



THE PRESERVE

NEWSLETTER OF THE COUNCIL OF MOTOR CLUBS
THE VITAL LINK FOR MOTORING CLUBS

NEXT MEETING
8PM TUESDAY 31ST MARCH 2015
THE GREYHOUND SOCIAL CLUB
140 ROOKWOOD ROAD, YAGOONA



The Best Of British
The Best Of British



President's Report

Your 2015 Committee

Executive Committee

Terry Thompson OAM
President
VSWG & RSAC

Tony De Luca
Vice President

Kay De Luca
Treasurer

Julie Williams JP
Secretary General

General Committee

Lester Gough
Membership Secretary

Tony O'Donnell
ACMC / RMS / Vehicle
Standards Liaison

John Lindsay
RMS / Vehicle
Standards Liaison

Ian Shearman
Official Photographer

Lynelle Titcume
Events & Tours
Coordinator

Ian Andersen
Website Manager

Bryan Horne
Chief Judge

Terry Bebbington
Judge

Paul Coggiola
AHMF Delegate

Phil Cooper
Social Media Liaison

Chris Mede
Social Media Liaison

Committee Support

Phil Virgona
Bob Adby
Ted Smith
Evan Jones

Editor

Julie Williams JP

Appointee
Kathleen Toovey
Trophies

Our next major event is National Motoring Heritage Day (NMHD) on Sunday 17th May. In the past we have encouraged our members to be seen on the road as much as possible. However, most of our members have let us know they would rather travel to one venue rather than multiple ones. So, we have streamlined the number of sites to make it easier for everyone. A flyer noting all venues is located elsewhere in this issue of The Preserve.

We are also looking at a 'Hub Rally' for NMHD 2016, whereby clubs arrive at one meeting point and then drive on to their chosen venue for the day. We have yet to work out the logistics of such an event and, most importantly, gather information from our member clubs about whether this idea appeals to enough members to make it viable. It will, of course, be on a voluntary basis.

Preparations have also begun for this year's Shannons Sydney Classic. Application forms were handed out at the January General Meeting and subsequently emailed to all clubs who were unable to attend the meeting. If, for any reason, you haven't received a form please advise the Secretary as soon as possible by emailing to: secretary@councilofmotorclubs.org.au

The Shannons Sydney Classic is a club event only. For this reason the application form is *not* posted on the website as it attracts individual enthusiasts who are not car club members.

Please make sure you get your forms in as soon as possible to ensure you have a premium spot.

Each year the Committee looks for ways to make our signature event more family friendly and bigger and better than the last; this year is no exception.

All of the great attractions from last year will be returning for the 2015 event.

The Fire Museum and Police vehicles were a big hit as well and they are both keen to attend again this year.

Our Committee, as a whole, from 2014 has remained with us again this year and we have grown with two additional members.

This year I will also be continuing in my role on the Road Safety Advisory Council and also as Co-Chair of the Vehicle Standards Working Group.

The decisions of both of these groups impact on our movement and we are privileged to have a strong representation on both Committees. And to have a Minister, in Duncan Gay, who has our movement's best interests in mind. I will keep you advised of any outcomes.

Terry Thompson OAM
President

NMHD
Mittagong
in 2014



Important Notices

Judging Pool Bookings

It's getting to that time of year again when we start holding our club
Concours events.

Don't forget; if you want CMC Judges at your event, you must book them through the form on the website at
www.councilofmotorclubs.org.au

then select the "Document Centre" page.

Along with the form you will also find a list of *Judging Procedures*.

If you download both documents and read them carefully, your event will run smoothly.

CARnivale 26th January 2016

"CARnivale will be held on Australia Day, Tuesday January 26th, 2016.

The vehicle co-ordinator is working to source a new location because of the increased traffic on Macquarie Street due to the closure of George Street for work on the installation of the light rail.

It may take some time to find a location and reach agreement with the local council, RMS, NSW Police and other agencies so information may not be available until the second half of the year.

It is expected that invitations to enter Australia Day CARnivale 2016 will be sent out as usual in September 2015 with details of the location and arrangements for entrants."

**Our next meeting
8pm Tuesday 31st March 2015
Greyhound Social Club
140 Rookwood Road, Yagoona.**

Meetings commence at 8pm sharp, with a social dinner from around 6pm.

Delegates please advise the Secretary at secretary@councilofmotorclubs.org.au if you are unable to attend a meeting.

You may send a substitute delegate from your club if you need to. Again, please advise the Secretary at the above email address.





Council of Motor Clubs Inc.

Guidelines for Club Committee Hand-over & How to Download Minutes

These details should be kept with your Club Secretary or Public Officer and handed to the new Committee following your AGM or at a time immediately following any committee changes.

The Committee of the CMC has identified some issues around club contact details, which are stored on our database, as being incorrect. This means some emails aren't getting to some of our clubs.

If you aren't getting emails from us it's possible that your details are incorrect OR your computer is treating our emails as SPAM. To overcome this, you need to check your **Junk Mail Folder** and if you find an email in there from us you will need **to right-click on the message**, then click on **Junk Email** and select **Add sender to safe senders list**, this should overcome the SPAM issue.

We are aware that at the time of the CMC affiliation renewal each year (31st December), your club's details may well be correct. However, your contact details and / or the details of your Executive Committee may change during the year for various reasons.

In order to assist your club with handover to a new committee, or Public Officer we offer a few suggestions below.

We sincerely hope that your kind assistance with this issue will alleviate some of the discrepancies, which appear each year in our records, and will allow us to keep you informed of important issues in a timely manner.

The Council suggests that the details regarding any Executive Committee changes should also be advised to the Roads & Maritime Service (**Historic Vehicle Co-ordinator, Driver & Vehicle Administration, Grafton on (02) 6604 9391**) in order that their records for your club are kept up to date. This is especially important if your club has vehicles on HCRS. Failure to inform them may result in an application for registration being refused.

You must also advise NSW Fair Trading (**13 32 20**) of your Public Officer and/or address changes.

Guidelines

Note: Affiliation Renewals are due on 31st December each year.

As soon as possible following any changes, we would ask that you notify changes of the following to the CMC at secretary@councilofmotorclubs.org.au.

<u>Executive Committee</u>	<u>Contact Details</u>
President Vice President Treasurer Secretary / Public Officer HCRS Registrar	First point of contact. i.e. one email address only, or postal address. Website address (if you have one). Email & phone contacts only, for one or two delegates who will attend CMC general meetings.

HOW TO DOWNLOAD MINUTES FROM THE WEBSITE

Please note the minutes are not usually on the website until 14 days following a General Meeting.

Instructions on how to download minutes from the website are as follows:

Go to the Website: at www.councilofmotorclubs.org.au

Select: "**Document Centre**" then "**Minutes**"

If you have any problems with this procedure please contact the Secretary, Julie Williams, at secretary@councilofmotorclubs.org.au

or call 0409 161 357.

Criteria for Celebration of Marque or Club Anniversaries at the Shannons Sydney Classic

In recent years the number of display cars at the SSC has steadily increased, and as such the number of spaces available for celebration of marque or club anniversaries is now at a premium.

