



Torque Talk

The journal of the Milton Ulladulla Vintage & Classic Car Club

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Our Cover

**Tom Taylor & Molly celebrate the 100-year Birthday of his
1924 Overland 91 called Charlene**

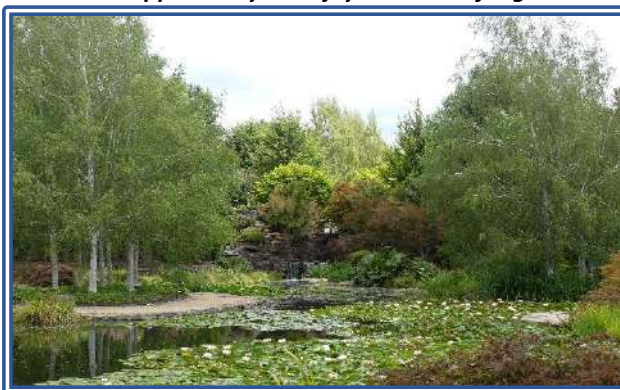
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Puzzle Solution: Cecil Kimber



The MUVCCC visited the Gnoo Blas Car Show at Orange & took the opportunity to enjoy the beautiful gardens



Australia Day saw many club members display their vehicles



The USS Enterprise perfectly docked, but the size of the spaces for the MG were just totally inadequate.



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From the President

Hi All,



What a great start to the year with the BBQ/General Meeting held at Leaning Oak Lake Conjola, with a very good participation by members and their families. Whilst the weather got a bit hot, there was plenty of shade and several members took advantage of the lake to cool down. The food was

outstanding with Neville, Alan and Roger running the BBQ with a great support team of members at the table. Thanks to all who contributed to making the day a success - well done!! I think that as a Club, we are very lucky to be able to use Leaning Oak for a venue and extend our thanks again to the owners.

We celebrated Australia Day at Mollmook next to the Surf Life Saving Club. Unfortunately, I was unable to attend the day, but I have been advised that the public showed a lot of interest in the cars that we had on display.

Wheel Nuts at Ulladulla Harbour was very well attended (as usual) and the popularity with members and the general public seems to grow each time we hold this event.

11 members went on the trip to the Gnoo Blas Car Show at Orange. What a great group we had with lots of laughs and perfect weather. Everyone enjoyed seeing all the different makes and models of the vehicles on display, with between 600 - 700 entries in the competition (I think!!)

On our way to Orange, we visited Mount Panorama and did a lap (but not at race speed) but still enjoyed it immensely. We also visited some lovely towns including Millthorpe, Oberon and Taralga. I would like to thank all members who joined us for this special 4-day event – and to my wife Dawn who took over the organisational duties when Geoff had to pullout.

I would like to wish our Event Organiser, Geoff a speedy recovery and get well soon!!

That's the end...for now!!



Colin

Club Member Special Feature

A Centenary of Motoring - Tom Taylor shares his joy in owning a 1924 Willys-Overland Model 91



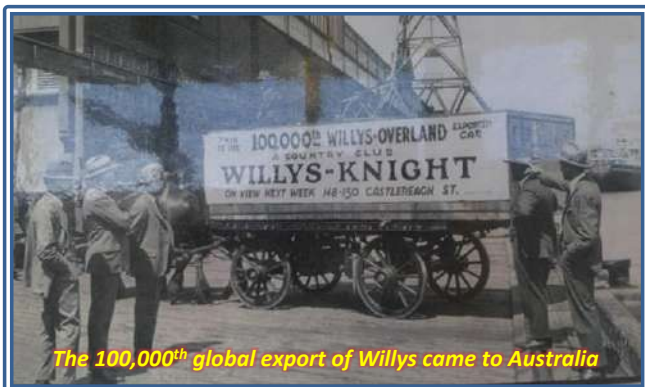
Club Member, Tom Taylor is the proud owner of a Willys-Overland Model 91, which he calls Charlene, (after being inspired by a movie - ask him which one!) Having purchased the vehicle 11 years ago, Charlene has not aged a bit & has never needed further work. Tom states

that the previous owner did an amazing restoration (as seen in the photos.) When Tom purchased the Overland, he asked about spares. The previous owner said "You don't get spares with new cars!"



