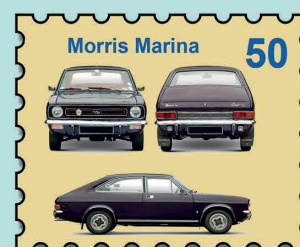
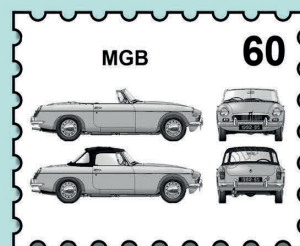
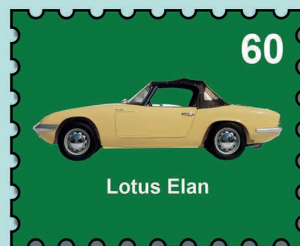
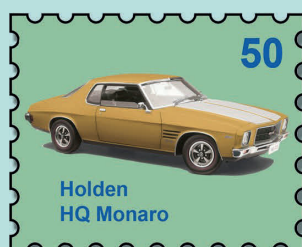
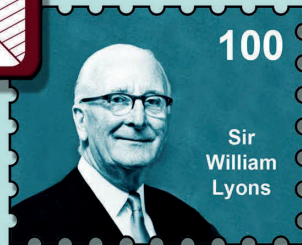
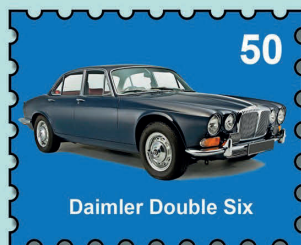




The Preserve

What a collection!



August 2022
Shannons Sydney Classic



President's Report



Welcome to the 2022 Shannons Sydney Classic.

After a three-year gap it is very pleasing to get the show on the road once again. 2019 seems so long ago, we had a real job remembering all the things we need to do to set the event up.

The idea to do a "Tokyo Olympics" and reuse the entry cards and medallions we had already made back in 2021 was a piece of genius by members of the Committee and saved a lot of waste.

Can I urge you to take a good walk and look around ALL the displays to ensure that you take it all in. There will be so many fabulous pieces of our motoring history to peruse that your eyes will get worn out. From small cars like the ubiquitous Goggomobil with the Micro Car and Scooter Club to the huge double decker Albions from the Bus Museum, you will see most types of motorised conveyance we have used in Australia. Do not forget to take a ride on one of the buses. A small gold coin donation will get that ride and a replica ticket just like the one you may have received when you rode the bus to school all those years ago.

The garages along pit lane will spark your interest with the variety of items available for the enthusiast. Remember that Father's day is just around the corner, so there may well be a solution to that illusive item for Dad.

It is pleasing to see the number of clubs joining the Council of Motor Clubs Inc., a long way from the days when I began as a delegate. The then CVV&TMC were very pleased to announce that we had reached 50 clubs. ***Today we are approaching 230 clubs as we look forward to our 60th anniversary next year.*** We are planning a big celebration of that milestone. I have located a set of the original meeting minutes amongst the archives.

They are an interesting read folks. Most of the ideals and concepts put forward there have been adhered to so I suggest that CMC can be very proud of the heritage we have created over all these years.

One concept not met, was for Council to acquire a set of club rooms which could be let to clubs for their meetings. It never became a reality and in the current property market within Sydney I doubt that it ever will.

We intend to publish those minutes again next year so look out for them and enjoy a nostalgic read. The original seven clubs are still active members of CMC and have stuck with us all these last 60 years. The Veteran Car Club, Vintage Sports Car Club, Antique and Classic Motor Club, Rover Car Club, Rolls Royce Owners Club, Alvis Car Club Vintage Motor Club. They were invited to the meeting and all agreed to the idea of the CVV&TMC on 1/3/1963.

We all owe a debt of gratitude to the gentlemen who came up with the concept and saw it through. One of them passed away only weeks ago. Mr Arthur Garthorn remained active in the movement for many years.

A big thank you to all the CMC Committee members for their efforts in getting this event up and running again. Karen and Boyd Symington do so many jobs it is amazing, Kay De Luca OAM is a powerhouse and gets so many things done.

Tony O'Donnell (and family) took on the project of allocating spaces and track tour times to the clubs. It is a mammoth effort however they have succeeded and despite some areas being taken away from us it all fits somehow.

May I say that the late Tony De Luca who did the job for over 20 years would be proud of their efforts so a big pat on the back is required. Allen Seymour is our fantastic CAD man and he provides us with the detailed maps you see in this publication.

Your 2022 Committee

Executive Committee

Terry Thompson OAM

President

VSWG, SRS Ccl & Govt.
Liaison / AHMF & RSF

Boyd Symington

Vice President & SSC

Karen Symington

General Secretary & SSC

Kay De Luca OAM

Treasurer/Affiliations/SSC

Editor Preserve

General Committee

Lester Gough

Membership Secretary

Tony O'Donnell

Vehicle Standards & SSC

Terry Bebbington

Chief Judge

Evan Jones

OH&S & APMC

Boyd Symington

SSC Merchant Liaison

Karen Symington

Minutes Secretary

Volunteers & Appointees

Bruno Ferro

Website Manager

Lynelle Titcume

Events/Tours Co-ordinator

Boyd Symington

Social Media Liaison

Phil Cooper

Social Media Liaison

Art Design/Front Cover

Brian Caldersmith

President's Report (continued)

And, of course we must thank our experienced and very knowledgeable Judging Pool led by Terry Bebbington. These folks provide a service to our clubs which is second to none. Much appreciated and very worthwhile.

Take a look at the 30 plus magnificent vehicles along pit lane and decide if you would like the job of selecting the winners. From the earlier cars to the newer ones, how does one select the best of the best? A great deal of detail goes into the process let me tell you.

We remember some of our previous Judging Pool members with the trophies to be presented. Folks like Bryan Horne, Ken Townsend and George Roberts. Many more have been judges and we thank them for their tireless efforts for almost the entire 60 years.

Other trophies cover some of those who have worked hard for the CMC over the years. The John Rumsey Shield honours the person who represents the spirit of the NMHD event and the Rover Owners Club Shield goes to the club with the best display and participation here today.

And early next year we have an award for the person giving the greatest effort in supporting their own club's activities. This Award will be known as the **Tony De Luca Volunteer of the Year Award** as we feel that Tony was the exemplar of such efforts over so many years we cannot count.

And big congratulations to our "hosts" for these events. **The Australian Racing Drivers Club Ltd (ARDC) is turning 70** this year and partners with the CMC every year to bring you this event. The operations here at SMSP have been the main thing for the ARDC since 1996.

However they have been the operators of many NSW motorsport venues. Did you know that in 1952 there was a race track in Mount Druitt? Right where the shopping centre is currently located. It is well worth a read of the precis created by Evan Jones for this issue.

I have been a member for many years and I would recommend that you talk to them about the benefits of joining up. You do not have to go racing but if you enjoy motorsport this is the place to be. The benefits can far outweigh the membership fee.

I am pleased that The Hon. Sam Faraway MLC, NSW Minister for Regional Roads and Transport has accepted our invitation to attend today. I am sure that he will be impressed by the gathering and the extent of our old vehicle movement.

I always say that we are supplying the people of NSW with a mobile motoring museum and at no cost to them. I hope you all enjoy the day and the track tours.

Please come down to pit lane around 2PM to be a part of the trophy presentations.

Terry Thompson OAM
President – Council of Motor Clubs Inc

FROM THE EDITOR'S DESK

How exciting is it to be back at SMSP for this year's Shannons Sydney Classic? There's an amazing array of vehicles on Pit Lane and the Anniversaries on the cover of this Preserve are so cleverly shown in the stamp collection by our very talented Brian Caldersmith. When I sent him the long list of anniversaries he said "it'll look like a stamp collection" so that's what you've got!! So many to thank for the stories relating to these vehicles, in particular Bob Aaby for Sir William Lyons, Jaguar, Daimler & Rolls Royce. Evan Jones for the ARDC story & Lotus Elan, Roger Foy for the Freeway, Greg Kean for Marina and especially Barbara Gentilcore (Buick Club) for her extensive coverage of the Club's 50 years. She has been quite unwell with shingles and her efforts are much appreciated.

Can't tell you what a privilege it is to work with this CMC Committee—a hard-working bunch of people with so much knowledge to bring to the table. I must make mention today of Tony O'Donnell who took on the job of co-ordinating this display. I know just how much time and energy it takes to get this over the line and I suspect that Mr Tony De Luca OAM will be looking down on us all today and he'll be giving Tony O'D his nod of approval. Tony O'D, thanks from all of us.

There's a Prostate Cancer Foundation Support Group here today—you can come and visit them in the CMC Garage and they'll also be roaming around the displays so if you see them say hello and drop a coin or two (or notes) into their collection buckets. Also in the CMC Garage today will be a team from ARDC who will assist with enquiries and membership.

Don't forget to take some time to get your feet tapping and listen to —PitchBlack in Area B and over in Area D there's the Zenith Jazz Sextet. They'll be outside the Australian Motor Heritage Foundation building, so a good time to check out what's in there too.

Have a great day—looking forward to catching up with so many people and enjoying this special event. **Cheers Kay De Luca**



Anniversaries for 2022



Years	Marque/Model/Club
100	Austin 7
100	Sir William Lyons (Jaguar)
100	Rolls Royce 20
70	Australian Racing Drivers Club
70	Alvis Car Club
60	Lotus Elan
60	Jaguar Daimler 2.5 V8
60	Austin Freeway
60	Ford XL Falcon
60	MGB
50	Triumph Spitfire
50	Fiat X1/9
50	Jaguar XJ12 & Daimler Double Six
50	HQ Holden
50	Studebaker Car Club of NSW
50	Mercedes Benz Club NSW
50	Morris Marina
50	Buick Car Club of Aust NSW



NEXT CMC GENERAL MEETING

Tuesday 27th September 2022

AT THE NEW VENUE—STRATHFIELD GOLF CLUB

WEEROONA RD, STRATHFIELD

Commencing at 7.00 pm—Dinner available from 6.00 pm



AUSTIN 7 — 100 Years of Austin 7

Herbert Austin, the son of a farmer, was born in England in 1866 and at the age of sixteen he decided to go to Australia. He married Helen Dron and two years later he returned to England with his wife. Within four years he was made Manager of the British arm of Wolseley, but he was always interested in racing cars and took part in the 1903 Paris-Madrid race. At this time, race cars were becoming less successful and he decided to go out on his own and in 1905 he managed to purchase a derelict factory at Longbridge with his brother.

In 1920 Sir Herbert Austin commenced working on the concept of a smaller car.

The manufacture of The Austin Seven began in the UK in 1922 and finished in 1939 and there were approximately 300,000 vehicles produced over that time. The first Austin Seven, a Tourer XL1 Model was built at the factory in Longbridge Birmingham with work beginning in May 1922. The Austin Seven was one of the most endearing cars of all time and was nicknamed "Baby Austin".

The Austin Seven has a capacity of 747cc engine water-cooled, side valve "four" cylinder.

Austin Sevens were produced in many shapes and models. Chummy, Tourer, Roadster, Van, Wasp, Ace, Moth and Sports were seen on the roads before the end of 1929. In the early 1930's the RK, RP and Ruby sedans became very popular as did Sports models like the Nippy 65 and racing cars like the Ulster and the Gordon England. Chummies, Box Saloons, Rubys and Tourers were the most common Sevens. Later, many coachbuilders made bodies for Sevens as has happened in Australia.

The last Austin Seven came off the production line on March 3, 1939.

In Australia there are Austin Seven Clubs located in Victoria, Queensland, South Australia, New South Wales, Western Australia with Representatives in Tasmania.



1929 Tourer



1932 RP Deluxe Saloon



1934 "65" Nippy Special

SIR WILLIAM LYONS

100 Years of Swallows, Sidecars, S.S. & Jaguar Cars

Sir William Lyons was born on 4 September 1901 in Blackpool, England and proceeded to lead one of the most remarkable lives recorded in the history of the automotive industry. Ultimately receiving the acclamation of “Mr. Jaguar” and being knighted for his achievements in 1956.

After finishing his schooling, Lyons obtained an engineering apprenticeship at Crossley Motors in Manchester where he also attended technical college. In 1921 he met William Walmsley who was marketing ex-military motorcycles and manufacturing quality sidecars. Lyons acquired one of the sidecars and on his 21st birthday he formed a partnership with Walmsley after their respective fathers went guarantors to finance the venture. The company was registered as Swallows Sidecars and specialised in stylish vehicles but in 1927 moved to manufacturing classy but low cost coach built motor vehicles most commonly on Austin 7 chassis and mechanicals.

In 1928 the company moved to larger premises in Blackpool. Production increased from a lowly 12 vehicles per week to more than 50. In 1931 the company launched its own small car, the SS1 and in 1933 became SS Cars Ltd. In 1934 Walmsley went his own way.

