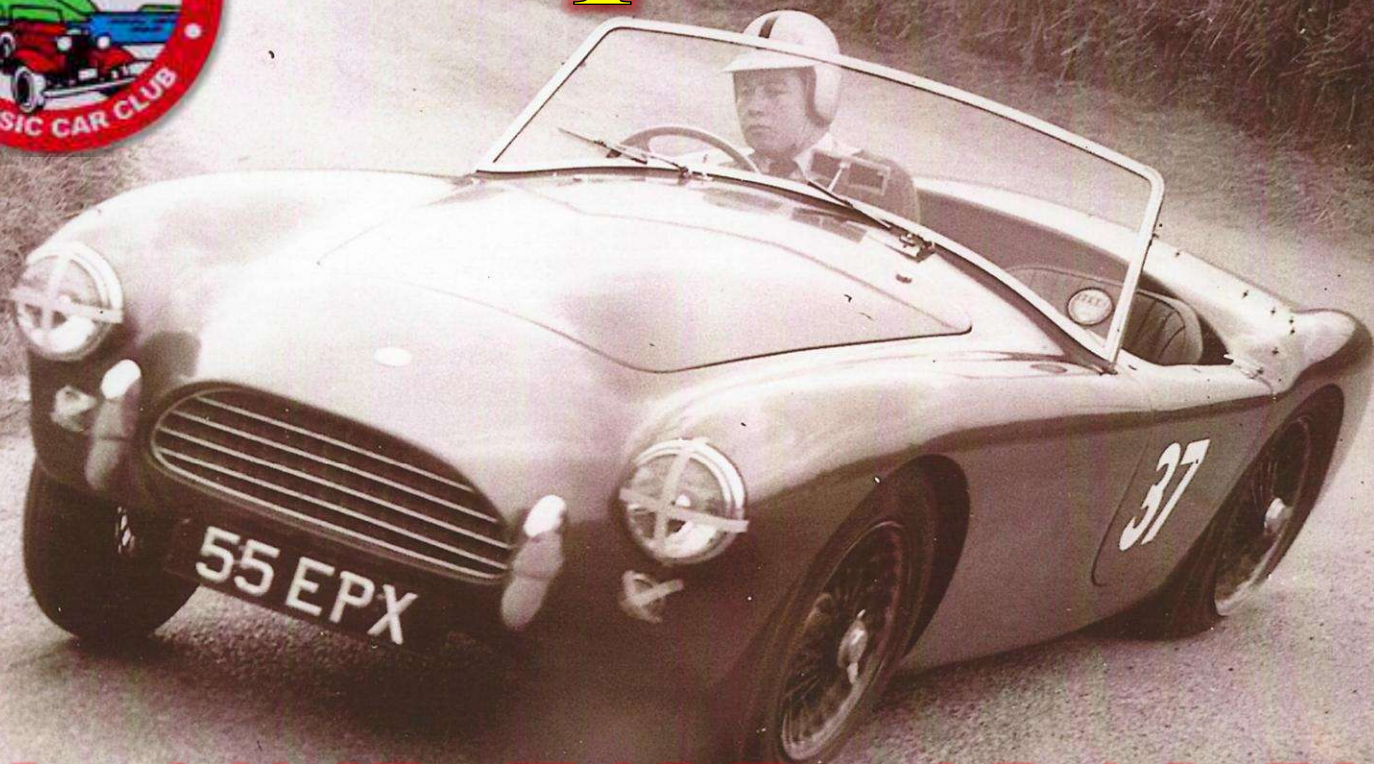




Torque Talk



The Journal of the Milton Ulladulla Vintage & Classic Car Club

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Our Cover - Nick Granville Smith

Photo1 - 1962 Bodium Hill Climb Class Winner in AC Ace
 Photo 2 – 1969 Silverstone Copse Corner Winner 1969 Club
 Championship - Read his story on Page 6

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New Storey's Life Lessons

Note to Self:

Do not sit on the floor
 without a plan on how to
 get back up.

Club Merchandise

Club merchandise can be ordered through: -

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

For Sale

Tom Taylor's "Charlene"
1924 Willys-Overland Model 91
Make a Reasonable Offer!!



Vehicle Reg: 47018 - H (historic plates not transferrable)

Club member, Tom Taylor is selling his 1924 Willys Overland aka "Charlene" as he is planning to downsize.

Charlene underwent an immaculate restoration and was then purchased by Tom. The vehicle has been carefully driven and maintained over the last 13 years. Charlene is near perfection, always reliable, easy to start and so very comfortable! With a 30HP 4 cylinder, she travels along very nicely. The only modification was converting the electrical system from 6V to 12V.

An option that can be included in the sale is a trailer that was custom designed for this vehicle. (Tom only drove the car on sealed roads).

Take the opportunity to inspect this piece of history and chat to Tom. Tom hopes we can keep Charlene in the MUVCCC.

Contact: Tom Taylor Mobile: 0413 662 166



At Majors Creek, Gary tried a local brew!

Puzzle Solution

1. Bonnet Badge – Missing
2. Indicator – Driver side guard missing
3. Roof - radio antenna & mobile phone antenna missing
4. Driver side Headlight Washer jet - missing
5. Driver side – Door handle & lock missing
6. Window washer Passenger side – Missing
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Message From the President

Well Hello Everybody!!

Firstly I would like to thank you all for trusting me with the roll of president.

I have been a car & motorbike nut all my life. My first bike was an Indian 100cc at 14, whilst my first car was a Holden EH station wagon. Mates used to call me **Sinbin Steve** because I had curtains fitted in the back. I'm not sure what they were thinking????

I have owed Harleys all my life, also a XB-GT, Holden Panel Vans plus a variety of other makes including a Volvo 144 Convertible. Nowadays I just love my Corvette & Twin Turbo BMW.

