

October 2024



The Hornet

The monthly magazine of
the Wolseley Car Club Inc



Print Post Approved PP 1000 18077

www.wolseleycarclub.com

www.facebook.com/wolseleycarclub

Introduction

The Wolseley Car Club Inc. was established in 1975 to cater for a group of like minded individuals who were actively engaged in some form of involvement or ownership of a vehicle or stationary engine that holds the Wolseley marque. Almost half a century later, we currently have over 300 members. In addition to Wolseleys, we also cater for a small percentage of club members with associated vehicles from the wider Nuffield and British Motor Corporation (BMC) family including Vanden Plas Princess, Austin, Morris, MG and Riley.

Wolseley models manufactured in Australia at the BMC plant in Zetland, NSW have proved very popular with members, and are well represented within the club. The WCC caters for membership from all States of Australia and has close relations with Wolseley car clubs in both NSW and Queensland, as well as in New Zealand and the United Kingdom. We enjoy international membership, and all members, including those living overseas are welcome to purchase spare parts from our Victorian parts facility, the 'Wolshed'. As the WCC is a registered Not For Profit organisation, spare parts can only be sold to valid Club Members. We are authorised to administer the VicRoads Club Permit Scheme, giving substantially reduced "registration" costs to Victorian members.

About the club

Postal address:	PO Box 25 Briar Hill, Victoria, Australia, 3088
Website:	www.wolseleycarclub.com
Meetings:	Horrie Watson Pavilion, Deepdene Park, 120 Whitehorse Road, Deepdene. (Melways 46 A7) Meetings are on the first Tuesday of the month (except January and November) 8:00 pm start.
Official magazine:	The Hornet is published each month except January. Submissions are most welcome.
Club colours:	Red, dark green and cream
Club outings:	Usually once a month, please check the website and club calendar.
Assoc. of Motoring Clubs:	The Wolseley Car Club played a guiding role in the formation of the AOMC and has delegates who attend meetings & seminars.
Club founders:	Joy & Peter Richardson

Your Committee

President:	Graham Keys* & Sharon, Phone: 0412 361 344, 3 Denbigh Court, Keysborough Vic 3173	Email: gkeys@optusnet.com.au
Vice president:	John Mallia* & Sandra, Phone: (03) 9744 1797,	Email: jc.mallia@gmail.com
Secretary & Public officer:	Richard Graham & Marion, Phone: 0407 804 554,	Email: secretary@wolseleycarclub.com
Treasurer:	David Morris* & Kathy, Phone: (03) 9432 5038,	Email: treasurer@wolseleycarclub.com
Club Permit Officer:	Graham Keys* & Sharon, Phone: 0412 361 344, 3 Denbigh Court, Keysborough Vic 3173	Email: gkeys@optusnet.com.au
Spare parts co-ordinator:	Peter McIntosh*, Phone: (03) 9386 3918, 68 Devon Avenue, West Coburg Vic. 3058	Email: norpet10@bigpond.com
Wolshed Manager:	Rob Carlton, Phone: 0411 010 515,	Email: rcarlton@tpg.com.au
Webmaster & Registrar:	Andrew Whalen & Tania, Phone: 0427 492 844,	Email: acwhalen@gmail.com
Membership & catering:	John Gray* & Bev, Phone: 0423 763 474,	Email: membership@wolseleycarclub.com
Events co-ordinator:	Denis Crow, Phone: 0401 964 334	Email: denis.crow@skillstga.com.au
Regalia:	John Mallia* & Sandra, Phone: (03) 9744 1797,	Email: jc.mallia@gmail.com
The Hornet Editor:	Stephen Gurban & Karina, Phone: 0425 710 513,	Email: editor@wolseleycarclub.com
Librarian:	Peter Reid & Anne, Phone: 0487 200 084	Email: pjreid36@outlook.com

Non - committee positions

Archivist and historian:	Rob Carlton, Phone: 0411 010 515,	Email: rcarlton@tpg.com.au
Overseas representative:	Cliff Skinner* Phone: (03) 9598 1186	Email: GSInternational@bigpond.com
Facebook co-ordinator:	Rob Bothwell* & Jan, Phone: 0431 782 684	Email: Robbie_51@spin.net.au
AOMC Delegates:	Graham Keys & David Morris	

* Honorary Life Members, a status bestowed upon them by the Committee in recognition of outstanding services to the Club.

Coming Wolseley Car Club events



27th October National Wool Museum (Lunch)
26 Moorabool St, Geelong, Victoria



24th November National Steam Centre (plus lunch. Bring a chair), 1200 Ferntree Gully Rd, Scoresby, Victoria



1st December Christmas party lunch, Bayswater Hotel, 780 Mountain Hwy, Bayswater, Victoria

Club Calendar

Member General Meeting

Tuesday, 1 October, 2024
Horrie Watson Pavilion, Deepdene Park,
120 Whitehorse Road, Deepdene. (Melways 46 A7)
8:00 pm start.

Wolshed Working Bee

Saturday, 5 October, 2024
494 Fullarton Road, Airport West, Victoria
9:00 AM - 1:30 PM

Wolshed Working Bee

Saturday, 19 October, 2024
494 Fullarton Road, Airport West, Victoria
9:00 AM - 1:30 PM

Wolseley Car Club National Rally, Merimbula

Friday 16 July 2025 - Friday 23 July 2025

Rotary Wheel Club (Unfortunately this event clashes with the Club Christmas party.)

Sunday, 1 December, 2024, 8:00 AM - 2:00 PM
Cruden Farm, Cranbourne - Frankston Road, Langwarrin.

The Rotary Club of Frankston in conjunction with the VACC would like to extend an invitation to your club members to participate in the Rotary Wheel Cup, a comprehensive motoring display. Show casing early vehicles to the latest E Tec automobiles with your members playing a vital part in this timeline.

Every category will receive a fine Trophy with the penultimate. The Crystal Rotary Wheel Cup will be awarded for the best presented vehicle.

Enquiries to Neil Black, 0411 435 270, neilblack@scoota.com.au

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From the Editor

Welcome to this edition of The Hornet. Spring is here and it is a lovely time to take the Wolseley out. The days are getting longer, fragrance is in the air, and it is not too hot for our classic vehicles yet.



Only a few weeks until Daylight Savings is with us again. Soon the season of car shows will be upon us again. It is a lovely time of year. The rush to Christmas has not started and the weather is getting warmer. Get the shorts out!

This month's champion is Peter Reid, who has submitted an in-depth librarian's report and two technical articles.

Many thanks to the committee for their ongoing support of this fine club. I was informed that there were 30 people in attendance at the 7 September Wolshed.

On the cover

Geoff Beaglehole's 1963 Wolseley 24/80 automatic is up for sale. You can read about it on page 23. It was such a lovely photo of an exquisitely detailed car that I decided to put it on the front cover - Editor.

For further information call Geoff on 0400 721 005 evenings or email at geoff.beaglehole@gmail.com.

