the motion of mover M. Chapman, seconder J. Pickup. CARRIED.

CORRESPONDENCE:
Letter from Victor Jacobs re ANZAC Day March.
Agenda and Minutes from CVVTMC.
Letter from Australia Post re SPIT AND POLISH.

MATTER ARISING:

M. Roberts advises that due to the International Rally it may be difficult to obtain 12 cars to Anzac Day. A show of hands was called for and seven members indicated availability.

INVESTIGATION & DATING:

G. Roberts reported on 1911 Talbot owned by J. King.
Application received from A. Ryan with a Chenard Walker.
This car is not a veteran and not eligible for membership.
G. Roberts handed dating plates to G. King.

NEW MEMBERS:

Application for Full Membership received from:

Robert Daunt,
154 Oxford Street,
CAMBRIDGE PARK. 1914 Husband

John King,
13 Telopea Avenue,
CARINGBAH. 1911 Talbot Tourer

Moved E. Lang, seconded B. Petersen. CARRIED.

EVENTS:

B. Thew reports seven cars only attended Navigators Rally.
Foundation Week, Parramatta on 29th October, 1977.
Historic & Classic Auto Club re Festival of Sydney.
Request from 'Business Houses of Berrima' to promote Concours and request Club to promote Berrima.
Reports on Warwick Farm. F. Rossiter - Concours, A. Blevins and D. Lovell - Mobile event.
Newcastle Rally - 11 cars.
Vic Jacobs Day - 13th November, 1977.
Christmas Picnic Day, Lane Cove National Park, 10th December.
Gymea Lily Day, 15th October, 1977, 12-2.00 p.m.

(Cont'd. on Page 4.....)

Minutes of Monthly General Meeting 22/9/77 (Cont'd.)

MAGAZINE: M. Chapman advises new covers available and proposed a vote of thanks to be extended to L. Sheen for arranging new paper for covers and that appreciation be extended to D. Berthon and 2CH for Events Calendar.

SOCIAL SECRETARY:

D. Berthon advises B.B.Q. J. Corby's 19th November, 1977 - bring your own meat.
Christmas Party - Friday, 2nd December, 1977.

PERMITS TO MOVE:

K. Carden advises that Motor Transport will possibly carry out spot checks next year.

REGISTRAR: M. Roberts advises that next AGM each club bring all details and endeavour to obtain national sponsor for Roster.

CLUB ROOMS: A. Blevins nothing further to report.

INTERNATIONAL RALLY:

G. Roberts advises Souvenir Programme under way and photographs have been lodged with publishers.
Bulletin No. 2 to be available during 2nd week of October.
Approximately 70 overseas entrants.

LIBRARIAN: Nothing further to report.

PUBLIC RELATIONS:

No entertainment for October meeting. Will arrange for November meeting. Awaiting "Heroic Days" which is now on delivery.
Government House Day - Sunday, 16th October, 1977, assemble at Conservatorium.

OFFICIAL PHOTOGRAPHER:

J. Thorpe advises attending Warwick Farm - photos taken and available for inspection.

GENERAL BUSINESS:

L. Sheen advised Committee's motion re compulsory third party property insurance. B. Bronk spoke re proposal and obtaining rate for a club cover and advised rates quoted. Gibbs Bright \$20.00 per car for club cover was cheapest.

A. Foy spoke in favour of proposal.

J. Ward also spoke on proposal.

Then moved, J. McGowen, seconded B. Baxter "THAT from the 1/1/78 all applicants for permit to move have a third party property cover".

L. Sheen reported on AGM in Canberra.

CARRIED.

Minutes of Monthly Meeting 22/9/77 (Cont'd.)

Raffle won by L. Sheen.

M. Roberts advises request by Queensland member P. Harris for a generator.

As there was no further business the meeting closed at 10.00 p.m.

REGISTRATION OF VETERAN CARS 1978

At the September meeting of the Veteran Car Club of Australia (N.S.W.) it was moved by J. McGowen and seconded by B. Baxter: "That from 1/1/78 all applicants for a permit to move must have insurance cover." Motion carried.

For those who do not already have any insurance, Third Party Property Cover can be arranged by the Club from Gibbs & Bright Insurance for a cost of \$20.00 per car, plus 15¢ Stamp Duty.