Anyway back to club business. I am looking forward to meeting everyone to discuss anything on your mind, I'm an open book with no preconceived ideas.

A big thank you to our outgoing president Bob Wilson and his dedicated assistant, secretary and daughter Susan for all their involvement in keeping our great club together.

I would really appreciate a high turn-out for our next general meeting on the 9th September (10.30am) so we all can be a part of this great car club.

A special thank you to Joe & David together with all our current committee for their ongoing commitment and hard work keeping us on the straight & narrow. A special welcome to Mike Megahey who has just taken on the role of Secretary. Make sure you give him your support!

Hope to see you all at Wheelnuts on Sunday 6th September.

Cheers

Steve

President – MUVCCC



2026 Annual General Meeting & Christmas in July

Well folks, it's mid-winter which means it is time for our Annual General Meeting and celebrate "Christmas in July." 67 members attended this important meeting as we voted in our new Committee. A big **THANK YOU** to **Bob & Suzi Wilson** for their contribution as President and Secretary over the previous 12 months. **Vicki Weir** (Treasurer) presented the financial position to members with the books having been independently reviewed with the result being a perfect score of 100%!! Well Done Vicki – we really appreciate your work!! The Committee was then formally dissolved and **Roger Guest** (Returning Officer) took control and presented the nominations for the 2026/2027 Committee. **Steve Burgess** was elected our new President – Congratulations Steve!! Whilst Steve was unable to attend, his message to members was read out. The current committee members were re-elected to their roles as follows:-

Vice President - **Tom Taylor**, Treasurer – **Vicki Weir**, Registrar – **Joe Bowdler**, Events Director - **Kathy & Dave Chapman** (supported by **Geoff Phillips**) and Editor – **David Joice**. DJ was also *acting secretary* until **Mike Megahey** took on the role in August. Also thank you to **Viv Burns** who is our Welfare Officer. She does a wonderful job keeping members in mind who face challenges. Lastly, thanks to **Roger Guest** (who is also our Public Officer) for helping us in the election process for the 2026/2027 Committee.

As Bob's final act as President, the **Hooter Award** was presented to **Les Whale**. Les had a nasty fall back in November with extensive injuries. It was so good to see Les back on his feet with Wendy beside him. Full recovery will take some time, but you have our support, Les! Remember folks, avoid ladders and rooves. Spend a bit of money and leave it to the professionals!

Events Director, Kathy Chapman picked up the chicken just after the AGM so it was nice & hot! We then enjoyed a wonderful lunch with ham and roast chicken, together with salads prepared by our committee. Roger and Vicki ran the lottery with **Geoff Phillips** taking 1st prize (with Ticket A1!!) **Alice Ashby** and **Wayne Fry** won the consolation prizes, much to their delight. Congratulation to all! It was then *Ice Cream Time* which saw another queue form. And yes, Roger Guest had a smile from ear to ear and "Alistair the Ambidextrous" yet again had both hands filled with ice cream!

The MUVCCC was held at the grounds of Holiday Haven Lake Tabourie. The management were kind enough to allow us to use their facilities and what a wonderful venue it is. Thank you!! Lastly, thanks to **Kathy & Dave Chapman**, **Vicki Weir**, **Tom Taylor**, **Joe Bowdler**, **Geoff & Bev Phillips**, **Alistair & Sue Bennie** and **Yvonne & DJ** who all did a lot of work in preparing our venue with special recognition to the many members who assisted in serving and helped clean-up afterwards. A great team effort!!



Bob present Les with the 2026 Hooter Award

Ticket Holder A1(!) looking very happy with his win!

Roger & Alice draw the next prize winner

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In the Spotlight: "Driven by the Heart"

The Nick Granville-Smith Story

Photos Courtesy Nick Granville-Smith



Our club is fortunate to have many talented and interesting members with a fascinating story to tell. One such member is Nick Granville-Smith. Nick has been a member for approximately 20 years. After fulfilling his dreams of racing in Europe, he migrated to Australia in 1971. I was able to sit down with Nick and learn about his life, love of cars and

exciting moments on the track.

In the Beginning...

Nick's story begins in 1940, raised at St. Leonards England near the site of the Battle of Hastings in 1066. Nick recalls that he and his older sister, Susan grew up with rationing until the early 1950s.

Whilst at school, an Australian teacher called "Digger" Kent owned a Norton Side-Valve 500 motor bike which impressed Nick. A school master had a Railton Drophead 2-seater who used to thunder around the quadrangle. The sound from the bellowing engine was intoxicating!

Just before finishing school in 1957, Nick was able to buy a Corgi Motor Scooter (A fold-up motor scooter initially developed for the military) which gave him freedom to travel. Unsurprisingly, getting a motor cycle licence in the 1950s was not at all difficult.



An example of the Corgi Motor Scooter. Nick's first of many vehicles

With some parental money, Nick upgraded the Corgi to a BSA C11G 250cc which had significantly more power. During the

1950s Nick acquired and sold several motor bikes. A trend that would continue throughout his life with cars. I learnt from our discussion that his vehicle choice was generally driven by the heart. When he also got his driver's licence the tester did not worry about the "highway code" as Nick already had a motor cycle licence, but did complete the rather modest driving test, which was to *drive around the block* - Pass!

In 1958, he purchased his first car, a 1937 Austin Ruby Saloon and over the subsequent years he upgraded his vehicles with enthusiastic frequency. Some examples from the extensive list include a 1933 Wolseley 15HP, 1934 Austin 7 DHC (it cost £14), 1937 Ford 8 Y Model, A Riley Falcon, a 1938 SS Jaguar 100 Sports, and a 1952 Healey Silverstone E Series and a 1951 Healey Abbott Drophead Coupe.

