



The Cowra Crankhandle



Volume 33 No. 4
September 2024

COWRA ANTIQUE VEHICLE CLUB INC.

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Name: Cowra Antique Vehicle Club BSB: 032820 Acc. 283380

\$30:00 Family Membership - Constitution is available in the library.

CAVC Email [cowraantiquevehicleclub@gmail](mailto:cowraantiquevehicleclub@gmail.com)

PATRON: MAURICE RANDELL - Molonglo' 25 Mallon Rd Woodstock 2793

Ph. 0432258544 maurice.randell@bigpond.com.au

PRESIDENT: M DAVID BARRAND - 10 Chapman St Cowra 2794

Ph. 0410494704 dba30632@bigpond.net.au

VICE-PRESIDENT: Mr. Darren Muggleton

Caravan City Mid Western Highway Cowra2794

SECRETARY/CMC DELEGATE: KATHY DENNING – 39 Dawson Drive Cowra 2794

Ph. 0439275824 Email: kathydenning@icloud.com

TREASURER/PUBLIC OFFICER: IAN REID - 2 London Drive Cowra 2794

Ph. 6342 1699

PLATES REGISTRAR/EDITOR: MR RUSSELL DENNING – 39 Dawson Drive

Cowra 2794 Email: rd415@iprimus.com.au

Mob. 0402078142

SCRUTINEERS: MR. KEN MASTERS

MR. STEVEN BARKER

MR. RUSSELL DENNING

MR. IAN REID

MR. JEFFRY CURTIS

MR. JOHN MOONEY

MR. Kevin THRUPP

MR. DENNIS SAYLES

PROPERTY OFFICER: DAVE BARRAND - 10 Chapman St Cowra 2794

Ph. 0410494704 dba30632@bigpond.net.au

EVENTS / FUND RAISING COMMITTEE: All Financial Members

The Cowra Antique Vehicle club meetings are held on the 3rd Monday of each month at 7:30 pm at the Cowra Railway Station Clubroom

Life Members

Russell & Kathy Denning

Maurice & Moya Randell

John Toohey

Peter & Margaret O'Sullivan

Ken Masters

Opinions expressed in this magazine/newsletter are not necessarily those of the club or the committee. Information supplied to the editor for inclusion is published in good faith; therefore, responsibility for its accuracy cannot be accepted by the club, its members, or the editor. Materials are invited for inclusion in the magazine and should be forwarded to the editor bearing the name of the author. Materials submitted may be edited to improve clarity or for space purposes.

Editors Ramblings

We have a few members on the not well list. I do hope you are all on the recovery path. Ron got butted by a ram on the leg and is a bit sore to say the least. Ron still plugs on and cooked at the compact Fairlane Breakfast, obviously in terrible pain.



*Kappy Moloring
Russ Denning*

John Toohey to be continued
Puns For Educated Minds

1. The fattest knight at King Arthur's round table was Sir Cumference. He acquired his size from too much pi.
2. I thought I saw an eye doctor on an Alaskan island but it turned out to be an optical Aleutian.
3. She was only a whisky-maker but he loved her still.
4. A rubber-band pistol was confiscated from a geometry class because it was a weapon of math disruption.
5. No matter how much you push the envelope, it'll still be stationery.
6. A dog gave birth to puppies near the road and was cited for littering.
8. Two silk worms had a race. They ended up in a tie.
9. A hole has been found in the nudist-camp wall. The police are looking into it.
10. Time flies like an arrow. Fruit flies like a banana.
11. Atheism is a non-prophet organisation.
12. Two hats were hanging on a hat rack in the hallway. One hat said to the other: "You stay here; I'll go on a head."
13. I wondered why the baseball kept getting bigger. Then it hit me.
14. A sign on the lawn at a drug rehab centre said: "Keep off the Grass."
15. The midget fortune teller who escaped from prison was a small medium at large.
16. The soldier who survived mustard gas and pepper spray is now a seasoned veteran.
17. A backward poet writes inverse.
18. In a democracy it's your vote that counts; in feudalism it's your count that votes.
19. When cannibals ate a missionary, they got a taste of religion.
20. If you jumped off the bridge in Paris, you'd be in Seine.
21. A vulture carrying two dead raccoons boards an airplane. The stewardess looks at him and says, "I'm sorry, sir, only one carrion allowed per passenger."
22. Two fish swim into a concrete wall. One turns to the other and says, "Dam!"
23. Two Eskimos sitting in a kayak were chilly so they lit a fire in the craft. Unsurprisingly, it sank proving once again that you can't have your kayak and heat it too.
24. Two hydrogen atoms meet. One says, "I've lost my electron." The other says, "Are you sure?" The first replies, "Yes, I'm positive."
25. Did you hear about the Buddhist who refused Novocain during a root-canal? His goal: transcendental medication.
26. There was the person who sent ten puns to friends with the hope that at least one of the puns would make them laugh. No pun in ten did.

SENIOR DRIVING

As a senior citizen was driving down the motorway, his car phone rang.. Answering, he heard his wife's voice urgently warning him, "Vernon, I just heard on the news that there's a car going the wrong way on M25. Please be careful!"

"Hell," said Vernon, "It's not just one car. It's hundreds of them!"

Two Reasons Why It's So Hard To Solve A Redneck Murder:

1. The DNA all matches.
2. There are no dental records.

A blonde calls Delta Airlines and asks, 'Can you tell me how long it'll take to fly from San Francisco to New York City?'

The agent replies, 'Just a minute.'

'Thank you,' the blonde says, and hangs up.

Ray Heilman

Coffee Run

29th August

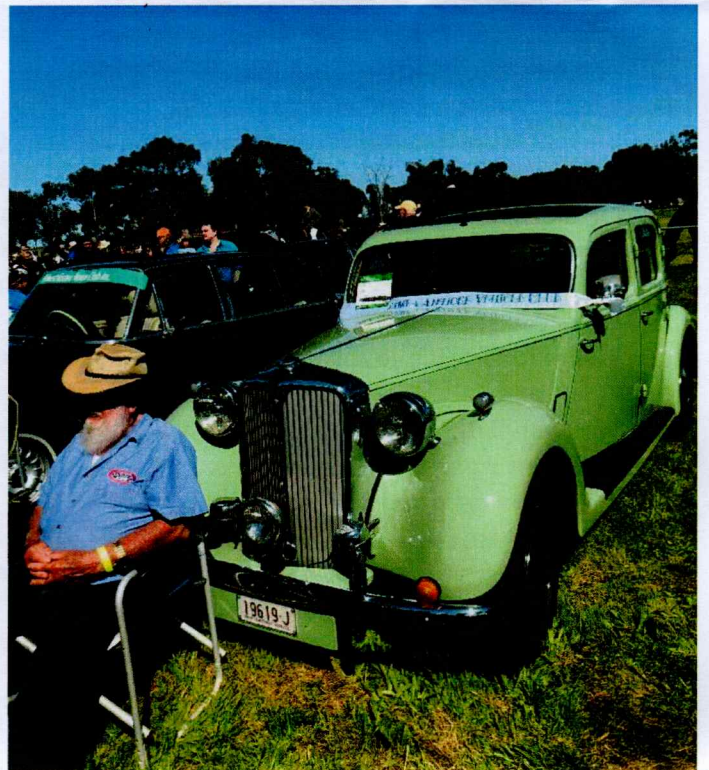
Another great run to the Hideout for Coffee. Great chat and time went quickly. Hideout have one of the best Coffees in Cowra and fantastic eats, Most had just out of the oven apple turnovers. At the hideout Dave presented Peter & Margaret with their Life Membership badges. They have moved from Cowra, but they were almost foundation members. Joined the club in October 1993. President last year and a great asset to the club.

Lunch at the bowling club, still the best value meal in Cowra.