Registration Inspection Days are:

SUNDAY, 6TH NOVEMBER - 8.00 a.m. to 2.00 p.m. at Len Sheen's, 696 Mowbray Rd., Lane Cove.

SUNDAY, 20TH NOVEMBER - at Arthur Garthorn's, 492 Forest Road, Penshurst.

Treasurer Ben Bronk will be in attendance so please bring your money with you.

Permit to Move Fee	\$ 6.00
Third Party Insurance	\$25.15
Third Party Property Damage	\$20.15

OR

Please supply name of your insurer, type of insurance, Policy No. and Expiry Date.

Remember, Department of Motor Transport rules are that:

- (1) All registrations must be transacted in a block by 1st December, 1977
- (2) Permits to move are only available to financial members.

Those who miss out will not be processed until March, 1978. Country members please post your cheque and Inspection Certificate to arrive by 25th November, 1977.

KEITH CARDEN.

VALE "TOBY" BENT

Very few members would be aware of the identity of Kevin James Bent. As we all knew him as "Toby", it is under this name that we pay our last respects. In fact, a very official reference to anyone of Toby's nature would be quite out of keeping.

Toby always had a delightfully free and easy attitude, coupled with that "inscrutable" smile, which combined to make members feel that we were indeed associated in a hobby - not a business.

He will be remembered humourously by many as the member who missed one meeting, due to another member having "forgotten to pick him up".

That beret ringed with badges must also claim a spot in our recollection of Toby.

* * * * *

NEWCASTLE TOUR 1977

The weekend started with a trip up the expressway in company with Barry Garth (T Ford on Truck) and myself with Vauxhall on Trailer. We were joined by Bill Spraggon just before Peats Ridge where also we met Peter Michaels and De Dion - sitting on side of the road (Holden auto transmission failure).

After passing Wyee we stopped for a refreshment; fuel pump on Barry's truck failed, Bill Spraggon produced one from under seat, different model; after rebuild regained the road for run to Hexham for lunch. Trailer has flat tyre. Arrive Morpeth and unload to relax and watch others arrive at various intervals, including De Dion behind Alan Blythe who had driven Maitland - Peats Ridge - Morpeth after having driven up with trailer earlier in the day.

Sunday dawned bright, but a few minor problems. Metz - lazy ignition; T Ford (R. Thomas) - lazy ignition; Vauxhall - lazy ignition and fuel blockage; Clement Bayard - flat tyre. Fourteen cars started the rally (also finished) which consisted of approx. 110 miles or the smaller cars could leave out a special stage of approx. 25 miles. The tour took us in and around the towns of Patterson, Dungog, Glen William, Clarencetown etc.

The competitors side of the rally consisted of a "spotto" for occupying the family with sub-events to test the driver's knowledge of his car and his ability namely: (1) height required for garage door from 100 feet away; (2) time required to reach a point on the road away in the distance, without knowledge of distance; (3) reversing with a blindfold.

The beauty of this rally was the area in which it was held, with a minimum of modern-day vehicles and no traffic problems, the only problems for day - petrol blockages - Vauxhall; tyre trouble - Clement Bayard. We also

(Cont'd. on P.7.....)

Newcastle Tour 1977 (Cont'd.)

sighted other members, not Veteran-mounted, namely Jock McGowen, Brian Hill, Doug Marr, Betty Bent.

The Tour finished in time for those that wanted to see the end of the Bathurst Races.

After dinner the presentation took place with all competitors receiving a very nice book on Veteran Cars, with placegetters in respective competition receiving the just awards. (See Result Sheet).

Monday morning we all packed up and made our own way home after a very enjoyable weekend and our thanks to President Ray Thomas and Organiser Sandy Holmes, Jack Gorton and the band of helpers who made it such a good weekend.

Those attending were:

P. Michaels	De Dion
A. Blythe	Hupmobile
D. Moffat	Metz
B. Spraggon	Renault
B. Thew	Vauxhall
B. Bronk	Overland
B. Garth	T Ford
G. Adams	Studebaker
R. Thomas	T Ford
M. Burke	Hupmobile
N. Preston	Talbot
P. Adams	FN
B. Newman	Talbot
R. Jones	Clement Bayard

Spotto Results:

1st	David Thomas	Car 4
2nd	Graeme Newman	" 11
3rd	Marney Thomas	" 9

Final Results:

1st	Bob Newman
2nd	Ray Thomas
Eq. 3rd	(Ben Bronk (Peter Adams)

BARRY THEW

S C E N E S O C I A L L Y

Frank Ehlert has been having a bit of a dyno tune in the Mater Hospital; hope you are in top tune again by now.

