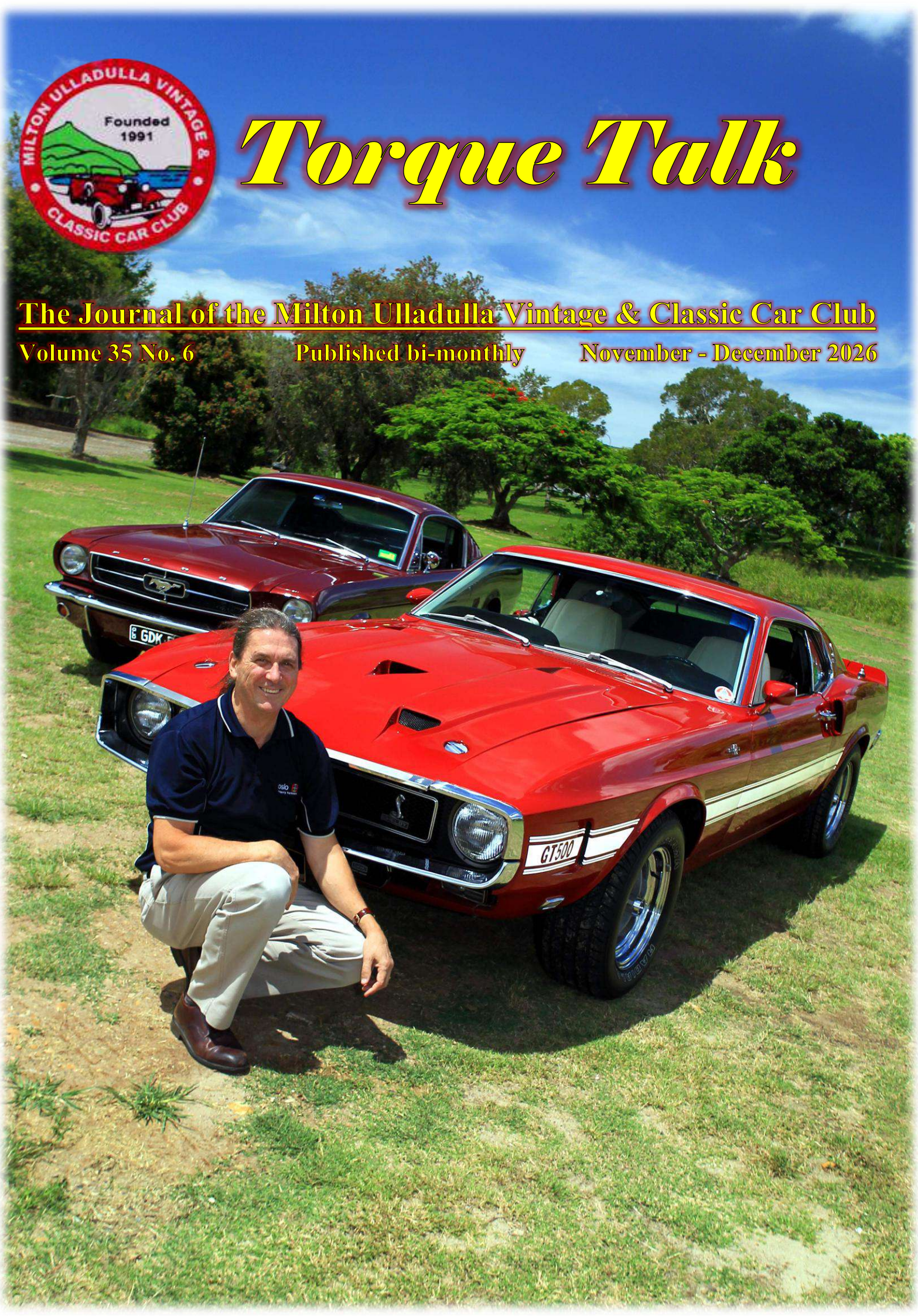
Torque Talk

The Journal of the Milton Ulladulla Vintage & Classic Car Club

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Our Cover

Garry King & his '65 Mustang K-Code (left) and '69 Shelby Mustang. His story is on page 6

Photo supplied courtesy of Garry King

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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 cared for and enjoyed over the last 13 years. Charlene is neat, tidy, easy to start and so very comfortable! With a 30 mph cruising speed she goes along very nicely. The only modification was the conversion of the electrical system from 6V to 12V.

An option that can be offered for 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

Sold!!!!

Restoration Opportunity – Humber Super Snipe



For Sale: 1968 Humber Super Snipe Barn Find (Deceased Estate)

Location: Barossa Valley South Australia

Transmission: 3 speed Automatic Engine: 6 Cylinder 3.0

Includes a variety of spares in the boot, workshop manual & parts list manual

Price $750 ono

Contact Sue Burgess 0419 820 534 & leave a message

See Club website for more photos - http://www.muvccc.org.au/wanted_for_sale.html

Club Merchandise

Club merchandise can be ordered through: -

Hip Pocket Workwear & Safety
7 Hughes Street, Batemans Bay NSW 2536
Ph 02 44726990.
Fax 02 44727624
Website:
https://batemansbay.hippocketworkwear.com.au/

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



At Wheel Nuts, our "model" Alistair showed off his own merchandising skills. I think he made the Mustang look curvy!

