



The Preserve

April 2024



The stunning results from the economic value study of Australia's historic vehicles was announced on April 11th

Read the executive summary inside for the amazing numbers involved and check the AMHF website for the full 54 page report



The Preserve

APRIL 2024



Your 2024 Committee

Executive Committee

Terry Thompson OAM

President

VSWG, RSAC, APMC,
AHMF & RSF, CVS co-ord.

Boyd Symington

Vice President & SSC

Karen Symington

General Secretary & SSC

Allan Drane

Treasurer/Affiliations

General Committee

Lester Gough

*Membership Secretary/
TDL Volunteer of the Year*

Tony O'Donnell

AHMF

Terry Bebbington

Chief Judge/Trophy Mgr.

Evan Jones

OH&S & APMC

Boyd Symington

SSC Merchant Liaison

Karen Symington

Minutes Secretary

Kay De Luca OAM

Editor Preserve/SSC

Volunteers & Appointees

Ian Andersen

Website Manager

Lynelle Titcume

Events/Tours Co-ordinator

Boyd Symington

Bruno Ferro

Social Media Liaison

President's Report

Hi once again folks.

Well the big thing this issue is the statistical data gathered by the Australian Motor Heritage Foundation. Can I urge you all to look up the details elsewhere in this publication and maybe go to the website to read up fully as the information is VERY interesting.

Wonderful that so many of you helped by inputting your information. They say that such a survey normally gets less than 1,000 credible responses. You apparently need that number or more for the Politicians and policy makers to take notice.

Well 6,300 plus of you answered so this one is BIG!!! Amazing figures on the amount we spend on our hobby and pastime. Really tells a story that we must be taken seriously AND respected. The industries and business world that revolve around and rely upon us is also significant to the economy of this country.

As we now do not have a car manufacturing industry, we need this to keep a lot of folks in gainful employment. An example of where this data will be of great use is the current kerfuffle with Transport for NSW. Via their **Office of Road Safety** and called **Towards Zero**.

A document they have released states that in order to get the road toll down to zero by 2050, all cars on NSW roads will be less than 10 years old by then???

When this was stated at a Vehicle Standards Working Group meeting a little while back, they immediately jumped in and told us that it did not apply to our members. Now they have said this many times before whenever someone comes up with the old chestnut about getting all these "old polluting" cars off our roads.

However, this time we are insisting on their assurances being put in writing because we have learnt to be wary of such words without confirmation. When they see these new figures from the AMHF survey they will see that our movement is very significant and any moves to reduce or affect us will be fought with vigour.

/continued...

President's Report (continued)

Then we move on to ensuring that we have access to fuels for our vehicles. I read regular items about Biofuels being produced for farm waste and other materials. Now these seem to be the future for vehicles designed to run on petrol and diesel such as ours. Using waste and not good edible grains is a big step forward.

Hydrogen has a future, but it appears that conversion of existing engines to run on it has a few issues. I gather that any tank to hold it as a liquid has to handle 7,000 PSI. Now that is a bit more than your average fuel tank huh? Green Hydrogen made using solar power is also a good step forward. One thing we have in this country of ours is solar.

Another article I read compared the amount of overall energy that it takes to make a new EV car. That would be everything from the body to the motor/s, batteries, and all other parts.

It would seem that an older petrol-powered car such as one of ours with limited use, could be driven for about 65 years before it would equal the output of that new EV car. A good argument against the scrapping of perfectly useable vehicles just to make way for newer and assumedly safer ones.

So please continue to enjoy your pride and joy, keep meeting with friends and club mates.

Don't forget National Motoring Heritage Day on May 19 and Shannons Sydney Classic on August 25.

Regards

Terry Thompson OAM
President
Council of Motor Clubs

FROM THE EDITOR'S DESK

Hope you enjoy this issue of The Preserve—it's a bumper to showcase the amazing results of the AMHF Survey.

Applications came in thick and fast for Shannons Sydney Classic at and following the January General Meeting. Areas A, B and C are consequently full at this stage—leaving just Areas E and F available to book.

Enquiries about SSC Concours Forms are still circulating—these are ALWAYS handed out with the Window Stickers at the MAY GENERAL MEETING.

This year, we will be asking ALL VEHICLES ON PIT LANE (both Concours and Anniversary Cars) to remain on Pit Lane until 3pm. Our event is publicized by ARDC as open to the public from 10am until 4pm so we are obligated to remain at least until 3pm. We plan on extending this next year to all cars parked in Areas A, B and C—if you are in those Areas you will be obliged to remain on display until 3pm. If you're not prepared to stay until 3pm you should book your Car Club spaces in Areas E or F from 2025 onwards.

National Motoring Heritage Day is coming up and there are several great venues for your Club to plan to visit.

Cheers Kay De Luca

ECONOMIC VALUE STUDY OF **AUSTRALIA'S HISTORICAL VEHICLES SECTOR**

EXECUTIVE SUMMARY



PROUD OF OUR PAST, PASSIONATE ABOUT OUR FUTURE.





Executive Summary

Introduction

This study into the economic value of the Australian motoring enthusiast-owned historical vehicle sector was commissioned by the Australian Motoring Heritage Foundation (AMHF) and produced by economic and advisory consultancy, The Mercurius Group (TMG).

It sets out to measure the contribution of the motoring enthusiast-owned historical vehicle sector to the Australian economy in terms of output, value added, jobs and wages/salaries.

This was done in three key steps:

- an analysis of the fleet of Australian motor vehicles to derive an estimate of how many motoring enthusiast-owned historical vehicles are in existence;
- a survey of motoring enthusiast historical vehicle owners (through motoring clubs across Australia) to determine their average annual spend on their historical vehicles; and
- the use of a recognised input-output model of the Australian economy to estimate the impact that direct spending by motoring enthusiast-owned historical vehicle owners has on the economy.

The team at TMG has extensive experience in conducting economic value studies – for major events, industries and assets. Our team has carried out economic evaluations of the Olympic Games, the Ashes cricket tests, the Rugby World Cup, the Australian Casino Association, Sydney Airport, Fox Studios, various transport assets and development projects as well as various industries seeking government support.



About the Australian Motor Heritage Foundation

The Australian Motor Heritage Foundation is dedicated to the preservation of Australia's collective motor knowledge. We are particularly concerned with the historical knowledge that exists in the thousands of motor clubs across Australia but we are equally concerned to preserve our history of motor racing, of motor cycling, of aviation in all its forms and of road haulage by truck or bus.

We have created a library for this express purpose. It is a research library and we are aiming to make our information available in digital form as widely as possible. Our book and magazine collection has tens of thousands of volumes. We also have a substantial and growing collection of audio-visual items that includes photos, brochures, prints, film and videos.

We can assist anyone who has a genuine interest in Australia's motor heritage.

We do not want to be 'just a library' (although that is a significant part of who we are). Rather, we seek to foster social cohesion through public seminars, lectures and informal gatherings which share our passion for motoring with the widest possible audience. Indeed, we will play a role with overseas foundations and heritage centres having similar objectives.