The President's Annual General Meeting report

Graham Keys

Dear members,

The last club year has been one of many ups and some unavoidable downs

A huge thank you to the resilience of our hard working Committee Members who were thrown some severe curve balls through the year but managed to pull through on all occasions.

Our most important acquisition has been our hugely successful spare parts operation in both our ability to assist our members to obtain a huge variety of both new and used parts at realistic prices, and to help members to netter get to know the ins and outs of their Wolseleys.

Throughout the year the Wolshed has constantly been our best attended activity. Thanks to our Parts Coordinator Peter McIntosh and Wolshed Manager Rob Carlton we have sold many new and used parts, and this year have completely dismantled at least half a dozen cars and safely stored the parts for future use. We thank the many members who have travelled to these very important working bees to support our team of regular workers, not only by removing parts, but helping in moving cars and storing the parts. The latter carried out under the watchful eyes of George Peaker who is able to produce almost any part on request. As well as Australia's most comprehensive collection of Wolseley parts, the Wolshed also houses an extensive collection of garage equipment and quality hand tools to enable vehicle dismantling to be undertaken in a safe and very professional manner, enabling workers to self train themselves for future projects on their Wolseleys. Our tool shop is very ably organised by John Gray, and includes floor jacks, chassis stands, compressor and air tools, engine cranes and lifting equipment, and a recent acquisition has been a high lift hand pallet stacker which will enable us to better utilise our floor space with regards to engine storage. Our portable generator enables us to provide adequate independent power for our needs. For those attending working bees, we maintain a comfortable tea room with crockery and an urn. A big thanks to members who bring along nibbles for morning tea, and special thanks to Richerd Graham and Peter McIntosh who alternately provide a sausage sizzle and pies and sausage rolls for our morning break.

The Wolshed buildings also house our library which incorporates our comprehensive collection of Wolseley workshop manuals parts catalogues, hand books, interesting magazine collections and our club archives. Thanks to Librian Peter Reid, this facility has been organised and catalogued and our publications are always available for use by our members.

After the Hornet printing and posting, the Wolshed rent is our biggest monthly outlay, and we need to average monthly sales of donated cars and used parts of around \$1,000.00. To ensure this unique facility remains viable we need to support this by purchasing parts and assisting wherever possible. We also endeavour to stock a range of new and reconditioned parts that are personally stored and dispatched by Peter McIntosh

While our membership numbers are still awaiting confirmation from members who are tardy with their subs payments, but who usually rejoin after a few reminders, we have had a lot of new members joining, so my guess is that our membership should round out to about the 2023/2024 total of 300 by year end. Many thanks to Membership Secretary John Gray for his diligent handling of this important portfolio.

Our Events Coordinator Denis Crow has been hard at work in his quest to bolster the number of members attending our monthly outings. Although new to the car club world, Denis shares our enthusiasm for all things Wolseley and is steadily engaging with our club structure. Finding new activities that will be enjoyed by a wide variety members is never easy. His recent efforts have proved to be very popular and his attention to detail planning is paying dividends. Although we have little control over the weather Denis always seems to have a back-up plan to save the day. An enthusiastic attendee at our working bees, Denis is quickly enhancing his Wolseley expertise under the watchful eyes of some of our more experienced helpers and is displaying a steep learning curve in relation to Wolseley repair and maintenance. We always look forward to seeing his superbly presented 24/80 on outings.

Secretary Richard Graham is also one of the most notable supporters of activities at the Wolshed, and for many years has personally sponsored his monthly sausage sizzle. I can always rely on Richard for any type of assistance, and he and his 4WD are always there if we have to pick up parts or help to check out potential vehicle donations. Richard ably conducts our Committee Zoom Meetings and is host to Zoom members at our General Meetings. A recent increase in email traffic through our website has seen Richard busy during his spare time answering Wolseley related questions diverting emails to the relevant committee member, and we always rely on Richard's very concise minutes to keep meetings on track.

Editor Stephen Gurban has brought his personal expertise to an already brilliant Hornet Newsletter to further progress this publication which is the envy of many other clubs.



An essential part of the Hornet is getting it to members on time. We always aim to have it land in members letterboxes before the monthly General Meeting, which requires coordination of reports between many members and our printing company. However the very last piece of the equation lies in the collating of the address covers, sometimes with individual inserts, bagging and posting. For many years this has been carried out by Fred and Jenny Holmes, who put aside whatever they have going on in their life to give priority to getting several boxes of Hornets packed, sorted into allocated sortcodes and off to the Post Office before the appointed deadline. The WCC is indebted to both Fred and Jenny for their unselfish dedication in this most essential process.

Andrew Whalen has unselfishly taken on the portfolios of both Registrar and Webmaster and has brought both to the fore through his development of our comprehensive database and his personal expertise in this digital age. His next project is transferring our existing website to a new sever which will allow us greater flexibility to further enhance an already excellent product.

Andrew has teamed with our Facebook Coordinator Robert Bothwell to incorporate the excellent and unremitting work that Rob produces on this most visible platform into our website.

David Morris is our Treasurer and AOMC Delegate. David has held this position for longer than most people can remember, and every year produces a detailed Annual Report that would put many small businesses (and even some large ones) to shame. David organises the stocktakes and calculates the values of our new and used parts, regalia and library publications in conjunction with the relevant committee members holding that portfolio. In a more recent addition to David's very arduous treasury position, he is also ably managing our number one expenditure, the Wolshed, and is on very agreeable terms with the property owner, ensuring that our rent is always paid on time and our lease is in order.

John Mallia is currently our Vice President, but has previously held many committee positions and has been our most prolific President over many past years. John efficiently manages our Club Regalia, maintaining a quality clothing line as well as many Wolseley trinkets, badges and other interesting items which we are hoping to make available through our website in the near future. His fabulous collection of beautifully presented vintage and classic Wolseleys are the envy of many, and are always showcased at display days and events that our club attends. Knowing that John is always lingering in the background to give assistance and helpful advice is always a comfort and it has been great sharing his enthusiasm for Wolseleys over nearly 50 years of our friendship.

Kingsley Child is a long-term member and held the Treasurers position prior to David Morris. He eagerly agreed to host our recent AGM and I thank him for the excellent and very professional way he carried this out.

After a lengthy hiatus, It has been wonderful to again see Wolseley related stories from our well travelled Overseas Liaison Officer, Cliff Skinner. Now in his 90's, Cliff shared many of our adventures in the club's earlier days, and as club President, brought considerable expertise to that position. As Overseas Liaison Officer he spread the news of our relatively (then) new club to our friends in the UK and created very important links with the Wolseley Register.

I look forward to a very productive year ahead for the Wolseley Car Club and hope that we will be able to meet up with many more of our members over the next club year.

Cheers ...
Graham keys

Wolseley Car Club October 2024 General Meeting.