Brenda Matthews had some decarbonising and whilst on the hoist the boys and Keith really let their heads go with the housework and cooking though there were mutinous mumblings about the predominance of chops on the menu, not, it must be pointed out, from the veteran car oriented members of the family, but from one who misguidedly spends leisure on boats.

BACK ONE DECADE

From SPIT AND POLISH, October, 1967.

In the report of the Terrigal weekend, the formation of a new Club was noted - the In Pool Club. Among those mentioned as floating it were Bill Spraggon and Vic Jacobs, though not exactly as volunteers.

We hosted a party from the Horseless Carriage Club of America. They were taken to the Terrigal Run (some in two specially heated Yank tanks) and also were entertained by the VCCA ACT people in Canberra and taken in our cars in the Waratah Procession.

MORE FROM THE PSYCHO WARD

Under the Sex Discrimination Act, is Bob to be allowed to call himself Newman? Has he got to change to Newperson? If so, would it be by Deed Poll or by Promulgation? Will Col. Bryson become Col. Brychild? Of course someone always bobs up to make things difficult. A chap is a male, of course. So is a man. So do we find the new name Max Personperson in the Register? Maybe it would sound better as Max Twoperson, as in Twohill! What about Bill Hardman?

Oh well, time for a session on the couch.

J. SIMPCHILD
(per Editor).



There was some activity at the Rossiter stable prior to Warwick Farm. Fred was preparing the Norton and then was given the last minute job of representing the Club with his Studebaker because the intended car was withdrawn. In the middle of this, the editor made his usual "SPIT AND POLISH copy is ready for Gwen Dunn, Fred" 'phone call and good helper Fred sped in per Honda and did his usual delivery. The indignity was that the concours cars were lined up right where the dust was heavy so Fred (and the others displayed) were left with dirty cars at the end of the day.

#####

The wheezy noises out at Dural in the wee small hours do not emanate from the local dairy farm. They are the normal aspiration habits (maybe inspiration as well, or both) of the assembled parts of a De Dion being frantically prepared for the carriage of the Premier, Mr. Wran, into Government House. The government is sure in for a shake-up.

#####

Believe that Bill Spraggon came out very well in an interview broadcast on radio from the Motor Show - not his usual reticent self at all. Sorry, Bill, but it was intriguing to note your enthusiasm for towing a trailer displayed when the topic came up at the last meeting. Surely you must have thought that you were wearing your Cadillac cap and not the Renault one or has the steamroller derby gone to your head?

#####

Fair comment about our meetings? There's too much discussion about these four-letter associations from Europe; let's get back to some of the light-hearted atmosphere which prevailed a few years ago. (Made by a regular attendee and helper who shall remain anonymous unless he decides to voice an opinion at a meeting and be accused of stirring, no doubt.)

#####

A late message on the Dural one-lunger. Chugging up a hill, Thommo observed with some envy that the fellow cutting grass on a ride-on type mower actually had greater power at his disposal. How about borrowing half of the Fiat 500 to power the De Dion?

#####

LETTERS TO THE EDITOR.

The Editor,

The article "How Many Cylinders?" SPIT AND POLISH August, prompted me to search out an article in "Road and Track", October 1974 on the 5 Cylinder Mercedes Benz. The author, Paul Freres, wrote:

"It had been an open secret for some time that this surprising new Mercedes diesel was coming. But why make a 5-cylinder engine based on the moving parts of the current 240D rather than a 6-cyl. using the moving parts of the 200D (not sold in the U.S., but very popular with fleet owners in Europe) to get a 3-liter engine? The answer is that a diesel must be more beefy than a gasoline engine, and because the smaller Mercedes have been designed to just take the 2.7 liter 6-cyl. gasoline engine a 3-liter diesel 'six' just would not fit. So Dr. Scherenberg made the bold decision to just add one cylinder to the existing biggest diesel four and thus fulfill the requirements of many customers who want more performance and refinement with diesel economy."

He then went on to discuss the design and balance problems which were ably solved by the makers and described operating and driving features of the car to which the engine has been fitted.