Motor vehicles have always played a key role in the physical, economic, and social development of Australia. We are dedicated to protecting this heritage through operating a library and including by:

1. Recording and cataloguing the heritage and history of the use of motor vehicles for transportation and mobility.
2. Collecting, preserving, and exhibiting items of significance to this motoring heritage, for the benefit of the community, and making those items available through use including through lending, display and making available for reading (including over the internet).
3. Fostering public awareness and interest, through developing seminars, programs, and publications to educate Australians in this heritage.
4. Creating an educational resource for universities, TAFE colleges, schools, academics and historians; the Australian nucleus for the automotive and advertising industries, journalists, preservationists and inventive entrepreneurs; to be a resource for Australia's thousands of car clubs and a centre for community engagement.

Summary

Our main conclusions are:

1. It is estimated that there are approximately 970,000 motoring enthusiast-owned historical vehicles in Australia out of a total fleet that we estimate is around 21.8m vehicles (4.4%);
2. A survey distributed via 834 motoring clubs across Australia was determined as the best way to access and communicate with these historical vehicle owners about how much they spend on their vehicles and related activities each year;
3. 6,296 people responded and those people in turn owned 19,200 historical vehicles. This is one of the largest data sets TMG has ever worked with to determine economic value;
4. The owners of these vehicles spend, on average, \$10,240 each per vehicle owned – around 12.5% more per vehicle (excluding financing costs) than owners of regular vehicle;
5. The three largest areas of expenditure (of the 19 surveyed) on motoring enthusiast-owned historical vehicles are mechanical repairs, parts & accessories and bodywork;
6. By multiplying the number of motoring enthusiast-owned historical vehicles by the average spend estimate derived from the survey, we can deduce the total amount spent in 2022 on motoring enthusiast-owned historical vehicles in Australia;
7. The motoring enthusiast-owned historical vehicle sector has a much bigger economic footprint than most people imagine. Once all related expenditures are considered, the aggregate direct turnover of the sector is \$9.92b;
8. This \$9.92b expenditure also has two “multiplier” or “indirect” impacts on the economy – a supply chain effect and a consumption effect. This means that each \$1 spent on an historical vehicle has more than a \$1 overall impact on the economy;
9. The total value of expenditure on motoring enthusiast-owned historical vehicles is – including direct and indirect effects - \$25.2b;
10. The impact of motoring-enthusiast owned historical vehicle expenditure creates 78,670 jobs across the country (42,150 direct and 36,520 indirect);
11. Those jobs generate \$6.2b in wages and salaries (\$2.8b direct and \$3.4b indirect); and
12. The motoring enthusiast-owned historical vehicle sector's value-added (i.e. contribution to Gross Domestic Product) is \$11.4b (\$4.3b direct and \$7.1b indirect).





Just a few pics from today's launch by the AMHF of their recent Survey.



Check the AMHF Website for full details:

<https://motorheritage.org.au/>



NEXT CMC GENERAL MEETING

Tuesday 28th May 2023

AT STRATHFIELD GOLF CLUB

WEEROONA RD, STRATHFIELD

Commencing at 7.00 pm—Dinner available from 6.00 pm

CMC MEETINGS FOR 2024

Committee Meetings: at Strathfield Event Centre – Weeroona Rd, Strathfield

General Meetings: at Strathfield Event Centre – Weeroona Rd, Strathfield

| Committee Meetings | General Meetings & AGM |
|--------------------------------------|------------------------------------|
| Wednesday 8 th May | Tuesday 28 th May |
| Wednesday 10 th July | Tuesday 30 th July |
| Wednesday 11 th September | Tuesday 24 th September |
| Wednesday 13 th November | Tuesday 26 th November |



SHANNONS SYDNEY CLASSIC 2024

Sydney Motorsport Park
Sunday 25th August 2024



If your Club hasn't yet applied for this year's Shannons Sydney Classic there's a copy of the Application Form on the following page.

One difference this year is that Clubs wishing to put cars on Pit Lane (for their Anniversary Celebrations) should pay for those spaces at the same time as the preferred Area.

Only one payment to cover the Area selected as well as Pit Lane.

Pit Lane vehicles will have the words **Pit Lane** on their stickers this year.

We will not be swapping Area Tickets for Pit Lane Tickets as has been done in the past.

If your Club or marque is celebrating an Anniversary this year, please send me a 2-page (including 1-2 photos) report of the Anniversary—email: cmc.nsw.editor@gmail.com

Deadline for the Anniversary stories will be mid-May in order to edit and format for the August Preserve.

Kay De Luca

ANOTHER REMINDER TO CLUB OFFICIALS RE TRACK RUNS

The Statement that you sign at the bottom of the SSC Registration Form states “*that you understand the rules involve each club taking responsibility for the actions of its members. No burnouts or tyre smoking, keep up with the vehicles in front, take directions from the officials. We will ensure no one overtakes any other vehicle while our group is on the track (except slow moving buses as permitted). We understand our drive is for one and a half laps and we will assemble our vehicles at the marshalling area at the nominated time as stated in the programme.*”

These rules **MUST BE** adhered to. The CMC have taken a firm stand on this issue as the Event doesn't have a permit for anything other than parade laps. Take note that one Club has been banned from their Track Run this year for not obeying the rules that are set down.

Thanks for your co-operation in these matters—we're looking forward to a great day at Sydney Motorsport Park in August.

Boyd Symington
SSC Co-ordinator



DATE: TUESDAY 7th MAY 2024

WHERE: MERRYLANDS

TIME: From 10.30 am onwards B.Y.O. Morning Tea Etc. & your walking shoes. After morning tea I will lead a walk around the Zoo & Park. Short walk also available

LUNCH: Local Club

DATE: TUESDAY 4th JUNE 2024

WHERE: MUSEUM VISIT, BEXLEY NORTH

LUNCH: Local Club

DATE: TUESDAY 2nd JULY 2024

MEET: WENTWORTH FALLS LAKE. **LUNCH:** MOUNTAIN HIGH PIES, WENTWORTH FALLS

DATE: TUESDAY 12th NOVEMBER 2024 REMEMBRANCE DAY RUN

WHERE: CONCORD

LUNCH: Local Club

DETAILS & BOOKINGS: Les Watton ph: 9838 8063 Email: mumspalace@hotmail.com

A NOTICE FOR ALL CLUB TREASURERS—BANKING WITH THE CMC

We need to streamline the process for making payments to the CMC.

SOME CLUBS ARE STILL NOT USING THEIR CLUB CODE—these codes are listed on the CMC Website and almost always in the CMC Preserve. **Note: Clubs in Red are unfinancial at this time.**

Also, the procedure for payment is inconsistent amongst our Clubs and the Committee spend too much time trying to reconcile payments with forms received.