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Contact Details:
Web site: http://www.muvccc.org.au
PO Box 652 Ulladulla NSW 2539
Horizon Bank BSB 802-124 Account 112835

Committee:

President: Steve Burgess (Claire)
Mobile: 0427 362 636
Email: president@muvccc.org.au

Vice President: Tom Taylor
Mobile: 0413 662 166
Email: vice-president@muvccc.org.au

Treasurer: Vicki Weir
Mobile: 0418 618 903
Email: treasurer@muvccc.org.au

Secretary: Michael Megahey (Stacey)
Mobile: 0473 016 735
Email: secretary@muvccc.org.au

Events Director: Kathy & Dave Chapman
Mobile: 0499 221 482 (Kathy) 0424 266 786 (Dave)
Email: events@muvccc.org.au

Registrar: Joe Bowdler
Mobile: 0419 224 688
Email: registrar@muvccc.org.au

Editor: David Joice (Yvonne)
Mobile: 0401 105 557
Email: editor@muvccc.org.au

Merchandise: Tom Taylor
Mobile: 0413 662 166

Public Officer: Roger Guest

Welfare: Viv Burns 0418 116 103

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Message From the President

Hi Everyone!

My first 3 months as president has been quite hectic! There has been massive interest in new membership applications - I'm not sure if it's my good looks or spring has helped get some old cars out of the shed. Please make our new members welcome!!

In addition, we ask all new members, don't just be a member, be an ***active member*** of the club by attending functions and meetings. Save our website on your device, check our emails regularly & respond to event notifications if attending (or not) as it really helps our committee to ensure we can cater for all.

Communication is important when working with almost 200 members as a lot of hard work goes into arranging events and meetings.

We have a lot of great events coming up in 2027, so be an active participant of this great club! Details of our Christmas lunch will be released shortly, so look out for this big event and I hope to see every one there.

And finally as always, a big thank you to our Club Committee who work to support you and our club.

Until next time!

Cheers

Steve

President – MUVCCC

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A perfect day greeted 45 members attending the Burrill Lake Lions Park for a BBQ brunch/ lunch (depending on when you arrived!) Our intrepid committee got there at 8am to secure our spot. Tom brought the BBQ trailer down and soon Joe had bacon & egg rolls underway for the early arrivals.

President Steve & Dave Chapman BBQed the sausages, whilst Old Bob was in form with the onions (He didn't shed a tear). Yvonne, Bev, Kathy & Vicki ensured we had all we could eat…and then followed it up with ice cream!! However, with the heat of the day, the ice cream started to become "a bit runny"! (Cue Monty Python) Bob & Suzi Wilson arrived fashionably late after the MG became cantankerous, but lifesaver Darren saw them perched by the side of the road and offerred assistance. In addition, there was a birthday party nearby with lots(!!) of children and… a bouncing castle! Many members eyed the castle wondering if they could sneak on! All in all a great day and thanks to all who helped make it a great success! *Post Script: Upon returning home, your scribe's camera was missing!! A quick search of the car found nothing. A return to Burrill Lake…nothing. Oh dear – I came home again scratching my head as to its whereabouts then Mrs Scribe prounounced "I've found your camera – it was in my pocket!" Hmmmmm????*















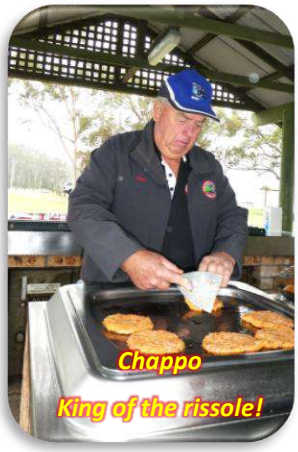








Whilst Monday had summer heat, Tuesday brought us clouds & drizzling rain as we arrived for our *"Brunch in the Park"* at Sussex Inlet. This is a beautiful location, even when overcast. Upon arrival, our Events Director Kathy Chapman was already busy, making sure all was ready. Other Committee members soon arrived to complete preparations for our 20 members. Staying under shelter encouraged great conversation as we enjoyed bacon & egg rolls or rissole rolls…or both! Very tasty indeed! A big thank you to Kathy & Dave Chapman, Vicki, Tom & Yvonne for all their work to ensure we had a great time.


Chappo
King of the rissole!


Vicki ensured the eggs were perfect


Graham arrived in style with his 1930 Chrysler 70 Royal


Garry's Cortina is stunning, so he thought he may convince Graham to do a swap!


Dress co-ordination was evident at Sussex Inlet


Members keeping dry

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In the Spotlight: "The Kings of the Road!"

The Garry King Story

Photos courtesy Garry King



Garry & Ronnie King with their iconic Mustangs & '69 Vespa 150 Sprint



Garry King has been a member of the MUVCCC since moving to Ulladulla in 2014. His friendly demeanor, enthusiasm for cars and his generosity are a hallmark of Garry. I was able to catch up with Garry & learn how a "bean-counter" became such an avid enthusiast who is also quite handy on the tools.

Some Family History

Our story begins with Garry's father, Laurie. Garry's grandfather had a "boat hire" business in Toukley. Laurie and his brothers would help their dad in maintaining the boats. Laurie commenced an apprenticeship in boat building and then attended tech to become a fitter & turner.

When WW2 broke out, Laurie joined the Royal Australian Navy. His variety of trade skills and natural ability to fix things made him a valuable asset. In 1944, he was serving on HMAS Australia at the Battle of Leyte Gulf (near the Philippines) and was called to the bridge to rectify a communication issue. With repairs completed Laurie was still returning to his gunnery post when the bridge was struck by an enemy aircraft killing Capt. Emile Dechaineux, 6 other officers and 23 sailors. HMAS Australia did survive the war and fortunately, so did Garry's dad. At war's end, HMAS Australia was in Sydney. The Navy had an "Open Day" where Laurie met Helen. The couple hit it off immediately and were soon married. They set up home in the western suburbs of Sydney and in 1948 they welcomed their first child, their daughter Glennis. Within 18 months Garry was born in 1950.