Ashley Oborn	Humber	Dudley Frecklington	Toyota HiLux
Peter & Margaret O'Sullivan	Modern	Dave & Sue Barrand	Modern
Ron & Judy Fazzari	Triumph 2000	Kathy & Russ Denning	Daimler 250
Rodney Bowd	Ford Fairmont	Alan Shepherd	VB Commodore
John & Terese Mooney	Mercedes	Maurice & Moya Randell	Modern

Woodstock Show

1st September



Ashley Oborn
Barry Francis

Humber
HQ Holden

Alan Shepherd

Rover

Working Bee

3rd September

Only 3 nearly invalid people attended, a bit of a sad story. All of us unable to climb the bank to weed or poison. There is a desperate need for some able-bodied members to help maintain the station.

Although limited on what we can actually do the three got a considerable amount of work done.

Mainly spraying, all had a go, weeding, once again all had a go and mowing the one strip near the carpark shed.

A huge thankyou to these guys that show up month in month out. John's Ute made a handy wheelbarrow. Ute had an electric pump and spray outfit, lesson the effort somewhat. Apologies from Ian is a regular but away at the moment. As mentioned, that Peter has left town, Peter did an extraordinary amount of work in the gardens.

The other thing fixed was the surveillance cameras, although working, had a bad signal strength, all good now.

Russ Denning
John Mooney

Daimler 250 Ron Fazzari
Modern

Modern

Compact Fairlane Rally

6th – 8th September



The Saturday saw the group head out to Wyangala Dam under the guidance of Ray and Ian. The group organiser relayed to me that they had a fabulous drive to the Dam via Woodstock and return via Darby's Falls.

Sunday a Egg & Bacon breakfast was organised for the CAVC by the CAVC. A number was quoted and paid on the morning in cash, although numbers were down slightly. This allowed the Fairlane people to have more than one Roll as they had paid for the lot. Quite a few had more than one, some must have liked them as they consumed 3 Bacon and egg rolls. We only quoted with coffee and tea but added three bottles of fresh juice. Which went down well.

Thanks to the CAVC Hard Workers for their efforts in making breakfast a huge success. Derek cooking along with Ian and Ron (Ron was not well to say the least, visibly unwell). Rodney roustabout doing jobs here and there,

with Ray and Russ serving. Judy looking after the drinks and Kevin overseeing everything. Kathy of course did all the shopping, cut the bread rolls.

It was a truly well organised breakfast, only one complaint was a bit tongue in cheek "too much bacon on the rolls"

Ladies Page

Creamy Chicken Macaroni

Easy 0:10

Prep 0:15

Cook 4 Servings

Greer Worsley by Greer Worsley

This creamy macaroni dish is filled with garlic, spinach, semi-dried tomatoes and delicious tender chicken. This recipe takes your basic mac and cheese and elevates it with a mediterranean flavour profile. It's great for packing a few more nutrients into your kids' favourite dinner.

- Greer Worsley

Ingredients



200g macaroni
1 tbsp olive oil
20g butter
2 chicken breasts
2 garlic cloves, crushed
1/3 cup semi-dried tomatoes, roughly chopped (see note)
450ml pouring cream
1 tbsp honey
1 tsp Dijon mustard
60g baby spinach leaves
1/4 cup grated parmesan

Method

1. Cook macaroni according to packet instructions, then drain and set aside.
2. In a large frypan or skillet, heat oil with butter until foaming. Cut chicken breasts in half horizontally into thick escalopes. Season well, then cook for 3-4 minutes on each side until golden and cooked through. Remove and keep warm. Slice thickly.
3. Add garlic and tomatoes to pan and cook, stirring, for 2 minutes. Add cream and bring to the boil. Reduce heat and simmer for 3-4 minutes until slightly thickened. Stir in honey and mustard. Add spinach and stir until wilted. Add parmesan, cooked macaroni and sliced chicken, and stir well. Serve immediately.

Gluten-Free Vegan Jam Drops

Easy 0:30

Prep 0:15

Cook Makes 12

Ange's Kitchen by Ange's Kitchen

Ingredients

150g besan flour

40g desiccated coconut
 50g almond meal
 2 tsp vanilla bean sugar
 50g coconut oil
 50g maple syrup
 1/4 cup activated almond milk
 1 pinch salt
 1 dollop of jam
 1 pinch icing sugar *to garnish



Method

Add all ingredients into a bowl and mix with your fingers to a dough.

To form the cookies take 20 or 30g of the dough, form a ball and press in the middle of your palm

with both hands to a flat shape. Use your thumb and index finger to shape the round while you gently form a dip in the middle with your other thumb. Place them on a baking tray lined with baking paper.

Fill each cookie with a tsp of jam.

Bake in a preheated oven at 180C for 15 minutes or until golden brown.

Remove from oven and cool on a wire rack. Dust with icing sugar when cooled.

Notes

The cookies will be nice and crispy when freshly baked. If you prefer softer

Happy Birthday for October

11th Norma Thrupp 14th Rachael Denning
15th Stephanie Brown 16th Kevin Thrupp
26th Alan Shepherd

Wedding Anniversary for October

3rd Peter & Margaret O'Sullivan
6th Jeffrey & Dea Curtis
14th Ian & Joyce Reid
15th Russell & Kathy Denning
21st Steven & Helen Barker
25th Warren & Julie Kinney
31st Peter & Jenny Watson

Wolseley

The sad story of the Wolseley brand is just another in the litany of British car company disasters. For Wolseley it was virtually all over by 1935, in what must rank as among the steepest upward and downward curves in automotive history. And it all started on the sheep's back.



Shearing at Jimbour Station 1895 – State Library of Queensland

The English business was founded by Frederick York Wolseley in London in 1889, to capitalise on the potential of his sheep-shearing invention that he'd patented in March 1877. English-born, but Australian-educated, Herbert Austin, who had worked on the product's development in Melbourne, Australia from 1887, was appointed its manager and received a share of its equity.

Both men had met Down Under. Wolseley, owner of a large sheep station, had set up a business in Sydney called the Wolseley Sheep Shearing Machine Company Limited. He manufactured the sheep shearing machinery largely by assembling bought-in

components. Impressed by Austin, who managed one of his suppliers and made some machinery improvements, Wolseley employed him at this business.

Following wide demonstrations in eastern Australia and New Zealand in 1887–1888, a wool shed in Louth, NSW, was set up with the machinery and was the first to complete mob shearing with the Wolseley machines. Eighteen more wool sheds were equipped with Wolseley's invention in 1888.

Both men moved to the UK in 1893, to guarantee supply of quality sub-assemblies from UK suppliers. Trying to do that from remote Australia had proved impossible and the Australian-assembled machinery suffered as a result. They needed to be on the spot.

However, Wolseley resigned in 1894 because of poor health.

Austin had been searching for other products for WSSMC, because sheep-shearing machinery was a highly seasonal trade. During 1895-96 he made his own version of a car design by Léon Bollée that he had seen in Paris and persuaded the directors of WSSMC to invest in the necessary machinery.