Joining the Work Force

After leaving school, Nick went straight to the workforce joining Mullard Radio as an exports clerk. Being young with much to learn, Nick arranged for a shipment to go to Kingston Cuba...only to learn from his manager that Kingston is in Jamaica! They never did get the shipment back and his time at Mullard was rather brief!

Nick's next job was as a trainee apprentice with the construction & civil engineering firm, Taylor Woodrow. One of Nick's first tasks was to overhaul the engine of a Caterpillar D4 tractor. During this process, he learnt the power of a sandblaster as it disintegrated sheet metal before his eyes...but he loved this work! Nick also learned from mistakes! He was stripping down an engine and was trying to loosen a bolt. It wouldn't budge, so Nick had a co-worker assist and finally, it moved...well it broke actually. It was a left-hand thread!! But as Nick explained, no one had told him. Nick attended tech and one day, he was called to the manager's office who observed that Nick's exam marks scores were "rather too singular". So Nick and his manager agreed that perhaps Taylor Woodrow was not the place for him.

Through the Public Schools Appointments Bureau, Nick found employment with Holman Brothers who manufactured rock drills & air compressors. Nick was a trainee mechanic and he took to it like a "Duck to Water". In 1959, the company had some demonstration tools they wanted to sell. The previous chap had passed away, so they asked if Nick could have a go at selling them, with the encouraging words "Well...You can't do any harm!" Nick promptly sold the tools and also got additional orders!

A Natural Aptitude

At 21, Nick had a Riley 1.5 that he used in a few autocross events before becoming a Holman Salesman in London in 1961. This included the benefit of a company car...an elderly Austin 1500. Nick read "a glowing report" by Raymond Baxter about the Rudd developed AC ACE 2.6 Ruddspeed. After a demonstration of its performance, reaching 110 mph and

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testing the limits of physics on the curves, Nick placed an order for the AC Ace. Nick traded the Riley 1.5 with help of a bank loan. Nick then showed the AC Ace to the bank manager who was aghast when Nick said he planned to race it!

Nick participated in his first race at Castle Combe Circuit. Nick felt he had a natural aptitude for driving quickly. His first helmet cost him £5 second hand. There were no seatbelts (they came in later) or fireproof overalls.



Nick & his AC Ace Ruddspeed

Nick and the AC Ace Ruddspeed were getting results. Nick won the Bodium Hill Climb in the AC Ace in September 1962 and he was building a reputation. All his earnings were channelled back into racing although prize money was very modest!



1963 Mallory Park – Nick (car 75) in his AC Ace

Nick upgraded from the AC Ace to the famous AC Cobra Ford 289 with a 4.7 litre engine and commenced competing in the FIA Group 4 Sports Car class. He also upgraded his safety equipment! He now had fireproof overalls and a roll bar! During 1965, Nick was having more success winning the ACOG Buckland Trophy. In May '65, Nick then travelled to Spa-Francorchamps, finishing 3rd in class in the 500km race – this was a great international Group 4 GT result. Nick recalls that Spa was a fantastic 14.2km track.

He then travelled to Austria to participate in the 3.2km Weerberg Hillclimb (near Salzburg), where he won his class and also received the "Foreign Visitor" prize. The hill climbs in Austria were quite long & steep. In one instance, the Clerk of the Course asked if Nick would mind taking him up to the finish line, which Nick promptly did, beating the Saloon car record by some 7 seconds! Nick modestly explains that the Cobra is not a saloon car.

Nick also developed a close relationship with AC Cars. He shared that in some way, the staff at AC were his mentors. Once, Carroll Shelby was visiting AC and observed that his cars were not being worked upon and demanded to know why? They responded that his cars will have to wait as they were working on Mr Granville-Smith's car. This news did not go down well with Shelby!



Nick's first AC Cobra in action in 1966

The African Adventure

In 1964, Nick left Holmans and joined NCK Rapier, a company that specialised in heavy mining equipment and cranes. This work involved international travel and Nick's area of responsibility included North West Africa.

For most of the trips, Nick travelled in the Lockheed Constellation, however the Vickers VC10 was now operational and it flew into Sierra Leone airport. Upon arrival there was a great celebration with the country's President on hand to welcome this "coming of age" in air transport. However, overnight, the VC10 sunk through the tarmac! After a few attempts to move the aircraft, it was decided to use bulldozers to drag the VC10 out of the hole. They connected the bulldozers to the undercarriage and promptly ripped the undercarriage away from the aircraft, which was now lying on its fuselage on the tarmac! This event also delayed Nick's departure somewhat!

Big results

Nick was often racing against fully professional drivers including Mike Parkes, Graham Hill and Bruce McLaren. In one event, Bruce McLaren's car was parked and on fire. Nick promptly stopped and tried to extinguish the fire with his duffel coat. Nick does recall that Bruce was a "nice bloke."

Nick's success in racing continued. He replaced the AC Cobra with the Shelby Cobra, achieving success in both the Nürburgring 1000 and Mugello 500, finishing in the results in both events. The race in Mugello was particularly interesting. Firstly, when preparing the car, Nick and the team were in a small Italian village and were looking for a garage to work on the vehicle. The town offered both a garage and a team of mechanics, all dressed in pressed uniforms, wearing white booties, white gloves and all the mechanics were carefully groomed.

The vehicle was prepared by the team and Nick was planning to put the car on a trailer to go to scrutineering in Florence's grand plaza, but the township had other ideas. So Nick and the team carefully drove the vehicle (with a police escort) from the village to the ecstatic cheers of the public all along the road. Nick observed that for Italians, racing is in the heart.