Garry proudly displays a model of HMAS Australia built by his dad

Post war, Garry's dad initially started painting homes. But over the years, he worked with navy as an instructor, then moving to Commonwealth Engineering (working on the Southern Aurora express train & the Lloyd Hartnett project) and finally at the Lucas Heights Nuclear Facility. Unfortunately, Garry's mum, Helen battled with TB in Garry's early years, however, Laurie would find ways to earn some additional income for the family by fixing cars.

The family's first car was a 2-door Auburn roadster with the entire family seated in the front. Infant Garry would travel on his mother's lap and Glennis between mum & dad. Needing a more suitable family car, they purchased a '48 Ford. The family moved to Rockdale and one day, Laurie came home with a Mosquito ***bomber wing*** strapped to the roof of the car and then commenced building a caravan for the family! He sold it and built another one! He branded his caravans "GlenGarr" in honour of his children.



The first GlenGarr Caravan

Laurie repaired the family cars as money was tight in the post war years then sold them for a profit. This pattern occurred generally about every 2 years. Watching his dad, Garry developed an interest in cars. As Garry got older, he would join his dad on purchasing expeditions where the pair would assess potential cars. Garry would focus on bodywork and his dad examined the mechanicals.

Garry attended Bexley Primary and Heathcote High School and achieved the rather unique distinction of being school captain twice because of the introduction of the new Wyndham scheme in 1967. In 1966 Garry achieved Dux of the school, whilst in 1967 Garry he stayed on to complete the inaugural year of the HSC.

Garry had dreams of being an architect, however he was advised that there are a lot of unemployed architects driving taxis. Garry considered the option of engineering, but this required a cadetship. So, he applied to NSW Railways but was "ruled out" because he wore glasses! So, on to option 3. Garry had a natural aptitude for mathematics and he decided on accountancy. Like many of us, he knew it was a job that would provide an income, but it was not something he actually loved.

The King Treatment

Garry's approach to cars reflected the learnings from his dad, which was to buy a car in need of attention, fix it up, drive for a while and sell for profit. His first car was a green '53 Morris Minor (Highlight). Garry recalls it handled very well but was rather underpowered. A lady at work then offered to sell her VW to Garry for $30 as it had "problems". Garry inspected the car, quickly diagnosed the problem and promptly bought the VW. He then bought a secondhand camshaft ($10) replaced the rings & bearings, gave it a respray and sold it for $360 – not a bad profit! This began a trend where Garry and his dad would buy unwanted VWs, fix them up and sell them for a profit. His records show 4 such VW Beetles received the "King Treatment"!

Whilst completing his studies, Garry initially worked for an accounting firm, but in a couple of years, at the age of 21, he joined a "start-up" company called *Computer Sciences of Australia.* At the time, CSA had 6 employees – Garry was the 7th.

Being a small company, Garry got involved in a variety of activities and in his words "had a ball!" When he left CSA 4 years later, it had grown immensely with over 250 employees.

Garry's Dino

During this time, Garry decided he needed a car with a bit more style, purchasing an Austin Healey Sprite. The engine wasn't running right. He and his dad examined all the possible causes and concluded it must be electrical, which proved to be correct and a skill outside the "King treatment". After taking it to an auto electrician, the little Sprite came alive. They found out the engine was at "Stage 3" tune. Having such a highly tuned engine in a light body proved very effective. V8 Holden and Ford panel vans were popular at the time, but Garry had them stunned as the little Sprite left them far behind!

In 1971, Garry sold the Sprite and purchased the iconic Austin Healey 3000. The Healey needed restoration, but with his skills and some guidance from friends, the Healey was soon making a big impression.



Garry & the Austin Healey 3000 during restoration



Garry & the Healey 3000 hit the track

Garry also developed an interest in motor racing and regularly attended speedway events in Westmead & motor racing at Warwick Farm. He was also involved in hill climbs & lap dashes himself at Amaroo & Oran Park.

Now living in Cremorne, Garry was waiting at the lights in his Healey, when he was struck from the rear, sadly ending his time with this impressive vehicle. His replacement was quite the change, a Holden EK that he bought for only $150, because of some mechanical issues. Garry test drove it and identified the problems immediately. Importantly, knew he could easily fix them, which he did. A friend looked at the car and said "Mate, it's no Ferrari!" and so the EK was promptly christened *Dino.*

The EK's body eventually became rust-ridden so Garry bought another EK & swapped Dino's engine into it, changing all the vehicle details with it (oops – not something we would do today). Dino was then replaced by a Fiat 124 Sports which he bought in Cooma while visiting a Healey mate.

It was 1975 and while skiing with a house mate Garry met his future wife Ronnie. Being the typical '70s male, he sought to impress this fetching young lady with his drinking skills and left quite an impression given that he was not used to drinking. *(Editor's note: I'll spare the reader the details)*. Surprisingly, Ronnie was able to "Step passed the Cooma incident" and their relationship developed.

