

# THE WOLSELEY WORD



N.Z. INCORPORATED

JUNE/JULY 1979

## NEWSLETTER

VOL. 3 NO. 6

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#### NEWSLETTER

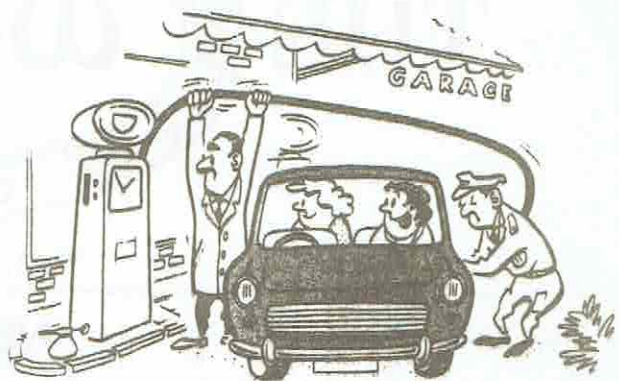
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'Arthur likes to feel he is getting his money's worth'

1. Editorial - From My Point of View

According to a recent survey carried out by an oil company in New Zealand, one in every two cars has a potentially dangerous braking system which, will not fail at any predetermined moment, but most likely, could fail at a time when it is most urgently required to stop. The suspect item common to all cars is the brake fluid. Oil technicians say it is likely to be in a risky water-contaminated state in every other car on our roads.

Brake fluid is a moisture absorbing substance, and it is this property which eventually makes it unsafe. A good fluid, when new, is able to withstand a temperature of  $240^{\circ}\text{C}$  - more than twice the temperature of boiling water - before starting to vapourise at what is known as the "vapour lock" point.

Moisture absorbed by the fluid lowers the temperature at which the system develops the vapours and becomes prone to spongy-pedal performance and then total failure. If the temperature at which this occurs becomes as low as  $150^{\circ}\text{C}$ , then the fluid is due for immediate replacement. Fluid can be checked by some garages with a special machine which will measure the vapourising temperature of a small sample taken from the braking system of a car.

The heat source which raises the brake fluid to such a high temperature is the point where the brake shoe or pad clamps against the drum or disc. Under heavy braking conditions, brakes can become red hot and this heat, generated by braking friction, is transferred to the hydraulic fluid. If the fluid is not up to standard it may fail just when it is needed most - such as the end of a long descent or even in stop-start city driving.

The amount of heat generated in braking systems has increased considerably during recent years. This is due to improvements in brake lining materials which dissipate heat more readily, increasing use of automatic transmissions which diminish engine braking, more use of disc brakes which transfer more heat to the fluid than drum brakes, and less efficient airflow cooling of brake assemblies.



In most cases of vapour lock, full braking efficiency is restored once the system has cooled down and the vapour has condensed into a fluid. However, drivers should beware of stopping only briefly to let the brakes cool down. When a car is stopped the brakes lose the effect of a flow of cool air - and "heat soak" for a time will affect the fluid still further. At least half an hour should elapse before resuming a trip during which suspicions of vapour lock have occurred.

It is important to remember that water will be absorbed by the fluid whether the car is in use or not. Generally, two years is accepted as the maximum safe working life of fluid in a braking system. If you cannot remember when the fluid was last changed in your car, change it now! This is particularly important for those of you with large cars used for towing.

Also, changing the brake fluid regularly will pay dividends as far as brake cylinder and seals are concerned because all contaminants causing corrosion and subsequent seal wear are removed, thus increasing their working life.

Remember, the cost of a litre of brake fluid and half an hour's time could mean the difference between life and death at a time when you are depending on your car's braking system the most.

COLIN HEY

## 2. The President Says

Dear Member,

At this point of writing, I am overlooking Akaroa harbour. It is a delightful setting and very popular with visitors from all over the country. To-day is Sunday, but one notices the absence of people. Perhaps the current fuel shortage and ban on weekend sales could be the reason. Many car clubs like ours would surely be discussing the fuel crisis and how it will affect us, shorter rallies and runs will certainly help the situation as far as club organised events are concerned, but I think every one of us must try and conserve fuel as best we can in our normal activities as well. The club calendar which you will have all received recently has been thought out very carefully by the committee along the lines of fuel conservation. One cannot say how long the present situation will continue, but if all clubs do as we are it will help.

This month marks the end of another year of our club, the third actually, and in my annual report I will give an account of events throughout the past year, just to refresh your memory.

A sub committee was recently formed to organise a raffle to raise funds for spare parts. It is proposed to send all members some tickets when details are finalised and I hope everyone will assist in this worthwhile venture.

Once again may I extend a warm welcome to new members. I hope to see you will participate in the many social events offered. Please do not hesitate to contact any member of the committee with any problem or questions you may have.



I would like to say, at this point, that if any member wishes to attend a committee meeting please contact our secretary, Jack Milne, who will arrange it.

The Timaru branch inaugural run turned out successfully and I congratulate them on their achievement. Congratulations also to the committee and I wish them well in the future.

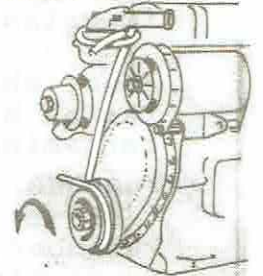
I hope to see you at the next club event, but meantime, drive carefully, "with your foot off it".

JOHN PARKER.



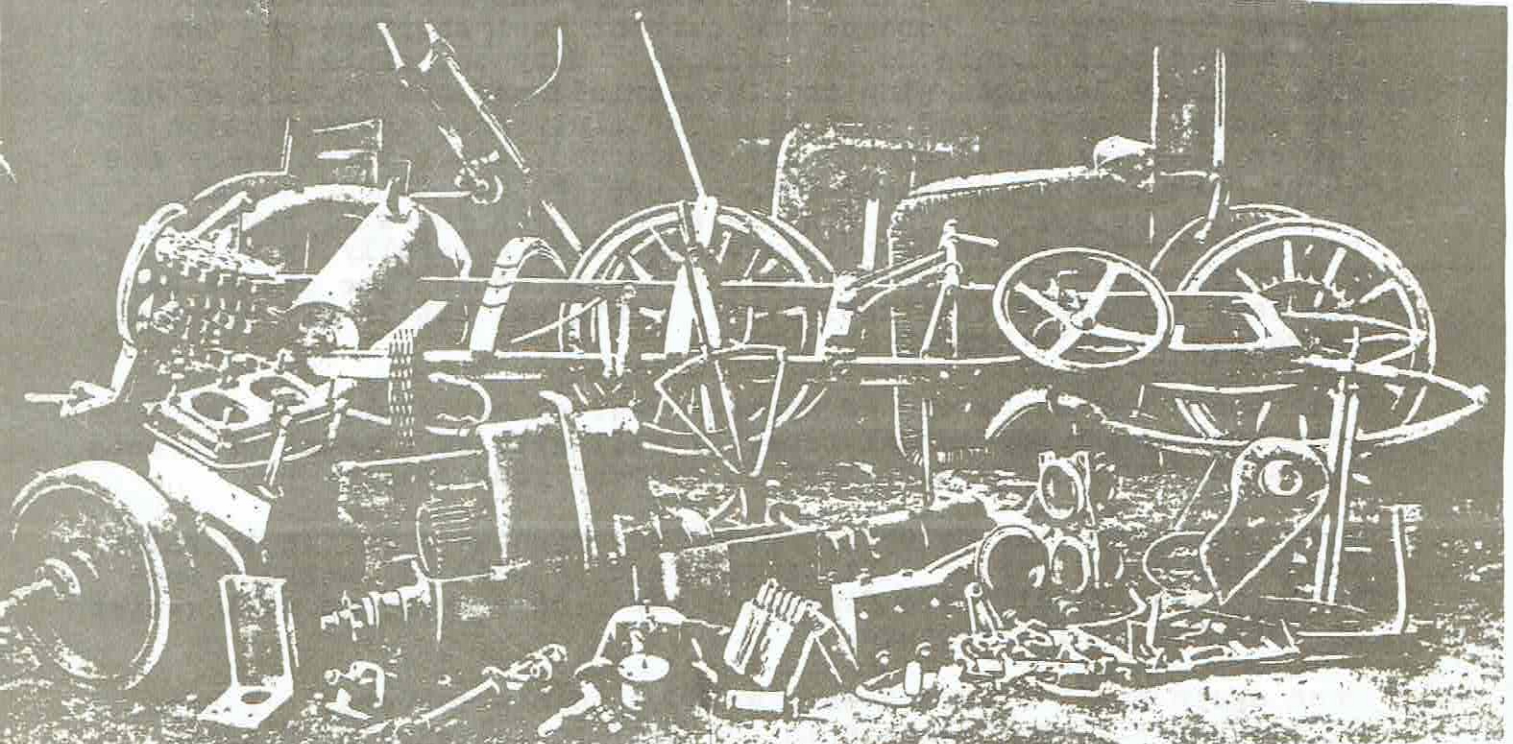
"Well, I still can't find those matches Robert !"