Guest Speaker



Photo by Richard William Crothers
Public Domain

Be sure to attend our General meeting on the 1st October and after the usual business session listen as our guest Herman Harberts shows us his collection of photos from his time as a National Serviceman including as a gunner in a Centurion tank in South Vietnam.

The evening will conclude with the usual supper including the John Mallia biscuits and the Award Winning Slice. Be there by 8pm, Horrie Watson hall Deepdene.

The Secretary's report

Richard Graham



MINUTES OF WOLSELEY CAR CLUB GENERAL MEETING SEPTEMBER 2024.

Held at the Horrie Watson Pavilion, Deepdene on Tuesday 3RD September 2024.

The meeting was declared open at 8.00PM, President Graham Keys in the chair.

Graham welcomed everyone to our September and Annual General Meetings, both in the hall and live on Zoom.

Graham summarised our last year, both the ups and the downs, and credited the Committee and the many members who have been instrumental in our success.

APOLOGIES: John Mallia, Robert Bothwell, Barry Clarke, Ray Strong, George Peaker, Bob Anderson, and John Rhodes

MINUTES OF PREVIOUS MEETING: As printed in Hornet.

MOVED: Rob Carlton, SECONDED: Peter McIntosh, CARRIED.

CORRESPONDENCE: Neil Black – Rotary Club of Frankston invitation to Car Show on 1st December, Bob Griffin re: 24/80 parts needed, Andrew Young re: how to remove 4/44 door handles, AOMC Bulletin re: B40 Rally, and Restoration Seminar on 26th October, Graham Keys to AOMC re: Country Delegates Meeting, AOMC re: events 24-5 August, Yvonne Boyd re: Gift Membership for Wayne Boyd, Andrew Whalen re: Francis Birtles (Bean) re-enactment dates, David Morris to Vince Vincitorio re: Blank Membership Form received, AOMC re: RACV Motoring Interest program, AOMC re: events 31/8 to 1/9, Graham Keys to Brian Litchfield re: sale of 18/85 MkIII.

MOVED: Richard Graham, SECONDED: Kingsley Child, CARRIED.

TREASURER'S REPORT: David Morris

Total funds \$39,981.61, made up of \$350.00 Petty Cash, \$23,000.00 Term Deposit, plus \$16,631.61, cash at bank. This includes \$2,795.00 of memberships paid in advance.

Accounts for Payment: John Gray (catering) \$45.00

MOVED: David Morris, SECONDED, Clive Jones, CARRIED.

David then presented the accounts for the financial year 2023-24. Copies were available to members in the hall, and were shown on line to members on Zoom.

Graham thanked David for his most comprehensive report, and his attention to detail of the Club's finances during the year.

EDITOR'S REPORT: Stephen Gurban.

Graham thanked Stephen for his excellent work on the Hornet during the year. Stephen stated that he needs contributions for the next edition, so get yours in a.s.a.p.

He also has consulted with a graphic designer who critiqued the Hornet and made some constructive suggestions.

SPARE PARTS: Peter McIntosh

Sausage sizzle Wolshed next Saturday 7th September, and again on the 21st . Peter thanked the Committee for their assistance during the year. With respect to brake boosters for 24/80's we are now recommending that members look to eBay for new ones, as it has become uneconomical to refurbish them. We also have new stock of 24/80 heater taps.

WOLSHED MANAGER: Rob Carlton.

Rob thanked everyone who has assisted during the last year, we have dealt with around six vehicles in that time, providing many useful additions to our Wolshed stock.

A 1500 has arrived at the Wolshed, and we are expecting another 6/80 later this week, so we need many hands to assist in their dismantling.

SPECIAL EVENTS COORDINATOR: Denis Crow.

Graham thanked Denis for his efforts with event planning, despite circumstances beyond our control which seem to continually try to disrupt them. We are going to improve our promotion of events in Hornet particularly, in an attempt to get more members participating. Please come along to show off your car, and also to enjoy a day of camaraderie between fellow members. We will in particular, be publishing detailed timelines

and venues for each outing. Our last event to the Yarra Glen Chocolaterie, was held despite a miserable weather forecast, and the weather actually turned out to be perfect, with warm, sunny skies, until well after we were all back at home.

For the next outing on 22nd September to the Diamond Valley Railway, Denis will need members to notify him if you are attending for catering purposes, as we are having a BBQ lunch. There will be a \$5 per head charge for the food. Train rides are also \$5.

The next weekday outing is to then Lindsay Fox Car Collection at Docklands, and we will be utilizing public transport on the day. We have had to alter the originally planned date, as two other Clubs were also booked on that day. The new date is 8th November which is a Friday. This is another event where we need to know numbers, so please notify Denis if you are coming. The Xmas function is on Sunday 1st December in Bay-swater. Full details of all these events will be in Hornet, and via Mailchimp.

For next year, you will be provided with the full program of 11 events in November this year, so that you can incorporate them into your schedule.

John Gray asked about the Euroa Show'n'shine, which is on Sunday 6th October. Members intending to attend need to book online with the Show to ensure a place for your car.

Go to australiannationalshowandshine.com.au for information.

Graham mentioned that next year is the Club's 50th Anniversary in March. We will be holding a special event to celebrate this milestone. In addition to this, we have a National Rally in Merimbula in May, to be organized by the NSW Club.

MEMBERSHIP SECRETARY: John Gray.

In then past month, we have three new members – Geoff Fletcher from Darnum Vic., with a 1957 Austin Westminster, Wayne Boyd from Cockatoo with a 1959 Wolseley 1500 (under restoration), and David Garland, Woonona, NSW, who is also a member of the NSW Club, with a 1964 24/80.

LIBRARIAN: Peter Reid

The past year has been one of consolidation of the Library, with several donations large and small to add to the collection. We have over 700 books, including 88 Driver's handbooks, 203 Workshop manuals, 219 Technical volumes, and 190 books of general interest! We also have many magazines which are excess to our

needs and are available to members. Many of the manuals are duplicated, so some are available for members to purchase. Please call in next time you visit the Wolshed and say hello.

REGALIA: John Mallia

John was unable to be present, but you can give him a call for all your Regalia requirements.

REGISTRAR AND WEBMASTER: Andrew Whalen.

Andrew has been away overseas, so has no report at this time.

AOMC REPRESENTATIVE: David Morris/ Graham Keys

Our regular delegates were unable to attend the recent country meeting, and members Colin Cox and John Dry attended in their stead, and we are awaiting their report.

GENERAL BUSINESS:

John Gray mentioned that we have a guest speaker, Herman, for the October General Meeting. He will speak about his experiences as a Gunner in a Centurion Tank in Vietnam during his posting there.

Graham closed the meeting at 8:55PM. and invited member Kingsley Child to preside over our Annual General Meeting.

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Minutes of the 2024 AGM

Richard Graham



MINUTES OF THE 2024 ANNUAL GENERAL MEETING of the WOLSELEY CAR CLUB inc.

