

CLASSIC AND VINTAGE MOTOR CLUB OF EUROBODALLA NEWSLETTER FOR JUNE 2011

Volume 10 No 6

PO Box 684, Moruya NSW 2537 www.cvmce.org.au



Forthcoming Events:

July 3rd 1st Sunday picnic run to Ulladulla

July 15-17th Bay to Bermagui

Next General Meeting:

Monday 4th July Moruya Bowling Club at 7:30 pm.



What do you notice about this machine?

2010/11 Committee

| | |
|--|--|
| President: Peter Smith, 4474 2251 sharper@activ8.net.au | Events Coordinator: Graham Thomas, 4474 4402 Greystones16@bigpond.com |
| Vice President and Publicity: Paul Rehardt 4473 8939 Liz51@wetnet.com.au | Newsletter: Huw Owen-Jones, 4474 3237 huw@acslink.net.au |
| Secretary: Guy Fluke, 4474 4530 guyfluke@bigpond.com | Membership Marian Pearson, 44712778 Scruffy_15@hotmail.com |
| Treasurer: Graham Wilkie, 4476 5759 glwilkie@bigpond.com | |

Contents

| | Page |
|---------------------------------|------|
| Bay to Bermagui | 2 |
| Rally of the Bay - July 30 | 2 |
| Renault 4cv Muster | 3 |
| Bi Annual Falcon G.T. Nationals | 4 |
| Boxing Clever | 4 |
| Sealing Mg Engine Oil Leaks | 5 |
| Minutes of June Meeting | 6 |
| Wednesday Run Program | 8 |
| Events program | 9 |
| Swap Meetings | 9 |
| For Sale | 10 |

| | |
|---|---------------------------------------|
| Life Members: Stuart Kendell and Dorothy Rowell | Librarian: Peter Gordon, 4471 2766 |
|---|---------------------------------------|

THE 2011 BAY TO BERMAGUI RUN

All members are invited to participate either by treating it as a normal Club Run on Saturday 16th July or by becoming a formal entrant. Details for entry were published in the January Newsletter and are available on the web-site. The entry fee of \$98 per person covers pre-drink nibbles on the Friday evening, Saturday morning tea at the Moruya Surf Club, Saturday Lunch (fish and chips) at Bermagui, Saturday evening a 3-course dinner with wine and Sunday breakfast. The dinner is of course one of the highlights and trophies for various categories of entrants will be awarded.

Entries closed on Tuesday 31st May, but if you still want to register get in touch with Roger Pearson to see if he can fit you in.

Members who have not registered but choose to come just for the run will need to make their own arrangements for Saturday lunch, as the fish shop used for entrants will be committed to serving paid entrants. The cars will be parked at Bermagui Fish Co-op. Fish and chips are available there. (The pre-paid lunches are at another fish shop). Club members who complete the run-sheet in advance will be provided with morning tea at the Surf Club at Club expense

On the Saturday morning cars will be leaving the Coachhouse at 9:00 AM. Only those vehicles/bikes that have paid the entry fee will be judged.

Rally of the Bay - July 30

This year the rally is being conducted by AMSAG, the Australian Motorsport Action Group Inc and will be the 3rd round of the Australian 2WD Rally Masters Series and the 4th round of the Southern Cross Rally Series. A field of 80 entrants is expected.

There will be a promotional start for the event when locals and tourists can see the cars and meet the competitors up close before they head to the forests to do battle. The promotional start area is at Corrigan's Beach Reserve. The rally cars will assemble from 10:30am. A Tyre Changing Competition will commence at 11:15am in the area indicated and should be finished by 11:40am. The first car is due to be flagged away at 12:00 noon, with the last expected to leave the area at approximately 1:15pm.

CVMCE members have been invited to display their cars to the crowd. Vehicles should be in place from about 10:00am and be ready to depart by 2:00pm (latest).

The area for the CVMCE display will be on the grassed area on the western end of the Corrigan's Beach reserve, a few metres from the edge of the bitumen parking area – the area often used by the carnivals. I have arranged for the key to the gate.

RENAULT 4CV MUSTER, WELLINGTON NSW

What do you look for at a car event? I reckon that a combination of good friends, good cars, good weather and good food is pretty hard to beat. And that was what we had at the Easter 2011 Renault 4CV Muster.