#### TIGHT DOG



● While removing an oil seal between the crankshaft and timing chain cover, I came up against the problem of having to undo a very tight starting dog. Even with the car in top gear and the handbrake on, the engine tended to turn over backwards, moving the car slightly, and causing a loss on the applied force on the nut.

I solved this problem by tying a length of clothes-line to the thermostat case and wrapping it once round the fan belt pulley. The friction held the pulley tight enough for the dog to be removed.—David Rour



Peter Pointer's 1902 Wolseley 10 HP that is described in this month's roadtest, as seen before rebuilding.



### 3. Coming Activities

#### Sunday 15 July - MYSTERY CAR RALLY.

This will cover a distance of approximately 15 miles, finishing at the Caltex Dealers Rooms cnr Blenheim Road and Matipo Street.

Leaving Woolworths Car Park, Marshlands Road at 1.30 p.m. sharp. Ladies a plate please.

#### Tuesday 31 July - Executive Committee Meeting - 7.45 pm. 79 Tennyson Street, Beckenham.

#### Monday 6 August - ANNUAL GENERAL MEETING.

To be held at the Caltex Dealers Rooms at 7.45 p.m.

Please make an effort to attend. Ladies a plate please.

#### Saturday 18 August - Evening Car Rally. Finishing up with dinner. Details to follow

### 4. Car Care - by Tommy Thompson

#### RADIATOR MUFFS

No one need tell you how cold the air has been lately. Have you given a thought that your car feels the cold too?

Although the motor system is fitted with a thermostat, the cold air whistling through the radiator at 30 m.p.h. brings down the temperature to near freezing point under the bonnet.

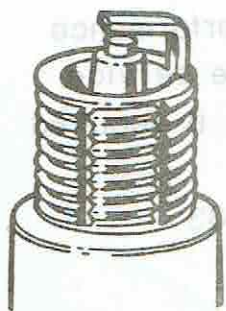
This prolongs the warm-up time considerably and of course is harmful to the engine and costly on fuel.

A cold engine is not running efficiently - the fuel is not giving a proper power out-put and the oil does not circulate so freely.

It is understood from this that constant short-trip-running results in a faster engine wear rate. One way to overcome this problem is to fit a radiator muff on the front grille.

These are made from outside quality leatherette and have a zip-opening if one travels out of town

Happy Motoring.



The spark plug threads in alloy cylinder heads are frequently tight due to deposits trapped in the threads or damage caused by careless fitting of the plugs. In such cases the thread can be chased out and trued by screwing in an old spark plug body which has had grooves filed down the threads as shown.

You can prevent corrosion of the battery posts by cutting 2 inch washers from an old felt hat, wetting them with a few drops of motor oil and dropping them over the posts before putting on the clamps. Oil the felt each time the car is serviced so that it won't dry out.





## 5. Gainsborough - Gourmandise

This evening out attracted a record number of members and friends for an activity of this type. When the dinner was still in the planning stages we were anticipating an attendance of 30 to 35 people and were being, in the Committees opinion, optimistic. The usual turnout has been in the vicinity of 20-25 people. Two weeks before the dinner we had confirmed bookings for 50 people - with replies still coming in - and we were beginning to wonder if the Gainsborough would be able to accommodate us all. Luckily they had plenty of room, and with a final number of 57, we made up a large proportion of the people there that night.

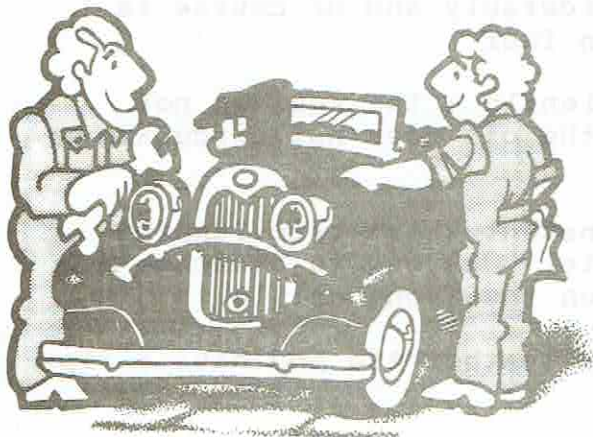
We finally moved in for dinner about 7.30 p.m. Half of the group were seated around a large circular table and the rest, unfortunately, scattered around the room and seated at smaller tables. This obviously made things difficult for the waiters and waitresses who were having extreme difficulty distinguishing who was with the Wolseley Car Club and who was not.

The actual meal was very well prepared and presented, and according to the comments of most, good value for the \$6.50 charged.

There was a good, quiet band playing with dancing available for those who wished, and this added to the already friendly and relaxing atmosphere of the dining room.

It was encouraging for the Committee to see such a good response from members, and we feel confident about booking for just as large a group next time, knowing how much people enjoy meeting others and socialising at this type of activity.

LESS 10% DISCOUNT TO CLUB MEMBERS

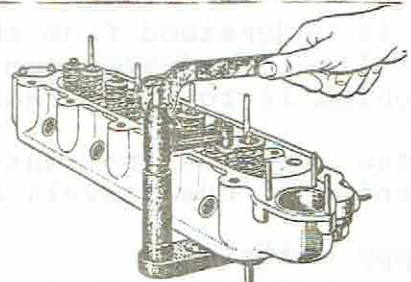


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## 6. Timaru Tinkerings

A 12-mile run from Timaru to Temuka on Sunday June 10 kicked off the activities of the newly-formed South Canterbury branch of the Wolseley Car Club of New Zealand.

Six cars lined up at the Northtown supermarket at 1.30 p.m. and then moved away, led by Club Captain Bill McArthur. The convoy included two 6/110 Mark 2's, two 6/110 Mark 1's, a 6/99 and a "ring in" -- a Holden station wagon whose owner was still preparing his 6/90 for the road.

On arrival at the Temuka Domain they were joined by a 4/44 and, a Wolseley 18/85.

A short meeting was held in the Domain grandstand and Chairman John Nally relinquished his post because of pressure of work. Bill McArthur agreed to take over as Chairman and also to continue as Club Captain.

Mrs L. Sprosen was elected Secretary after David Case said he wished to resign because of his impending transfer to Christchurch. It was agreed that David continue as an ex officio member of the Committee and to represent the Branch in Christchurch.

The next Committee meeting date was set and discussion then centred on a programme for the year. There was general agreement that because of the interest in Waimate that that town be the next outing venue. Trips to other South Canterbury centres were discussed and it was left to the Committee to start planning details. It will also consider a membership drive.

Bill McArthur said he would loan the Club a 4/44 workshop manual to form the basis of a Club reference library. He also intimated that he had some parts which could be the nucleus of a spare parts pool.

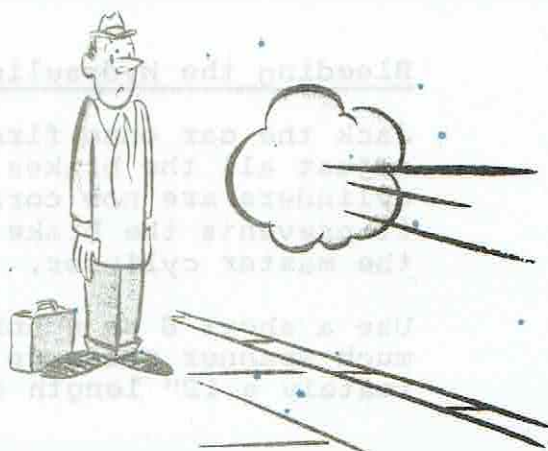
While only eight cars turned out there were more than a dozen people at the meeting. For instance, Mrs Sprosen hitched a lift because her 15/50 had broken a back axle and was still under repair.