Held on Tuesday 3rd September 2024 immediately following the September General Meeting, eighteen members present in person, plus a further eight via 'Zoom', so a quorum exists.

The meeting was chaired by Kingsley Child, an ordinary member of the Club.

Kingsley declared the meeting open at 9:00PM.

ATTENDANCE: as per video record of the meeting, 26 in total.

APOLOGIES: As per the September General Meeting.

MINUTES OF 2023 ANNUAL GENERAL MEETING

Copies of the Minutes were available at the meeting, and were printed in Hornet last year, so were taken as read.

MOVED: Graham Keys, SECONDED: John Gray, CARRIED.

BUSINESS ARISING: Nil.

TREASURER'S REPORT:

David Morris, having presented the detailed report to the September General Meeting, moved the following Motion:

I, David Morris, Honorary Treasurer of Wolseley Car Club Incorporated, Reg A0001245T ("the Incorporated Association"), in accordance with Section 30(3) of the Associations Incorporation Act 1981, submit to the members, the Financial Statement for the Incorporated Association for the year ended 30th June 2024, containing the following, inter alia:

30(3) (a) Income and Expenditure of the Incorporated Association during its last financial year.

(b) The Assets and Liabilities of the Incorporated Association as at the end of its last financial year.

It is declared that

(c) There are no mortgages, charges or securities affecting any of the assets of the Incorporated Association.

(d) the Incorporated Association is not the trustee of any trust or asset.

I move that the financial accounts as distributed at the Annual General Meeting held on the 3rd September 2024, be accepted and adopted.

MOVED: David Morris, SECONDED: Andrew Whalen, CARRIED.

Election of new Committee:

There being only one nomination for each Committee position, an election is not necessary.

The new Committee is as follows:

PRESIDENT	Graham Keys
VICE PRESIDENT	John Mallia:
TREASURER	David Morris
SECRETARY	Richard Graham
SPARE PARTS CO-ORD.P	Peter McIntosh
WOLSHED MANAGER	Rob Carlton:
MEMBERSHIP SECRETARY	John Gray
EDITOR	Stephen Gurban
LIBRARIAN	Peter Reid
HISTORIAN	Vacant
SPECIAL EVENTS CO-ORDINATOR	Denis Crow:
WEBMASTER and REGISTRAR	Andrew Whalen

REGALIA John Mallia
 AOMC DELEGATES: Graham Keys, David Morris
 NON COMMITTEE POSITIONS:
 ARCHIVIST Vacant
 CATERING: John Gray
 OVERSEAS LIAISON Cliff Skinner
 FACEBOOK COORDINATOR Robert Bothwell.

Kingsley declared these members duly elected as the Committee for the coming year.

GENERAL BUSINESS:

The Committee has decided that it will not recommend any Membership Fee increase for the 2025-2026 year, hence there is no motion to that effect.

Kingsley declared the AGM of the Wolseley Car Club Inc. closed at 9:10PM.

Graham thanked Kingsley for coming and chairing the AGM for us, and especially thanked those joining us via 'Zoom'.

Treasurer's Report

David Morris



David Morris, Treasurer

FINANCIAL STATEMENT AS AT		07-Sep-24
Westpac Cheque Account - Camberwell		
Opening balance	1-Jul-2024	\$20,383.52
Add Receipts		\$7,279.40
Includes Non Member Income - Annual Limit \$416 :	\$739.59	\$27,662.92
Less payments		\$10,836.31
Includes estimated GST incurred year to date of..	\$536.43	
Westpac Cheque Account - Cashbook reconciled balance		\$16,826.61
Westpac Term Deposit		\$23,000.00
Petty Cash (Treasurer \$50, Spares \$200, Regalia \$50)		\$350.00
Gross funds held		\$40,176.61
Less		
2025 - 2026 paid in advance Memberships received	31	\$2,015.00
2026- 2027 paid in advance Memberships received	12	\$780.00
Sub total		\$2,795.00
Net Club own funds (all accounts)		\$37,381.61
Note : Includes Wolshed donations funds - Macro		\$12,463.90

Membership Report

John Gray



Since our last Hornet, we have four new members:

Greg Fletcher from Darnum (Vic) with a 1957 Austin Westminster
 Wayne Boyd Cockatoo (Vic) 1959 Wolseley 1500
 David Garland Woonona (NSW) 1964 Wolseley 24/80 Mk II
 Vince Vincitorio Tatura (Vic) 1965 Wolseley 24/80 Mk II

Welcome to our new members, we hope to be in contact with you soon.

Due to the total lack of interest by Club members in joining the Committee of your Club and running the Membership portfolio I have agreed to continue with membership excluding the correspondence/postal aspect which President Graham will take over. Of course if a member offers to take it on at a later date I am sure we can arrange the transition, almost seamlessly.

John.

Spare parts co-ordinator's report

Peter McIntosh (ABN 44786842280, TFN 782491222, REG NO A0001245T)

Members who would like to purchase parts please contact Peter on (03) 9386 3918, or email norpet10@bigpond.com. There are no new parts stored at the Wolshed.

Parts for 6/80

- Reconditioned water pumps for 6/80, \$250 each (with exchange unit).

Parts for 24/80

- Reconditioned water pumps, POA (with exchange unit)
- Reconditioned front and rear shockers, \$250 each (with exchange unit)
- Brake and clutch master cylinders, \$50
- Reconditioned heads with hardened seats, \$450 change over

New stock for 24/80

- Heater taps complete with gasket, \$70 each
- Air filters, \$23 each
- Oil filters, \$30 each
- Rocker Cover & side cover gasket set, \$20.
- Front end bushes, POA
- VRS gasket set (see below) POA
- Front brake hoses, \$40 each
- Accelerator Bushes, \$12 each
- Oil filter Conversion Nipple, \$25 each.
- 24/80 engine sump gaskets \$30.00 each
- 24/80 water pump change over \$250
- Inhibitor switch \$180

Other Parts

Reconditioned heads for 1500, 15/60 & 16/60, \$350 each.

We have front end bushes for all Wolseley models.

Oil filters are available for: 4/44, 1500, 15/60, 6/99, 6/110, 24/80, 3L and 4L Vanden Plas models

Car Horns, \$35 per pair

Molybond grease cartridges, \$24 each.

Second-hand parts are stored at the Wolshed for sale to members, not the general public.

When paying into our bank account for parts please specify your name and the invoice number.

We have Working Bees at the Wolshed, 494 Fullarton Rd, Airport West. Check the club calendar on page 3 for dates.

Peter.

Back in Stock

Lower Radiator Hose to suit 24/80, 6/99, 6/110 & 18/85 FWD

Manufactured in Australia exclusively for the Wolseley Car Club by Mackay Automotive, these hoses are "Factory Fresh", not something that has been sitting on someone's warehouse shelf for years and selling for twice the price.