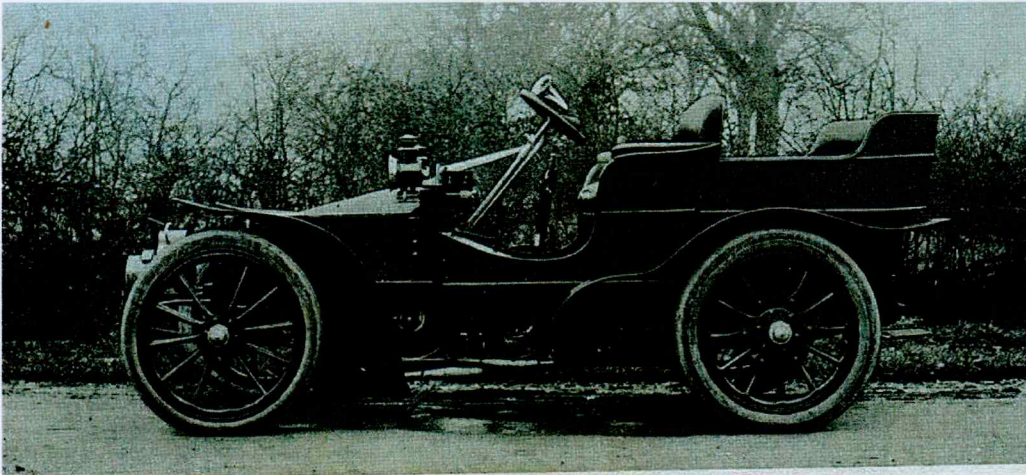
1903 Wolseley – Peter Trimming

In 1897 Austin's second Wolseley car, the Wolseley Autocar No 1 was revealed. It was a three-wheeled, tricycle design featuring independent rear suspension, mid-engine and back-to-back seating for two adults. It was not successful and although advertised for sale, none were sold.

The third Wolseley car, a four-wheeled Wolseley Voiturette, followed in 1899 and another four-wheeled car was made in 1900. The 1901 Wolseley Gasoline Carriage featured a steering wheel instead of a tiller.

The first Wolseley cars sold to the public were based on the Voiturette, but production did not get underway until 1901, by which time the board of WSSMC had lost interest in the nascent motor industry.

The inventor of the machine gun that bears his name, Hiram Maxim, of Vickers Sons & Maxim, had consulted Herbert Austin several times about designing aero and automotive engines and the outcome was the formation of the Wolseley Tool and Motor Car Company of Adderley Park, Birmingham.



WOLSELEY 30-H.P. MOTOR, WITH FOUR-SEATED TONNEAU

1903 Wolseley 30HP four-seater Tonneau – Richard

The new company was incorporated in March 1901, to manufacture motor cars and machine tools and the managing director was Herbert Austin, who carried on the original Wolseley name. The association with Vickers helped in general design and in the speed of production and provision of special steels.

The original plan was for

two models, of 5hp and 10hp, powered by horizontal engines that kept the centre of gravity low, as well as having the crankshaft positioned across the car, allowing a simple belt or chain-drive to the rear axle. Cylinders were cast individually and arranged singly, in a pair or in two pairs which were horizontally opposed.

Austin's other reasons for choosing horizontal engines was that they were better lubricated than vertical engines and that, because his Wolseley engines ran at only 750rpm, they would outlast competing engines that ran between 1000rpm and 2000rpm.

The Wolseley range from 1904 included 5hp, 6hp, 7½hp, 8hp, 10hp, 12hp, 16hp, 20hp and 24 hp models.

They were available with Tonneau or Phaeton bodies, or specialised coachwork and with pneumatic or solid tyres. In 1904 Queen Alexandra bought a 5.2-litre 24hp Landauette with coil ignition, a four-speed gearbox and chain drive.

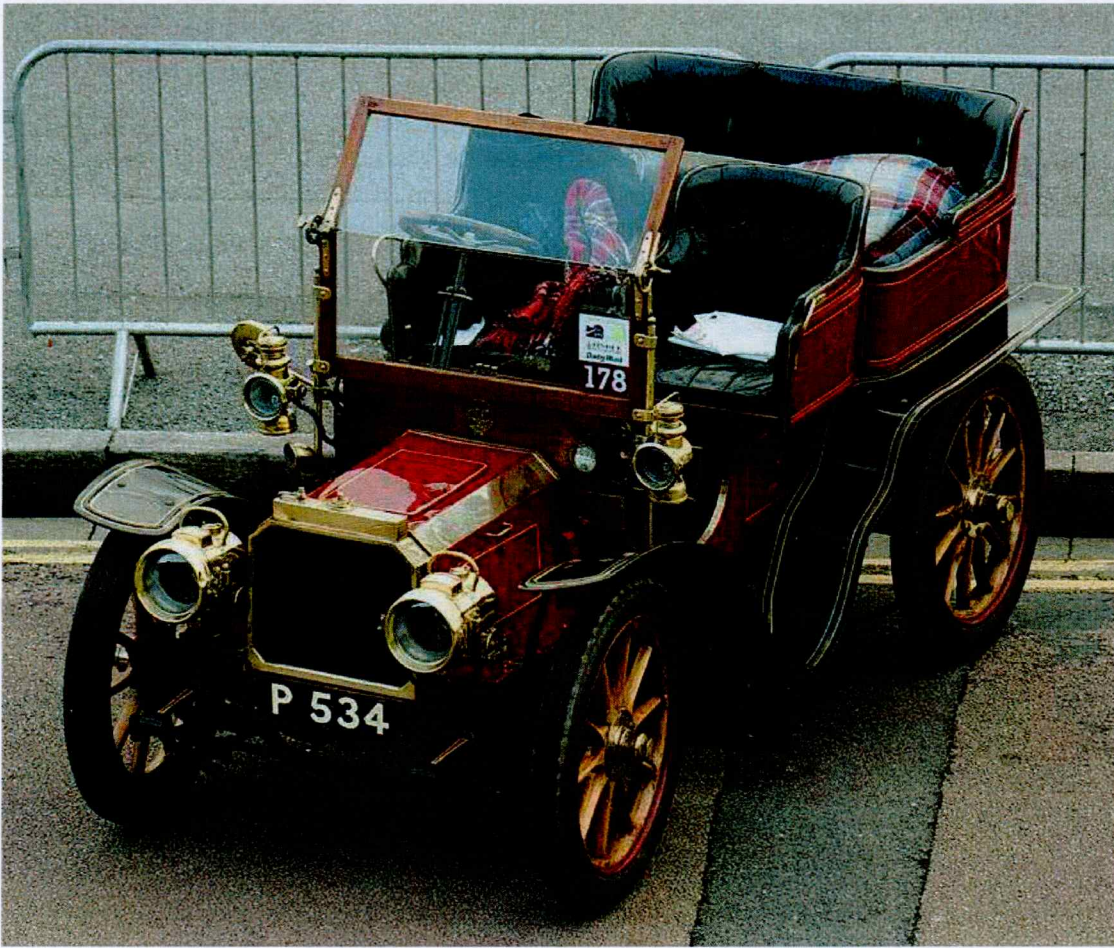


Wolseley 24/30hp Colonial – Peter Turvey

By 1906 Wolseley had built more than 1500 cars, making it the largest British motor manufacturer and Austin's reputation was made.

However, Herbert Austin absolutely refused to countenance new vertical engines

for his Wolseleys, regardless of what the directors wished, so he handed in his resignation, a year before his contract ended and founded the Austin Motor Company Limited, where, oddly, he soon employed vertical engines.