So enthusiasm made up for an initial lack of car numbers and members felt that the first run had been well worthwhile

JOHN GUNN



"quick, to the station!"



## 7. BASIC BRAKE MAINTENANCE FOR YOUR



Changing the fluid in your Wolseleys braking system is a straight-forward job for the home workshop. The owner who knows the basic essentials about their cars braking system will find it a straight-forward task. Its the next logical step when bleeding the system, by incorporating the addition of new fluid, when topping up the reservoir, as the old fluid is pumped out.

### Hydraulic Hose Check

Clean and examine the brake hoses. If there is any sign of the rubber perishing at bends, becoming soft or swollen from oil attack, chafed by rubbing against chassis parts, replace the hose, and take action to prevent a recurrence of similar trouble.

### Regular Servicing

To ensure complete safety of the braking system, manufacturers advise that the complete hydraulic system is overhauled every three years, and the fluid is completely replaced every 18 months. If the system becomes contaminated by the use of incorrect fluid the entry of moisture, or water, or the fluid becomes gummy, or dirty. Any part disconnected or fluid level allowed to fall low enough to enable air to enter the master cylinder, then the entire system must be cleaned, flushed, new fluid added and the brake lines bled free of air. When seals are worn it is possible for air to enter the wheel cylinders without any sign of leaking fluid, and cause a "spongy" pedal which is the usual indication of bubbles of air in the system.

### Clean Workmanship Essential

It is vital that absolute cleanliness is maintained throughout the entire operation. Never use a rag of linty texture, and ensure that no dirt or grit enters any part of the system - especially at the reservoir. All equipment must be entirely free from petrol, kerosine, or any form of mineral oil, as mineral contamination spreads rapidly in the hydraulic system, causing a dangerous deterioration of all rubber components and seals. If provided, always replace the rubber cap on each bleed nipple, to prevent dirt entering the bleed tube during any subsequent bleeding operation.

### Bleeding the Hydraulic System

Jack the car onto firm level axle stands or blocks. Fully adjust all the brakes as per car handbook to ensure all wheel cylinders are now correctly housed. Remove the floor mat, if it prevents the brake pedal from completing a full stroke of the master cylinder.

Use a short 8 cm spanner when bleeding so as not to apply too much spanner pressure to the nipple threads. Acquire approximately a 12" length of rubber or plastic tubing to fit on a



nipple, a clean glass jar to recover the expelled fluid, at least a litre of new brake fluid (don't forget the correct grade if you have disc brakes). Plus, a partner, to act as buddy to pump the brake pedal for you.

If a vacuum servo is fitted, do not have the motor running during the bleeding operation and, if the car has been recently running, pump the brake pedal to lose any vacuum left in the system. It is important to tackle the bleed points in a predetermined order.

If a bleed screw is fitted to the master cylinder, this is the point to commence bleeding. Then deal first with the line containing the greatest amount of fluid. On a typical disc/drum setup this will be the front left caliper first, the right front caliper second, the left rear brake drum third and the right rear brake drum last. On an all-drum or an all-disc layout the left rear wheel supply line is the point to begin, then the other right rear wheel, the front left brake third, and finishing at the front right brake drum.

If the disc calipers are fitted with two nipples each, fluid must be taken from each one. Where one nipple is on the mounting half of the caliper and the other nipple on the rim or outer half, bleeding should be from the inner nipple first, followed by the outer nipple of each caliper.

Start by removing the rubber cap from the bleed nipple of the approximate wheel cylinder, fit the bleed tube over the nipple, and immerse the free end of the tube into the jar containing a little brake fluid. Unscrew the bleed nipple about three-quarters of a turn and commence bleeding with a fairly fast, full stroke of the pedal.

Where a C.V. (centre valve) master cylinder is fitted, the pedal should be allowed to fly back freely, but in the case of the C.B. (compression barrel) type cylinder, the pedal should be returned more slowly. One or two slightly faster applications may now be made to advantage. Repeat this procedure until it is apparent that all air has been ejected, closing the nipple screw during the last (slow) pedal application.

During all bleeding operations, the fluid level in the reservoir must not be allowed to fall below a third of the total reservoir capacity, otherwise air may be drawn into the system and the complete bleeding operation will have to be repeated.

Old fluid which has been discharged from the system should never be used again. If the used brake fluid is known to be new and clean, (i.e. following a repeat bleeding cycle) it may be used again, provided that it has been allowed to stand until completely free from air bubbles, as it will almost certainly be aerated when discharged from a bleed nipple.

On completion of the bleeding operation, top up the reservoir to a quarter ( $\frac{1}{4}$ ) inch below the filler neck and replace the cap after checking the vent hole is clear. Check the system by applying pressure to the brake pedal for two or three minutes and examine the entire system for leaks. If the pedal gradually sinks, a fluid leak is denoted which must be found and rectified. If the pedal feels spongy, repeat the bleeding operation,



indeed, it is by no means unusual to have to 'bleed' twice before the system is completely free from air.

### Hydraulic Pressure - Limiting Valves

Cars with a high transference of weight from the rear wheels to the front wheels during braking are sometimes fitted with proportioning valves to reduce the locking of the rear wheels. Some systems are also self-compensating on gradients. The Girling inertia valve on the 6/110 MKII can cause a little puzzlement if the car is jacked high at the rear, or if the brake pedal is hit too fast during bleeding, for it is impossible to obtain a good flow of fluid from the rear brake nipples as the valve restricts the flow.

### Summary

Brakes are in action only when they are needed. There is no "ticking over" period when one can tell if there is something amiss, and a warning of inadequacy may come when the brakes are needed most. Make a habit of testing the brakes and make a note of:

- (1) Excessive foot pedal travel.
- (2) Excessive handbrake movement.
- (3) Varying foot pedal travel.
- (4) Spongy or springy "feel" to the pedal action.
- (5) Loss of effective pedal action.
- (6) "Pull" on the steering when braking.
- (7) Abnormal loss of fluid.

Symptoms 1 and 2 usually mean that adjustment is overdue and should be corrected immediately. Item 3 could be caused by mal-adjustment of the master cylinder push rod or sticking wheel cylinder pistons, and item 4 could be caused by incorrectly set steady posts or air in the hydraulic system, but all these warnings (three to seven) usually indicate more serious trouble and expert advice should be taken. One or more of the wheel cylinders or the master cylinder may be at fault; the whole system may be suspect due to some contamination, but the source of the trouble needs to be located and corrected.

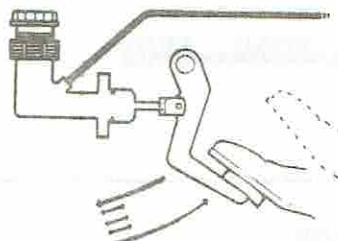
### Essential Precautions

ALWAYS keep the brakes properly adjusted.  
NEVER allow the brake shoes to wear down to the rivet heads or, where bonded linings are fitted, below 1/16" from the metal shoe. (This requires regular inspection).  
REGULARLY inspect the fluid level in the reservoir and top up if needed with genuine Castrol-Girling Amber Brake and Clutch Fluid, obtainable in sealed units (SPEC J1703) suitable for disc brakes.

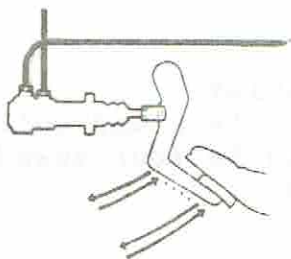
### WHEN OVERHAULING

ALWAYS exercise extreme cleanliness when dealing with any part of the hydraulic system.  
NEVER handle rubber seals or internal hydraulic parts with greasy hands.  
ALWAYS use Brake Cleaning Fluid for cleaning internal parts of

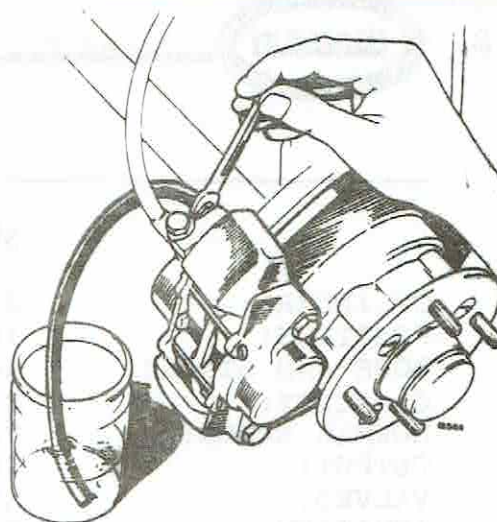




Bleeding Girling hydraulic brakes The pedal should be pushed down through the full stroke, followed by three short rapid strokes and then the pedal should be allowed to return quickly to its stop with the foot right off. This should be repeated until the air is dispelled at each bleed screw



Bleeding a Lockheed disc brake



the hydraulic system. The use of other fluids can be dangerous.