Soon after the Mugello race commenced, the rear offside wheel came adrift. Fortunately the wheel was recovered by spectators and Nick kept spare spinners in the car for such an eventuality. One of the spectators, a Tuscan blacksmith, fitted the new spinner by hand & hammer - it was *very secure* with Nick finishing second in class.

Nick preferred long distance races, noting that a minor misfortune does not end your race. In one instance at the Nürburgring, his car was competing in an event but his co-driver came in to the pits saying they need to retire. The driver's seat had come adrift. Nick was unfazed and jumped in the car, holding on for dear life with one hand and driving with the other to finish the race.

Nick's career continued to progress and he met Johnny Gaze, the director of George Saunders Machinery (which later became O & K GB). Following the interview, Johnny was keen for Nick to start, but Nick explained he had to go to Imola as he was the mechanic and back up driver for Mark Konig. Johnny was a motor racing enthusiast and said to Nick that he can start in 2 weeks.

When Nick arrived in Imola, Mark Konig asked him to change the warm up plugs for "special racing plugs" which had a special spanner that Nick did not have...nor did any other mechanic at the event! So Mark raced on the "warm up" plugs and finished a creditable 7th.



Nick & John Raeburn achieved 4th in class at the Nürburgring 1000 in 1968

In 1968, Nick was in the Nürburgring 1000. He had often raced at this track and in this instance, he was partnering John Raeburn in a Ford GT40 where they finished 4th in class. He also had the opportunity to go to Le Mans for testing with Chris Lawrence in a prototype vehicle called the "Deep Sanderson". Nick recalls as the big cars flew passed, they almost blew the "Deep Sanderson" off the road!

Cold Tyres

Like all racing drivers, Nick's career had some incidents. In 1965, he was observed exiting a corner. It was raining with water all over the track. Nick was then seen hitting a bank

with a loud bang. A lonely figure came trudging back to the pits, looking remarkably intact. He happened to see Sue standing in the pits and asked "Have you got a sewing kit...I've lost a bloody button!"

Unfortunately, not all incidents were so inconsequential. In 1969, Nick was to race at Brands Hatch. He recalls leaving the pits on cold tyres. Within 200 metres, he went into a bank and was knocked out cold. He was taken to hospital accompanied by girlfriend, Pat. He was wearing a "lap belt" and suffered dental injuries and fractures in his lower back. The Shelby Cobra was a write-off. It was taken to the workshop where Nick stripped the good bits and sold them. The car itself was subsequently restored by Nicholas Parish. Nick summarised this event stating "racing is fun but it does have an economic downside!"

Ferrari Fun

Following the accident, Nick was unable to continue financing his motor racing. However, Pat had moved to Australia, so in 1971 Nick followed her with the couple marrying soon after. In 1974, Nick & Pat had their first child, Isabelle.

Fortunately, O & K were also setting up operations in Australia in partnership with the US company P&H and they offered a role to Nick. Nick initially set up home in Melbourne and still had the racing bug, so he purchased a twin cam Ford Escort which he used to participate in club sprints. He also discovered that Australian cars had "a lot more go!" He tried a Holden Monaro and observed that, whilst fast in a straight line, it couldn't turn or stop very well! However, his company car, a V8 Ford Fairmont was quite impressive.

Work was going well and whilst on a trip to the UK, he had an opportunity to buy a Ferrari 365 GTC4 for £5000. However, the great challenge was putting a child seat into the car. The dealer had the fittings but said it was a first for the Ferrari! Nick states he had the car for a long time...selling it in 1977 (For Nick, 18 months is a long time!) The car was in Australia being serviced, whilst Nick was in England. He got a call from the dealer, Les Miller who advised that a person wanted to buy his car. Nick thought about it and said optimistically "\$24,000!!" and they agreed (much to his surprise!)

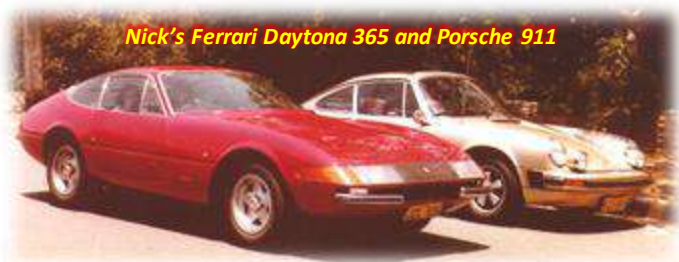
In 1976 & 1978, the family expanded with the arrival of Penelope & Jeremy. But he was "Ferrari-less". In '77, Nick attended the Ferrari dealership on one of his many UK trips where they had a low kilometre 308 GTB. The deal was done and Nick went off to the Goodwood Sprint achieving second in class. He then shipped the car back to Australia.

Nick's next purchase was a Ferrari Dino 246 which was entered in a race at Silverstone. It was to be Nick's last race. As part of preparation, Nick and his co-driver, his dear friend, the late Gordon Miles of NZ decided to drain the radiator. Upon refilling it, it only required 3 litres...strange??



Ferrari Dino 246 and Nick's last race in 1977

As the race progressed, the engine temperature started to climb. The car barely limped over the finish line. Then Nick discovered the error. In order to refill the radiator, the front of the car needed to be elevated! Fortunately, the car survived this trauma and Nick sold the 246 for a small profit and promptly replaced it with a Ferrari Daytona 365 GTB.



Nick's Ferrari Daytona 365 and Porsche 911

Nick's lust for cars continued as he turned over a variety of cars including a 1972 BMW 2500, a '71 Daimler 2.8L and a Mazda 929 wagon.

