



The Preserve

August 2023



Shannons

Sydney Classic



President's Report



Your 2023 Committee

Executive Committee

Terry Thompson OAM

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& RSF, CVS co-ord.

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Karen Symington

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Brian Caldersmith

Hello and a big welcome to the 2023 Shannons Sydney Classic. Nominally one of the largest such Historic and Classic vehicle displays in the Southern Hemisphere.

The first of these CVV&TMC / CMC display days took place back in 1964 at Warwick Farm Racecourse. Back when that place was also a motor racing circuit.

The seven clubs who started the CVV&TMC back in March 1963 decided that a combined display exhibiting the range of older cars would be a benefit to the movement.

How right they were way back 60 years ago.

It has not been a continuous run of events as weather and pandemics etc have intervened. Most recently, 2020 and 2021 had to be cancelled due to Covid 19.

Those original founding folks would no doubt be amazed to see today's event with 1,500 vehicles from 100 clubs out of the 234 clubs and 39,000 people that make up the CMC.

This year we have celebrated the 60th year of the Council of Veteran, Vintage & Thoroughbred Motor Clubs. That body changed its name to Council of Motor Clubs Inc in 2000. The party on Sunday 5th March proved to be a great success judging from the congratulations I have received.

I have had not one complaint which is unusual. Normally you always get one or two who did not like the food or whatever.

We almost filled the 300-seat function room. The memorabilia and video displays were fantastic. Stories of how things were back then were plentiful.

Must say that I had little to do with the preparation of that event. Karen, Boyd and Kay did the vast amount of work getting it together. Dr David Marshall-Martin did a wonderful job as Emcee.

Wentworthville Leagues Club also did us proud with the facilities and catering on the day. Such a wonderful venue right in the centre of our great city of Sydney. A huge carpark is a great thing for our style of get together.

Long may the CMC continue representing the many enthusiasts in the clubs. Support for the registration systems we enjoy and future access to our roads and fuel to power our older vehicles are of paramount importance.

As the World moves towards cleaner, greener vehicles using electricity and alternative fuels we will have to constantly remind the legislators that our vehicles are a moving museum of our motoring past and must be supported. Our movement provides this "mobile museum" for the people of this country and we do it at our own expense. Not many other hobbies do that. Government money for car museums is sparse to say the least.

President's Report (continued)

Alternative fuels such as Bio or ethanol-based power will probably be the future for our vehicles to run on, if and when petrol and diesel fuels run out or are phased out. More likely the latter I think. More and more stories of these bio fuels being used successfully in motor sport are coming out. Cleaner exhaust emissions and equal performance they tell us. Encouraging to hear that it is looking good for such fuels to be produced from agricultural waste rather than edible grains. Too many starving folks around the World to allow us to use grains for making fuel for our cars.

Please take a while to wander through the various displays around Sydney Motor Sport Park today and enjoy some nostalgia. The Concours vehicles and birthday celebrations on pit lane are a must. The work that goes into the restorations is always amazing to see. Please come down there at about 2 PM to see who wins. Also make sure you take the sedate and most interesting laps of the track in one of the Bus Museum's fantastic old Albions & Leylands. They bring back strong memories of going to school for so many folks in Sydney.

Suggest that you consider the goods on sale in the garages as suitable Father's Day gifts. Much more entertaining than the standard fare at markets and the like. Right up the alley for motoring types. Always hard to find something for the man who has everything (apart from penicillin). Interesting car-related items would be more welcome than another set of socks and undies I am sure.

Please come and see us in the CMC garages 1 to 4. We will have some regalia if you would like to support the Council. Prostate Cancer Research Foundation folks will be there. Again, we are supporting them financially. Five dollars of your entry fee today will go to their work and we can only hope that one day that can eliminate this nasty disease which affects far too many of our members.

Transport for NSW representatives will be there as well. They will be happy to talk over any issues you have with our registration schemes, HVS and CVS as well as road related items.

We extend our heartfelt thanks to Sydney Dragway for their assistance with parking this year—much appreciated.

Enjoy the day and please keep up the good work preserving our motoring history.

Terry Thompson OAM
President – Council of Motor Clubs Inc

FROM THE EDITOR'S DESK

I wasn't going to do an Editor's Report in this Preserve but something came to my attention a few weeks back which made me decide it was time to remind everyone about this important matter.

One of our Clubs hadn't renewed its Affiliation with the CMC (even after several emails to remind the Club about this oversight). The problem appeared to be that one of the Club's Committee had passed away and that person was the "contact or go to person" for anything important in running the Club. Instead of the Committee getting together to discuss how to overcome the problem, they appeared to just fumble their way around with fingers crossed hoping that everything would right itself and get back to normal.

By the way this Club also had CVS Vehicles, which meant that ALL their CVS Vehicles were unregistered for 2023!!

Fortunately someone decided to contact the CMC and let us know they were having problems.

There's a document on the CMC Website (it's also been featured in many previous Preserves over the years) which outlines the things to be done when changes occur in Club's Committees. This of course would include the sad passing of a Committee person.

Go to the CMC Website and click on **Affiliations**—select **Guidelines for Club Officials Changeover**. EVERY Club should follow these guidelines to ensure a safe and easy changeover for new Committee Members coming onboard. **I've included the Article in this Preserve—see page 41.**

You have to look after your Committee Members and make sure that they're familiar with what their role entails - and this is part of that process. Not everyone has the knowledge to be able to step into a role and know what's required. Consider having documentation for each Committee role, so that there's no guessing—just "this is how we do it here".

