

HB British & European Car Club Inc. 'BRITS AND PIECES'

From drab to FAB!

Issue No. 10
August 2009



The Committee made the decision some time ago to refurbish our very tired looking caravan. Several barbecues have been held and a few members helped over Easter at the VW Nationals in order for this to begin, we still need to raise more to completely recover the cost. The painting was done in time for Wheels on Windsor after many hours were spent at Robert Dodd's house rubbing down and preparing for painting. Whilst the paint



job looked amazing the canvas was very tatty. On Wednesday August 5th John Versey got the call—the caravan is ready for collection. What a sight for sore eyes—the caravan looks amazing, what a difference. All the hard work over the Christmas period by a small group of people was certainly worth it. **WOW just look at me now.**

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A word from our President

Hello fellow car fans.

Well here we are with winter nearly behind us and it has been a ripper- burnt more firewood than ever before. Looking forward to summer. On the event front it has been great to see so many members coming on the runs especially this winter. New membership is ticking over very well. The caravan has had the canvas sides renewed and is looking very smart. Thanks to the members for attending our fundraising events for this to happen please continue to attend these as we need to build our funds back up to a level to cover the car show in March. This year the committee is looking at ways to increase the numbers of cars for the car show in March also other items of interest. With the ideas coming up our next car show has the potential for being the biggest show yet.

Our next event is the Tommo's C.H.Bay rally which is usually a ripper thanks to Seton and Judy. Central Hawke's Bay has some great roads and scenery to enjoy. Look forward seeing you there.

If you are into F1 the committee is organising a trip to Te Papa—check with a committee member.

Cheers

The Cruiser.

Colin Campbell has had a special run of oil filter “O” rings made as the ones supplied with the filters do not fit. “O” ring failure can cause expensive engine problems.

Daimler 2.5V8, MGTD (Late), MGTF, Wolseley 4/44, & other models available. To enquire about other models or for any questions phone Colin Campbell phone 8785969.

Naida Bartlett.

It was with sadness we learned of the death of Naida Bartlett on August 6th. Our sympathy goes to Rick and the family and our thoughts will be with them through the coming weeks.

Quote of the month

When buying a used car, punch the buttons on the radio. If all the stations are rock and roll, there's a good chance the transmission is shot. ~Larry Lujack

Calendar of Events 2009

- *16th August
Tommos CHB Rally*
- *20th September
Daimler & Lanchester
Event*
- *19th October
To be confirmed*
- *CHB Gymkhana*
- *13th December
Christmas Function*

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Welcome to the following new members:

Peter & Christine Durham
1980 MGB Roadster

Welcome back to:
Ray Pearson
1954 Austin Healey

We look forward to your company at our monthly club events.

June Outing

Sunday 19th July 2009 - Triumph Trophy

After all the days of wet and cold weather Sunday 19th July dawned clear and not too cold to have our top down (mind you, we were the only ones). 45 members met from 9:30am at Wyndham Cafe and Gifts for coffee and a chat before heading off at 11am to visit Ron's shed. Ron is a collector of anything and everything but it was his collection of clocks that first took our eye - clocks ticking everywhere. What a fascinating place to visit. We left Ron's at around 12:30 and headed for Duart House in Havelock North where Rose had prepared a sumptuous feast for us for lunch. Two yummy soups to choose from with warmed bread, and lots of lovely sandwiches. All this was followed up by a hot cuppa and some little sweet treats.

There were three guides on hand to show us round the wonderful museum and tell all the tales of life in the homestead in years gone by. There are some great things to see. Everyone was called back to the main dining room where a "game" of Literalisms ensued. Much laughter, guessing and stage whispering occurred and an awful lot of puzzled faces. When the answers were given out and the sheets marked sighs of "Of Course" could be heard round the room. John & Chris Versey took out the cup achieving 36 out of 42 correct - quite an achievement, and congratulations to them. Along with the Triumph Trophy a prize was awarded which it just so happened that John & Chris had donated it. John said he was more than happy to receive the lovely book and promptly auctioned it, raising an amazing \$41.50 for our club caravan fundraiser. Ian Brown took home the treasured book of "1001 Dream Cars". Frank White took out the prize for funniest answers - what a character! Mike Boyce took home a prize of RainX - to make the view out of his car as clear as his thinking had been on the day.

A really great time was had by all and once again great fun, friendship, and frivolity prevailed. Steven and I thoroughly enjoyed putting the day together. **Sue Tidswell**



Technical Tip #9—Talking torque

For torque assurance and to ensure consistent results, a bolt or stud needs to be stretched so that it stays tight. Too much stretch and the bolt can become weak and prone to breaking. Too little stretch and the fastener may become loose. Both situations can be a problem. The number one thing preventing the perfect amount of stretch is friction.

Always begin the procedure by checking and cleaning the bolts, studs, nuts and the mating parts. This step is often overlooked. Once cleaned they're ready for re-assembly. Manufacturers specifications should be referred for torque and any special precautions i.e. cylinder heads, flanges or the use of special lubricants.

The bottom line is that every bolt is different and the use of generic settings or procedures should be avoided. Rechecking is recommended especially if heat and vibration are a consideration.

For Sale — This advertisement appeared in The Hawke's Bay Herald Tribune on Wednesday, August 1 1962. →

Ross Dysart & McLean Ltd were one of the better known Hastings Garages for much of the last century. Founded in 1912 by "Andy" Dysart & "Bill" Ross. Ross ran the painting department and Dysart engineering & sales. After W.W. 1, they were joined by "Jeff" McLean who was a Coachbuilder. They became known as the "Complete Car Service Garage".

Over the years they held many different agencies including Oakland, Renault, Rover & Land Rover, Jaguar, Daimler Novel, Skoda, Trekka, N.S.U. and Nissan-Datsun.

Their premises which included a petrol station were on the corner of Karamu Road South and Eastbourne Street where the northern wing of the Library now stands. After the 1931 earthquake they purchased the corner property across the road and built a larger Showroom, Offices and Spare Parts facility. This building still stands and bears the founders names. They later purchased the Albert Stables which they demolished to build a Used Car Showroom, which is now a Second Hand Furniture shop.

The marque "Singer" was their largest volume seller. A number of SM1500 saloons were assembled from C.K.D. packs at the Karamu Road premises.

Daimler and Riley Car Club member Colin Campbell served his apprenticeship with this firm staying on for 25 years, the latter part as Service Manager before starting his own business.

In the 1970's Ross Dysart & McLean Ltd became part of a group of Public Companies which sealed its fate.

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