The Musters, held every two years for Renault 4CVs (750s if you must) and their mechanical derivatives, are usually held at some town in central NSW. So this year we went to Wellington, out between Molong and Dubbo.

Participants came from every mainland State in Australia, but this year we also were joined by a group of ten Renault enthusiasts from France and Belgium, members of the "Caravelle Club de France". They were doing a tour from Brisbane in Caravelles, Florides and a 4CV borrowed from the Queensland Renault Club. Altogether, there were 17 Renault 4CVs, three Dauphines, six Florides and Caravelles, and two R4s. A special participant was "*The Jet*", a wooden speedboat with a highly modified Renault 4CV engine which after nearly 50 years *still* holds the Australian 50 cu.in. water speed record, at a shade under 60mph.

Easter Friday has traditionally been "arrivals day", to wash cars and catch up with friends. Things really get under way on the Saturday, and this year we had a run out to Burrendong Dam, to watch

"The Jet" perform: sadly, due to a slight technical glitch it didn't. So the next stop was a local market day, then on to the Mumbil Pub for lunch, before heading to the Bell River Winery.

That evening we had dinner and our AGM at Hermitage Hill, a complex of buildings from the early 20th century, once the Wellington Hospital and now a very stylish restaurant, function centre, and B&B. The food was great and the meeting went well.

On Sunday we visited the Wellington Caves, then after free time to visit other local sites we returned to Hermitage Hill for afternoon tea and a photo shoot. The afternoon finished with a swap meet and a very tasty spit roast, accompanied by salads provided by the local Red Cross ladies.

Monday commenced with a visit to Nanima Heritage House, home of the Barton family (related to our first Prime Minister and poet "Banjo" Patterson). From there, we had a relatively short drive to another photo shoot and morning tea at Keston Rose Garden Café. Then it was time for people to begin leaving – though quite a few of us lingered a little longer in view of the extended holiday weekend, returning to Lake Burrendong where this time *"The Jet"* performed perfectly.

It really was a top event. Thankfully, the drive home with the little car on a trailer did nothing to dispel the lingering warm glow.

George Cook



Hermitage Hill & 4CVs



Florides in foreground



"The Jet"

Bi Annual Falcon G.T. Nationals

Hi Fellow members.

Sunday 17th April, Dorelle and I departed Dalmeny, bound for the 14th G,T, Nationals in Brisbane. Staying with family on the way we arrived at Robertson Gardens Motel on Thursday 21st. Friday was scrutineering at Logan City Council Workshops. The day was hot and a late afternoon storm changed the Meet-and-Greet Barbeque to an indoor event. The storm also forced a change of location on Saturday for the concourse. Nevertheless 298 Falcon G.T.s attracted large crowds all day. Sunday was a cruise to Lakeside Park Raceway where a grand parade, time trials and "Happy Laps" took place. With Dorelle watching from the pit lane and my 12-year grandson in the car, my "Happy laps" never exceeded 94? p/h? The Bowden family brought 5 former race cars to the event for demonstration laps and viewing. Four former drivers – Murray carter, Fred Gibson, John French and "Bo" Seton thrilled the crowd with their laps. Monday and Tuesday were visits to the Bowden Family Motor Museum at Buderim on the sunshine Coast. Dorelle and I attended on the Tuesday. I can strongly recommend a visit to view the 80 or more former-race and classic cars. Leaving Buderim on Tuesday afternoon and again staying with family on our trip home we arrived in peaceful Dalmeny on Saturday evening with the smile still on our faces

Cheers Darelle and Don Monteith

BOXING CLEVER

By ERIC WISEMAN

MENTION of the Talbot 105 by Ken Doust in a recent edition of this journal rang something of a bell...or, perhaps, a bell-housing. I knew a 105 when I was a teenager in northern New South Wales, largely because my father repaired some of its woodwork and put on a new leather, or, perhaps, leatherette, top. He performed the same favour for a couple of Riley RMs about the same time, but wasn't around to do the same for mine a few years later, having repaired back to the UK.