Kay De Luca

Anniversaries for 2023



Years	Marque / Model / Club
100	Jowett Car Club
100	MG Car Company
100	Alfa Romeo Auto Delta Cloverleaf & Quadrifoglio
100	Triumph Motor Cars
90	Derby Bentley
90	Triumph Gloria
70	Triumph T.R.2
60	Maserati Quattroporte
60	Jaguar S-Type
60	Triumph 2000 Saloon
60	Morris Mini Cooper S
60	Isuzu Bellett & Wasp
60	Ford MK1 GT Cortina Win at Bathurst
60	Morris Minor Light Commercial Vehicles
50	48 & FJ Holden Club
50	Club Lotus
50	Chrysler Restorers Club
50	Leyland P76
50	Peugeot Car Club NSW
50	Triumph Dolomite Sprint
50	Wilys Whippet Overland Knight Restorers
40	Lithgow Vintage Motor Club
40	Vintage Speedcar Association
20	Rolls Royce Goodwood Phantom
20	Bentley Continental
20	Hawkesbury Historical Car Club





100 Years of Jowett Car Club

Which club can claim to be the oldest one-make car club in the world?

The answer is JOWETT!!

The name Jowett is unfamiliar to most people yet the cars themselves have been around since 1906. Whenever the question is asked "Is it British" the supplied answer is "No, Yorkshire".

The brothers Jowett, Bill and Ben had started out as gas and oil engineers following in their father's footsteps and developed their own engine with the aim of making it vibration free. They built a horizontally opposed twin four-stroke engine and fitted it in their first car which was registered 14 February 1906.

That engine type proved so successful that with modifications it remained in production for 47 years creating a Guinness Book of Records entry. The aluminium engines and gearboxes kept the weight of the entire cars down to 6 cwt (672 lbs). Produced from 1910 the 6.4. hp twin was able to maintain 20 mph for long periods on the poor roads and Yorkshire terrain. High speed or acceleration were not a consideration, reliability was.

The 1914-18 war stopped production of cars as war supplies of various forms took over the machine shops. Through efficiency the company made a tidy profit and was able to continue after the war with a larger workforce than required. The first cars sold in 1920 were identical to the pre-war model production with the advertising slogan of Economical Motoring at one penny a mile.

The initial sale of the cars was concentrated on local Yorkshire folk, but the economy of the cars attracted a wider audience. The cars proved so popular and the owners so keen that in 1923 the Southern Jowett Car Club was formed based in London.

Regular outings were planned, and the company supported the owners with updates on improvements to their vehicles. The main feature of the club which has continued to the present day is to aid Jowett owners and, since the Jowett company closed in 1954, to provide spare parts to keep the cars on the road.

In England the club now has sections over the whole of the country that arrange outings for the cars. Annual get togethers see more than 100 Jowetts from all ages with owners enjoying each other's company.

There are Jowett Car clubs in Australia since 1957, New Zealand, Denmark and the United States all affiliated to the parent club that is this year 100 years old. They share their knowledge freely and are all run by volunteers. Spare parts are manufactured and sent across the world thus avoiding duplication issues.

The Jowett saying is "Jowetts never die they are passed to the next of kin".

Ed Wolf
President JCCA





MG CAR CLUB



Plans are well advanced for a big M.G. Centenary event to be held in England in 2023. All of the major M.G. car clubs are involved, including the oldest – the M.G. Car Club in Abingdon – and all of those clubs agree that the first M.G.s were the Raworth-bodied Super Sports built in 1923.

Cecil Kimber joined The Morris Garages of Oxford in 1921, and he started modifying and hotting up Morris cars with success in motorsport, and in 1923 William Morris sanctioned building six, sporting 2 seater versions of the Morris Chummy – these were advertised as 'The MG Super Sports Morris', with the first recorded sale being made in August 1923 to John Arkell. His car was registered in Oxford on 16th August as FC5855 and delivered on 5th September 1923.



The Super Sports Morris

Real Speed

Real Comfort

Distinguished Appearance

Beautiful Proportions

Superlative Coachwork

£350 11.9 h.p.

Write us now for details of this new model or better still call in at our showrooms and inspect one.

The Morris Garages,

Queen Street Showrooms,

Oxford

Phone 912

Write "Auto"

John Arkell paid £300 for his car, as at the time he placed his order the final price had not been determined, but when the first advertisement was published in December 1923 the price was listed as £350. The MG Octagon had first appeared in an advertisement in The Oxford Times of March 2nd 1923. It is believed to have been designed by an accountant at The Morris Garages, Ted Lee. Sales increased rapidly requiring production facilities to move four times into larger premises, finally into an old leather factory in Abingdon, Oxfordshire in 1929.

The MG Car Company was formed in March 1928, and one month later in April an application for the MG Octagon image as a trademark was made. Early car models consisted of sporting saloon bodies on a Morris Oxford chassis, then a smaller car was launched in 1929 in a long line of T-series Midgets starting with the M-Type which continued until after World War 2 which included the TC, TD and TF models. In 1955 the MGA was introduced, followed by the MGB in 1962 which went on to become the most popular MG model made, continuing in production until 1980, when takeovers and management decisions stopped production. Over the next decade British Leyland introduced MG badged versions of several Austin saloons including the Metro, Maestro and Montego saloon cars.

In 1992 the Rover Group reintroduced an updated version of the MGB with the MG RV8, followed by the modern MGF and MGTF. In 2002 the Rover Group took over development of the De Tomaso Bigua and released the model as the MG XPower SV. However, the Rover Group soon collapsed and the MG name was sold to the Chinese, the current owners being the SAIC corporation, producing a range of modern SUVs which are selling well in the marketplace.

In 1924 it is anticipated that a new 2 seater sports car will be introduced, this time it will be electric powered.





100 Years Alfa Romeo Auto Delta & Quadrifoglio

Auto Delta, as the company was originally known, was started by former Ferrari engineers Carlo Chiti and Ludovico Chizzola in Udine 1961. Changing its name to Autodelta in 1963, it became the competition department of Alfa Romeo, responsible for the marques motor racing activities. The following year it relocated to Milan and close to Alfa Romeo's Balocco test track.