For this reason the Committee recently held a lengthy discussion around setting the criteria for celebrating these anniversaries at the Shannons Sydney Classic.

The Committee has endorsed the following criteria for all clubs/marques to follow.

If you have a celebration due at this year's SSC would you please let us know ASAP by emailing to: secretary@councilofmotorclubs.org.au

Anniversaries of Clubs:

5 years for first time anniversary, then in 10-year intervals. i.e. 10, 20, 30 etc.

Major motoring events and vehicle models in time intervals of 10 years or multiples thereof.

Celebration of an event should only be for major milestones such as:

- 1st Australian GP
- 1st Redex trial or Round Australia Trial
- Opening of 1st Holden body works
- 1st Sydney to Melbourne journey by car

Vehicle model anniversaries to include:-

Release of a new model name (excluding a series No. Such as "XJ6 series 3", "First Mustang but not the fourth version")

Release of a model upgrade which includes a significant body remodelling or design (Spitfire 4 or MGB GT may qualify)

Release of a significant and innovative technological upgrade (Skyline GTR would qualify as distinct from early variations to the original Datsun Skyline)

Release of a model variation which had a major impact on Australian motoring events or history (Ford Falcon GT, Pontiac GTO instead or Mini Cooper S would fall under this category).



The CMC's Representative Role

Since early 2013, the Council of Motor Clubs Inc. (CMC) President Terry Thompson OAM, has been serving on two committees, which advise NSW Government bodies about transport related issues.

The NSW Minister for Roads and Maritime Services, Duncan Gay MLC, asked the Australian Confederation of Motor Clubs Inc (ACMC), of which the CMC is a member, to nominate a person to represent the motoring enthusiast clubs on these two bodies. Terry was put forward by the Executive Committee of the ACMC and was accepted by the NSW Cabinet.

One group is the Road Safety Advisory Council (RSAC), which meets with the Minister regularly to discuss issues such as the road toll from accidents, policing methods and results, new ideas to manage our roads and transport etc. Terry says that the information presented by the various members of the group is very informative and useful. Everyone from the trucking industry, police, motorists to cyclists and pedestrians are represented on the RSAC and are encouraged to voice their opinions.

The other group is the Vehicle Standards Working Group (VSWG,) which was formed in 2013. The reason for its formation was originally to review and amend any contentious rules, regarding the modification of motor vehicles, which came out of the Roads and Maritime Services dept. (RMS) in late 2012. The VSWG is Co-Chaired by Margaret Prendergast of the Office for Road Safety and Terry Thompson of the CMC.

The ACMC has a total of five representatives on the VSWG who jointly cover all aspects of the rules and road users. Historics, street rods, 4WDs, street machines and motorcycles are well represented by eager volunteers who have extensive knowledge of these areas and the way enthusiasts make use of their vehicles.

The recently released altered rules for modifying vehicles, which the VSWG prepared are a good example of what the VSWG can achieve. When the RMS released the original version of these rules back in 2012 there was an uproar from those groups concerned. The new rules have been met with a much more widespread acceptance.

Current issues under discussion include suspension alterations and individually constructed vehicles (ICVs) such as kit cars.

Terry hopes to continue in the positions for some time and is very appreciative of the volunteers from the ACMC groups who put in such fantastic efforts when required. In particular for the CMC, John Lindsay and Tony O'Donnell do a sterling job, above and beyond the call.

Terry also states that we should all be very appreciative of Duncan Gay MLC, as he is the first NSW Minister to appoint representatives from the Clubs to such influential positions.



Minister Duncan Gay & Terry Thompson OAM, at a meeting of the RSAC at Eveleigh Technology Centre in late 2014.

Club Chat

Hello Again

We have opened a new page in the magazine called **Club Chat**. While we have the “**Coming Events**” page on the website, we don't have anywhere that you can report on 'past' events or send us some additional information about an upcoming event. You can also send us an invitation to other clubs for your events. Or anything else you think might be of interest to other clubs and their members.

So, send us a short story on your favourite past event; keeping to approximately 500 words with a few of the best photos for us to choose from, or what you've got coming up.

The first events for this page are on the page following.

I would also like to hear any suggestions you may have for items you would like to see in the magazine.

Jules

Club Chat

42nd Annual GM Day

42nd Annual GM Display Day

Sunday 26 April 2015, Penrith Panthers - \$10 to display

In the spirit of the Centenary of Anzac Day, GM Day this year will feature a display of GM Military Vehicles and importantly we will be raising funds for Legacy, who since 1923 have been providing financial support for the families of service personnel who have died or become incapacitated. Look out for these special vehicles and please make a donation.

As an added incentive to bring your Chev this year there will be a third trophy on offer for all club vehicles. In addition to the Holden Car of the Day award and the Bill Spraggon Memorial Trophy for Best Commercial, there will be a new Ken Morgan Memorial Trophy. The now late Ken Morgan, who was very well known to Buick enthusiasts, was the instigator of the GM Day movement, and his son and daughter, Gary and Karen are kindly donating a perpetual trophy in his honour. This trophy will be awarded for a vehicle that is not so much a show car but one with an interesting history, that is a barn find or is in some way novel.

We will also have our VVCAA awards so there will be plenty of opportunities for our club members to receive recognition for their Chevs.

Gary and Karen have some GM Day treasure in the form of a film in the can of the inaugural GM Day so we are seeking anyone with a 16mm projector to step forward and help unlock the treasure.

We will have a coffee van with refreshments on the grounds and we are grateful that our MC "SS" John McCoy Lancaster will once again be on the mike. Come along to Panthers and participate in our GM Day commemoration of the Centenary of Anzac Day and all who have served.

Ron Fraser & Gordon Roberts

Hunter Valley French Car Day

This year's Hunter Valley French Car Day will be held the last Sunday in August the 30th 2015

Gates Open from 8am/ finish 5ish stragglers stay as long as you like.

The Format this year will be much the same as previous events with a BBQ breakfast from 8.30am. We will have our A La Carte Menu for lunch with French influenced courses.

The Viva Band will be playing live music and there will be a free raffle. The major prize is an overnight stay in one of our Luxury spa suites.

Pickled & Pitted and Belarna Grove will have market stalls for oils and all things olive. An invitation to other local vineyards has been extended to show and taste wines.

Visitors may bring their own picnic, packed lunch or use the free BBQ facilities. There will be plenty of free tables and chairs.

There will also be a Wine and cheese matching event in the winery at a cost of \$20pp. Hosted by Barbera from Ascella wines approx 1 hour. Tasting local wines matched with cheese from the Hunter and other regions.

This year we will also have McCarrolls Newcastle involved with new Renault product on display. Pacific Euro Gateshead will have new Peugeot models on display and Citroen Australia will have new vehicles onsite also.

Whilst this is not a concourse event there will be trophies awarded for the following

Best Peugeot daily drive

Best Renault daily drive

Best Citroen daily drive

Best Simca and/or rare French daily drive so everyone is in with a chance.

Best Classic up to 1990

Best Renault

Best Peugeot

Best Citroen

Entry to this event is free as per last year and entry to the judging is also at no cost. Every vehicle in attendance is eligible so to keep things simple number plates will be the identifier for prizes awarded.