Overseas Posting

Garry completed his UNSW degree in 1976 & his Professional Year in 1977 qualifying as a chartered accountant while working for Coopers & Lybrand. A posting to Port Moresby Papua New Guinea meant a promotion so in early 1978 he was off. Now engaged, Ronnie joined him 6 months later. One of the incentives of PNG was the ability to buy cars at a reasonable price and then ship them back to Australia after 12 months duty free. However, they changed the rules when Garry got there!

Garry received another promotion to manager & he & Ronnie headed to Goroka in the central highlands of PNG. In addition, Ronnie got a job working for Tal Air. In 1980 they briefly returned to Sydney to marry & their wedding day included impressive vintage motor cars. The couple return to PNG and Garry enjoyed the work very much, however, the environment in PNG was changing with increasing crime and social challenges, so the couple decided to return to Sydney in mid-1982



Ronnie & Garry on their wedding day with vintage cars

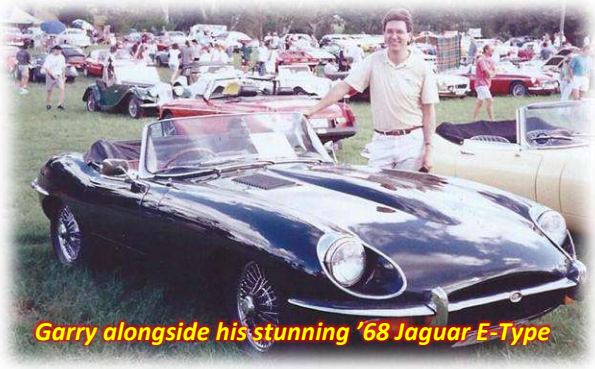
How a Subaru turned into a Jaguar

Between 1975 and 1985, a number of cars passed through Garry's hands including a Humber Super Snipe, Ford Cortina TD, (which Garry fixed & sold for a profit which helped buy a unit in Kogarah), a Toyota Corolla 2- door, a Toyota Hilux, Mitsubishi Galant, a Mazda 818 sedan, a 1921 Essex (which he had plans to turn into a Speedster!), a Celica Coupe (for Ronnie), a Falcon, XE & XF sedans and an XB Wagon.

In 1983, the couple were now living in Kogarah. Garry attended a car show & auction at Randwick. There was a wine red *Aston Martin DB5* up for sale for $14,000 – a fair sum at the time. They dearly wanted the car, however, buying a home was the priority. A missed opportunity…*bugger!*

Garry was now working in the travel industry, initially with Howard Smith & Patrick Travel &, after a takeover, with Burns Philp Travel, as CFO for both companies. Ronnie was setting up her own business, so Garry purchased a '76 Datsun 260Z 2+2 with only 40,000km on the odo) for Ronnie.

One weekend, one of his mates was keen to buy a Subaru. Garry joined him on the car-hunt expedition. They attended the Tynan dealership in Sutherland and Garry spied a *British Racing Green Jaguar E-Type Convertible Series 1.5.* When he inquired, they said it was a private sale. A deal for $23,000 was agreed and Garry came home with the E-type…and he also bought a Ford XB Wagon as he needed a daily drive. His mate came home with nothing!


Garry alongside his stunning '68 Jaguar E-Type

Garry & Ronnie loved the Jaguar. It's sheer presence was just stunning and the straight six ran like a train. Acceleration was amazing. It had some compromises, such as a rather claustrophobic interior when the soft top was up, but with the top down, the Jaguar was simply a beautiful motor car.

Garry also had a Holden HQ Ute which suffered a minor ding. No matter, Garry was enhancing his skills at tech studying panel work. He took the car to tech as a repair project.

Garry was now working for Concorde International, a travel consolidator. At this point, the couple were living in Jannali. They had wanted to extend but the house was not suitable, so the couple bought a home in Cherrybrook. Garry also bought a Maserati Merak SS. However not just any Merak, as Garry was to discover. He heard a rattle in the engine and when referred to the specialist, he was advised that the car was very unique…in fact it had one of six experimental engines! It was a beautiful motor car but temperamental with a Citreon braking system.


The mighty '78 Maserati Merak SS

The Merak is described as a "Super Car" and Garry can attest to the ability of this incredible machine. The handling was superb! With a 3 Litre V6 twin overhead cam with triple dual throat Weber carburetors this was a real performance car. Furthermore, the ground effects just further enhanced the car's handling pushing it hard to the tarmac. It was an incredible but temperamental performance car.

Escape to Queensland

Noting all the cars that had passed through Garry's hands, he had only bought one ***new*** car at this point, a Toyota Celica for Ronnie. So, he purchased a bronze 1988 Mitsubishi Magna Wagon as a family car.

In 1989, the couple decided to relocate to Queensland, where Garry worked at Brisbane BMW for a short period & then temp work at Sanctuary Cove on the Gold Coast followed by more temp work at JRA Bus & Coach in Brisbane. Garry was driving a 1978 Rover SD1 - a cheap vehicle which had been traded in at BMW. However, the Rover was thirsty on fuel , so he replaced it with a Citroen CX2400 Pallas sedan. Garry found the Citroen to be an extremely comfortable car, but yet again, it had terrible economy. So, to resolve this issue, he purchased another *new car*… a Holden Barina which solved the fuel economy issue! More cars soon followed. He found a Holden Gemini Wagon to work on and then a Gemini Panel Van which he fixed up and added the new skill of spray painting.

Garry then began a 13 year stint with the Daikyo Group on the Gold Coast initally at Palm Meadows Golf Course & finally in the head office in Surfers Paradise.

