

Classic and Vintage Motor Club of Eurobodalla

Volume 20 No 1

incorporated



NEWSLETTER

February 2021





The end of an era...

Lance and Adele at what is likely their final club event before moving to Melbourne. After losing Tim and Linda to Goulburn recently we are losing committee and ex committee members too fast. Good luck in your new home and expect plenty of calls from members wanting cars for sale appraised.

Rob Upton





President's Message

Rob Upton



Well, Christmas and the always busy New Year in our beautiful shire is over and we can return to our slower paced lifestyles until Easter. I hope you are all well and working on, or driving/riding your pride and joy.

Some good news is that we have secured Tomakin Sports Club as our new Monthly Meeting venue, and meetings will take place on the first Tuesday (yes TUESDAY) evening of each month at 7.30PM. For those that enjoy a meal before the meeting, the restaurant will be open with some fine food on the menu.

We've got our new website up and running as well as an improved Facebook page, all thanks to Michelle Ryan our Treasurer and Web designer. Membership renewals will be made simple with our new format, including Click and Pay.

With the departure of Lance and Adele Brazier to their new home in Melbourne, the position of Vice President became available and the committee is pleased to introduce Paul Scott, who will fill the position until the next election.

Wednesday runs to different venues will recommence after the holiday season is over, but I'd like to thank everyone that kept our club flag flying at our abbreviated runs, with particular thanks to Rod Shanahan for organising a few to Bodalla. We also have plans for Sunday runs on a regular basis, and of course, our old faithful Saturdays at The Waterfront and Smokey Dans will remain as usual.

I hope to see you all out on the road soon, let's make 2021 a great year.

All the Best,

Rob Upton.



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Inside

President's Message	3
Committee contacts	4
Editors comments	5
Events and runs	6
My Motors 9	7-8
Triumph Dolomite	9

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C.V.M.C.E

The Classic and Vintage Motor Club of Eurobodalla incorporated

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OBJECTS OF THE CLUB: To bring together persons with a common interest in Historic , Veteran, Vintage and Classic motor vehicles and motor cycles.

PRINCIPAL ACTIVITIES: The use, maintenance, restoration and display of historic vehicles, and to conduct club meetings and social events.

REGULAR EVENTS:

- ◇ General Meetings: First Tuesday of each month (except January) 7.30pm at Tomakin Sports and Social Club
- ◇ Saturday Runs: Meet for Coffee: Moruya at Waterfront Hotel, or Tomakin at Smokey Dan's
- ◇ Wednesday Morning Runs: Meet at 9.30am in Moruya at car park rear Adelaide Hotel for 10am departure to the nominated location - or socialise at a local Moruya coffee shop. All motor vehicles welcome.
- ◇ Monthly 4th. Sunday Runs: These are held on the fourth Sunday of the month, leaving from Moruya rear Adelaide Hotel. Destinations to be advised per email... all manner of vehicles and their owners are very welcome.
- ◇ Newsletter: This Newsletter is normally published four times per year. Copies are made available at meetings and from our advertisers.

EDITORIAL COMMENTS

Huw Owen-Jones

In response to the Secretary's emails I have switched on the computer again and resumed the task of Editor. The last edition of CVMCE News was for May 2020. To simplify distribution of the newsletter and to save postage costs the Committee decided to distribute the Newsletter by hand at meetings, by leaving copies with our advertisers for members to collect from their premises, and publication on the website. If you did not get a copy, there are still copies available from some Committee members.

The printed newsletter is only viable if members contribute articles so if you have something you would like to put in the next edition please send it to me at huwowenjones@bigpond.com. Articles (or letters) should preferably be as "Word" documents with any pictures separate, however I can include straight text items.

The Club web page has been in a bit of a sorry state following the departure Tim Collins, however Michelle Ryan, the treasurer is taking it in hand and she has commented that "We have some exciting changes coming in 2021, these include:

- A new website with the ability to join as a new member and pay membership renewals online YAY!!!!
- We will be changing the CVMCE Facebook group to private, with club members only. This way we can share parts, cars for sale, etc and know that only our genuine members are able to access the information.
- We will have a new CVMCE public Facebook page that will show all events and club runs and we can all share this amongst the community to promote Club events and encourage like minded friends to join our Club."

Huw Owen-Jones

CVMCE New Member Policy

In line with the direction the Committee was given at the August AGM. The CVMCE has implemented a trial of a new member's policy. In September the Committee had determined that any new member policy would first be put before a general meeting. However COVID-19 restrictions meant we could not have held meetings for some time. Even if we could have, many of our members would have been reluctant to attend because they are in the vulnerable age group.