I am hoping the new vehicle dealers will do the judging for us as per last year.

Three parking marshals are required so volunteers would be appreciated. (\$25 Voucher for food or wine offered as a thank you)

Nightingale wines also has a separate lawn area for anyone wishing to camp overnight with free toilet and shower access, enquiries before the event only.

Enquiries in general and for camping or van parking may be directed to Info@nightingalewines.com.au

Alternatively call 0265791499 10am to 4pm

Nightingale Wines

1239 Milbrodale Road, Broke

02 6579 1499

Old Sydney Town

One is of the 4 cars @ Penrith Speedway 90 years ago, taken on 21/02/1925. This photo was reproduced in " MOTOR LIFE" 28/02/25.

The other is of C.E.Adams in his FWD Alvis during the under 1500cc handicap @ Mt Panorama, Bathurst, on "Skyline" on 29/03/1948. **From Bruce Cunningham**



Here's a photo taken of a 1946 Hudson Super Six taxi. (Date unknown). Note the very early number plate. The photo was taken opposite the workshop of A. Pendlebury & Co General Engineers & Hudson Terraplane parts, in Parramatta. **From Les Pendlebury**



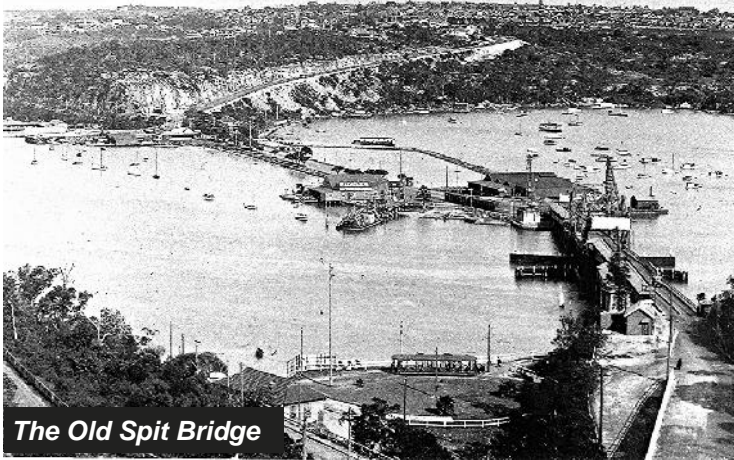
Old Sydney Town



Mosman Bay Wharf 1904



Old Belmore Markets



The Old Spit Bridge



Luna Park opening day 1930



The iconic "Bondi Tram"



Pyrmont Bridge 1902



Somewhere in Cammeray ??



Pyrmont Bridge 1947

Classic Eye Candy



Mercedes-Benz 540K Streamliner

The second week of August in Pebble Beach is to car persons what New Year, Chanukah, Eid ul-Fitr and Jamshed Navaroz is to non-motorists of other religions. I'm not going to spend too much time detailing the delights of being on the Monterey Peninsula next month because you've heard me rabbit on about it for years. Let's just say if you love erotic auto art, beauty, the sounds that only perfectly tuned big bore engines can make, plus free drinks, then be there or be square.

But let's all agree on one thing. We are not going to mention the F word for the rest of the year. Dave Gooding, Rick Cole, RM, Bonhams, Russo & Steele and Mecum all will be selling Ferraris at prices that will make Monets look positively cheap. The classic

car bubble won't burst in the six Pebble Beach auctions but eventually it will. How do I know? Because the Dutch are buying every decent classic car on sale in Australia and shipping them back to clog land.

Remember the Dutch? They're not just famous for losing the World Cup and putting their fingers in holes to keep out the sea. They started tulip mania. This was the early precursor to Ferrari mania. In the early 1600s you could pick up a rare tulip bulb for around 1000 guilders.

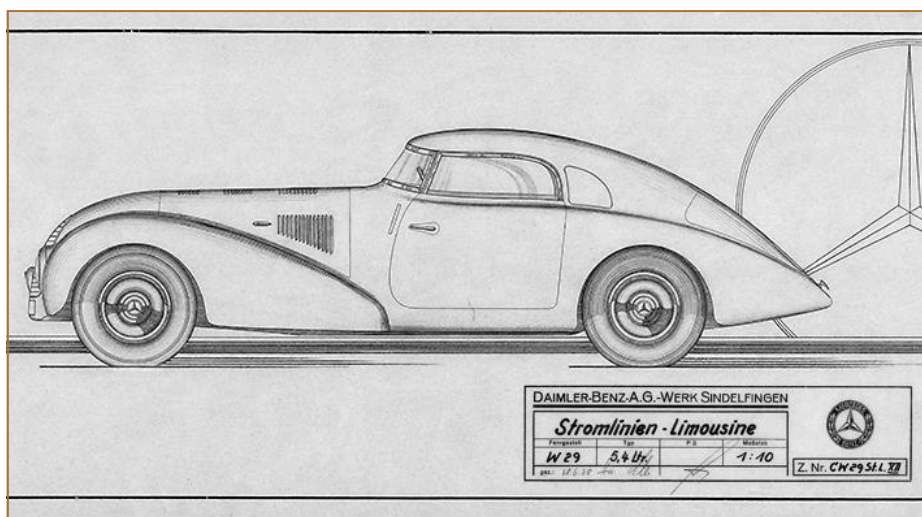
A few years later the price had gone up 500 per cent or the same price as a top house in the Peppermint Grove of Amsterdam. You know the rest of the story.

The main reason to head to the west coast for the Pebble Beach Concours d'Elegance this year is the unveiling of the 1938 Mercedes-Benz 540 K Streamliner. Restored and rebuilt over two years by the factory, this one off art deco masterpiece is simply sex on wheels. Merc used to build the world's most beautiful and most raceable cars. Then they built the world's most bulletproof cars. Then they went through a quality and styling nightmare but now the sultans from Stuttgart are making serious and occasionally very fast cars again. But you wouldn't know because they aren't great at promoting them.

Cars like the C63 AMG, now on special at around \$150,000. Happiness is a small car jammed full with a big V8. It's good for 0 to 100kmh in 4.4 seconds but with better tyres you can get a sub-4 traffic light start.

OK. Let's go back 77 years. The good folks at Mercedes in Sindelfingen (near the headquarters of the Schwippe River where today there is a super swimming pool with a giant water slide) decided to enter the Berlin Rome race to showcase the company's styling at technological superiority. Look at the photo. This car is the perfect example of Streamline Moderne, the art deco styling trend originating in the US with everyday consumer products but then turned up with the Chrysler Airflow and the Airstream caravan. That Merc body is aluminium. The designers were so concerned with aerodynamics that they painted a star on the bonnet rather than disrupt the airflow with a metal one. And it all worked. The Streamliner was good for a supercharged 185 kmh.

But the race never happened, the Yanks commandeered the Streamliner during the war and finally it simply disappeared. Luckily the Merc people never throw out anything and in the back of the storeroom were a whole heap of spares that they put on the original chassis and rear axle. Tiny bits of the body remained so it took 4800 hours to recreate it. Earlier this year the lads at the factory decided to see how fast it was. Off to the Paperburg test track where it was good once again for a very scary 186kph.



