



Torque Talk

The Journal of the Milton Ulladulla Vintage & Classic Car Club

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Our Cover

Tim Kay's 1962 Renault Dauphine Gordini.

See his story on Page 6

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**Wheel Nuts Mollymook – Winter is coming!
(You can tell by the flannelette!)**



**Wheel Nuts March – Mike
undertakes crowd control**



**One of the many perfectly presented cars at
Sussex Inlet Show & Shine**

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



Alistair offered free rides in the EH at Sussex Inlet



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MESSAGE FROM THE PRESIDENT

Well, we were contacted by the organisers of the "Blessing of the Fleet" in February and we promptly responded offering our support and seeking some additional information. However, the organisers seemed to

have competing demands and were unable to respond until a couple of days before the event!! At this point, the organisers made requests regarding insurance and other legal matters that we were unable to meet in the short time available. We could not risk any legal exposure to our members, so consequently, we were unable to participate in this year's event. It also meant that we were unable to hold Wheel Nuts at the normal time due to the harbour being unavailable.

So, Wheel Nuts was held the following week at Mollymook, as the Marine Rescue Sale occupied the Ulladulla Harbour. Turnout was very good on a magnificent autumn day with everyone enjoying themselves.

Our run to Nerriga gave us a chance to stretch the legs of some of our old cars, and the Railton performed admirably. Perfect weather and excellent food contributed to a most enjoyable day for everyone who attended.

We have had a couple of electrical issues with the MG, but getting them sorted thanks to the folks (and a very friendly greyhound) at South Coast Auto Electrical.

Stay warm all as the days get shorter!!

Bob

President – MUVCCC





The Sussex Inlet Show & Shine is a big south coast event with many participants. Funds raised support the local Marine Rescue Unit which is vital to our coastal community. Our club had a good contingent with about 16 members in attendance. The day was perfect and enthusiasts showed off an amazing variety of stunning & unique vehicles. It was interesting to see the level of enthusiasm of participants as they gave their “pride & joy” a last minute clean in preparation for judging. In fact, one chap seemed to spend the entire day cleaning his car...even after judging & winning an award! Upon arrival, Brenton Whitewell (club member & judge) gave your scribe parking directions...which appeared to place the Suby in the middle of Sussex Inlet!

The judges had an immense workload in completing inspections. I take my hat off to them for undertaking this seemingly unending task. Key learning – For maximum points open the bonnet for inspection!! At 2pm the judges presented the 14 awards to dedicated owners (Too many to list here). The Grand Champion was won by a 1960 Mini, the People’s Choice was won by 1926 Truck, Judges Choice was won by a 1971 VW Beetle. Our Club members also had success with Geoff Johns (Manx Buggy) winning Best Street Machine (Modified) and Graham Sawyer (1916 Oakland) won Best Vintage/Veteran. Thanks to all involved for a brilliant day! Hmm I think I forgot something...bugger!! I must be getting old?



Judges give this Morris a thorough examination



Gary, Kathy, Sue & Dave enjoy the morning sun



A very impressive example of the mid '70s Holden Monaro



A beautifully presented Ford V8 Ute (slightly modified)

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Some of the MUVCCC fleet ready to compete



A rare sight – the Leyland Marina 6 cylinder



Some tired feet as the judges take a break!!



A brilliant restoration of this EH



Graham's 1916 Overland was a winner!



'71 Toyota SE Crown was bought for \$500 – restoration cost - priceless!!



Lyn's 1971 VW won the judges over.



The Morris version of "The Hulk"

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In the Spotlight: "The Great Gordini"

The Tim Kay Story

Additional Photos: Courtesy Tim Kay



Tim & his wife Margo have been members of the MUVCCC for almost 8 years. Tim is well recognised by his big white '69 Corvette, but one day, he arrived in a tiny blue car from the early 1960s – a 62 Renault Dauphine Gordini! I

took the opportunity to sit down with Tim to try and figure out this "Jekyll & Hyde" approach to vehicle choice.

From Surfie to Apprentice to Foreman

Tim was born in the late 1950s and grew up in Warriewood, a beach suburb in Sydney. At the time, this was a new suburb with new affordable homes. Tim and his sister enjoyed the outdoor life with Tim participating in "Nippers" surfing and soccer, whilst his sister loved horses. His dad was a builder, whilst his mum attended to home duties and later became involved in jewellery design.