The reason for choosing five cylinders was absurdly simple - not enough power from four and not enough room for six cylinders. I hope this will satisfy curiosity and encourage reading of the article to give some insight into developmental work required to transform an apparently simple idea into practical reality.

WARREN IRISH.

The Editor,

Sir,

We note the editorial comments on Traffic Regulations in August SPIT AND POLISH, and we are aware that any written tests to which we might submit ourselves would not produce a very good score. Quite so! We observe the comment that so far we have acquitted ourselves (as a Club) reasonably well in traffic matters. We have seen that the editorial mind has queried whether or not any comments on the above would be forthcoming. From one reader, at least, there are comments.

It could be said that in the main, as in the ten commandments, the over-riding thought can be expressed in two words: Common Sense.

As in the commandments, one need not be able necessarily to quote each regulation word for word, or figure by figure. One should not commit murder, nor covet his neighbour's wife, nor steal odd things, and so on. All this on the pretext of decency, covered by the words: "But you can't do that! It's not cricket!!" So, one does not park right on corners, nor across the

(Cont'd. on Page 11.....

Letters to the Editor (Cont'd.)

other fellow's driveway. It's Common Sense, (apart from common decency) not to cross straight in front of the other fellow when changing lanes. One does not go shooting past the fellow in the adjoining lane till aware of his reason for slackening speed. It is all Common Sense. Before parking alongside a footpath, to make sure that no signs are there to prohibit this. Common Sense again!

So that in the main, most regulations are based on common sense, put into print to correct the unfortunate or cheeky driver who possesses no common sense. Of course there are always about us the few nitwits who must have everything in print for them, for they have no common sense. It is obvious that some special situations must be explained to oncoming traffic, such as: "No right turn. Buses excepted." There are some drivers so daft that they can misconstrue even such a simple directive as this, and indeed feel that they can circumvent it in their own personal way!

J. SIMPSON.

The Editor,

Sir,

Following upon the visit of Mr. Vivian Lyons to the August Meeting as reported in the September Newsletter, I was pleased to be able to entertain Vivian and Tilly to lunch on the following day and show them a few of the local sights in the short time that they had available. During a look at my collection he espied a "Rand Motor Club" badge which I had acquired from South Africa and as this badge was from a local club in Vivian's domicile I was pleased to let him have it as a memento of his Sydney visit. Some badges travel miles in exchanges.

One other item should highlight the hidden value of SPIT AND POLISH in the aspect of getting information on obtuse subjects. Several months ago you published my request for any information on the solar-powered reflective signs that used to grace delivery vehicles before the Second World War. Several weeks passed and David Manson from Chatswood, thumbing through a 1928 issue of the locally published "The Coach and Motor Builder" came across a sketch of a "Reflex Sign" as they were apparently known and sent it on to me. I have now bent up the major part of this sign based on this sketch and again thank you David.

Incidentally, he seeks some Rudge-Whitworth 52 hubs to take 4.40 x 23 or 30 x 3½ so if any are around please ring David on Sydney (02) 419-4495.

PAUL W. BUTLER

A NOTE FROM THE INSURANCE OFFICER

It is surprising to find that most of the cars in the Club are not insured and with the high cost of replacement today and the small cost that we have arranged for insurance premiums, members fail to cover their cars.

When you look at our premiums, they are ridiculous. \$15.00 for \$1,000 worth of comprehensive insurance is very little to pay to give members safeguard on their cars. This figure should be multiplied by the amount of thousands that you want, and compared with modern costs, members should take the opportunity to avail themselves of this insurance.

Have you noticed the high price that is being paid now for veteran cars? It is nothing to see '26 models advertised for 45,000. How much is your car really worth?

For those who only require Fire, 3rd Party and Theft cover, the insurance premium is only \$9.00 per \$1,000. Although it does not give you protection in case of an accident, it is the next best thing to having NO insurance cover at all! Therefore, just think of the catastrophe in the event of a fire or some silly driver smashing into your car, and the tremendous cost to replace or restore back to its original condition.

\$15 per \$1,000 x the amount of cover you require for comprehensive

OR

\$8 per \$1,000 for fire, theft and 3rd Party x the amount of cover.

Any queries, telephone Victor Jacobs - 69.6666 or a.h. 922.1535.

But keep that car insured!

(This was written prior to the September meeting at which it was resolved that all cars using Club number plates must carry Third Party Property Damage insurance. Ed.)

THE PERILS OF DICTATION?