A brief history of Willys Overland and the model range

Tom had a previous vintage car which he was fond of, but reliability was a challenge, spoiling some of the joy of ownership. However, Charlene is near perfection, always reliable, easy to start and comfortable!! Your scribe was fortunate to be taken for a ride in the Overland and was immediately impressed by the quality of the suspension.



The 100,000th global export of Willys came to Australia

From Tom's research, the Overland came to Australia in late 1923. The vehicles arrived from the USA in packing crates and they were then assembled and delivered to the owner. This process may be the forerunner of CKD (Complete Knock Down) method which was used by some overseas manufacturers in the 1960s.

The history of the vehicle was largely unknown, but it was in very poor condition before the previous owner completed a restoration of Charlene. However, the previous owner was able to give Tom many photographs and information in regards to Willys-Overland. The vehicle is original with only a modification to the electrical system from 6V to 12V for ignition & lights.



The previous owner was fastidious in restoring the Overland



The selling points of the Overland make for interesting reading and include the following: -

A price comparison to competitors using "Hog" Currency!

Warranty for 90 days!

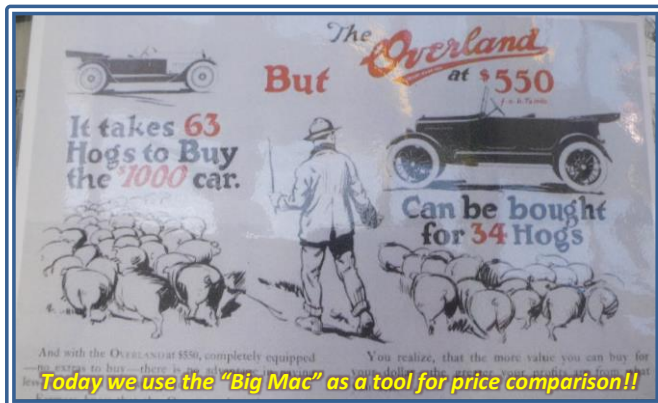
Triplex Springs (patented) for improved suspension

A choice of 4 different models!

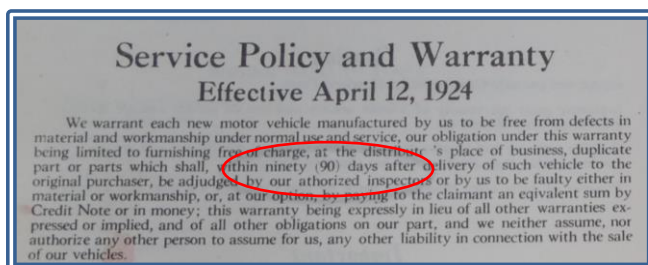


Restoration of the exterior near completion

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When looking to purchase the vehicle, he stipulated to himself 3 conditions being, it had to be vintage, in good condition and it had to start first time!! Charlene met all of Tom's requirements and she was also a bargain!!



Of course, like any vehicle, Charlene has idiosyncrasies that Tom has learnt about over the years. It is important to start the Overland "Out of Gear" and warm her up. After warm up, stop the engine, place it "In Gear" and restart. Pleasingly, the vehicle starts easily, even after long periods of inactivity.

The Overland has a 4-cylinder 30HP engine and has a wonderfully smooth engine note as she cruises along, but changing gear is something you do with careful planning. Interestingly, the temperature gauge is mounted on top of the bonnet above the radiator (see below).



The Overland is only about 800kg and has drum brakes fitted to the rear only. Braking performance is ...shall we say... not brilliant and this requires careful driving tactics to manage traffic and traffic lights (Tom did share a couple of hair-raising stories!)

The Overland has a gravity-fed fuel tank mounted at the rear of the engine bay on the firewall (interesting placement?) Recently, Tom discovered that the engine was being starved of fuel. The issue related to a recent modification where Tom had fitted an alternate fuel filter as an improvement. Once reinstated to her original fuel filter, Charlene was back "on song"!

