THE WOLSELEY WORD

CAR CLUB

SEPTEMBER/OCTOBER, 1978 **NEWSLETTER** VOL. 3. NO. 2.

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ORDER OF ARTICLES

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1. Editorial - From My Point of View

Because the latest M.O.T. blitz has been on the use of seat belts, I thought it may be interesting to check what the N.Z. Defensive Driving Council (Inc.) policy and recommendations regarding the wearing of seat belts is.

According to their statistics (which I incidentally found in my Defensive Drivers Manual issued when I did a course some time ago), about 50% of all front seat fatalities would have been saved by modern lap and diagonal belts. For what it has the potential of doing, the seat belt is an extremely cheap and effective device, however, many people still insist on leaving them hangin up on the door pillar, even though they are effectively breaking the law, and there are many people walking the streets alive and with no disabilities who would testify that they would no longer be here had they not been wearing their belts.

Then there are those of us who will just drape the seat belt across our shoulder. Why not complete the other half of the three second operation and buckle it up? We may be fooling the passing traffic officer, but not ourselves.

It was interesting to note also, the comments made on the correct wearing of belts, and then reasons why not to wear belts in the Defensive Drivers Manual.

"Surveys have repeatedly shown that most are loose, improperly positioned, or have the buckle in the wrong place. (Think of how many more injuries would have been prevented if people wore them

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correctly.) So if you resent a law that requires you to buckle up, it's easy enough to get back at it! Wear it loose and sloppy instead of snugly around the hip bones, and instead of adjusting the buckle to fasten down at the side, wear it in the middle where it can tear your guts out. That'll show them how good their silly law is.

"Although failure to wear safety belts may simply be old fashioned laziness, there have been an incredible variety of rationalizations. Some examples:

1. 'Safety belts are all right just driving round town'.
   FACT: Half of all traffic deaths occur within 25km of home and at speeds of less than 70 km/hr.
2. 'It is better to be thrown clear of the car than smashed up when it crumples in on you'.
   FACT: Fire occurs in only 0.2% and submersion in 0.3% of injury accidents. Even then, your safety belt could very easily improve your chances by keeping you from being knocked unconscious.
3. 'Good drivers don't need safety belts. I've never had an accident'.
   FACT: Most drivers involved in injury-producing accidents have never had accidents before."

In conclusion, it looks as though the golden rule is - don't just belt up, belt up properly!

Some of the older model Wolseleys by law do not require seat belts because they are pre-1955. I am sure some people may wish to fit them to their cars, but I know from experience it is very difficult to do so to cars such as 4/44s which have the folding type indicator arms built into the door pillars. If anyone wishes to offer hints or suggestions as to how to fit secure seat belts in these models, I will be most glad to include them in the next newsletter, which will be due out in December. The same applies for any other articles.

In this newsletter you will find a supplement beginning a series on the history of the Wolseley. It will be continued in all future newsletters. I trust you will find it interesting and enjoyable reading.

If you think back to a past newsletter, you may remember a letter from 'The Hostess' asking for a recipe from Mrs H. I am pleased to be able to inform you that Mrs H. has replied (many thanks) and we have, for the ladies to make and gents to enjoy, a recipe for the Eggless Brown Sponge which I am sure you will enjoy, as those of us did at a function last year.

Until the next newsletter; trouble free, enjoyable Wolseley motoring to you all.

COLIN HEY

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2. The President Says

Dear Member,

There are some very interesting things happening to our Club at the moment and our development is gaining momentum at such a rate that your Committee has been very busy indeed lately.

We have currently 73 members in our Club including 10 in Ashburton and 1 in Invercargill. As this is only the 3rd year since the Club was formed by Max Higgins and his two sons, Colin and Gavin, I think you will agree that my statement in the opening paragraph is correct.

The newsletter has been forwarded to the Post Office for registration and we should have that finalised soon also. At 5c per copy as opposed to 11c at present, it is an economically viable proposition; I'm sure you will agree.

I must apologise once again for the delay in producing this newsletter. We are having some printing difficulties, i.e. wrong stencils for the machine used and the age of latter, pressure of work etc., by the typist and others and the massive task by Bill and Margaret Williamson in compiling the supplement, "The Wolseley Years". I hope that every member will study the supplement carefully and will get a lot of enjoyment out of it. Perhaps after you have received the full story, because there's a lot more to come, you will consider keeping them as a momento and tribute to your car. Remember, only car club members will receive them so they are an invaluable record. The printing of the first supplement is not the best, and for this I apologise. However, it is quite readable.

Many thanks to those who turned out for the run to Little River on Sunday 8 October. As Colin's account of the day states: "Fantastic". The support you gave to the raffles was commendable and the profit from same will be put to good use in the future purchase of spare parts by Peter MacDiarmid.

While on the subject of raffles I draw your attention to the article requesting your support to assist in the running of meat raffles from time to time. Remember the spares we are after could become yours, one day.

At our last Committee meeting it was agreed to appoint Mr Max Higgins Club Patron for this financial year and an honorary member of the Club.

Dennis Carruthers from Ashburton has accepted the position of Area Secretary down there and the work both he and his wife are doing to promote Wolseley vehicles is terrific. We look forward to meeting all of our Ashburton members, Dennis, during our Gymkhana at Chertsey on November 19.

The meeting on November 7 looks to be an extremely interesting night, and if you wish to attend please contact Isobelle. She would like some estimate of those attending, to inform the A.A.

That's all from me for now and I look forward to seeing you all soon at one of our coming activities. In the meantime, safe motoring.

JOHN PARKER

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3. Coming Activities

Tuesday 3 October	-	Committee meeting; 7.30 p.m. at Isobelle Hawthorn-Smith's; 32 Cecil Street.
Tuesday 7 November	-	General meeting; A.A.C. Technical Service Centre; Corner Brougham and Buchan Sts.
		This is a must evening for everyone, including ladies. A lecture will be given on basic breakdown trouble-shotting and we will be able to have a look around the premises. Bring a friend/husband/wife/girlfriend, and make it a worthwhile evening for all. Gents 50 cents, ladies a plate. Meeting begins at 7.30 sharp.
Sunday 19 November	-	Run and Gymkhana; Chertsey Domain. Leaving Hornby Mall at 10.30 a.m.
Tuesday 5 December	-	Committee meeting; 7.30 p.m.
Sunday 10 December	-	Childrens' Christmas Party. Venue to be advertised and details to follow.
Friday 1 December	-	Adult Christmas Social; details to be advised shortly.

NOTE: Any members suggestions or ideas may be forwarded to the Secretary at any time.