The Pony Car in Australia

Ford's legendary pony car has five decades of history in Australia too

Ford will notch up 10 million Mustang sales next year, when the [sixth-generation pony car](#) enters production ahead of its arrival in Australia in 2015.

Of course, the Blue Oval's famous pony car is much more exclusive Down Under, where there are only about 4000 official and privately-imported Mustangs on our roads.

Of those, however, just 538 Mustangs were officially converted to right-hand drive by Ford in Australia – including 161 original Mustangs in the 1960s and 377 Mk4 Mustangs between 2001 and 2002.

The original Mustang was only sold in Australia during 1964 and 1965, soon after the global debut of the famous pony car, and was campaigned by some of our greatest racing drivers.

It arrived here thanks to Ford Australia's then managing director, Bill Bourke, who was looking for a new marketing campaign to help launch the 1966 XR Falcon.

Bourke's idea was to ship 400 new Mustangs from the US and convert them to right-hand-drive. The plan was to put one into every dealership and use the slogan 'The Mustang-Bred Falcon'.

This was despite the fact that Australia's Falcon, which was born in 1960 and based on the North American Falcon (on which the Mustang was also based), predated the first Mustang.

The first Mustang imported into Australia was a 1964 convertible, converted in Sydney at a cost of 424 pounds (\$850).

In July 1965 Ford then imported 48 1965 Mustang Hardtop Coupes that were converted to RHD by a private contractor at Ford's Sydney plant, using some Australian Falcon components such as steering boxes.

These Mustangs were fitted with a 289ci V8, automatic transmission, front disc brakes, wheel trims, low-profile 6.95x14-inch tyres, two-speed windscreen wipers, heavy-duty suspension, reversing lights, a radio, heater, bucket seats, padded instrument panel, padded sun visors, carpet and full-length centre consoles.

At the time they retailed for \$2895 -- \$755 more than a standard six-cylinder XM Falcon sedan of the day (\$2140).

Ford used these Mustangs to help raise interest and demand for a sporty performance Ford as the new XR Falcon was due for launch in September 1966 with a 289ci V8 option.



In December 1965 the first shipment of 1966 Mustangs arrived and the first four conversions to right-hand-drive were completed at the Homebush plant in Sydney in January 1966.

After some initial challenges with the conversions, work progressed but orders were reduced from the initial 400. The cars were progressively assembled through to September of that year, when the last of just 161 examples were produced and then sold to enthusiasts.

The 'Australian' Mustangs – the only Mustangs ever factory converted by Ford anywhere in the world -- were rare on Australian roads even at the time and remain highly collectible today.



They were identified by Australian ID plates fitted to the engine firewall and 'Ford Motor Company of Australia' metal decals attached to the door scuff plates in lieu of the US Ford logo.

Ford's original pony car made its mark on the Australian motor racing scene, with Mustangs thrilling local motorsport fans by dominating the Australian Touring Car Championship

in the hands of luminary Pete Geoghegan in the 1960s.

Racing legends Alan Moffat and Dick Johnson also had various successes at the wheels of Mustangs – Moffat in the 1970s and Johnson in the 1980s.

More recently, after a 35-year hiatus, Ford's performance car partner, Tickford Vehicle Engineering, converted a total of 377 V8 Mustang coupes and convertibles to right-hand drive in 2001 and 2002.

At the time, the 2001 Mustang Cobra was the most powerful vehicle in Ford Australia's line-up, thanks to a 240kW/430Nm 4.6-litre DOHC alloy V8 matched to a five-speed manual.

Priced at \$85,000 for the coupe and \$89,000 for the convertible, the Australian Mustangs came with 330mm vented Brembo front disc brakes with twin-piston callipers, multi-link independent rear suspension, traction control, anti-lock brakes and 17-inch wheels.

Courtesy of : <http://www.motoring.com.au/news/2013/ford/mustang/mustang-in-australia-40700>



The Carroll Shelby Story

In a town of 200 people called Leesburg, Texas, Carroll Shelby was born on January 11, 1923. The First World War had been over a few years in Europe. The American economy was recovering from the war. The emerging auto industry hit an all time high for production at 3,800,000 cars. Ford sold its 4 millionth car this year. Dodge introduced an all steel bodied car. For the first time, you could buy a Ford Model T, black only, on a weekly instalment plan. Not all cars were the plain Jane Model T's though. Some people were building sportier cars like Duesenberg and Stutz. But these were very limited production cars, hand crafted and very expensive, way too costly for the average man.

About 120 miles from Dallas, Warren and Eloise Shelby brought Carroll into the world. Three years later his sister, Anne, was born. Warren was a mail carrier born and had been raised in the area. He drove a horse and buggy to deliver mail at first, then later got a car. His first automobile, purchased in 1927, was a two year old Overland touring car.



Carroll graduated from a high school in Dallas, Texas, where the family had moved. World War II was going on so he joined the Army Air Corp. In the Corp he served as a flight

instructor. He left the service as a Second Lieutenant. After the war, he ran a small fleet of dump trucks in Texas, then went into the oil business. After a couple of years working oil rigs, he decided to start a chicken ranch. When his second batch of chickens caught a virus and died, his animal career ended in bankruptcy.

Carroll Shelby started racing in 1952 driving an MG TC. He advanced quickly to Allards powered by a huge Cadillac engine. Neither car belonged to him, he was just the driver. During 1953 season Shelby drove the Allard, one tough handling, fast car. He ended the season in Buenos Aires at a 1,000 kilometre race in January 1954 in tenth place. Tenth wasn't as bad as it sounds considering he was competing against Porsches, Ferraris, Aston Martins and Jaguars in a car that didn't have near the handling those cars did. And that finish came at the end of a year of 100% victories in the Cadillac/Allard.

The Aston Martin team captain, John Wyer, had been watching the way Shelby drove the Allard. He asked him to drive one of his Aston Martins at Sebring. Shelby was broke at the time and didn't have a car to drive so he accepted. Wyer wanted him to come to Europe, but he didn't go. The DB3 Aston he drove at Sebring ended up not finishing the race.

Later that year, Shelby wound up in England to buy an Aston for a Texas millionaire. Wyer immediately asked him to stay in Europe and drive an Aston on the Aintree course.

He finished second to a "C" type Jaguar and that earned him a place on the LeMans team later that year in June.

In 1956 *Carroll Shelby Sports Cars* opened in Dallas, Texas. The dealership handled different kinds of sports cars and did pretty well. Shelby was Sports Illustrated Driver of the Year that year. He continued to have a dream of offering an American version of European sports cars he had seen and driven. A car that handled well, like the Aston Martin, with a Corvette engine.



Shelby continued to drive for Aston Martin until 1960.