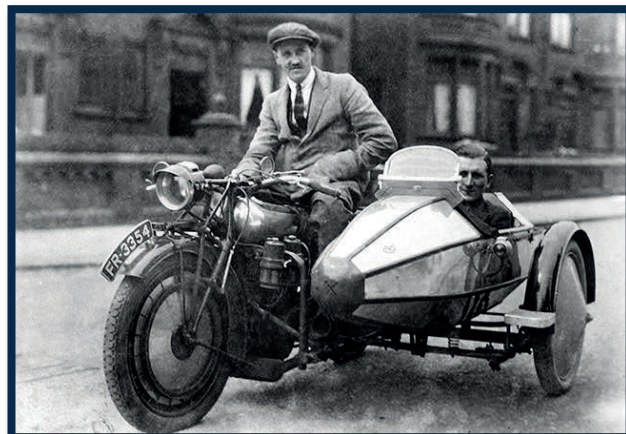
Some fine and very collectible vehicles were produced under the SS badge most notably the SS100, a very stylish sports car which in original form will fetch up to \$1 million in the classic car market today. You will not find a “real McCoy” for less than \$300,000. Many replicas of this vehicle have been launched over the years.

From 1935 up to World War 2 vehicles were marketed as SS Jaguars and earned a reputation as fine performance and competition cars. During the war production moved to aircraft manufacture but Lyons and his engineering team continued with their development ideas resulting in the launch of the XK twin overhead camshaft 6-cylinder engine in 1948. What a masterpiece! This engine must be acknowledged as one of the finest pieces of engineering in automotive history. It continued in production well into the 1990’s and powered some of Britain’s most successful and iconic vehicles including the XK series of sports cars in the 1950’s, yielding no fewer than 5 Le Mans 24 Hour victories in that one decade. It also powered the legendary E-Type, the Mark 2 saloon (claimed on release to be the fastest 4-door production vehicle in the world) and the XJ 6 series of saloons.

Sir William retired as Managing Director and CEO of Jaguar in late 1967 but continued as Chairman until 1972. He and his wife, Greta, had 2 daughters and a son. Tragically their son John was killed in a road accident while travelling to the 1955 Le Mans race. Their eldest daughter, Patricia, married Jaguar distributor Ian Appleyard and, as his co-driver, the pair embarked on a successful rallying career in a Jaguar XK120, which included three time winners of the Alpine Rally.

Sir William passed away on 8 February 1985 at his home in Leamington Spa Warwickshire. Greta passed away the following year. The Jaguar badge continues in production to this day having passed through various ownerships, including British Leyland, Ford and Tata. They remain classy performance cars which are as exhilarating as ever to own and drive!

Bob Adby
Jaguar Drivers Club





ROLLS ROYCE—100 Years of the Twenty

In 1907 Rolls-Royce launched its 40 Horsepower model, officially designated the 40-50, but soon to be identified by the public as the Silver Ghost after the twelfth vehicle was presented in an all silver Barker body.

The Silver Ghost, throughout the teens and into the 1920's became acknowledged as the best car in the world. It was however a very large and very expensive vehicle, powered by a 7 litre engine and usually endowed with large and heavy bodies produced by independent coach builders.

By 1920 the company was exploring the concept of a smaller vehicle, more affordable and more suited to the owner driver. In 1922, the company introduced its first small or compact model called the Twenty or 20HP. The vehicle was powered by an in-line six cylinder overhead valve engine with a capacity of 3,127 cc.

Unlike the engine powering the Silver Ghost, the Twenty had cylinders cast in the one block and with a detachable cylinder head. Early cars had a three speed gearbox with a centre shift but from 1925 the more familiar layout of early Rolls-Royce vehicles with a four speed unit and the gear change adjacent to the driver's right knee.

Suspension was by half-elliptic springs, braking was originally fitted to the rear wheels only but again, modifications in 1925 saw all four wheels fitted with mechanical servo assisted stopping power. Rigid front and rear axles were fitted.

Twenties can usually be identified by the traditional shaped R-R radiator cowl being fitted with horizontal slats though the later models did have vertical slats fitted. As with all pre-war models, Rolls-Royce only produced the chassis and mechanicals of their vehicles.

Purchasers chose a coachbuilder and body style to be fitted. Thus each Twenty is likely to be unique in its own way. Although some coachbuilders may have produced a number of the same body styles, the internal fittings specified meant that the quality and style could vary enormously.

In terms of early Rolls-Royce production numbers, the car was a success with some 2,940 being produced. The Twenty was replaced in 1929 by the 20/25 which had a more powerful 3,675 cc engine.

Bob Adby
Jaguar Drivers Club



1952 – THE ARDC IS BORN The ARDC's home track is at MT DRUITT. Members help promoter Belf Jones run races every six weeks. The Mt Druitt Circuit was built on the remnants of a second world war airstrip which was located on the current Whalan Reserve land. In 1950 the circuit was leased by Belfred Jones and the venue became the host circuit of Australian Racing Drivers Club.

Crowds in excess of 15,000 attended the circuit and was one of the best motor racing circuits in the country due to spectators being able to see the whole circuit. The circuit was extended to 2.4 mile configuration in 1951. It was closed in 1958 following a dispute between Belfred Jones, the ARDC and the regulatory body. Belfred cut a trench around the circuit using a mechanical digger.

1954 – MT PANORAMA The ARDC forms an alliance with the Bathurst Light Car Club (BLCC). It buys land between Murray's and Hell Corners from local orchardist Hilton Raynor to build the Mt Panorama pit lane and establish the Bathurst circuit.

1959—CASTLEREAGH DRAGS Drag racing was held on the site of the original Castlereagh Airstrip, used as an 'emergency strip' during the 1930s and during WWII (when it was a dispersal strip for RAAF Richmond). It basically ran as an "Outlaw" operation until 1959 when the Australian Racing Drivers Club took over the promotion of the venue, leasing it from the land owners. Big changes were made and the events became more professional and more tightly controlled with the introduction of American concept race cars as well as greater horsepower power plants. Subsequent to the ARDC's operations racing was also organised by the Manly-Warringah Sporting Car Club from 1962 to 1965. In 1966 the venue management was taken over by the New South Wales Hot Rod Association.

1960—CATALINA Catalina opened in February 1962. The racers at that first meeting found they had a thrilling if rather dangerous new playground to explore. From the downhill starting line on what was officially known as KLG Straight, the circuit bottomed out then climbed again quite steeply through a gradual right hander, before levelling out again on the approach to the 180-degree Dunlop Corner. From here it was another plunge back down the hillside and then up again through a fast, sweeping series of bends to Craven 'A' Corner, named after a famous brand of cigarettes.

Next came the most daunting section, as the track once again headed sharply downhill through a sweeping left-hander towards the Bosch Corner, a high-speed test of nerve which then led into the final downhill bend, Energol Corner (though more commonly referred to as the 'Tunnel of Love', thanks to its rather hemmed-in nature). If the track layout wasn't challenging enough, the fact that it was lined on its outside by a combination of Armco barrier, rocky hillsides or immovable wooden walls, while the inside presented sheer drops for anyone unlucky enough to clear the barriers, only served to enhance the danger factor.

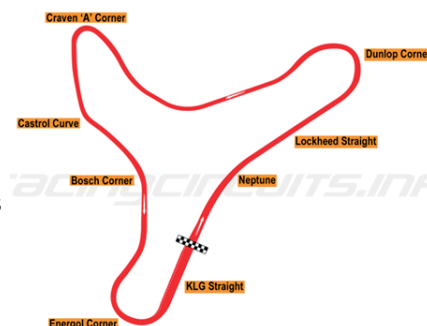
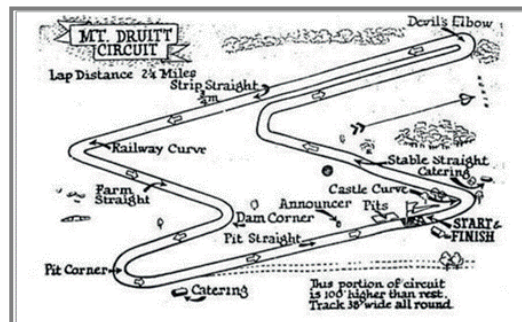
The final ARDC event, on 25 January 1970, was held for cars before time was called on the venue as a racing circuit. The ARDC decided to up sticks entirely to new Amaroo Park.

1962 – 6-HOUR In 1962 the ARDC ran the first six-hour race at Bathurst to prove Mt Panorama can handle a then 500 mile event. One year later, the Armstrong 500 race meeting moved from Phillip Island to Mt Panorama and the Bathurst 500 was born.

1970 – AMAROO The 1.9km Amaroo Park is bought by the ARDC on a handshake from Developer Oscar Glasser. Amaroo is a motor sport precinct with engineering facilities, a hill climb, short circuit and motocross track. From 1970 to 1983 the ARDC holds the Castrol Six Hour, arguably the World's most important production motorcycle race at the time.

1973 – UPSIZING The ARDC Clubhouse moves from 360 Norton Street, Leichhardt to Amaroo Park.

1996 – THE CREEK ARDC moves into its current home at Eastern Creek.





1999—Goodbye Amaroo Amaroo Park is sold, due to the ever-encroaching suburbia and the move to Eastern Creek International Raceway.

2005 – MUSCLE Australia's biggest retro touring car festival, The Muscle Car Masters, is born.

2011 – THE FUTURE With the help of over \$7M in Government support and over \$2M from the not-for-profit ARDC itself, plans for expansion begin, with a track extension and new facilities built in 2012.

2012 – 60 YEARS YOUNG! Eastern Creek International Raceway is rebranded as Sydney Motorsport Park. The GP Track can now be split in two to accommodate more events, allowing the north & south circuits to operate concurrently & independently.

2015 – QUARTER OF A CENTURY ALREADY... The ARDC celebrates 25 years at SMSP.

2019—Further expansion for the future – the ARDC secures a multi-million-dollar investment opportunity in LED lighting for the Park and the creation of a Centre of Excellence and Business Hub based at SMSP.

2020—Up in lights!! \$16 million is invested in 127 light towers, which are installed across the facility to turn night into day. The lights are switched on for the first time for the Supercars in July 2020.

2022—The ARDC is 70 years young!!

Evan Jones ARDC



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70 Years of the Alvis Car Club

Alvis cars were introduced in 1920 with the 10/30 model. The most famous vintage Alvis is the 12/50, produced from 1923, which was a successful sporting and racing car. The Alvis Front-Wheel-Drive (1928 to 1929), the first production FWD car in the world, was also a successful racing car.

During the 1930's the Alvis became a luxury sports car with the introduction of the 6-cylinder Speed 20, Speed 25 and 4.3-litre models. After World War II the Alvis 3-litre models were produced, the most famous being the Grey Lady (TC21/100) and the Graber bodied models. Alvis cars were manufactured until 1967, when the company merged with Rover. Although this signalled the end of manufacture of Alvis cars, it was not the end of the passion they generate in their owners and admirers.

The Alvis Car Club NSW is an Australian club, with members worldwide, which is committed to the enjoyment of owning, restoring, maintaining and driving Alvis cars. The Club was established in September 1950 for the purpose of encouraging an interest in Alvis Cars; holding competitive, sporting and social events and preserving the Marque. It was particularly active in competitive events which were well regarded for their enthusiasm and professionalism.

Alvibatics, the Club's magazine, is one of the oldest Alvis magazines in the world. It keeps members informed of Club activities; presents technical advice on the restoration and maintenance of Alvis cars; offers a forum for the sale or exchange of cars or parts and provides interesting, provocative and stimulating stories of Alvis cars and drivers.

The Club has an extensive knowledge of the history of Australian Alvis cars, which it keeps up-to-date and makes available to its members. The strong, active membership is interested and supportive of each other's projects making technical skill and parts available where possible. Club members enthusiastically participate in regular outings and activities, driving and enjoying their Alvis cars.

The Alvis Car Club 70th anniversary celebrations were stifled last year, as a result of COVID-19 restrictions. However the Club is still in its 70th year and intends to continue celebrations for the full 12 months. Take a look at the cars on display at Shannons Sydney Classic at Sydney Motorsport Park on Sunday 14th August 2022.





Lotus — 60th Anniversary Lotus Elan

Elan, launched in 1962, would be the first Lotus to use a steel backbone chassis lending some stiffness to the fibreglass body. Front suspension was twin A-arm style with coil springs and shock absorbers, with a Chapman Strut layout in the rear. The four-speed manual gearbox and rear differential were modified Ford components, similar to the engine, while the four-corner disc brakes came from Girling. Weight was just 1,500 pounds for early convertibles, slightly more for later models and coupes.

Originating as a convertible, the Elan 1500 was originally offered with a 1.5-litre engine comprised of a Ford block and a special Coventry Climax dual-overhead-cam cylinder head.

The earliest 1.5-litre cars are quite rare, as the decision was quickly made to enlarge capacity to 1.6-litres with a name change to Elan 1600. An updated Elan S2 arrived for 1964, and a year after that, the first Elan coupes arrived. The Elan S3 and S4 came in quick succession, entering production in 1966 and 1968, respectively. The Elan Sprint was the final development of the car, built from 1970 to 1973, when the Elan ended production altogether. Elan SE variants were available through most of Elan production, and offered additional power. Elans could be ordered as complete cars or as kits to be assembled. Power ranged from about 90 hp to nearly 130 hp depending on specification.