So here's your Two Step Process for making payment to the CMC:

- Step 1** Make your online payment into Bendigo Bank and use your Club Code as the reference.
- Step 2** Scan and email **both your EFT RECEIPT AND FORM** (Affiliation or SSC) in the one email to:
cmc.nsw.finance@gmail.com

Hopefully this will reduce the bulk of emails currently coming into the CMC "Finance" email and make it easier for us to identify payments being made.

Kay De Luca



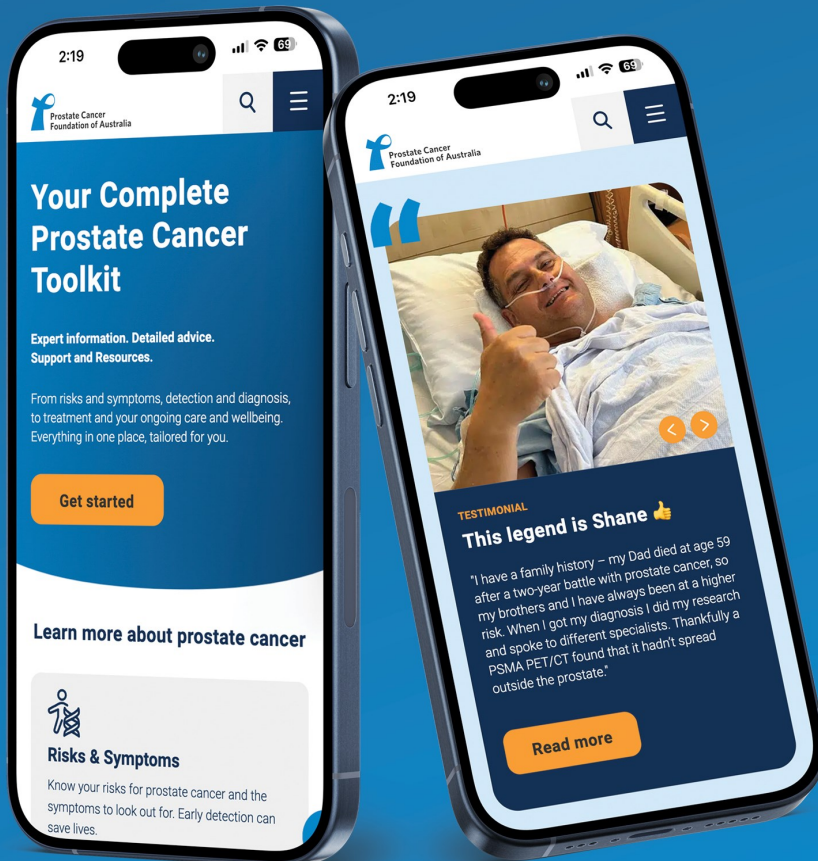
Prostate Cancer
Foundation of Australia

Your Complete Prostate Cancer Toolkit

Expert information. Detailed advice.
Support and resources all in one place,
tailored for you.

🔍 prostate.org.au

☎ 1800 22 00 99



Scan the QR code
to get the Toolkit





National Motoring Heritage Day

Sunday 19 May 2024
Berry Showground, Berry NSW
7:00am – 2:00pm

Theme – Fashion and transport through the years 1900 to 1990's.

Displays of Vintage, Historic & Classic Vehicles & Bikes.

All ages & marquees welcome.
Awards for best period costume.
Judging 9am – 12noon

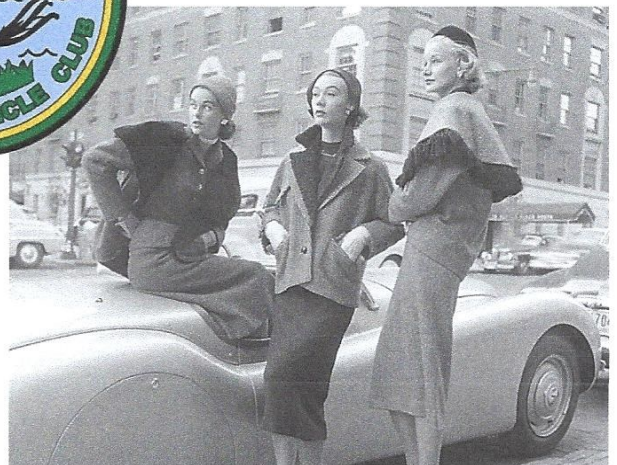
Entry Fees – cash only at gates No EFTPOS
Vehicle \$10 Spectators \$5 Family \$10

Enquiries & registration
Email: davidamullinger@gmail.com
Ph: 0417 671 107

Hosted by Shoalhaven Historic Vehicle Club Inc.
Supported by Council of Motor Clubs NSW

Car clubs and private entries to be received by 7th May.

Shops, restaurants, accommodation, wineries, stay for the weekend in Shoalhaven.



THE AUSTRALIAN MOTORLIFE MUSEUM

NATIONAL MOTORING HERITAGE DAY

SUNDAY 19TH MAY 2024

9.30AM TO 4.00PM

The National Motoring Heritage Day gives owners of all types of Veteran, Vintage and Classic vehicles, an opportunity to get out for a drive and meet other like-minded enthusiasts.



Proud to have been an approved destination for the National Motoring Heritage Day since 2008!



Sausage sizzle and refreshments available. Ample parking for everyone!

A special discounted admission to the Museum on the day:

Adults \$15 pp , Children FREE with a paying Adult



Patrons: Pedr Davis OAM, Jeremy Morris SC,
Wayne Gardner AM & Warren Brown AM

Integral Energy Recreation Park
94 Darkes Road, STREAM HILL 2526
NSW Australia
phone: (02) 42 614 100
email: admin@motorlifemuseum.com
web: www.australianmotorlifemuseum.com
FB: www.facebook.com/TheAustralianMotorMuseum
Tax Exempt Charity
N.S.W Auth. To Fundraise: CFN 10468
ACN: 001 673 070 ABN: 50 254 219 543

Proudly sponsored by the



Lions Club of Gerringong 2024



All reports indicate that a good weekend was had by all who attended the Gerringong Lions Club Show in February this year. Raising much needed funds for Lions Childhood Cancer Foundation, the Lions Club always does their best for the community and this year was no exception.



Sydney Royal Easter Show memories



The HRD Motorcycle celebrates its centenary in 2024. Chris Wood, President of the Vincent HRD Owners Club has provided us with some Memories of Philip Edward Irving, MBE whose 60-year international career included the creation of landmark designs for both motorcycles and cars. This is Part 1—Part 2 will follow in the June Preserve.

The recent auction by the Donington firm of Phil Irving's archives started me thinking about Phil. Some of us got to meet Phil and Edith Irving prior to the three Australian state International VOC Rally in 1983.