Shelby's worse wreck in his eight years of racing was at the second race held at the new Riverside International Raceway. John Edgar was sponsoring him in a brand new \$20,000 Maserati. One the first practice lap, the car get away from him on turn 6, and ran straight into an earthen bank, demolishing the front end. It took 72 stitches and plastic surgery to sew

After retiring from racing at the age of 37, Carroll Shelby was trying to follow his doctor's orders. A bad heart ended a racing career that culminated with a win at LeMans in 1959. He had raced against the top drivers of the world and driven some of the best cars Europe had to offer. Carroll was one of the world's first professional drivers. Carroll also saw how the European limited production factories built cars. He moved to southern California, the cradle of American sports car. He lost money trying to raise chickens in eastern Texas, besides cars were his first love, not chickens. Maybe Shell couldn't race cars but he could still be around them. He managed to get a tire distributorship from Goodyear and set up business in the back of Dean Moon's Goodrich dealership in Santa Fe Springs. Moon was a long time friend. Goodyear, however, didn't approve of the joint location and eventually convinced Shelby to move his inventory. He set up in Garden Springs, a couple of miles away.

Shelby had long dreamed about building an American sports car. A car that would rival the limited production cars from Europe. Maybe even one that could beat Ferrari's best. It had only been a short time before that Shelby had told Enzo Ferrari that one day he'd be back to Europe to "whip his ass" with an American car powered by a mass production engine. One night he woke in the middle of a dream and wrote down a word. The next morning he saw "Cobra" scribbled on a piece of paper near the bed.

Continued next page

The Carroll Shelby Story

Carroll had long thought about stuffing a small, American V-8 into an European sports car body. It wasn't an original idea, though. Others had done similar things. He'd even talked to GM about using their small block. But GM's attention was on the Vette. And GM had no interest in a limited production sports car. Ford on the other hand was very interested. The Corvette gave GM a performance image and that sold cars. Shelby had gotten word that AC Ltd in England no longer could obtain motors for their cars from Bristol Aeroplane Company. He contacted AC in England and told them Ford would supply motors for the car, if they'd only ship him one body to assemble the first Cobra. At the same time, he was telling Ford he had a supply of bodies if they would only ship an engine to test in one. Things started to come together. A body arrived at Moon's shop followed by a new Ford 221 cid, V-8. Moon and Shelby worked late in the night installing the engine in the AC body. They spent the early hours that morning driving the first Cobra across the oil fields of Santa Fe Springs, celebrating with lots of liquor. Somehow the car and its drivers survived the night and the Shelby AC Cobra was born.

"As soon as the engine was installed I really felt that, with some development we had a world champion."- Carroll Shelby from Carroll Shelby's The Cobra Story. During this time, Shelby had purchased some ads in a few magazines offering a performance driving school. Send a dollar and you would receive information about the school in return mail. Soon dollars started to come in the mail. Lots of people were interested in a Carroll Shelby performance driving school. Shelby, a true connoisseur of wine, women and song, would walk into local watering holes, pockets full of envelopes containing dollar bills and order a drink. When it was time to pay he'd pull some envelopes from his pocket and tear them open.

The money also financed trips to Detroit. He didn't know the Federal Trade Commission insisted the school information people ordered was supposed to be printed prior to advertising it for sale. Deke Houlgate, a writer for a Los Angeles newspaper and a long time friend, told Shelby it was time to get organized. (Houlgate and Shelby first met at the brand new Riverside track. Carroll had driven in the first two races there and Houlgate was a reporter.) By this time Houlgate had left the paper to set up his own business.

Shell asked Deke if he would do public relations work for his new enterprise. Houlgate agreed to assist. Shelby American was born. The year was 1962.

New space was needed with enough room build cars. Lance Reventlow was closing down his Scarab sports car production after three years. Shelby rented the Venice, California, facilities. It was here that Shelby found Phil Remington. Phil had designed the last Scarab, a rear engine sports car powered originally by an Olds V8, later by a small block Chevy engine.

Carroll Shelby was one of THE great promoters. With Deke Houlgate's help, Shelby started promoting the Cobra. Almost before the first Cobra was completed, Shelby had road tests set up with different magazines, including a new magazine called Sports Car Graphic.

The schedule didn't allow enough time to paint the first Cobra so Moon and some friends scoured the all aluminium body with twenty boxes of SOS pads until it had a brilliant shine. The very first pictures were of a silver Cobra. That same car was painted yellow and pictured on the cover of Road and Track. It was repainted a different colour for each magazine to give the impression Shelby American was turning out a lot of Cobras.

The idea was to spread the Cobra name. Carol Conners, a very early Cobra buyer, wrote a song she called "Hey, Little Cobra" that was a hit on the top 40. Cobras would be seen in movies, on the TV, in the magazines, and immortalized on the radio. Cobra quickly became a household word. It was the right car for times.

Up until the early 60's a hot car to the American enthusiast meant a big engine in a big car. Fast meant how quick can you go in a straight line. American cars weren't built to handle well, they were highway cruisers. The rest of the country looked to Southern California for ideas. During the late 50's the kids were seeing how fast you could go at El Mirage, a dry lake bed near Santa Monica, CA. Enthusiasts like Phil Remington were putting bigger engines in the cars to get more speed. Remington, a future member of the Shelby team, put a flat head Ford V8 into a modified Model A and set a class record of 136 MPH on the lake bed. But enthusiasm was building for cars that handled as well as they went. The Chevy Corvette proved that. By the early 60's the Beach Boys were telling the rest of the US about surfing, fast cars and California girls. GM was planning to introduce the Stingray Corvette in 1963. A new fever was spreading



In Memory of the Legend 05. 10. 2012

CLANCY OF THE TRAILER TOW

by 'Father'

From the "Oily Rag" Magazine

Now Clancy as a drover, had really been all over
And he always had his trailer close in tow.
It contained everything and more, including a First Floor
But now it had the racing car below.

Arriving at the meeting, with a wave and friendly greeting
The trailer was fully loaded with friends to help along,
His expectations were OK, with good weather for the day
And Clancy thought his chances were quite strong.

When they unloaded the car and spares, there were many
puzzled stares
For they had brought sufficient stuff to make another.
There were nuts and bolts and things, with axles, wheels and
springs
And he'd even thought to bring along his brother.

With first practice on at eight, they could not afford to wait
So the pit was left with half the stuff unloaded.
He grabbed his helmet, gloves and glasses, and even took his
passes

But when he got there he was made to feel quite goaded.

For the dummy grid was full, with those people and cars with
"Pull."
Expensive ones, with everything for lapping that bit quicker.
With polished paint and rims and mechanics for adjusting trims,
They stood and watched his car with a snivelling snicker.

When practice had just begun, they shot out like a Gatling gun.
While Clancy cruised to see what his car could do.
They were tearing left and right, giving all around a fright
Carving up the track and sending all askew.

When the first bloke had a spin, you could see the trouble he was
in
Caused by the pushing and the shoving of that mob.
They were driving without care and they didn't give a prayer
To those other drivers with just a normal job.

Clancy avoided another spin and took it on the chin,
For he knew the race would be another matter.
And using his country wits, he drove quietly to the pits
With a plan to make the playing field much flatter.

Amongst his trailer stuff, he had equipment more than enough
To sort out that obnoxious, stuffy mob.
And he made a careful choice that might help them all rejoice
When that snotty lot were made to look two bob.

With a racing grid well mixed, the spectators were transfixed
As they watched the starter raise the national flag.