4. Raffles - Spare Parts Fund

In order to raise money to build up funds for the purchase of spare parts, your Committee is endeavouring to arrange a weekly meat raffle in one of our city hotels.

For this to be successful it is necessary that we have a good team prepared to give time between 5 and 6 p.m. about once every three months to help sell tickets and run it.

Would any member prepared to help by being included on the roster of helpers please ring Jack Milne, phone 336.99 (home); or 650.59 (work 8 am - 4.30 pm).

Remember, the funds obtained are to help you and we can only embark on the scheme if sufficient helpers are available. So act now and ring to say you will help.

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5. Run to Little River

Fantastic! is the only word I could use to describe the day and turnout at the Lincoln Road Supervalue on the 8th of October. The last two events we had planned had been cancelled because of the weather, so this was effectively the first run of the season. Weather-wise we could not have wished for a better day.

I arrived at about 10.25 in my trusty white 1500 to be greeted by about 7 other cars, one of which was a 1500 belonging to Shirly Williams which made it the first run ever to contain two 1500's.

From the time I arrived until the time we left for Little River (about 10.45), a never-ending stream of Wolseleys seemed to roll into the car park, along with a very immaculate 3 litre Austin (which has the same basic running gear as a 6/110) belonging to Roger Sheird who joined as an Associate member later on in the day.

Also arriving with his (their) prize possession was Margaret and Bill Williamson with a newly obtained 6/110 4-speed overdrive. They had come prepared for the day with everything including the kitchen sink inside an 18' caravan. This combination took up 1/4 of the car park, with another 1/4 being occupied also by 6/110's.

Just before we left, a middle aged couple drove past in quite a nice 24/80 and their eyes just about popped out of their heads.

We finally headed for Little River about 10.45 and proceeded at a leisurely pace of 45-50. This was obviously too slow for one young Stirling Moss in a Humber 80 who overtook us one by one (quite often in dangerous places) and eventually left us behind. We caught up to him a few miles down the road attending to a boiled motor. Otherwise the drive out to our destination was enjoyable and uneventful.

Upon arrival, greetings and some discussions were exchanged, and then into the more serious business of devouring mum's cut lunch. The rest of the day passed quite quickly with some very technical discussion:

"About time you oiled the trays in the back seats isn't it?" said Peter MacDiarmid to Bill Williamson.

"I only just realised these seats reclined" said Mrs Titmus who was relaxing in their newly acquired immaculate 6/110 auto.

"It just looks like a push-bike brake cable" I said to Isobelle Hawthorn-Smith as she showed me a new kick down cable for her 16/60 auto which has just been rebored.

A couple of cars arrived early in the afternoon, including Daryl Briggs who is experimenting with 13" wheels on his 4/44. A lolly scramble for the kids (and others) was held, and a game of softball played. Two raffles were also run, won by Peter Manson and Trevor Hawthorn-Smith; the proceeds of which are going towards our spare parts fund. Most people started heading away about 3.30, after afternoon tea, the weather still being very pleasant.

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It was really great to see so many new members, especially Ernie and June Hancock in their immaculate 15/50 (the first at a run for a long time) which they have owned for 20 years. Other members at their first run were Ken Godfry, Roger Sheird, Keith Orchard, Jack Titmus, Vicki McCauley, Robin and Peter Manson and Shirley Williams. It was also good to see wives and children making a real day of it also. Many models were represented; 7 out of the total 21 cars being 6/110s.

Also making himself known was David Saunders, a member who owns the Atlantic Garage at Prebbleton, and is more than willing to take on any repairs on Wolseleys, with which I understand he has had quite a bit of experience.

I'm sure everyone who took part in the run had a very good day out and are, I hope, looking forward to the next one down Ashburton way on November 19. I hope a few more of you will be able to attend and make the next one even better.

COLIN HEY

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6. Car Care

Oil Can Lubrication

It's possible your motoring could be a lot smoother (and cheaper) if you were prepared to carry the can more often - an oil can.

Those creaking doors for instance. At the moment they're just an irritation, but that noise is because of a lack of hinge lubrication - and a lack of lubriaction means wear; and that means expense!

There's the door locks, too. Sometimes it's difficult to dribble oil into these, but you may achieve more success by oiling the key and inserting that a few times. Don't forget to wipe the key clean afterwards, and be prepared to do so a few times again, until the surplus oil has worked its way into the mechanism. The boot locks on most Wolseleys can be easily lubricated by first raising the boot and then dribbling oil into the mechanism.

Particularly in stop - start traffic jam motoring, sticky cables on throttle and clutch (although the latter does not apply to many Wolseleys) are irritating, wasteful of fuel, and potentially dangerous - you could 'kangaroo' into the back of the car in front!

The trouble is, cables aren't the easiest of items to oil. But a good trick is to disconnect one end of the cable and tie it up higher than its run: then mould a plasticine funnel around this

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free end into which you can pour some oil, leaving this to percolate through in its own time. You can use this system on the choke cable also, and don't forget to carry the can round all other carburettor linkages.

Regular attention of this kind, not forgetting boot and bonnet hinges and catches, window catches and hinges, maybe seat runners and adjusters too, can make a Wolseley so much sweeter running and generally more pleasant to drive - and that can't be bad!

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8. For the Ladies

Eggless Brown Sponge (And Variations)

Melt ½ cup milk — 3 oz butter
¾ cup sugar — 2 dsp golden syrup

Cool then add: 1½ cups flour; 1 tsp baking powder
2 dsp cocoa.

Lastly, add 1 tsp baking soda dissolved in ½ cup milk.

Moderate oven 350 degrees; 20-30 minutes.

Ice or split and fill with cream.

Variations

1. This recipe is also good baked in paper cases then iced or used as butterfly cake.
2. The cocoa can be replaced with 2 tsp ground ginger and iced with ginger icing.
3. It is a marvellous recipe to double, make two at once and have one for freezing.

Mock Cream (for filling or butterfly cakes)

¼ lb butter
2 tablespoons warm water } beat until smooth

Add: 1 heaped cup sifted icing sugar
3 heaped tablespoons instant skim milk powder } sifted together

Add vanilla and beat. If thicker mixture required add ½ amount of water.

SHIRLEY HUSSEY

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9. Buy, Sell and Exchange

Sell - Wolseley 4/44 head; fully reconditioned - new guides; syncro seated valves, etc. No cracks. Sell complete with new head gasket set.

$45.00; contact Robert Hey; ph. 894.533

- Wolseley 16/60; 1963; radio and heater. Good all-round condition.