The ultimate Lotus Elan had to be the Elan 26R, a purpose-built, homologated factory race car. Lotus had little interest in racing the car itself with Formula 1 dominating its efforts, but privateers flocked to the 26R. The 26R had a lighter-weight fibreglass body, track-optimized suspension and BRM-built engine producing as much as 180 hp. It's thought that just 97 Elan 26R models were built. They are desirable today for vintage racing, with many "tribute" cars built from standard Elans.

Lotus Elan Quick Facts

First year of production: 1962

Last year of production: 1975

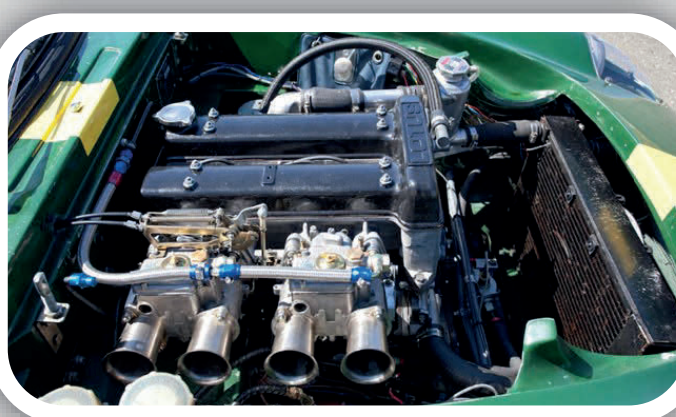
Total sold: approximately 12,000 (Elan), 5,000 (Elan +2), 3,855 (M100 Elan)

Original price (base): \$1,700 (USD)

Characteristic feature: The quintessential Lotus road-going sports car, fully incorporating Colin Chapman's "simplify and add lightness" ethos, and the standard by which small front-engine, rear-drive sports cars have been judged since.

Elan R23

Evan Jones
Club Lotus





60th Anniversary Daimler 2.5 V8

The Daimler 2.5 V8 was produced from 1962 to 1969. The vehicle shared the body shell of the Mark 2 Jaguar.

The success of Jaguar in the mid to late 1950's necessitated an expansion of the company's production facilities. Jaguar acquired the Daimler Company Limited from BSA in 1960 but showed little interest in advancing the brand other than launching the Majestic Major limousine which was already in the pipeline.

Pressed by Daimler dealerships to develop a mid-sized saloon to replace the Daimler Conquest, Jaguar agreed to the development of a concept that saw the Daimler 2.5 V8, which powered the successful SP250 sports car, being shoehorned into the Jaguar Mark2 body. The marriage proved a great success. The Daimler engine fitted into the Jaguar body with some modifications but resulted in a fine machine with respectable performance and excellent road manners.

The Daimler V8 was lighter and more compact than Jaguar's XK6 engine. It provided a power output of 142 brake horsepower resulting in a performance falling between that of Jaguar's 2.4 and 3.4 litre models.

The car was initially marketed with Borg Warner automatic transmission though later in its life a manual option was offered. The manual version is quite rare today. Power steering was an option which was quite commonly taken up.

The 2.5 V8 was the first Jaguar car to be fitted with Daimler badges and the famous fluted grille. It was also the first Daimler not to be mounted on a separate chassis.

The car was tested by Autocar magazine in 1966 and produced a top speed of 112 mph (180 kph) and a 0-60mph time of 13.6 seconds, making it a fine performance car in its day.

In October 1967 the Jaguar Mark 2 and Daimler V8 range of cars were downgraded. "Slimline" bumpers were fitted and cheaper internal fittings provided. The model name was changed to Daimler V8-250. Production ceased in 1969 after more than 17,600 units were produced.

Bob Adby
Jaguar Drivers Club





Austin Freeway 60th Anniversary

AUSTIN FREEWAY PROTOTYPE

Following is some information on my Austin Freeway which may be of interest to you and other Austin enthusiasts.

I can confirm that the car is the first full prototype and is still in every-day use. The photographs of the car taken at Maroubra Beach in December 1960, wearing a Morris Oxford V grille and the same car taken at exactly the same location in December 1992. The Freeway model was released for sale in May 1962. I have owned the car since December 1962 and am an ex-employee of BMC Australia, working in the Experimental Department.

The car was built in Mid 1960 at Longbridge, UK, to the full ADO40 mechanical specification, but with the then current UK Austin A55 MKII interior trim and external bright-work. Hence the Austin-type tailfin trim strips which still survive. It arrived in Australia in August 1960, whereupon the interior trim and dash was changed to the proposed Freeway style and the less restrictive Morris Oxford grille was fitted. The car was then used for the hundred and one engineering tests such as Braking, Ride and Handling, Cooling, Performance, Fuel Consumption, Tyre Evaluation, NVH (Noise-Vibration-Harshness), Competitive Comparisons etc., carried out by all manufacturers on new models. When I purchased the car it had covered 38000 miles. Currently, the speedo reads 293,000 miles (471,000km).

Two additional prototypes came from UK; a Station Wagon and a Wolseley version. These two cars were used on durability-type testing, with a high proportion of unsealed roads. The Station Wagon was operated for most of the time with Wolseley front-end sheet metal to simulate the higher under-bonnet temperatures experienced with this more restrictive styling. (This led to much speculation at the time that there might be a Wolseley Station Wagon version being developed!). The then new Borg-Warner type 35 Auto transmission was also fitted to the Wagon for extended testing. These two cars were also sold within the Plant, but no record of their subsequent history is known.

I believe that my car is likely to be the only genuine prototype of any make in regular use in Australia and so could be unique! If there are others perhaps we could get them all together sometime for a "photo opportunity".



Roger Allan Foy
BMC-Leyland Aust Heritage Group





60th Anniversary of Ford Falcon XL

This year marks the 60th anniversary of the Ford Falcon XL. The XL model Falcon was the second produced for Australia, introduced in August 1962 - 2 months before the US model. Ford marketed the new Falcon as "Trim, Taut, Terrific".

Ford Australia produced 75,765 units from August 1962 to February 1964, the most of all the 1st generation Falcons (XK to XP). The XL Falcon range included: Four Door Sedan, Luxury Futura Sedan, Station Wagon & Squire Wagon (simulated woodgrain side and rear panels). Commercial vehicles were available in Utility and Panel Van (*Falcon Sedan Delivery*) body styles.

All models were powered by Ford's inline six-cylinder engine, available in 90hp 144 cu inch or 101hp "Pursuit" 170 cu inch capacity, both having a more modern over square design, all models came standard with a 3 speed manual transmission or optional 2 speed automatic.

Interestingly the Pursuit engine was said to be introduced after requests by Victorian police for more power and police vehicles received a higher tune, to take power output up to 116 hp! Ford marketed the Falcons as having "Pace setting performance with record breaking economy". This was proven during the Mobil Gas Economy Run, where manual transmission Falcons performed at up to 34mpg and averaged over 30mpg and automatics just under.

They were competitively priced from £1,070 (\$2,140). Ford introduced Australia's first 12/12 Warranty (12 months or 12,000 miles)

Motor racing:

The XL Falcon finished in the first four places at the Armstrong 500 (Philip Island)

1st outright at the BP rally

1st outright at the Akedemos rally, helping Ford win the coveted Trials Championship for 1962.

The XL Falcon helped re-invent the Falcon brand for Ford which help the brand continue in Australia for nearly 6 decades and remains popular today.

Early Falcon Car Club of NSW Inc.



References

Wikipedia - Ford Falcon

Ford Falcon The First 25 years

Unique Cars - Good bye Falcon 1960 - 2016



MGB —60th Anniversary

2022 marks the 60th anniversary of the MGB sports car. The first car to come off the production line was a left hand drive car in May 1962, with the official unveiling to the public of the MGB taking place on 19th September 1962 at the British Motor Show at Earls Court.

A replacement for the MGA which had a separate chassis and body configuration, the MGB was a modern monocoque body, with a four cylinder 1798cc B series engine.

Production continued until the end of 1980, during which time some 512,243 vehicles were produced. There were many minor and major modification changes made during this time, the most noticeable being to the front grille. When released in 1962 the front grille had a chrome surround with chromed vertical slats which continued until 1970 when a black, recessed grille was introduced. In 1973 this was replaced by the honeycomb grille, which reverted back to a chrome surround but with black plastic honeycomb inserts. This changed again in 1974 when American regulations forced the introduction of the so called rubber bumpers. Generally, MGBs are known as Mark 1, Mark 11, or Rubber Bumper models.

In 1965 a coupe was introduced, the MGB GT, designed by the Italian company Pininfarina, with fixed roof, larger windscreen and a hatch tailgate. In 1967 the MGC, a 2912cc straight six cylinder version in both roadster and GT was introduced, but after two years and only 9,009 of both versions made, went out of production.

In 1973 the MGB GT V8 was introduced in GT form only, roadsters were never offered, but the fuel crisis of the time meant slow sales and only 2,591 V8s were made. In 1974 American regulations forced the introduction of major changes to ride height, emission controls and the introduction of the so called rubber bumpers. These changes altered the cars look, handling and performance.

By 1980 falling sales and management changes with British Leyland saw the decision to end production, the last roadster and coupe models produced on 22nd October 1980 being kept by British Leyland for the heritage collection. Australian production of the MGB commenced on 4th April 1963 from CKD (Complete Knock Down) kits, firstly at Enfield, Sydney, moving to Zetland in 1968 with the last Australian built car coming off the production line on 6th November 1972, after the government issued a requirement that, to enjoy favourable tariff treatment, locally produced cars should feature 85% local content. At the time, the local content of the Australian assembled MGBs was evaluated as just 45%. Only roadsters were made in Australia, all GT models have been imported.

Greg Fereday
MG Car Club





Triumph Spitfire—50th Anniversary

Code named project 'BOMB' by the factory development department, this little Michelotti masterpiece started life as a prototype in 1960. Because of tight finance and the prevailing personalities influencing marketing at the time, the little car was put under a tarp in the corner of the design department and forgotten. At that time, the British motor industry was beset by industrial espionage problems with each manufacturer doing their best to keep ahead of the competition. The title 'BOMB' was in no way connected to anything other than confusing the opposition!

After a huge management overhaul and sackings within the company mid 1961, the new Director Stanley Markland was walking around the business premises and spotted the tarp in the corner. The moment the tarp was removed, Markland made an executive decision on the spot and directed the Head of Engineering, Harry Webster, to "make it happen and get it ready for launch at the Earl's Court Motor Show 1962".

The launch model was known as 'Spitfire 4'. It featured class winning appointments like wind-up windows, quality interior trim, comfortable seats, good instrumentation layout and a roomy cabin. The fully forward hinged bonnet gave brilliant access to the engine bay and front suspension. Power from the 1147 cc Herald engine was significantly ungraded and enabled the Spitfire to reach 93 mph, 0-60 mph in 15.5 secs. and a respectable fuel economy of an average 30 mpg. Interesting to note that the works Le Mans Team Cars reached 130 mph on the Mulsanne Straight.

Management at Triumph also had an eye on the American market so the layout of the car had to be designed to make for easy conversion to LHD.

The much-maligned transverse leaf spring bolted to the differential was an easy way to achieve IRS but the large changes in rear camber on squat and dive made the car a handful to drive with vigor. Later models cured this problem by mounting the spring such that it was free to pivot in a box on top of the differential instead of being firmly clamped. This conversion is relatively easy to retro fit to all Spitfire models and together with a very heavy front anti-roll bar makes the car totally predictable to drive at speed.

MODEL PRODUCTION FIGURES

Mk I	'62 - '65	45,753	1147 cc 63 bhp
MkII	'65 - '67	37,409	1147 cc 67 bhp
MkIII	'67 - '70	65,320	1296 cc 75 bhp
MKIV	'70 - '74	70,021	1296 cc short axle 'swing spring'
MKIV 1500	'74 - '80	95,829	1493 cc long axle 'swing spring'

John Whittaker. Spitfire Rep TSOA NSW

References:

Triumph Spitfire and GT6. G Robson

Triumph Spitfire 1962 – 1982. Road test reports, compiled by RM Clark.





Fiat X1/9 —50th Anniversary



The FIAT X1/9 turns 50! In production from 1972 till 1988, with 180,000 cars produced over this time. Designed by Marcello Gandini from the house of Bertone, who also designed the Lamborghini Miura & Countach, plus many more mid-engine classics. Australia did not see the X1/9 on our roads until May 1978, as FIAT would only start production of the RHD version in 1977.

When launched in Australia, there were three colours to choose from, metallic orange, green and blue. With its 1.3 -litre carburetted SOHC 4-speed at 53.7kw (73hp), this was the first affordable mid-engine car priced at AUD\$9,500.

By 1979 the X1/9 had a facelift with an all-new interior and much larger aluminium bumper bars to meet new international safety regulations. However, Australian Design Rules restricted an engine upgrade at the time, so we were left with the 1.3-litre 4-speed. It was not until mid-1981 that the new 1.5-litre carburetted SOHC 5-speed 58.8KW (80hp) would be available, with pricing starting at AUD\$13,995.

Bertone, the coachbuilder, would end up taking over the total production of the X1/9 by 1983, and the FIAT badge would be replaced with a Bertone one. The car would now be more refined with fuel injection and power windows as standard. However, Australia would have to wait till 1988 before we saw the new Bertone model. There were only 50 cars imported at the price of AUD\$32,250.