- NEVER use a master cylinder or wheel cylinder if the bore or piston has become scored or ridged.
- ALWAYS pack the protective rubber boots on all master cylinders with Rubber Grease No. 3, obtainable in convenient collapsible tubes from any brake agent. (Never use ordinary White Brake Grease for this purpose).

IF the system has become contaminated by mineral oil, the master cylinder, supply tank and wheel cylinders should be stripped down and the metal parts thoroughly washed in Brake Cleaning Fluid. New seals and gaskets should be fitted. The pipe lines should be similarly flushed out and new rubber hoses fitted.

#### Warning

Brake fluid will damage car paintwork. Use extreme caution. Brake fluid absorbs moisture. Always replace caps after use to prevent spillage.

#### Caution

KEEP OUT OF THE WAY OF CHILDREN AND HOUSEHOLD ANIMALS. HARMFUL IF SWALLOWED - BRAKE FLUID CONTAINS POLYETHYLENE AND GLYCOL ETHERS.

BILL WILLIAMSON



"This could be tricky---they'll both insist it was their fault".



8.



10-H.P. WOLSELEY ROAD TEST

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SPECIFICATION

CYLINDERS:	2 horizontal
POSITION:	In front
BORE AND STROKE:	4½ x 5 in. (114.3 x 127 mm.)
CAPACITY:	2,605 c.c.
NORMAL SPEED:	750 r.p.m.
OUTPUT:	10 h.p.
VALVES:	Automatic inlet
IGNITION:	Electric, battery and coil
TRANSMISSION:	Silent chain to four-speed gearbox
FINAL DRIVE:	Side chains
TYRES:	Pneumatic

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The nominal power of the Wolseley voiturette which had so greatly distinguished itself in the Thousand Miles Trial of 1900, was 3½ h.p., but Mr Beaumont suspected this of being an understatement, for he calculated that if it in fact developed 3.75 b.h.p. 'the mechanical efficiency of the whole car would then reach 75 per cent, which is extremely good'. By May 1901, moreover, the manufacturers themselves were admitting that the production model of this same single-cylinder engine with a bore and stroke of 4½ x 5 in. was 'giving off over 5½ h.p. on the brake at 750 r.p.m.' while the 2-cylinder edition with the same bore and stroke, which was presumably the 'untried 8 h.p.' which had 'fired her bearings' in the Trials, was now also in production and 'giving off', over 10 at the same speed. This was to become, perhaps, the best known of the horizontal-engined Wolseleys, and it was on a 10 h.p. model that I was able to gain an impression of their character. The car in question belonged for a number of years to a clergyman in Suffolk, who, in about 1920, inspired, perhaps, by a desire to find out why it worked so satisfactorily, decided to take it completely to pieces. This he did; but for better or worse he omitted to put it back together again, and left the component parts in a corner of the Rectory paddock, whence they were rescued nearly 30 years later. After some further vicissitudes, they passed into the possession of Mr Peter Pointer of Norwich, who, having reassembled them with considerable skill, found himself in possession of a 10 h.p. Wolseley instead of a heap of junk. Very soon after he had done so, he entered the resurrected car in the Bristol Motor Cycle and Light Car Club's Veteran Car Rally and Reliability Trial; and having successfully driven it over 200 miles from Norwich to Bristol, most kindly invited me to accompany him the next day on the reliability trial to Weston-super-Mare and back.

Within a fairly short time of the car's manufacture, Commander Montague Grahame-White was to write, in *Cars and How to Drive Them*, that 'the Wolseley Tool and Motor Car Company are in the proud position of being the largest firm ... devoted to the manufacture of motor vehicles in Britain', and the 10 h.p. may therefore be regarded as a typical English car of the period. Its most striking

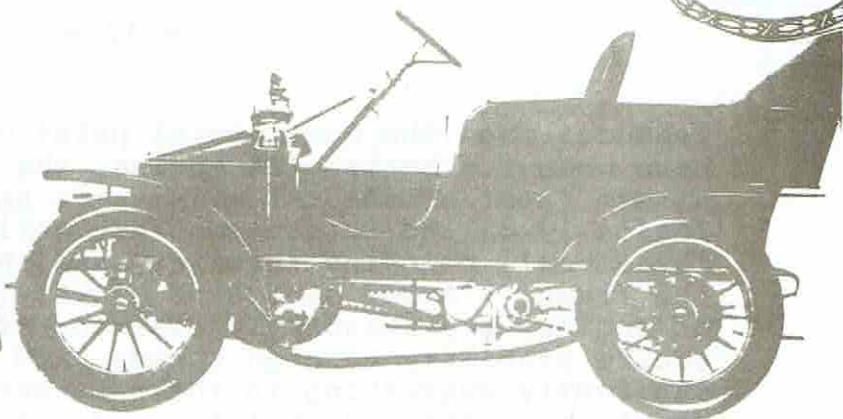
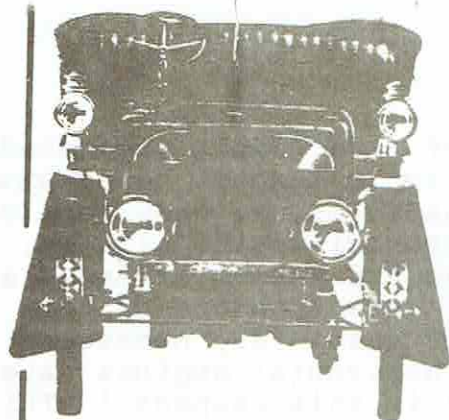


feature, from the Continental point of view, would undoubtedly have been its horizontal engine, the two cylinders being arranged at the front of the car with their heads (or, as they were more logically called in contemporary horizontal engine circles, 'breeches') pointing forwards, and the crankshaft arranged across the frame. 'A low centre of gravity,' the sponsors of this type of engine very reasonably claimed, 'is absolutely necessary to secure stability at high speeds, and horizontal engines have manifestly everything in their favour in this respect.' This, no doubt, was achieved; but there did not go with it the appearance of a low car. In the first place, if a four-seater tonneau body is to be accommodated on a six-foot wheelbase chassis, the seating position has got to be uncompromisingly upright; and secondly, while the centre of gravity of a horizontal engine is 'manifestly' low, the crankshaft, and therefore the transmission line, is high in relation to the centre of gravity. In order to clear the transmission, therefore, the frame and floor level of the Wolseley is rather high, and, in spite of the horizontal engine, the general impression is of a rather tubby car, with a short bonnet. Around the front and sides of this are arranged the radiator tubes, the total cooling area of which is so great that only one-and-a-half gallons of water have to be carried, in spite of the fact that 'the pump only runs at one quarter of the speed of the motor' because 'fast-running pumps leak badly, and are a great source of annoyance'. In 1901 these radiator tubes were arranged in vertical banks, on the 1902 car the side tubes are still directly one above the other while the front ones are staggered backwards towards the top of the bonnet, and in 1903 there was a tumble-home all round.

The crankshaft running across the frame revolves in the same plane as the road wheels, and Austin did not neglect the opportunity thus presented to him to dispense with all bevel gears in the transmission. Instead of his original belt, however, he now used a Renold silent chain to transmit motion from the crankshaft to the gearbox, and thus, as with the belt, solved the difficulty of keeping its bearings and those of the engine in exact alignment. Whereas however, if you have once embarked on a longitudinal clutch shaft you can presumably make it as long as you wish, within reason, there are, I take it, severe limits to the length over which it is desirable to drive with a Renold chain; with the result that the gearbox is closer to the engine than in most contemporary cars and the final driving chains are correspondingly long. While therefore, the engine probably runs more sweetly than most 2-cylinders of the time, this sweetness is swallowed up on the road by the roughness of the transmission, and the real clatter set up by the chains, which is more insistent than in any other chain-driven car I have ever been in. Very little power, no doubt, is lost by this system between the engine and the road wheels, but the relative efficiency in this respect compared with that of other contemporary cars does not make itself easily apparent to the senses. The design, moreover, carried within itself the seeds of its own destruction, for with the engine in front and the drive to the back wheels wholly by chain, it became impossible even when its desirability became apparent on other scores to lengthen the wheel-base.