$1,000; contact Isobelle Hawthorne-Smith, ph. 791.974.

Give Away - Wolseley 1500 upholstery. Grey vinyl out of 1964 English assembled model; drivers seat ripped and also top edge of back seat, otherwise quite good condition. Three rims also for sale.

$2 each.

10. General Notes

---- Please forward your 1978/79 subscriptions to the Secretary/Treasurer if you have not already done so.

---- From now on, cancellation notices for runs, rallies etc., in the event of wet weather will be broadcast on both Radio Avon and 3ZB on the morning of the event. If you are in doubt as to whether or not the event is still on please contact a Committee member.

---- As many of you will know the Club is seeking to become an Incorporated Society. We have been temporarily held up because of a few loopholes in our present Constitution. It is therefore being suitably altered and simplified to enable it to be more easily followed. When a final copy has been produced we propose to print it and ensure every members obtains a copy.

---- We are pleased to welcome those new members to the Club, a proportion of whom are from Ashburton. It is our intention to set up a sub-branch in Ashburton with the help of Dennis and Gale Carruthers when our new Constitution has been finalised.

---- Mike Davies has just completed a respray on his 6/90. We look forward to seeing it at the next run.

---- If you require any spare parts, please do not hesitate to contact the Spare Parts Officer, Peter MacDiarmid, ph. 39.103.

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---- We wish to congratulate Peter and Raewyn McDiarmid on the arrival of their first baby, Rebecca.

The baby weighed 8lb 8oz and John Parker, in a telegram sent on behalf of the Club, termed it as a 6/90 baby. John's wife, Pauline, had a baby a while ago, but it was only a 15/60 baby.

THE WOLSELEY HORNET MK 11 ROAD TEST.

It is rarely that a big manufacturer produces such a well-used car for road test, and we welcomed this opportunity to test it at a stage comparable with more than a year's hard road use.

To recap, the Wolseley Hornet and its stable-mate the Riley Elf were produced originally as luxury Minis with a bigger boot.
The first models had an 848 c.c. Mini-sized engine.
Being heavier than the standard Mini, they were slower to accelerate and consequently even slower to sell.

The manufacturers got the message and fitted a 998c.c. Mini-Cooper sized engine, suitably detuned by the fitting of a single carburetter and a milder camshaft. On an 8.3:1 compression ratio this engine produces 38b.h.p. net - about 4 b.h.p. more than the 850c.c. Mini - and about 8 lb ft. more torque, peak torque of 52 lb ft. being at 2,700 r.p.m.

Sales of this Mk. 2 version improved compared with the Mk. 1 and when the car inherited, with the Mini saloons, the Hydrolastic suspension pioneered on the Morris 1100, this extra touch of luxury made the car an even better buy.

From the outside the Hornet is quite a good looker.
To please the traditionalists B.M.C. gave it an orthodox Wolseley grille which, with the bonnet raised, acts in a very similar way to an executioner's axe should you raise your head a trifle suddenly while checking the oil. The self-supporting boot lid is the same, only it's the boot lock which administers the coup de grace.

Inside, the Hornet has pile carpets, leather-faced seats the poker-type Mini gear lever and that bus-driver control position which feels peculiar at first but grows on you.
The instrutments - speedometer, oil pressure and water temperature gauges - are centrally mounted in a walnut-veneeres nacelle, and when you are driving the steering wheel rim right across the speedo dial.

In contrast to the expensive carpeting and that bit of veneer, the window catches are those cheap and nasty plastic devices which have been such a flop on the Mini - when they don't stick completely the plastic flexes and creaks and feels as if it will fall to bits.

Start the engine and the Hornet ticks over happily, the sound insulation of the front bulkhead making the mechanical moise tastefully remote. As the revs build up in the gears, however, the roar of the 16-blade fan and the typical transeverse-engine gearbox whine can be heard, although they are not obtrusive.

The gearbox has no synchromesh on first gear, but we found that it didn't take long to gauge the correct engine revs for a soundless change down into first while on the move.

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Those who aren't interested in changing into first with the car moving will find that the Hornet will pull smoothly from almost a standstill in second anyway.

The baulk-ring synchromesh worked perfectly, allowing extremely fast gear changes despite the somewhat unusual slope and action of the gear lever.

On all but the smoothest roads there was a refined creaking noise from the front nearside suspension - the side which had failed on the Mobil Run. The ride was level and the Hydrolastic suspension showed up well on rough surfaces, smoothing out the bumps and preventing the car from pitching.

There were no body rattles. Handling is extremely safe, with a good deal of understeer on corners. This means that if you want to get round a curve fast, you have to put on some extra steering lock because the car tends to go wide under power. If, on the other hand, you lift off the throttle the car tightens up its line and you don't need the extra lock.

Handling like this means that the car is predictable and forgiving, for if you inadvertently go into a corner too fast and find that you're drifting wide the natural reaction of backing off the power will pull it round. Stability is so good that we found that the Hornet would even forgive unforgiveable braking in the middle of a corner.

A number of amateur pundits have tried to tell us that the Hydrolastic Hornet dosen't handle so well as the earlier "dry" version. We don't agree with this. We found that the Hydrolastic Hornet seemed to handle better than the earlier version on rough roads, while on smooth surfaces the progressive stiffening up of the outside wheels as the car was cornered fast allowed the Hornet to be "balanced" in a most reassuring way. The only time that the Hydrolastic suspensio n may lag behind the "dry" set-up is on tight S-bends where there is a rather sudden weight transfer as the car rolls from one side to the other. We only managed to simulate this, by waggling the wheel on the test track straight. It never gave us any trouble on the road.

Steering was accurate, although a trifle heavy as soon as the wheel was moved away from the straight-ahead position.

The wear on the front tyres suggested that the toe-out was not adjusted properly.

The hydraulically-operated drum brakes (two leading-shoe at the front) required quite heavy pedal pressures, but were highly efficient. The handbrake suffered an occupational hazard during the test period, locking on the back wheels.

This was traced to a couple of sectors under the car which had seized on their spindles - a reasonably common Mini malady.

Performance of the Hornet is lively with out being exciting. The single carburetter means that the engine begins to run out of breath at high revs, although the camshaft timing gives a generous amount of power at moderate engine speeds, so that the Hornet can be made to move through traffic at a respectable rate without the engine sounding as if it is being "flogged". Under motorway conditions it hums along perfectly happily at 65-70 m.p.h., the wind noise at these speeds tending to cancel out the whine of the gear-box and the howl of the fan. Nevertheless, normal conversation was possible under these conditions.