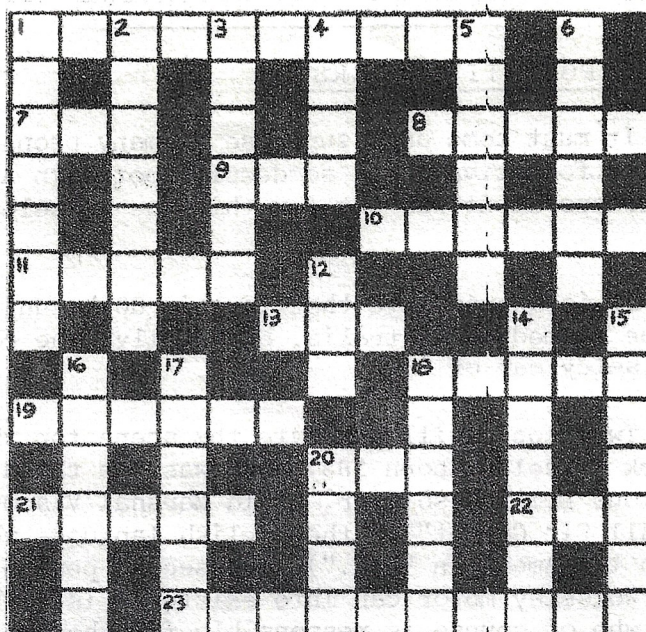
You may have seen this ad. which appeared two Saturdays running in the "Herald":

"Vintage car enthusiast, spokes turn to water, 48T Ford spokes to suit steel fellow in stock. Hunter Valley Wood Turning, Bucketts Way, Booral. 'Phone Booral 20."

One can only assume that it should read "spokes turned to order". On the other hand, as they're meant for a 'ford', perhaps they really do turn to water! Note also that the 'magician' lives in Buckett Way, appropriately enough.

WARREN IRISH.

CROSSWORD No. 1



ACROSS

- 1 Close lorry smashed into the most prestigious of British cars. (5,5)
- 7 Receptacle returns a pen part. (3)
- 8 Old pals lose 50 and 500 Australian gemstones. (5)
- 9 Old cloth returns a fish type French car. (3)
- 10 Motor house reveals oldness of 9 across. (6)
- 11 Enticer sounds like Blue Mountains Rally destination. (5)
- 13 German car prang arranged without publicity. (3)
- 18 Italian car made with a tail. (5)
- 19 Pear in restored English car. (6)
- 20 Young boy. (3)
- 21 Chief monk is a sailor before the Board of Trade. (5)
- 22 Australian Automobile Association. (3)
- 23 Mod rod left if you rebuild this popular car. (4,5,1)

DOWN

- 1 Late run organised in a French car. (7)
- 2 Uri able to make a French car when Rue Bali destroyed. (2,5)
- 3 Music maker reigns over an English car. (6)
- 4 and 20 Lord Evan rebuilt this American car but not across the water. (8)
- 5 I'm peer - an American car in an emperor's territory. (6)
- 6 G.E. deal makes a French car. (6)
- 12 Wheeled vehicle. (3)
- 14 A tirade arranged to emit heat. (7)
- 15 Art train without me makes an Australian car. (7)
- 16 French car made with a "T" bolt. (6)
- 17 The way golfers start is a slangy greeting to a distinguished person. (3,3)
- 18 Dingo I made into blue dye. (6)
- 20 See 4 down.

THE WOLSELEY MOTOR CAR

PART 1 - THE FORMATIVE YEARS

It must come as a surprise to many people that the Wolseley company should have its formative years so deeply rooted in Australia and its sheep industry. Perhaps if it was not for this the Wolseley motor car would not exist today.

It is appropriate that in this 80th anniversary year a Wolseley Car Club should be formed in Australia, but really, the company was started before the first Wolseley car of 1895.

Two people will dominate the scene for these early years. One Frederick York Wolseley, born 1837, who was the third of four sons. (The eldest son was a famous British soldier, Field Marshal Viscount Wolseley, who added the expression "All Sir Garnet" to the English language which is the English equivalent to the American "O.K.") The second person who could be credited with bringing the Wolseley motor car into existence is Herbert Austin, born 1866, later Lord Austin, who of course is responsible for the Austin motor car but who made his first cars for Wolseley.