The first cars developed by Autodelta were the TZ and TZ2 sports racers but it was the GTA, based on the Giulia Sprint GT road car, that really put Alfa Romeo back into the winners circle. The GTA and its derivatives the GTA Junior and 1750 GTAM won nine ETCC titles – four drivers and five manufacturers between 1966 and '72.



The 33 sports prototype that debuted in 1967 was less successful with its original 2.0 Litre V8. It wasn't until the 3.0 Litre T33/3 of 1971 that it won a world championship race. The following 22TT12 with its 3.0 Litre flat-12 engine should promise but it wasn't until the program was farmed out to Willi Kauhsen's Cologne (Germany) based team in 1975 that Alfa Romeo won the World Sports Car Championship against minimal opposition.

By this time Autodelta's Alfa Romeo flat-12 engine program had graduated to Formula 1 in the back of the Bernie Ecclestone owned Brabham team. Between 1975 and '79 the Alfa Romeo powered Brabhams won twice in 1978 in the hands of Niki Lauda. From 1979 Alfa Romeo went it alone in Formula 1 with

little success. Bruno Giacomelli took pole in his Alfa Romeo 179 in the 1980 U.S East Grand Prix and led half the race before retiring. In 1983, its last year as a factory team, the 183T with its new twin turbo 1.5 Litre V8 engine finished second twice in the hands of Andre de Cesaris. For 1984 the Formula 1 racing team was contracted out to Euroracing (it would disband at the end of 1985) with engines the responsibility of Autodelta. By this time company founder Carlo Chiti was on the way out and the Autodelta name was quietly retired.

Alfa Romeo used the Autodelta brand to launch a number of turbocharged Alfetta and Giulietta road cars under the Turbodelta banner between 1979 and '84. A few of these models reached Australia.

The **Quadrifoglio Verde**, or green four-leaf clover first appeared on the Alfa Romeo RL of Ugo Sivocci at the 1923 Targa Florio, which he went on to win giving Alfa Romeo its first major victory. A few months later at the 1st European Grand Prix at Monza, Sivocci was tragically killed in practice. His Alfa Romeo P1 unadorned with its green cloverleaf due to its rushed preparation for the race. This coincidence didn't go unnoticed in the quite superstitious racing world of the time.

Starting from the 1924 season, the Alfa Romeo factory racing cars were all decorated with the green cloverleaf and, in memory of Sivocci, the white square became a triangle to signify his absence.

While the green cloverleaf remained a constant fixture of Alfa's racing cars, it would not be until the 1960's that the green cloverleaf symbol started being used to distinguish a particularly sporty version of a roadgoing Alfa Romeo, first with the 1963 Giulia Ti Super, then onto the 1965 GTA and 1968 GTA Junior. It then disappeared for a time before reappearing in the 1980's briefly as the quadrifoglio or gold cloverleaf to denote luxury models and then the quadrifoglio verde for the more sporty models - a tradition which continues to this day in Alfa Romeo models such as Giulia QV and Stelvio Q.



Paul Newby



100 Years of Triumph Sports

1923 saw the release of the first Triumph motor car, a Triumph 10/20, which was designed by Lea-Francis and powered by a 1.4 litre engine. The car sold in moderate numbers. In 1927 the company introduced the Triumph Super 7, which helped launch the company on the road to limited short term success. Many Super 7s have survived to this day.

Triumph cars survived the Great Depression and World War II but could not survive British Leyland and the last such named car ceased to be marketed in 1984. This was the Triumph Acclaim, in fact, a Honda built under licence at Cowley.

The Triumph name had its origins on imported bicycles sold in England from 1886 by S. Bettmann & Co. The company produced its own bicycles from 1889 and before the turn of the century was renamed the Triumph Cycle Co. Ltd. In 1902 the Company released its first motorcycle from its Coventry works and within 20 years had become Britain's largest motorcycle manufacturer having received substantial orders from the armed services.

In the early 1930's the Company entered the "medium" luxury market, changed its name to the Triumph Motor Company and released some classy successful models such as the Triumph Gloria, Southern Cross and Dolomite Roadster. Donald Healey joined Triumph in 1934 and had input into the engineering aspects of various models during this era. However, the 1930's were difficult times for the motor industry and like many firms Triumph ran into financial difficulties, sold off the motor-cycle side of the business but still failed to avoid receivership in 1939.

The Company's works were destroyed by bombing in 1940 and what was left, along with the trade name Triumph, was purchased by the Standard Motor Company in 1944. The Standard-Triumph era under managing director, Sir John Black, was a highly successful period for Triumph badged cars. Triumph Roadster released in 1946 was a limited success as was the Renown luxury saloon and the Mayflower light sedan, both released in the following years.



Sir John Black sought to compete with Jaguar and in 1953 saw the release of what was to become a long line of highly successful sports cars carrying the TR badge. Triumph TR2, 3, 4, 4A, 250 (TR5), TR6, 7 & 8 became big sellers, especially in the USA. They were fast, fun and robust enjoying great success in competition.

In 1959 a light small saloon, the Triumph Herald, was released incorporating many engineering and design features not previously seen on mass produced family cars. Derivatives of this car sold successfully throughout the '60's and into the '70's. Similarly, from 1963 the Triumph badge was placed on Standard-Triumph's larger saloon

when the Triumph 2000 replaced the Standard Vanguard. This six cylinder car and its derivatives were extremely popular and sold well into the late '70's. A four seat convertible, the Triumph Stag, also introduced in the early '70's, remains a collectible classic today.

Leyland Motors Limited purchased Standard-Triumph in 1960. This ultimately saw the Company become part of the British Leyland Corporation. The Company had success with its Dolomite range of cars, especially the Dolomite Sprint, which brought further success for the Triumph name in competition but other releases and sales faltered.

In 1984 British Leyland dropped the Triumph name and marketed the same class of cars as Rovers. BMW acquired the Rover Group in 1994 and although it has sold out of Rover and did not produce a car under the Triumph name during its period of ownership, BMW continues to hold the trademark today.