A New Direction and New Cars

Nick had his doubts about the relationship between O&K and P&H, as German and US companies do have significant differences. In 1974, the partnership ended. However, O&K re-employed Nick as their Australian delegate. During his time with O&K, they asked if Nick would like to be the Middle East delegate and live in Greece. Nick agreed and made preparations, including selling his house & car. Upon attending the head office in Germany, he was told that they had changed their strategy, but forgot to tell him...Nick was stunned! Eventually things were resolved with O&K giving Nick's wife, Pat a large financial gift! However, the house sale continued. Effectively, they did a house swap with the buyer, although it did require a quick decision to sell the Ferrari Daytona!

Later in 1984, O&K were taken over and as so often occurs with "new management", Nick was advised his role was no longer required. Nick saw this as an opportunity to try something new. He ventured into wine export and also bought a mechanical repair business in St Leonards. Nick now had 2 staff and he also got on the tools occasionally.

In a trip to the UK in 1982, Nick found a '51 Bentley Mk 6 which he purchased. It needed some work, but overall it was in very good shape. He found the Bentley Dealership who had serviced the car for the previous owner and they would complete the restoration for Nick.

They did a magnificent job and amazingly, the cost was very reasonable. The car was shipped to Australia and the family fell in love with the Bentley.

However Nick's penchant for buying motor cars never ceased. More cars passed through his hands over subsequent years, including a Porsche 911-S, the aforementioned Bentley, a VW Passat, a couple of Holden Camiras and a '87 Holden Commodore VL Turbo which the family called "Big Red". Nick compared this to the HSV V8 and found this car to be superior and at significantly lower cost. Sadly, "Big Red" had an untimely demise in the Northern Territory in the 1990s when his daughter and her friends used it for a holiday. It went off the road with the rear against a tree (Fortunately, no injuries and the girls got on a plane and continued their holiday!)



'51 Bentley Mk 6

Nick also moved to the eastern suburbs and worked at Westpac. But, for a man used to machinery, he didn't find the work satisfying. Nick observed that there was a local spare parts store which the owner was seeking to sell. The deal was done and Nick was back in the motor trade! He also used his entrepreneurial skills becoming a distributor for specialised oil & fuel filter systems.

Nick & Sue's Excellent Adventure

In 1990, Pat and Nick separated. Nick had been friends with Peter Clothier since their schooldays. Peter married Sue and Nick remained close friends with the Clothier family. Their first child, James, was Nick's godson. Many times, Peter and the family had "Pit-crewed" for Nick in the 1960s.

In 1994, Sue's marriage had also ended. She contacted Nick, where she wrote that she hoped to tour around Australia by car in about 4-5 weeks. Nick explained that her timeline was rather optimistic but made arrangements for the tour which included hiring a campervan and coming along. The couple commenced their journey and hit it off immediately. They travelled across Australia including Northern Queensland where Sue did some SCUBA diving. Whilst travelling in the NT, the couple undertook a ceremonial "burning of the hat." The hat happened to be Nick's big straw hat he used to protect his English skin from the Australian sun. Sue hated *that hat*! So with "Hat Burning Ceremony" completed and immigration issues resolved, the couple set up home together in Bondi.

Like Nick, Sue had her need for adrenalin. In her teens, she became the youngest qualified glider pilot in the UK (much to her mother's chagrin) and also obtained her pilot's licence.

In 1999, was pondering his next move. Nick received a brochure detailing the process for the implementation of GST. Upon reading this, Nick decided his next move was to retire!!

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The couple explored the Milton area and found the home they were looking for. The Sydney home was promptly sold and the couple moved to Milton in June 2000. Nick owned a Holden 2.0L (OPEL) Astra SLE which he said was fantastic, but traded this vehicle for a 2000 Subaru Outback, a vehicle that both Sue & Nick held in high regard. It never gave trouble and handled well.

Nick met Barry Solomon who told him about the MUVCCC. Nick was keen to join and wanted a vehicle that was appropriate. Nick was always impressed with Porsches and found a good "Project car" in Turramurra in 2004. It was a 1977 2.7L Porsche 911 Coupe. During a test drive, Nick rapidly identified several issues with the brakes and the gearbox. A price was agreed and Nick commenced work to get the 911 sorted. "Sorting cars" gives Nick great satisfaction.

Marcus and Ian
at B & D
Mechanical
Repairs

upgraded the
brakes and they
installed an MSD
6 AL-2 ignition
system to

improve performance. Over the years the rims were returned to standard (195/60 on 15" rims). The vehicle also got a respray and the shock absorbers recalibrated. Wayne Horsfall in Kings Point had expertise in VW & Porsche and resolved the "flat spot" in the fuel injection system that had been irritating Nick for years. All this work was undertaken over 8 years. The project was complete and Nick was satisfied it was now a good car.

During this time, Nick became active in the MUVCCC and in 2005 he commenced writing articles for the club magazine when Graham Lyons & then Garry Hunt were editors. His articles were titled "Car of the Month". His work was seen by the editor of the local newspaper and were soon featured in the Milton Ulladulla Times.

In 2014, the Porsche was sold as Nick looked for a new project. He considered another Porsche, but he also had a soft spot for Alfas. He had previously enjoyed owning five Alfas and researched the ideal model to buy.

The model was the Alfa Romeo GT 3.2L V6 with a Q2 conversion to the differential. The search commenced and after a couple of false starts he found a

suitable car. It was a 2010 "anniversary model" located in Wollongong. Nick drove the car and it was in Nick's words it was "all over the place!" The tyres needed

replacing and it required the "Q2" conversion. Nick negotiated a good price and bravely drove it in the wet. Tyres were replaced



77 Porsche 911S Coupe 2.7 Litre

without any improvement. However, upon further investigation it was discovered that some bolts were missing from the steering rack! After this was fixed, the handling (unsurprisingly) dramatically improved! Nick kept this car until 2024 as he found that it became a "bit on a money pit" (A description so often used with Alfas.)