Ronnie was now driving a Peugeot 306 Hatchback, but it had a lot of kilometres. They visited a dealer in Toowoomba, who saw the 306 was in amazing condition. He offered the couple a great trade-in. Only after the deal was done did the dealer recheck the odometer and realise his generosity as Ronnie & Garry drove away in the low kilometre Peugeot 406 Diesel with big smiles on their faces.

Garry's car search continued, which included a Subaru Outback and a Lexus GS300 which Garry recalls was a great car. However, in 2003 Garry discovered a Porsche 944 Turbo for sale in Victoria. The *lust-bug* struck and after a trip south, he was soon on his way home to Queenland in the '78 Porsche 944 turbo.

Garry had lost his mother in 1992, after she battled ill health for many years. His dad had remarried, but he was now in poor health with pancreatic cancer. On the trip home to Queensland, Garry was able to see his Dad and they took the Porsche for a spin with Laurie smiling like a split water melon. Sadly Garry's father passed away soon after. Garry's dad also owned old collectible cars and Garry inherited a beautiful 1952 Alvis TA21.


'78 Porsche 944 Turbo

The 944 was so well balanced with weight split 48/52%. Whilst there was some turbo lag, once spooled up, the Porsche's acceleration was incredible. Garry loved the 944, but because it did everything so well it tended to be a bit boring…well, up until the day they heard a strange metallic from the Porsche engine which spelt trouble…and after a $8,000 repair the Porsche was off to a new home.

Garry and Ronnie moved home between the Gold Coast and Brisbane a couple of times. Garry's love of architecture was renewed when they built a project home in Burleigh Waters. When finalising the design, Garry made about 77 changes. Interestingly, the builder retained about 75% of Garry's changes in future constructions! After around 11 years the house in Burleigh Waters was sold & a house was rented in Gavin while a new house was being designed & built in East Brisbane. Perhaps Garry did miss his calling after all?

Garry reassessed his vehicles during the 2000s. Up to now, his performance vehicles tended to be *European Exotica* which also attracted exotic servicing costs. The Merak developed some very

complex and costly mechanical issues, so it was time to bid a heartfelt farewell to this special vehicle. Garry still had the E Type Jaguar, but after some 20 years he decided it was time to for her to go to its new home which fittingly, was to a castle in Scotland.

Miss Kitty and Carroll

Garry had always loved Mustangs, particulary after watching the races at Warwick Farm in the early 1970s. In his extensive car library, there were several books on Mustangs, where he learnt that the 2 most collectible were the "Shelby" and the "K Code."

It's now 2008 and Garry is trawling E-Bay. He saw a 1965 Mustang K Code Fastback for sale in Las Vegas, however, it did not sell. The Mustang didn't look impressive with incorrect wheels and other poorly considered modifications but the body was straight and importantly, it was rust free & numbers were matching. So Garry contacted the seller and a deal was done. When the car arrived, Garry's assessment confirmed it would need a lot of work and so he started the search for all the correct parts. After 18 months the 1965 Mustang K-Code was getting back to acceptable condition. He christened her "Miss Kitty". She had a 289ci engine generating 271hp, a 4-speed Top Loader gearbox, drum brakes and crossply tyres. There was plenty of power and driving her was like a step back in time - a very analogue experience. Garry loved driving a car with such character. Despite the drum brakes, she could stop adequately and acceleration was impressive. Handling was reflective of the 1960s! Now he just needed a Shelby…


'65 K-Code Mustang "Miss Kitty"

In the early 2000s, Garry was retenched. Being in his 50s and very well qualified, it was hard to find a suitable role. The solution was to purchase his own business - a curtain track business Oslo (Qld) Curtain Hardware. A review of Garry's car schedule sees his new venture influencing some car purchases with a Falcon AU Trayback, Falcon BF Trayback, a Mazda E1800 Van and a Citroen Berlingo Panel Van.


Garry had style when racing

The curtain track business was something Garry particularly enjoyed, although it did come with a degree of stress – as any business owner will tell you. This manifested itself in a way Garry did not anticipate. He had taken up cycling and was involved in various competitions. In 2009, he was competing in a cycling event and found he could not keep up and hills seemed insurmountable. He just didn't feel "quite right". He called Ronnie and the couple went to the doctor who diagnosed that he had suffered a minor heart attack! Fortunately, Garry made a rapid recovery (riding again in 3 weeks) and his desire for a Shelby remained. He was pondering how he could explain to Ronnie the expenditure on another "Stang". The solution was insurance. Following Garry's heart attack, he discovered his policy had a benefit for such misfortune. He promptly completed the paperwork and a cheque was soon in the mail, so the search began in earnest. He knew the USA would be the best place to find a Shelby at an acceptable price and sure enough, he found one. A 1969 Shelby Mustang GT500 Fastback. So using E-Bay again, he put in a bid not expecting to be successful, but he was the lucky winner!

The car was promptly shipped from New York. On arrival he discovered it had the incorrect diff ratio and a big cam. Fortunately, the rest of the Shelby was very original so Garry had the engine rebuilt and addressed the diff issue as well. The car was stunning and sounded *like a beast*. It features a 428ci "Cobra Jet" engine creating 325HP, helped by the centre bonnet air vent ramming air directly to the air filter. From the A-Pillar forward, the body is fibreglass, as is the rear, with tail-lights from the Ford Thunderbird, with scoops in the side to cool the rear brakes. Garry was also surprised to discover the fitted tyres dated from 1988! Along with the tyres, Garry also replaced the brake master cylinder and power steering hoses. A surprising fault with his model related to the fuel filler which was positioned between the rear lights…directly above the exhaust pipes. If owners advanced the timing, the engine would back fire and the rear of the vehicle would soon be engulfed in flames. To avoid this spectacular misfortune, Garry ventiliated the fuel tank forward of the exhaust thus solving this issue. Garry unsurprisingly christened the Shelby "Carroll".