Bob Adby



90 Years Derby Bentley

W.O. Bentley was arguably one of the most inventive and gifted motor engineers of all time.

Bentley revolutionised piston design, designed early military aircraft engines and cars powered by his state of the art engines dominated the Le Mans 24 Hour race in the 1920's. But alas a smart business man he was not. By the time of the Great Depression he had lost financial control of his company and in 1931 Bentley was taken over by Rolls-Royce.

The first vehicle wearing the Bentley badge and produced by Rolls-Royce came out of the company's factory at Derby in 1933. Earlier Bentleys were produced at the Cricklewood premises. Hence these first cars produced by R-R came to be known as Derby Bentleys.

The initial models were powered by the same 3.7 litre engine fitted to the Rolls-Royce 20/25 but had twin SU carburettors and a higher compression to produce around 110 bhp. The Bentley outperformed its R-R stable mate and depending on the body fitted could achieve speeds in excess of 90 mph.

Derby Bentleys were fitted with a four speed manual box with synchromesh on third and fourth gear only. Leaf spring suspension all round and 4 wheel servo-assisted brakes meant, performance wise, the car was a match for other high quality sports saloons, fixed or drop head cars of the time.

The chassis design varied from that of the Rolls so that the vehicle had a lower and more sporting stance. The quality engineering by Rolls-Royce meant that, depending on the body style chosen by the purchaser, the occupants travelled in both style and luxury. In motor publications at the time it earned the title "the silent sports car". As with Rolls-Royce products at the time Bentley Motors only delivered the chassis and running gear to the purchaser. The purchaser had to decide on the body style they desired and the coachbuilding company that would construct it.

In response to criticism that the performance of their 20/25 was falling behind that of the competition R-R released the 25/30 in 1936. The extra power came from an increase in engine capacity to 4.25 litres. This engine was also offered in the Bentley from the same period but with the same performance enhancing equipment as fitted to the 3.5 litre Derby Bentley (as the earlier model became known on the release of the 4.25 litre). In 1938 the steering was upgraded and an overdrive gearbox was offered.

Production of Derby Bentleys ceased in 1939 though some deliveries occurred post that date. Some 2400 vehicles were produced and they remain, after almost a century, a highly prized classic vehicle commanding substantial amounts of money in the current market. Good examples in drophead configuration command \$300,000+.

Bob Adby





90 Years of Triumph Gloria

The Triumph Gloria was produced in various forms from 1933 to 1938. Powered initially by a 9.5 hp 1087 cc four cylinder engine, a larger six cylinder 1467cc 12.95 engine was also made available. 1934 saw an increase in capacity for the four cylinder model to 1232 cc's while the capacity of the six cylinder was increased to 1991 cc the following year.

The vehicles were considered fine sporting cars in their day and derivatives were offered in the form of coupes, tourers, dropheads and two-seater sports convertibles (marketed as the Southern Cross). Engines were designed by Coventry Climax with an F-Head configuration (overhead inlet and side exhaust valves).

The vehicles were fitted with the common suspension configuration of the day with non-independent leaf springs front and back. Equipped with Lockheed hydraulic brakes and a four speed gearbox the vehicle was a match for most of its competition. An optional free wheel mechanism allowed for clutchless gear changing and some later models were offered with synchromesh on the higher gears.

An up market performance model, called the Gloria Vitesse, was marketed from 1934 to 1936 with twin carburettors and improved levels of equipment.

Few Glorias survive in Australia. The title Southern Cross has more recognition in the classic car market here today.



Bob Adby



70 Years of Triumph T.R.2

The Triumph T.R.2 was a highly successful British sports car launched by the Standard Motor Company in 1952. Almost 9000 were produced prior to it being superseded by the TR-3 in 1955. It was one of the two seater sports so loved by the USA in the 1950's.

The T.R.2 had its foundations in an unsuccessful attempt by Sir John Black, the Standard Company's boss, to take over the Morgan Motor Company. Black decided to go for the open sports car market himself. The T.R.2 and its immediate successors the TR-3 and TR-3A and B are instantly recognisable by their cutaway doors and bug eyed headlights. The T.R.2 had a 1991 cc four cylinder wet liner engine adopted from the Standard Vanguard but fitted with twin S.U. carburettors and a higher compression to develop 90 bhp. The body was fitted to a separate chassis, had independent front suspension, by way of coil springs and a live rear axle suspended by leaf springs. The car had performance levels that meant it was serious competition for the Austin Healey 100 in the mid fifties. Motor Magazine claimed to have achieved 107.3 mph in a model fitted with overdrive in 1954, also achieving a 0 to 60 mph time of 12.0 seconds and a fuel consumption return of 34.5 miles per gallon (8.2 litres/100 kilometres).



The Americans loved the TR series starting with the T.R.2. The car achieved significant success in motor racing, including 1st & 2nd in the 1954 RAC Rally. Factory entered teams competed successfully in major Rallies and Sports Car events in the mid fifties including the Mille Miglia, Ulster TT, Monte Carlo Rally, Le Mans 24 Hour, Alpine and RAC Rallies culminating with wins at the famous Coupe des Alpes. Many beautiful examples remain and it is a coveted classic in the USA and Britain. A remarkable and very special T.R.2 currently holds the trophy for outright winner at the Triumph Sports Owners Club of NSW Concours.

Bob Adby



60 Years Maserati Quattroporte

Now with over 100 years of cars and vehicles Maserati are now able to celebrate many special cars and model anniversaries. In particular some unique and outstanding models in road cars (racing cars are another chapter) One is the Quattroporte ... The emphasis in road cars came from Maserati just after World War II and with the new owners the Orsi family - Industrialists. They had purchased the company from the Maserati Brothers in 1936 while retaining them to race cars - while staying involved with design and building of them through the 1940s -DNA it's called.