Special Wolseley Car Club price \$30.00



Wilmot Breeden car key cutting service

I can supply replacement keys for your English car, motorbike or Raleigh or Humber pushbike steering lock, cut from the key number. You are getting a brand new key cut to the original pattern, rather than a bad copy from your existing worn key. I just need the key number or a good couple of photos of your key. A choice of key blank head shapes - Silca, JMA or Ilco.

Key type	Key number range
MRN	1-50
FA	501-625 [main set]
FP	626-750
FS	876-955
FT	101-225
NGN	1- 50
EJR	1 -50

- Uncut "Dalson" FX blanks available for Wolseley 6/90 Series 3,
- Riley 2.6, and some Armstrong Siddeley (I can cut these from a photo of your key).

- Uncut blanks for Jaguar XJ6 – later S1, S2, S3

Cost: \$15.00 per key posted to your door

Change-over* Indicator Switches for Your Wolseley, Morris, or Austin available to order

- Reconditioned indicator switch assemblies to suit Wolseley 1500; 15/60 and 24/80.
- Wolseley 6/110 Mk 2 & Vandenplas 4 Litre – with headlight flasher. Reconditioned – includes new plastic "W" spring and green lens on tip.
- New Genuine Lucas Green Lens plus Lucas globe for stalk tip, \$25.00 a set
- Festoon globes (3 watt) [#256] for semaphore indicators, \$4.00 each

*change-over : You send me your old unit in due course, after you have fitted the reconditioned one.

Contact David Morris, Phone: 0429 019 132,

Email: tdmmorris@bigpond.com

Regalia

John Mallia

Fleecy Jacket	\$42
Fleecy Vest	\$35
Polo Shirt - Grey	\$29
Polo Shirt - Green	\$35
Shirt—Green Men's Short Sleeve	\$45
Shirt—Green Men's Long Sleeve	\$45
Shirt—Burgundy Ladies 3/4 Sleeve Limited Sizes	\$38
Caps	\$15
Key Ring	\$12
Mugs—Green, Blue or Burgundy	\$10
Umbrella	\$20
Wolseley Car Club Cloth badge	\$8
Small Oval Cream Lapel Badge (30mm x 14mm)	\$8
Wolseley Green Club Lapel Badge (25mm dia)	\$8
Wolseley 6/80 Lapel Badge (Maroon)	\$8
Wolseley 6/90 Lapel Badge (Black)	\$8
Wolseley ball point biro	\$2



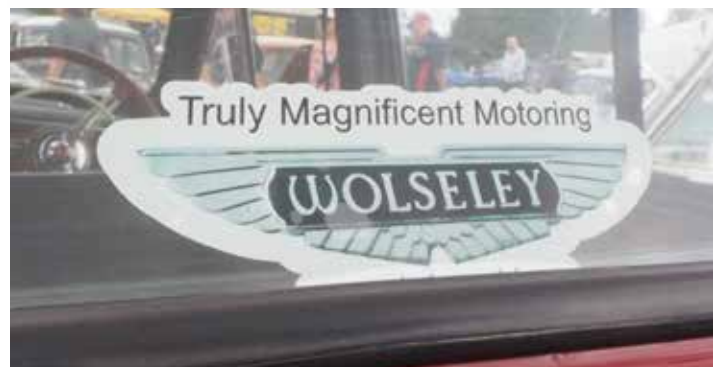
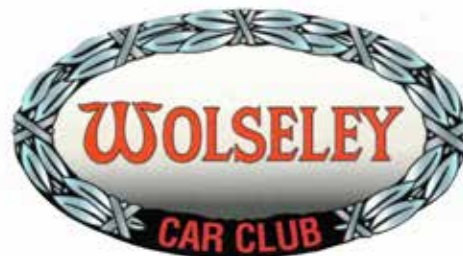
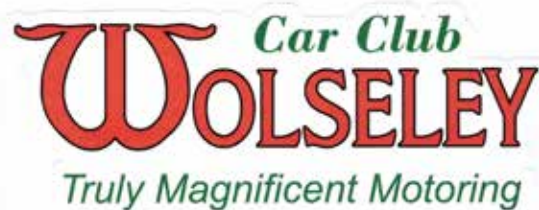
Contact: John Mallia, Phone (03) 9744 1797 (please leave message if we don't answer), Email: jc.mallia@gmail.com, 30 Melba Ave Sunbury Vic. 3429

Postage can be arranged and cost will be advised.

Goods will be shipped after full payment has been received.

Car window stickers

\$2.00 for stickers, \$4.00 for inside window stickers



Events Co-ordinator's report

Denis Crow

27 October Outing - National Wool Museum

Discover why fleece from Australia's sheep was at the heart of our economy for nearly 200 years.

Since the arrival of sheep with the First Fleet in 1788, the wool industry has dominated our economy, our agriculture and our reputation as a quality wool-growing nation throughout the world.

Geelong is a city synonymous with wool and the wool industry – sheep farming began here in 1835 and the first of many woollen mills opened here in 1868. For many years the city was known as the 'wool centre of the world'.

On 1 August 1872 the C.J. Dennys & Co Woolstore (the home of the National Wool Museum) opened, adorning the corner of Moorabool and Brougham Streets, Geelong. At the time of opening, the basalt bluestone wool store was the second largest store in Victoria and by many accounts the "most elaborate". On the day of opening there was a banquet for 200 people on the third floor that was, of course, followed by a wool sale.

When the Wool store was opened it was an innovation in colonial architecture, with advanced design for lighting and ventilation. The bluestone came from Fyansford quarries (with the dressed portion from Ballarat) and the bricks came from the kiln in West Geelong.

In 1988 the National Wool Museum was opened by Queen Elizabeth II and established as Australia's only comprehensive museum of wool. With its recently renovated galleries you will experience a renewed Australian Story.

Meet - McDonalds 09:00 AM 1-9 Lunn Court, Laverton
 Leave - for Geelong at 10:00 AM 26 Moorabool St, Geelong
 Arrive - Wool Museum Geelong about 10:40 AM \$12 entry
 Leave wool Museum – 13:00 PM for Geelong RSL 50 Barwon Heads Rd, Belmont
 Leave for home 14:30 PM



08 November - Lindsey Fox Car Museum

This outing will be accessed by train (All venues are walking distance from Southern Cross Train Station)

Housed in what once was a royal mint, the Fox Classic Car Collection stands as a testament to some of the rarest and most prestigious vehicles in the world. Over the span of fifty years, Lindsay Fox, the visionary founder of Linfox, has curated this awe-inspiring collection of automotive excellence.

Opened in 1997, the collection showcases almost a century in automotive technology and design with models from Mercedes Benz, Jaguar, Porsche, Ferrari, Bentley, Volkswagen, Ford, Lexus, Nissan and MG made between 1923 and 2024 found at the museum.

Notable previous owners of some vehicles include Ringo Star, Bing Crosby and Bob Jane to name a few.

This ever changing collection is a must visit for any car enthusiast, and lover of all things spectacular.