That 105 was a buff colour, with black mudguards and top. On its high (probably the 18-inchers that were fashionable at the time) it looked very rakish. The pre-selector gearbox was very impressive, as was the dynastarter, with the dynamo (generator to some these days) on the nose of the crankshaft assuming the role of a starter until the engine got going. It was a very smooth motorcar, capable of a good turn of speed. The seven main-bearing engine was just under three-litres produced about 100BHP and was amenable to tuning to the point that one WM Couper lapped Brooklands at just under 130MPH in one with the engine stretched to 3.3-litres.

They were, though, engines of some complexity, it being rumoured that George Roesch designed them so they could only be worked on by a specially trained team of midgets with ten nine-inch long finders on each hand. They may have been Swiss, but the details are vague.

There were those who would argue that the pre-selector gearbox was, and possibly still would be, the finest mean's of swapping cogs. However, they were expensive to make. An elderly friend of 50 or so years ago had one in his Armstrong Siddeley and he managed it rather well. The progress of the AS was marked by a strange whistle that many people put down to the transmission. However, one day when I was admiring the engine I noticed a sort of ear projecting from the air-cleaner. There was a grime-covered label on it what when I cleaned the muck off advised that when the cleaner needed cleaning it would whistle. I mentioned that to the owner, but the car continued to whistle, which was, after all, quite a safety feature for pedestrians and an amusement for dogs of which there were more about in those days than now, many with a curious interest in the back tyres of motor cars. The only vehicle I've had that was blessed by such a system was a c1955 Daimler Conquest Century, bought for \$75 in 1973. It was pale grey, with blue leather and in excellent condition... The Daimler was very happy cruising at 80MPH, though at the expense of more than a little fuel and oil, and handled beautifully. The pre-selector box, of Daimler's own design, allowed a gear to be selected in advance of when it was likely to be needed. It was necessary, though, to realise the left-hand pedal was a gear change pedal, not a clutch pedal. Treated in accordance with its proper title it was perfect, but regarding it as a clutch pedal would result in it kicking like a mule, sufficient to deposit a slightly-built driver into the back seat. Hard to explain, but there it was.

Pre-selector boxes were used on many vehicles, including the MG-K3. And Nuvolari wouldn't have put up with it if it hadn't worked well, dio bestia!

SEALING MG ENGINE OIL LEAKS

Words & photos Jim Gibson

MG T-types are renowned for leaving calling cards of sump oil wherever they park. You can however, stop the oil seepage from an XPAG engine, if you take your time and work carefully with the right sealants. Previously, I'd had the rear of the block machined to take the modern conversion rear main oil seal, which is from a small block Chev engine. But that's only part of plugging the escape routes for oil to leak from. I used some Tech Tips from Chicagoland MG Club's Skip Burns.

You'll need a sump gasket (part no. 291-000). A one-piece lip seal (part no. 120-750) that's going to replace the rope seal. Also a timing chain cover gasket (part no. 291-600). A tube of silicone sealant Permatex Blue RTV with the code 6B and a small can of Permatex High Tack Spray-a-Gasket Sealant.

After you've removed the radiator, fan, crankshaft pulley and timing cover – drop the sump. Remove the old cork seal attached to the bearing cap. Clean (scrape) all sealing surfaces – sump, bearing cap, block, and timing chain cover.

Then place the sump on the bench and lay the raw gaskets in place. Formerly, the front end of the gasket extended between the ends of the rope seal and was crushed by it, in order to make a tight seal. With the new lip seal in place, you can see the end of the gasket is going to interfere. Using a ball peen hammer and holding the gasket firmly in place with the holes lined up, carefully tap the gasket where the lip seal slot is. This will indent the underside and show you where to remove a tiny portion of the gasket. You need to take care when cutting the gasket. You'll want those two little tab ends of the gasket to remain so they will cover both sides of the lip seal.

Clean out the slot in the timing cover where the lip seal goes. Then apply a small amount of silicone sealer – not too much. Insert the seal and press fit it into the slot. Wipe off any excess silicone and quit for the day. Allow 24-hours to cure.

Next day – apply a dollop of grease to the inner surface of the seal, to prevent it from burnishing when the engine is first started. Spread out newspaper on a flat surface and spray the timing cover gasket with the high tack sealer on both sides. Insert the bolts into the cover and place the gasket on the cover so that the bolts hold it in place while you manoeuvre it into position. Then tension the bolts.