Tim's school bus stop was at the beach, so Tim & his mates would assess the waves. If they looked good, they would go surfing rather than school, justifying the decision on the basis that it aligned to the school's focus on sport!

Tim tells me that his dad must have passed on some of his skills because Tim started repairing his mates' surfboards under the house. Tim would often go to Brookvale where many surf board designers were located and he took the opportunity to ask lots of questions and learn from them.

Tim did not particularly enjoy school, much preferring the outdoors. In 5th Form, his parents could see that school wasn't for Tim but Tim's uncle had a Shell Garage in Neutral Bay and Tim was offered a job in his uncle's business pumping petrol. Tim needed to learn to drive because he had to be able to move vehicles around the workshop, but he didn't yet own a car. In December 1975, a customer bought \$3 worth of petrol, however, when he went to pay, he had forgotten his wallet. He offered to sell his car for \$20!! Tim's uncle agreed, deducting the \$3 owed for petrol! The car was then presented to Tim and he could pay it off at \$1 per week. The car in question was a blue **Renault Dauphine Gordini** with manual transmission. Tim quickly learnt to drive a manual!

The Dauphine needed a new door and there was a place in Falcon St (just down the road) from E & A Motors where Tim was able to source the replacement part. Tim recalls only

having the car for a few months, but he and his dad worked on the car in the front yard of the family home, replacing engine mounts with only the most basic of tool kits. However, the Dauphine was not really suitable for surf-boards, so Tim sold it and purchased a HD Holden because he could put surfboards on the roof!

One day, his uncle asked if Tim would like to be his apprentice and Tim leapt at the opportunity! So in 1976, Tim attended Seaforth Tech, commencing his apprenticeship. Tim loved going to tech where he would pull motors apart, practice arc welding and refining his skills such as filing blocks of metal "dead flat" – any mistake meant you had to restart the task. After obtaining his trade certificate in 1980, he also got his "registration licence" to complete "pink slips." Soon Tim was workshop foreman with 3 mechanics. During this time, Tim was pleased to learn Shell surveys saw the mechanical workshop had the highest rate in customer satisfaction & customer retention in NSW.

Neutral Bay was a reasonably affluent area and Tim had the opportunity to see a variety of unique, exotic, high value & complex vehicles. They could range from very collectible vehicles such as a 1938 Studebaker to the latest model Rolls Royce. The workshops in the area were quite collegial with a great network amongst the mechanics. Tim or his team could visit the dealership and speak to the workshop managers to obtain advice on matters specific to a brand of vehicle. Whilst at Shell, one particular car caught Tim's eye. The vehicle belonged to a friend of his uncle. He was in the entertainment industry, working on the P&O Oriana. He liked to be seen, so what better way to be seen than a '69 **Chevrolet Corvette!** Tim had some opportunities to travel in the Corvette and immediately loved the big 2 door sports car. In Tim's words "it was a rocket ship" and fulfilled Tim's dream of *the ultimate car*, but he couldn't afford one...yet!

First Resto and Tim's Big Adventure

Tim loved big American cars and in 1979 he found a '67 Chev Impala located in a barn in Terry Hills badly in need of restoration. Tim explains that "Apart from the rust, dents and missing windscreen it was sort of pretty clean." But the Impala had been living in sheds for about 5 years and was quite the mess.



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Tim had a mate who could do the panel work, so they came to a bartering agreement where Tim would work on his mate's customers' engines in exchange for panel work. Tim also developed contacts in the US for sourcing parts. Most importantly, he found a second Impala that became a donor car. It took about 5-6 years to complete the restoration, but the vehicle was a real "head-turner" finished in blue.



67 Chev Impala restoration complete



Tim alongside his restored Chev Impala



In the mid-1980s, Tim and a mate decided to do some travelling. So, after 10 years, he left his job at the Shell Garage and purchased a "round the world" ticket. The first stop was the USA. The plan was to take "The Great American Road Trip". The pair purchased a Plymouth Satellite wagon and drove it across 32 states and Canada, well...the Canada side of Niagara Falls! (But that counts).



The Plymouth Satellite took Tim across the USA

The road trip had a rather unique itinerary – they visited places famous from TV Programs or specific famous people.