So from the **1/10/2020** the trial policy was put in place pending a vote at a monthly meeting, The trial policy is as follows:

- All new members must be nominated and seconded by an existing member and will not be accepted as a full member of the CVMCE until the nomination has been passed by a majority of members at a general meeting.
- All new members will **not** be eligible to register a vehicle on historic or conditional registration, through the club in their first 12 months of membership.
- During the first 12 months of membership all new members must attend at least 6 club functions and have their attendance logged and signed off by a committee member on the log sheet provided with their membership application.
- Any member* wishing to be exempted from these requirements must move a motion requiring a seconder to be voted on by the members at a monthly meeting.

*including existing members who have failed to pay their dues on time.





Events



Monthly General Meeting
 First Tuesday of each month 7:30pm,
 at Tomakin Sports and Social Club.

Wednesday Club Runs No: 86

Runs are for all members and friends.

Join us at 9:00-9:30 am for a little FELLOWSHIP.

Departure is 10am from behind the Adelaide Hotel, Moruya,

Several of the coffee shops in Moruya host members who do not want to attend the run. Make yourself known to fellow members at these venues if the scheduled destination does not suit you.

Date	Venue	Contact	Phone
3-Feb	MORUYA INDUSTRIAL ESTATE Shelley's Cafe	Bec	44740999
10-Feb	LILLI PILLI Café Theree66	Amanda	44713947
17-Feb	TUROSS Boatshed	Shannon	44738127
24-Feb	NELLIGEN River Café	Terry	44781153
3-Mar	KIANGA Anton's	Jeannine	44761802
10-Mar	MOGO Courtyard	Dave	44743389
17-Mar	EAST LYNN Roadhouse Pie Shop	Bead	44786050
24-Mar	NAROOMA Inlet 0422880663	Andrew	44763496
31-Mar	MOGO Botanical Gardens Café	Wendy	44712400
	Events Coordinator: Jake Harris	0427427747	

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THE chap in the dustcoat grasping the door-handle of his handsome pre-World War Two motorcar is Len Skinner.

The vehicle is a Talbot 105, circa 1932. It has been said that when George Roesch designed this series of cars he had in mind that they could only be serviced, and otherwise mechanically attended, by dwarves with very long arms, and six, or more, very long and nimble fingers on each hand.

But he hadn't counted on Len Skinner! Len, who lived in Kitchener, in the Hunter Valley, behind the Khartum Hotel, taught automotive engineering at a technical college in the district. And what he didn't know about motor cars wasn't worth knowing.

It was he who diagnosed the reason why my MG TD kept dropping valves....it wasn't entirely the nut that held the steering-wheel. And he could tackle any automotive engineering job.

You'll see more than a little pride in his demeanour in the photograph. And proud he had every right to be. He had just finished a full overhaul of his Talbot [might add here, my father, who was among other things a coach-builder, did the top for him]. This had included creating new pistons, each with scores of holes drilled in for lightness, and turning a new camshaft on the tech college lathe. He had included in the overhaul the dynastarter, by which Roesch had made the generator, mounted on the front of the crankshaft also do the work of the starter. Sadly, the equipment, even with the help of two large twelve-volt batteries, did neither job terribly well.

Apart from that, the Talbot 105, as were the 75 and 90 before it, was a magnificent motorcar. The line came to an end after Rootes took over the Clement-Talbot company in 1935.

Before that, though, the 105 had notched up a brilliant record of victories on trials and track. Sports versions of it would charge up to 160k/ph, hold high speeds reliably and hold the road in an exemplary manner too. And all done with a perfectly straightforward piece of machinery. No supercharging, just a single Zenith carburettor.

The six-cylinder engine was a shade under three-litres, with overhead valves operated by pushrods. The chassis was perfectly orthodox, too, and connected to those 19-inch wire wheels by half-elliptic springs at the front and quarters at the back.

Len's 105 had the marvellous Wilson pre-selector gearbox. probably the best gearchange mechanism ever made.

Nothing at all out of the ordinary. Except for the beautiful engineering. Engineering that, though, as in many another case of a successful automotive creation, produced a machine not at all easy to look after.

Nothing that Len Skinner couldn't handle, though.

I took this picture at Len's home, behind the Khartum hotel, in the late 1950s. Len often mentioned he had a son living in Canberra...did he mention he was a newsagent?...and that the car would go to him.

One point. When the picture was taken the Talbot was painted cream, with some brown touches. But there was some talk of changing it to British Racing Green. Was this done? Or was Len too busy with his other projects, including putting a Triumph Renown body onto a 20/25 Rolls-Royce chassis.