However, undeterred by the Alfa "money pit", the next venture was a 2000 Alfa Spider which needed some work. The brakes were quite the adventure, where they would "lock on", much to Nick's frustration. The problem was the diagnosed - flexible hydraulic pipes which had decomposed. He had this fixed but...it happened again! Nick discovered if you placed the car in reverse, it fixed the issue. Ahh – the joy of Alfa ownership!

Unfortunately, Nick was having issues with his right hand which prevented him from working on the vehicle, something that gave him great satisfaction, so Nick made the decision to sell the Spider and now enjoys the reliability of Sue's 2011 Hyundai 1.6L.

Looking back, it is impressive the number of motor cars and bikes that have passed through Nick's hands. He provided a list which included 7 motor bikes and an astounding 75 (!!) motor cars either owned, co-owned or company cars. Plus a few more cars he did not own, but raced. Given such a depth of knowledge and experience, I asked both Nick and Sue to share some thoughts on cars.

For Nick, the most admirable car is a Porsche 911 993 model – the last version of the air-cooled 911. Nick describes the 911 as a triumph of Teutonic persistence for decades over an inherently bad basic design. Sue loves the Alfa Romeo Giulia (she had one as a school teacher). Of the cars that Nick has owned, his favourite was his first AC Cobra and his restored Bentley. He then added 2 more that may surprise members - "Big Red", the 1988 Holden Commodore Turbo and the Holden (Opel) Astra GSI 2 litre. They were both cars that provided great enjoyment in driving. So, it appears you don't need to spend money on something exotic to achieve motoring satisfaction after all.

Nick's hand is improving and given his passion for cars, the writer suspects there may still be another chapter or two in the Granville-Smith story.



My thanks to Nick & Sue for sharing their time, photos and wonderful story.



2010 Alfa GT 3.2 V6

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Membership Renewal - Time is running out!

Dear Members, if you have not yet renewed, your time is quickly running out. If your renewal is not received by **30 Sept 2026**, **membership will be deemed cancelled**. This means you will need to rejoin the club if you wish to remain in the MUVCCC and you will have to pay the **"Joining Fee" of \$40** + Annual membership of \$45.

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 needed to complete your renewal & payment by 30/6/2025 to ensure your vehicle meets registration requirements.

The renewal form can be downloaded from the club website at the following link:

[www.muvccc.org.au/files/Renewal%20form\(2025-2026%20Web\).pdf](http://www.muvccc.org.au/files/Renewal%20form(2025-2026%20Web).pdf)

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

BSB: 802-124 ACCOUNT: 112835

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 Vicki Weir (Treasurer) know 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 and advise our Treasurer.

Club Event – Steampacket Hotel Nelligen

The 23rd July provided a perfect day to greet members as we gathered opposite Lynns Removals. We had a good run heading south to Nelligen, which was uneventful...until your scribe decided to test the Suby's rally credentials, braking heavily and performing a spectacular left turn into the Nelligen township. 4 Cars followed...rather bemused & confused. DJ then received some guidance from Colin "DJ the hotel is 200 metres further down the highway!!" (*I could you sworn I heard him say a few other things – but I can't be sure.*) Nevertheless, we reached our destination with 23 members enjoying a great pub lunch in the beer garden. Congratulations to Gary Whitwell who won the lottery for the box of chocolates gifted to the club by Susie Wilson (Thanks Susie!!) Gary being the gent he is, promptly shared his prize with all in attendance.



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Club Event: Majors Creek Pub Lunch



The MUVCCC invade Majors Creek!

On 21 June, 2 teams set out from Tomerong and Ulladulla with the destination being Majors Creek near Braidwood. The Ulladulla team travelled via the Kings Hwy where Seb White in his Porsche 928 showed us what the Porsche is capable of. As we neared our destination, Joe decided to “Brake Test” us all after missing the last turn to Majors Creek! (Alan’s Torana disappeared in a cloud of blue tyre smoke.) However, upon arrival, the Tomerong Team were already relaxing and wondering “where the bloody hell are ya!” We settled in to share our trip adventures and then enjoyed a fantastic meal. As we left, some visited the model shop in Braidwood. Those using Kings Hwy to go home had to return to Braidwood due to a terrible accident. Your scribe used the Tomerong detour and finished the day with 400kms on the odo!



Fords have a habit of sticking together – Safety in numbers



Kathy & Dave's new PT Cruiser!



Members enjoy a great meal at Major's Creek Pub



Julie, Wayne & Rosa enjoy the sun!



Seb's Porsche was right at home on the highway



Alan's Torana showed some spectacular braking

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Club Event: Big Red Bus Café - 11 Aug 2026



Some of the club vehicles filling the car park

Another stunning day greeted members as we gathered in Milton for our tour to the Big Red Bus. At the appointed time, your scribe saw a big (!!) gap in the highway traffic and took off. Upon looking in his rear vision mirror, he saw...nothing. Eventually, members caught up, just as we arrived. As we got ready for our coffee, Alistair and Sue Bennie arrived. Alistair has just had open heart surgery just 13 days prior and looked fantastic. In true "Black Night" fashion he showed off some scars and claimed "It was only a scratch!" Pete Sutherland also had a treat for members, bringing along his Barry Sheene Tribute Suzuki replica. He has only had it for 10 days and it is a stunning machine. Nice one Pete!