The Quattroporte (Italian for four doors)

Was presented at the Turin Motor International Motor show of 1963. It captured a lot of interest as it was amongst the first of the four door Grand Tourers built across the car world. The Quattroporte came as Maserati's first V8 road car as they felt it was a minimum for such a luxury Sports Saloon. They had some special road cars at the time in the 5000 GT series cars many with Special Bodywork. Built by the many Design houses for Royalty and special clients - the Aga Khan being one. In the Quattroporte, it was for a market many wanted at the time as luxury and the super sports car but with normal car type sedan features, four doors of course. The series AM 107 Tipo 1 was a car designed by FRUA while the chassis and engine etc. were Maserati's.

At this time many (nearly all) Maserati Cars came from the many Carrozzeria's eg., Frua, Bertone, Allemano Pininfarina, Ghia, Vignale, and others. The V8 (4.1Litre) engine was first V8 for Maserati, at the time, in a road car. Most of Maserati's engines for their road cars were derived from their racing engines (eg. 4-6-8-12 Cylinders inline & V type)

The top speed of 230kph (power 230Kw) at that time it was considered to be the fastest four door road car in the world. Coupled with a set of four 38DCN15 twin choke Webber Carburettors. With 5 Speed manual Gear Box and Auto Available. The Series II model featuring Dual Headlamps (for the US market) and some rear suspension Mods continued on the Tipo AM107, now with the Option of a 4.7 - V8 - 240 kph top speed (260 Kw) engine, to maintain the in the world. Some 763 Cars were produced in those years to 1969.

Standard already set and continues to this day. We now have the Tipo VI -6th (AM156) generation of the model. Starting in 2013 still available today. Many stories surround the Quattroporte model this is just a brief on the first one.

Bob Kimpton - Club Maserati Aust Registrar





60 Years S-Type Jaguar

The S-Type Jaguar was launched in 1963 as a greatly improved luxury model to supplement the highly successful and much admired compact Mark 2. In essence a scaled down Mark 10, which was Jaguar's luxury limousine at the time, it sought to provide the new technological improvements and luxury features of the larger vehicle while maintaining the performance levels demonstrated in competition by the Mark 2.

The S-Type utilized the independent rear suspension design of the Mark 10 and E-Type. Improvements were made to steering and front suspension. It was available with either 3.4 or 3.8 litre engines, common to the Mark 2, and with options for automatic transmission and power steering. The 3.4 litre engine models outsold the larger capacity option throughout the life of the model.

The car was given an extended rear body work of similar styling to the Mark 10 thus providing increased boot space. Unlike the Mark 2 there were no spats. The roofline was lowered, peaks were put over the headlamps, fog lamps were recessed, slim-line bumpers fitted reducing the level of chrome finish and other minor styling changes included. Many people, including some at Jaguar, considered the styling ugly and constituted a destruction of the beautiful lines incorporated in the styling of the Mark 2.



Nevertheless, the car did sell well with nearly 25,000 units sold up to the time it was replaced with the release of the XJ6 in 1968.

Luxury improvements included heating and ventilation whereby separate directional control was provided to driver, passenger and rear seat. Rear seat room was improved, walnut veneer timberwork extended, wider front seats and armrests fitted. Many other cosmetic improvements were included.

Despite picking up a marked increase in weight over the Mark 2 the S-Type remained a top performance car in its day. Not many 4-door saloons could match the 3.8 manual's 0-60 mph time of 10.2 seconds nor its top speed of 122 mph (197 kph). Although road tests acknowledged that a similar optioned Mark 2 was quicker in a straight line, a number considered the S-Type was a quicker car on track or across country due to the ride and handling improvements provided by the radical new independent suspension system.

While there is still an interest in the classic car market for the S-Type, it does not command the interest or values which have been achieved for Mark 2s. The outstanding performance levels achieved by the Mark 1 and Mark 2 Jaguars in the late '50's and early '60's will ensure they remain the compact classic Jaguar to have for many years to come.

Bob Adby





60 Years Triumph 2000 Saloon

The Triumph 2000 was released in October 1963 and was the forefront of a successful range of motor cars that continued into the late '70's.

The body was styled by Giovanni Michelotti who produced an attractive body to replace what had become a very staid design in the Standard Vanguard. The Triumph had substantially increased glass areas, looked lower and much more sporting. In Australia it was assembled by Australian Motor Industries (AMI) and was supplemented by the Triumph 2000 MD which was fitted with extras such as wire wheels and triple carburettors.

The car continued to utilise the Vanguard's two litre six cylinder engine but with an increased compression ratio and twin carburettors fitted, power was increased by 12.5% to 90 bhp. The result was a fine performance machine for its day

Gearbox was a 4-speed manual with overdrive or 3-speed auto as options. The car had four wheel independent suspension with coil springs all round and semi-trailing arms driving the rear wheels. This specification was later adopted on Triumphs TR4A, TR5 and TR6 sports cars during the 1960's.

1968 saw the release of the Triumph 2.5 PI. Engine capacity was increased to 2500 cc and fitted with Lucas mechanical fuel injection. The first British mass produced fuel injected saloon car. Performance for its day was considered quite stunning but it was criticised by the motoring press for unreliability and poor fuel injection especially in Australia's hot climate. Modern day options have overcome these problems.

In 1969 the vehicle morphed into the Mark 2 version, available in both 2 and 2.5 litre configuration initially. The body was subject to significant redesigned of the front and rear sections, also by Michelotti. The new style was instantly recognisable as Triumph. Triumph 2.5 PI and 2500 TC proved popular in Australia, the TC model having a higher equipment level than the other models.

Triumph released the 2500S in 1975 to replace the 2.5PI. This model had improved suspension, 14 inch wheels and upgrades to the creature comfort components.