For the word had passed around, that this race would be
renowned
With lots to happen before any car could brag.
Clancy made an excellent start, and he knew within his heart
That he could really satisfy the other drivers
If he could only catch that bunch and deliver a Sunday punch
That would just leave all the good guys as survivors.

He gained steadily through the field until Dwaine, who failed to
yield.
Not unexpected from that typical sort of bloke.
When he went inside him under brakes, to test he had what it
takes
Dwaine slid off with a cloud of dust and smoke.

Next was that loud mouthed one, who was about to come
undone
Because Clancy caught him faster than expected.
And passing him outside, in a perfect little slide
Sent him spinning off and decidedly dejected.

Now Basil was in his sights, and he expected no invites
To pass by with a polite or gentle waving of the hand.
So Clancy eased up close behind, until almost intertwined
Then shot by in a quick movement well planned.

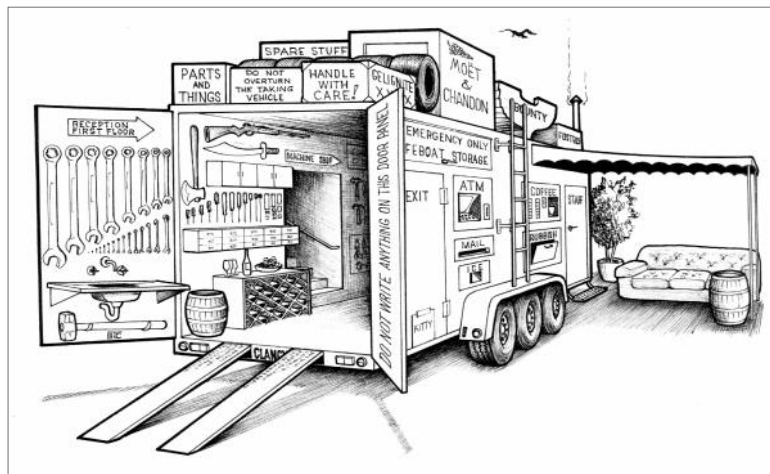
Because Basil in his mirror, had watched Clancy getting nearer
And not concentrating on the roadway up ahead.
So when Clancy had gone passed, he deigned to look at last
And what was coming, simply filled him with dread.

For the braking marker he missed, was for the hairpin bend and
twist
That started the downhill section of the track.
And as the first bend passed him by, his car began to fly
Through the scenery and landed with a whack.

The crowd was now ecstatic watching Clancy through the traffic
And he had dispensed with all the trouble makers for sure.
He had won the race outright and put up a marvellous fight
To ensure that all the good ones would endure.

To avoid a conversation requiring any explanation
Of the special stuff he had installed into the car,
He drove straight back to the pits and took off the secret bits
Then sat down beside the trailer with a cigar.

Now many people have tried to find out what he'd applied
To really make his car get up and go
And should it ever take your whim, to go up and ask of him
I know he'll never tell you, Clancy of the Trailer Tow.





SYDNEY MOTORSPORT PARK DRIVING ACADEMY

RACE COACHING



SO YOU THINK YOU CAN DRIVE!

Ask any of the world's top drivers and they will tell you the same thing about racing, you never stop learning.

Like any sport, the very best elite athletes have personal coaches who are there to support and encourage the development of their talent.

We provide RACE COACHING for those drivers looking to start their racing careers with a solid foundation, or develop their current skill set to become regular podium finishers. Your current level of skill and personal racing goals will be matched to the right course and an achievable development path. It's just like having a personal trainer, only we focus on your racing goals!

RACE COACHING course available:

- P4 - Rookie Racer - New to racing, all you need to know to get on the grid
- P3 - Getting Licensed - CAMS Observed Licence Testing and getting race ready
- P2 - Race School - Six part series of racing techniques and tips
- P1 - Personal Race Tuition and Support - Finding those final few tenths and podiums

To discuss the details of the course that best suits you and for availability, pricing and the calendar, please call our office and speak to Michael Nowyba - Head of the Driving Academy on 02 8814 9083 or 0417 462 664.

The Sydney Motorsport Park Driving Academy sets a new benchmark in driver education in Australia.

Proudly supported by Volvo, our various courses cover every stage of driver education, from learner drivers, to fleet and experienced drivers, as well as performance and race coaching at Sydney's premier, purpose-built driver training facility Sydney Motorsport Park and Wakefield Park for regional NSW.

Participants will experience practical driving exercises in wet and dry conditions on a purpose built handling arena where they will complete a series of facilitated exercises to demonstrate the appropriate techniques, attitude, and decision-making skills that make a more aware, alert and prepared driver.

If you do not have a car or would prefer to use one of ours, you are welcome to hire a Volvo for your course.

4WD **L P P** FULL LICENCE HOLDERS

Four wheel driving is a specialised area of driver training and the courses are designed to build on the knowledge gained in DRIVE AWARE, so this must be completed before booking into this course.

Depending on the class size and needs, there are half day and full day options available.

From \$400pp (inc.GST)

4WD course content:

- Vehicle dynamics of a 4WD
- Driving on slopes - safe ascent and descent
- Vehicle recovery techniques and equipment
- Driving on different surfaces
- Using 4WD controls
- Understanding and caring for your environment

You will receive a certificate of completion when you successfully complete the course. Lunch and refreshments are provided.



PROUDLY SUPPORTED BY



SAFER DRIVER **L**

On 1st July 2013, the NSW Government Roads Minister Duncan Gay announced a ground-breaking new program for learner drivers called 'SAFER DRIVER'. In an initiative designed to establish the foundations for a lifetime of safer driving, the NSW Government has recognized that more is needed to be done to educate our young drivers, particularly in the areas of attitude, decision making, and risk perception and management.

\$140pp (inc.GST)

The SAFER DRIVER program is a five hour course that will count towards twenty hours of log book time for learner drivers. The course will engage learner drivers in an interactive program designed to provoke group discussion as well as practical demonstrations and assessment of the skills and attitude required to be a safer driver.

SAFER DRIVER is an excellent initiative that is the starting point for a lifetime of safe driving. Courses will be run on weekends and school holidays.

DRIVE AWARE **L P P** FULL LICENCE HOLDERS

DRIVE AWARE IS NOT A HIGH PERFORMANCE DRIVING COURSE

DRIVE AWARE has been developed by The Formula Company with the support of Volvo and is based on current local and international driver safety research. The course is suitable for all licence holders and covers driver attitude, decision-making and risk management as well as safe driving skills and techniques. This course is designed to teach students how to proactively recognise and avoid potentially unsafe situations as well as how to react in case of an emergency.

The course runs over a half day on the wet and dry handling arena with high instructor to student ratios and is suitable for L plate drivers with 50 hours or more in their log book, and P Plate drivers.

\$149pp (inc.GST)

We also welcome parents to attend the day with their child in order to improve their own driving safety and coaching skills free of charge.

DRIVE AWARE course content:

- Driver cabin and control set-up
- Vision and awareness exercises
- Attitude and decision making discussion and exercises
- Vehicle dynamics and car control
- Emergency braking exercises
- Following distance exercises

Students will receive a certificate of completion when they successfully complete this course.