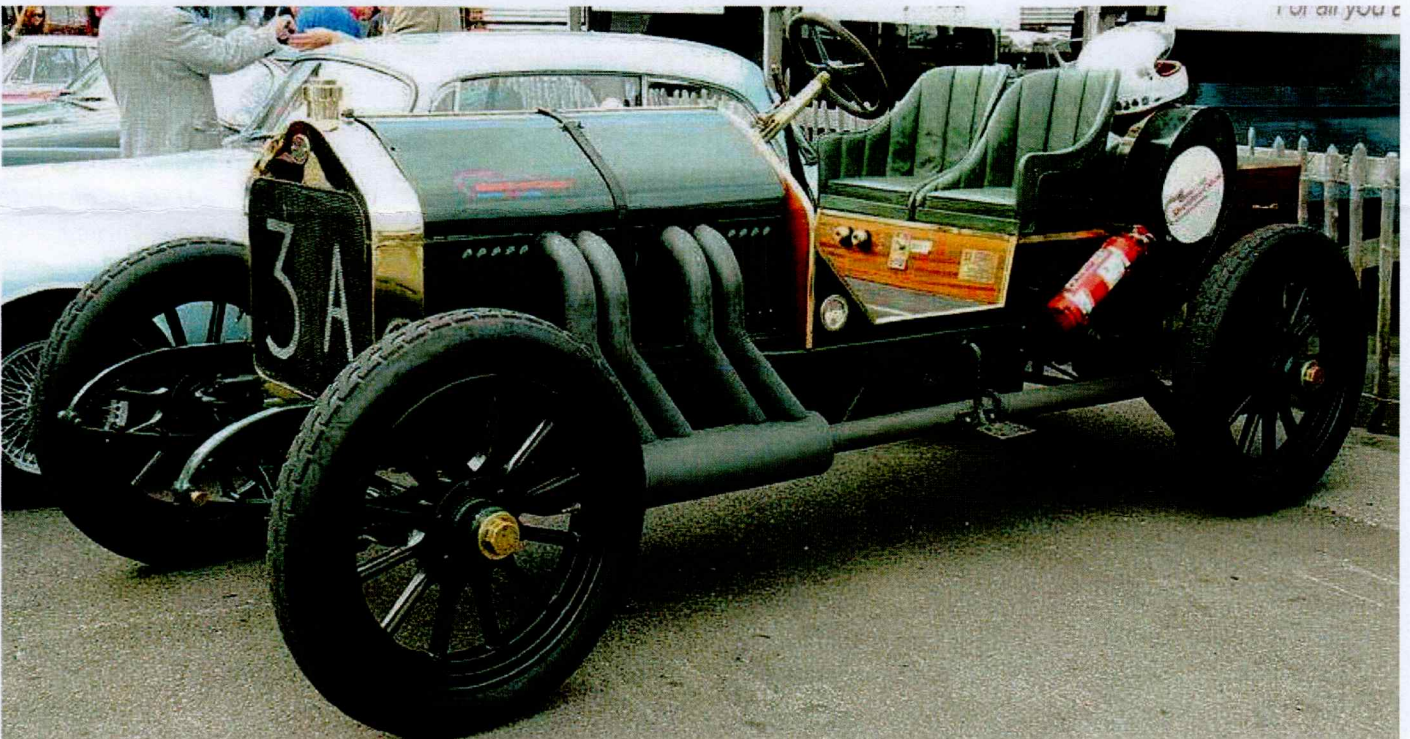


**1902 Siddeley 8hp
two-cylinder
Tonneau – Dominic
Alves**

Before Austin's departure, Wolseley purchased the goodwill and patent rights of the Siddeley Autocar Company, owned by John Siddeley, First Baron Kenilworth. This company had a dozen Peugeot-designed models for sale and some of them were built at Vickers' Kent factory. Siddeley was appointed manager of Wolseley in Austin's place and added 'Siddeley' to the badge on the Wolseley cars,

apparently without board approval. He also replaced Austin's horizontal engines with the now conventional upright engines.

Italian-assembled Wolseley cars were branded 'Wolsit'.



1907 Wolseley-Siddeley-Wolsit 22 Coppa Floria Racer

Siddeley and his associate, Lionel de Rothschild, as members of the Wolseley board, gave the business a new lease of life. At the November 1905 Olympia Motor Show, two small 6hp and 8hp horizontal-engined cars were exhibited, but there were also Siddeley's new 15hp, 18hp and 32hp cars with vertical engines.

This switch to vertical engines brought Wolseley a great deal of publicity and their products soon lost their old-fashioned image, but 'Siddeley' started override 'Wolseley' in publicity material and that displeased the board.



Wolseley-Siddeley badge – Buch T

Also, it was determined that manufacturing was too diversified and the board decided to drop some of Siddeley's models. After heated discussions, Siddeley resigned in the spring of 1909 and Rothschild went, as well.

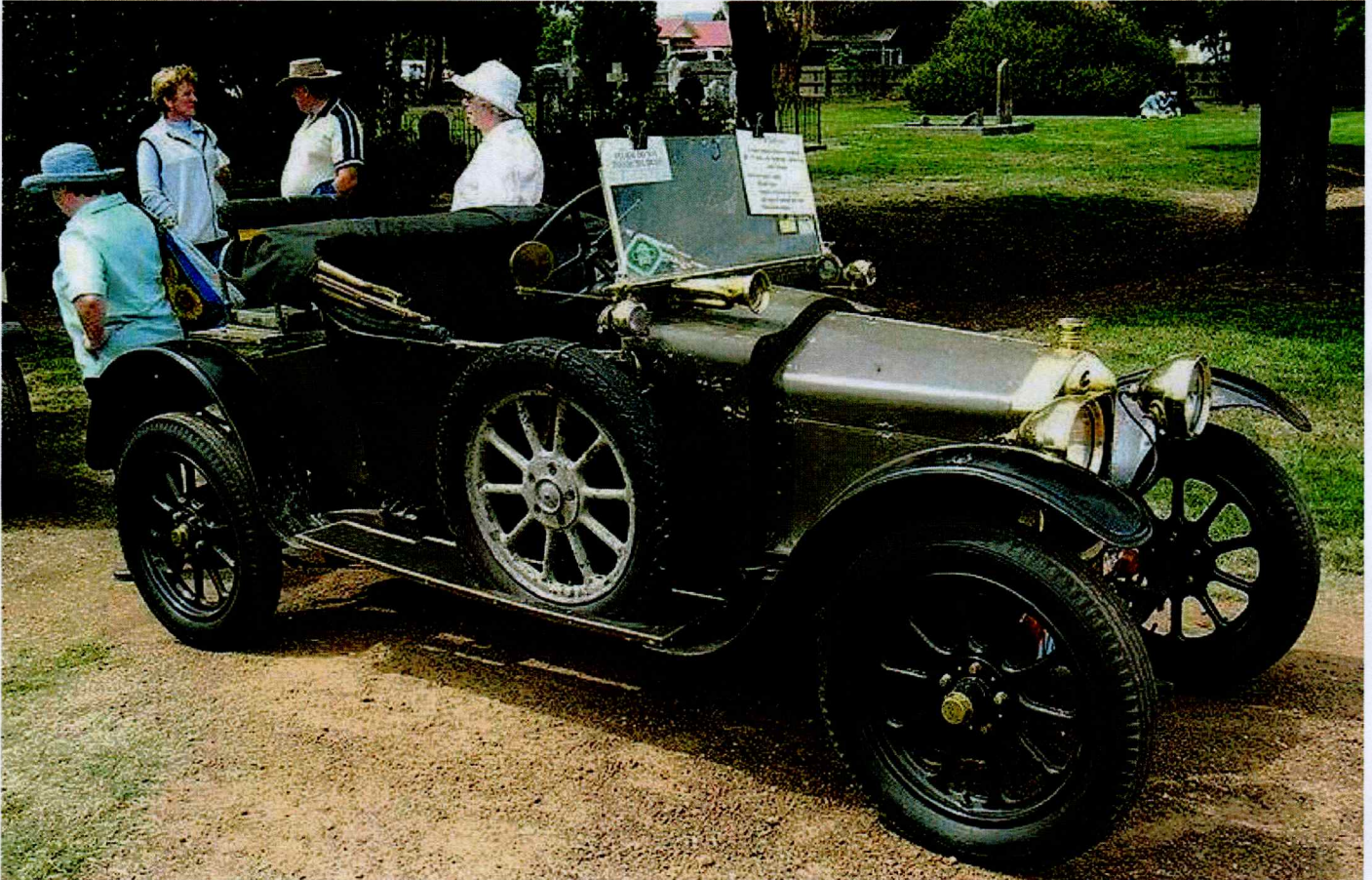
The Wolseley range in 1909 included: 12/16hp, 16/20hp, 20/24hp, 24/30hp, 30/34hp, 40hp, 40/50hp and 60hp models.