So Graceland, Little Rock Arkansas and Albuquerque (Because Bugs Bunny always said he should have turned left there!) were just some of the destinations. Tim also took the opportunity to visit various wrecking yards (which were enormous) and catch up with people who had assisted him with parts for the Impala.

As the 2 men travelled across the country, they had some moments where they thought they may be in trouble, however, once people heard their Australian accent, they were treated like kings!

After 6 months in the USA, the pair travelled to London at Christmas. Tim recalls "It was freezing, black, wet & miserable". If he had been in Australia, it would be summer and he would be surfing, so he was on the next flight home. Upon returning to Australia, Tim tried his hand as a Car Salesman. However, within 6 weeks both Tim & his manager realised he wasn't suited to the role, however, he became foreman of the workshop ensuring cars were prepared and issues rectified before sale. Tim realised that it would be better if he set up his own business and support car dealers and other customers, so whilst the focus was on Ford, he wasn't brand specific and supported a variety of customers.

Just Clicked!

In 1988, Tim was catching up with friends at the Crows Nest Hotel. Tim shared that sometimes he was a "third wheel" when going out. However, in this instance, his friends brought along another work friend to meet Tim. The friend was a captivating lady called Margo and the couple hit it off immediately. It wasn't long before they decided to move in together and they found a nice place in Neutral Bay looking across the harbour.

Tim's business had been operating for about 6 months. In December 1988, he was splitting a CV joint, but things went wrong. Tim was badly injured when a piece of metal entered his eye and he was rushed to hospital where they recognised the complexity of the injury. They moved Tim to a specialist hospital where they used a procedure involving magnets to gently remove the metal splinters from his eye. Tim was in and out of hospital for over 3 months as doctors worked to repair the damage. Unfortunately, Tim was not able to return to his business and it took until June 1989 when doctors replaced the lens in Tim's eye.

During this time, the bond between Tim and Margo strengthened, but Tim needed to find work. Tim's father worked at Civil & Civic and mentioned that there was an opening but Tim would need to start from the bottom and prove himself. So in March '89, Tim commenced his new job whilst he was still recovering from his injury. It took about 12 months for Tim to achieve full recovery.

After Tim and Margo had been together for a year, they decided to get married and they enjoyed an idyllic life the harbour, with Tim taking the ferry to work each day as he

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worked on AMP building refurbishment. In 1990, the couple's first child was born, their son Jesse. Tim grew up near the beach and thought it would be good if Jesse experienced a similar lifestyle. So after 3 years at Neutral Bay, the family rented a home in Avalon where Jesse could enjoy outdoor life and become involved in "nippers" – just like dad! In 1995, the couple had a second son, Harrison to complete the family.

Tim and Margo decided it was time to buy a home and they found it in Glenorie. Tim shares that it was the perfect location for the boys to grow up. However, in order to buy the home, a sacrifice was required, so the Chev Impala was put up for sale. Tim tried to console himself saying "Well - I don't drive it much" but ...it was hard to part with the big Impala. But as we all understand, *family takes priority*.

Tim quickly received a call from a buyer just two suburbs away and the deal was quickly done. Tim recalls other buyers rang offering high prices, but Tim is a man of his word and completed the sale with the first buyer at the agreed price of \$15,000. (Tim recalls that he probably spent about \$30,000 on its restoration!). So now Tim had a garage occupied by a station wagon and lots of toys...and no collectible cars! Tim misses the Chev Impala to this day. However, Tim kept an eye on unique car magazine looking for Corvettes and also seeing the occasional Gordini!

The couple settled into their domesticity raising the boys. Tim progressed in Civil & Civic, now operating under the name Lend Lease. During his time at Lend Lease, Tim made rapid progress. Tim noted that English was not the first language of many of his co-workers and he wanted to ensure they were supported. So he got involved in industrial relations and achieved the first enterprise agreement in the construction industry. Lend Lease really looked after their employees, and were a *preferred employer*, so achieving this outcome was good for employees, the unions & Lend Lease.

Tim also became a qualified Mobile & Tower crane operator. Interestingly, Tim mentioned he is not a big fan of heights, but it was a great way to progress in the company! Tim shared a story that his tower crane was due for maintenance. So he & the technician made their way up to the cab and the technician commenced work. They raised the jib to vertical and drained the oil. However, the weather rapidly changed as a typical Sydney thunderstorm rolled in. So Tim is 20 storeys up in the cab with a metal jib pointed skyward another 60 metres – the tallest structure in the area & lightning all around. They couldn't get down and couldn't move the jib. Sure, the crane was earthed...but Tim & the technician never left the rubber matting in the cab until the storm had passed!