Before Frederick York Wolseley was 30 he sailed for Australia and during 1867-1868 became manager of a sheep station in Victoria belonging to a settler named Caldwell. During this time he realised the possibilities of mechanical shearing of sheep. Many years of experimenting followed at this station and later from a room in Bourke Street, West Melbourne. He finally put his ideas to the test at a large sheep station at Walgett in N.S.W. Armed with many patents and 20 years of experiments Wolseley formed "The Wolseley Sheep Shearing Machine Company Ltd." with its office at 19 Phillip Street, Sydney in 1887.

Now Herbert Austin joins the story. The new company found it hard to make progress due to faulty parts and having to travel long distances to service and overhaul their new machine. Extreme care and accuracy was required in the manufacture of parts and one firm with a young manager, Herbert Austin, filled the bill. He was working for a firm in North Melbourne owned by Richard Pick-Up Parks. Austin's engineering skills soon won him an offer from Wolseley to work for him. He made many improvements and took out patents for some of his own ideas.

By 1889 The Wolseley Sheep Shearing Machine Co. in Australia was wound up and one bearing the same name was started in England. With the transfer of the main company to England naturally the offer came for Austin to go to England.

On 10th March, 1893 he exchanged his patents for shares in the company and later that year Austin and his family set sail for England. (One incident which happened on the voyage which may be of interest to the ladies and which helps illustrate Austin's versatility is as follows. When his wife was half way through knitting some socks she found that the pattern was lost. Austin not to be outdone took up knitting, turning the heel and completing them without

The Wolseley Motor Car (Cont'd.)

any pattern working it out mathematically.) They arrived after their long sea voyage in November 1893.

The Wolseley Sheep Shearing Company was having production troubles as outside suppliers and the company had no idea of what quality and accuracy was required for the shearing machines to operate satisfactorily and now with the arrival of Austin, his experience proved invaluable in solving the company's problems. Eventually the company was required to manufacture its own parts and forced to move to larger premises called the "Sydney Works" at Alma Street, Aston, Birmingham.

Frederick York Wolseley resigned from the company in 1894 and died in January 1899 and so the man who started the company and gave it his name passed on.

Due to the seasonal demands for shearing machines extra outside work was taken on, manufacturing tools for cotton machines, bicycle parts and also various other machines. It is interesting to note that Wolseleys are credited with producing the first vertical semi-auto chucking lathe. These outside manufacturing interests stayed with the company for many years and were not always directly connected with motor vehicles.

Now comes a controversial part of the story. When did Austin make the first Wolseley? Was in 1895 or 1896? Certain facts are evident. The British motor syndicate swindle made most early manufacturers do their work behind closed doors and also Austin's Board of Directors did not approve of motor car manufacture at this point in time.

Austin's first car looks very much like Bollee's tricar which he may have seen at the 1895 Paris Show while attending the Wolseley stand. A picture showing Austin on his first car shows trees fully leaved, as for an English summer (1895 or 1896). But regardless of the above, a car was made and is still in existence today, as is the second and third car.

What was the car like? The first car (1895/1896) is an air cooled two cylinder horizontal opposed tricar. It has two tiller steered wheels on the front and one driving wheel on the rear. Two people sit back to back with the driver facing forward. Both cylinders come to T.D.C. and fire at the same time and are jointed to a central combustion chamber mounted on top of the crankcase. This combustion chamber has cam operated inlet and exhaust valves and a tube ignition system with a surface carburettor fitted. The frame construction was very bicycle-like with welded seamless steel tubing with triangle-like bracings. This is not hard to believe due to Austin's love of bicycles and Wolseley's involvement in bicycle parts production. It appears this car was not very efficient due to the long tubes from the combustion chambers to the cylinders and no more development was pursued with this car.

The second car (1896/1897) seems to have been a better proposition. It was made under different circumstances as Austin's directors approved and

(Cont'd. on P.16....

The Wolseley Motor Car (Cont'd.)

voted 2,000 Pounds towards production. Dating the car is not hard as it was displayed in its original form at the Crystal Palace National Cycle Exhibition in December 1896 and described in "The Autocar" 25th December, 1896. It was a tricar but with a single tiller steered front wheel and two independently sprung rear wheels, seating was the same as the first car. Two different engines and transmissions were fitted to this car. The first water cooled two cylinder engine was replaced with a single cylinder one and the epicyclic gear box by a system of belts and pulleys. A water storage tank was fitted under the forward seat and heat exchanger type tubes mounted under the floor on the later model. It had coil ignition. A catalogue was produced for the car but no one seems to venture to say how many, if any, were sold.