Of the 1,250 cars that were imported to Australia, only 171 remain road registered today. There is a growing demand for these cars, but finding one is the problem as most have just rusted away. Good ones do pop up now and again for sale but are sold the same day in most cases. The X1/9 is well supported in Australia as well as abroad. From parts to how-to guides, the community is strong and helpful. For further information on the Fiat X1/9, visit www.x19.com.au





50th Anniversary



XJ12 Jaguar and Daimler Double-Six

In July 1972 Jaguar announced the XJ 12 saloon to be powered by its 5.3 litre V12 engine which had been fitted to the Series 3 E-Type on its release the year prior. At the time of the XJ 12's release it was the only mass produced 4 door saloon available on the international auto market with a V12 engine. With a top speed of 140 mph (or 225 kph) it was also claimed to be the fastest full four-seater in the world.

Installing the V12 into the XJ body shell created a number of engine cooling challenges for Jaguar. The company developed a "cross-flow" radiator which featured two separated horizontal sections supported with coolant feeder tanks at each end. The engine fan was geared to rotate at 1.25 times the speed of the engine but subject to a limiter which cut in at a fan speed of 1700 rpm. Nevertheless it is still common to hear of owners in hotter climates complaining of overheating issues.

The fuel system incorporated a relief valve that returned fuel to the tanks when pressure in the fuel lines became excessive in order to reduce the risk of vapour locks when operating in hotter climates. The car's battery also had its own cooling fan which was thermostatically controlled.

An upmarket badge engineered version, the Daimler Double Six, was also launched and an exquisitely finished Vanden Plas was offered to top out the range of vehicles available.

In late 1973 a Series II version of the model was developed. The Series II & Coupe versions of the XJ series of vehicles were to be the last Jaguar models which had the benefit of input from Sir William Lyons in their development.

In 1974 Jaguar announced that all the XJ saloons would be built on an extended wheelbase which provided an extra 10 cm of legroom for rear seat passengers. The coupe version would be based on the initial shorter wheelbase. Series II cars also received a body facelift and upgraded internal fittings.

1975 saw the XJ 12 carburetted engine replaced with Bosch-Lucas electronic fuel injection and in May 1977 the Borg-Warner auto transmission was replaced with the General Motors' three speed Turbo-Hydramatic 400 system. 1975 also saw the launch of the Coupe version of the XJ. This was a classy looking vehicle, produced only up to 1978, which resulted in a mere 2262 V12 powered cars being sold. These are now becoming a collector item with values rapidly increasing.

1979 saw the launch of the Series III version of the XJ. The body style was updated by Pininfarina resulting in a very attractive motor vehicle which still stands out more than 40 years later. In 1981 the "HE" badge appeared indicating a High Efficiency motor with upgraded high compression cylinder heads designed by Swiss racing driver Michael May.

1982 saw a further upgrading of internal fittings including a trip computer as standard equipment while in 1984 the V 12 was only offered as a Jaguar Sovereign HE or a Daimler Double Six. Production of the 12 cylinder Series III terminated in 1992.

Some 31,000 V12's were produced in the production of the initial XJ series of vehicles.

Bob Adby
Jaguar Drivers Club





OLD RACE RESULTS

As outlined by Hugh King in June issue of The Preserve, The Australian Motor Heritage Foundation is growing rapidly since moving into the former ARDC premises at Sydney Motor Sport Park. The facility now boasts an ever expanding library of motoring books, magazines, brochures, photos and race programmes.

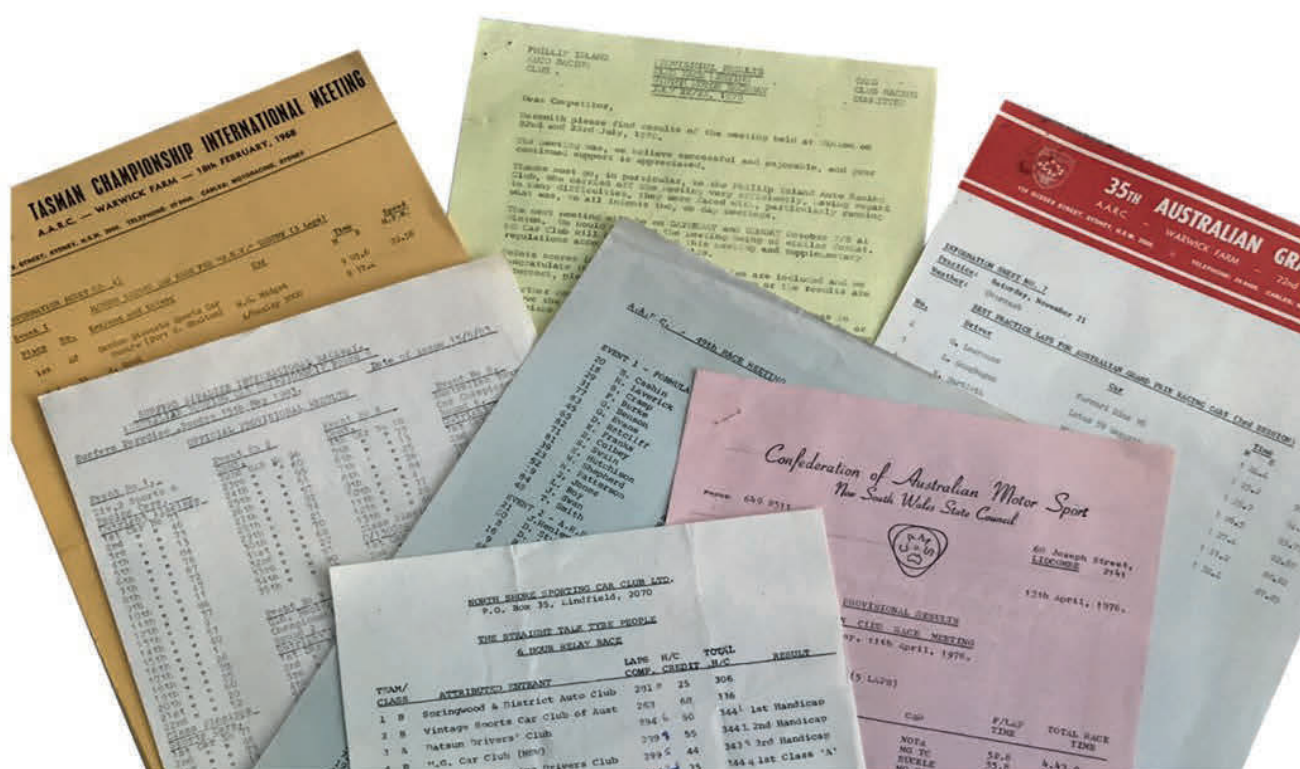
One of the Foundations goals is to fill a gap in Australian motor sport history by creating a database of official Australian race meeting results.

Current competitors would be aware that since the advent of electronic timing using Dorian transponders, events after 1998 have their results available on either the Mylaps or <http://racing.natsoft.com.au/results/> web sites. The AMHF approached Natsoft to utilise their platform, but the difficulties with both technical and workload, to transfer paper records were just not feasible.

Event results from our Grands Prix and major Bathurst races are well covered in a number of publications and sites such as oldmotorrace.com and Wikipedia. But the majority of Australian race meeting results are lying in drawers and cupboards, just waiting to be disposed of in the next home clean up. We now have a large A3 scanner which can copy those old "foolscap" size pages. It also saves them as a searchable pdf file which will be useful as the database grows.

At the time of writing we have Official Results for over 700 race meetings and 350 hillclimb events going back to 1937 on our database. But there would be thousands of events held prior to the digital age from 1998. So if you still have copies of your pre-1998 race results, the AMHF would love to hear from you. You can either donate them to the AMHF or we are happy to carefully scan your originals and return them to you with a digital copy.

AMHF Fellow, **Rod Chivas** is currently running this project. The AMHF will be open on the 14th August for the Shannons Sydney Classic if you would like to drop them in, or you can contact Rod on **0413 360 772** or by email at results@australianmotorheritagefoundation.org



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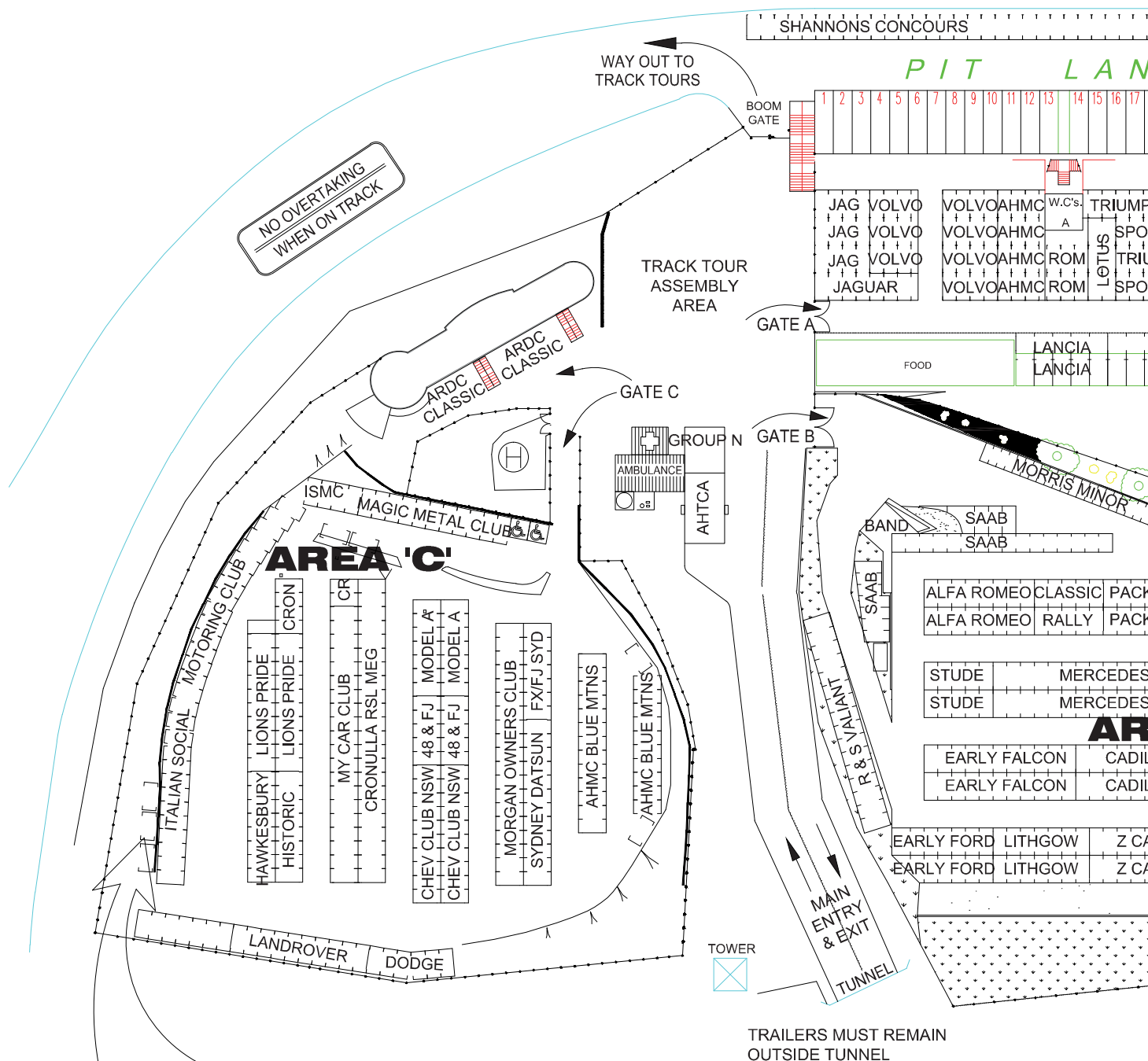
SYDNEYMOTORSPORTPARK.COM.AU

*Listed pricing refers to pre-purchase Adult GA ticket. On the day gate prices \$30 day / \$50 weekend. Event details and pricing correct at time of print and subject to change. Refer to website for full details.