'69 Shelby Mustang "Carroll"

Both of Garry's Mustangs were very impressive and featured in a story in Queenslands Courier Mail and in other interstate newspapers. He loved both of these iconic vehicles, enjoying the experience of cars from the 1960s despite the fact that they *don't stop or handle!* (Unlike the Porsche 944 turbo).

The Birth of Barney & Saving Sonja

In 2011, Ford released the Coyote Engine which sparked an idea – *a restomod*. Garry found a 1970 Mustang 302 Fastback body in Nevada USA on Ebay (where else?), paying just $12,000. He stripped & sold the parts that he did not want and then started working with a specialist in Brisbane to build the Mustang.

Work commencedin 2011…slowly. In fact very slowly and as time passed, Garry could see limited progress. Work quality was not meeting expectations and it was becoming a money pit. The specialist was less than forthcoming in responding to Garry's concerns. A court case followed, which Garry won however, the restorer "moved his assets" and never paid the award.

At this point, Ronnie & Garry reassessed their future. Garry's heart attack was a reminder to make the most of life. After staying in East Brisbane for 13 years, it was time to move on. The

curtain track business was sold in 2013 enabling the couple to enjoy their next phase of life…retirement.

Garry & Ronnie started the search for a new home. It commenced in Tasmania and they gradually made their way up the east coast searching for the right home, which they found in Ulladulla in 2014. They did quite a major renovation, whilst Garry also had a large garage built at the rear where he installed a hoist which Ronnie had purchased for him (The perfect wife!) and he also joined the MUVCCC!

Following the move to Ulladulla, Garry was determined to complete the *Restomod* project. He worked with a specialist in Bomaderry (NSW). The car was resprayed, the "Coyote" engine fitted, & the interior finished in light grey leather upholstery. The finished car is stunning and attracts admiring glances everywhere. Whilst the engine is standard, the power & sound is impressive. Riding on adjustable suspension with an interior filled with modern components (Including an electric handbrake) making it a rather unique experience…and Garry is still refining Barney! However, it has been a bitter-sweet experience, given the stress and expense in completeing this project which took 14 years. Garry's 1970 Restmod Mustang was also given a name. One may have thought "Miss Moneypenny", however, with the Coyote engine and the deep exhaust, Garry settled on "Barney Rumble". Barney is special to Garry for a variety of reasons. It drives like a modern motor car and sounds fantastic, with the 5.0 litre Coyote generating 415HP transferring its power through a 5 speed Tremec Manual Gearbox with stopping power from 4 wheel disc brakes. Garry was keen to keep the car "clean" on the outside, so there are no outlandish wings or accessories, just the beautiful "Kona Blue" body work that has a mirror like reflection.



Garry's Mustangs were always an impressive sight, drawing attention from members and visitors alike. However, in 2018 Garry made a very difficult decision to reduce the fleet and sold the 65 K-Code Mustang, "Miss Kitty". Several years later, Garry received an offer for the Shelby "Carroll" that he just couldn't refuse. And so both these highly collectible vehicles found new homes.

Garry had also been turning over his "daily drives" including a 2001 Toyota Camry Wagon & a 2011 Holden Commodore "International" which he summarised as "gutless". Next came a 2011 VW Golf TDI wagon. The practicality and fuel economy of this vehicle makes it an outstanding daily drive. This vehicle is so good, it got christened – "Vin Diesel".
The last car on Garry's extensive resumé was a 65 Mustang convertible "C-Code" that he purchased from a chap in Sydney. The previous owner never used it and decided to sell. For Garry , it was too good of an opportunity for the price. However, the car was not perfect. It had a "ridiculous cam" (Garry's description), the steering was loose and the quality of the conversion to right hand drive was poorly executed. Being a convertible, Garry was both surprised and amused to discover it had air conditioning. He promptly removed it and sold the a/c and reinstalled the original radiator. Garry checked the steering wheel only to find it just needed a nut tighted up and the issue was resolved. The pedal box also needed rectification which Garry also completed.

The main task was to fix the cam & MUVCCC club members Darren Edwards and Tim Kay willingly assisted Garry. The shared expertise, skill and care in removing & repairing the engine was something that Garry very much appreciated, as this is what a car club should be about. They took this opportunity to touch up the engine bay, whilst also adding a Monte Carlo Bar to assist with the rigidity of the convertible. The car was another show stopper and was christened "Red Sonja". After the work was completed, she was much improved, but the steering column was positioned too low. For Garry it was driveable, however, when Ronnie tried to drive the Mustang, moving the seat forward resulted in the steering wheel resting on her legs – making it somewhat difficult to steer! Garry also felt it was also a bit underpowered (what a surprise after the other 3 Mustangs). Sadly, this meant that Red Sonja had to go.



There is one more vehicle on Garry's list…a SYM scooter purchased from our President Steve Burgess. Garry calls it "Kajo" & uses it for running around Ulladulla. Quite the modest little run-about, but very functional with great fuel consumption!

At the latest count, Garry has had 54 vehicles! Cars were sold due to poor fuel economy or expensive mechanical repairs. Others were sold to help get a home, whilst some met an untimely end. Lastly, some were sold because of an offer too good to refuse. Whilst the little SYM solved the fuel economy requirement, it doesn't quite have the same impact as Barney. So Garry's fleet includes the Kajo the SYM, Barney - the 1970 Restmod Mustang, Vin - the 2011 VW TDI and Alex - 2005 Lexus GS300.