The order and timing for installing the sump with its gasket and the cork seal are critical. The partial cuts at the ends of the gasket are supposed to slip into the slotted openings in the bearing cap, but not all the way. When the sump is bolted tight, it squeezes the gasket and pushes the ends all the way up into the bearing cap. With the cork gasket marked for centre, but not installed, it's time to install the sump gaskets. Again, spread out some newspaper and apply a liberal dose of high-tack sealer to the side that goes against the block. Leave the other side clean. Apply the gaskets to the block. The high-tack sealer should hold them there. With the sump gasket sticking to the block, insert the cork gasket into the slot on the bearing cap. Check to make sure it's centred. The sides of the slot should hold it there provided you've pressed the cork well into the slot.

Use high-tack again and spray the underside of the sump gasket. Some haste is required, as you don't want to let the upper side of the sump gasket to dry out. Apply a dab of silicone sealer in the slot at the front of the sump where the lip seal sits. Now, bolt up the sump itself. The crank pulley should slide right through the lip seal ready to be tightened.

Now, you can park the car on the lounge room carpet overnight and the only way your wife will know it's been there, are the tyre tracks!



Minutes of General Meeting 6th June 2011

The meeting began at 7.35 with President Peter in charge of proceedings

Apologies: Ken Evelyn, TheNettles, Merl Ziegler, Ron Dent, Graham Thomas

New Member; Andy McCosker – Norton ES2 ex Daryl Smith

Minutes of our May meeting as in the newsletter – moved by David Petts that they be accepted as a true record of the meeting,
seconded by Lutz Baseler – passed

Matters arising: details of the trial run for B2B marshals to be advised – Andrew Redwin

Treasurers report: Graham reported financial details of our 3 accounts – details filed with our secretary – in summary our total funds = \$14,187.15

Graham moved that this report be adopted, seconded by John Marsden and carried.

Secretarial report: Correspondence in – other club newsletters

- St. George bank statements incl. B2B a/c

- members' badges from Signs Plus

Correspondence out: nil

Secretary Guy also mentioned that other clubs' newsletters had included some thought provoking comments on the "90 day logbook" conditional rego. system operational in Victoria.

Their system provides opportunity for roting and costs approximately double our N.S.W. scheme.

Events report: With Graham Thomas away unwell, president Peter reported as follows:

May 14/15 Narooma Oyster festival and Berry classic show – a small attendance by club members at both events

June 12th Bodalla Fair – Paul Rehardt is coordinating our attendance, please meet at the Tuross turn off at 9 am to convoy to Bodalla school.

Eric Simes also mentioned that the "Woodies" will be exhibiting at the Tilba halls on this w/e
The meeting also approved this as a club event

Peter will follow up on the proposed evening social function at the Air Raid in August.

John Nader confirmed that the wednesday runs continue to be well attended and popular.

A request for a static display on July 30 in Batemans Bay has been received. This will be part of a rally car event transiting the Bay – further details at our July meeting.

Graham Wilkie confirmed that we have 13 attendees for the "Kick Start rally" in Berry over the upcoming long w/e . As the CVMCE had received an invitation to this event, the meeting confirmed the rally as a "club event".

Roger Pearson gave an update on the [B2B](#) rally. Nearly 100 entries so far with donations for auction and raffles coming in. Reflections, Barlings Beach and Shannons were contributing. Moruya Toyota has also been approached.

With the "Show 'n Shine/Rego. day" booked in with Broulee Surf club for this year, Margaret Fitzgerald suggested that we look at Corrigans Beach for 2012.

The Moruya Jazz festival parade on Oct,15th was confirmed.

Regalia report: Bill has club shirts available. Enquiries will be made regarding club jackets.

General Business: Don Monteith asked if 2 wedding cars would be available for a Nov. wedding in the Bay. details to be sent to the newsletter.

: Guy advised that the speedway on sunday 12th would also be worth a visit – 11am ish start.

The Raffle was won by Graham “Wilko” Wilkie [\$50 dinner for 2 at the Air Raid]
Second prize to Don Monteith - a bottle of anti-freeze [for humans] a.k.a. port.