ADVANCED DRIVING **P P** FULL LICENCE HOLDERS

THIS COURSE EXPLORES ADVANCED CAR CONTROL TECHNIQUES AND IS NOT APPROPRIATE FOR LEARNER DRIVERS

We recommend students with P-Plates or a full licence complete the DRIVE AWARE course (or equivalent) prior.

The ADVANCED DRIVING course has been developed by The Formula Company with the support of Volvo and focuses on advanced driving and car control techniques to help make you a more competent and aware driver on the road.

ADVANCED DRIVING is a full day program conducted on the wet and dry handling arena.

\$320pp (inc.GST)

ADVANCED DRIVING course content:

- Personalised technique assessment and coaching
- ABS and Non-ABS braking experience
- Understeer and oversteer awareness exercises
- Vision and scanning exercises
- Safety system experience
- Emergency hazard identification and response
- Cornering techniques
- Following distance exercises

Students will receive a certificate of completion when they successfully complete this course. Lunch and refreshments are provided.

PERFORMANCE DRIVING **P P** FULL LICENCE HOLDERS

THIS IS A COURSE SPECIFICALLY FOR TRACK DAY ENTHUSIASTS

We recommend the ADVANCED DRIVING course be completed prior to this course.

The PERFORMANCE DRIVING course takes place on the main circuit with one of our professional race driving coaches sitting next to you providing personalised one-on-one tuition.

The PERFORMANCE DRIVING course focuses on learning the correct skills and techniques that will help you safely get the most out of your car and the experience of driving unrestricted on a racing circuit.

From \$820pp (inc.GST)

PERFORMANCE DRIVING course content:

- Cabin and car set-up
- Understanding performance vehicle dynamics
- Race circuit, correct lines and alternate racing lines
- Understanding oversteer and understeer
- Correct braking techniques
- On-board video review

The PERFORMANCE DRIVING course is available at any of our public or private track days throughout the year and requires the use of your personal road car.

For more information or to make a booking please call (02) 8814 9083 or visit www.theformulacompany.com

For more information or to make a booking please call (02) 8814 9083 or visit www.theformulacompany.com

National Motoring Heritage Day

A Tribute to Australia's Motoring Heritage

Sunday, 17th May 2015



Local Events:

- Bella Vista Farm, Bella Vista (Entry is Gold coin donation)
- Mittagong Public School, Mittagong
- Motorlife Museum, Kembla Grange
- Berry Showground, Berry
- Sydney Harbour National Park, Georges Heights
- Campbelltown Steam & Machinery Museum, Menangle
- Museum of Fire, Penrith





Expression of Interest CMC 2016 Tour to UK Goodwood Revival Festival & Vehicle Manufacturers

September (departing early September or about 5 weeks)

Visiting Goodwood Revival Festival, Beaulieu Swap Meet, Portsmouth, Mary Rose, HMS Victory, Isle of Wight, Stonehenge, Stratford upon Avon, Warwick Castle, London.



MG factory, Old MG site and Club house, McLaren, hopefully F1 HQ Heritage Motor Centre, Morgan Factory, Jaguar Factory, RAF Aircraft Museum, Duxford (all to be confirmed).

Pricing is very rough at the moment but airfares and main tour about \$8,000 per person. 3 to 4 star accommodation, Breakfast daily and a couple dinners.

Expression of Interest:

Year: Please circle 2015 or 2016

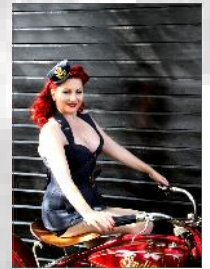
Full Tour with sightseeing: YES/NO or shorter vehicle based only YES/NO

NAME: _____

Address: _____

Suburb: _____ State: _____ Post Code: _____

Email: _____ Phone/ Mobile: _____



For more information please contact Lynette tickostours@optusnet.com.au or Mobile 0422 513 256.

I will forward details as they become available.

A group of 29 completed this tour in 2014 and we had MG owners, Rolls Royce owners, GEAR racers and a variety of other car owners, the men and the ladies had a fantastic time. If you would like to speak to anyone who attended or myself we can give you more information. Below is an email received from two of our tour mates.

Lynelle Titcume, CMC Committee - Events Coordinator.

News for future travellers on CMC Tour : As first time travellers the Tour opened our eyes to a whole new world, the combination of cars & history suited both our interests. It's hard to summarise such a very comprehensive tour- even though we visited 9 car factories the tour was well balanced in that we had maybe a car touring the am followed by lunch in a country pub & maybe a castle visit or tour of a Cotswold village in the pm.

Each evening there was much chatter about visits to McLaren (very James Bond style factory), MG Car Club. Stuart would have stayed there all day), Jaguar which was an extensive interesting tour of a modern factory & others.

Goodwood was the special reason for the tour, an event in itself, many cars, large crowd, massive amount of stalls, people dressed in various period costumes & of course racing ERA,S super racing, drifting through start of corners to exit (no roll bars). The atmosphere was a cross between Melbourne Cup & Easter Show.

We covered a lot of history-ancient (Stonehenge) , Roman (Bath)), 16th Century (Stratford our base for a few days-so much to see). Our tour was absolutely packed with stops at places of interest eg. Queen Victoria's home on the Isle of Wight & things that just happened along the way eg. wild ponies in the New Forest on the way to Beaulieu, unexpected lunch at a harvest festival complete with Morris Dancers.

We stayed at a variety of hotels, the first up was Winchester Mercure with the massive cathedral in our backyard, another a little different at Devil's Punchbowl, a comfy place full of English charm. The tour finished on a high note at Blenheim Palace a.m. & Oxford p.m.

It was a very active tour with not a moment wasted. Our bus companions added enjoyment & friendship.

Thank you Lynelle, **Wendy & Stuart Schofield**



Council of Motor Clubs Presents

Thredbo Jazz Festival Tour 2015

Friday 1st May to Monday 4th May 2015

Come along and have a great time listening to great jazz and enjoy the fantastic scenery of the Snowy Mountains (without the Snow!)

These accommodation options are in the best location for easy access to the jazz venues and Thredbo Village and Restaurants.

Thredbo Alpine Villas - Self-contained - 3 nights

1 Bedroom - \$370 per person - 2 people sharing

2 bedroom - \$295 per person - 4 people sharing

3 bedroom - \$270 per person - 6 people sharing (ensuite & Main bathroom)

3 bedroom - \$365 per person - 3 people sharing one room per person

I can assist if you want to share, or get your group together and share self contained villa's

Thredbo Alpine Hotel

Double Room including Breakfast daily (3 nights) 2 people \$860.00

Double Room including Breakfast daily (2 nights only) 2 people \$690.00

Prices include jazz tickets for the weekend.

Please contact Lynelle ASAP to reserve your accommodation for this great weekend.



Lynelle Tittume
CMC Tours & Events
Coordinator

Phone: 0422 513 256

Email:

ckostours@optusnet.com.au

Expression of Interest

CMC – Route 66 - 2017

**Come and join us on Route 66 – August 2017 –
Around 26 days coach tour New York to Los Angeles, taking in
New York, Niagara Falls, Detroit, Woodward Dream Cruise, Route
66, Grand Canyon, Las Vegas & Los Angeles**

Visiting museums, local city tours, and everything in between.