2022 SHANNONS SYDNEY

T R A C K



AREA 'C'

48 & FJ HOLDEN OWNERS CLUB OF NSW
AUSTRALIAN HIST TOURING CARS ASSOC
AUSTRALIAN RACING DRIVERS CLUB
AUST. HIST. MOTOR CLUB - BLUE MTNS
CHEVROLET CLUB OF NSW
CRONULLA RSL MOTORING ENTHUSIASTS
DODGE OWNERS CAR CLUB OF AUST.
FX/FJ HOLD. CLUB AUST. SYDNEY CHAP.
GROUP N
HAWKESBURY HISTORICAL CAR CLUB
ITALIAN MADE SOCIAL MOTORING CLUB
LANDROVER OWNERS CLUB OF AUST.
LIONS PRIDE HOLDEN CAR CLUB
MAGIC METAL MOTORING CLUB
MODEL A FORD CLUB OF NSW
MORGAN OWNERS CLUB OF AUST.
MY CAR CLUB NSW
SYDNEY DATSUN CLUB

AREA 'E2'

AUSTIN A40 CAR CLUB
BERRIMA DIST HISTORIC VEHICLE CLUB
BOLWELL CAR CLUB
CAMARO FIREBIRD OWNERS
CENTRAL COAST ALL FORDS
CENTRAL COAST HISTORIC CAR CLUB
CENTRAL COAST RIDES
DAPTO CLASSIC CAR CLUB
EJ EH HOLDEN OWNER DRIVERS CLUB
FORD FAIRLAINE & LTD OWNERS CLUB
FORD GALAXIE CLUB
GLOSSODIA CLASSIC VEHICLE CLUB
HONDA SPORTS CAR CLUB OF AUST.
ILLAWARRA VINTAGE CAR CLUB
ISUZU CAR CLUB OF AUSTRALIA
MIDWEEK MUSCLE CAR CLUB

MONARO CAR CLUB OF NSW
REGALS MOPAR CAR CLUB
ROLLS ROYCE OWNERS CLUB

AREA 'B'

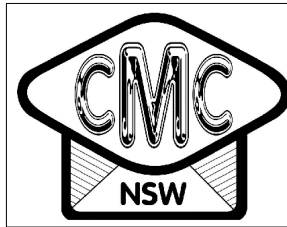
ALFA ROMEO OWNERS CLUB NSW
ANGLIA PREFECT CLUB
AUST. PORSCHE 356 REGISTER
CADILLAC LA SALLE CLUB
CLASSIC RALLY CLUB
CLUB VEE DUB SYDNEY
EARLY FALCON CAR CLUB
EARLY FORD V8 CLUB NSW
FE/FC HOLDEN CAR CLUB NSW
HSV OWNERS CLUB OF NSW
JENSEN CAR CLUB AUSTRALIA
JOWETT CAR CLUB OF AUSTRALIA
LITHGOW VINTAGE MOTOR CLUB
MASERATI CAR CLUB
MERCEDES BENZ CLUB NSW
MORRIS MINOR CAR CLUB OF NSW
MORRIS MINOR PICNIC CLUB

TRAILERS MUST REMAIN
OUTSIDE TUNNEL

Rev J 27/072022

SYDNEY CLASSIC

AREA 'D' AT GRANDSTAND



AUS STUDE MERC EARLY FAL CAD AUS 7 ALVIS ETYPE JAG MINI TR STAG FIAT 127 HO HOLDEN P76 OWNERS

18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

ILLAW CLASS ILLAW CLASS EVERYDAY CRUISERS W.C's. B LIFT LEY P76 CLASS LEY P76 OWN LEY P76 OWN SCVCC SCVCC SCVCC SCVCC SCVCC SCVCC SCVCC SCVCC CHRY REST CHRY REST HUDSON HUDSON HUD AIR COOL CRUISERS

AREA 'A'

MINI CAR CLUB MINI CAR CLUB THOROUGHbred SPORTS CAR CLUB VINTAGE MICRO CAR & SPEED CAR SCOOTER

MG CAR CLUB GREEN SHED MASERATI M.M. PICNIC POWER D/B KEEP CLEAR

PORSCHE ROVER VOLVO ANGLIA PORSCHE ROVER VOLVO PREFECT

BENZ CLUB VEE DUB FE/FC HOLDEN BENZ CLUB VEE DUB FE/FC HOLDEN

LAC SPRITE CLUB THUNDERBIRD PORSCHE LAC SPRITE CLUB THUNDERBIRD 356

AR CLUB JENSEN HSV OWN CORVETTE AR CLUB JENSEN HSV OWN CORVETTE

RETURN FROM TRACK TOURS

AREA 'A'

NSW CORVETTES UNLIMITED CAR CLUB
PACKARD CAR CLUB
PORSCHE CAR CLUB
R & S VALIANT CAR CLUB OF NSW
ROVER OWNERS CLUB
SAAB CAR CLUB
SPRITE CAR CLUB
STUDEBAKER CAR CLUB
THUNDERBIRD OWNERS CLUB OF AUST.
VOLVO CAR CLUB NSW
Z CAR CLUB

AIR COOLED CRUISERS
ALVIS CAR CLUB NSW
AUSTIN 7 CLUB NSW
AUSTRALIAN HISTORIC MOTOR CLUB
CHRYSLER REST. CLUB OF AUST.
CLASSIC CAR CLUB ILLAWARRA
CLUB LOTUS AUSTRALIA
EVERYDAY CRUISERS
HUDSON AMC CAR CLUB AUST.
JAGUAR DRIVERS CLUB AUST.
LANCIA MOTOR CLUB NSW
LEYLAND P76 CLASSIC CAR CLUB
LEYLAND P76 OWNERS CLUB
MG CAR CLUB
MICRO CAR & SCOOTER CLUB

MINI CAR CLUB NSW
ROMEO CLASSIC CAR & BIKE CLUB
SOUTH COAST VINTAGE CAR CLUB
THOROUGHbred SPORTS CAR CLUB
TRIUMPH SPORTS OWNERS ASSOC.
VINTAGE SPEEDCAR ASSOCIATION
VOLVO CAR CLUB NSW

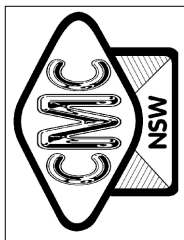
SYDNEY BUS MUSEUM

AREA 'E1'

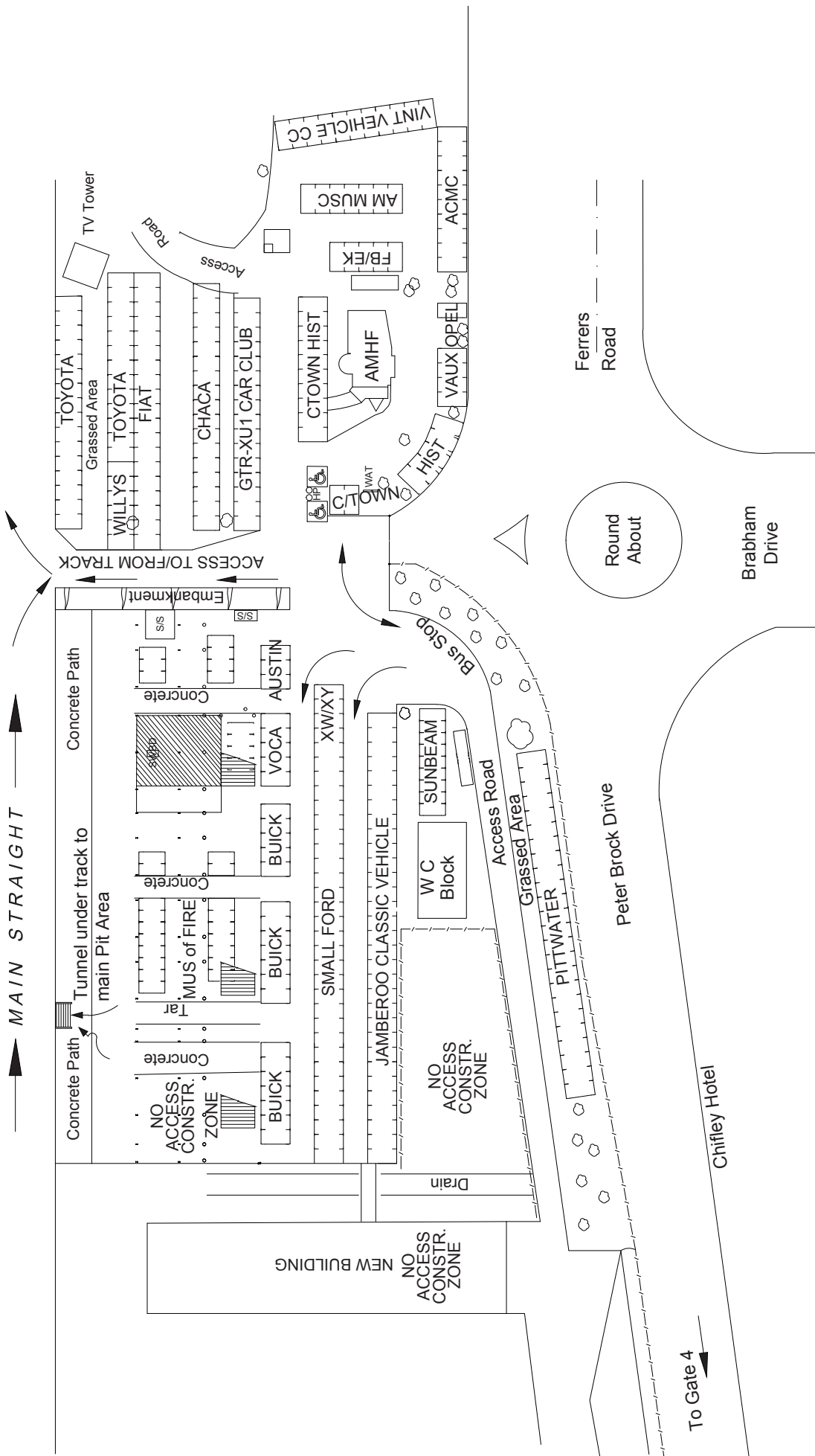
CITROEN CAR CLUB OF NSW
HD/HR HOLDEN CLUB NSW
MUSCLE CLASSIC & PERF.
MUSTANG OWNERS CLUB
NSW ROAD RACING CLUB
PEUGEOT CAR CLUB NSW
RENAULT CAR CLUB AUST.

AREA 'D' SEE MAP OVER

AMERICAN MUSCLE CAR CLUB
ANTIQUE & CLASSIC MOTOR CLUB
AUSTIN MOTOR VEHICLE CLUB
BUICK CAR CLUB AUSTRALIA
CAMPBELLTOWN HISTORIC VEH. CL.
CLASSIC & HISTORIC AUTO CLUB
FB/EK HOLDEN CAR CLUB NSW
FIAT CLUB NSW
GTR & XU1 OWNERS CLUB
JAMBEROO VALLEY CLASSIC VEH.
MUSEUM OF FIRE
PITTWATER MOTOR ENTHUSIASTS
SMALL FORD CAR CLUB OF NSW
SUNBEAM OWNERS CLUB
TOYOTA CAR CLUB NSW
VAUXHALL BEDFORD OPEL CLUB NSW
VAUXHALL OWNERS CLUB OF AUST.
VINTAGE VEHICLE CLUB AUSTRALIA
WILLYS WHIPPET OVERLAND KNIGHT
XW-XY FALCON OWNERS CLUB NSW

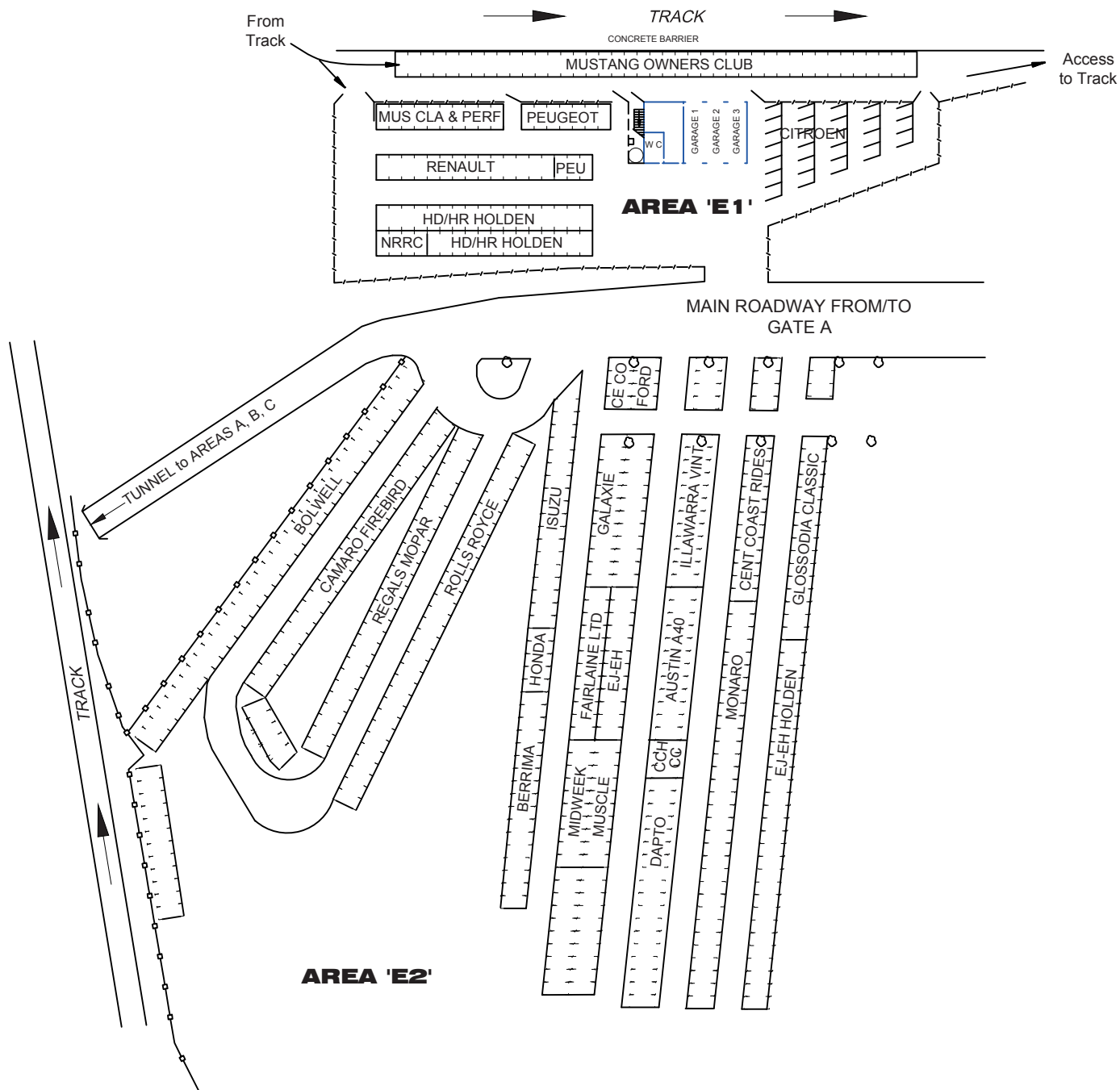


2022 SHANNONS SYDNEY CLASSIC AREA 'D'





2022 SHANNONS SYDNEY CLASSIC AREAS 'E1 & E2'



AREA 'E1'