Back seat comfort is all right for children, but normal-size adults would find the knees-up pre-natal position rather tiring on a long trip. Getting into the back seat is a bit of a performance, too - elderly people finding it difficult to get below the low roofline and through the small space behind the tipped- forward front seat.

Ignoring the Mobil Run, fuel economy was good and we found an overall fuel consumption approaching 40 m.p.g. was not difficult to obtain under normal day - to - day conditions.

Over-all bearing in mind that this car wears the Wolseley badge, which for so many spells luxury and comfort - it still contains too many rough-and-ready relics from the economy-class Mini. For instance, despite the price tag, the test Hornet still emitted a homely buzz from the loose-fitting capping strips on the door boxes. It still had cheap-pattern door-locks that weren't very thief-proof. And, worst of all, it was no more comfortable than a standard Mini.

On the other hand, increased luggage capacity makes it a useful vehicle for a couple with a young family, while the bigger engine gives a lively performance without the weighty insurance premiums which go with the Mini-Cooper.

specification

ENGINE: Four-cylinder; overhead valves; 64.58 mm. bore x 76.2 mm. stroke = 998 c.c.; compression ratio 8.3 : 1; 38 b.h.p. at 5,250 r.p.m. (net output); torque 52 lb. ft. at 2,700 r.p.m.; three-bearing crankshaft; S.U. carburetter, side-draught type; electric fuel pump feeding from 5½-gal. fuel tank; sump capacity 8½ pints; renewable element oil filter of full flow.

TRANSMISSION: Drive taken to front wheels through hydraulically actuated clutch; four-speed gearbox with synchromesh on 2nd, 3rd and top gears; overall ratios, 1st 13.657 : 1, 2nd 8.176 : 1, 3rd 5.317 : 1, top 3.765 : 1, reverse 13.657 : 1, final drive 3.765 : 1.

SUSPENSION: Front: Independent wishbone with Hydrolastic displacers interconnected front and rear. Rear: Independent with trailing arms and Hydrolastic displacers.

STEERING: Of rack and pinion type with non-adjustable column and 5½-in. two-spoke steering wheel; 2½ turns lock to lock; turning circle (between kerbs) 31ft. 7in.

BRAKES: Operated through hydraulic mechanism: front, 7in. diameter drums; rear 7in. diameter drums; handbrake operating on rear wheels through cable linkage; front brakes two leading-shoe type; rear brakes leading and trailing type.

ELECTRICS: 12-v. 34-a.h. battery; positive-earth system.

EXTERNAL DIMENSIONS: Overall length, 10ft. 11in.; overall width, 4ft. 7½in.; overall height, 4ft. 5in.; ground clearance, 6in.

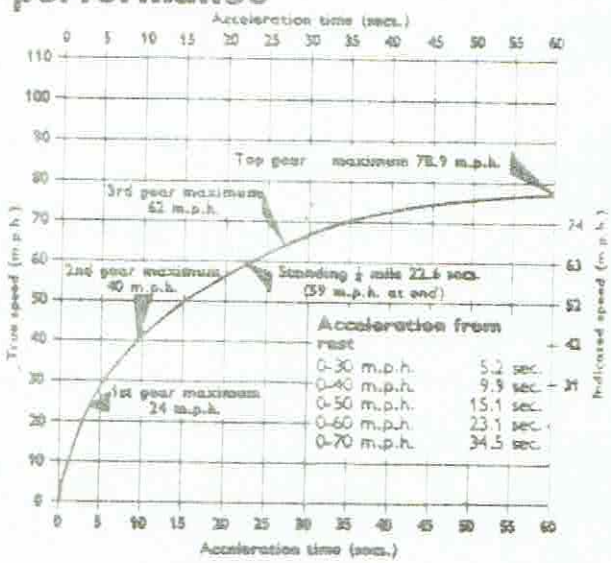
INTERNAL DIMENSIONS: Width across front seats (door to door), 3ft. 9½in.; width across rear seat, 4ft. 4in.; front seat to steering wheel rim (max.), 16½in., (min.), 12½in.; rear seat knee room (max.), 11½in., (min.) 7½in.; front seat headroom, 37½in.; rear seat headroom, 34½in.; boot capacity, 8 cu. ft.

BODY: Two-door, four-seater with Unitary chassis; front windows of sliding type with no quarter lights; rear windows of hinged type with no quarter lights; fresh-air heater (standard); floor covering, pile carpet.

SEATING: Front, individual seats with fore-and-aft adjustment by runners giving 4-in. range. Rear, bench seat with no armrests; seats upholstered in leather/leathercloth; no provision for rake on front seats.

GENERAL: Test car finished in grey; standard equipment includes heater, screen washers.

performance



Fuel consumption

At 30 m.p.h. road average, 54 m.p.g.
At 50 m.p.h. road average, 36.3 m.p.g.

Maximum in gears

1st 24 m.p.h.
2nd 40 m.p.h.
3rd 62 m.p.h.
Top 78.9 m.p.h.

Acceleration on the move

m.p.h.	Third	Top
20-40	6.6 sec.	9.2 sec.
30-50	8.4 sec.	10.2 sec.
40-60	12.5 sec.	13.8 sec.
50-70	—	20.0 sec.

Braking from 30 m.p.h.

p.s.i.	%g	ft.
25	54	88.5
50	55	54.8
75	77	41.2
100	100	30.1

Flying quarter-mile

Mean, 77.25 m.p.h.
Best, 78.9 m.p.h.

THE WOLSELEY YEARS

PREFACE:

When the full story of the British Motor Industry comes to be written, the name of Wolseley will occupy a place therein which will be shared by few others. The Wolseley car was not only one of the first petrol-driven vehicles ever to be designed and manufactured in a British factory, but it has survived the passage of more than half a century.

This narrative explains the quaint circumstances in which the first Wolseley came into existence, anterior to the "Locomotives on Highways" Act of November 1896; how the third Wolseley car ever made established a remarkable reputation for reliability in the famous Thousand Miles Trial of 1900; and how this marque has maintained that reputation ever since. This is, doubtless, one of the contributing factors which has enabled the Wolseley name to weather so many storms which have engulfed others, and attain the position it occupies today.

As one of the swiftly diminishing band of participants in the Thousand Miles Trial mentioned above St. John C. Nixon recalled the clockwork reliability of the little single-cylinder Wolseley car driven by "Mr Herbert Austin", its designer. It ran through that strenuous trial under a severe handicap. Except for a second Wolseley car of higher h.p. which ran over parts of the course in the early stages more for the purpose of testing than competing, it was the only car of this make taking part, and so failure would have projected a strong limelight on its weaknesses. Every test hill it surmounted without difficulty, and the climb up Shap Fell, which was considered so severe that it was made optional, was undertaken and completed by the Wolseley.