In June 1898 Austin completed a journey of 250 miles in this car, from Birmingham to Rhyl and back. Quite a remarkable performance considering the times and the vehicle. This trip also convinced Austin that any further production should have 4 wheels. So in 1899 the third car, a four-wheeled vehicle with tiller steering, was made. This car set the basis for Wolseley cars up to 1905. It proved to be exceptional for its time, winning many awards in trials and was the cornerstone that the Wolseley car was built on.

The car had a horizontal single cylinder water cooled engine with auto inlet valve and cam operated exhaust valve fitted to a removable head. Coil ignition was used with a surface carburettor. Large flywheels were fitted at each end of the crankshaft and max revolutions in the order of 800. A flat belt came from the engine to drive the three speed gearbox which through a spur type differential and chains drove the back wheels. Clutch action was achieved by slipping the belt by tilting the gearbox. The water cooling was assisted by a water pump up to the dual radiators in the front of the car. A well designed simple car, noisy, but the first real British car. Not a copy or a near copy of a foreign car.

This brings to a close the first chapter of the Wolseley car story. Soon we will see how the giant Vickers Company and J.D. Siddeley became involved and of Austin's departure from the company.

(To be continued).

He was driving a girl home from a country dance - after midnight, on a pitch black night and on the loneliest of lonely roads.

The car spluttered and slowed. He turned into the side of the road, stopped the car, got out and raised the bonnet.

After tinkering under the bonnet for a time he came around to the side of the car and said, "This is too bad. Water has somehow got into the petrol. It seems to be all water."

"I know," said the girl. "But don't let it bother you, this has happened to me before. All we have to do is sit here and argue for a time and the water turns right back into petrol."

F O R T H E C O O K SPork Capricorn

1 lb. boned pork (cheaper cut)
 1 small green pepper
 1 small red pepper
 1 medium onion
 1 medium sized carrot
 Oil for frying
 3/4 cup white vinegar
 3/4 cup brown sugar
 3/4 pint stock
 3 tablespoons soya sauce
 3 tablespoons cornflour
 1 cup raisins
 3/4 cup pineapple pieces

Cut pork into 1" cubes.

Chop peppers into neat lengths and thinly slice onion.

Cut carrot into thin strips about 1½" long.

Quickly fry pork until evenly browned, reduce heat, remove excess oil.

To the pork add prepared peppers, onion, carrot, vinegar and sugar.

Pour in stock and simmer until pork is tender.

Dissolve cornflour in a little cold water, add to thicken mixture.

Lastly add soya sauce, raisins and pineapple pieces.

Simmer for 5 minutes, keep hot for serving.

Serve with saffron rice or own choice of accompaniments.

(well tried and tested - never fails.)

Peanut Cookies (to remedy that peckish FLing)

¼ lb. Copha
 1 small cup sugar
 1 egg
 1 cup raw peanuts
 1½ cups s.r. flour
 pinch salt.

Melt copha, add sugar to egg and beat, then add balance of ingredients.

Place a teaspoon of mixture on lightly greased tray, bake in moderate oven approx. 15 minutes.

(George's favourite.)

GLAD KING

(King's Kitchen ??)

HOW WE SEE IT

The founder of the Studebaker Corporation died quite recently. As a comparative figure, it is surprising to learn that his age was 84 years.

His father was a blacksmith and it was doubtless this fact which led him to launching out on his own - making wheelbarrows. He improved them to the extent of adding three more wheels, and in place of two "cranks, mobility, for the purpose of" fitted to the rear, he put one crank centrally at the front.

Later a Pickup model was produced, and another model considered by George Adamsite better. A Backster model was constructed for those keen on betting whether or not they will make it, while Fred Rossiter is running a model which can disintegrate a battery connection in two hours flat! And, of course, there is the Star of the East model.

Marvellous cars - Studebakers.

And speaking of Studebakers - how grim it is that we are no longer to see Toby filling (and we mean just that) the driving seat of that beautiful single-seater Studebaker. No doubt it will grace the scene with its presence on occasions in the future, but it won't seem the same without Toby.