Phil and Edith attended at least one of the Urunga Rallies. Fred Spinks, the Urunga Bowling Club President, gave us considerable assistance. The rally aimed to unite the NSW and Queensland Vincent owners. This was achieved and four Urunga rallies were held. Subsequently after the first Urunga rally, Phil gave a talk for us at the Arncliffe Scots Club where we held meetings. As a result of the success of Phil speaking nights were held for John Surtees, Rex Tilbrook and Vic Willoughby. Phil and Edith attended these as well.



Between 1982 and his passing a decade later, I met him several times. We caught up at rallies at Urunga, Adelaide, Melbourne, Sydney, Canberra and at Broken Hill. I ventured with Trevor Thomas, Len Withnall and Ray Schriever to Phil's 80th birthday and a subsequent lunch at the Richmond 'Anchor and Hope' pub owned by his motor racing friend Lou Molina.

A lunch at the Warrandyte Hotel with Jack Playfoot, Edith and Phil brings back fond memories. Jack Playfoot had competed in bike events against Phil in the 1920s. Once I drove Edith and Phil to Jumbo Goddard's Newport residence. We lunched at Church Point. It was a great day. Another lunch we had was at the Watson's Bay Doyle's restaurant, where running into Sir Michael Parkinson was an extra treat. At the time Phil was helping two chaps with their ideas on rotary valve operations. I seem to recall going to Chatswood with Phil to visit a famous Australian Automotive Engineer named Arthur Ernest Bishop OAM (1917 -2006). Mr Bishop had developed a variable – ratio rack and pinion design using a normal pinion. His organization had over 200 employees and 300 registered patents.

At one of the Urunga rallies I rode Len Withnall's Series "C" Black Shadow. He had purchased it from George Mills who had purchased it from a Qantas engineer named (I think) David Wood. I rode the bike to Trial Bay and Southwest Rocks very, very fast. Phil Irving said that the police would lock me up and throw away the key! The performance and handling of the bike was exceptional. Someone had removed the paint from the engine and as a result both the bike and I were covered in oil. Phil revealed that many of the first cases used on Black Shadows were porous and the works used a paste to stop the oil bleeding from the cases. That day at an RSL some motorcyclists had not paid the Asian bistro owner for their meals, and the owner refused to serve us. Phil thought this was an example of Pagan logic as we were on bikes. Fred Spinks sorted the matter out and we all ate.

My father helped me stick on port labels prior to the first Urunga rally. He died several months later while on the operating table and so he never got to meet Phil and Edith Irving. Our section presented Phil with an award at his talk night at the Arncliffe Scots Club. My father had got one of his Qantas work mates to powder coat an early twin Vincent HRD timing cover in black. The HRD was painted in white, and the inspection cover was replaced with a plate that read "Presented to Mr P.E. Irving M.B.E. for engineering services to the World". The timing case was screwed to a plaque that my uncle Jack had made. With the enthusiasm generated I wanted to promote the 1983 International Rally at the forthcoming Historic Races at Amaroo Park in January 1983. I heard that Rod Coleman and John Surtees would be guests at the meeting.

I also heard that John Surtees was going to attend a dinner at Parramatta before the event and made enquiries which were met by a brick wall. My recently departed father always said that there was no such thing as can't, so I rang John in England to ask if he would speak at another dinner if he had time. He asked if Phil Irving would be there. I said "Yes." We sold 350 tickets and John was amazed. At the subsequent very hot Amaroo meeting he rode a Manx Norton supplied by Barry Ryan and a replica of an early Ferrari GP which impressed him. John Surtees spoke of his time as an apprentice at the Vincent factory and the great people he knew there and worked with. He said that he remembered seeing Phil Irving working on the MK 2 cams. I think he must have been there at the time with his father who was a Vincent dealer, as it was before his apprenticeship. He said as the brilliant people left, the quality of the components suffered and, as a result, so did the finished product.

Will Hagon recalled the hot January 1983 Amaroo historic racing weekend. "I remember Surtees on the front row of one race where a keen local took off like a scalded cat. Having a good view of the start from the commentary box above, I saw Surtees look over at the urgency of the other rider. Now cognisant of what the Aussie was trying to do, Surtees tucked in, got on with his job around the top of the circuit and then down to Honda corner. At this stage he was third. But not when they came out of that tight left hander. Surtees went down inside both, got his apex right and led from there on."

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Memories of Phil Irving—Pt.1

The first major Vincent Rally was held at Albury in 1973. It had been organised by Trevor Thomas and David Jones. Phil and Edith came. Ian Brock says that a very enjoyable question and answer took place at the motel pool between the gathering and Phil Irving. Eventually at 3 am Edith called Phil to come to bed. In 1974 Phil Irving was interviewed by ABC television in Melbourne. A young Phil Pilgrim on his Vincent Rapide is featured in the interview. Later Phil Pilgrim's Rapide was featured in the now famous Chiko Roll poster.

Around the early 1970s the newspapers ran articles about the road carnage. Some blamed it upon fast supercars while others spoke of badly maintained older cars. Civil liberties like the wearing of seat belts were discussed both in the press and at public meetings. Phil wrote letters saying that a good driver is safe when he is driving a well-maintained older car and equally safe when driving a super car carefully under normal conditions. One day I was with Phil, and he asked me to stop on a hill overlooking the Yarra River below. He pointed out a tree which had stopped him running off the road one night when he was heading home very tired after a long workday.

I spoke to motor racing commentator Will Hagon tonight. He said he was once walking in the pits in Victoria when he came upon Phil studying a lined-up gaggle of Formula 3 open wheelers. "What are you doing Mr Irving?" asked Will. "I am measuring throttle slides, Mr Hagon" replied Phil. Phil and I spoke about many things including the seaside. He said as a child he had a holiday near the beach. He got sunburned and cut his feet on the rocks. He would never make that mistake twice.

Ron Tauranac found when researching suspension and steering geometry that much information was incorrect as it applied to motor racing. Phil's early studies included much on cast iron and brass as most engineering studies dated back to steam transportation. He looked up seriously to Harry Ricardo. A letter from Ricardo was Phil's greatest possession. I know he also admired Mr Weslake.

I remember Denis Minett asking Phil Irving why one Vincent had four spark plug holes. Phil replied that this was an example of taking your eye off production when the factory is split and some of the work is done down the road.

On one occasion Phil, Edith, Len Withnall and I visited Ray Schriever at Stanwell Park. Talk started about the Vincent twin engine design. Len said "Phil, why didn't you sculpt small breasts onto the tappet covers". Phil replied, "Why should they be small breasts"?

When the overseas members arrived for the 1983 International Rally at Sydney aerodrome, one of the passengers was Ben Lexcen. Len went up and shook his hand. Phil thought Len knew the racing sailing boat designer. Phil didn't like people misrepresenting him. I remember one night when Bertie Goodman came to a talk night that Phil gave for us. Phil was open with his displeasure that someone had said that Bertie and he had not got on while at Velocette. Simply not true. I was with Phil and Edith one day and we visited John Hartnett at Moonee Ponds as I had to pick something up. The engineer told Phil that someone had told him that he had upset Phil. Phil made it clear that this story was also untrue. Phil Pilgrim tells me that Mr Hartnett is still riding his Velocette at 92 years young. Once at Ray Schriever's Stanwell Park home, a group of us were gathered said that "Phil Irving was God, and asked Edith what it was like being married to God?" Edith replied "I know he isn't God as I wash his underwear"! Everyone laughed, including Phil.