At the speed trial over one mile of slight ascent and a similar distance of slight descent, the Wolseley Voiturette averaged 22.81 m.p.h. a performance in excess of that accomplished by at least two twin-cylinder Panhard cars.

The remarkable success of this little car, which even then embodied certain ingenious and unorthodox features, focused attention on Wolseley developments, for here was a car with a future.

In the early Edwardian days St. John C. Nixon drove several Wolseley cars with their horizontal and slow-running engine in front, their chain drive to the gearbox and their final drive from the countershaft by external chains. True, they were not exciting cars to handle, but month after month they would continue running with a minimum of attention and a degree of reliability commonly associated with present-day productions.

The adoption of the vertical engine cast a mill-stone from the neck of the Wolseley which had been retarding its progress for some years, and it was noted the change that came over public opinion.

They were seen in ever-increasing numbers on the roads, and the Company continued to progress until the first European war so effectively put a temporary stop to private enterprise.

The early re-entry into the field of production of the Wolseley Company, and the striking post-war models produced, served to render the financial difficulties in which the Company became involved all the more tragic, and the ultimate bankruptcy seemed like an echo of the great Overend Gurney bank tragedy of yore.

To those, however, who had watched the rise of the Wolseley Company from its earliest days, it was apparent that the British Motor Industry would never be allowed to suffer the amputation of so vital a limb, and so it proved when Lord Nuffield so effectively scotched the Company from drifting into trans-Atlantic control.

The day the Wolseley interests were purchased by his Lordship, all its financial and kindred worries ceased and so today, as a number of the huge organisations which bears his name, the Wolseley car stands as the prototype of British craftsmanship in the world of automobilism.

There was a fascinating contrast between the personalities and operating methods of the two giants of the British motor industry in the 'tween-war era W.R. Morris later to become Lord Nuffield, was quite different in make-up and behaviour from Lord Austin.

It was the difference between the rapier and the sword. Both had keen cutting edges, which demonstrably produced results, but Morris, small, wiry, dark and

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habitually hatless - was quite unlike 'Pa' Austin the large, square-cut man who accentuated his squareness by favouring a squat bowler hat.

Morris was quick, lithe and unpredictable both in mind and bodily movement. He darted at decisions, content to know that if he was right fifty-one times out of a hundred his speed of action was usually fast enough to enable him to correct his forth-nine errors before they became effective.

Herbert Austin, far from ponderous, was much more deliberate mover. Where Morri was a mechanic, skilled to tune and adjust and coax the last ounce out of a mechanism once it had been designed and made, Austin was a creative designer. His free-ranging mind and stub of pencil originated the sturdy cars that he made as complete entities.

Morris became great by his shrewd assessment of component parts; engines, axles, frames, bodies and such-like that could be conglomerated into a balanced whole. Where Morris thrived on 'Bought out parts', Austin manufactured a far greater proportion of his cars himself. This was very emphatically true in the earlier years of their ventures.

The Austin empire was expanded into a monolithic enterprise Morris gained in size by acquisition - he bought the Wolseley company, he bought E.G. Wrigley and re-named it Morris Commercial Cars Limited. He bought Riley's as a going concern. The only self-generated car in the Morris complex was the M.G. - the offspring of a manager of Morris Garages Limited who was a racing and sports car enthusiast and whose intrepidity was not always smiled upon from the Chairman's office.

This infant prodigy again points a difference between the outlooks of the then two predominant British motor chief-tains. Morris had been a very keen racing cyclist. His office glittered with medals and little trophies that he had won riding bicycles that he had assembled and adjusted with his own sensitive hands. Yet when it came to supporting a racing programme for his cars he demurred. One of his favourite sayings was 'I challenge you to show me a motor firm that has supported a racing programme that has not had the receiver in' - then he would reel off a long list that included famous names like Sunbeam, Talbot, Vauxhall, Humber, Hillman and others.

Austin took the opposite view. His philosophy went back to the early days when he had drivers like Dario Resta and - yes - J.C. Moore-Brabazon, the great 'Lord Brab' of later years, to race his cars in highly competitive events.

Much of the public acceptance of the Austin Seven was due to the brave, honest and open way in which it showed its paces in public, frequently and brilliantly driven by Arthur Waite, Austin's son-in-law, an Australian whose land of origin obviously gave him a special place in the affections of 'Pa' Austin.

One of the most deeply etched memories of yesteryear, was a scene in Carey Street where London Wolseley Motors Ltd., once owned by Vickers, was under the hammer. There were three bidders - an agent for some vaguely specified American company; Herbert Austin and W.R. Morris, both in person.

Wolseley's meant a great deal to the sentimental side of Austin. It was as the head executive of the Wolseley Company, then makers of sheepshearing machinery, that he had ventured into the manufacture of automobiles. He wanted to buy the company, among other things for old times sake. Morris also yearned to be owner of the Wolseley Motor Co. It had prestigious goodwill; a fine chain of loyal agents; and in any event he did not want Austin to own it in case it tipped the scale of production in his favour. The dignified court procedure began, and it soon became a battle of the giants. Original sealed tenders were soon outstripped by verbal bids. The rivals had their antlers locked in a fierce fiscal battle. Morris, tight-lipped, finally declared: 'Whatever you bid I shall bid £1,000 more. Austin knew that at that moment Morris had greater financial resources tha he could muster. And so he conceded.

It was an ironic situation. But 'Pa' did not sulk or moan. He just got on with the job of building the Austin empire until it was big enough, some time after hi sudden death, to absorb and digest his old rival, the then Nuffield Organisation.

Thus was created the British Motor Corporation.

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CHAPTER 1

SHEEP SHEARING IN AUSTRALIA DURING THE "EIGHTEEN SEVENTIES"

The Wolseley car owes its existence to a combination of circumstances which are more in keeping with the higher flights of imagination of a Novelist than with hard reality. To establish any liaison between the Squatter of the Australian Bush in the seventies of last century and the B.M.L.C. production which is seen today in its thousands on every road in the world, appears at first sight, to be an impossible task, but strange though it may seem it is in this direction that we must turn if the history of the Wolseley car is to be traced to its source.

We must, however, visualize a very different Australia from what it is today, and a type of sheep-farming which has long since ceased to exist if we are to gain a true perspective of that combination of circumstances which resulted in the birth of the Wolseley car.