The Overland is special to Tom and he loves the "driving experience" Charlene provides. Tom is obviously not alone in his love of old vehicles. He shared the story of travelling in Sydney, dressed in period attire. Surprisingly, he was pulled over by the NSW Police for "Breath Testing". Of course, Tom was not concerned, but it soon became very obvious that the reason he was pulled over was because the officers on duty wanted to have a look at the Overland and spent time chatting to Tom about the vehicle - I can understand why!



As Charlene turns 100 in March 2024, you cannot help but be impressed by this vehicle. If you are lucky enough to be given the opportunity to be taken for a ride, you will thoroughly enjoy it – but don't take Molly's spot!! Charlene is certainly a special vehicle. Happy 100th !!!



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Club Event – Leaning Oak Lake Conjola

On 21 January the MUVCCC held its first event of 2024 at Lake Conjola. We had 53 members in attendance (and possibly more!) after Geoff made the correct tactical decision to defer for 1 week due to weather conditions. Members enjoyed a perfect summer's day under the trees and some taking the opportunity for a swim!! Our vehicles also enjoyed a day out and also benefitted from the plentiful shade.

Special thank to the site owner of Leaning Oak, David, who warmly welcomed the Club and ensured the facilities were in perfect condition. A great day was had by all!!



Neville "of Arabia" with his lieutenants, Alan & Roger.



A perfect location and lots of smiles



Shade was the "demarcation line"!



Alistair has it "Made in the Shade"!!



*Neville "of Arabia" rests with his harem – Jan, Julie & Dawn
I think he's waiting to be fanned by an ostrich feather?*



Bev... The Godmother!!



Rumour has it Terry & Alan stayed in the Roller sipping chilled Champagne in airconditioned comfort!

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Club Event – Australia Day Mollymook

On 26 Jan 2024, the MUVCCC supported the fair at Mollymook to celebrate Australia Day. Member participation was fantastic with an amazing array of vehicles on display and mild temperatures. Approximately 45 members were in attendance. Thanks to all who were able to support this event.



Geoff's Meyers Manx – Don't dare call it a Mini Moke (although watching Geoff's reaction would be entertaining)



Back from the ashes – After being damaged by fire, an amazing restoration of the Chev Stylemaster



Jim's 1929 Oakland and Roger's 1931 Chevrolet Roadster bringing some colour to the day



So before the cars had LCD screens, ashtrays filled the space



Australia Day...Brought to you by GMH!!



Members relaxed and in good conversation... together with "Joe the Photo Bomber!!"

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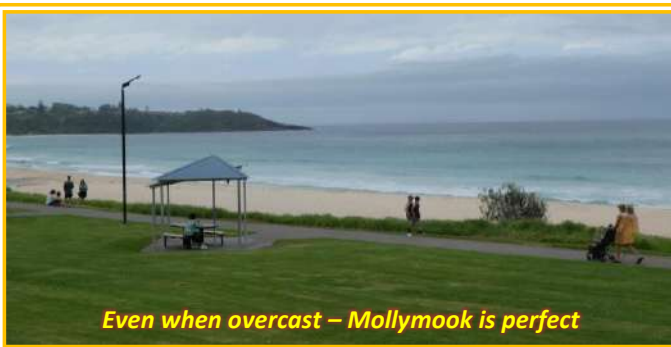
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Member Story: Memoir of an Auto Tragic.

Richard shares his love for the Jaguar

Story & Photos courtesy of Richard Broinowski



Like our new member Andrew Draper (Torque Talk January-February 2024), I'm based in Sydney. But I keep my 1965 S-type Jaguar at Termeil, and my wife Ali and I drive it to as many MUVCCC club events as we can get to.

I've always had a weakness for veteran British cars. My first was a 1928 canvass-topped, four-seater Austin Seven 'Chummy'. At the age of 16, I bought it for £50, which I had saved as a weekend "pump jockey" at Day's Garage on Cross Road in Adelaide. Its gravity-fed updraft carburettor would hiss importantly as we bounced along the road. It was light, rugged and easy on petrol and maintenance. It had an unreliable generator and an *often-flat* battery, but I acquired a sturdy and good-natured girlfriend who could push-start me when required. The Chummy was followed by a 1936 Austin 10 and then a 1951 1.5 litre Riley, my pride and joy at the time.