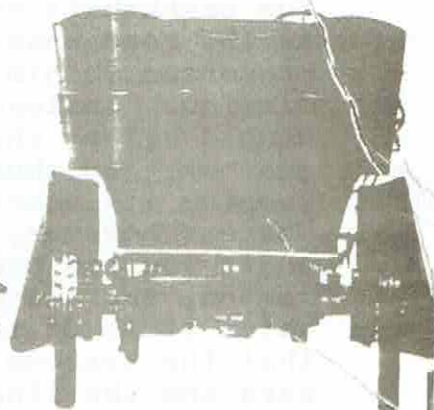
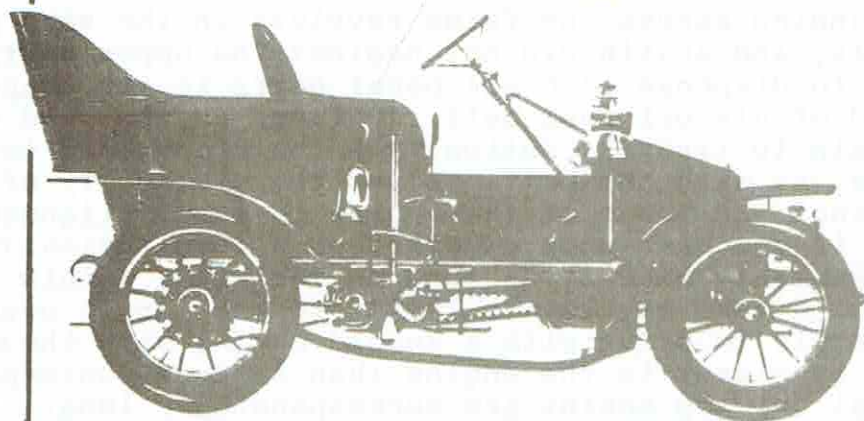
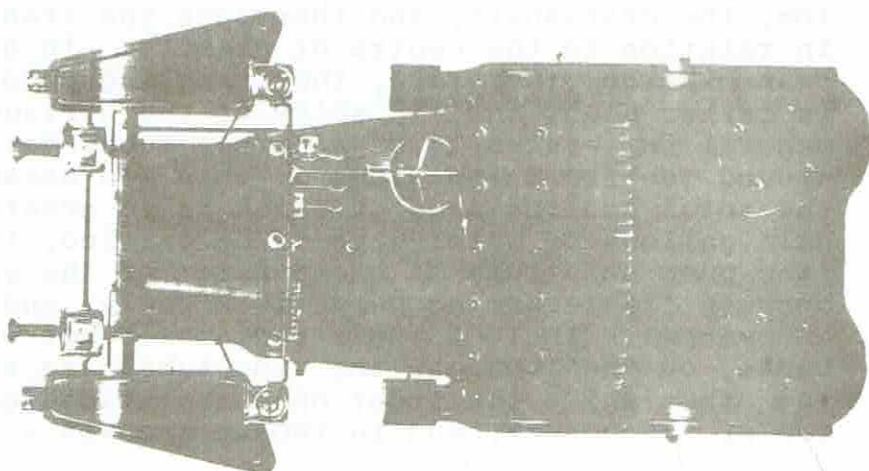
Every bit of the machinery gives the impression of solidity and painstaking workmanship, but I think the car is rather heavy, because, although the body must be quite light, it weights some 19 cwt.





10 H.P. 2-CYLINDER WOLSELEY  
with the Wolseley Company's own 4/5 seater  
tonneau body.

The 10 h.p. was the most popular model in the Wolseley range; it had reasonable performance by the standards of the time, it was reliable and it was furnished with a bottom gear ratio which allowed it to cope with hills which could defeat some contemporary cars.



This is plenty for a 10 m.p.h. car, with the result that it has to be rather low-g geared and the cruising speed is only about 20 m.p.h. A fairly moderate gradient, moreover, calls for a downward change, and it frequently becomes apparent that for hill-climbing third is rather close to top, with the result that very soon after it is engaged the engine asks for second. The ratios are, in fact, fairly evenly spaced; for example, with a 10-tooth driving sprocket the fourth speed gives 24 m.p.h. at the normal engine speed of 750 r.p.m. third gives 18 and second 12, and I take it that third was designed mainly for use on the level where 24 m.p.h. would have involved scorching. With a quadrant change, however, one is forced to engage third, at least momentarily, on route from fourth to second, and this involves some loss of road speed while the double change is made. Moreover, the Wolseley already foreshadows what was to become a characteristic of English as compared with Continental cars, namely a difficult gear-change, and in spite of Mr Pointer's obvious skill in the matter, the necessity for fairly constant use of the gearbox does not add to the sweetness of running.



In spite of these drawbacks, it is not hard to see why the Wolseley was the most popular English car of its day. I doubt whether I have ever travelled on any car nearly half a century old which I was so confident would reach the end of its journey without giving trouble, and certainly not on one which had so recently been reassembled. In the Reliability Trial we had to maintain a set average speed of 12 m.p.h., and when we found ourselves ahead of schedule there was no temptation not to slow down in case we might want a bit of time in hand for emergencies later. In fact, the 10 h.p. Wolseley bears an uncanny resemblance to Lord Austin's products right up to the end of his life: it may not be particularly refined in the manner of its going, but the inherent soundness of the engineering that has gone into its construction positively declares itself at every turn of the wheels.

#### 9. RECIPE FOR THE LADIES.

#### DUSKY-DANDY

1 cup Sugar  
1 cup Flour  
 $\frac{1}{2}$  cup Coconut  
 $\frac{1}{2}$  cup Dates or Sultanas  
1 lb Butter

1 Tab/spoon Cocoa  
1 tea/spoon Bake/Powder  
1 dash Vanilla Essence  
Milk to mix



Cream the Butter & Sugar, add in other ingredients. Place in flat tin, bake in moderate oven for about 30 min. After removal, while hot, cover with Chocolate Icing and sprinkle over with Coconut.

Margaret Williamson.

#### FOR THE LADIES


#### Pointers on Child Restraints


1. A restraint designed especially for the child passenger should be fastened to the car either by the adult seat belt or by anchoring the restraint itself to the car structure. Make sure it has a standards number when purchasing. Seats that hook over the seat back are worthless.
2. A seat should give cushioned protection from both front and rear crashes.
3. A child's upper body should be restrained by belts at least  $1\frac{1}{2}$  inches wide or by an impact pad.
4. Adequate padding should line all areas a child's head might encounter upon impact. Check for any sharp or pointed hardware.
5. The safest position for a child to ride in a motor vehicle is in the centre rear seat.
6. Children under four years of age should not be permitted to use the adult safety belt. Lap belts put too much pressure on too small an area of the child's body, and they can slip out from under them. Shoulder belts are dangerous, too, when it crosses the child's neck or face.
7. Children over the age of four years may use the adult lap belt, again preferably the one in the centre rear seat.
8. Restraints must be used EVERY TIME. Short trips are no exception.



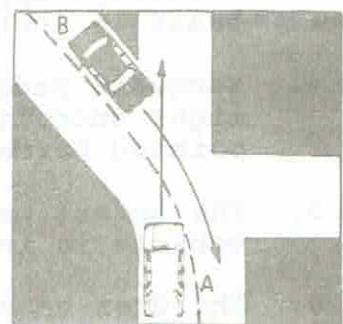
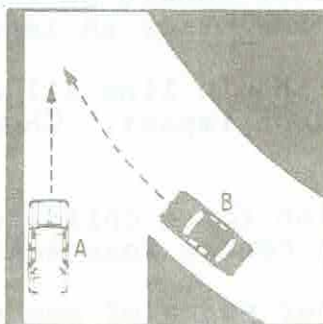
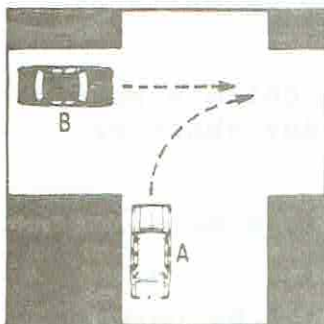
# 10. WOLSELEY Driver Questionnaire