The various Triumph 2000, 2.5 and 2500 models remain popular classic cars today. They are regular attendees at classic car shows. They do not command substantial prices and are therefore practical, attractive, comfortable classics that are reliable, easy and cheap to maintain, due to a strong after market industry and they perform well in modern traffic.

Bob Adby





60 Years Mini Cooper S

Celebrating 60 years since the launch of the legendary Mini Cooper S

The variants that did most to launch the Mini as a cult vehicle were the Cooper and Cooper S, the Minis that made the little Issigonis runabout into a giant-slaying racer and the most famous rally winner of all time. (Presnell, p81)

Right from the start, the Mini's go-kart handling and small size had appealed to sporting motorists, something that was abundantly apparent to racing car constructor John Cooper. The Formula Junior single seaters that John Cooper built used the A-series engine and it didn't take a huge intellectual leap to realise that a slightly less tuned power unit could easily be adopted to the Mini, to produce a high-performance model. (Presnell, p81)

John Cooper knew Issigonis from his racing days with the Lightweight Special and put the idea to him, who surprisingly refused to help, because he had designed the car as a family sedan and not with racing in mind. Cooper then went to Sir George Harriman, BMC's Managing Director who, although sceptical, finally agreed and also granted Cooper a royalty for each car built. (Parnell, p8)

Production of the 997cc Mini Cooper began in July 1961 but by late 1961 it was realised the 997cc engine unit had reached the end of its development potential and with the plan to increase the bore size, leaving precious little metal between each cylinder, it was obvious that a re-designed engine was required. (Parnell, p8.) Hence the large bore A-series engine and the giant-slaying Mini was born. BMC were not content merely to tweak up an existing power plant, rather offering a complete rethink of their original 997 offering.

The development of the new engine was undertaken at the Morris Engines plant. At the heart of this ultimate performance edition was the crankshaft. Nitrided by Rolls-Royce, no less, we were assured at the time and very different, even to the 997. At 1071cc the dimensions were 70.6mm x 68.26mm, which featured 'siamesed' bores bringing the centre cylinders closer together by ¼", but the overall gap between cylinders was increased. The offset meant a new crankshaft, redesigned connecting rods with 2.0in diameter big end journals and updated lubrication system with enlarged oil galleries and a new oil pump with 75psi pressure point. (Walton, p54-57)

There was a new big valve cylinder head, with the redesigned unit being very different to any other A-series engine. As well as the valve sizes going up the valve material was improved for high temperatures by the use of Nimonic 80 steels and Hidural 5 copper nickel guides. Camshafts for the road were quite mild but for competition the classic 649 shaft served well. In 1071 S form the compression was 9:1 and twin SU carburettors of 1 ¼" were used. This combination gave 70bhp at 6000rpm and 62 lb ft of torque at 4500rpm. The 1071's free revving short stroke engine delivered 15bhp more than the Mini Cooper, enabling the top speed of 95mph to be reached.

Modest by today's standards but quite sensational for a small car in 1963. (Parnell, p9) To cope with the extra power the braking system was also upgraded to 7 ½" front discs with servo assistance via a Lockheed Hydrovac server unit. The width of the wheels were increased by 1" to 4 ½" and 10" diameter steel. The extra width allowed for extra width tyre sections. Other changes for the 1071S introduced were needle roller bearings in the gearbox, bonded clutch linings and double springs for the diaphragm unit. The suspension remained rubber cone until September 1964 when the Hydrolastic, fluid pressurised system was introduced to all Mini saloons. (Parnell, p9)

Production of the new "Mini Cooper S-type" officially began with the very first models rolling off the Longbridge production line on 6th March 1963 and a legend was born. The first Cooper S with the 1071cc engine took its first international victory in the Alpine Rally with Rauno Aaltonen driving for the Abingdon factory team in June 1963. (Walton, p48)

The 1071-s may not be so well remembered as the 1275-S with its lugging power or the 970-S with its high rpm capabilities, but it brought home a lot of rally winning results in the nine months preceding the 1275. It won the Alpine and Monte, producing a popular win for Paddy Hopkirk in the latter, as well as third overall in the 1963 Tour de France and fourth in the same years RAC rally. (Walton, p449-50)





60 Years Mini Cooper S (cont'd)

Between 1963 and 1967 the Cooper S went on to win endless rallies until the dawn of cars with more sporting pedigree (Porsche) or specifically purpose built (Alpine-Renault A110, Ford Escort TC, Lancia Fulvia HF) and a general weakening of morale and final withdrawal from a rallying program by British Leyland. (Walton, p108)

For those racing a Mini on the tracks the little car provided a lot of people with low-cost fun. Many racing stars in the 60's and 70's cut their teeth in a modified Mini Cooper S and today they still provide endless fun in club events all over the world.

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Michael Benton
Mini Car Club of NSW



WHATS ON THIS MONTH?

LS FASTRON DAY - 5-8-23

TEST & TUNE - 12-8-23

**SPEED ADICT NSW
CHAMPIONSHIP SERIES RD 5
- 19-8-23**

TGI FRYDAY - 25-8-23



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**AEROFLOW RACE 4 REAL
EVERY WEDNESDAY NIGHT
AT 6PM!**





60 Years Isuzu Bellett & Wasp

The Isuzu Bellett was the first medium size car of all Isuzu design and build after the vehicle industry reconstruction during the 1950's. Japan had the opportunity of a retool with a new start and Isuzu, as one of Japan's oldest auto manufacturers, seized the opportunity. At this time no clear Japanese market existed for volume passenger cars let alone sports cars and the roads that formed the highways and byways were harsh with many unmade or poorly maintained. Any new vehicle needed to be robust to deal with the harsh conditions and have style to create the demand with no consumer finance.