But I'd always been captivated by Jaguars. My first was a 1961 2.4 litre Mark 2. My second, a 1962 2.5 litre Jag-Daimler V-8. My third, a brand new 2.8 litre XJ6, fresh from Brown's Lane in Coventry. I took delivery of the sleek machine in London in 1972 and Ali and I drove it across country all the way to Tehran where I was stationed at the time. It broke down in Istanbul, but despite their smart overalls emblazoned with Jaguar logos, the mechanics at the Jaguar workshop had never seen an XJ6 before. They armed me with a can of power steering fluid and pointed me east over the Anatolian plateau towards Iran. We made it to Tehran on a wing and a prayer, and I had Jaguar air-lift me out a new power-steering assembly.

I bought my fourth Jaguar one frosty winter's morning in 1990 from a dodgy used car dealer in Oakleigh Victoria when I was with Radio Australia. "Never bent!" huffed the salesman as I eyed the oily smoke issuing from the exhaust and noticed an anthill growing out of the rear seat. 'No', I responded, 'but she's got

90,000 clicks on the clock and appears to have seen a fair bit of the bush'. Maybe even born there, I thought.

I wish I could share with our members a narrative like Andrew Draper's, in which over the years he stripped back his Morris Traveller and restored it from scratch. But I can't because I am a mechanical semi-literate. As manager of Lusteroid, an Australian company that supplied GMH among others with lacquers and synthetic enamels, my dad got me a job in Adelaide as a spray painter's apprentice, but that's as far as my mechanical experience went. However, I at least stripped all the walnut woodwork out of the Jag's cabin and recoated the panels with Estapol, which has withstood all sorts of weather and sun over the last 30 years.

For the rest of the interior, I relied on professionals in Melbourne to restore the upholstery, head lining and carpets. As for the electricals and mechanicals, over the years I have relied on professionals in Melbourne, Canberra and Sydney, plus the kindness and advice of club members such as Kevin and Jim, who both have Jags, to keep me on the road.

One of my problems in keeping a much-loved car for any length of time was the need to take overseas postings as part of my job. When I was sent to Mexico from 1994 to 1998, I left the S type with my brother-in-law at his sheep stud in Kangaroo Valley. I asked Jonny to take the car on regular runs, which he did - maybe twice a year. When we returned to Australia, Ali and I picked up the car with many thanks, and started to drive it over to Adelaide to visit her family. We got as far as Hay on the Sturt Highway, in blazing summer heat. The temperature gauge was stuck on the red line, but the engine didn't boil. But because of long periods when the car was stuck in a paddock at Jonny's, the tires developed lumps and flat spots and the sump leaked. After emergency repairs at Balranald, we made it to Adelaide, both severely dehydrated. But with new treads and patched up sump, the car was fine.

I drive the Jag around the Illawarra and occasionally up to Canberra, but never on long distances in the summer heat. However, it's good for most club events.

Richard Broinowski



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Regular Club Event - Wheels Nuts (February)

Photos courtesy of Joe Bowdler

As we entered the last month of Summer, the February 2024 edition of Wheels Nuts brought out an exceptional collection of vehicles. 41 members attended on this very hot & bright Summer's day, with many members of the public attending and showing their appreciation to members for presenting these wonderful vehicles.

**Club Event - Valentines Day at the Gardens**

On 14th Feb, 19 Club Members took the opportunity to celebrate Valentines Day at the Eurobodalla Botanical Gardens just south of Batemans Bay. Our President, Colin, was in fine form, winning over ladies with his "Heart Shaped" treats. Clearly, he was in a mood, as he even cuddled your shy scribe! (I'm still waiting for the box of chocolates!!)



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Gnoo Blass – MUVCCC travels to Orange!

Photos/Story courtesy of Jane McLennan, Colin Spicer & Gary Whitwell

During the weekend of 9 – 12 Feb, 11 Members attended the annual Gnoo Blas Classic at Sir Jack Brabham Park in Orange. There were over 40 trophies to be won and there were over 700 vehicles on display!

Our intrepid group had a great time with stops at pubs, a lap of Bathurst, examining the vehicles of the Gnoo Blas, relaxing in the stunning gardens of Orange...and finally the trip home, which included a visit to Oberon and other country towns. Of course "what happens on tour, stays on tour!"



The very unique Leyland Force 7 on show



Our contingent to Orange had a great adventure!!