1912 Wolseley 16/20hp Landaulette – German Medeot

After 1911 the name on the cars was again just 'Wolseley'.

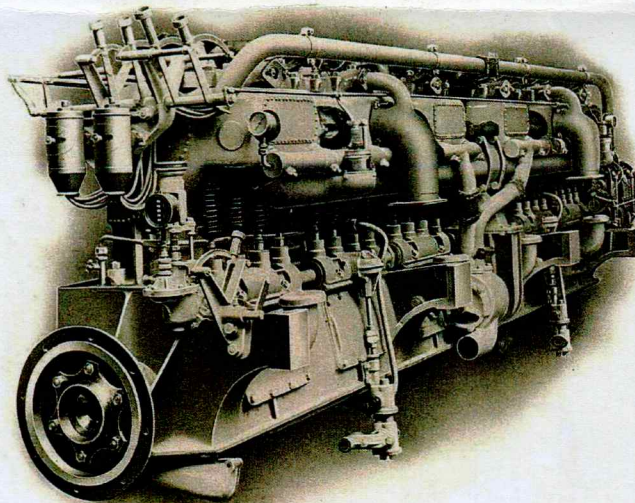
Rationalisation led to a revival in profits and a rapid expansion of Wolseley's business. The Adderley Park factory was greatly extended in 1912, but even then there was not sufficient space for the new Stellite model that had to be produced by another Vickers subsidiary, Electric and Ordnance Accessories Company Limited.



1914 Stellite by Wolseley – Howard Burrows

The Stellite model had a 1.1-litre F-head engine and a wooden chassis.

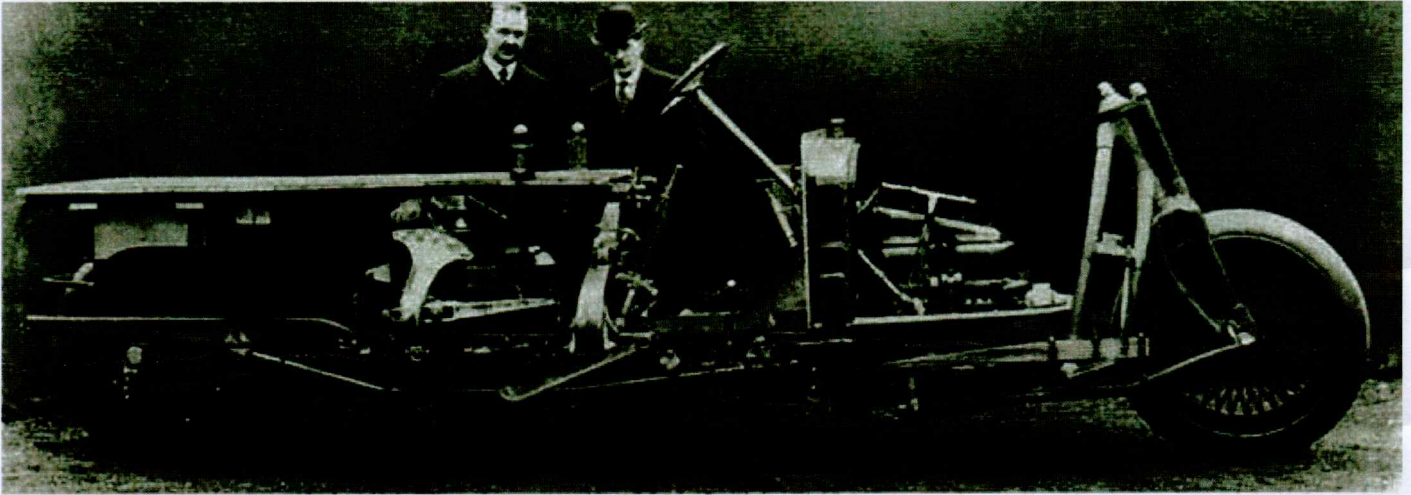
Wolseley did not specialise in only car production, but also acted as general engineers for the Vickers Group. Wolseley built double-decker buses, fire engines, War Office vehicles, electric lighting sets and motor-boat engines. Large engines were made to power petrol-electric railcars, the Delaware and Hudson railroad and narrow-gauge railway locomotives.



Wolseley 12-cylinder 360hp petrol or oil marine engine – Rankin Kennedy

The Brennan mono-rail truck that gave rides at the Japan–British Exhibition at Shepherd’s Bush in 1910 used a 20hp Wolseley engine, to power its gyroscopic stabilisation system, plus an 80hp Wolseley engine for the petrol-electric propulsion of the 22-ton vehicle.

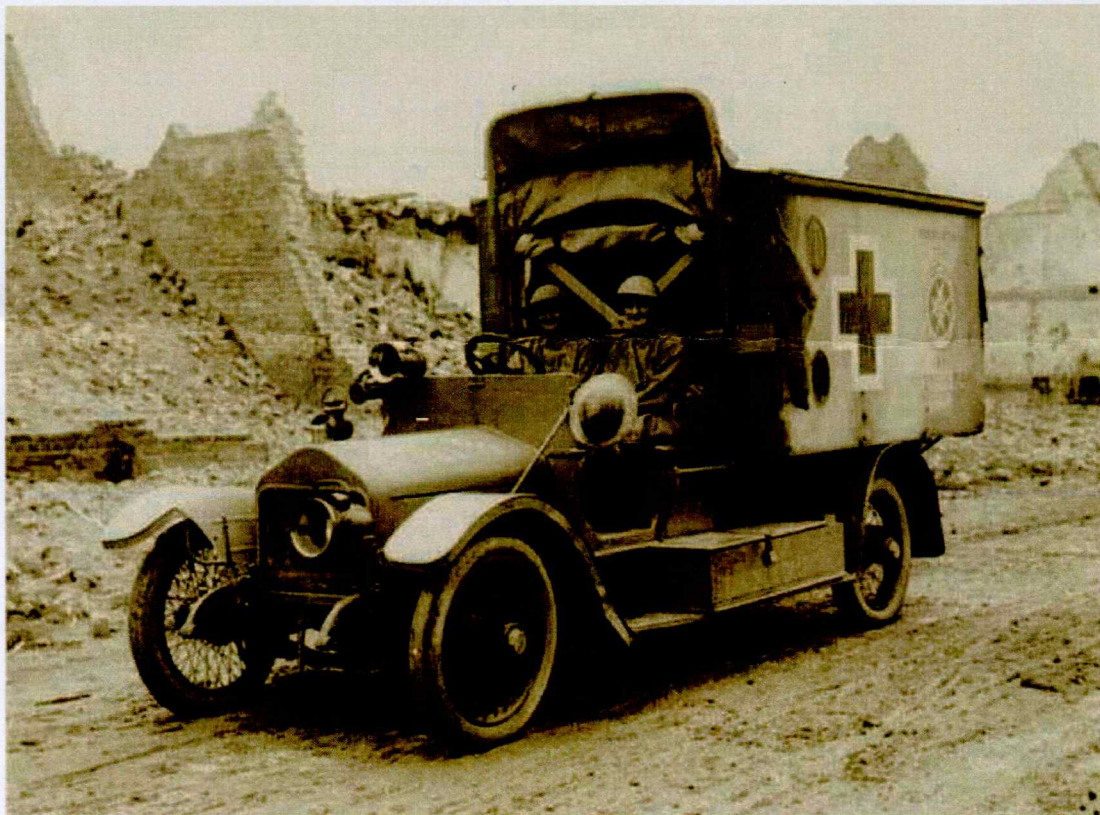
In 1914 Wolseley produced a two-wheeled gyroscopically balanced car for the Russian lawyer and inventor Count Peter Schilowsky. This resembled a huge motorcycle surmounted by a car body, but with the ability to balance when stationary due to the gyroscopic stabilisation mechanism.



