

## Wenona Restoration Progress up to the last COVID Lockdown

Progress on the Wenona Car Restoration Club's 1949 SMM Lowlight had been steady up until late June this year when the COVID lockdown commenced, stopping the project in its tracks. In fact, it was planned to have the (almost) completed car on display at Shannons Eastern Creek in August, but even that has been cancelled now.

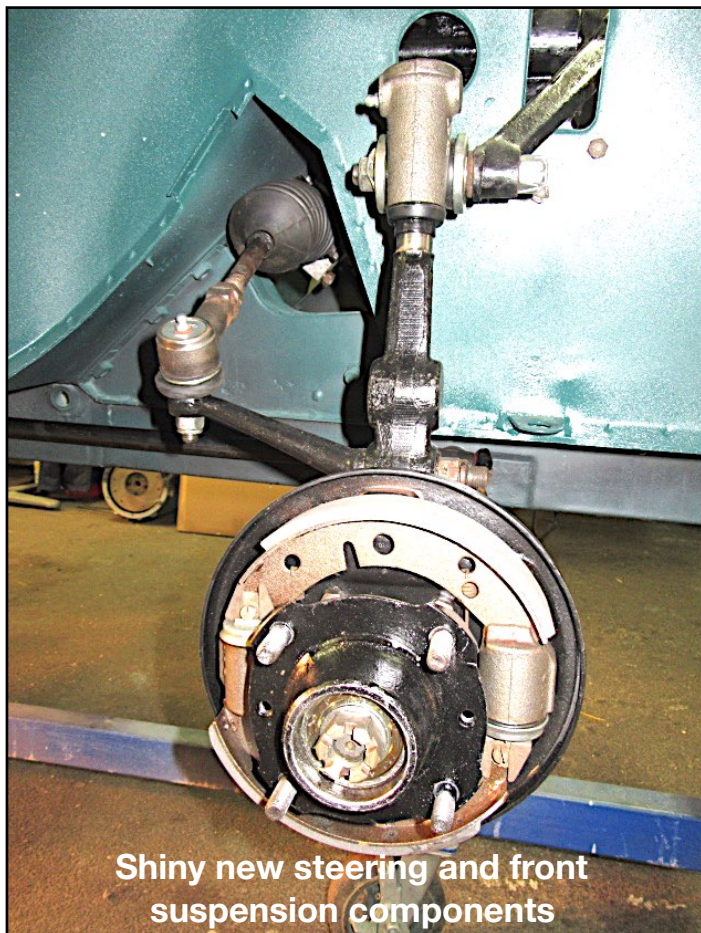
Since the last report, with the engine completely reconditioned by Allan Hall, the girls fitted the clutch – after the flywheel bolts were lock-wired; then the gearbox was cleaned and painted and mated to the engine, ready for installation. Meanwhile, the girls installed the rear springs, banjo differential and rear shocks, rear axles and then the rear brakes and hubs.

Next came the steering rack, the front torsion bars, front shock absorbers, uprights, front brakes and hubs. Finally, the wheels, having been shod with Nankang 155/80R 14 tyres on the Minor 1000 rims,



enabled the car to be off the rotisserie and onto its wheels by end of Term 4 in December 2020.

In Term 1 2021, the students installed the mudguards, bootlid, steering column, the wiring harness and other electrical items like the wiper motor, tail lights, regulator and coil, etc. The headlight pigtails were set up and the lights were fitted in their chrome surrounds ready for installation in the grille.



Shiny new steering and front suspension components

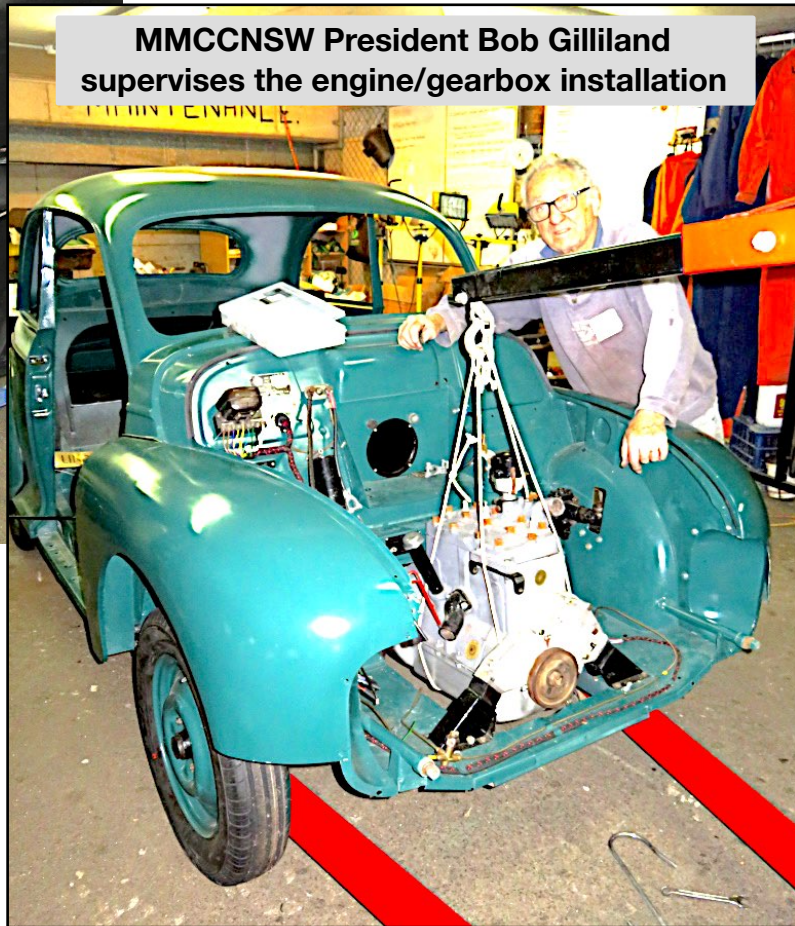


The brake master cylinder and handbrake were then installed. Other girls had worked on fitting the quarter vent rubbers and Bailey Channel in the door frames and then fitted these with window glasses in the doors.