1. HOW FAST SHOULD YOU DRIVE ON A NARROW ROADWAY WITH NO CENTRE LINE?
  - A. At a speed that enables you to stop within the distance of clear road you can see ahead
  - B. At 50 km/h under any circumstances
  - C. At a speed that enables you to stop within half the distance of clear road you can see ahead
  - D. At 80 km/h when towing a trailer
2. WHAT SHOULD YOU DO IN HEAVY TRAFFIC?
  - A. Drive near the centre line
  - B. Stop other drivers from taking your space ahead by closing the gap
  - C. Keep a space in front and behind relevant to your speed
  - D. Move forward when the green light changes to amber for other traffic
3. WHEN APPROACHING A RAILWAY CROSSING CONTROLLED BY A STOP SIGN WHAT SHOULD YOU DO?
  - A. Slow down to 30 km/h
  - B. Stop clear of the line until it is safe to cross
  - C. Slow down and be ready to stop if there is a train coming
  - D. Speed up in order to clear the line quickly
4. WHAT IS THE SPEED LIMIT FOR A CAR TOWING A TRAILER?
  - A. 50 km/h
  - B. 60 km/h
  - C. 70 km/h
  - D. 80 km/h
5. BEFORE MAKING A RIGHT TURN ON A TWO-WAY ROAD YOUR VEHICLE SHOULD NORMALLY BE JUST TO THE LEFT OF THE CENTRE LINE. IF THIS IS NOT SAFE, WHERE ELSE MAY YOU POSITION YOUR VEHICLE?
  - A. As close to the left of the road as practicable
  - B. In the middle of the left lane
  - C. In the most convenient position for you
  - D. Straddling the centre line so traffic from behind can pass on your left
6. WHAT DOES THIS SIGN MEAN?
 


  - A. You may park for 20 minutes between 4 p.m. and 6 p.m.
  - B. You may not stop between 4 p.m. and 6 p.m. and may park for only 20 minutes between 8 a.m. and 4 p.m.
  - C. You may stop only for a few minutes between 4 p.m. and 6 p.m.
7. WHAT MUST YOU DO WHEN THIS SIGN IS EXTENDED AT A PEDESTRIAN CROSSING?
 


  - A. Stop and do not proceed until the signs are withdrawn
  - B. Slow down to 20 km/h
  - C. Drive on carefully if no children are on your half of the pedestrian crossing
8. WHEN MAY YOU TRAVEL TO THE RIGHT OF THE ADVANCE WARNING LINE TO A "NO PASSING" LINE?
  - A. Never
  - B. When completing a passing movement
  - C. Whenever you like whether you are passing another vehicle or not

FOR EACH OF THE SITUATIONS SHOWN, WHO GIVES WAY?



9. A. A  
B. B  
C. Neither

10. A. A  
B. B  
C. Neither

11. A. A  
B. B  
C. Neither



## 11. PETROL ON TAP

### THE MAN WHO CHANGED WATER INTO PETROL

If only John Andruss could be found and his secret disclosed, every motorist in the world would be overjoyed for he could make his own petrol! It was claimed that the wonder fuel could be made by anyone who knew the secret formula for a half-penny a gallon.

Andruss, a native of Portugal, made the startling claim that he had discovered a secret method of making petrol from water. It seemed impossible, but he was able to convince the authorities. He convinced them so thoroughly that the British Cabinet appointed a body of experts to make exhaustive tests of the claim. Three experts were chosen: two were British, one being from the Admiralty, and the third was an American attached to the United States Navy.

All three were convinced that John Andruss's claim could only be false. In spite of this he persuaded them that he had indeed discovered a simple method of manufacturing petrol from water. The report concerning the secret which was sent to America so impressed the authorities that they placed £250,000 to John Andruss's credit.

All were satisfied that Andruss had provided irrefutable proof of his claim. However, it was decided to apply more stringent tests, under conditions which made trickery impossible.

Such tests had already been carried out in Britain. Now they were carried out in America, the first in the presence of Andruss himself.

In this test a motor-boat had its fuel tank filled with ordinary sea water. The men responsible for this were above suspicion. Then Andruss poured into the tank a cupful of his secret mixture. No one really expected the boat to move, but to their astonishment, the craft sailed smoothly over the water.

The experts were impressed but dazed. Nevertheless, they wanted a final test carried out on land. The Indianapolis Speedway was chosen for the experiment. The mixture proved to be just as successful.

John Andruss was not there to see his compound vindicated. He had, to all intents and purposes, vanished into thin air! This was in 1919.

The most intensive search was made to discover the whereabouts of John Andruss, but no trace of him or his body has ever been found. Yet he had no reason for running away. He was already famous and had a fortune to his credit. Even had he wished to disappear, he would have found it hard, for he was in the public eye.

The theory is advanced that there were interested persons who wished to destroy him and his secret at the same time. Still it is hard to believe that no single clue would be left. At any rate, the mystery of what happened to John Andruss remains.

One thing is certain, and that is, if Andruss really discovered the secret of turning water into petrol, just imagine its enormous possibilities and boon to motorists all over the world.



## 12. YOU ASKED US.

If we don't know, we will endeavour to find the required information. Do not forget to give your name and address when writing to the Editor with your enquiry.

### Fitting a Foglamp to the 6/99

CAN YOU HELP WITH INFORMATION REGARDING THE FITTING OF A FOG LAMP TO MY WOLSELEY 6/99 CAR? THE EXISTING LIGHTING IS EXCELLENT, BUT TO MEET SPECIAL CIRCUMSTANCES I WOULD LIKE TO USE A DIPPING FOG LAMP. THE MAIN PROBLEM IS THAT I CANNOT GET A SUITABLE LAMP AND FITTINGS.

There is quite sufficient room to fit an extra lamp if you so wish, and any standard fog or spot lamp, preferably with shall back, would do. However, a bracket would have to be made to carry any such lamp, and if you do not have facilities for this your local auto electrician would help. The bracket has to be set with a twist so that it clears the front valance. No cutting or modification to any part of the car is necessary.

The other solution is to use the existing spot lamp housings and replace the standard unit with a fog lamp unit. Of course, a yellow bulb can be fitted into existing lamps.

We wonder if you are aware of the fact that not only are the lamps operated independently on the 6/99 Wolseley, but they are swivel-mounted and can therefore be positioned independently to suit your own driving technique.

### Wolseley 1500 Suspension

WHY SHOULD A NEIGHBOUR SUGGEST THAT MY WOLSELEY 1500, AFTER OVER TWO YEARS' SERVICE, IS LOP-SIDED? IT GIVES A PERFECT RIDE, BUT I MUST ADMIT IT DOES APPEAR LOWER ON THE DRIVER'S SIDE. HOW CAN THIS BE CHECKED?

As you have been doing a great deal of solo driving the suspension has 'settled' more on the right-hand side and has been such a gradual process you have not noticed the change.

The method of checking the suspension is by measuring the differences in height between the pivot points.

Prior to Chassis No. 27061 the difference between the centre of the lower arm inner and outer pivots should be  $1\frac{3}{4}$  in., with the car unladen, or when loaded with three passengers, driver and equipment there should be a difference of  $\frac{3}{8}$  in.

After this chassis number the unladen difference should be  $15/16$  in., and when loaded the outer pivot should be  $\frac{1}{8}$  in., above the inner.

Any adjustment found necessary to correct your problem can be referred to the instructions contained in Section K of the Workshop Manual.



#### 14. General Notes

On behalf of the Committee, I wish to welcome the following new members into the Club.

##### Member No.

13	Mr F.J. Biggs	124 Nelson St, <u>INVERCARGILL.</u> Ph. INV 68-835	6/110
28	Mr S. Harmon	11 Fenchurch St, Ph. 525-659	6/110 Mk II
29	Mr D.J. Case	Fl.2, 14 Le Cren St, <u>TIMARU.</u> Ph. Bus 3199 Ext. 989	6/110
31	Mr J.H. Roebuck	15 Rose St, <u>TIMARU.</u> Ph. 86887	6/90 Series II
34	Mr B.S. Roebuck	15 Rose St, <u>TIMARU.</u> Ph. 86887	Associate Member
42	Mr J.G. Gunn	7 Pringle St, <u>TIMARU.</u>	6/99
44	Mr L.R. Hill	Acacia Dr. Seadown, R.D. 3, <u>TIMARU.</u> Ph. 82-486	18/85
48	Mr J. Dowling	P.O. Box 386, <u>TIMARU</u>	Associate Member
83	Mrs L. Sprosen	98 Church St, <u>TIMARU.</u> Ph. 4146	15/50
91	Mr J.T. Gale	174 Tancred St, Ph. 989-959	6/99
92	Mr C. Gannon	64 Bell Road, Lower Hutt, <u>WELLINGTON.</u>	1947 18/85

Resignation The Committee accepts with regret the resignation of Member 64, Dave Wickins, 33 Birdwood Avenue, and hopes one day he will be able to return to the Wolseley ranks again.

