



Mosman Historic Vehicle Club

Issue 6

18 July 2024

It seems another year has raced by since the Club's last newsletter in June 2023! Hopefully last year's shortage of Club events might be remedied this year, starting with monthly coffee meets...

Michelle Sleeman, Editor.

BUSINESS

The Club's 2024 Annual General Meeting will be held at 5.30 pm on Wednesday 14 August 2024 at the Warringah Bowling Club. We are hoping for good attendance. Refreshments will be served following the meeting.

It is time now for payment of membership fees (\$50) for the 2024/25 year. Please pay to:

BSB: 032097 Account: 469951

The Club has 25 members, although three were not financial at the end of the last financial year. Between them, the members own about 41 historic cars and 8 motor cycles.

CLUB EVENTS

Starting Sunday 18 August 2024, and thereafter (weather permitting) on the 3rd Sunday of each month, Members are invited to bring a car and meet for an hour or so over coffee. First meeting will be near the Mosman Ferry terminal, bottom of Avenue Road. See Club's *Instagram* page for monthly details.

MHVC

NEW MEMBERS

Member #11 (reassigned membership number), Graham Ferguson (brother of Club President), who has put his VW Kombi Type 2 onto historic registration.

Member #22, Stephen Boardman, 1986 60 Series Toyota Landcruiser. No photo to show you unfortunately.

Member #24, Barnaby Rands, who has a 1983 Range Rover Classic, 4-door.



Member #25, Tim Nicholson, 1986 Toyota Tarago.



Page 1



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NEW MEMBERS (continued)

Member #23, Mike Rawlins, who has a fleet of convertibles including:

- '93 Jaguar XJS, that he brought in from UK in December 2023.

- '77 Triumph Stag.

- '72 Peugeot 504, that evidently has quite a story behind it (he might tell us at the AGM).



Not a new member:
Farewell to Paul Clitheroe, who sold his 1969 Triumph Vitesse, preferring instead to travel in an old floater....



MEMBER NEWS

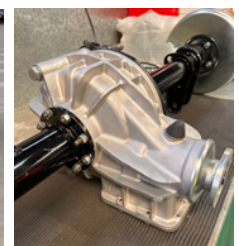
Stuart Sleeman's 'VR' V8 Commodore utility has reached 30 years of age and has moved to Historic Registration.



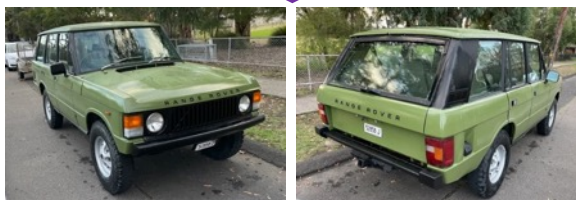
Club President, Rob Ferguson, has completed his Lambretta restoration project, including making a special purpose trailer to tow it behind his matching Kombi!



Alex Zaininger (Club Secretary) has his boat-tailed 1966 Alfa Spider being completely restored by 'Concours Sportscar Restoration', in Tuggerah. It is going to be truly schmick !

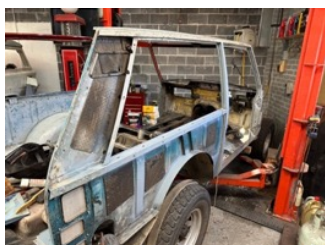


Barnaby Rands did a cracking job smartening up his Range Rover.



The transformation was impressive, including proper bumpers and original Rostyle wheels.

Roland Sleeman's Range Rover (Suffix 'C', 2-door) restoration is progressing, but not as quickly as Barnaby's.



Mike Rawlins has shared some of his interesting experiences:

Photos below, from his Triumph Stag, which sat idle for 2½ years, showing consequences of moisture in the brake fluid. A complete brake system replacement, from master cylinder through pipes and hoses to slave cylinders, followed.



From Mike's Jaguar XJS, which had bouncing gauges. After first checking alternator and rectifier, the problem was found to be damaged connections and corrosion on the back of the dash panel.



The problem (partially illustrated above) was remedied using self-adhesive copper strip. For owners of British cars it's certainly handy to know that product is available!



Finally, Mike sent his Kugelfischer fuel injection pump to the UK for a rebuild, Nottingham Diesel Services evidently being the last place left with an original test-bed for the pump. It's refitted to the Peugeot and running perfectly.



Kugelfischer mechanical injection on the test bed. Pump was used on a variety of cars from 1960s to 1980s, including various Porsche, Lancia, Ford Peugeot and BMW.