It made a number of demonstration runs, but unfortunately with the onset of World War I the project was put to one side. It was discovered again in 1938, when workmen uncovered its well preserved remains and it was then transferred into the Wolseley Museum.

By 1913 Wolseley was again Britain’s largest car manufacturer, selling 3000 cars that year and was renamed Wolseley Motors Limited in 1914 and set up a Canadian subsidiary.

Entering Wartime as Britain’s largest car manufacturer, Wolseley initially contracted to provide cars for staff officers and ambulances, but that commitment grew rapidly.



Wolseley ambulance – ‘The Madonnas of Pervyse’

By War's end Wolseley had produced 3600 cars and lorries; 4900 aero engines; 760 aeroplanes; 600 spare wings and tailplanes; 6000 propellers; firing gear for 200 warships; 1200 naval gun mountings and sights; 10 transmission mechanisms for rigid airships; 2,650,000 18-pounder shells and 300,000 Stokes Bombs.

One of the aero engine products was a licence-built Hispano-Suiza OHC model and that gave Wolseley experience with making overhead-camshaft engines.

In 1918, Wolseley began a joint venture in Tokyo, with Ishikawajima Ship Building and Engineering. The first Japanese-built Wolseley car rolled off the line in 1922. After World War II the Japan venture was reorganised, renaming itself Isuzu Motors in 1949.

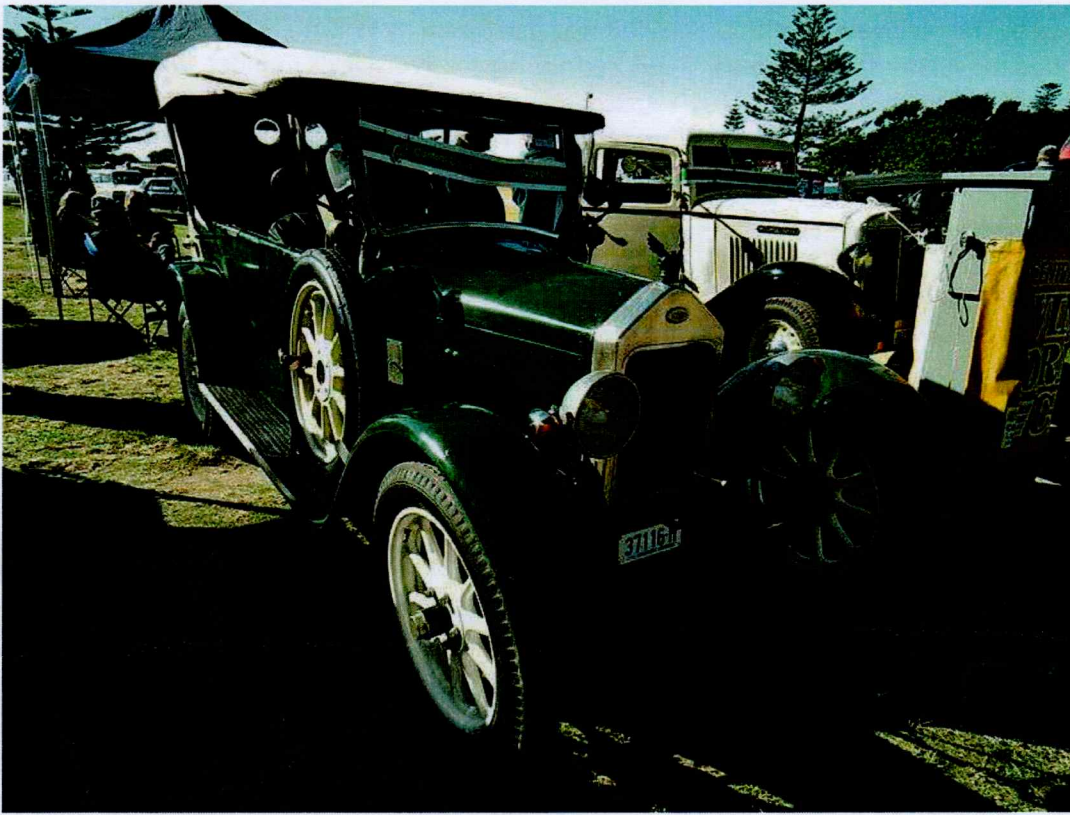


Wolseley Ten 1.2-litre – Charles 01

During the war, Wolseley's manufacturing capacity had rapidly developed and expanded, allowing the Vickers directors to order the manufacture of cars in large quantities at relatively cheap prices.

Wolseley's planned car programme consisted of a 10hp, four-cylinder, two or three-seater touring car, based on the Wolseley-designed Stellite model; a 15hp, four-cylinder, four-seater touring car and a 20hp, six-cylinder chassis to be fitted with a variety of carriage work.

Examples of all these models were exhibited at the Olympia Show in November 1919. The 10hp and 15hp engines were both overhead camshaft designs, but there was a later side-valve 10hp engine to provide a lower-cost alternative.



**1923 Wolseley Fifteen
Tourer – SV11ambo**

Wolseley's coffers were full after the War, but then the wheels fell off. Government contracts finished at the same time that there was a retrospective tax levied on Wartime earnings. Then Wolseley spent twice its annual profit on a magnificent new office and showroom in Piccadilly.

A lengthy strike in 1919-20 ended on the eve of a general trade slump that saw nearly every Wolseley car order cancelled. Then in 1922, Morris brought in a

massive price reduction on its cars that swept up what little business was on offer.



1929 Wolseley 16/45 – Peter Turvey

Wolseley was haemorrhaging money and, by 1926, it was all gone...and more. When Wolseley went, it went big-time, to the tune of two million pre-Depression pounds. It was described as, 'one of the most spectacular failures in the early history of the motor industry'.

When Wolseley was auctioned by the receivers in February 1927 it was purchased by William Morris, later Viscount Nuffield. Other bidders included the Austin Motor Company and Herbert Austin, Wolseley's founder, was said to have been distressed that he was unable to buy it.

It is said that Morris acted to stop General Motors, who subsequently bought Vauxhall, but another attraction must have been Wolseley's two-litre, six-cylinder 16/45, because Morris' six-cylinder efforts had been unsuccessful.



1934 Wolseley 21/60 County – Steve Glover

Morris quickly changed Wolseley's 'cheaper car' policy and kept the 16-45 Silent Six and introduced a four-cylinder version called the 12/32. Then an eight-cylinder, 21/60 was developed.

In September 1928, a six-cylinder, 21/60 Wolseley Messenger was aimed at the export market and remained in production until 1935. The Messenger was noted for its robust construction that incorporated a deep-section frame that flared out to the full width of the body, providing the sill between running board and body.



1935 Wolseley Wasp – Steve Glover

Wolseley's postwar engines were all single overhead-camshaft, with the camshaft driven by a vertical shaft from the crankshaft. The eight-cylinder 21/60 had that vertical shaft in the centre of the engine, with the crankshaft and camshaft divided at their midpoints.

The smallest 847cc engine was designed for Morris's new Minor, but it proved expensive to build and prone to oil leaks, so it was modified to a conventional side-valve layout by Morris Engines.



Wolseley Hornet – Alf van Beem

Wolseley's small six-cylinder, single OHC engine announced in September 1930 powered the Wolseley Hornet and several famous MG models. This tiny engine was made in three different sizes and its camshaft drive evolved to become an automatically-tensioned, single-roller chain. Morris transferred his personal ownership of Wolseley to Morris Motors Limited as of 1 July 1935 and soon after, all Wolseley models became badge-engineered Morris designs.

1938 Wolseley Twenty Five Super Six – Steve Glover

After World War II, Morris and Wolseley production was consolidated at Cowley, from where the first post-War Wolseley 4/50 and 6/80 models used overhead-camshaft Wolseley engines, but were otherwise based on the Morris Oxford MO and Morris Six MS, with the traditional Wolseley radiator grille.