CITROEN CAR CLUB OF NSW
HD/HR HOLDEN CLUB NSW
MUSCLE CLASSIC & PERFORMANCE CAR CLUB
MUSTANG OWNERS CLUB
NSW ROAD RACING CLUB
PEUGEOT CAR CLUB NSW
RENAULT CAR CLUB AUSTRALIA

AREA 'E2'

AUSTIN A40 CAR CLUB
BERRIMA DISTRICT HISTORIC VEHICLE CLUB
BOLWELL CAR CLUB
CAMARO FIREBIRD OWNERS
CENTRAL COAST ALL FORDS
CENTRAL COAST HISTORIC CAR CLUB
CENTRAL COAST RIDES
DAPTO CLASSIC CAR CLUB
EJ EH HOLDEN OWNER DRIVERS CLUB
FORD FAIRLAINE & LTD OWNERS CLUB
FORD GALAXIE CLUB
GLOSSODIA CLASSIC VEHICLES CLUB
HONDA SPORTS OWNERS CLUB OF AUST.
ILLAWARRA VINTAGE CAR CLUB
ISUZU CAR CLUB OF AUSTRALIA
MIDWEEK MUSCLE CAR CLUB
MONARO CAR CLUB OF NSW
REGALS MOPAR CAR CLUB
ROLLS ROYCE OWNERS CLUB

REV D 27072022

Track Tours Schedule 2022

9:30 Area D 101	Museum of Fire (4) Buick Car Club Aust (20) Vauxhall Bedford Opel Owners Club (6) Jamberoo Valley Classic Vehicle Club (30) Small Ford Car Club (30) Sunbeam Owners Club (8) XW-XY Falcon Owners Club of NSW (3)	11:30 Area D 94	American Muscle Car Club (5) Antique & Classic Motor (20) GTR-XU1 (15) Pittwater Motor Enthusiasts Club (25) Vintage Vehicle Club Aust (15)	2:00 Area B 111	Cadillac La Salle (16) Club VeeDub Sydney (20) Early Falcon Car Club (22) HSV Owners (15) Jensen Car Club of Aust Inc (8) Lithgow Vintage Motor Club (15) R&S Series Valiant Car Club (15)
10:00 Area A 112	Jaguar Drivers Club (24) Lancia Motor Club NSW (10) ROMEO (6) Triumph Sports Owners Assoc (22) Classic Car Club Illawarra Inc (20) Club Lotus Australia (10) Aust Historic Motor Club (20)	12:00 Area C 116	Italian Made Social Motor Club (36) ARDC Classic Car Club (15) Cronulla RSL ME Group (35) Lions Pride Holden Car Club (20) Magic Metal Motoring Club (10)	2:15 Area B & C 103	Model A Ford Club (15) Morgan Owners Club (20) Morris Minor Car Club NSW (25) Morris Minor Picnic Club (8) NSW Corvettes (20) Rover Owners Club (15)
10:15 Area B 106	Saab Car Club of NSW (26) Alfa Romeo Owners Club NSW (15) Classic Rally Club (10) Porsche Car Club (20) Aust Porsche 356 Register (10) Z Car Club Sydney (25)	12:15 Area B 104	Mercedes Benz Club NSW (37) Studebaker Car Club (10) Packard Auto Club (8) Anglia Prefect Club (12) FE-FC Holden Car Club NSW (16) Early Ford V8 (15) Jowett Car Club Aust (6)	2:45	Concours Parade & Trophy Presentations
10:30 Area E1 104	Citroen Car Club of NSW Inc (20) Glossodia Classic Car Club (6) HD/ HR Holden Club NSW (12) Mustang Owners Club (40) NSW Road Racing (1) Peugeot Car Club NSW (10) Renault Car Club Aust (15)	12:30 Area E2 135	Bolwell Car Club (20) Camaro Firebird Owners (25) Regals Mopar Car Club (16) The GT Club (5) Rolls Royce Owners Club (15) Isuzu Car Club of Aust Inc (18) Ford Galaxie Club (10) Ford Fairlane & LTD (12) Central Coast All Ford (3) Central Coast Historic Car Club (3) Mid-Week Muscle Car (10)	3:30 Area B & C 50	Sprite Car Club Aust (20) Sydney Datsun Club (12) Thunderbird Owners Club of Aust (18) Volunteers
10:50 Area D 78	Toyota Car Club of NSW (25) Fiat Club NSW (15) Classic & Historic Auto Club of Aust (16) Campbelltown Historic (16) Willys Whippet Overland (4) Austin Motor Vehicle Club (2)	1:00 Area C 114	48 FJ Holden Owners Club (10) AHMC Blue Mountains (25) Chevrolet Club NSW (20) Dodge Owners Car Club (6) FX-FJ Holden Car Club Aust (7) Hawkesbury Historic Car Club (16) Landrover Owners Club (10) My Car Club NSW (20)	3:30	Last Bus Run
11:15 Area A 109	Everyday Cruisers (14) Leyland P76 Classic Car Club (4) Leyland P76 Owners Club (6) South Coast Vintage Car Club (20) Chrysler Restorers Club (20) Hudson AMC Car Club of Aust Inc (15) Air Cooled Cruisers (5) Thoroughbred Sports Car Club (20) Austin 7 Club NSW (5) Alvis Car Club (6)	1:15 Area E2 129	Austin A40 Car Club (10) Illawarra Vintage Car Club (12) Berrima District Historic Vehicle (12) Central Coast Rides (10) Dapto Classic Car Club (10) FB-EK Holden Car Club NSW (13) Monaro Car Club of NSW Inc (20) Muscle Classic & Performance Car Club (10) Veteran & Vintage Chev Assoc (15) EJ & EH Holden Owners (12) Honda Sports (5)	4:00	HTCA HGNA
		1:45 Area A 102	Volvo Car Club (30) Mini Car Club NSW (30) MG Car Club (20) Micro Car & Scooter (12) Club Maserati (10) Veteran Car Club (5)	4:30	Event Close

Track Tour Schedule Alphabetical by Club/Time

Club Name	Time	Club Name	Time
48 FJ Holden Owners	1.00	Jamberoo Valley Classic Vehicle Club	9.30
Air Cooled Cruisers	11.15	Jensen Car Club of Australia	2.00
Alfa Romeo Owners Club NSW	10.15	Jowett Car Club Aust	12.15
Alvis Car Club	11.15	Lancia Motor Club NSW	10.00
American Muscle Car Club	11.30	Landrover Owners Club	1.00
Anglia Prefect Club	12.15	Leyland P76 Classic Car Club	11.15
Antique & Classic Motor Club	11.30	Leyland P76 Owners Club	11.15
Austin A40 Car Club	1.15	Lions Pride Holden Car Club	12.00
Austin 7 Car Club	11.15	Lithgow Vintage Motor Club	2.00
Austin Motor Vehicle Club	10.50	Magic Metal Motoring Club	12.00
AHMC Blue Mountains	1.00	Mercedes Benz Club NSW	12.15
Aust Historic Motor Club	10.00	MG Car Club	1.45
Aust Porsche 356 Registry	10.15	Micro Car & Scooter	1.45
Australian Racing Drivers Club Ltd	12.00	Midweek Muscle Car Club	12.30
Berrima District Historic Vehicle Club	1.15	Mini Car Club NSW	1.45
Bolwell Car Club	12.30	Model A Ford Club	2.15
Buick Car Club Aust	9.30	Monaro Car Club of NSW	1.15
Cadillac La Salle Club	2.00	Morgan Owners Club	2.15
Camaro Firebird Owners Club	12.30	Morris Minor Car Club NSW	2.15
Campbelltown Historic Car Club	10.50	Morris Minor Picnic Club	2.15
Central Coast All Ford Club	12.30	Muscle Classic & Performance Car Club	1.15
Central Coast Historic Car Club	12.30	Museum of Fire	9.30
Central Coast Rides	1.15	Mustang Owners Club	10.30
Chevrolet Club NSW	1.00	My Car Club NSW	1.00
Chrysler Restorers Club	11.15	NSW Corvettes Unlimited	2.15
Citroen Car Club of NSW	10.30	NSW Road Racing Club	10.30
Classic & Historic Auto Club of Aust	10.50	Packard Auto Club	12.15
Classic Car Club Illawarra	10.00	Peugeot Car Club NSW	10.30
Classic Rally Club	10.15	Pittwater Motor Enthusiasts	11.30
Club Lotus Australia	10.00	Porsche Club	10.15
Club Maserati	1.45	R&S Series Valiant Car Club	2.00
Club Veedub Sydney	2.00	Regals Mopar Car Club	12.30
Cronulla RSL ME Group	12.00	Renault Car Club Aust	10.30
Dapto Classic Car Club	1.15	Rolls Royce Owners Club	12.30
Dodge Owners Car Club	1.00	ROMEO Classic Car & Bike Club	10.00
Early Falcon Car Club	2.00	Rover Owners Club	2.15
Early Ford V8	12.15	Saab Car Club of NSW	10.15
EJ & EH Holden Owners	1.15	Small Ford Car Club	9.30
Everyday Cruisers	11.15	South Coast Vintage Car Club	11.15
FB-EK Holden Car Club NSW	1.15	Sprite Car Club Aust	3.30
FE-FC Holden Car Club NSW	12.15	Studebaker Car Club	12.15
Fiat Club NSW	10.50	Sunbeam Owners Club	9.30
Ford Fairlane & LTD	12.30	Sydney Bus & Truck Museum	9.30-3.30
Ford Galaxie Club	12.30	Sydney Datsun Club	3.30
FX-FJ Holden Club of Aust	1.00	The GT Club	12.30
Glossodia Classic	10.30	Thoroughbred Sports Car Club	11.15
GTR & XU1	11.30	Thunderbird Owners Club of Aust	3.30
Hawkesbury Historical Car Club	1.00	Toyota Car Club of NSW	10.50
HD/HR Holden Club NSW	10.30	Triumph Sports Owners Assoc	10.00
Historic Group N Australia	4.15	Vauxhall Bedford Opel Owners Club	9.30
Historic Touring Car Assoc	4.15	Veteran Car Club Aust	1.45
Honda Sports Car Club of Aust	1.15	Veteran & Vintage Chev Assoc	1.15
HSV Owners Club NSW	2.00	Vintage Vehicle Club Aust	11.30
Hudson AMC Car Club of Aust	11.15	Volvo Sporting Car Club	1.45
Illawarra Vintage Car Club	1.15	Willys Whippet Overland	10.50
Isuzu Car Club of Aust	12.30	XW-XY Falcon Owners Club of NSW	9.30
Italian Made Social Motor Club	12.00	Z Car Club Sydney	10.15
Jaguar Drivers Club	10.00		



HQ Holden—50th Anniversary

A total of 485,650 HQ Holdens were built more than any other Holden. Four years of work went into the HQ. It was planned to be a car for the seventies.

The HQ was an entirely new construction. Safety was one of the major features in its design. The car met the new Australian safety standards and in fact exceeded many. Other design objectives achieved were improved ride and handling, better performance and a lower noise level. Many changes were needed and they included a partial front frame, coils springs all round, front mounted steering, better brakes, wider track and detailed suspension and axle alterations.

Engine displacements were increased to 173 and 202 cu. Ins. The 202 had a new crankshaft with increased journal diameters to give smoother running. The engines had more power and torque.

The sixes had a more rapid warm up with a redesigned water circulation route to the inlet manifold. More modern taper seat spark plugs were introduced. Servicing had been reduced with V8 type non-adjustable rocker arms and pivots and an oil pan which could now be taken off without removing the engine and transmission.

The V8 – 253, 308 and 350 were virtually unchanged.