The meeting closed at 8.30pm with the next one due on Mon. 4th July

Guy Fluke – Secretary

LOCAL CLASSIC MOTORING IDENTITY TOUGHENS UP IMAGE WITH
DUELLING SCAR

In news just to hand, local classic motoring identity, Peter “D’artagnan” Smith is now sporting a particularly fetching scar above his left eye. As a matter of honour he chose not to reveal details of this “contretemps”, simply adding “Le other fellow remains dans le Care Intensive”

SIR STIRLING’S QUOTE OF THE MONTH

Acclaimed movie director and actor, Woody Allen on the subject of MONEY
“Wealth is preferable to poverty, if only for financial reasons”

C. V. M. C. E. Regular Wednesday Run No. 7

Runs are for all members. Departure is from behind the Adelaide Hotel, Moruya, 10am sharp. We assemble any time after 9:30 am for a little FELLOWSHIP, and sign in. One of the Run Captains will have a Run Sheet. Please remember to sign it. You are encouraged to contact anyone of the Run Captains for any questions. Feel free to invite a friend.

RUN CAPTAINS

- | | |
|--|---------------------------------------|
| Gordon Halliday 4473 8808 | Andrew Redwin 4473 8062 |
| Geoff Radcliffe 0427 023585 | John Nader 4474 4062 |
| John Wiegold 4474 4999 | Peter Smith 4474 2241 |
| June 1 Michaels – Narooma Surf Club | Ph. 4476 2706 – Michael |
| June 8 Paul Rehardt (Sorry Pool Closed) | Ph. 4473 8939 – Elizabeth/Paul |
| June 15 Taylors Seafood – Narooma | Ph. 4476 2706 |
| June 22 Ultimate Off-Road Campers after Shelley’s Café | Ph. 4474 4410 – Steve Smith |
| June 29 Tilba Tea Pot ----- Bodalla Bakery for old bikes. | Ph. 4473 7811 - Sharan |
| July 06 Marshalls Bus Depot for a squiz at Helen & Peters Toys – Coffee at Gundary Store. | |
| July 13 Zorans at Clock Tower – Mogo | Ph. 4474 2233 – Sarah |
| July 20 Mossy Point Muffin Shop | Ph. 4471 8599 |
| July 27 Narooma Surf Club Café- Michaels | Ph. 4476 2706 – Michael |

Great run to the Red Box at Tuross. 37 were served, while 2 went next door for fish and chips. May be we try it again in September? By the way, did you notice Graham Robertson, affiliated with The Buick Club, Sydney, had his 1946 Buick 8 – once owned by ex PM Ben Chifley – on display.



BBQ not Popular as this was tried before and failed for lack of a carer. Have we a carer if we purchase another??

J.N.

REGULAR RUNS AND EVENTS

General Meeting at Moruya Bowling Club

First Monday of each month. Discussion on coming month's events and other matters including organised talks 7 for 7.30PM

Coffee mornings.

Every Saturday morning at the Air-Raid Tavern Moruya, Bodalla Old Bakery. South Bank café Batemans Bay. Please register in run sheet book at the venue.

Regular runs: 1st Sunday & every Wednesday

All runs are for cars, bikes and moderns. The runs depart from behind the Adelaide Hotel Moruya at 10:00 am. All are welcome!

One of the Run Captains will have the Run Sheet; please remember to sign it. Contact one of the Run Captains if you have any questions.

CVMCE EVENTS PROGRAM 2011

| | | |
|-----------------------------------|--|----------------------|
| July 3 rd | 1st Sunday picnic run to Ulladulla | ?? |
| July 15-17th | Bay to Bermagui Event | Roger Pearson |
| Sunday 9 th October | 10:00AM till 3PM CVMCE rego/show & shine day | Broulee Surf Club |
| Saturday 17 th October | Moruya Jazz Festival Parade | (John Marsden) |
| Sunday 14 th November | Annual General Meeting at the Moruya Bowling Club 10:30 for 11:00 followed by lunch 12:00 (own expense) | |
| Sunday 11 th December | 1:00PM till 3PM CVMCE Xmas lunch & presentations | |