An Unwelcome Development

Tim had been maintaining his research for Corvettes and kept an eye on a SA Dealer who imported a lot of US cars. One day, a '69 Chev Corvette was up for sale. It had the small block 350

and it looked perfect. However, he was not quite ready and the car was sold to another lucky buyer.

In 2017, Tim was diagnosed with throat cancer and immediate medical intervention was required. Tim underwent an operation to remove the cancer and he was able to make a return to work where he was supported by his company. Unfortunately, 4 months later the cancer had returned. This time treatment involved radiation & chemotherapy which proved successful. However, due to his illness, the toll on Tim had been significant. He had lost a lot of weight and his overall physical health had been impacted. He had also lost interest in work. A change of lifestyle was required.

A New Home with a Rocket Ship

Tim & Margo decided it was time to relax and focus on enjoying life. The kids had grown up so they sold the family home in Glenorie. Initially renting in Ulladulla they found the perfect home in Manyana with a big barn/garage. It was late 2019. 2 weeks after moving in the bushfires surrounded the area. After dealing with his health issues, Tim was pragmatic - "The home is insured so we will be ok." Fortunately, the home was unscathed.

Prior to moving to Manyana, Tim saw that the SA Dealer had '69 White Corvette Stingray up for sale and it looked familiar. Tim rang the dealer and found out it was the same car. The previous buyer's wife could not get used to being on the wrong side of the car. The Corvette checked all Tim's boxes, so he made the purchase in October 2019, with Margo's support - "You deserve it, go ahead & buy it!"



When the Corvette was delivered, Tim just looked at it and thought of that first ride he had back in the 1970s. Initially, Tim was a bit nervous to drive it, but took it straight to the mechanic for rego inspection, where it passed with flying colours. Tim was not phased with the left-hand driving position, but having the gear stick on the right "takes a bit of getting used to". Tim & Margo immediately joined the MUVCCC as well!

As Tim inspected the vehicle, he was able to establish its ownership & service history. The previous US owner bought it from his brother, so it had been kept in the family. When Tim received the Corvette, it only had 120,000 miles on the odometer. His '69 Corvette was actually assembled in October 1968. It has the 350 small block, high compression, high revving engine. They were only made as manuals with no power steering and no power brakes. But it had many options including leather upholstery, a hard top, demister and that luxury item - an AM/FM radio!

The only restoration completed was a new interior upholstery, as it had been damaged by the previous owner's Irish Wolfhound who used to ride in it (Quite the sight!)

Tim was able to write to the previous owner sending a letter to the US, explaining his love of the car and how he came to purchase it. 6 months later, Tim received a reply from the owner's wife. Sadly, her husband had passed away from COVID, but she was pleased to know their car had been purchased by an enthusiast!

Tim became aware that the Corvette had a cooling issue and discovered a non-standard fan had been fitted. Upon replacing the fan with an OEM, the cooling issue was resolved. Tim's advice – have faith in the manufacturers R&D! When I asked Tim why a Corvette, Tim said he just loves the look of it from inside & out. The bonnet is endless, the curves of the guard and, of course, the sound. Tim explains that the body is fibreglass so you really are sitting in a bird cage with seatbelts – and you can't see the extremities of the car! *But you don't drive a Corvette...you wear it!* Oh, and pedestrians love to see the big American sportscar.



The long & curvaceous nose of the Corvette

An itch to scratch

Having fulfilled his dream of finally owning a Chev Corvette, Tim still had a vehicular gap in his life – a *Dauphine Gordini*. Tim would always peruse the car magazines and finally he found one. A 1962 Renault Dauphine Gordini was for sale. It had been restored by The Healey Factory of Melbourne and it was the same colour as Tim's very first car! Upon making

inquiries, he was able to view an extensive array of photos detailing the extensive restoration that had been completed.

The car originally came from Tasmania in 2014 and they completed the restoration over a 4-year period. The car

had just 42,000 miles on it. As it was located in Melbourne, Tim arranged for an independent mechanical inspection which was very positive. A few issues were identified and resolved by The Healey Factory.