A new Australian designed four speed manual all synchromesh made its debut with the range. The heavy duty Muncie four speed box was introduced exclusively for the Monaro GTS 350. The Trimatic automatic was further improved and a three speed Turbo-Hydramatic box was available for the 350 engine. The new additions to the range were the Statesman, Statesman De Ville slotting into the luxury area in the place of the Brougham and the luxury sports sedan Monaro LS Coupe.

All cars benefited from increased interior dimensions, re-location of the seat positions, greater forward vision, flow through ventilation and an anti-theft ignition lock device. The Kingswood came standard with the 173 engine with the 202, 253 and 308 engines as options. The Premier came standard with the 202 engine.

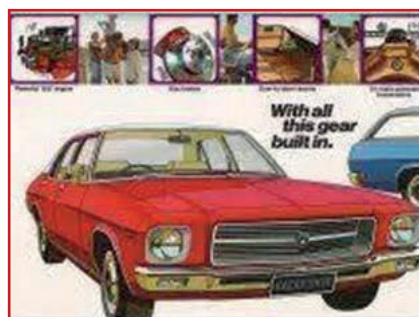
The Statesman had very different styling in particular a bold two piece grille and high wrap around rear lights. The De Ville version had a much higher degree of exterior and interior appointments. A black vinyl roof was standard. There were bolder badges and hub caps. Inside there were reclining bucket seats, extra gauges and a thickly padded steering wheel. The 308 with Trimatic transmission was standard as was variable ratio power steering.

He new addition to the Monaro range – the LS – added a new dimension to the coupe market. It combined the prestige of the Premier with the sporty appeal of the coupe. The LS and standard Monaro came with the same power train and option as the sedans, except the 350 engine.

The Monaro GTS had the 253 V8 with the All-Australian four speed manual gearbox as standard. The 308 engine and Trimatic transmission were options. The Monaro GTS 350 used the Muncie four speed box as standard with a three speed Turbo-Hydramatic auto as an option with the 350 V8.

Two fixed option specials were released during the HQ run. These were the Kingswood Vacationer and the 25th Anniversary Kingswood (to commemorate 25 years of GMH operations).

Phil Cooper
Monaro Club





HQ Holden—50th Anniversary





Morris Marina—50th Anniversary

50 years ago, in April 1972 the Morris Marina was launched in Australia. Basically, a British design Australianised by the local subsidiary, by then known as Leyland Australia, the Marina replaced the Morris 1500. By its design and mechanical layout, it could be argued that it really replaced the Morris Major/Austin Lancer series as the car was a return to basic, conventional engineering as compared to the advanced front wheel drive and fluid suspension of the Morris 1100/1500 series. Part of the local improvements included fitting the 'E Series' OHC engine in 1500cc and 1750cc form, some structural changes, improving the interior trim, as well as fitting front disc brakes to all models. Locally, a 4-door sedan and 2-door coupe were manufactured in two trim levels, Deluxe and Super Deluxe. A top of the range TC (for twin carburettors) was also available as a Coupe only.

In the local press of the time, the Marina generally received praise for its simplicity, interior space, standard equipment and clean, modern if unadventurous looks. Leyland also made very good seats using foam and webbing in place of springs which, with its modern looking padded dash was very inviting on the showroom floor. The front suspension, however, drew criticism as did the less than predictable handling under some conditions. The Marina featured two column stalks for control of lights, blinkers and windscreen wipers (a first for an Australian built car) and the E series engines were the only 4 cylinder engines manufactured in Australia at the time. Right from the launch the Marina did what Leyland hoped for. It sold. Within a month build numbers were increased to meet orders and this continued until the close of local production in November 1974. It also lowered Leyland's warranty costs.

During 1973, the Morris Marina became the Leyland Marina, thus it was the last locally produced car to bear the name 'Morris'. This was in preparation for the forthcoming P76, also to be a Leyland. The Mini joined this nomenclature the same year. Also in 1973 the Marina received an update which included adding a six cylinder E Series engine to the range and dropping the TC model. The update included new seats and trim, a modified front and grill, while the brakes and front suspension were uprated.

Back in 1968, Leyland's local development team had a Model A and Model B in the planning stage. Model B became the P76 and Model A was replaced by the Marina by order of the British Head Office. Work on Model A recommenced as the P76 project was nearing completion and it would have replaced the Marina locally. During its local production Marina was exported in CKD and/or fully built up to various markets including New Zealand, South Africa, and PNG. At the end of local production, the Marina tooling was relocated to South Africa.

The Marina is now remembered more for having pianos dropped on them as seen in BBC's Top Gear or in 'worst car' lists. But the Marina was conceived quickly, on a tight budget and was only ever intended to be a stop gap model but managed to sell to its desired market and remain in production in Britain for another 10 years. Around 30,000 Marinas were manufactured locally with over 1.16 million Marinas produced worldwide.



Marina Specification

Engines:	1485cc 46.2kw@ 5500rpm, 104 Nm@ 2500rpm
	1746cc 58.2kw@ 4800rpm, 134 Nm@ 3000rpm
	1746ccTC 67.2kw@ 5200rpm, 141 Nm@ 3400rpm
	2620cc 82kw @4500rpm, 196 Nm@ 2000rpm
Gearbox:	4 speed all synchro manual (4cyl)
	3 speed all synchro manual (6cyl)
	3 speed auto
Suspension Front:	Torsion Bar
	Rear: Semi elliptical leaf spring
Steering:	Rack & Pinion
Brakes:	Disc 9.7" front
	Drum 8"x13/4" rear



Prices at Launch

Coupe

Deluxe \$2,350 Super \$2,490 TC \$2,775

Sedan

Deluxe \$2,450 Super \$2,590

Greg Kean
Morris Register

Entertaining you today

Not 1 but 2 Bands this year to get your feet tapping

In Area B for most of the day listen to **PITCH BLACK** who entertained us all back in 2019



Over in Area D beside the AMHF Headquarters listen to the **ZENITH JAZZ SEXTET**



And as usual in the Kids Club Area A Pit Lane Garages

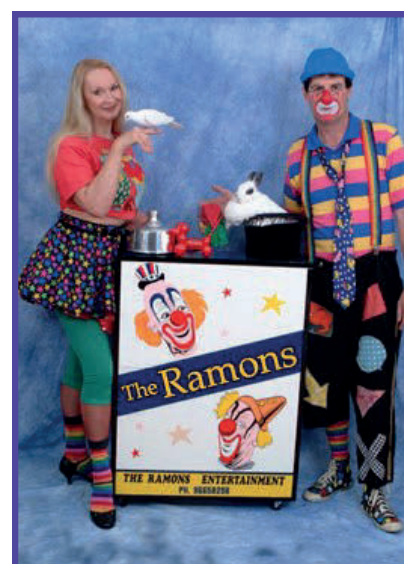


JAYJAY THE BALLOON GUY

will be here again dazzling you with his amazing balloon animals and works of art.

RAMONS CIRCUS SPECTACULAR

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Studebaker Car Club —50th Anniversary

The Beginnings of our Club

In Victoria during 1967, the Studebaker Car Club Australia (SCCA) was founded. Our founding President, Dale F, was a member of the SCCA.

In 1972 Helen S (Secretary of SCCA) informed Dale that, as there were now about 20 NSW members it might be advisable to form a Branch of SCCA in NSW. Subsequently Jennifer T placed an advert in the Sydney Morning Herald seeking out Studebaker owners, which resulted in a meeting at her home in Carlingford.

At this first informal meeting in August 1972, 17 Studebaker nuts agreed that a NSW Branch of SCCA be formed. After about a 3hour discussion it was decided to adopt the Victorian Constitution, modified to suit NSW. The fees were set at \$6 per year, and it was agreed to hold a further meeting in one month at the same address to formally establish the car club.

The formal second meeting was held at Jennifer's home on 20th September 1972, and it was at this meeting where the election of office bearers was held after the collection of fees.

The name 'Studebaker Car Club of NSW' was chosen and our club was born. We had 16 Founding Members, unfortunately we know of only four who are still with us, and three are current members of our Club.

Our Club was formed to promote and foster the interests of owners and enthusiasts in the preservation and restoration of vehicles made by Studebaker and associated marques. We are a social Club running on average two runs per month, one for a breakfast run on the first Sunday of the month, plus a day run to a display or other event. We participate in the NSW Conditional Registration scheme, with 17 vehicles on HVS plates.

If you own, or have an interest in Studebakers, or any of their associated makes, please visit our website. There may be something of interest there for you, or you might like to check out our Coming Events page to see what we're doing. You are welcome to come along to any of our meetings, and we'd love to see your "Stude" and have a chat.

Steve King
SCCNSW Webmaster



1911 Studebaker Electric Coupe



1929 Studebaker President Tourer



1958 Studebaker Golden Hawk



1963 Studebaker Avanti



Mercedes Benz Club - 50th Anniversary



The Mercedes-Benz Club NSW (Inc) (MBCNSW) was formed in 1972, when a small group of young Mercedes-Benz enthusiasts came together to form what is now the MBCNSW.

That group has now grown to a much larger club of more than 850 members, with more than 3,000 Mercedes-Benz vehicles registered on their database.

The collections of those members Mercedes spans from sedans and sports cars of the late 1930's, to the huge Adenauer limousines of the 1950's and practically all models of sedans and sports cars made in each decade from that time until today and of course, this includes AMG!

The club is a long term member of the CMC and is a 'not for profit' organisation administered by volunteers and has designated office bearers such as President, Treasurer, Secretary and an Executive Committee which includes a number of general members.

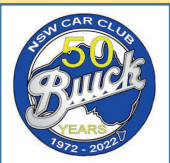
The club holds membership meetings once a month, where they discuss new events, the latest automobile news and model range from Mercedes-Benz and listen to guest speakers.

The club always has two or more social drives a month interspersed with technical days and static displays, such as the hugely popular Sydney German Autofest that MBCNSW hosts.

In 2022, MBCNSW celebrates its 50th anniversary, major events are planned throughout the year and include a special display at the wonderful CMC/Shannons Sydney Classic in August and they are sending 50 pristine Mercedes-Benz club vehicles (from each decade commencing from 1950) across the iconic Sydney Harbour Bridge, in November!

Vince Thompson
President





BUICK CAR CLUB —50th Golden Anniversary



The Buick Car Club of Australia was originally formed in Melbourne. In 1972 the NSW Branch got its start when Buick enthusiast, Peter Stean, travelled to Melbourne to discuss with the members of the Buick Car Club of Australia the possibility of forming a Sydney branch. Armed with the necessary information Peter sought out Buick owners in Sydney, a task which proved time consuming until a chance meeting occurred with another enthusiast, Ken Harding.

Following an advertisement in the Sydney Morning Herald, together with word-of-mouth invitations, a picnic gathering of Buick owners and their families was held at Prospect Reservoir in Sydney's west on Sunday 7/5/1972. 17 Buicks and 40 attended the picnic and the seed was sown for the formation of the Sydney Buick Club. Around the same time, Melbourne club committee member, John Gerditz, was transferred by his company to Sydney. John, along with Ken Harding, negotiated with the Melbourne Club to form the NSW Branch. A meeting was held on the 18/5/72 & 16/6/72 in Ken Harding's garage and the Buick Car Club of Australia, NSW Branch was formally formed.

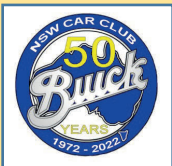
There were 42 people at the first two meetings who then became Foundation Members. With the club now established, it applied for and obtained affiliation with the NSW Council of Motor Clubs in May 1973 providing it with a voice within the Australian collector car movement. Sunday 28/06/73 becomes the club's first official outing and takes the form of a picnic run to the Vice President's property at Wilton. Within its first year the club has grown to 71 members, Club Registrations are at 17 and conducts its first Concourse at Vaucluse House and moves to new meeting rooms. September 1973, for the first time, the Club enters the CVVTC State Concours at Warwick Farm and the club learns what Concours competition is all about—a lesson learned well as proven by the clubs later successes.

In the early years fundraising consisted of card nights, Tupperware parties & raffles, films were shown at monthly meetings, Motorkhanas, families growing up within the club and Santa visits. The NSW Club was instrumental in helping Qld & WA Buick Clubs to start up with continued support in 1975 and 1995. Over the years: the Constitution is established, Trophies in perpetuity introduced some donated by members, Club Website developed, Female President elected, many interclub meets and celebrations, Club Celebrations 10th Anniversary 350 members, 20th Anniversary, 25th Anniversary with 180 membership, 30th Anniversary, 40th Anniversary Celebrations.

Foundation Club members John Gerditz & Eric North launch their book "BUICK The Australian Story" with a sequel written with Dave Norton "BUICK Across the Pond and Beyond". BCCA-NSW, today, has a membership in excess of 200 and caters for all Buick and Buick built vehicles, including Marquette, from veteran to modern along with vintage and classic. The oldest car in the club is a 1910 model 14 and, at the other end, a 1987 Grand National 3.8 Turbo. Later models are relatively rare in the Club as General Motors stopped building Buick's in Australia in 1948 with the advent of the first Holden. Dealer imports continued until Buick ceased right hand drive production in 1953.

All later models have been privately imported with most converted to right hand drive after importation. The Club has within its membership, examples of fully restored vehicles, many of which are in Concours condition and others still in original running condition. There are also several cars currently under restoration which will eventually add to the Club's fine collection.