He had a lot of interesting bits of machinery in that Kitchener back yard! C2013

Editor's note

This brings back memories of another Talbot, that my father bought early in the War. It was, as I remember, a Talbot 14. A very shiny dark blue with chrome headlight mounting bars something like this picture. It was certainly much larger than my father's 1939 Vauxhall 10. He must have bought it to ensure transport in difficult times. For him, as a consultant gynaecologist and obstetrician, a car was essential. His was a rural area of North Wales where he could be called to travel 40 to 50 miles to deal with an emergency.



I we used to go on holiday to my grandmother's home on the coast, and one year, he towed a trailer. As we were descending a pass in Snowdonia we met my uncle who was leading a group of boys on a cycle tour. We stopped and spoke to him and he rode on up the hill as we continued down. There was a terrible crash as the trailer and rear bumper tried to part company with the car. My uncle came hurtling back down fearing we had gone over the edge. A bit of fencing wire took us to the next farm where we left the trailer.

If the car was really like the one in the picture, it doesn't look as if it should be used for lowly tasks like pulling trailers!

Editor

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Where and when my affection for Triumph Dolomite Sprints originated.

Back in the dim dark ages, c1974, I applied to join the Royal Australian Navy. Surprisingly, they accepted me, but I was advised that I needed to wait for a vacancy to come up in the photographic branch before I could join. So I found a job working for the local Leyland Australia franchise, "All Cars Wagga, P/L". Amongst several decent makes and models, Rover, Triumph, Jaguar, Daimler, I had the privilege, not, of selling, or trying to sell, the locally built Leyland P76's & Marinas. Thank heavens for Minis. In 2 years I only ever sold 2 of the big, ugly as sin, V8 P76's, one single Marina, but many Mini's. I also sold the first Stag in the area and one Triumph PI. Stupidly, Leyland Australia had brought onto the market a locally made BIG car (P76) right in the middle of the 70's fuel crisis, and as with the UK built products, there were many quality control problems with the locally built cars.



Build quality was atrocious. Consequently, they were rapidly losing market share and desperately needed something to boost their business. So, in a bid to lift the company profile, they decided to import Triumph Dolomites, including 620 Mimosa Yellow *SPRINT*'s. (my car is one of these).



Like most Leyland Australia employees, I was really hopeful that these little cars could help turn around the fortunes of the company. I got to know the selling points of the cars and how they compared with the opposition. But I remember seeing up close just one *SPRINT* that visited our business, before the Bathurst "Hardy Ferodo 1000" race on the October long weekend in 1975. When that weekend came around, I was

seated, as usual, in front of the TV and prepared to be there for the entire day, as I had done every year since 1965. I couldn't believe it when an ad was broadcast, well before the race had even started, saying that a Triumph Dolomite Sprint, had won its class in the big event. Typical Leyland Australia MADNESS. They ran the ad in every ad break, all day long.

Sure, up until about 1PM the only Sprint in the race did lead its class and I was hopeful that the ad was going to prove to be right. But disaster struck and the Sprint, for reasons I've forgotten, dropped back and finished 3rd in class (but 10th outright) behind an Alfa GTV and an RS Escort. Days later, I found ads placed in Newspapers saying a Sprint had won and I can even remember one in a Motoring magazine. How bloody embarrassing, I was supposed to be selling these things.

The following year 3 Sprints were entered, none finished, the same in 1977. But that didn't stop me from falling for these magic little cars. I eventually got to drive a new one, not a Sprint, I think it was an 1850, but the writing was on the wall for Leyland Australia then. At about the same time, fortuitously, the RAN called me up and I escaped all the sadness that followed, when Leyland Australia came crashing down.

Rob Patterson

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Model T's came out of the factory fitted with brass topped "Champion X" spark plugs. You know, the old pull apart ones.

Today a T owner can fit modern spark plugs, with an adapter, in their place and this is the course I took back when I got started with T's. But, no matter which plugs I used, I always had trouble with modern plugs, like sooting up, hard to start and not being able to get the engine to run as smoothly as I'd liked

Then I heard that the original Champion X's will do the job better than any modern plug. So I invested in about 8 or 10 old used plugs I found at swap meets. I cleaned them up, made 4 good ones out of them all, fitted them and presto, the T starts easier, runs better and idles smoother, with no sooting.

Later I spent a small fortune & bought a set of new (exact reproductions, \$50-\$60 each) plugs and they have been in the car now for about a decade. Don't need to replace them. Just remove them, take them apart, clean them and put them all back together. Truly CHAMPION plugs.