The Gordini on the rotisserie



The Gordini underwent a complete restoration



Tim negotiated a purchase for \$20,000. He was thrilled...and then he recalled that his first Gordini was just \$20! Hmm – Cost of living indeed!

The Renault Dauphine Gordini was launched in 1956, about 2 million were sold worldwide, but they were not popular in Australia. Within Renault it was called the 5CV as a successor to the famous 4CV, but the name Dauphine stuck! Today, Tim knows of possibly another 6 still on the road in Australia. The "Gordini" name is from an engine tuner, *Amédée Gordini* who tuned cars back in the 1930s. Renault adopted the name as its performance arm and the Dauphine was the first mass produced Renault to receive the "Gordini Treatment".

The performance improvement in the Dauphine Gordini increased horsepower from 32hp to 40hp (!!) and a 4-speed manual rather than 3 speed. There was also a "special performance model", the 1093 with twin Carburettors & 5 speed gear box - but they are very rare.

In Europe, the Dauphine was successful in rallies include the Mille Miglia & Monte Carlo rallies. In Australia, it was raced in the Armstrong 500 and won its class with Norm Beechey. A key to the Gordini's success was its light weight. Panels are extremely thin and rust is the big enemy.



The Sutherland/ Park Dauphine Gordini sweeps through McPhillamy Park in the 1963 Armstrong 500 at Bathurst. Photo Courtesy Shannons Club

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Tim's Gordini is clean with no evidence of rust, but he did find a couple of minor issues related to the radiator, so this was replaced along with some other minor items to ensure the Gordini is in top condition.



"The Great Gordini!!" - Tim's perfectly restored '62 Renault Dauphine Gordini



Tim loves driving the Gordini. It is so primitive, but so characterful and it brings a smile to his face just by seeing it in his garage. Tim explained that the driving experience is special and he describes it as follows: -

"Steering is an adventure. It is hard to know what gear you are in. Brakes are almost non-existent and there are no seatbelts either. But Margo does think it is cute and it's fun to drive."

Tim ensures it is kept original and running well. He said "The next owner will get a car that is as good, if not in better condition than what it is now."

In March 2025, Tim received some difficult news. Cancer had returned, but this time it was lung cancer. During the last 12 months, Tim has been receiving treatment and is currently feeling pretty good. Margo also has some health concerns but the couple take each day as it comes and make the most of life in Manyana.

Tim loves both cars - He alternates driving them, experiencing the excitement of the Chev Corvette and the primitive joy of the Dauphine Gordini. And don't forget, there is a special '67 Chevrolet Impala that Tim is hoping to buy back one day...when he finds it!

A big THANK YOU to Tim & Margo Kay for sharing their story and hospitality - DJ

Club Event: Narrawallee Reserve 22/02/2026

Members had the opportunity to enjoy a get together at Narrawallee Reserve, with 11 members making the trip. The venue was very relaxing with a coffee caravan nearby. It was great to have new members, Jim & Wendy McGuinness come along, arriving in their brilliant white Triumph Stag. Welcome to the MUVCCC!! A passerby, was quite impressed with the club vehicles, taking a carefully framed photo of our cars...but for some reason, it did not include the Subaru? (The philistine!)



Members relaxing and having a great chat!



Tim & his Corvette



Darren & his Mustang



Jim & Wendy brought along their Triumph Stag



Unlike a passer-by, the editor managed to get the Suby into the photo

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Membership Renewal Time!!

With ever increasing printing & postage costs, we have had to increase the cost for the "Print" version of Torque Talk to \$20 annually. However, Membership Fees remain unchanged from last year. Fees as follows:-

Annual Membership Fees 2025-2026:

Member + Partner + Children 16 & under	=>\$45
Just a single fee will apply for all	
Magazine – Print Version & Postage	=>\$20
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See the renewal form enclosed in this issue of Torque Talk & attached to our email distribution.

In addition, the Renewal Form can also been downloaded from the club website.

Payment: The required payment method is by Direct Transfer to Horizon Bank:

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FOR REFERENCE: PLEASE QUOTE YOUR NAME AND MEMBERSHIP NUMBER so as the Treasurer can identify your payment.

Also, remember to send an email with your renewal to:

Treasurer@muvccc.org.au to let our hard working Treasurer, Vicki Weir know that you have paid.

Alternatively, members can attend Horizon Bank in person and make payment into the club bank account.