Meet at 09:30 AM at McDonalds for coffee and breakfast, G2/620 Collins St, Docklands Melbourne (directly opposite southern Cross Train Station)

Leave McDonalds at 10:00 AM for Fox Collection, 749 - 755 Collins St, between Yarra River and Victoria dock

Leave Fox Collection for lunch at Cafe ESC at 12:30 PM, 833 Collins St, Docklands, Vic (Walking distance from Fox Car Collection).

Leave for home at 2:00 PM.



Club librarian's report

Peter Reid

Library report for AGM 3-9-24

The past year has seen the consolidation of this developing Club asset.

This results from several donations which range from a single book to quite large collections, covering almost all categories as well as some changes of the actual storage format .

What am I talking about? Well I have been kept busy and yes there is more to do and the library is bigger than ever.

Some cold hard statistics are that we have

Drivers handbooks	88
Workshop manuals	203
General interest	190
Technical volsumes	219
A total of	700 books

Plus many magazines which are excess to our needs and are available to members.

Some of these are large batches of mastheads so ask to see them when next at the Wolshed.

In the case of workshop manuals, there are many duplicates for each model Wolseley and thus spares are available for purchase at very reasonable prices,

There is also a considerable range of photographs and postcards on sale covering many models and subjects.

The group of Tech. books is well worth a study because there in is a mass of information that the W/S manuals do not give and which is not easily located in recent publications These are only for study in house due to their rarity.

So it must be obvious that the whole collection deserves a visit and I look forward to seeing you soon.



At the Wolshed

Photos by John Gray



Morning tea time at the Wolshed, 24th August

Improving the flow #2

Peter Reid

Part 1 is reprinted here to give Part 2 context (so you don't need to find last month's newsletter - Ed).

Part 1

Drivers of old cars all know and largely accept the shortcomings compared with their modern cars. This is all very well for some things but safety is another matter.

Two of those shortcomings are heating and demisting are both worth improving. Our old windscreen wipers were poor when working on a flat screen and even worse on curved surfaces which many of our cars have and combine this with below average demisting systems we have a problem.

How can we make improvements?

Two separate projects are thus (1) provide more airflow through the fan unit, and (2) directing it where it is needed to work efficiently.

For some reason the 24/80 only uses the two central vents in the dash, the outer two despite being fitted with the air ducts are not linked to the blower which has minimal performance anyway.

The standard 24/80 blower consists of a small electric motor quite slowly turning an ineffectual fan rotating in a box of air without directional guidance in the hope that some might find it's way into the heater box and thence eventually exit the system, either to the screen or the heater vent into the car as selected by the controls on the dash.

I was lucky to be given the blower unit from a Toyota (1968 Cressida) which provides a veritable gale force supply of air. However there is a problem, isn't there always! Whilst the motor is the same size as the original, the original impeller directs the air the wrong way.

I found the answer at Napa Auto Parts in Bendigo; another impeller, part number RD 310639P which seems to fit the bill. It is 5.25 inches OD and 2.5 inches wide which, being so much larger than the original, almost fills the void. Padding the space below the impeller ensures a blast of air goes where needed without fitting a baffle inside the box, although perhaps a baffle might be needed as a further improvement.

Although the shaft sizes do not match exactly, this is overcome by fitting a shim which seems to work so far.

The airflow is adjustable by altering fan speed with a rheostat. Yes, that also came from another Toyota, care of Jerry wells. The rheostat can be mounted under the edge of the dashboard just left of the steering column.

The Toyota motor is almost exactly the same size as the Lucas and little work attaches it and the resultant flow is considerably improved.

That is the first improvement accomplished.

Next, we need to use all four vents to improve demisting and make the most of the new blower. This can be achieved as follows.

With the heater box removed from the car (See Workshop manual), make a cardboard template of the four holes in the firewall. Accuracy is important because you will need the altered box to slide into position easily.

The template is also used to mark the heater box where the new pipes are added.. It will be easier to explain this verbally so please you talk to me if you are interested.

Thus modified the unit can be reinstalled and the old pipes refixed to those vents but therein lies another problem which to date I have only overcome.

The next instalment will I hope, not be too long.

Part 2

Since Part One of these notes appeared, the works have been completed.

I am pleased to continue with some good news about both jobs.

The outstanding matter of the fourth vent connection was solved by the nimble fingers of Rob Carlton who managed what I thought impossible, namely, threading the large diameter pipe through the maze of wires behind the instrument cluster and onto the awkwardly angled disused screen vent. This pipe was then attached to the spare feed from the modified heater box.

Incidentally, Bunnings sell a Kinetic brand hose joiner kit, containing a plastic joiner and two screw clamps for about \$4 which fit well into the existing pipes to extend them. Spare lengths of piping are available from the Wolshed.

So, has it been a worthwhile exercise?

The answer is - absolutely. The combination of the more efficient airstream and the extra two operative vents gives a noticeable improvement in demisting, and when set to the interior it is warmer.

So what about the engine performance? Now fitted with a distributor, adjusted to the standard setting as when new and with correct plugs and coil, the result is well worth the effort and, yes expenditure. The engine runs much better, idling improved with much better power.

It is pleasing to have been proved right. Namely, that we need to check the precision Lucas parts on our cars because they will have suffered wear and tear in the last sixty or so years.

Ian Makin of Performance Ignition in Nunawading checks all the ignition parts for a modest fee and can reset the instruments to factory specs as necessary. Judging by the result it was well worth the overall cost.

Thanks are extended to all who helped, advised and or supplied parts. The work was not difficult and you should not be disappointed with the work involved. I will be happy the talk about it before you start.

Think positive.

Friends in high places

Car spaces at Euroa are limited.

If you are going show your car at the Euroa Show and Shine be at the gate, 9:00 AM sharp to meet meet Rob Asquith.

Rob is saving a place for the Wolseley Car Club. Club cars will have to enter the site en masse. Entrance fees can be paid in advance or on the day.



Shows ON
Save the date!
6th October 2024
 On the banks of the
 Sevens Creeks Parklands-Euroa

For General Information email
euroashowandshine@outlook.com
 President: Donna Carroll Ph 0404 306 101
 Vice President: Ian Langlands Ph 0415 763 978
www.australiannationalshowandshine.com.au



Chasing my tail.

Peter Reid

We have all, at some time seen dogs turning circles in the forlorn hope of catching that elusive itch. Well in some respects old car ownership might be comparable.

My 24/80 was purchased from the (then) Chookshed and subjected to a complete rebuild and for many years it performed faultlessly with nothing more than routine care and attention until for no apparent reason, unreliability raised it's head. Wiser members were consulted but nothing seemed to be the answer.

Symptoms? Poor starting, overheating and totally gutless...

The other Sunday was the last straw and when it failed in the Black Forest but via the RACV rescue it was soon back on my hoist .