The Wolseley 6/80 was the flagship of the company and was well balanced, with excellent road-holding for its time. The British police used these as squad cars into the late-1960s.



Wolseley 6/90 UK Police Cars

Following the merger of Austin and Morris into the British Motor Corporation (BMC), Wolseley, MG and Riley sedans shared common BMC engines, bodies and chassis, so the 4/44 (later 15/50) and 6/90 were closely related to the MG Magnette ZA/ZB and the Riley Pathfinder/Two-point-Six.

In 1957, the Wolseley 1500 was based on the planned successor to the Morris Minor, sharing a body shell with the Riley One-Point-Five. The next year, the Wolseley 15/60 debuted the new mid-sized BMC saloon design penned by Pinin Farina. It was followed by similar vehicles from five marques within the year.



Wolseley Hornet – Charles 01

The Wolseley Hornet was based on the Austin and Morris Mini with a booted body style which was shared with Riley as the Elf. The 1500 was replaced with the Wolseley 1100 in 1965, which became the Wolseley 1300 two years later. Finally, a version of the Austin 1800 was launched in 1967 as the Wolseley 18/85.



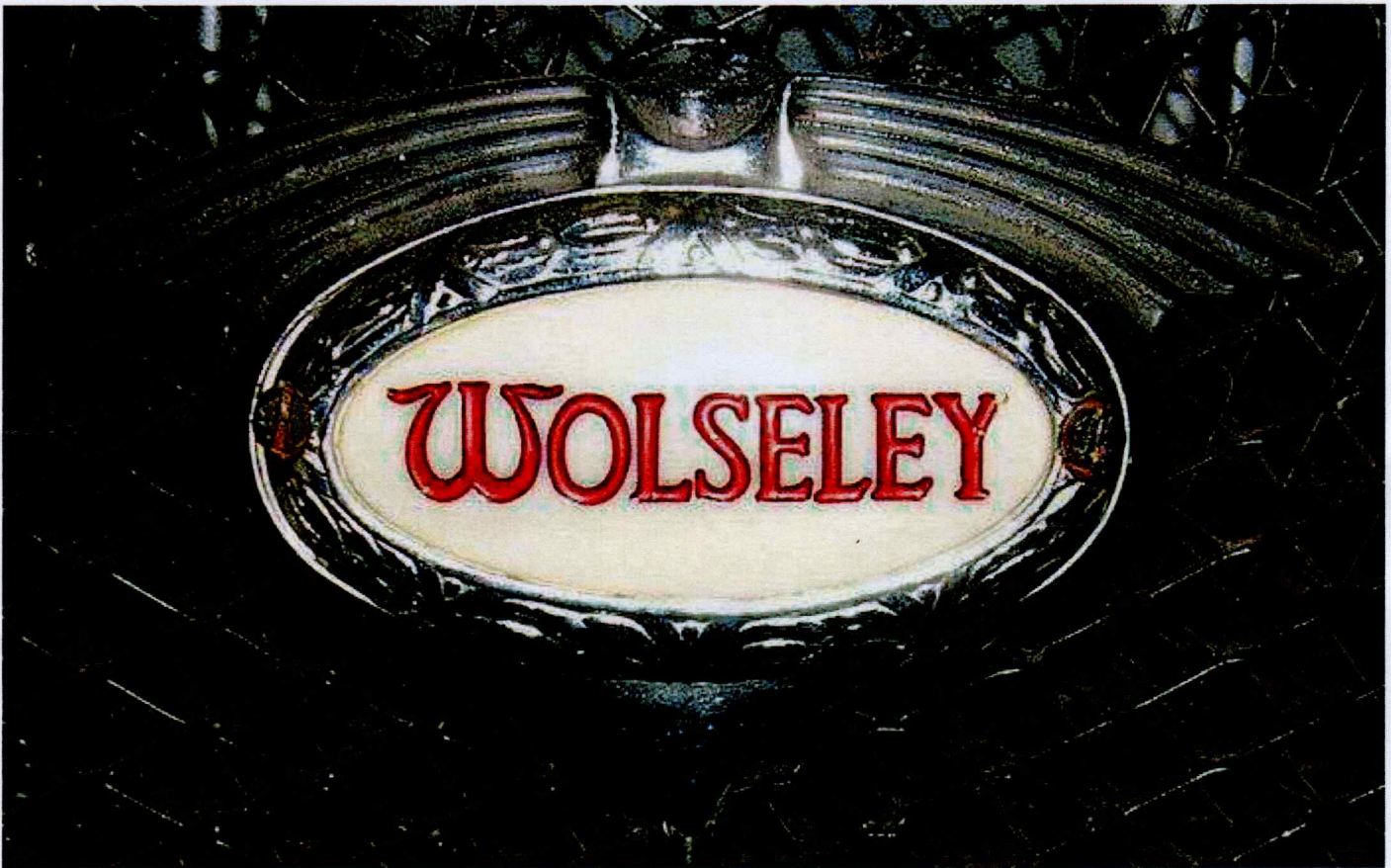
1972 Wolseley Six – Charles 01

After the merger of BMC and Leyland to form British Leyland in 1969, the Wolseley badge was stuck on the front of the Wolseley Six of 1972 – a six-cylinder version of the Austin 1800. That ignominy ended three years later and the final insult was the hideous, wedge-shaped, 18/22 series saloon that was sold for only seven months.



1975 Wolseley 18/22 saloon – DeFacto

Thus died the Wolseley marque after 74 years. On a brighter note, the Wolseley Sheep Shearing Machinery Company continued trading as Ferguson plc, a plumbing supply company.



Wolseley illuminating radiator badge – DeFacto

C.A.V.C. Annual Fee \$40
Club Merchandise

Car Badge	\$21:00	Sloppy Joes	\$18:00
Lapel Badge	\$5:00	Winter Vest	\$26:00
Caps	\$15:00	Small Sticker "inside window"	\$5:00
Dark Blue Polo Shirts	\$15:00	Name – model – year plate (CAVC)	\$13:00
Light Blue Shirt	\$27:00	C.A.V.C. old number plates –	offers
New Light Blue Shirt	\$36:00		
Cloth Patches	\$10:00	Sticker Outside Window	\$5:00
		NEW Windscreen Banner	\$15:00

2024 Events Calendar

Please ensure you have a copy of the Calendar in your vehicle

September			
21st	Saturday	EUGOWRA SHOW	Depart at your leisure
26th	Thursday	COFFEE RUN	Depart 9:00 am for Cargo
28th	Saturday	CAR & BIKE SHOW AT MOLONG	Depart 7:30 am
28th	Saturday	CANOWINDRA SHOW	Enter past sweeping right and park on Trotting Track
29th	Sunday	CAVC RAILWAY STATION OPEN DAY	9:00 am to 3:00pm – Call in for a free cuppa - visitors and other clubs welcome
October			
1st	Tuesday	WORKING BEE	9:00 am to 1:00 pm