A beautifully presented '71 Ford Capri



Reliving past glories down Conrod Straight



This '64 EH Premier Wagon looks perfect!



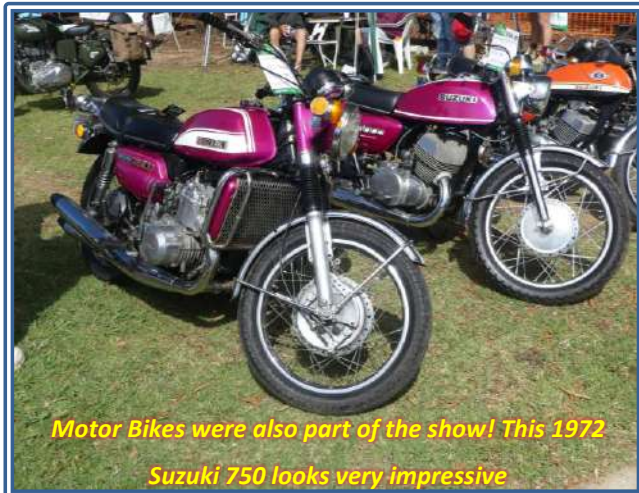
*"Where the bloody hell are we?"
Jane & Dawn do a "Lara Bingle"*



So apparently this is a Ford Prefect 100e V8? Okay?



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The Trip Home



Member News

On 14th January 2024, the Club held its bi-monthly General Meeting & BBQ. Thank you to the members available to attend.

Registrar Update

Our Registrar, Joe Bowdler has advised that the MUVCCC has **244 vehicles and 201 members as at January 2024.**

New Members

The MUVCCC is pleased to welcome 4 new members to the club:

Mark Walker

Geoff Johns

John Whipp & Kerry Rolfe

We hope you enjoy the camaraderie and become a regular participant at club events. It's all about "Having Fun!!"

Thoughts for members who are unwell

As time progresses, we all may need some support. If you know members who may be unwell, please reach out to our Welfare Officer, Viv Burns so the club can provide some support.

Club Merchandise

Don't forget, our new apparel supplier is:-

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<https://batemansbay.hippocketworkwear.com.au/>

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Polo - Long sleeve

Cotton Shirt

Winter Jacket

We are finalising costs, but feel free to check the Hip Pocket website.

Should you have any questions, please contact Tom Taylor (Merchandise Officer) who will be happy to assist you.

Get Well Soon Geoff!!

As Colin Spicer mentioned in his President's Report, Geoff Phillips (our Event Director), has undergone some medical attention.

However, based on the photo below, he seems to be making a great recovery and eating well !!

And special thanks to Joe Bowdler who has been looking after "Events Management" whilst Geoff recovers.

*From all of us at the Club -
Get Well Soon Geoff*



Coffee & Cake – mmmm the perfect diet!!



We can use this guy to help test Geoff's new knee and his speed across ground!

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Coffee Break Time!

Here is this month's "Find the Word" puzzle. I know we have a lot of passionate MG owners, so this one is for you!!!

Find the words listed below to reveal the solution from the remaining letters after all other letters are crossed off.

Morris Garages – Past & Present

M	B	L	M	C	C	M	Z	L	C	M	C	I	A	S
O	I	G	N	I	C	A	R	E	H	O	M	K	T	P
R	E	D	M	G	B	G	D	Y	M	R	B	I	E	O
R	A	U	G	A	J	N	L	L	B	R	C	M	E	R
I	B	R	F	E	I	E	E	A	Y	I	D	B	R	T
S	I	R	E	G	T	T	I	N	E	S	T	E	T	S
O	N	M	E	V	M	T	F	D	L	G	L	R	S	C
X	G	T	O	W	O	E	F	K	N	A	Q	S	L	A
F	D	Y	T	R	O	R	U	I	R	R	V	P	L	R
O	O	P	O	L	D	P	N	M	O	A	A	E	A	E
R	N	E	O	N	E	B	X	I	H	G	L	C	W	G
D	R	E	T	A	E	S	O	W	T	E	E	I	G	D
E	G	D	I	R	B	G	N	O	L	S	W	A	N	A
E	R	E	T	S	R	E	B	Y	C	M	U	L	O	B
M	G	A	T	H	G	I	E	V	B	G	M	A	L	R

Solution Hint: Quite a Salesman!