For a long time now I have thought about how much faith we place in the smaller components of our cars which we cannot service ourselves. This is especially true of Ignition parts like the distributor = the heart of the sparks department. Looking at the workshop manual from the factory tells us how it should work but when was it made? In my case , probably 1965 but in almost 60 years who might have tampered with it's precision parts and how much the use has caused variation to develop in that time?

Additionally, developments during the last 60 years have introduced products, not all of which are compatible or interchangeable with the original systems.

Compounding this, we are operating our cars in an environment never envisaged by the designers of the day such as unleaded petrol, freeways resulting in 70 MPH operation for long periods and infrequent use after periods of idleness. This is compounded by the loss of the old style tradesmen familiar with our simple machines. The modern trade courses omit the old equipment we use and the graduates now rely on a computer to diagnose problems.

However one person who does understand our technology is Andrew Makin and his team at Performance Ignition Services in Nunawading.

My distributor was tested and my suspicions were correct. The internal springs were altered and the advance that should have been obtained at 4000 RPM did not occur until 6000. Try revving an automatic 24/80 to do that!

Not only that the distributor cap had a centre carbon rated at 12000 OHMs (for points systems) to be replaced by another of which is correct for electronic devises.

And, the coil was also for points, despite when I bought it being told the opposite, it was trying to run on wrong plugs. How it ran at all is a mystery.

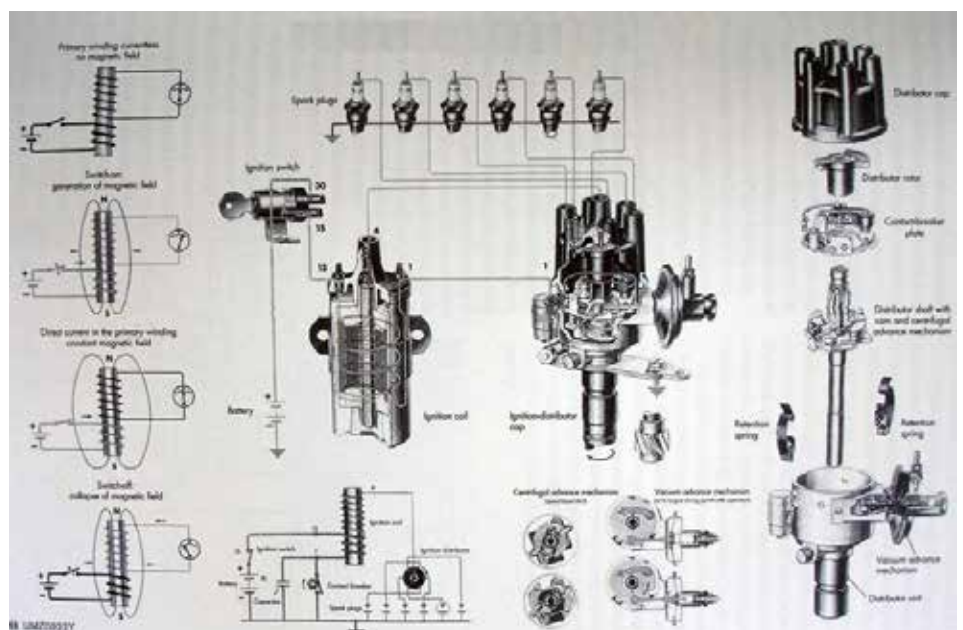
I am pleased to say that the distributor has been reset to the original factory settings, the different carbon fitted and the correct Goss coil in place as are six correct new plugs and with clean oil and filter.

How is it now, you should be asking.

Tell you next month. Wish me luck.



Images are from the Performance Ignition Services web site.



A visit to the UK National Motor Museum

at Beaulieu, Hampshire August 2024 by Andrew Whalen

Use the QR code or the web address below to browse most vehicles in collection

<https://nationalmotormuseum.org.uk/collections/vehicles/>

Located in the village of Beaulieu (locally pronounced "beuw-ly") inside the New Forest, nearby Southampton a grand summer's day outing was enjoyed as the wide collection of cars is worth a visit and full of surprises.

The National Motor Museum was established by the Beaulieu Museum Trust and opened in 1972. Continuing the work of the flagship Montagu Motor Museum, the Trust has a world famous collection of vehicles and associated motoring items on display. Alas there are no Wolseley's represented in this collection.



As a kid I have grown up with Doctor Who and was excited to see the rarest Whomobile ! Speaking to the lovely museum staff, and fellow Doctor Who enthusiast, I was allowed to get a little closer to take some photos. The placard provided this summary:

This futuristic 'hovercraft' was the Third Doctor's second road vehicle and made its first appearance in Invasion of the Dinosaurs broadcast in January and February 1974. The vehicle's only other appearance was in Planet of the Spiders, which was the final adventure for Jon Pertwee's Third Doctor and would see him regenerate as Tom Baker's Fourth Doctor. The Doctor's companion for both adventures was Sarah Jane Smith (Elisabeth Sladen).

The Whomobile was the idea of Jon Pertwee, who approached Nottingham based custom car builder Peter Farries, to design a suitably futuristic vehicle for the Doctor which was initially known as 'The Alien'. Although supposedly a hovercraft on screen, the Whomobile was actually a three-wheeler propelled by a Hillman Imp engine and remained the personal property of Pertwee.

I recently re-watched Invasion of the Dinosaurs and was suitably impressed with the Whomobile which drove with an air whooshing sound and was most certainly a space age vehicle for 1974. Curiously the episode is an interesting story of environmental social commentary about how polluted the Earth is.





Outside in a dedicated TV Shows pavillion, were other recognisable vehicles such as Doctor Who's Bessie, K-9 and a Dalek ! Mr Bean's mini, and from Harry Potter the flying Ford Anglia that Ron Weasley stole.



Top Gear also has a stand alone pavillion worth attending.



Refer to this QR code for a YouTube video walk-through of this experience



BBC Top Gear

THE TVG12 Series 17, Episode 4 (2011)

The TGV12 'sports train' driven by Jeremy was Top Gears valiant attempt to reduce the cost of railway travel using innovative car-based rolling stock. Note that the 'locomotive' really is little more than an old Jag convertible with some different wheels on it and that the 'carriage' is just an old caravan with the top sawn off, some racing seats bolted to the floor and a massive spoiler on the back.

Yet this simplicity is also the very genius of Clarkson's creation and might explain why the TGV12 successfully completed a journey from very near Leicester all the way to the outskirts of Loughborough. Unlike the train created by Hammond and May, The TGV12 did so without catching fire or getting clobbered by a real train along the way. Strangely, none of the major rail networks have shown any interest in this innovative design which is why it's here instead.



<https://www.beaulieu.co.uk/attractions/world-of-top-gear/>

Something that caught my attention and triggered further thought regarding the future of the automobile industry was a 3D printed electric vehicle. Produced by Scaled Ltd of Swindon, this prototype turns traditional manufacturing methods on its head.