ANSWERS TO SECTION 10.  
1 = C, 2 = C, 3 = B, 4 = C, 5 = A, 6 = B, 7 = A,  
8 = B, 9 = A, 10 = B, 11 = A.....



It was encouraging to receive a visit from an enthusiastic Wolseley owner from Wellington a short time ago.

Chris Gannon was posted a Newsletter last year by the "Club" following Bill Williamson's visit to Wellington, who after spotting an early model Wolseley on a front lawn in Lower Hutt, proceeded to make enquiries and was introduced to Chris.

Chris, who at the time of his visit to Christchurch, was working in the South Island, followed up the address on the front of the Newsletter which brought him to my house. He paid his subscription on the spot, and asked to be sent membership forms to distribute to other interested Wolseley owners he knows of.

Thanks for your visit Chris. I hope you can stir up some interest in Wellington. Don't forget to see that black 6/90 owner who parks regularly in the Willis St area.

----- This is the final Newsletter for this financial year, however any contributions for Vol. 4 Newsletters will be gratefully accepted. The next deadline is in August so be sure to let me have all items in plenty of time

COLIN HEY

### DO YOU BELONG?

ARE you an active member, the kind who would be missed

Or are you just contented that your name is on the list?

Do you attend the meetings and mingle with the flock,

Or do you merely stay at home and criticise and knock?

Do you take an active part to help the work along,

Or are you merely satisfied to only just belong?

Do you select your duties to get YOU only the best,

Or can you be relied on to turn out with the rest?

Do you ever go to visit a member who is sick,

Or leave the work to just a few and talk about the "clique"?

Think it over member, you know right from wrong,

ARE YOU AN ACTIVE MEMBER, OR DO YOU JUST BELONG?





## CHAPTER VI

Clothes for Motoring

By now the fashion writers were also having a field day. For a short time the horseless carriage actually pushed the clock back. The coaches of the past had been sophisticated vehicles, offering complete weather protection for passengers, (if not for the coachmen and footmen). Early automobile designers, however, seemed to have overlooked this important requirement of the carriage-trade, and produced vehicles that had no more shelter from the elements than a lifeboat in a storm.

The introduction of the motor car changed not only the mode, but also the comfort of travelling. Passengers were given the protection of neither a windscreen or hood, but were expected to be able to put up with the rigours of the weather in the cause of the car.

Riding habit was at first pressed into service, and heavy outer clothing used to ward off the knifing winds. So that when women first took to the motor car in the early nineteen-hundreds they faced the usual feminine problem - what to wear. Of course, motoring being something new and rather daring, there were no set fashions, and it was all very difficult for the daring young thing of the day.

Many of them found that it was difficult to maintain the drawing-room air of beauty and freshness in the new horseless carriage. The chief trouble was that motoring in those early days was not a very clean affair. Few of the vehicles carried any kind of shield or cover, and the road-makers had not yet found anything to keep the dust down.

On a hot English summer afternoon the passage of each car raised a wall of dust which, on a calm day, remained suspended in the air for several minutes. Passengers in motor-cars, especially if another vehicle had lately passed that way, often looked as though they had just been on a visit to a flour mill.

Of course, on wet days, the dust became mud. What a task it was, alas, for a girl to keep clean and attractive behind the wheel of a motor-car.

Even a very moderate rate of speed - the speed limit in those days was 12 m.p.h. in England and 10 m.p.h. in Scotland - along a dusty road wreaked sad havoc with the delicate tweed or serge costume which formed the ordinary railway travelling dress. At first they merely wrapped themselves in anything heavy enough to fend off the rain and wind, or on finer days revert to riding habit. But the pioneers soon realised that motoring needed specialised clothing to combat the wind, rain and dust that was encountered at 'the new speeds.'

Since motor cars were nearly all extremely expensive to buy and even more expensive to run, most of these early owners belonged to the former 'carriage trade' class who could afford to lead fashion in their own way.

As a yardstick of the clothing selection of the time nothing can match Harrod's general list. These were produced annually for



customers and by 1901 were featuring garments for automobilists, in the saddlery section.

The clothing of the day was designed as a protection against rain, wind and dust, and very functional it was. Most of it was hideous; goggles that comprised two round glass eyepieces in a rubber mount made the motorist - both men and women - look like creatures of another planet... Scarves or hoods worn around the mouth and neck completed the disguise. Peaked caps worn by the men, surmounted this mask-like effect, rendering all car drivers alike and giving rise to a great deal of confusion of identity.

It is interesting to note some of the attempts made at solving these fashion difficulties. Let us first go over to Paris in the year 1902, then, as now, something of a leader in the world of ladies' fashions. Unfortunately the French women seemed as baffled as their English counterparts, and their efforts were not a success. One writer of the time wrote:

'The average French woman who indulges in this form of 'le sport' adopts a thoroughly workmanlike and, alas, that it should have to be confessed, an extremely unbecoming costume, of which the most important part also seems to be, to the onlooker, a pair of enormous goggles surmounted by a kind of stiff hood enveloped in a long double-breasted coat of tough silk is worn in the summer and of the warmest cloth, fur lined, in the winter.'

As the writer describes the motoring wear it sounds like something from a science fiction story, but he does go on to admit that when the French woman took 'what may be styled a show drive' she looked somewhat smarter. She appeared in a white cloth coat and skirt, the latter trimmed during the winter with bands of sable. On her head was a coquettish little toque to match, swathed in a thick lace mantilla. During the actual driving the veil was so arranged as to protect the eyes and nostrils from the wind and dust. This sounds rather nice, but it appears that often the lady's costume cost more than the motor-car.

## BURBERRY MOTOR COATS

PROOF WITHOUT HEAT

WARM WITHOUT WEIGHT

### BURBERRY TOP COATS

ensure in the most efficient manner healthful protection from rain, wind and cold. A Burberry differs from the ordinary top coat in that it unites nature's own line and symmetry of build with total absence of fatiguing weight yet no other coat approaches it for the same comfort it provides in all weathers.



THE BURBERRY.

### THE BURBERRY

is a thoroughly practical overcoat for the Automobilist. A weatherproof that affords every possible protection against driving rain, cold winds and dust, yet ventilates naturally, and featherweight. Double buttoning excludes wet and draughts whilst wind collar and cuffs complete the details of a perfect motoring coat.



### BURBERRY ULSTER

made from Burberry woven and proofed cloths, of texture so dense that it forms an impenetrable barrier to cold winds and wet. Faultlessly ventilating as though unproofed, and very lightweight Burberry guarantees health and comfort on or off the car.

### BURBERRY FUR COATS

afford the agreeable feeling of coziness and luxury. Walking long, they form splendid safeguards from the bitterest and stormy winds. Made from choice and rare skins that treated by Burberry's to make them extremely lightweight.



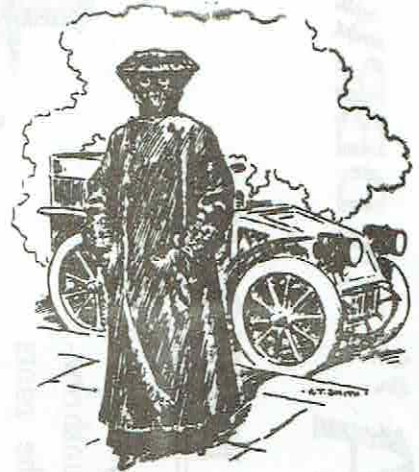
# WOOLLAND BROTHERS.

Motoring & Country Hats in exclusive designs.



"Charlotte Corday" Bonnet, for Motorists. This elegant  
modeling of narrow ribbon, trimmed with a  
small tulle and a ribbon Veil to tone, is pretty  
and comfortable. Price 49 s.

95, 97, 99, 101, 103 105, & 107,  
KNIGHTSBRIDGE, LONDON, S.W.



DEA EX MACHINA. THE GODDESS OUT OF THE CAR.

"But what is this? What thing of sea or land?  
Female of sex it seems,  
Thus so buckled, ornate, and gay,  
Comes thus way, sailing  
Like a stately ship."