ENSURE YOU ADVISE THE BANKING OFFICER OF YOUR NAME & MEMBERSHIP NUMBER AS REFERENCE FOR PAYMENT. Don't forget, also advise our treasurer.

Note: Direct cash payments are no longer accepted . We thank you in advance for your understanding.

We would like all renewals to be paid by 30/6/2026 please.

Remember, if your vehicle is on historic/classic plates, it is a requirement that you are a financial member of an approved car club, so you need to complete your renewal & payment by 30/6/2026 to ensure your vehicle meets registration rules.

Thank you for your support in 2025/26 and we look forward to a another great year of Having Fun.

Club Event: Tea by the Sea Mollymook

On a delightful Saturday evening, 8 members gathered at Mollymook Beach enjoying "take-away" as the sun set. We got worried about Kathy Chapman – it took about 30 minutes for her to return from the shop with the meals due to the long queue. However, whilst we were waiting, Alistair shared photos of holes he had dug!! (Whatever floats your boat!!)



Members relaxing on a perfect evening



Mollymook Beach – always beautiful

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Club Event: Wheel Nuts March 2026



March Wheel Nuts was an outstanding success. We had an enormous array of motor cars along with 50 members. New members David & Chris showed off their Porsche and Moke! All had a great time with many a-good conversation taking place.



Chris' Moke is the perfect beach car



Grant's 1970 Valiant Safari has a nice patina

So, Steve's EK may have an open bonnet, but Mitch goes one better with both bonnet & boot open for the '66 Valiant. It's a male thing!



*Look at the patina here!
(Sorry I'm referring Geoff's Holden)*



Members enjoy a relaxing day



Greg's beautiful '36 Ford 2-Door Coupe is perfect inside & out



David's Porsche 911 took the breath away!!



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Club Event: Wheel Nuts April 2026



It was unfortunate that the MUVCCC were not able to participate in the 2026 Blessing of the Fleet, but our 2 Event Directors put their heads together rescheduled April Wheel Nuts to the following week, relocating to Mollymook for this month's event. The sun was shining with over 35 members in attendance. It was great to see Nev Storey, looking a bit better and on the road to recovery. Overall, a wonderful morning for members & visitors alike.



Members enjoy the perfect day!



Good to see Nev back on his feet as he chats with Bob



Julie brought out the Hoy Ute



The Sherlock XY looked stunning in the sun

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Member News

On 11 March 2026, the Club held its General Meeting at Ulladulla Ex Servos Club with 25 members attending.

Our next General Meeting will be held at:

Ulladulla Ex Servos Club - Princes Hwy Ulladulla

Wednesday 13 May 2026 @ 10.30am *ie Morning*

Come along & join us for the meeting!

New Members

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

Simon & Susan Jackman

Chris King

Rodney & Narelle MacInnes

Glen & Amanda McDonald

Alan Maddocks

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

Vale Jim Casey



It is with deep sadness that we advise you of the passing of Jim Casey. Jim passed away peacefully on Tuesday evening (24th Feb 2026) at the age of 93.

Jim had a long history within our club, joining in about 1996 with his wife Laurie, who passed away 2000. Jim had a love of Buicks and initially owned a '38 Buick Century Sedan and '38 Century Coupe.

Jim was fortunate to be able to marry again with Yvonne and the couple remained together until 2023, when Yvonne sadly passed. During their time together, they enjoyed many trips. Jim also purchased his dream vehicle, a 1953 Buick Skylark which he kept till his final days and was a standout vehicle in the Club. He also owned a 1970 MGB-GT which Yvonne in particular, liked.

Jim was well known both within the club and in the shops of Ulladulla. His passing came 2 months after moving to Arcare, where they provided care and support for Jim. I was able to give Jim the latest issue of Torque Talk the day before his passing as he told me it always brought a smile to his face. The Club extends its deepest condolences to his family.

Thoughts for members who are unwell

Please keep **Les Whale** in your thoughts as he recovers from an unfortunate accident. We hope Les is back to 100% health as soon as possible.

Bob Olde is getting a bit of maintenance work completed as well, but he will be up & running in no time. **Nev Storey** is on the road to recovery but not quite 100%

If you know members who may be unwell, please reach out to our Welfare Officer, Viv Burns so the club can provide some support. Her contact details are on Page 3.