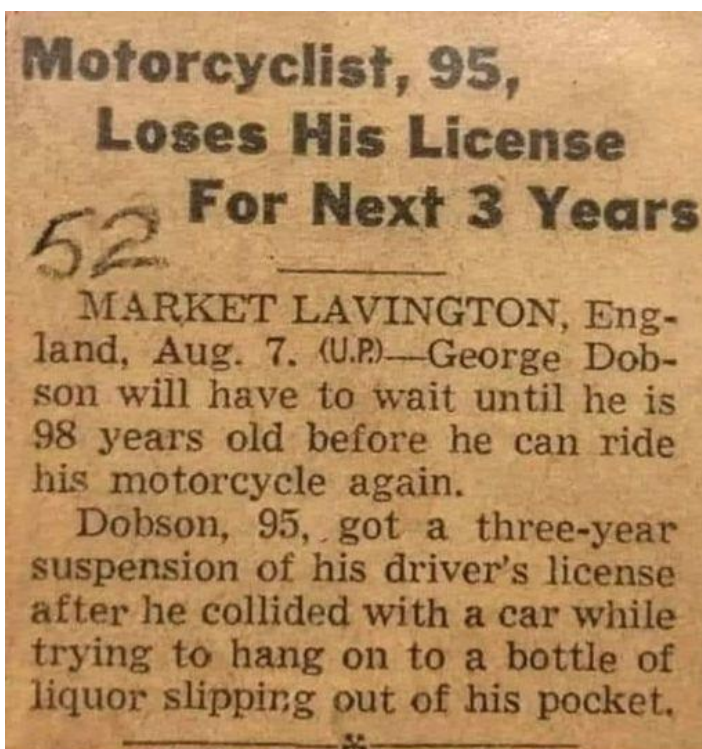
Rob Patterson

Spark plugs seem to be a 'black art' to me. My classic Laverda motorcycles would chew through a set of plugs every 3000 kms until I upgraded to modern electronic ignition systems. Now I change plugs every 50,000 kms! My 1947 BSA has a healthy appetite for plugs. I'm just not sure how a solid part suddenly decides not to work any more.

Richard Summergreene

It's just "one of those things". Try racing 2strokes..Shoulda bought shares in in the spark plug compan

Lloyd Guru



Had his priorities right

Ian Lord

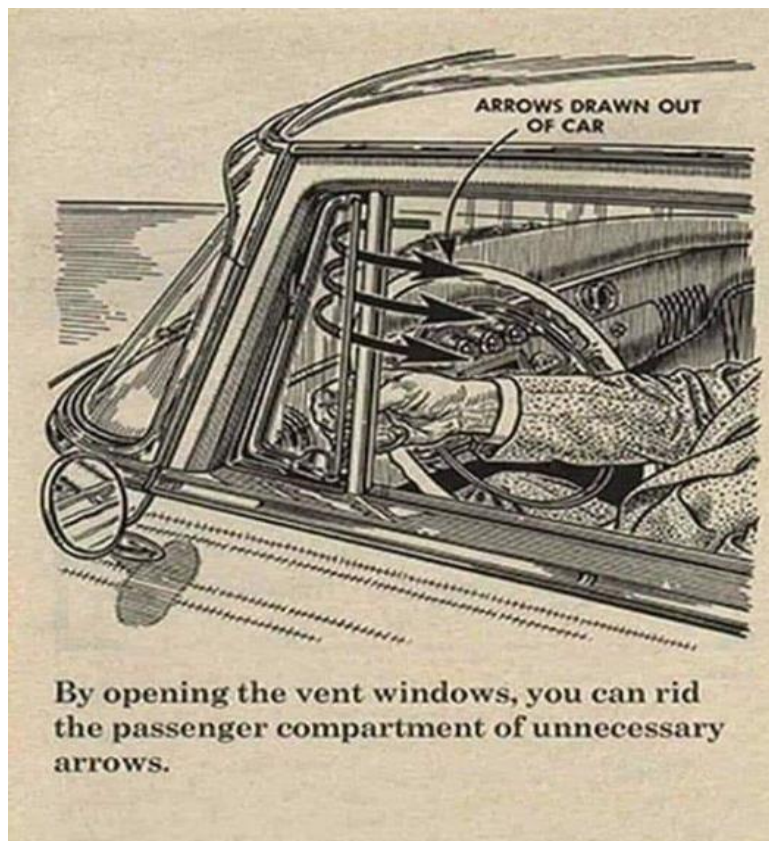
He was off to the maternity hospital to celebrate the birth of his new child?

John Merton

Rob Pterson

Now for some OLD stuff. This is the item that started my '15 T Speedster build and the car was built around it. Its a brass Stromberg OF carburettor. The F indicates it was built as an after-market item for Ford T's. The photos show it as I bought it and how it came back from a specialist rebuilder in Montana. Much more efficient than the original Holley NH and unlike the Holley is set and forget. An early report on the OF says.....

"this carb makes the car leap forward after shifting to high gear, climbs hills like a goat ... and flat out .. runs like a "turpented dog."



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