BUICK CAR CLUB —50th Golden Anniversary

Membership is open to anyone who owns, or has an interest in, Buick or Buick built vehicles as above. Our club is socially and technically oriented, with husbands, wives, families and friends encouraged to attend monthly meetings and outings. Our membership contains a wealth of technical experts who freely share their knowledge.

The Club produces a monthly magazine, The Buick News, to which club members are encouraged to contribute. The magazine now in full colour is distributed to members and to several other motoring clubs and organisations. There is also an extensive library, containing sales literature, service manuals, parts catalogues and general information books about Buicks.

The RMS Historic and Classic Vehicle Scheme is available for members who own eligible vehicles.

Over the years of attending the yearly CMC event at Sydney Motor Sport Park several Buicks have successfully been judged the Concours Winner. 1976 September David McCredie's 1926: 1977 Dick & Lillian Bates 1929 Standard: 1978 Kevin Bennett's 1924 4-cylinder Tourer: 1993 Graham & Narelle Weekes 1926 Standard Tourer: 2004 Graham & Narelle Weekes 1912 36 Roadster. Among our many regular events we include the Presidents Weekend, something different and challenging each year, General Motors Display Day, the Club Concours Day and CMC Display Day.

The monthly run, held the Sunday following the meeting, usually takes the form of a family picnic and makes use of the many places of interest in and around Sydney. There is also a mid-week outing every three months, the Gourmet Run, finishing at a restaurant for those lucky enough to be retired or those who can spare a day off work. There is usually an East Coast Meet every two years and on intervening years a National Meet in various states and NSW held it in the Dubbo region in May 2022 to celebrate the club's 50th anniversary.

50 years of Buick fellowship, sharing knowledge of the Marque, enjoying the cars and places to visit have been experienced by many members. Currently the NSW club has 212 members. Of the original 42 Foundation members currently 8 are still members. 12 Life Memberships have been awarded. At the annual Presentation/Changeover Lunch late July the 50th was again celebrated with stories, memories and an Anniversary cake.

***Congratulations to the NSW Buick Car Club for a very inclusive, friendly club spanning 50yrs.
Thank you to all the members who are what makes the club successful.***

***Barbara Gentilcore
Buick Car Club***



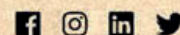
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CAR PORTRAITS by Brian Caldersmith

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

A 70 year old man asked his wife, "Do you feel sad when you see me running after young girls?"

Wife replied, "No, not at all. Even dogs chase cars they can't drive!"

funny.co

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STRATHFIELD EVENT CENTRE

Level 1, 52-70 Weeroona Road, Strathfield NSW 2135

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.



This is the venue for CMC General Meetings and Committee Meetings.

CMC Delegates please put these dates in your Diaries for 2022 & 2023 General Meetings.

27th September 2022

30th May 2022

29th November 2022

25th July 2022

31st January 2023

26th September 2023

28th March 2023

28th November 2023

Dinner will be available from 6.00pm – Main Meal for \$20 per person including tea/coffee which will be available in the Auditorium during the Meeting. The Meetings will commence at 7.00pm.

Please make sure you follow COVID restrictions.

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.

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

If you have something you'd like to advertise in The Preserve, just send me an email:

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



Remember these?



2UE OFFICIAL Top 40

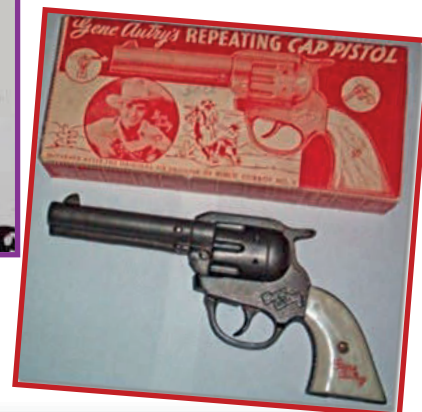
The ORIGINAL and AUTHENTIC SURVEY of HIT TUNES

as compiled by PUBLIC SURVEY... RECORD SALES... and a NATIONAL survey by the "BILLBOARD"

FIRST 2UE (SYDNEY) TOP 40 MARCH 2ND 1958

DATE POSSIBLE	ARTIST	LW	TW
23.58	1 APRIL LOVE	1	11
	2 On Boy	2	13
	3 Peggy Sue	2	19
	4 The Twelfth Of Never	5	6
	5 Fascination	5	4
	6 Wake Up Little Susie	7	8
	7 My Special Angel	7	4
	8 Diana	7	9
	9 Great Balls Of Fire	15	7
	10 Chances Are	10	13
	11 Rainbow	11	6
	12 Melodie D'Amour	8	12
	13 Raunchy	10	13
	14 All The Way	11	6
	15 Kisses Sweeter Than Wine	10	7
	16 Moon Light Swam	14	8
	17 You Send Me	17	8
	18 Hey Rone	18	9
	19 Whole Lotta Shakin' Goin' On	19	4
	20 Just Between You And Me	20	1
	21 Don't	7	15
	22 Catch A Falling Star	1	22
	23 Sail Along Silvery Moon	6	16
	24 Hula Love	24	3
	25 Chicago	25	3
	26 The Strip	21	8
	27 Everyday	18	12
	28 Stood Up	28	1
	29 Techniques	29	6
	30 Love Letters In The Sand	30	1
	31 Ain't I A Dog	31	1
	32 I Beg Of You	32	3
	33 Around The World	33	2
	34 I'm Available	31	2
	35 Crazy With Love	35	1
	36 Lash De Doh	36	1
	37 White Silver Sands	37	2
	38 Honeycomb	38	1
	39 Magic Moments	4	4
	40 Don't Let Go	40	1

Original and authentic survey of hit tunes



Prostate Cancer Foundation Support Group will
be in the CMC Garage and roaming amongst the
display. Don't forget to say hello & donate too.



HELP LOVE GO THE DISTANCE

All it takes is what you've got.

Run, walk or wheel 72km this September
for Prostate Cancer Awareness Month.

Sign up now →

🔍 thelongrun.org.au



#thelongrun



📞 1800 22 00 99

CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT AUGUST 2022

4962F	1949-1962 Ford V8 Club NSW	BMWDC	BMW Drivers Club of NSW
48FJH	48 & FJ Holden Owners Club NSW	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	CRCA	Chrysler Restorers Club of Australia
AMM	Australian Motorlife Museum, The	CCC	Citroen Car Club of NSW
AP356	Australian Porsche 356 Register, The	CHACA	Classic & Historic Auto Club of Aust Sydney
ARDC	Australian Racing Drivers Club	CVMC	Classic & Vintage Motor Club Eurobodalla
AUCC	Auto United Car Club	CCCI	Classic Car Club Illawarra
BTTC	Back to the Classics	CCCC	Classic Cruisers Car Club
BDCR	Bentley Drivers Club NSW Region	CFO	Classic Falcon Owners Club of NSW
BDHVC	Berrima District Historic Vehicle Club	CGI	Classic Garage Illawarra
BMMC	Blue Mountains Motoring Club	CLSMC	Classic Mechanical Club

CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT AUGUST 2022

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	GCVC	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	CLHA	Great Lakes Historic Automobile Club
DLOC	Daimler & Lanchester Owners Car Club	GTC	GT Club, The
DCCC	Dapto Classic Car Club	GTRX	GTR & XU-1 Owners Club
DBHAC	DBA Cruisers	GDAC	Guyra & District Automotive Club
DICC	Detroit Iron Car Club	HPM	Hairpin Motorsport
DDCC	Dirty Dogs Car Club	HHCC	Hawkesbury Historical Car Club
DOCC	Dodge Owners Car Club of Aust NSW	HDHR	HD/HR Holden Club of NSW
DSOA	DSOA NSW	HSCME	Henry Sports Club Motoring Enthusiasts, The
EFCC	Early Falcon Car Club of NSW	HOCA	Hillman Owners Club Australia
EFV8	Early Ford V8 Club of NSW	HDCC	Hills District Car Club
ETCMC	Early Times Car & Motorcycle Club	HFEA	Historic Fire Engine Assoc
EJEH	EJ EH Holden Owners Drivers Club	HGNA	Historic Group N Association
EDC	Everyday Cruisers	HSRCA	Historic Sports & racing Car Assoc NSW
EMCC	Extreme Muscle Car Club	HTCA	Historic Touring Car Association NSW
FGTOC	Falcon GT Owners Club of NSW, The	HSCCA	Honda Sports Car Club of Australia
FBK	FB-EK Holden Car Club of NSW	HSVOC	HSV Owners Club of NSW
FEFC	FE-FC Holden Car Club of NSW, The	HAMC	Hudson-AMC Car Club Aust
FIAT	Fiat Club of NSW	HCCA	Humber Car Club of Australia, The
FFVD	Flat Four Vee Dub Club Sydney	HVTC	Hunter Valley Torana Club
FFLTD	Ford Fairlane & LTD Owners Club	IVCC	Illawarra Vintage Car Club

CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT AUGUST 2022

IWMI	Inner West Minis	MUVC	Milton Ulladulla Vintage & Classic Car Club
ICCA	Isuzu Car Club of Australia	MCCN	Mini car Club of New South Wales
IMSM	Italian Made Social Motoring Club	MAFC	Model “A” Ford Club of NSW
JDCH	Jaguar Drivers Club Hunter Region	MTFC	Model “T” Ford Club of Australia NSW
JDCA	Jaguar Drivers Club of Australia	MCCI	Monaro Car Club of NSW
JVCV	Jamberoo Valley Classic Vehicles Club	MDME	Moree District Motor Enthusiasts Club
JCCI	Jensen Car Club	MOGCA	Morgan Owners Club of Australia
JCCA	Jowett Car Club of Australia	MMCC	Morris Minor Car Club of NSW
KAC	Kenthurst Automotive Club	MMPC	Morris Minor Picnic Club
LLMACC	Lake Macquarie Classic Car Club	MOCHR	Morris Owners Club Hunter Region
LCOA	Lamborghini Club of Australia	MRNSW	Morris Register of New South Wales
LMC	Lancia Motor Club of NSW	MCCAC	Motley Cruz Classic Auto Club
LROC	Land Rover Owners Club of Aust	MWHAC	Mt Warning Historic Auto Club
LCCE	Leisure Coast Car Enthusiasts Club	MCPCC	Muscle Classic & Performance Car Club NSW
LCCC	Leyland P76 Classic Car Club	MOF	Museum of Fire
P76OC	Leyland P76 Owners Club, The	MOCA	Mustang Owners Club of Australia NSW
LPHCC	Lions Pride Holden Car Club NSW	MYCCC	My Car Club NSW
LVHR	Lithgow Valley Hot Rods	NCRS	NCRS Australia
LVMC	Lithgow Vintage Motor Club	NDMM	Nepean District Morris Minor Car Club
MTMR	Macquarie Towns M’cycle Rest & Pres.	NSMCC	North St Mary’s Car Club
MAGIC	Magic Metal Motoring Club	NCUC	NSW Corvettes Unlimited Car Club
MMX5	Mazda MX-5 Club of NSW	NSWHPV	NSW Historic Patrol Vehicles
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
MWMCC	Midweek Muscle Car Club	PCCA	Pontiac Car Club of Australia NSW

CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT AUGUST 2022

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
RSEA	Road Steam Engine Association	TLA	Twin Lakes Classic Auto Club
RROCA	Rolls-Royce Owners' Club Aust NSW	VBOC	Vauxhall Opel Owners Club of NSW
ROMEO	ROMEO Classic Car & Bike Club	VOCA	Vauxhall Owners Club of Australia
ROC	Rover Owners Club	VHMC	Veteran & Historic Motorcycle Club Ltd
SCCA	Saab Car Club of Australia NSW	VVCA	Veteran & Vintage Chevrolet Assoc of Aust
SHVC	Shoalhaven Historic Vehicle Club	VCA	Veteran Car Club of Aust NSW
SCCN	Singer Car Club of Australia NSW	VHRDO	Vincent HRD Owners Club NSW
SFCC	Small Ford Car Club of NSW	VMA	Vintage Modified Association of NSW
SCVC	South Coast Vintage Car Club	VSA	Vintage Speedcar Association NSW
SPER	South Pacific Elect. Railway Co-op Soc	VSCC	Vintage Sports Car Club of Australia
SHAVE	Southern Highlands All Vehicle Enthusiasts	VVC	Vintage Vehicle Club of Australia 1919-30
SHMM	Southern Highlands Morris Minor Car Club	VCVC	Volkswagen Classic & Vintage Club Aust
SSCC	Southern Sporting Car Club	VOLVO	Volvo Car Club of NSW
SSEH	Southern Sydney Early Holden Car Club	WSHTC	Western Sydney Historic Truck Club
SCCA	Sprite Car Club of Australia	WOGS	Wheels of Glory Social Club
SMC	Street Muscle Cruisers	WWOKR	Willys Whippet Overland Knight Restorers
SCC	Studebaker Car Club of NSW	WCC	Wolseley Car Club NSW
SOC	Sunbeam Owners Club NSW	XWFOC	XW-XY Falcon Owners Club
SVD	SVD NSW	ZCCS	Z Car Club Sydney



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