J. SIMPSON.

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

1928 Dodge headlights, carburettor and engine.

1928 Leyland 4-cyl. engine with magneto and gearbox

1930 approx. Macdonald diesel single-cyl. tractor

- D. BIBBY

'Phone: Binnaway 34.

WANTED

For 1928 International truck, all gauges, oil pump and headlight.

- PETER MATTHEWS,

32 Clontarf Street,

Seaforth. 2092

'Phone: 94.4809

FOR SALE

Austin 6-cyl. parts circa 1929 including headlights etc.

- DON STEER

'Phone: 44.3415

ADVERTISEMENTS (CONTINUED)WANTED

Magneto type M2 EIC (not BTH as in last month's ad.) or
Magnet to suit 15/8" deep by 3 7/8" high and set of points
to suit 21" BE front wheel for 1914 Triumph motor cycle
Sprocket and pulley to suit Douglas TS 1924

One only spoke 0.11" g x 10½" with nipple.

- PAUL W. BUTLER,
1 Darley Road,
RANDWICK. 2031
02.399.3786

WANTED

Information as to where or whom to contact re procuring
or manufacturing a hand operated or mechanical air pump
capable of obtaining 300 lb/sq in.
This is required to complete the Gardiner Serpollet after
two years of hassles.

- JIM EISENHauer
(B) 93.1799
(H) 98.8964

WANTED

Club Dues.

* * * * *
- THE TREASURER

WANTED

Dodge or Morris Cowley Starter Generator.

- K. CARDEN
871.2158

WANTED

Pair old time aircraft/motor cycle goggles.

- ERIC LANG,
61 Pacific Ave.,
Penshurst. 2222
579.5790 (p.m.)

ADVERTISEMENTS (CONTINUED)

WANTED

6-cyl. Continental engine Series 7W (1916-1919)

- BEN BRONK

337.4396

WANTED

Typewriter.

- GEO. ROBERTS

371.8626

FOR SALE

LUGGAGE TRUNK

Dimensions: length 27½", maximum width 36", height or depth at hinge 19½" tapering to 18".

All measurements are external.

Suitable for large veteran or vintage car.

No reasonable offer refused.

- VAL CROSS

89.3526 (Private)

660.1844 (Bus.)

SUPPLEMENT TO SPIT AND POLISH - OCTOBER 1977

C O M I N G E V E N T S

NOVEMBER 6TH Vehicle Inspection - Len Sheen's
Sun. 20TH " " Arthur Garthon's
Sun. 20TH Invitation to meet Illawarra Vintage Car Club at Audley
Sun. 27TH Vic Jacob's/Vaucluse Lions Club run with blind children

* * * * *

S O C I A L

SATURDAY - NOVEMBER 19TH

Barbecue - John and Jill Corby's, 33 Ferguson Ave., Castle Hill. 7 p.m. onwards
Cost \$2.00 per head - BRING YOUR OWN MEAT AND GROG.
Club will supply Salad, Soft Drinks, Sweets and Ice
Enquiries: Jill Corby - 634.2177

COMING DATES TO REMEMBER:

Friday - December 2nd Christmas Dinner Dance, Drummoyne Bowling Club
8 p.m. (Pre-dinner drinks from 7 p.m. onwards)
Enquiries: DI Berthon - 639.0603

Saturday - December 10th Family Christmas Picnic Rally
Lane Cove National Park
Enquiries: Barry Thew - 638.1155
Members are requested to advise as to those who
will be attending, together with members of
immediate family, so that catering can be
attended to.
Please advise Barry Thew - 638.1155

COACH TO BENDIGO SWAP MEET

Contact Paul Butler at the November Meeting if interested.



You'll be on the road to all your dreams when you start saving regularly at Fidelity Permanent

Whether you're saving for the veteran car of your dreams, or to do some work on the car you own, when you save regularly at the Fidelity Permanent Building Society, you'll watch your savings grow faster.

We have a no-fuss withdrawal system, complete safety and a very friendly service. That's why more and more people are joining Fidelity.

Fidelity House, 6-10 Geeves Ave., ROCKDALE. 2216 Telephone 599 2122.
Fidelity Arcade, Shop 7, Restwell Street, BANKSTOWN. 2200 Telephone 70 1358.
459 King Georges Road, BEVERLY HILLS. 2209 Telephone 57 3317.
8 Pitt Street, MORTDALE. 2223 Telephone 579 4988.

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