When looking back at Garry's extensive vehicle history, I asked him what 3 cars standout. Without hesitation he replied that the 65 Mustang K Code (Miss Kitty) because it was special and also the most fun to drive. The 68 E-Type Jaguar because it was stunning and so iconic and the 78 Porsche 944 Turbo because it was just so competent. At the other end of the scale, Garry had little regard for the TD Cortina with its suicidal handling, the Mazda E1800 van and the gutless Holden Commodore International. But if money was no object, the dream car for Garry is a ***De Tomaso Mangusta***. Only 401 were built and for Garry, the design and performance is stunning.

Garry always have his eyes open for an opportunity, so this story will continue. I suspect if he gets an offer for Barney that is too good to refuse, he will find a suitable replacement. So if he can't find the Mangusta, he has a backup plan…perhaps another ***65 Mustang K Code*** would fit the bill nicely. Watch this space!

My thanks to Garry & Ronnie King for sharing their time & hospitality - DJ

Club Event: Pelican Rocks Café – Greenwell Point

Departure time – 10.30am Milton 24th Sept. Your scribe allowed 25mins for the journey from Dolphin Point only to find traffic at a standstill south of Milton due to an accident. No matter, we made our trip solo to Greenwell Point and, in what is becoming a habit, I made a wrong turn and went to Culburra Beach! On arrival, 22 members were seated and getting ready for a delicious meal at the Pelican Rocks Café. Laurence had just had some dental work completed the day before, but felt ready for a big meal and so he and Catherine were able to join in the fun. Colin must have a "bottomless pit" as he enjoyed a tasty desert after our enormous main meal! A good day had by all! Thanks to Kathy & Dave Chapman for organising this great day out!


Catherine & Nick patiently awaiting their meal


We had a feast!!!


Colin & Dawn had the perfect car for fun in the sun


Tom just found out he was shouting lunch for all the members!


Gary & Di's Ford Cortina aka "Banana Boat" looks like it just left the showroom floor


To sit here, you needed to comply with the dress code!

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Club Event: Wheel Nuts – September 2026



With Spring in the air, 42 members made the trip to Ulladulla Harbour to catch up and compare the shine of their cars. Our newly anointed president, Steve was the smart one, finding shade under the trees where his Corvette – he soon had Tim Kay's Corvette alongside. Max also brought his stunning Corvette to Wheel Nuts to complete the pack. The Mustang mob chose to tactfully park at the other end. The Ford v GM battle never ends!



Louise brought her delightful VW Van alongside Stuart's VW Country Buggy



Suzi and her MG with Seb & Briana



Colin & Geoff's "summer cars" looked brilliant



Max brought out his stunning Corvette



I do like an organized photo!!
Jane tried to make herself taller. It didn't work!



Here we can see just what a long snout the Ford Capri has!

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Club Event: Wheel Nuts – October 2026


Brave members of the MUVCCC faced down the tornado!

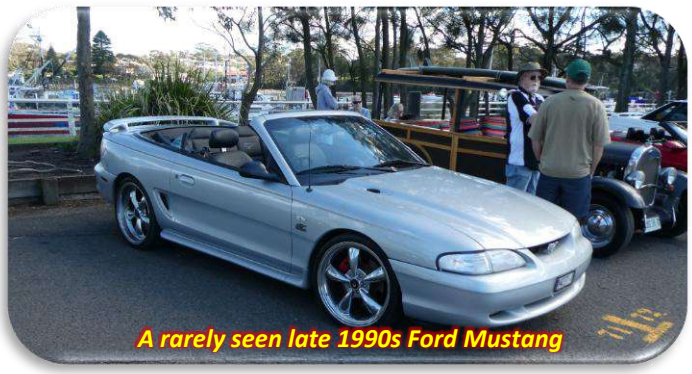
On Saturday 3 Oct, the town of Ulladulla was subjected to a tornado which caused quite a bit of damage. However, 32 members arrived at Wheelnuts undaunted to observe the damage trees around the marina as SES volunteers cleared the damage (Thank you SES!) We hope all are ok. In addition, it was wonderful to have Ross Bell & his daughter Marie join us!!


Great to see Ross Bell & his daughter, Marie


Kathy & our newest recruit Pepper


Mark brought his immaculate '86 Honda XBR 500


The size of Vicki's Fairlane dominates the photo


A rarely seen late 1990s Ford Mustang

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Member News

On 9 September 2026, the Club held its General Meeting at the Milton Ulladulla Ex Servos Club with 21 members in attendance and 4 apologies. We do encourage all members to attend events. Don't forget, membership does require attending ***3 events per year at minimum.***

Our next general meeting will be held at:

Milton Ulladulla Ex Servos – Princes Hwy Ulladulla

Wednesday 11 Nov. 2026 @ 7.30pm (evening meeting)

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

New Members

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

Andrew & Kathryn Dawson
Steven & Corrine Lynch
Terry & Nancy Wall
Justin Collier
John Tapsell
John Kiernan
Brian Hargraves

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

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 **261 vehicles & 187 members as at October 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.*



Promotion: Goulburn - The Birthplace of Australian Grand Prix Racing

Most of us grew up believing the first Australian Grand Prix was run at Phillip Island in 1928. It wasn't. On 15 January 1927, Geoffrey Meredith took his Bugatti T30 to victory at the Goulburn Racecourse, in front of a crowd of nearly three thousand, on a dusty one-mile oval in searing heat.