A perfect day for members at the Big Red Bus



Don's MG looked brilliant in the sun



Peter is rightly proud of his latest acquisition



*Don puts Bob's heart to the test...
"Hey Bob, It's your shout!!!"*



With a bit of a buff & polish, she'll be as good as new

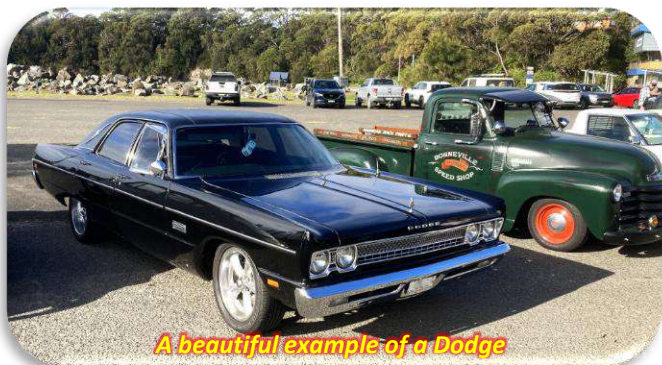


*Alistair shares details of his
operation leaving Kathy in shock!*

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Club Event: Wheel Nuts – July 2026

The July 2026 edition of Wheel Nuts saw a great array of vehicles with over 45 members in attendance! It is great to see some many people catching up. Gary and his mates from the local branch of **The Bomb Squad Hot Rod Club** took the opportunity to join us to add even more variety to the vehicles on display. Roger Guest brought along his crimson 31' Chev Roadster and "in the blink of an eye" he is giving rides to a couple of ladies...why am I not surprised!



A beautiful example of a Dodge



A stunning '69 Mustang



Roger does some "Ubering"



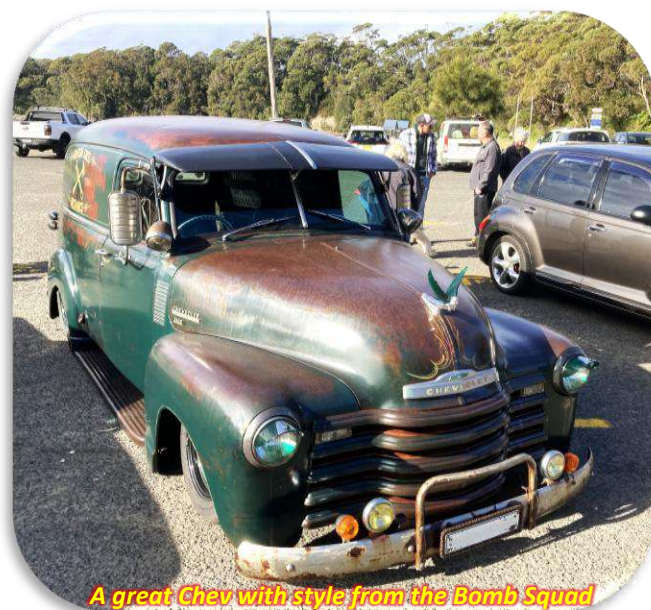
Nothing like a bit of competition amongst the Mustangs



It seems we have a few 4-legged members



Andrew seems frustrated with the Datsun 200B-SX



A great Chev with style from the Bomb Squad

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Club Event: Wheel Nuts - August 2026



Another fantastic day greeted members for the August edition of Wheel Nuts. We had 40 members in attendance, enjoying a great day. We also had a great variety of vehicles, with a few visiting cars. An excellent day had by all!





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Morrie's Workshop:**The Jaguar MK V Water Pump Rebuild****Story & photos courtesy Morrie Morgan**

I have never had a water pump issue with the MK V but recently with nothing on my hands I decided to build up a replacement ready for the day I may need one. First though a bit of history about the car. The guy working on it had stripped everything imaginable before losing his life in a road accident. When I bought the car in 1975, it was a totally stripped body shell with many cardboard boxes of mixed mechanicals. I retrieved the body shell on a trailer, followed by several large trailer loads of bits from the rear of his house. Except for the body shell, I found that I had the remains of two cars. Two sets of doors, bonnets, engines, gearboxes. From this jigsaw I built up the MKV as it is today. Not a show car but a very reliable ready to go anywhere vehicle that has served me well for fifty years.

Back to the water pump. Going through the remaining boxes I found that I had a choice of three pumps, already pulled apart, mostly badly corroded. Unfortunately, the bearings had spun off the best body damaging the spindle. I decided to build the spindle up with bronze knowing that it would not fit it into my lathe but I thought about my rotary table on the mill as an alternative.

Unconventional but sometimes you have to think about other ways to do a job.



I found original inch bearings readily available and replaced both. While set up I put a circlip groove to retain the front bearing because I replaced the carbon seal with a modern ceramic.

A circlip became necessary as the carbon seal acts as a bearing holding

against the spring assembly (which was removed) in the drive pulley. The ceramic seal did not require that amount of spring force so the circlip stops the front bearing



Above: The carbon seal was machined out suit the ceramic insert and a new bronze bush installed for the impellor spindle.



Above: The impellor being badly worn was built up about 5 mm with bronze.

moving forward. On the pulley opposite the grease nipple is a cast boss which I drilled and tapped for a pointed screw that goes behind the front bearing thus retaining the pulley.

Difficult to see but on the left of the pulley the bearing retaining screw mentioned is just visible. The impellor was cleaned up, set up in the lathe and the blades machined to the pump body angle. The impellor was then pinned to the drive spindle.



Above is the ceramic cartridge on the spindle.



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Turned up a new bolt for the heater hose banjo and milled a hex head on it.



And now – The Final Assembly!



My Thanks to Morrie Morgan for writing this great article! DJ

Club Event: Luci's Café Bawley Point

The 27th of August was like the first day of spring as we set off from Ulladulla. Upon arriving at Luci's tables were quickly filled with 21 members in attendance, with the staff at Luci's doing a great job looking after us. Pete Sherlock brought out his Ford XY which looked fantastic in the sun. Mazza had his Nissan 300 ZX which looked equally good! Thanks to Kathy & Dave for organising this great day!