It has been said, and with at least some justification, that a great part of Australia's wealth grows on the backs of her sheep, for the production of wool is one of her chief industries. With the introduction of the Merino sheep to Australia by Captain MacArthur in 1797 and the opening up of the rich pasture land by the early explorers, sheep-farming in Australia expanded so rapidly that it was in danger of being strangled by the difficulties in shearing sheep. Hitherto, the shearing of sheep had always been by means of hand shears, and while the average shearer was famed for the great speed at which he worked - it was even that he always conveyed the impression that he was working for a wager of some kind - the system imposed a limit on the number of sheep that could be shorn each season. This handicap became more apparent as the wool trade of Australia developed, and the need was felt for some mechanical device if the tra were to expand in accordance with the requirements of the times, and full use ma of all the wool available.

The urgency of the need for such a mechanical device can be gauged from the fact that in 1792 the total number of sheep in Australia was 105, and in 1860 the number in New South Wales alone had risen to well over 6 millions, increasing to 35 millions in 1880. But the introduction of anything that constituted such a radical breakaway from the orthodox, as a method of shearing sheep by mechanical means was, at the time of which we write, fraught with difficulties of a formidable kind. Only too often an Inventor's whole attention remains focused o the bright vista his idea seems to open up before him, and it is inconceivable t him that others will be unable to share his enthusiasm or to appreciate the revolutionary benefits that he is convinced must result from the introduction o his invention. He is blind to the many obstacles that lie before him; the over- coming of prejudice against any attempt to replace a tradition and to conquer conservatism, but perhaps the greatest obstacle of all is of his own making. Many an invention, which might well have proved a boon to humanity, has suffered a premature death by being introduced to the public while it was still in an incomplete and experimental state, and has therefore had its advantages passed over and its short-comings magnified by a sceptical public. It is a pitfall tha has proved the undoing of more than one inventor, and when mechanically operate sheep-shearing was first introduced this was its greatest obstacle; it was far from perfect and still unfit to be entrusted to the remote settler whose knowle of machinery, even in its most simple form, was strictly limited.

Let us, however, see how this revolutionary idea of a mechanical method of shearing sheep came into being; its struggle for survival and its ultimate triumphant success. In the next Chapter will be recorded the strange part mechanical sheep-shearing was destined to play in the birth and early developme of the Wolseley motor car.

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CHAPTER II

THE WOLSELEY SHEEP-SHEARING MACHINE COMPANY LIMITED

It is not commonly known that the house of Wolseley is one of the few remaining in England that can prove, by authentic evidence, an unbroken descent from Saxon times, and can show the inheritance of the same lands in the male line from a period long anterior to the Norman conquest. A legend in the family narrates that their ancestor was given the lands of Wiselei (now Wolseley) for destroying wolves in County Stafford in the reign of King Edgar, at which time wolves were exterminated in England. For the purpose of this narrative, however, it is not necessary to go back further than 1837 in which year Frederick York Wolseley was born.

He was the third of four sons, the eldest of whom was to become the renowned Field-Marshal, Viscount Wolseley, one of the most outstanding soldiers of his time and whose fame added to the English language the expression "All Sir Garnet," which might be described as the fore-parent of the Americanism "O.K."

F.Y. Wolseley, the only civilian of the four brothers, was born in County Dublin and at an early age he manifested an instinctive desire to travel. Before he was 30 he sailed for Australia and in 1867-68 he became the manager of a sheep statio in Victoria belonging to a settler named Caldwell. It was while he was so engage that the possibilities of utilizing machinery for shearing sheep occurred to him. He had a natural flair for engineering and carried out much experimental work but under a considerable handicap because of the difficulties of finding firms which were both willing and able to undertake the manufacture of the small and intricat components for his machines.

In spite of this, he persevered with the development of his new idea to such gooc effect that within the next five years he was able to make use of mechanical shea on the station which he managed. Then for a brief period he returned to England, but went back to Australia again with the fixed determination to devote his whole time to the improvement and development of his invention.

After three years of costly and laborious experiment which he carried out from a room in Bourke Street West, Melbourne, he was rewarded by the grant of his first patent for a sheep-shearing machine. In 1876 he decided that the time had arrive for further trials of his machine under practical working conditions and accordingly purchased a large sheep station near Walgett, New South Wales, where he continued to live for some years, during which period a great part of his time wa spent in perfecting his various inventions.

In 1887 the Wolseley Sheep-Shearing Machine Company Limited was established, with its offices at 19 Philip Street, Sydney, for the object of exploiting the large number of patents then held by F.Y. Wolseley. By the time the English Company wa established in 1889 and the old Australian Company was wound up some forty or mor patents stood in his name, each one relating to the sheep-shearing machinery.

The Company, however, failed to make the progress anticipated by its sponsors. Wolseley was ahead of his time, and progress was held in check by the fact that his products, in spite of all the experimental work that had been carried out for so long, were not sufficiently reliable for the work involved. Owing to transpor and other difficulties, overhauls and general servicing, so essential to checkmat adverse criticism resulting from any breakdowns, were rarely possible. Apart fro design problems, the manufacture of the shears involved the Company in difficulti because it was not easy in those days to find engineering firms capable of turnir out parts which were both sufficient in quantity and up to the requisite standard

Extreme accuracy of workmanship was essential, just as it is today, when quantity production is at stake and this applies whether the particular branch of engineer ing is the manufacture of sheep-shears or motor cars. A number of engineering firms, both large and small, were tried and orders placed for certain parts to be made and delivered to the Wolseley Company. One of the smaller firms, owned by Richard Pick-up Parks, that was given a trial was later managed by a young man

named Herbert Austin. He was the son of a farmer and was born at Little Missend Bucks. It was his parents' intention that he should be trained as an Engineer, arrangements were made for him to serve an apprenticeship to the Great Northern Railway Company, although the boy does not appear to have been too enthusiastic about the idea. His father was very patient and anxious that Herbert should hav the best opportunity to enter a trade which would best suit his aptitude. Architecture would not do, so an approach was made to the railways with a view t obtaining an apprenticeship in one of the workshops. There was no vacancy at th time, so his name was entered on the waiting list until such time as he could begin his five years training. Whilst training, he continued to improve his ski in freehand drawing and managed to win some prizes for life-size crayon enlarge- ments from photographs, although he was still much better at mechanical drawing.

However, while on a visit to England in 1883, his mother's brother, who was an Engineer and had spent many years in Australia, fired the boy's imagination with stories of the chances for young men, particularly those with an engineering ber in this great new country of Australia. As a result he returned with his uncle to Australia in 1884 and started work at an engineering firm in North Melbourne, of which his uncle was the Manager. During the next few years, Austin worked fo various firms and became Manager of a small one which was approached by the Wolseley Sheep-Shearing Machine Company.