An amber scent of odorous perfume  
Her harbinger. — *Musset, Sanson Agonistes*

This was what the French had to offer, alas. The English too, were as completely all at sea - or should we say all at roads?

There was a faint idea that there should be a similarity between the motoring costume and any form of yachting dress. All of these 'nautical' costumes were rather ugly and cumbersome, so that they did not help the daring young lady motorist who wanted to stay pretty.

The rest of the fashion ideas followed the French line, with one or two pretty little 'modes' and additions. One fashion writer, telling a girl just what was the right thing to wear behind the wheel, wrote:

'It has been proved by experience that every form of short fur is preferable to the long-haired kinds, and that in some ways the two ideal furs for horseless carriage wear are Persian lamb and sable.'

In fact, it seemed, the poor young thing who did not wear a touch of fur here and there whilst motoring felt positively naked. Mention should be made of the important part that fur played in the motorists wardrobe. It was hardly necessary to add in advertisements for coats, helmets, caps and even goggles that they were all fur-lined. A fur-lining to the motorist was his assurance of at least some comfort on his draughty expeditions. But not just any fur: the early motorist wanted the best. Even up to 1929 Harrod's listed motoring rugs in



# THRESHER'S "LAMOLA" UNDERWEAR.

HOSIERY, SHIRTINGS,  
EAST INDIAN  
AND  
COLONIAL OUTFITS.  
TAILORING, etc. Departments.

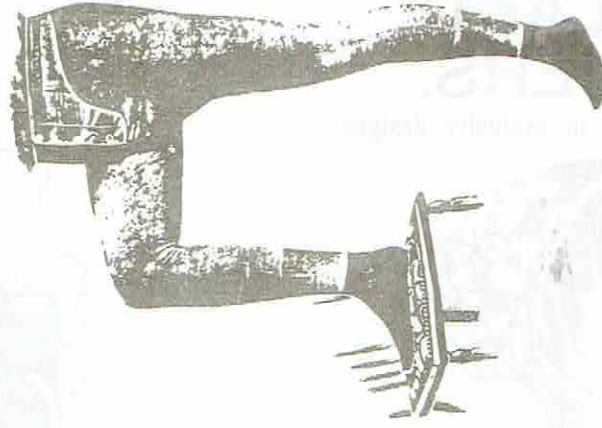
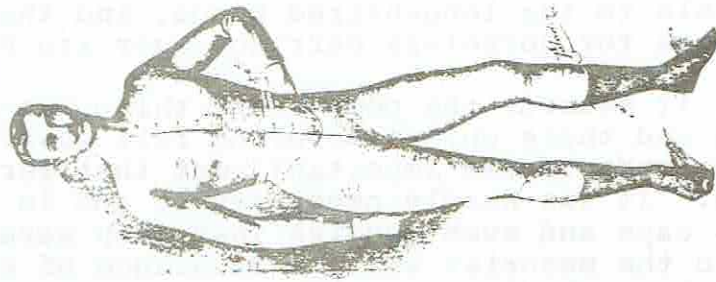
## AN IDEAL MATERIAL FOR MOTORING.

THRESHER'S "LAMOLA" is made from pure undyed wool; its chief advantages are its non-irritant and unshrinkable nature. The garments are seamless, the pants being made with adjustable belt bands.

Made in four substances, Heavy, Medium, Thin, and Tropical, samples of which, with price list, will be sent on application.

Sample garments sent on approval on receipt of trade reference, height, chest, and waist measure.

An extra weight for motoring in winter is advisable.



Extract from the

"COUNTY GENTLEMAN,"

Oct. 1904

It is now four years since Messrs Thresher and Glenny introduced their remarkable "Lamola" underclothing, and it is undoubtedly to its non-irritant and unshrinkable properties that the firm have to attribute the unique position it holds over other "all wool" materials.

Extract from "THE FIELD."

"IMPROVEMENTS IN UNDERCLOTHING.—The use of the finest and purest wool, and the employment of new methods in its preparation and weaving have led to the production of garments that are luxurious in the warmth and softness of their texture. Formerly it was customary for many people to discard the use of woollen fabrics, and to run the risk of wearing cotton next the skin, owing to the irritating effect of the former material, but now there are specialities that can be worn with impunity by the most susceptible. One of these is 'Lamola,' introduced by Messrs. Thresher and Glenny, 152, Strand, W.C. It is composed of undyed wool, of soft texture, and woven practically without seams, which does not suffer any perceptible shrinkage in washing, and is particularly warm and soft to the skin. In the drawers made of this material a new waist-band has been introduced with a much needed improvement, in the way in which it is taken in or let out, to make it adapted to the waist of the wearer."

### PATENT "STAR" SEATS

For Pants and Drawers.

No seams in wearing parts to give way or cause chafing. Extra-spliced, giving great freedom by means of the Star-shaped Gusset.

Prices and samples of material sent by return of post.



## THRESHER & GLENNY,

By Special Appointment to  
Their Majesties The KING & QUEEN.

152 & 153, STRAND, LONDON, W.C.





Black Goat, Sable Goat, Grey Goat, Red Fox, Grey Fox, Grey Wolf, Jackal, Electric Seal, Kangaroo, Raccoon, Marmot, Musquash and three kinds of possum!

Fur was used in all the gloves and gauntlets for the Edwardian driver. Gloves were gauntlet size and gauntlets were big enough to hide in. Though the driver's feet had to be relatively free to operate the pedals, his lady passenger, in 1912, was offered the 'Grey Fox Foot Muff' at 21/-. Lined in Iceland Sheep; the Fox fur cover was guaranteed to include the head and brush - nobody quite knows why.

The writer went on to say:

'A veil must be regarded as a necessity. French women prefer the long blue or grey silk veils, which, twisted round the hat or toque are crossed over at the back, and brought forward again and tied under the chin in a bow. English and American lady owners of motor cars are fond of wearing an ordinary spotted net lined with white or pink chiffon; but these, even if more becoming, are really not practical.'

At the time dozens of so-called 'dust protectors' were patented, but as most of them were in the form of strange-looking hoods few helped the lady to look her best. One typical effort was 'The Bashiltic' invented by the Hon. Florence Amherst. It was actually cut so that it protected the ears from dust and wind - as well as mouth and nostrils, of course. Its chief beauty, according to the fashion writers of the day, was that it could be made in any thin material, 'but preferably in silk, of course'. Altogether, none of these dust hoods left much of the lady's face to be seen, and they were not, frankly, very becoming.

In 1909 comes the mention of a 'Foot Sacque Apron.' This was to become the general wear of the lady passenger for some years. An 'apron' of leather or rubber would be wrapped around Madame, completely enclosing her up to the chin. It was in fact, an adaptation of the coachman's rug. This for the moment filled the gap and coupled with a suitable hood (such as the 'Desiree' which completely enveloped the head, having a mica front to aid vision) the lady passenger could face most British weathers. The driver however, was forced to wear a more practical leather motoring coat, and though often ankle-length would need the addition of leather breeches, fur-lined goggles and either a motoring hat or peaked cap.

The first windscreens succeeded in keeping only the steering wheel dry, but the intention was there, and soon the coachbuilders were enclosing the passengers section. The unfortunate chauffeur, however, was still the 'man outside' and it was he who still had the weather to combat. Hence the considerable range of clothing available soon after the turn of the century for him. Chauffeur's breeches, for example, could be had in wide varieties of tweed, whipcord, melton, doeskin and Bedford cord. A note in the Harrod's list adds, 'Brass livery buttons extra.' These were offered to the chauffeur with the owner's personal crest and family motto at 45/- a pair. It was assumed that any client who could afford these would automatically have a family motto as no prices were quoted without them!

About 1910 came the Aerosmoc - the forerunner of the siren suit, and one 'greatly appreciated by the aeroplaneist and the driver of racing cars' as it was put at the time.



But the Aerosmoc was short-lived and the reason was that it was practical - and looked it. For by now the majority of motorists were enclosed and no longer needed practical clothes. The Edwardians could resist the temptation no longer; almost overnight, motoring clothing became Fashion.

Perhaps 1912 could be called the year of change, for it was around that time that lady motorists realised that going for journeys by car not only took them from place to place but also ensured that they were seen by those who mattered. Hence the motoring creations that were made at the time - some so ornate that it must have been difficult to preserve them for the length of a journey. Dresses became more dressy, finery became finer, and hats no longer even pretended to be a form of protection for the lady owner.