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Member News

On 12 July 2026, the Club held its Annual General Meeting at Holiday Haven Lake Tabourie with 67 members in attendance. It was great to see so many members involved and enjoying a great day.

Our next general meeting will be held at:

Milton Ulladulla Ex Servos – Princes Hwy Ulladulla

Wednesday 9 Sept 2026 @ 10.30am (morning meeting)

Come along & join us for the meeting & perhaps you can then have some lunch at the club.

New Members

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

Peter & Janet MacMillan

Stephen & Robyn Cole

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

Our thoughts are with **Alistair Bennie**. He has undergone major surgery but he is recovering well!! In fact, he appears to be quite proud of his new scars! More importantly, when he discovered the hospital food was free, our canny Scot wanted to stay longer! Hopefully, he will be back to polishing his mustang in no time at all!

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 **267 vehicles & 200 members** as at August 2026.

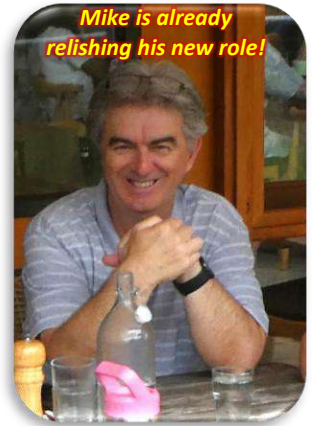
*Don't forget, members should also ensure the appropriate **Certificate of Approved Operations** is with the vehicle (or a copy) at all times. We have been advised that many vehicles are being checked by police and they will immediately look for this document.*

New Committee Members

During our AGM, Bob Wilson handed over the reins of his presidency to our newly elected President, **Steve Burgess**. Steve has shared with me his enthusiasm for the club and hopes to make the club even better for members.

Equally important is the recent appointment of **Mike Megahey** to the role of Club Secretary. Mike approached me about the role, as he wanted to make a greater contribution to the club.

Mike is a great addition to our committee, bringing with him some great organisational skills, a great team attitude and a love of MGs & Peugeotts!



Member Feedback

Your chance to pick an event!!

Our Events Team of Kathy & Dave Chapman and Geoff Phillips are working on our calendar of events for 2027. They are keen to hear your suggestions. If you have ideas for events we can consider, write to them at:

Events@muvecc.org.au

To assist in your suggestions, we look at destinations no further than 2 hours travel time from the Milton/Ulladulla area.

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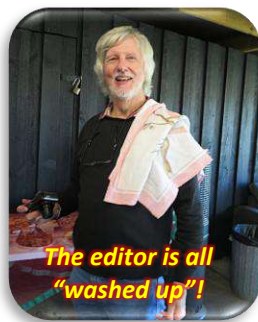
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Spot the Difference!!

For our trip to Major's Creek, Seb's Porsche was a standout. However, whilst he was enjoying lunch, someone decided to remove 8 parts from his Porsche...the heathens!! Can you help find the 8 missing parts for Seb? *Solution -page 2*



Editor Caught Out!!



Kathy Chapman & Les Whale shared these pictures of the editor stating "We never see the editor" (*That's the benefit of being "Editor"!!*) Of interest, just like the Suby, the Eric Clapton jumper (left photo) is original and is **only** 39 years old. (I tend to cling onto things)

Les made a wry observation of my skills, noting I seemed "a natural" at *being all washed up!!* My thanks to both Kathy & Les for their enthusiasm in their photography!

Travels with Geoffrey!!

Intrepid reporter, Geoff Phillips found a "Roobot" in Emmaville during his travels with Bev.

The artist, Mick Brown created the Roobot from 100% recycled materials, mainly VW Beetle and Kombi parts as a tribute to animals lost in the 2019 East Coast Bush Fires.

Thank you to Geoff for sharing this wonderful tribute!



The imposing "Roobot"



Geoff may have some "Tail envy"

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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
September	4 events
6 th – Sunday 10am -12 pm	Wheel-nuts at Ulladulla Harbour. Meet on site from 10:00 Short coffee and greet, chin wag event for those inclined.
9 th – Wednesday 10.30am	General meeting – Ulladulla ExServos Club 212/222 Princes Hwy Ulladulla 10.30am (Morning Meeting)
13 th – Sunday 10.30am	Father's Day BBQ – Burrill Lake. MUVCCC will provide Brunch – BYO chairs, plates and cutlery
24 th – Thursday Leaving 10.30am	Lunch Run – Pelican Rocks Café Greenwell Point. Departing Milton 10.30am
October	4 events
4 th Sunday 10am – 12pm	Wheel-nuts at Ulladulla Harbour. Meet on site from 10:00 Short coffee and greet, chin wag event for those inclined.
13 th – Tuesday Arrive 10.30am	Brunch at Lions Park Sussex Inlet. Bacon and Eggs provided. Meet on site at 10:30am
17 th – Saturday	Bawley Vale Show & Shine – details to be confirmed
25 th – Sunday Arrive 10.30am	Picnic – Lions Park Burrill Lake
November	4 events
1 st – Sunday 10am – 12pm	Wheel-nuts at Ulladulla Harbour. Meet on site from 10:00 Short coffee and greet, chin wag event for those inclined.
11 th – Wednesday 7.30pm	General meeting – Ulladulla ExServos Club 212/222 Princes Hwy Ulladulla 7.30pm (evening meeting)
15 th – Sunday Depart 9.30am	Coffee Run - East Lynne (Fuel) Café – Leaving Ulladulla (Opposite Lynns removals)
26 th – Thursday Depart 9.30am	Coffee Run Cudmirrah – Caddys Café - Leaving Milton (Opposite BP)



Kevin Gibson's iconic Ford Thunderbird