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Austin Rover	Magnette	QVale
Badge	MGB	Racing
BLMC	MGBVEight	Rorty
BMC	MGA	SAICMCL
BMH	MGF	Sports Car
BMW	Midget	TD
Cyberster	Morris Garages	Thornley
Jaguar	Morris Oxford	Tow
Kimber Special	MType	Twoseater
Leyland	Nuffield	XPower
Longbridge	Old	ZR

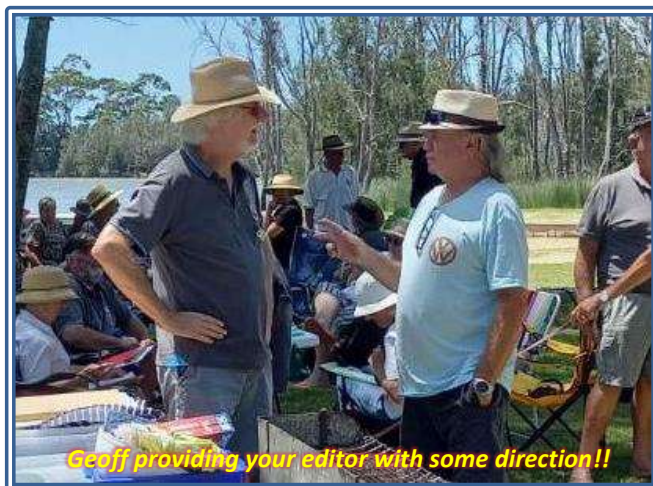
The solution is on page 2

Correction: It's NOT a "Thing"!!



In the previous issue, I misidentified a vehicle at Willinga Park – Ooops!! Fortunately, new member Geoff Johns took the opportunity to educate your scribe that the vehicle is not a "Thing", **but a VW Country Buggy!!** It was initially designed for the Australian Army! The military's requirements were for an amphibious 4-wheel drive vehicle able to cope with the Australian environment. The final version of the Buggy had neither four-wheel drive nor the ability to stay afloat...and none were ever bought by the military!

Apologies to all our readers, but **particularly** to our VW aficionados!!



Don't forget, if you have a story or photos you would like to share (or any other feedback like Geoff!!) please write to me at: editor@muvccc.org.au

Thanks

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Upcoming Events

Please consider our event organisers – If you wish to attend an event, please advise the Event Director of your participation as soon as possible, so as we can cater for all attendees - Thank You

Month	Event
March 2024	
Friday 1 st Sat 2 nd Sun 3 rd Time: 8am ongoing	Milton Show Day- Static Display Vehicle Registration – The Registrar will be available on this day.
Sunday 3 rd Time: 8am – 12pm	Wheels Nuts – Milton Showground
Wed 13 th Time: 7.30pm	General Meeting – Milton Ulladulla Bowling Club
Wed 20 th Meet: 10am	Coffee Run – Deli Café 7 Alaska St Cunjurong Point meet 10am BP Milton
Sunday 24 th Time: TBA	Sussex Inlet Classic Show & Shine – Details TBA and date to be confirmed
April	
Sunday 7 th 10am – 12noon	Wheel Nuts, Ulladulla Harbour
Wednesday 10 th Time: 9.30am	Coffee Run - East Lynne (Fuel) Café – Leaving Ulladulla
Sunday 28 th Meet 10am	Brunch – Rotary Park Ulladulla – MUVCCC provide brunch – BYO chairs, plates and cutlery
May	
Sunday 5 th Time 10am – 2pm	Wheel Nuts, Ulladulla Harbour and Mother's Day lunch BBQ lunch provided by MUVCCC - BYO plates, cutlery, drinks and chairs VEHICLE REGISTRATION - The Registrar will be available on this day
Wed 8 th Time: 7.30pm	General Meeting - Milton Ulladulla Bowling Club
Friday 10 th Time: 9am	Coffee Run – Zacs Place Currarong – Leaving Milton 9am
Sunday 19 th Time: TBA	National Motoring Heritage Day Berry - Arrangements TBA

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