Initially produced as a concept vehicle by the tech startup, I couldn't find any additional detail or subsequent production progress of this specific model but it looks other manufacturers have made significant progress.

Refer to the QR code for this link as one of several examples <https://all3dp.com/2/coolest-3d-printed-cars/>



Lastly, one can't miss beloved Chitty Chitty Bang Bang from the 1968 movie. Actually there are two at Beauieu and a total of 6 cars used for movie specific scenes. This excludes any enthusiast built replicas. The Original GEN 11 road car was used for all the driving scenes in the movie and was fitted with a Ford 3.0L V6 engine and automatic gearbox, built by Ford's racing team (Alan Mann) Byfleet. After the film was released it was used for promotions and was owned by Peirre Picton until being sold to Sir Peter Jackson in 2011, located in New Zealand. (Can any Hornet readers confirm and send a photo of the original GEN11 from New Zealand?)



If you live in the UK you can hire out an electric enthusiast replica for a private function.

www.chittyhire.com

For Ian Fleming enthusiasts, research suggests that the real Chitty Bang Bang (only singular Chitty) was a real racing car owned by Count Louis Zborowski circa 1921 is likely what Fleming based his fictional magic vehicle on.



Read more about the real Chitty Bang Bang here.

1936 Wolseley 14

Practical Motorist & Motor Cyclist, June 1957

ENGINE.—Six-cylinder; bore, 61.5 mm.; stroke, 90 mm.; capacity, 1,604 c.c.; rating, 14.04 h.p.; S.U. (type L); pressure pump draws petrol from 8-gallon tank mounted at the rear; coil ignition system.

Capacity of engine, 10 pints.

Water capacity, 18 pints.

Tappet clearance, .003 in. when engine is cold.

Sparking plugs, Champion L10.

Sparking plug gap, .015 in. to .018 in.

Firing order: 1, 4, 2, 6, 3, 5.

GEARBOX.—Synchromesh on third and fourth. Ratios: Top, 3.6 to 1; second, 6.5 to 1; third, 9.5 to 1; bottom, 15.1 to 1; reverse, 3.6 to 1. Capacity of gearbox, 1¼ pints.

TRANSMISSION.—Single dry-plate clutch of which the driven member, carrying the fabric facings, is gripped between two highly finished surfaces which must be kept absolutely free from oil. The clutch should be so adjusted that there is 1/16 in. clearance between the graphite release, bearing and the clutch release lever plate. Remove clutch cover to check this figure. Capacity of rear axle, 2¼ pints.

TYRES.—Dunlop 5.75 x 16 in. Pressures 22 lb. for front and 26 lb. for rear.

ELECTRICAL EQUIPMENT.—12 volt battery with positive earth return. Equipment consists of generator, commutator, starter, distributor and coil, windscreen wiper, ammeter, fuses, trafficators, horn etc.

Bulb sizes: Headlamps—12 volts, 36 watts; side, tail, and trafficators, 12 volts, 6 watts.

CARBURETTOR.—S.U. controllable jet type; the piston and tapered needle in conjunction with a controllable jet are proportioned to provide the correct mixture at all speeds and loads.

ENGINE TIMING.—The inlet valve opening should be checked in relation to the marks on the flywheel, e.g., when No. 6 piston is at the top of the firing stroke, No.1 inlet valve is about to open and the flywheel marks 1/6 are on top centre.

BRAKES.—Lockheed hydraulic brakes on all four wheels. The supply tank, mounted on the dashboard, must be kept more than half full of fluid, and must be replenished with Lockheed brake fluid only.

STEERING.—Cam and lever type. After a very considerable mileage, adjustment for wear can be made by removing the side cover and taking out one or more of the shims.

REGULAR ATTENTION.—*Every 250 miles:* Check oil in crankcase. Check water level in radiator.

Every 600 miles: Lubricate the chassis parts with the grease gun and oilcan. Oil bonnet hinges, bonnet catches, door locks and hinges. Test compressions. Adjust tappets if necessary. Test tyre pressures.

Every 1,000 miles: Lubricate distributor main bearing with one or two drops of thin machine oil.

Every 1,500 miles: Drain and replenish sump. Remove and clean the strainer.

Every 2,000 miles: Top up oil levels in gearbox and rear axle. Withdraw and cleanse cylinder head oil restrictor.

Every 2,500 miles: Adjust brakes if necessary. Check level in brake fluid supply tank. Lubricate the hubs. Top up the battery.

Every 3,000 miles: Lightly smear the contact breaker cam with Vaseline. Remove sparking plugs and wash with petrol.

Every 5,000 miles: Drain gearbox, wash with kerosene and fill up with new oil. Grease front end of the propeller shaft.

Place a single drop of oil on the pivot on which the contact breaker rocker-arm works.

Every 10,000 miles: Refill shock-absorber recuperating chambers with Luvax fluid.

DIMENSIONS.—Wheelbase, 8 ft. 3 in.; track, 4 ft. 8 in.; overall length, 13 ft. 3½ in. overall width 5 ft. 5 in.



Photo: Biswarup Ganguly, Creative Commons

For Sale

1963 Wolseley 24/80 automatic

\$9800 90,000 miles, engine no. 24Y/AH/3936, body 6177.5

A nice original car with good interior, paint and chrome. Mechanically sound in all respects. Recent work includes engine bay refurbish including engine/trans gaskets and seals. Fitted with some nice period accessories including sun visor, rear venetian blinds and fog lamps. A number of spare parts will be part of the sale including a recond. clock (\$300 value) and a rechromed rear bumper section (\$500 value). Workshop manual and sales literature also included.

For further information call Geoff on 0400 721 005 evenings or email at geoff.beaglehole@gmail.com. (member 1391)



For Sale

1959 6/60 Series 3 manual

Asking price \$3500 neg

Car is complete, running and driveable but unregistered and no RWC. Vin #Raj 23/7972. Engine #C26WH8468.

Thermo fan, modified 6/99 diff, new water pump. Interior is reasonable for age. Mechanically tired, needs rust repair and respray.

Comes with car history and documents, workshop manual, drivers handbook, Wolseley books, magazines.

Spares include windscreens, wheels, head, engine block, radiator, chrome, lights, suspension bushes(new) and more.

Also for sale separately.... complete A95 motor with DG box (ex chook shed) Engine #1C/H/55901.

Asking price....\$750 neg

Please call John Nolan (member #334) on 0437173994



Technical advice

1500, 6/110 and 4/44:	Graham Keys	gkeys@optusnet.com.au	0412 361 344
15/60, 24/80:	David Morris	treasurer@wolseleycarclub.com	(03) 9432 5038
6/80 and Pre-War models:	John Mallia	jc.mallia@gmail.com.	(03) 9744 1797
6/90:	Dave Clark	six-ninety@bigpond.com	(03) 9744 1149

The Committee requests that all after hours phone calls be kept to before 6pm or between 7.30pm and 9.30pm.