Phil didn't just work on Vincent powered Coopers. He had a significant input into the success of Frank Sinclair and Alec Corner. Once when Phil was in hospital recuperating from an eye operation, he had several visitors including Frank who was somewhat of a hypochondriac. Another visitor turned up carrying a bag of grapes and asked Frank how he was. "I am glad you asked" replied Frank. Phil said "Frank proceeded to talk for an hour about his imaginary ailments while eating all the grapes"! Ironically, years later when Frank became terminal, he did not tell anyone. Although I never met Frank, I spoke to him several times over the phone. It seems like Rex Tilbrook he was concerned with the welfare and wellbeing of children doing it tough. He made sure that films and cartoons were shown in hospital to the children. If he could not run a projector, he employed someone to do it. A good man was Frank.



Phil and the boys look happy at the Speedway

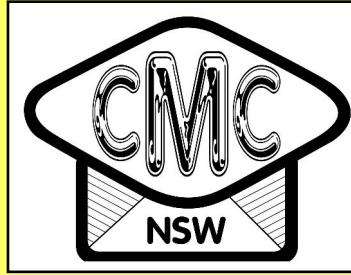
HISTORY OF CLUB PLATE SCHEMES

INCLUDING ORIGIN OF NUMBER PLATES & GOVERNMENT DEPARTMENTS

| | |
|----------------------|---|
| October 1909 | Enactment of the “Motor Traffic Act, 1909” Part II 8 (k) of the Act states “To provide that motor vehicles shall have separate distinguishing numbers, regulate the form of such numbers, the manner of placing them upon such vehicles, and the issue and return of such numbers”. |
| March 1932 | The Ministry of Transport Act, 1932 (Act No.3, 1932) The Department of Transport was formed. |
| November 1932 | The Department of Main Roads (DMR) and the Department of Road Transport and Tramways were formed. |
| June 1952 | The Department of Road Transport and Tramways was further split into the Department of Transport and Highways, soon renamed the Department of Motor Transport (DMT) |
| June 1959 | Club Plates “Permit to Move” was first issued and only available to members of the Veteran Car Club of NSW. |
| February 1969 | The cut off year for Club Plates is raised to 1939. Initial moves are made to the Minister of Transport regarding Club Plates for all Clubs. |
| January 1970 | A meeting was held with Mr. Milton Morris, Minister for Transport re Club Plates. The proposed issue date is February 1970 (Delayed till January 1984). |
| July 1971 | The DMT proposes a ‘Concessional Registration Scheme’ instead of ‘Permits to Move’. |
| November 1983 | The Minister for Transport Peter Cox advises that after a review of year model restrictions, applying to the veteran and vintage annual permit scheme, cars 30 years or older at 1st of January each year and owned by members of a recognised Club will be eligible for inclusion in the Club Plate Scheme. |
| January 1984 | With the introduction of the Club Plate Scheme, all recognised Clubs will be eligible, but the Scheme will still be operated under Permits to Move. Each Car Club was allocated a different colour for their plates which also included a Name Bar embossed with the Club’s name to be attached above the front number plate. |
| February 1985 | With Queensland now on board, NSW Club Plates are recognised nationally. |

HISTORY OF CLUB PLATE SCHEMES - continued

| | |
|----------------------|---|
| January 1989 | The Department of Main Roads (DMR), Department of Motor Transport (DMT), and the Traffic Authority were amalgamated to form the Roads and Traffic Authority (RTA). |
| May 2000 | A “new” Club Plate Scheme is proposed to operate from 1 January 2001. A move away from the Permits to Move to a form of Conditional Registration. The RTA has agreed to a 12-month parallel system for the new registrations. Vehicles will remain exempt from Stamp Duty. |
| March 2002 | The RTA Conditional Registration Scheme proposed to operate from 1 January 2001 is now to commence on 20 May 2002. It will run concurrently with the existing scheme for 12 months to facilitate a smooth changeover. |
| May 2002 | Commencement of the Historic Conditional Registration Scheme (HCRS) with the issue of a dedicated “NSW Historic Vehicle” number plates referred to as “H” plates. |
| November 2011 | Roads and Maritime Services (RMS) were formed by the amalgamation of the Roads and Traffic Authority (RTA) and NSW Maritime. |
| June 2013 | The “Road Transport Act 2013 No.18” is now the current Act with respect to Number Plates. |
| January 2017 | Commencement of the Classic Vehicle Scheme (CVS) with the issue of a dedicated “NSW – Conditional” number plates referred to as “D” plates. With the introduction of CVS, a trial of a “60 Day Log Book” was included. Also, with the introduction of CVS the name and reference to the Historic Conditional Registration Scheme (HCRS) was renamed to the Historic Vehicle Scheme (HVS). |
| October 2019 | Minister for Regional Transport and Roads, Paul Toole, announced that following a trial of a “60 Day Log Book” the renamed “Historic and Classic Log Book” has now been made permanent. |
| December 2019 | Roads and Maritime Services (RMS) and Transport for NSW (TfNSW) joined together to create one integrated TfNSW. |
| November 2020 | TfNSW issued Draft guidelines “Historic Vehicle Scheme (HVS) Period Options, Accessories & Safety Items” which may aid motoring clubs in determining the eligibility of vehicles for inclusion in the Historic Vehicle Scheme. |
| December 2020 | The “Historic and Classic Log Book” has now been issued in the form of a numbered booklet instead of the original single sheet of paper. |
| January 2024 | The introduction of dedicated “NSW Classic Vehicle” number plates for new registrations under the Classic Vehicle Scheme (CVS), existing vehicles on CVS issued with the previous “NSW – Conditional” number plates will remain valid. “NSW Historic Vehicle” number plates have undergone a minor colour change for new registrations under the Historic Vehicle Scheme (HVS), existing vehicles on HVS issue with the previous “NSW Historic Vehicle” number plates will remain valid. |



STAYING AFFILIATED

WITH THE COUNCIL OF MOTOR CLUBS

To assist Clubs in their understanding of being Affiliated with the CMC, the following information has been prepared outlining the Affiliation renewal process and their Incorporation status.

This information only applies to current Affiliated Clubs:

1. Affiliation is from 1st January to 31st December, the CMC Financial Year. At the September General Meeting, the Annual Affiliation Renewal Form for the upcoming year is distributed to Delegates, then emailed to Clubs and posted on the CMC website,

NOTE:

Clubs that have Members with vehicles registered with TfNSW under CVS need to have renewed their Affiliation by 31st December for the upcoming year. For Clubs that have not renewed by 31st December, the registration of their Members vehicle will become void from 1st January in the upcoming year.