Diff, axle and rear suspension assembly



MMCCNSW President Bob Gilliland supervises the engine/gearbox installation



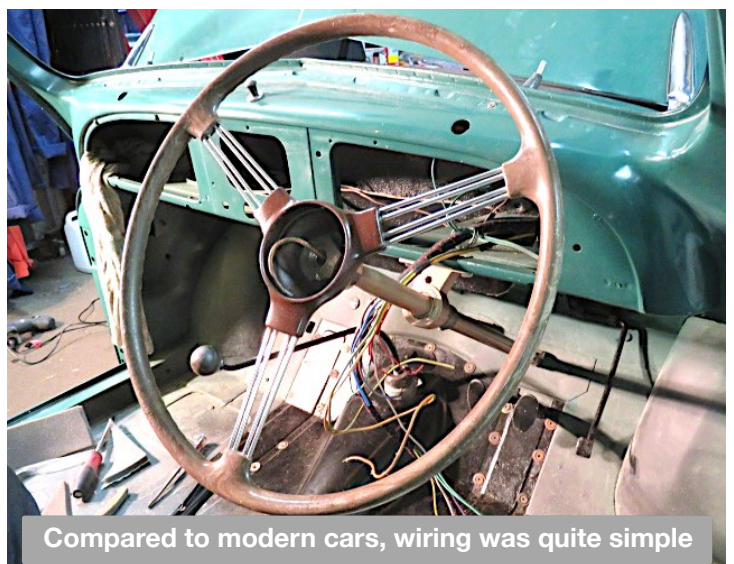
Contact spray glue used for the parcel shelf vinyl

The girls also commenced re-upholstering the front seat bases using the Newton Commercial kit purchased, and assembled and fitted the bumper bars and valences.

In Term 2, the engine and gearbox unit was installed, followed by the grille and radiator, the bonnet, and under-dash sound proofing. The new parcel shelf in the Newtons kit was given a front-side of upholstery vinyl with contact glue spray, and the headlining sections were covered with

felt using the same process, while further work was done on the front seat upholstery - with a commencement on the squabs which proved to be a laborious process to get right.

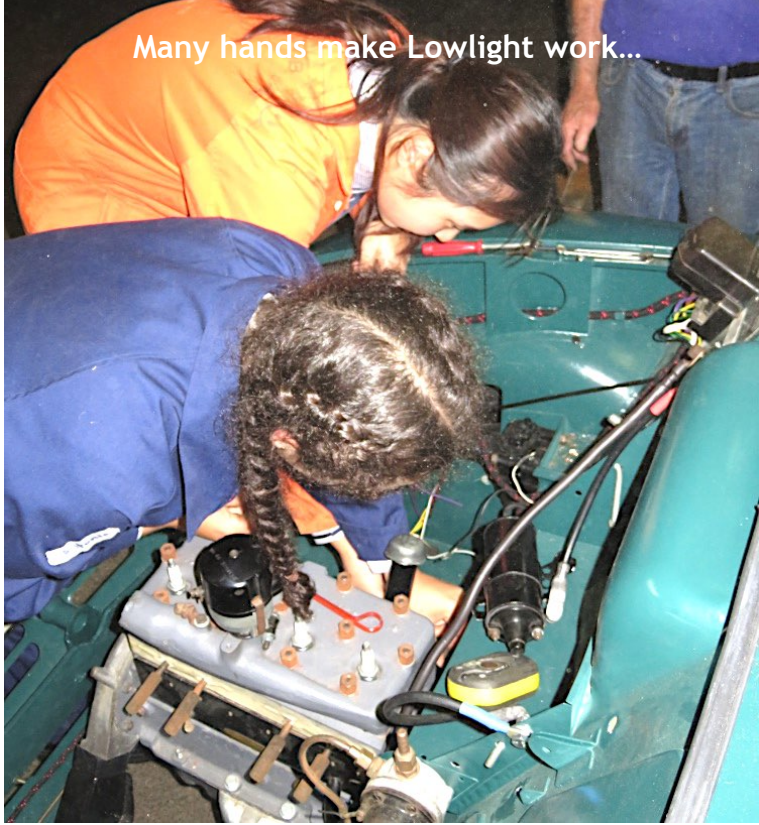
While at this stage of reassembly, the car was set up on display at the Wenona annual car show in late May. It sat between Bob Gilliland's and Les Whale's Morris, amidst two Ferraris, a Tesla, an Alfa Romeo 4C, a beautifully restored Jaguar XK140 and an open-wheel racing car!



Compared to modern cars, wiring was quite simple



Many hands make Lowlight work...



In June, the trafficators and blinkers were fitted, headlights installed in the grille, steering wheel cleaned up and the boss painted and temporarily fitted.

At the time of this latest COVID lockdown, the main work remaining was to complete all the seat upholstery, with the rears not yet commenced. Other tasks are to install the doors, complete the fitting up of the dash – glove box and instrument panel – complete the wiring, and fit the trim panels, seats and carpet. Finally the windscreen, plus the rear and side glasses, are to be fitted.

Les Whale



'Little L' and friend  
attack the front seat  
reupholstering



Wenona Car Restoration Club's 1949 SMM  
Lowlight shares the school's annual car  
show limelight with Bob Gilliland's yellow  
van and Les Whale's blue 1000 sedan