Released in Japan in June 1963 and on sale from 20 November 1963, the Isuzu Bellett 1500 sedan was something of a revelation in its native Japan. The Bellett's playfully sporty nature was showcased with round dials, a four-speed floor shift, direct rack and pinion steering and independent rear suspension, all unheard of in a mass market Japanese car. In Australia, the first batch of 30 cars went on sale 21 August 1964 and as more shipments arrived the highly anticipated Bellett briefly topped the sales charts in some states; not bad going when one in every two cars sold was a ubiquitous Holden. With V8s remaining the preserve of luxury cars for the next few years yet, the nippy Bellett found favour with regular motorists, club racers and rally enthusiasts alike.



Although its 1471cc OHV 71 bhp engine was more torque-monster than Hiroshima screamer, it shoved the Bellett to speeds well above its station. Less enamoring were the four-wheel drum brakes, which proved inadequate on the race circuit, especially the annual long-distance tin-top test at Bathurst. Also of concern was the IRS rear, which could bite the motorist who dared to lift mid-corner, something learned early on when an Isuzu test driver plonked a pre-production prototype on its roof.

That vehicle was salvaged, however, and the race Team Isuzu with Suzuki Bankin fabrications built with it a new two-door coupe. Debuting at the Tokyo Motor Show in October 1963, just prior to the release of the sedan, the Bellett 1500GT prototype featured a lowered roofline with a revised steering column angle and seating to suit, full instrumentation, twin carburetors and front disc brakes. By April 1964 over 120 of these new FIA homologated 1600GTs were built to qualify for the Japanese GP2 at Suzuka, May 1964. On 28 April 1964, limited production commenced with the halo model, the 1600GT; the first GT car from a Japanese manufacturer.

Following some minor updates, Australia received just 55 PR90-model Bellett 1600GTs with sales beginning in April 1966, however two cars, earlier series II cars with 14" wheels and a KM/H speedo, were here mid 1965 for promotion and road tests appeared in Sports Car World, Modern Motor and Wheels magazines from August 1965 onwards. The Bellett was also the basis of the one-tonne-rated Isuzu Wasp with Australia receiving a single batch of 122 including 30 style sides and 92 cab-chassis. Unlike the sedan, they sold slowly, taking up to three years to clear the dealerships.

The Bellett sedan received a major update with the '1966½' featuring a new grille, GT-style taillights, a new dash and a host of other engine and driveline refinements. On the 26 September 1966 the Bellett 1600GT received similar upgrades. On 26 March 1968 the 1600GT received another facelift, sporting a black mesh grille and 'strip' taillights, with the sedan following on 4 July with comparable but not identical appointments. While both versions were sold in Australia, by 1968 the bulk of Bellett sales were done. As cutting edge as it was when released, the Bellett was noticeably ageing and being fully imported, quite expensive especially compared to local fare, including Japanese manufacturers like Toyota and Datsun, who were now building cars here.



As the decade drew to a close, so too did Bellett sales in Australia, with a single batch of five 1970-models selling in Tasmania only. But as the Bellett entered the history books here, it truly hit its stride in Japan with the release of the Bellett GT Type-R, a homologation special with a lusty 1600cc twin-cam engine. Bellett production stopped at Fujisawa Japan in April 1973 after over 10 years of continuous production and export.

Around 16,000 Bellett sedans found homes in Australia along with 122 Wasps and 293 Bellett 1600GTs. There's a small but dedicated Bellett community nationwide with many owners having more than one example. When the nature of these little beasts are so disparate across sedans, utes and GTs, who could blame us?



60 Years MK1 GT Ford Cortina at Bathurst

Harry Firth and Bob Jane entered a pre airflow Cortina GT in the Armstrong 500 at Mount Panarama, Bathurst in 1963 (the 1st year held there, held at Phillip Island previous years). They won the race! 2nd was a EH Holden and 3rd another GT Cortina. The **1963 Armstrong 500** was the fourth running of the Armstrong 500 touring car race. It was held on 6 October 1963. After the 1962 race, the Phillip Island Grand Prix Circuit was too damaged to continue to stage the race, forcing it to move to a new location, the Mount Panorama Circuit just outside Bathurst with a new organising club, the Australian Racing Drivers Club. The race was open to standard production sedans with four classes based on the purchase price (in Australian pounds) of the vehicle.

[Bob Jane](#) and [Harry Firth](#) were the first team to complete the full race distance, taking victory in Class C in their factory backed Ford Cortina GT, the change of both vehicle and circuit making no difference to their result of the previous year. While outright victories were not to be recognised until years later, they had completed a hat-trick of 'first to the line' wins.

The race became the first Ford vs Holden head-to-head fight, with the works Cortina of defending race champions [Bob Jane](#) and [Harry Firth](#) winning by a lap over the first [EH Holden](#) of Ralph Sach and Fred Morgan with a second Cortina on the same lap. It was a third consecutive victory for Jane and Firth, each victory coming in a different model and back-to-back for the factory Ford team. Second place was the closest Holden would get to a win until the breakthrough in **1968**. Chrysler got its first class win with the Valiant of Tony Reynolds and Tony Allen with Geoff Russell driving the factory prepared Ford Zephyr again narrowly missing out on the Class D win. The new Morris Coopers saw the Mini break out of the entry level class and gave [Doug Chivas](#) his first class win, co-driving with Ken Wilkinson in Class B, defeating the 1.5 litre Cortinas, ominously just a lap behind the Valiant and the Zephyr. In the small class, Volkswagen again defeated the Morris 850s with Barry Ferguson and Bill Ford taking first place ahead of the Mini of Don Holland and Lindsay Little.

As well as success on the motor racing circuit lesser models of this vehicle were very successful on the Australian motoring scene with many examples used as the everyday family car despite only having four cylinders as opposed to the popular sixes of Ford and Holden.

Below is a photo of a replica of the 63 winning GT Cortina. The actual replica can be viewed at the Bathurst Motor Racing Museum at Mt Panorama.