Goulburn had already hosted the first Motorcycle Tourist Trophy in Australia in 1914, and the first Australian Motorcycle Grand Prix, to be sanctioned by the ACU in 1924. Three national firsts, one regional city, and a story that has been largely forgotten.

In January 2027, the Goulburn Grand Prix Centenary marks ***one hundred years since that first Grand Prix***. Four days of historic vehicle displays, demonstration laps at One Raceway, heritage exhibitions, a gala dinner and community celebrations, **from 15 to 18 January 2027**.

A raffle is helping fund the event, with a Hyundai i20 N as first prize, supplied by Hyundai Australia. Tickets are available now.

https://goulburngrandprix.com.au/raffle

More information: https://goulburngrandprix.com.au/



Member Feedback

Your chance to pick an event!!

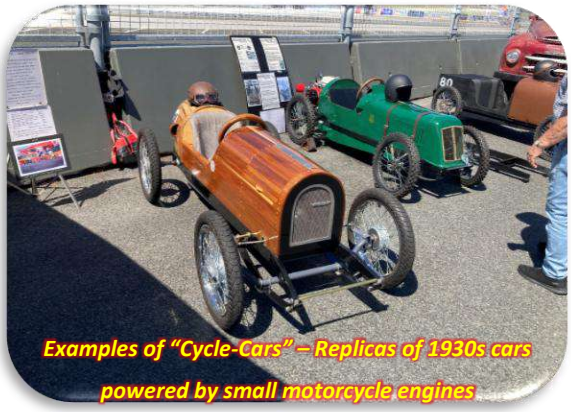
Our Events Team of Kathy & Dave Chapman and Geoff Phillips are working on our calendar of events for 2027. They are keen to hear your suggestions. If you have ideas for events we can consider, write to them at: Events@muvccc.org.au

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

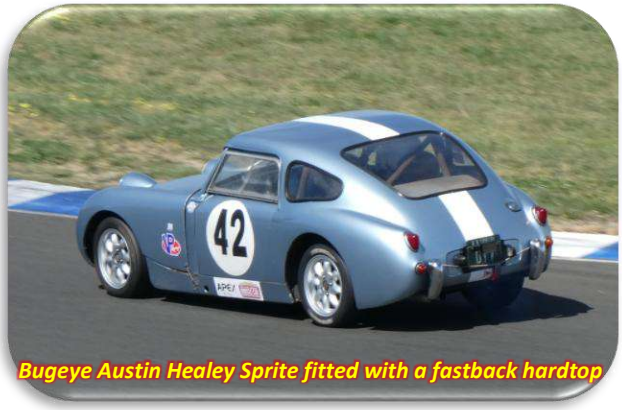
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Bits 'n' Pieces: Old Bob gets a Castrol R "Fix" at the HSRCA One Raceway Spring Festival

On the 26th Sept, Ol' Bob and your scribe took the opportunity to visit One Raceway aka Wakefield Park to attend the Spring Festival promoted by the Historic Sports & Racing Car Association (HSRCA). We had a brilliant day experiencing a variety of motor vehicles and racing, which included some home-built "cycle cars" that are based on the 1930s. Both MG & Ford car clubs were in attendance completing a parade lap. The variety of cars participating kept Old Bob busy as he patiently explained to me what the vehicles were. As we couldn't hear any commentary, he also explained what was most likely happening on the track!! As a bonus entry was *free*! Thanks Old Bob for inviting me for a great day out!



Examples of "Cycle-Cars" – Replicas of 1930s cars powered by small motorcycle engines



Bugeye Austin Healey Sprite fitted with a fastback hardtop



The 1935 Sulman Singer



Brabham BT23 (possibly)



This Ford GT didn't hit the track but was impressive



Formula Vs hit the track

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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
November	**4 events**
1st – Sunday 10am – 12pm	**Wheel-nuts at Ulladulla Harbour. Meet on site from 10:00** Short coffee and greet, chin wag event for those inclined. ***Registrar will be available***
11th – Wednesday 7.30pm	**General meeting – Ulladulla Ex-Servos Club 212/222 Princes Hwy Ulladulla** **7.30pm (evening meeting)**
15th – Sunday Depart 9.30am	**Coffee Run - East Lynne (Fuel) Café – Leaving Ulladulla (Opposite Lynns removals)**
26th – Thursday Depart 9.30am	**Coffee Run Cudmirrah – Caddys Café - Leaving Milton (Opposite BP)**
December	**2 events**
6th – Sunday 10am - 12pm	**Wheel-nuts at Ulladulla Harbour. Meet on site from 10:00** Short coffee and greet, chin wag event for those inclined.
12th – Saturday Arrive 11.30am	**Christmas Lunch – Sussex Inlet RSL Club 200 Jacobs Dr, Sussex Inlet NSW 2540.**
January 2027	**2 events**
10th - Sunday Arrive from 10am	**To Be Confirmed - Leaning Oak Lake Conjola BBQ Lunch & General Meeting** 485 Conjola Entrance Rd Lake Conjola Meat & BBQ supplied by club. Bring everything else
26th – Tuesday Arrive Before 8.30am	**To Be Confirmed - Australia Day Mollymook Static Display at Mollymook Beach Carpark.** Arrive by 8.30am. Volunteers needed to assist in barricade control



Garry King's 1970 Ford Mustang "Resto-mod"

"Barney"