Registrar Update

Our Registrar, Joe Bowdler has reported that the MUVCCC has **257 vehicles & 197 members as at April 2026.**

*Don't forget, members should also ensure the appropriate **Certificate of Approved Operations** is with the vehicle (or a copy) at all times. We have been advised that many vehicles are being checked by police and they will immediately look for this document.*

Price Rise for Print Version of Torque Talk

The MUVCCC Committee completed a review of the cost for printing & posting the club magazine. Our current fee of \$10 annually only covers one third of the costs so we have made the decision to **increase the annual fee to \$20.**

This increase does not cover the full cost of the magazine but we think it is a reasonable decision. We shared this decision with members at the March General Meeting, with all in attendance in agreement. **Accordingly, for new members (from March) and for our June renewal the annual cost for the print version will be \$20.** Of course, the electronic version is still provided at **NO COST** to members.

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Thank you Bob & Suzi!!

Our **Club President, Bob Wilson** has advised he will not be able to continue as President and will step down at our forthcoming Annual General Meeting. In addition, our **Secretary, Suzi Wilson** has a new job and her work commitments mean that she is unable to continue in the role of Club Secretary. This leaves a big gap in our committee and we are hoping a couple of members can come forward to assume these roles.

In addition, our **Event Directors, Dave & Kathy Chapman** are hoping a member can assist them in some of the clerical/email aspects of their role. So if you are comfortable writing emails and wish to help, this is a great way to contribute in a small way.

These are volunteer roles and do not take up too much time. They also provide a great way to really get to know our club members, influence ideas to enhance the club and support activities we undertake.

If you are interested in any of these roles, contact any member of the Committee who will assist you in

explaining the role and responsibilities. The only requirements are that you are interested in supporting our Club and the one technical requirement of using email! Importantly, successful nominees will be supported by the Committee as you learn the new role.

So be a part of the team, nominate for a role and support the success of the MUVCCC!!!

Lastly, a big thank you to Bob & Suzi for their efforts to support the Club over the last year!!

Ahh...I Just Remembered!!!

So, at the conclusion of the Sussex Inlet Show & Shine, one of the judges' decisions left the audience aghast!!! There was a stunned silence...followed by baffled applause as the **Sussex Inlet Show & Shine "Most Original Vehicle over 30 years Old"**, was awarded to a **1991 Subaru Liberty GX4WD** with the original & only owner. (Luckily the owner didn't change the wheels...ehh Garry?)



The audience was left speechless!

If you have a story or photos you would like to share (or any other feedback) please write to me at:

editor@muvccc.org.au - Thanks DJ

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Upcoming Events

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

Month	Event
May	4 events
3 rd – Sunday 10am -12pm	Wheel Nuts at Ulladulla Harbour - Meet on site and catch up with fellow members. Registration Day – the Registrar will be available to sign off your May registrations. Please have your pink slip available.
13 th – Wednesday 10.30am – 11.30am	General Meeting – Ulladulla Ex-servos Club 212/222 Princes Hwy Ulladulla Note: This is a daytime meeting
17 th – Sunday Arrive 10am for Picnic	Mother's Day Picnic at Lion's Park Burrill Lake. Meat supplied - BYO plates, cutlery, drinks etc
28 th – Thursday Depart 10.30am	Coffee/Lunch run to Waggy's Waterfront Café, St. Georges Basin. Leaving opposite BP- Milton, 10:30am. (or meet at restaurant, end of Island Point Rd. St. Georges Basin).
June	3 events
7 th – Sunday 10am -12pm	Wheel-nuts at Ulladulla Harbour. Meet on site and catch up with fellow members.
16 th – Tuesday Depart 10.30am	Lunch run to Majors Creek. Depart Civic Centre 10:30am
21 st – Sunday 10.30am	Coffee run, Driftwood Cafe. Hwy @ Milton. Meet at venue 10:30am
July	3 events
5 th – Sunday 10am -12pm	Wheel-nuts at Ulladulla Harbour. Meet on site and catch up with fellow members.
12 th Sunday Arrive 10.00am	Christmas in July and 2026 AGM - Holiday Haven Lake Tabourie Lunch provided by MUVCCC – BYO Drinks. AGM starts 10.30am
23 rd – Thursday Depart 10.30am	Lunch run to Steampacket Hotel Nelligen.

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