A little while before this, Austin had met and fallen in love with an Australian girl, Helen Dron, the seventh daughter of Scottish parents who had left Scotland and settled in Melbourne early in their married life. This attractive girl, wit her fair hair and blue eyes was not only witty and vivacious, but also had an active mind and the ability to think for herself. The young couple talked for hours about his dreams and ambitions and, even in those formative days, she believed in this determined Englishman in spite of the fact that her sisters thought him 'nice but a little mad'. She used to tell an amusing story about their courtship. Mr and Mrs Dron imposed a strict condition upon their daughter before they would allow them to be alone in the parlour with their boyfriends. They were made to take their knitting or crochet work with them and were expecte to produce sufficient results to account for the time they had spent unaccompani with their young men. Failure to show enough rows or work at the end of an even ing resulted in some difficult questions. 'But how on earth did you manage?' sh was asked. 'Oh, I just gave the work to one of the other girls', she replied. 'Someone was always willing to be bribed with a pair of stockings or ribbons for her hair, and I would collect the work and give it to mother when Herbert had gon Of course, I did the same for my sisters.'

Helen and Herbert were married on 26 December 1887. Three days before the weddi Herbert gave up his job at Longlands and as they could not afford a honeymoon th went straight to their new home in Melbourne so that he could start the new job, at £3 10s a week, as Manager of the engineering workshop which was developing ne sheep-shearing parts for F.Y. Wolseley. This gave him his opportunity, as these were just the sort of problems which Herbert Austin loved to tackle, and after experimenting with the shears, he pointed out to the Wolseley Company several weaknesses in their design and construction and made numerous suggestions which would render them more reliable and suitable for the remote and unmechanically- minded squatter.

It was easiest for him to devote all his engineering talents and to work his hardest and best when the difficulties seemed insurmountable. He worked day and night to improve the crude and primitive driving mechanism, and his enthusiasm ar ability so impressed Wolseley that after three months he asked Austin to join hi Company as its engineer. Shortly after he had taken up his new post, Herbert wa sent out to a large sheep-shearing station at Avoca, on the borders of New South Wales and Victoria to study the machines in the hands of the operators. Conditions there were primitive; for several weeks he worked in the shearing shed in a temperature of 120°F, living on a diet of mutton and tea. The table legs stood in cans of water to prevent ants crawling up them and reaching the food.

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He returned to Melbourne after this session with many ideas for improvements to the machines, some of which he patented before the Company moved to Sydney where the Austins spent their eleventh and last year in Australia.

The task had proved of the greatest possible interest to him. Having studied conditions in the Australian Bush he well knew the many problems that would have to be faced before the products of the Company could ever hope to become generall acceptable. Sheep-shearing machinery would have to be as near fool-proof as it was possible to bring machinery in any form, and the whole force of his inventive powers was brought to bear on this problem. On the other hand, F.Y. Wolseley and his co-Directors quickly recognized Austin's ability and gave him every encouragement to use his initiative.

In the meantime, it had been decided to transfer the activities of the Company from Australia to England and a new Company was registered with its Head Office a No. 3, Crown Court, Old Broad Street, London. In the terms of an agreement dated October 1 1889, the new Company to be formed and registered in England was to purchase the assets, etc., of the old Australian Company for £141,665, of which £75,000 was to be paid in cash and the balance of £66,665 by allotment of 13,333 fully paid deferred shares of £5 each. The Wolseley Sheep-Shearing Machine Company Limited was registered on October 9 1889, with a nominal capital of £200,000 divided into 40,000 shares of £5 each. The first Directors were:-

James Alexander
F.H. Dangar
John Muirhead
Abraham Scott, and
Frederick York Wolseley (Managing Director)

The address of the latter was shown as the Oriental Club, Hanover Square, London.

As an indication of the extent to which the business had developed, it is interesting to examine the figures which are set out in a contract signed between F.Y. Wolseley and an Engineer named William Bourne, in consideration of a loan made to him by F.Y. Wolseley to enable him to install additional machinery. He undertook to supply the Company with 8,000 sheep-shearing machines at 18s each, together with 192,000 combs at 1s each, and the same number of cutters at 3½s each; all of which were to be delivered at the rate of 2,000 machines per month. Considered in the perspective of the time of which we write, these are impressive figures.

In spite of the transfer of the Company to England, its contact with H. Austin continued; the Company had adopted many of his suggestions with marked success, and in 1892 his name first appeared in the official records of the Company. On March 10 of the following year, an agreement was signed between the Company and Herbert Austin in the terms of which Austin assigned all his patents relating to sheep-shearing machinery to the Company, the consideration being the modest one o 80 ordinary shares of £5 each, fully paid. All these patents were described as "Improvements in tools for shearing or clipping hair or wool."

A few months later, he was offered the important position of Manager of the newly formed Wolseley Sheep-Shearing Machine Company in England, and in the winter of 1893 he returned to England with his wife and young child. His wife was thrilled with the idea, even though it meant selling most of their possessions and yet another move; she had always wanted to travel, and above all, to visit England. She imagined that they would only be away for a few years, but had she known that she was leaving Australia for good, it is doubtful whether her enthusiasm would have been so great. She grew to love England over the years, because of her home her husband and her children; but the climate never really suited her and up to t end of her life she always longed for the warmth and sunshine of her native count

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ecause of the very short notice given by Wolseley, they had to leave Sydney in a reat hurry. Their home had been sold at a loss; financially, Austin said later, ey were 'sailing very close to the wind'. His other daughter, Irene, who had er born in 1891 was in the throes of whooping cough and his wife was ill with tomach trouble. On board during the long voyage, an incident occurred which ustrates rather well one of Austin's talents which proved so useful to him in l his future work - his approach to solving a practical problem. To pass the ng hours between ports, Mrs Austin began to knit a pair of socks. All went well til she reached the heel, only to find that she had mislaid the pattern. Austin e was hardly the sort of man to have studied knitting before, had never touched knitting needle in his life and certainly did not know the difference between on titch and another, took over the work and turned the heel successfully by working t out mathematically. He did it so well that many of the other ladies on board e were also knitting socks, asked him if he would do the same for them.