SWAP MEETS

| Date | Day | Time | Swap | Venue | Contact |
|-------------------|----------|------|---------------------|----------------------------------|---|
| 19/6/2010 | Saturday | | Wingham Rockhounds | Wingham Showground | 6557 0913 ivansmith@westnet.com.au |
| 19/6/2011 | Sunday | 6.00 | Gosford Swap Meet | Gosford Showground | 4341 8088 |
| 3/7/2011 | Sunday | 7.00 | Blacktown Swap Meet | Fairfield City Showground | 0413 745311 |
| 17/7/2011 | Sunday | 6.00 | Liverpool | Fairfield City Showground | 4729 0482 www.chryslerclub.org.au |
| 6-7/8/2011 | Sat/Sun | 6.00 | All Holden Day | Hawkesbury Showground, Clarendon | 04114449275 www.allholdenday.com.au |
| 7/8/2011 | Sunday | 6.00 | Canowindra | Canowindra Showground | 6344 1886 |

| | | | | | |
|---------------------|---------|------|------------------|--------------------------|---|
| 13-14/8/2011 | Sat/Sun | | Cessnock | Cessnock Showground | 4966 8630 |
| 15-17/10/2010 | Sat/Sun | | Mudgee Motorfest | AREC, Cassilis Rd Mudgee | 0411 047 825 www.cudgegongcruisers.org.au |
| 24-25/9/2011 | Sat/Sun | 6.00 | Queanbeyan Swap | Queanbeyan Showground | 042 7267927 qbnswap@hotmail.com |
| 23/10/2011 | Sunday | 6.00 | Crookwell | Crookwell Showground | 4832 2153 kenreedy@bigpond.com |
| 30/10/2011 | Sunday | 7.00 | Canberra | Exhibition Park | 0428 697105(ah) committee@vvcmmc.org www.vvcmmc.org |
| 13/11/2011 | Sunday | 7.00 | Gulgong Swap | Gulgong | 6373 4685 (after 6pm) gulgongvmc@gmail.com www.gulgongmotorcycleclub.com |

CVMCE CLUB SHIRTS

A range of Club shirts is available at each monthly meeting or contact Colleen McCallum on 4474 2397

Prices are as follows:

Polo shirts \$25.00

Chambray shirts \$30.00

THE CLUB LIBRARY

The Club has an extensive library. The Club web site has a list of items held. For more information contact Librarian Peter Gordon on 4471 2766

For Sale

MERCEDES BENZE 280SE, 1967 MODEL

Auto, P/Steering, White with black interior, 6 months Rego, Good Condition inside and out. \$3800 ONO. Phone Volker on 4472 9288.

For Sale

1964 Dodge Phoenix - Restored body and trim

10 months rego. – negotiable price

ph. Jim or Barry – 4472-6256 or 0414-269712

FREEBIE !!!

1950,s Vauxhall Velox - complete but needs resto.

phone Simon or Lynda 4473-7385 [Tilba]

For Sale

1971 Jaguar XJ6 4.2 manual, overdrive, finished in Old English white with navy trim.

Engine no. 7L 263765, Chassis no 1L 13585N.

The car has been involved in an accident with damage to the L/H front quarter panel and L/H rear quarter panel.

It has been in dry storage since 1985 Price \$1500.

Genuine 1942 Willys MB Jeep script body tub restored. This body has excellent cowl and perfect firewall together with new floors, wheel arches etc. It is painted and ready to use. \$4000.

David Abel, 1229 Princes Hwy, Mogo NSW 2536. Ph A/H 4471 7039

For Sale

ROVER P5 Mk 1A (1962) Green and White

3 lt Motor

Used on short club runs (as far as Eden and the Snowys)

Has had some work done, complete brake system renewed, front wheel bearings. petrol tank rust proofed, manifold machined. all new ignition parts, total cost over \$2000

Inside condition not bad, surface rust starting to appear on the body.

I have nearly completed restoration on a P5 Mk 3 and do not have space for 2

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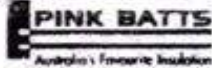
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Forthcoming Events:

July 3rd 1st Sunday picnic run to Ulladulla

July 15-17th Bay to Bermagui

Next General Meeting:

Monday 4th July Moruya Bowling Club at 7:30 pm.

If undeliverable return to:
Classic and Vintage Motor Club of Eurobodalla
PO Box 684
MORUYA NSW 2537

Classic and Vintage Car Club of Eurobodalla Newsletter

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