5 th	Saturday	MOREBEL MARKETS	8:00 am to noon
5 th	Saturday	COWRA DRIVER REVIVER	7:00 am to 12:00pm (0700 – 1200)
6 th	Sunday	CANOWINDRA DRIVER REVIVER	8:00 am to 12:00 pm (0800 – 1200)
7 th	Monday	CANOWINDRA DRIVER REVIVER	4:00 pm to 8:00 (1600 – 2000)
7 th	Monday	COWRA DRIVER REVIVER	7:00 am to 12:00pm (0700 – 1200)
10 th	Thursday	COWRA DRIVER REVIVER	7:00 am to 12:00pm (0700 – 1200)
11 th	Friday	COWRA DRIVER REVIVER	7:00 am to 12:00pm (0700 – 1200)
13 th	Sunday	GOOLOOGONG MARKETS	9:00 am to 12:00 pm
14 th	Monday	COWRA DRIVER REVIVER	7:00 am to 12:00pm (0700 – 1200)
19 th	Saturday	SOITH WEST GET TOGETHER	Depart 9:30 am
20 th	Sunday	WOODSTOCK MARKETS	Bowling Club Woodstock, 10-00 am to 2:00 pm
21 st	Monday	CLUB MEETING	7:30 pm Cowra Railway Station
22 nd	Tuesday	MAGAZINE FOLDING	7:15 pm Clubroom
26 th	Saturday	MEMORIAL RUN (KEITH CAPPS)	Canowindra Morris Park 10:00 am from clubrooms at Station
27 th	Sunday	CAVC RAILWAY STATION OPEN DAY	9:00 am to 3:00pm – Call in for a free cuppa - visitors and other clubs welcome
31 st	Thursday	COFFEE RUN	Depart 9:30 am
November			
2 nd	Saturday	MOREBEL MARKETS	8:00 am to noon
5 th	Tuesday	WORKING BEE	9:00 am to 1:00 pm
17 th	Sunday	BATHURST CAR & BIKE SHOW	Gate
18 th	Monday	CLUB MEETING	7:30 pm Cowra Railway Station
19 th	Tuesday	MAGAZINE FOLDING	7:15 pm Clubroom
24 th	Sunday	CAVC RAILWAY STATION OPEN DAY	9:00 am to 3:00pm – Call in for a free cuppa - visitors and other clubs welcome
28 th	Thursday	COFFEE RUN	Depart 9:30 am
December			
3 rd	Tuesday	WORKING BEE	9:00 am to 1:00 pm
7 th	Saturday	CHRISTMAS PARTY	Tentative date – Canowindra Services Club
7 th	Saturday	MOREBEL MARKETS	8:00 am to noon
16 th	Monday	CLUB MEETING	7:30 pm Cowra Railway Station
17 th	Tuesday	MAGAZINE FOLDING	7:15 pm Clubroom
29 th	Sunday	CAVC RAILWAY STATION OPEN DAY	9:00 am to 3:00pm – Call in for a free cuppa - visitors and other clubs welcome

MINUTES of CLUB MEETING

September 2024 Number 4

Meeting conducted by President: Dave Barrand

- Present:** Ian Reid, John Mooney, Darren Muggleton, Dave Beeken, Rodney Bowd, Dave Barrand, Russ Denning, Bob Grimshaw, Kathy Denning, Ashley Oborn, Dudley Frecklington, Ron Fazzari, Alan Shepherd,

Visitors:

2. **Apologies:** Wayne & Marilyn Reeks, Sue Barrand, Bernie Rutter, Maurice & Moya Randall, Andrew Michel, Max Thompson, Kevin Thrupp, Derek Brown
3. **Minutes of Previous Meeting:**
 - Moved: Ron Fazzari
 - Seconded: Darren Muggleton

Business arising from minutes.

- Nil

4. **Treasurers Report:** Read by Ian Reid
Moved by: Ian Reid
Seconded by: Alan Shepherd
5. **Secretaries Report**

Correspondence IN:

- 11 Magazines
- Bank Statement
- Driver Reviver Roster Cowra
- Driver Reviver Roster Canowindra
- WHATS ON IN COWRA September
- Email from Peter & Margaret O'Sullivan
- Southwest Get Together 19th October Yarri Park Gundagai
- BBQ Trailer Registration
- Kevin Thrupp reply for Ford Fairlane Breakfast
- Email from Peter & Margaret re coffee run
- Invitation run from CAMV re BEAN run 28th August
- AMUSU Theatre "Bank of Dave Sunday 22nd September
- Destination Central West Bulletin
- Ford Compact Fairlane Program
- Email thankyou from the Fairlane Club
- Woodstock Markets – phone call invitation display

Correspondence OUT:

- NED deposit Cowra Crankhandle

Moved by: Kathy Denning

Seconded by: Bob Grimshaw

6. **Editors Report:**
 - Photocopier playing up, ran out of staples, then would only print single sided after fitting staples. Very Stressful. Fixed over phone.
7. **Plates Registrar Report:**
 - **Travel Authority**
 - **Extra Use Non-Club Event**
 - Russ Denning - Daimler 250 - Bathurst Swap Meeting - 25th August
 - Russ Denning - Daimler 250 – Wedding – 31st August
 - Rodney Bowd – Ford Fairmont – Wedding – 31st August
 - Alan Shepherd – VB Commodore – Wedding – 31st August
 - **New Registrations**
 - Dudley Frecklington – Toyota Hi Lux

8. Past Events Discussed as per Past Calendar

- Discussed as per Calendar

SEE EVENTS CALENDER.

Suggested Runs – please bring suggestions to club meetings – please think about this list.

- Movies in Orange
- Observation Run – Jowett Run revisited – Russell Denning
- Other painted Silos
- Garage Sales Run
- Amusu Theatre
- Parkes Dam
- Borenore Caves - Bob Grimshaw
- Ten Pin Bowling in Orange – Ray Heilman
- Zig Zag Railway – March aim. – Ray Heilman

9. Future Events

- i. As per Events Calendar

10. Supper Roster: October – Jeffrey Curtis November – Alan Shepherd

11. General Business:

Meeting Closed: 8:40 pm

Next meeting: - Cowra Railway Station Clubroom. –

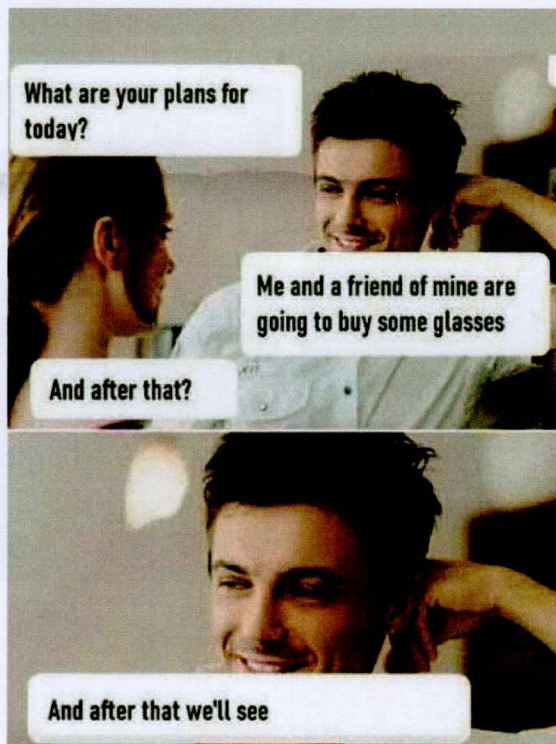
Agenda:

- | | | |
|---------------------|--------------------------------|--------------------------|
| 1. Present | 2. Minutes of previous meeting | 3. Business arising from |
| 4. Treasures Report | 5. Secretary Report | 6. Editors Report |
| 7. Plates Report | 8. Past Events | 9. Future Events |
| 10. Supper Roster | 11. General Business | |
- Secretary
Kathy Denning

For Sale


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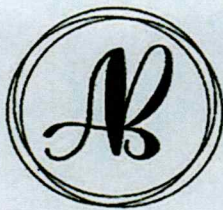
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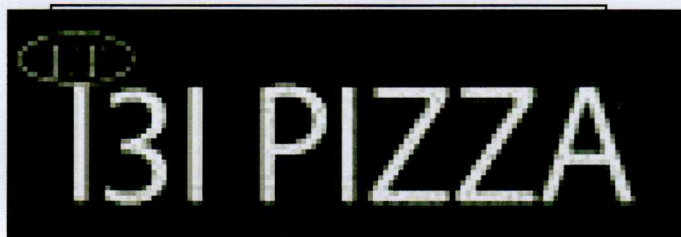
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