**Pricing is very rough at the moment as we are still designing this fantastic
tour.**

Airfares and full tour are about \$9,000 per person twin share.

Accommodation includes breakfast. Single Supplement about \$2700.

**If you are thinking about joining us please return this form by email or
ring me for snail mail. This will assist with planning and pricing quotes.**

**It's essential that we have some idea of numbers ASAP so that planning
can go ahead so, PLEASE let us know whether you're thinking about
coming as soon as you can.**

Thanks.

Name/s: _____

Address: _____

Suburb: _____ State: _____ Post Code: _____

Phone: _____ Mobile: _____ Email: _____

For more information please contact Lynelle
tic@ticauto.com.au or Mobile 0422 513 256.

I will forward details as they become available.

Lynelle Titcume

CMC Committee - Tour Coordinator.





Council of Motor Clubs Presents

The Shannons Sydney Classic



Sunday 16th August 2015

**Sydney Motorsport Park,
at Eastern Creek**

Gates open to the Public at 10am

Over 1900 Veteran & Classic vehicles from over 150 clubs on display and on parade, including cars, motorbikes, scooters and military vehicles, police vehicles, ambulances & fire engines. AND it's on rain, hail or shine. There's plenty to see and do indoors.

- Double-decker bus rides around the track (gold coin donation for the Bus Museum)
- Trade displays in Pit Garages all day with books, models & all sorts of memorabilia available for sale.
- Live music, the Free Spirit Markets, Rock 'N' Roll dancing, art show and much, much more !!
- Don't forget, this is very close to Father's Day, so come along and pick up a gift that Dad will love!

It's a day for all the family with lots of things for Dad, Mum & not forgetting the kids with clowns, ; face painting and lots more.

General admission \$20

**Free entry for kids under 12 years
& Free Parking**

Find us on
Facebook



Just for laughs.....

STUDENT WHO OBTAINED 0% ON AN EXAM

I would have given him 100%! Each answer is absolutely grammatically correct, and funny, too.

The teacher had no sense of humour.

Q1.. In which battle did Napoleon die?

*His last battle

Q2.. Where was the Declaration of Independence signed?

*At the bottom of the page

Q3.. River Ravi flows in which state?

*Liquid

Q4.. What is the main reason for divorce?

*Marriage

Q5.. What is the main reason for failure?

*Exams

Q6.. What can you never eat for breakfast?

*Lunch & dinner

Q7.. What looks like half an apple?

*The other half

Q8.. If you throw a red stone into the blue sea what it will become?

*Wet

Q9.. How can a man go eight days without sleeping ?

*No problem, he sleeps at night.

Q10. How can you lift an elephant with one hand?

*You will never find an elephant that has one hand.

Q11. If you had three apples and four oranges in one hand and four apples and three oranges in other hand, what would you have?

*Very large hands

Q12. If it took eight men ten hours to build a wall, how long would it take four men to build it?

*No time at all, the wall is already built.

Q13. How can u drop a raw egg onto a concrete floor without cracking it?

*Any way you want, concrete floors are very hard to crack.

Sean is the vicar of a Church of England parish on the border of Northern Ireland and Southern Ireland and Patrick is the priest at the Roman Catholic Church across the road.

One day they are seen together, erecting a sign which says,

"THE END IS NEAR.TURN YOURSELF AROUND NOW.BEFORE IT IS TOO LATE."

As a car speeds past them, the driver leans out his window and yells,

"Leave people alone, you religious nutters. We don't need your lectures."

From around the next curve they hear screeching tyres and a big splash.

Shaking his head, Father Patrick says "Dat's da terd one dis mornin'."

"Yaa," Sean agrees, then adds, "Do ya tink maybe da sign should just say

"BRIDGE CLOSED"?



A single guy decided life would be more fun if he had a pet.

So he went to the pet store and told the owner that he wanted to buy an unusual pet.

After some discussion, he finally bought a talking centipede, (100-legged bug), which came in a little white box to use for his house.

He took the box back home, found a good spot for the box, and decided he would start off by taking his new pet to church with him.

So he asked the centipede in the box, "Would you like to go to church with me today? We will have a good time."

But there was no answer from his new pet.

This bothered him a bit, but he waited a few minutes and then asked again, "How about going to church with me and receive blessings?"

But again, there was no answer from his new friend and pet. So he waited a few minutes more, thinking about the situation.

The guy decided to invite the centipede one last time.

This time he put his face up against the centipede's house and shouted,

"Hey, in there! Would you like to go to church with me and learn about God?"

YOU ARE GOING TO LOVE THIS

This time, a little voice came out of the box, "I heard you the first time! I'm putting my shoes on!"

The English language has some wonderfully anthropomorphic collective nouns for the various groups of animals.

We are all familiar with a

Herd of cows,

Flock of chickens,

School of fish

And a Gaggle of geese, and

A Pride of lions

However, less widely known is

A Murder of crows

An Exaltation of doves

And, presumably because they look so wise:

A Congress of owls.

Now consider a group of Baboons.

They are the loudest, most dangerous, most obnoxious, most viciously aggressive and least intelligent of all primates.....

And what is the proper collective noun for a group of baboons?

Believe it or not A Parliament

YEP....A PARLIAMENT OF BABOONS! Pretty much explains everything doesn't it?

You just can't make this stuff up !!



What to do on a slow day to alleviate boredom or the Blues....

Put a wig on the dog and scare the living daylight out of the Postie.

CMC Merchandise Order Form

Here's your chance to pick up some CMC 50th Anniversary memorabilia.
All the details and how to order and pay are listed below.
Just post or email your request and we'll ship your order to you.



Set of 6 Flutes	\$ 25	Quantity _____	Set _____
Set of 4 Mugs	\$ 20	Quantity _____	Set _____
Umbrella	\$ 20	Quantity _____	
Calculator	\$ 4	Quantity _____	
Cap	\$10	Quantity _____	
Key Rings	\$ 4	Quantity _____	
Pens	\$ 3	Quantity _____	

Total Order \$ _____ Plus Postage \$10

Shipping Instructions

Name: _____

Street Name & Number / PO Box: _____

Suburb/City: _____ State: _____ Postcode: _____

OR: I Will collect at the next General Meeting please:

Payment Details

Post your cheque or Money Order, with this order form,
to The Secretary, GPO Box 3954, Sydney 2001

CMC Bank Details: A/c Name: Council of Motor Clubs BSB: 633 108 A/c No: 1233 73078 (Bendigo Bank)

Please forward your electronic payment receipt with this order form to the above address or email to
secretary@councilofmotorclubs.org.au.



BEAUTY IS IN THE EYE OF THE BEHOLDER

We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special vehicle - even Goggomobils.

When it comes to insurance for your special car, daily drive, bike or your home, there's only one person you should talk to – a fellow enthusiast at Shannons. You can even pay your premium monthly at no additional cost.

So call Shannons for a    quote on **13 46 46**.



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