n the last day of the voyage, he was walking on the deck when he met one of the assengers who was anxious to sell a pair of binoculars. At that time, coming e to an English winter, field glasses were just about the last thing that the stin family needed, particularly as they were rather worried about their own hortage of money. But the frailty and obvious need of the old man with the inoculars touched Austin's compassionate nature so he bought them with his last en pounds, leaving himself with only a few shillings in his pocket until he could ollect his salary from London. Taking his purchase down to the cabin a few minut ater where his sick wife was packing, he handed them over while he told her the tory. She was furious, and told him what she thought in no uncertain terms. urprised at the outburst, he backed away, saying 'But Kiddie, the old man needed he money.' The situation was simple to him and the remedy effected by exchanging he money for binoculars; the fact that the article was useless to him did not nter into it. He saw someone in need and just could not refuse to help.

hey landed at Tilbury on a grey day in November 1893; mother and daughter sick, ustin having just celebrated his twenty-seventh birthday, was feeling depressed nd wondering whether the upheaval was going to be justified.

is achievements were threefold. He had an excellent wife, a 'thorough training a mechanic', and one object less tangible - an insight into what was to become his life's greatest ambition. In retrospect he said in 1929: 'It was during my ork in the Australian Bush that my life's greatest ambition found birth. It was hen that I discovered the urgency of the transport need, for I was able to obser the difficulties and dangers under which the outback settler was compelled to liv nd labour. Embedded in my memory and never likely to be effaced are journeys through the bush in every kind of conveyance. Even today, I find it hard to reali just how the folk of the 'Never-never' managed so wonderfully to perform their llotted task amid such dreadful isolation. Families were born and reared hundred f miles from a railhead, hundreds of miles from the nearest medical aid, and som times hundreds of miles from the nearest feminine neighbour. It would be hard to make the people of the homeland understand the really terrible loneliness of thos whose lives are lived in the distant open spaces ... It was in these same isolat places, and greatly affected by such circumstances, that I made a kind of compact with myself that I would one day, by some means or other, build motor cars that could be used by these lonely but lovable people of the bush, and by such means a I could provide the 'Never-never' would be robbed of much of its inhumanity, cruelty and terror.'

Since the formation of the new Company, its affairs had gone badly. By 1894 the situation was becoming serious and F.Y. Wolseley resigned; he died during January 1899. The reason for the Company's difficulties was largely due to the fact that those in control had just that little knowledge of machinery which is always so dangerous. Nearly all the parts which constituted the shears were manufactured b outside firms, delivered to and assembled by the Wolseley Sheep-Shearing Machine Company in their workshop off Broad Street, Birmingham. There existed only a haphazard system of inspection and a considerable amount of thoroughly bad work

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was being turned out. Nothing but drastic action could save the situation and Austin, profiting by his experiences in Australia and his knowledge of what a breakdown meant to the Settlers in the remote country districts, persuaded the directors to act. They decided to scrap large quantities of parts which were either in stock or in the course of manufacture, and to repurchase the whole of the complete machines which had been delivered and which had been delivered and were thought to contain faulty parts. In spite of this drastic step which cost the Company a great deal of money, they continued to suffer from the same difficulties in obtaining, from outside firms, parts of a sufficiently high standard of workmanship to satisfy their requirements.

The situation finally became so acute that the Directors decided, in spite of funds being low, that the Company would cut itself adrift from all outside influence: remove to larger premises, install new plant and undertake the manufacture in their own Works of all the parts previously bought-out.

It was during 1895 that a move was made to Sydney Works, Alma Street, Alston, Birmingham, and as soon as the necessary plant had been installed and production got under way, a marked improvement in the quality and subsequent reliability was apparent. Then another difficulty was experienced - the conservatism of their prospective customers - a habit of mind so innate in the Australian Settler. In order to popularize their products it was found necessary to educate the Settlers and what would nowadays be called a publicity campaign had to be undertaken. Unfortunately, such a scheme takes time, and it was decided that some alternative work would have to be undertaken to add a little grist to the mill.

A department was opened in 1895 for manufacturing machine tools principally for cotton machine makers. The cycle industry was then at its height, and quantities of bicycle parts were turned out and even numbers of complete bicycles (Herbert Austin had been an ardent cyclist in Australia). It is noteworthy too that the original vertical semi-automatic chucking lathe was first made at the Alma Street factory. Almost any class of work was undertaken, and it was while this fight between the Company and the wolf, which so persistently approached its door, was in progress that strange rumours began to circulate about some new form of mechanically propelled road vehicle. Numbers were reported to be in use in France and Germany, and one or two had managed to squeeze their way into England, while the authorities were not looking. The laws of England held them to be so dangerous and undesirable that their speed was limited to 4 m.p.h. and each one had to be preceded by a pedestrian - the red flag story is a fallacy.

It is not easy to visualize less promising conditions for the establishment of a motor-car industry in England than those of 1895. To popularize mechanically operated sheep-shears among the Squatters in Australia was simple when compared to the introduction of a horseless vehicle to horse-loving Englishmen. The very fact that it appeared to be a rival to the age-long friend of man was, in itself almost sufficient to create a grave for its own body.

To Austin, all this was no deterrent. A keen cyclist, a trained engineer who had already had experience of small gas or paraffin internal combustion engines, the possibilities envisaged proved irresistible. He even made the journey to Paris for the purpose of examining some of the continental machines. The exact year of his visit is not known, but on page 399 of 'The Autocar' of August 30 1929, he says: "Though I had only a vague view of the possibilities of mechanical road traction, nevertheless, some two or three years before I built my first experimental car in 1895, I visited Paris ... "

Back in Birmingham, he was faced with almost the same difficulties that an earlier pioneer, Carl Benz, encountered at Mannheim when, in 1884, he saw the immense future before the horseless vehicle; the first Benz and the first Wolseley cars had to be designed and built in secret and in their designer's own time. Neither Benz nor Austin was his own master; their partners or directors had no faith whatever in motor-cars, and for a long time they would not agree to any money

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ing expended on what they held to be useless experiments.

l so, against this background - and in secret, the first Wolseley car ever
be, which will be described in detail in in the next Chapter, was designed.
s crudeness of its general layout, when viewed through modern spectacles, is
fset by numbers of features which are unquestionably ingenious.

is a curious fact, which will be apparent to every student of motor-car
sign, that many of the pioneer designers originally set their faith in a
hicle with only three road wheels. One need only mention Carl Benz, J.H.
Knight, Bollee, De Deion, the American Duryea, and even the steam advocate Leon
Pipollet, to bear out this statement. It is, therefore, no matter for wonder-
ent that Herbert Austin, when designing the first Wolseley car in 1895, should
follow in the footsteps of those who had first blazed the trail. The explanation
is moreover, always the same: "because it was a simpler proposition."