2. **Clubs that have not renewed their Affiliation by 31st December** will become unfinancial in **the upcoming year**, however, a Club is still considered to have Affiliation status till 31st March in the upcoming year except for voting on CMC business and applying for Shannons Sydney Classic.

NOTE:

For Clubs that renew in the now current year, the registration of their Members vehicle on CVS will be valid again.

3. Clubs that have not renewed their Affiliation by 31st March **of now the current year will** no longer have any Affiliation status and will be removed from the Affiliation Register and deleted off the CMC website.
4. Clubs can renew their Affiliation between 1st April and 31st December of now the current year. Clubs that do renew in this period will be reinstated as a financial Affiliate, relisted on the Affiliation Register and CMC website.

NOTE:

For Clubs that renew in the now current year, the registration of their Members vehicle on CVS will be valid again.

5. Clubs that have not renewed by 31st December of the now current year will mean one year has elapsed without Affiliation and therefore the **Club will need to reapply for Affiliation.**
6. Clubs are also required to maintain their Club's Incorporation Status, ensuring that it is current and up to date for the period the Club is Affiliated with the CMC.

HOBBY & MOTOR SHOW



18th & 19th MAY 9am-3pm

*East Kurrajong School of Arts
Stanley Park, East Kurrajong*



Classic & Vintage Vehicles, Military Displays,
Tractors, Antique Tools & Machinery,
Family & Local History, Fused Glassware, Gems,
Handmade Jewellery, Handspun Crafts, Plants,
Rocker Cover Races, Stamps & Coins,
Sydney Little Big Rigs, Woodworking.
HOME MADE REFRESHMENTS & BBQ



Tractor Trek 9am Saturday
Show'n'Shine Trophies 2pm Sunday
ENTRY Adults \$5, under 15 Free
CASH only, No eftpos available

Contact: Ann 02 4576 5031
Donna 0412 931 971

www.eastkurrajonghall.com





Magic Metal Motoring Club & East Kurrajong School of Arts
HOBBY & MOTOR SHOW 2024
Incorporating National Motoring Heritage Day
18th & 19th MAY, 9am-3pm
at Stanley Park, East Kurrajong

REGISTRATION FORM

| |
|---------------------------------------|
| Name of Club |
| Contact Person |
| Email |
| Telephone |
| Number of Vehicles Attending Saturday |
| Number of Vehicles Attending Sunday |
| Advise any special requirements |

Return Registration Form to: email eksa@ozemail.com.au
Or by telephone to Ann 0245 765 031
or Donna 0412 931 971



**Magic Metal Motoring Club
& East Kurrajong School of Arts**

Invite you to come and join us on the 18th & 19th May
for our **ANNUAL HOBBY & MOTOR SHOW**
Incorporating National Motoring Heritage Day
at Stanley Park, East Kurrajong

All Historic, Classic and Special Interest Vehicles are welcome. The day is open to clubs and individuals. Gates open at 8.30am and finishes at 3.00pm both days.

As well as vehicles we will have plenty to keep you interested there will be displays of Antic Tools & Machinery, Family & Local History, Fused Glassware, Gems, Handmade Jewellery, Handspun Crafts, Military Display, Plants, Stamps & Coins, Sydney Little Big Rigs & Woodworking.

There will also be Rocker Cover Racing, so bring your own or use one of ours.

We will be providing a barboquc with sausages, bacon, eggs & onion, home made vegetarian soup, cakes and slices. Coffee, tea and soft drinks will be available.

Trophies will be presented at 2.00pm on Sunday.

Categories are:

- Best Restored Vehicle
- Best Original Vehicle
- Best Commercial Vehicle
- Best Static Display

Entry fee is payable at the gate on the day and eftpos is not available.
Entry fee is \$5 for each adult and kids under 15 are free. There is no additional charge for entering the Show'n'Shine.

Please register either by completing attached registration form
or telephone Ann 0245 765 031 or Donna 0412 931 971.



Lateral thinking saves wedding day!

As they say, all's well that ends well...

And so it was for happy honeymooners, Jamie Preisz and his bride, Alex, who despite a bumpy start have not only great wedding photos, but a great wedding story to tell...

Jamie is a talented Sydney artist who achieved acclaim by winning the coveted **Archibald Packer's Prize at the Archibald Awards back in 2018** for his fabulous portrait of Jimmy Barnes.

Jamie's red Series III Alpine has played a big part in his life in recent years and during his courtship. And so, he planned to have it as his 'wedding car' come the big day.

But just a couple of days before the wedding, the Alpine's head gasket blew, spelling disaster for the best laid plans. Or so it seemed...

Jamie said he has done a lot of work to the Alpine since he acquired it. "I've owned it for eight years now, it didn't run when I bought it, replaced the floor and a lot of the engine to get it going.

"It was the first problem I've ever had - two days before my wedding..."

Jamie got in touch with the Sunbeam Owners Club and David Booth from Gosford kindly offered to lend him his white Alpine for the big event. Unfortunately, a couple of other Alpines located a little closer – one even the right colour (red) were unavailable (also due to mechanical repairs, which have since been fixed as luck would have it).

Due to the distance involved (the wedding was in Braidwood near Canberra) and the responsibility of driving someone else's precious Alpine, despite being thankful for the very generous offer from David Booth, Jamie came up with an alternate plan.

"My fiancé, now wife, told me it was very important the car was there, so my best man and I hired a ute and car trailer to tow the car down to Braidwood and back.

"For the entrance I had all my best friends push Alex and I in the car to the reception. "A funny end to a series of hurdles." And one which made for great photographs!!!

We wish Jamie and Alex all the best for the future and hope his beloved Alpine is also back on the road soon...



CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT APRIL 2024

| | | | |
|--------|---|--------|---|
| 4962F | 1949-1962 Ford V8 Club NSW | BMMC | Blue Mountains Motor Club |
| 48FJH | 48 & FJ Holden Owners Club NSW | BMWDC | BMW Drivers Club of NSW |
| 7282FC | 72-82 Ford V8 & Cobra Owners Club | BCCA | Bolwell car Club of Australia NSW |
| ACC | Air Cooled Cruisers | BOCA | Bristol Owners Club of Australia NSW |
| AROCA | Alfa Romeo Owners Club of Aust NSW | BCCH | British Car Club of Hunter, The |
| ASCBC | All Sorts Car & Bike Club | BEAC | British & European Auto Club Southern Highlands |
| ALVIS | Alvis Car Club of NSW | BFCC | British Ford Car Club of NSW |
| AMCCA | American Muscle Car Club of Aust | BUICK | Buick Car Club of Australia NSW |
| APCCA | Anglia Prefect Car Club of Aust | CLCA | Cadillac LaSalle Club of Australia NSW |
| ACMC | Antique & Classic Motor Club | CFOC | Camaro Firebird Owners Club of Aust |
| ASCC | Armstrong Siddeley Car Club, The | CHVC | Campbelltown Historic Vehicle Club |
| AMOC | Aston Martin Owners Club NSW | CAPRI | Capri Car Club of NSW |
| A7C | Austin 7 Club NSW | CCAF | Central Coast All Ford Club |
| AA40C | Austin A40 Car Club of Aust NSW | CCAC | Central Coast American Classic |
| AHOC | Austin Healey Owners Club NSW | CCBC | Central Coast British Car Club |
| AMVC | Austin Motor Vehicle Club NSW | CCHC | Central Coast Historic Car Club |
| AAVA | Australian Armoured Vehicle Assoc | CCOS | Central Coast Old Skool Auto Club |
| AEMV | Aust Ex Military Vehicle Collectors Soc | CCR | Central Coast Rides |
| AHBM | Aust Historic Motor Club Blue Mtns | CSTCCC | C. Ex Coffs Sports Touring & Classic Car Club |
| AHMC | Australian Historic Motor Club | CCNSW | Chevrolet Club of New South Wales |
| AHRG | Australian Historic Rally Group | 5CS | Chrome Classic & Custom Car Club |
| AMM | Australian Motorlife Museum, The | CRCA | Chrysler Restorers Club of Australia |
| AP356 | Australian Porsche 356 Register, The | CCC | Citroen Car Club of NSW |
| ARDC | Australian Racing Drivers Club | CHACA | Classic & Historic Auto Club of Aust Sydney |
| AUCC | Auto United Car Club | CVMC | Classic & Vintage Motor Club Eurobodalla |
| BTTC | Back to the Classics | CCCI | Classic Car Club Illawarra |
| BDCR | Bentley Drivers Club NSW Region | CCCC | Classic Cruisers Car Club |
| BDHVC | Berrima District Historic Vehicle Club | CFO | Classic Falcon Owners Club of NSW |

CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT APRIL 2024

| | | | |
|-------|--|-------|---|
| CGI | Classic Garage Illawarra | FFVD | Flat Four Vee Dub Club Sydney |
| CLSMC | Classic Mechanical Club | FFLTD | Ford Fairlane & LTD Owners Club |
| CRC | Classic Rally Club | FCGC | Ford Galaxie Club of Aust |
| CVCA | Classic Vehicles Club of Aust | FXFJ | FX-FJ Holden Club of Australia Sydney |
| CAHEC | Club Autohaus Historic & Exotic Car Club | GVCV | Glossodia Classic Vehicle Club |
| CLA | Club Lotus Australia | GLUT | Gluttons, The |
| CMA | Club Maserati Australia | GBCC | Gnoo Blas Classic Car Club |
| CVDS | Club Vee Dub Sydney | GMCC | Goat Motorcycle & Car Club |
| CIAO | Combined Italian Auto Organisation | GEAR | Golden Era Auto Racing Club Inc GEAR |
| CAVC | Cowra Antique Vehicle Club | GCC | Goodfellas Car Club |
| CRSL | Cronulla RSL Motoring Enthusiasts Group | GLHA | Great Lakes Historic Automobile Club |
| DLOC | Daimler & Lanchester Owners Car Club | GSHCC | Great Southern Historic Car Club |
| DCCC | Dapto Classic Car Club | GTC | GT Club, The |
| DBHAC | DBA Cruisers | GTRX | GTR & XU-1 Owners Club |
| DICC | Detroit Iron Car Club | GDAC | Guyra & District Automotive Club |
| DDCC | Dirty Dogs Car Club | HPM | Hairpin Motorsport |
| DOCC | Dodge Owners Car Club of Aust NSW | HHCC | Hawkesbury Historical Car Club |
| DSOA | DSOA NSW | HDHR | HD/HR Holden Club of NSW |
| EFCC | Early Falcon Car Club of NSW | HSCME | Henry Sports Club Motoring Enthusiasts, The |
| EFV8 | Early Ford V8 Club of NSW | HOCA | Hillman Owners Club Australia |
| ETCMC | Early Times Car & Motorcycle Club | HDCC | Hills District Car Club |
| EJEH | EJ EH Holden Owners Drivers Club | HFEA | Historic Fire Engine Assoc |
| EDC | Everyday Cruisers | HGNA | Historic Group N Association |
| EMCC | Extreme Muscle Car Club | HSRCA | Historic Sports & Racing Car Assoc NSW |
| FGTOC | Falcon GT Owners Club of NSW, The | HTCA | Historic Touring Car Association NSW |
| FBEK | FB-EK Holden Car Club of NSW | HSCCA | Honda Sports Car Club of Australia |
| FEFC | FE-FC Holden Car Club of NSW, The | HSVOC | HSV Owners Club of NSW |
| FIAT | Fiat Club of NSW | HAMC | Hudson-AMC Car Club Aust |

CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT APRIL 2024

| | | | |
|--------|---------------------------------------|--------|---|
| HCCA | Humber Car Club of Australia, The | MWMCC | Midweek Muscle Car Club |
| HVTC | Hunter Valley Torana Club | MUVC | Milton Ulladulla Vintage & Classic Car Club |
| IVCC | Illawarra Vintage Car Club | MCCN | Mini Car Club of New South Wales |
| IWMI | Inner West Minis | MAFC | Model "A" Ford Club of NSW |
| ICCA | Isuzu Car Club of Australia | MTFC | Model "T" Ford Club of Australia NSW |
| IMSM | Italian Made Social Motoring Club | MCCI | Monaro Car Club of NSW |
| JDCH | Jaguar Drivers Club Hunter Region | MDME | Moree District Motor Enthusiasts Club |
| JDCA | Jaguar Drivers Club of Australia | MOGCA | Morgan Owners Club of Australia |
| JVCV | Jamberoo Valley Classic Vehicles Club | MMCC | Morris Minor Car Club of NSW |
| JCCI | Jensen Car Club | MMPC | Morris Minor Picnic Club |
| JCCA | Jowett Car Club of Australia | MOCHR | Morris Owners Club Hunter Region |
| KAC | Kenthurst Automotive Club | MRNSW | Morris Register of New South Wales |
| LLMACC | Lake Macquarie Classic Car Club | MCCAC | Motley Cruz Classic Auto Club |
| LCOA | Lamborghini Club of Australia | MWHAC | Mt Warning Historic Auto Club |
| LMC | Lancia Motor Club of NSW | MCD | Muscle Car Drivers |
| LROC | Land Rover Owners Club of Aust | MCPCC | Muscle Classic & Performance Car Club NSW |
| LCCE | Leisure Coast Car Enthusiasts Club | MOF | Museum of Fire |
| LCCC | Leyland P76 Classic Car Club | MOCA | Mustang Owners Club of Australia NSW |
| P76OC | Leyland P76 Owners Club, The | MYCCC | My Car Club NSW |
| LPHCC | Lions Pride Holden Car Club NSW | NCRS | NCRS Australia |
| LVHR | Lithgow Valley Hot Rods | NDMM | Nepean District Morris Minor Car Club |
| LVMC | Lithgow Vintage Motor Club | NSMCC | North St Mary's Car Club |
| MTMR | Macquarie Towns M'cycle Rest & Pres. | NCUC | NSW Corvettes Unlimited Car Club |
| MAGIC | Magic Metal Motoring Club | NSWHPV | NSW Historic Patrol Vehicles |
| MMX5 | Mazda MX-5 Club of NSW | NSWMC | NSW Muscle Car Assoc |
| MBC | Mercedes-Benz Club NSW | NSWRRC | NSW Road Racing Club |
| MFSC | MFS Classic Car Club | NSWTC | NSW Torana Club |
| MGCL | MG Car Club Limited | PACA | Packard Automobile Club of Aust |
| MGCHR | MG Car Club Hunter Region | PCCN | Peugeot Car Club of New South Wales |
| MGRA | MG Restorers Association | PSCCC | Pitt Street Classic Car Club |
| MCSC | Micro Car & Scooter Club | PME | Pittwater Motor Enthusiasts |

CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT APRIL 2024

| | | | |
|-------|--|-------|---|
| PCCA | Pontiac Car Club of Australia NSW | SVD | SVD NSW |
| PCNSW | Porsche Club NSW | SBTM | Sydney Bus & Truck Museum Ltd, The |
| PMHC | Port Macquarie Heritage Car Club | SDC | Sydney Datsun Club |
| PSCA | Port Stephens Classic Automobile Ass | TGHN | Tea Gardens Hawks Nest Motor Club |
| RCCC | Ralphies Classic Car Club | TSCC | Thoroughbred Sports Car Club |
| RSVC | R&S Series Valiant Car Club NSW, The | TOCA | Thunderbird Owners Club of Australia |
| RMCC | Regals Mopar Car Club, The | TCCI | Toymods Car Club |
| RCCA | Renault Car Club of Australia | TCCN | Toyota Car Club of NSW |
| RMCA | Riley Motor Club of Australia | TSOA | Triumph Sports Owners Assoc of Aust NSW |
| RHTMC | Riverstone Hist. Truck & Mach. Club | TRRA | TR Register Australia |
| RROCA | Rolls-Royce Owners' Club Aust NSW | TLA | Twin Lakes Classic Auto Club |
| ROMEO | ROMEO Classic Car & Bike Club | VOCA | Vauxhall Owners Club of Australia |
| ROC | Rover Owners Club | VHMC | Veteran & Historic Motorcycle Club Ltd |
| RACA | Royal Automobile Club of Aust—Motoring | VVCA | Veteran & Vintage Chevrolet Assoc of Aust |
| SCCA | Saab Car Club of Australia NSW | VCA | Veteran Car Club of Aust NSW |
| SHVC | Shoalhaven Historic Vehicle Club | VHRDO | Vincent HRD Owners Club NSW |
| SCCN | Singer Car Club of Australia NSW | VMA | Vintage Modified Association of NSW |
| SFCC | Small Ford Car Club of NSW | VSA | Vintage Speedcar Association NSW |
| SCVC | South Coast Vintage Car Club | VSCC | Vintage Sports Car Club of Australia |
| SPER | South Pacific Elect. Railway Co-op Soc | VVC | Vintage Vehicle Club of Australia 1919-30 |
| SHAVE | Southern Highlands All Vehicle Enthusiasts | VCVC | Volkswagen Classic & Vintage Club Aust |
| SHMM | Southern Highlands Morris Minor Car Club | VOLVO | Volvo Car Club of NSW |
| SSCC | Southern Sporting Car Club | WSHTC | Western Sydney Historic Truck Club |
| SSEH | Southern Sydney Early Holden Car Club | WOGS | Wheels of Glory Social Club |
| SCCA | Sprite Car Club of Australia | WWOKR | Willys Whippet Overland Knight Restorers |
| SMC | Street Muscle Cruisers | WCC | Wolseley Car Club NSW |
| SCC | Studebaker Car Club of NSW | XWFOC | XW-XY Falcon Owners Club |
| SOC | Sunbeam Owners Club NSW | ZCCS | Z Car Club Sydney |

NOTICE FOR CLUBS WISHING TO SEND THEIR MAGAZINES TO THE STATE LIBRARY—

DETAILS ARE SET OUT BELOW:

Address:

State Library - Legal Deposit

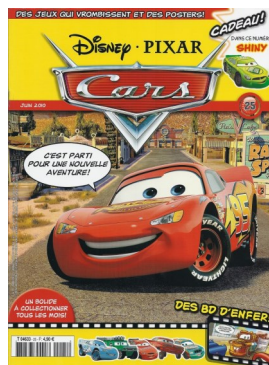
1 Shakespeare Place

SYDNEY NSW 2000

Legal deposit [02 9273 1490](tel:0292731490)

Email legal.deposit@sl.nsw.gov.au

Suggested send via mail and email



My doctor has given me three days to give up drinking. I've picked the 5th of June, July 17th and October 9th!!

CAR PORTRAITS by *Brian Caldersmith*

A personal painting is a fitting tribute to the time, money and effort you have invested in your vehicle. Brian's watercolours are in collections around the world and his limited edition prints are sought after. He is the Event Artist for many occasions here and overseas and his work has been auctioned by Christies, Shannons and raffled for major charities.

Contact Brian to discuss how you can have a collectible of your collectible.

Note: Paintings commissioned as a result of the CMC/Shannons Sydney Classic will be eligible (subject to approval) for inclusion on the cover of next year's event programme.

briantc@bigpond.com brian-caldersmith.smugmug.com

ADDRESS

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Blacktown NSW 2148

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Strathfield Event Centre is located overlooking the lush greens of the newly developed Strathfield Golf Club. This state-of-the-art facility is located minutes from Olympic Park & centrally located in Sydney's Inner Western Suburbs. Holding up to 600 guests standing, the venue has 3 conference rooms, private boardrooms, viewing balcony's & outdoor balconies. Function rooms are accompanied by Pavilions Eatery Bistro and Dining, a stunning bar and members lounge.



Directions: Turn off Centenary Drive at Weeroona Rd (leading to Rookwood Cemetery) and turn left before the entry into the Cemetery, follow Weeroona Road to the end and you will see the Strathfield Event Centre in front of you. There is a small carpark on your left, but a large undercover carpark is up the ramp on your right & underneath the Clubhouse.

If your Club has a story to tell, we'd love to include it in The CMC Preserve. Whether it's a recent Club Run Report or something that's coming up in the future, this is a great way to spread the word. Just email it to me at: cmc.nsw.editor@gmail.com

Thanks Kay

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Half A4 Page : Colour \$150

Quarter A4 Page : Colour \$100

One payment will get you 5 electronic versions per year plus the glossy August Preserve handed out at the August Shannons Sydney Classic.

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cmc.nsw.editor@gmail.com Or phone Kay De Luca—0410 688 886



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