60 Years Morris Minor Light Commercial Vehicles

Morris Minor Light Commercial Vehicles (LCVs) started production in May 1953 at the Cowley plant in the United Kingdom. Between the years of 1960-63 some vehicles were built at Abingdon and from 1968, production was moved to the Morris Commercials plant at Adderley Park.

During the 1960s and 1970s every town and city in the United Kingdom would have had some in one form or the other. These vehicles also went all around the world with some having unique features to their particular country and their own body conversions. For example, in the UK there were the red postal van, the green telephone van and the AA van used to help stranded motorists.

The Morris Minor LCV differed greatly from the Minor saloon range that they had derived from. The commercial range had a true box-section chassis to which the cab and rear cargo area bolted on to it. There were four options available from the basic vehicle. There was a van, a utility or a chassis cab that came with or without a cab back panel. This enabled the fitting of custom backs onto the chassis for vehicles with high-top conversions such as milk floats or even ice cream vans.

Minor Commercials can be categorised into the 'Series' that were produced until production ended in 1971. The first models in 1953 were known as Series II's and were often referred to as the 'O' type 5 cwt with the 'O' from the chassis numbering system confirms the vehicle as a ¼ ton. The early models came with the 803cc engine. During October 1956, the Series III started to emerge with the larger 948cc, as well as many other changes in features. In October 1962 the vehicles were fitted with the larger 1098cc engine lifting the 5cwt rating to 6cwt and were labelled as Series V.

In 1968 Austin badged models were added to the range and these were designated the Series C. Both Morris and Austin versions increased their payload to 8 cwt with the larger 4½J wheel rims as well as more substantial rear leaf springs being fitted.

In Australia Pressed Metal Corporation (PMC) was established in the late 1930s as a joint venture between Austin agents, Larke Hoskins and affiliated company Larke, Neave & Carter in Enfield, New South Wales. Early models were imported into Australia from the United Kingdom, but by 1956 the Enfield facility was producing Morris chassis'. PMC undertook subcontract assembly of various BMC products. The assembly of LCV was undertaken at the former 57 acre Victoria Park Racecourse at Zetland in Sydney until 1962 with the last vehicle coming off the assembly line in mid-1963.

These vehicles were used throughout Australia with some well-known companies such as the Sydney County Council, the NRMA and also being used by some small services companies.

Ann Thompson
Morris Minor Car Club of NSW Inc





50 Years 48 & FJ Holden Club of NSW Inc

The Club was formed on 9th April 1973 by Stan Bennett and Pat Faye. It had 8 members in its first year. The original name of the Club was FX-FJ Car Owners Club NSW. In 1983 the Club's name was changed to the 48 & FJ Holden Owners Club of NSW. When the Club became incorporated in 1991, it sought and received official approval from General Motors-Holdens Automotive Ltd to use the word Holden in the Club's name. The Club then maintained a very close relationship with GMH Sydney Office through Marcus McInnes and then Eve Lauter. In its early days it was also heavily involved in the GM Display Day, All Holden Day and the CVVTMC. The Club has maintained its association with the GM Display Day Committee from 12th March 1976, CMC (formerly CVVTMC) from 2nd February 1981 and All Holden Day from 7th February 1986.

The cars that the Club represented were truly the first uniquely Australian mass produced vehicles with a style that was functional and roomy, something Australia needed at the time to help forge its blossoming National Pride and Culture. These vehicles are indeed special, if for no other reason than the memories people have of them. They will keep giving pleasure to many people and families well into the future. It is up to us to ensure these vehicles are maintained, appreciated and not forgotten. The Club felt there was the need to support these vehicles into the future.

As a result, the Club motto 'WE KEEP HOLDEN ON' came into being in 1983.



The aims of the Club are to foster fellowship & goodwill between 48 & FJ Holden owners and those interested in the restoration, preservation and use of these vehicles, to promote social and field events for the benefit of the club members and their guests, to encourage help and sponsor members and non-members in the preservation and restoration of their historic motor vehicles.

The Club has had 17 Presidents, 19 Vice Presidents, 18 Secretaries, 15 Treasurers and 479 members over the years. Currently we have 49 members. It is a credit to the genuine hard-working Committees and the dedication of some of our members that has resulted in the Club achieving its 50th anniversary.



The Club is ready for the future. It has a group of keen and knowledgeable members willing to help those who have vehicles in need of anything, from maintenance to restoration. If you wish to know more of what the Club has to offer, please contact us through our web site (www.48fj.org.au) or email (mail@48fj.org.au).





50 Years Club Lotus & 75 Years of Lotus

Club Lotus Australia celebrated its 50th anniversary at the Fairmont Resort in the Blue Mountains over the weekend 23 – 25 June, with international guests, the appearance of the new Lotus electric SUV, Eletre from Simply Sports Cars (the NSW Lotus distributor and strong supporter of the Club), and the release of the two-volume biography of Colin Chapman. All of which coincided with the 75th Anniversary of Lotus itself.

From the launching of Club Lotus Australia in 1973 by David Levy, the Club (CLA) has experienced consistent growth and a wide range of activities. Fifteen Presidents have seen CLA develop with national bi-annual events shared between the states and involvement in many areas of motor sport.

The theme of the event was Past, Present & Future which was well represented at the annual Concours d'Elegance.

More details of the club can be viewed on the website: <https://www.clublotus.com.au/>

A Double Celebration!

**50 Years of
Club Lotus Australia
& 75 years of LOTUS**

PAST

FUTURE

PRESENT

NEXT CMC GENERAL MEETING

Tuesday 26th September 2023

AT THE NEW VENUE—STRATHFIELD GOLF CLUB

WEEROONA RD, STRATHFIELD

Meeting commencing at 7.00 pm—Dinner available from 6.00 pm



50 Years Chrysler Restorers Club

The establishment of the Chrysler Restorers Club can be traced back to a meeting held in Sydney on 22nd August 1973. Fourteen people responded to a newspaper advertisement about setting up a Chrysler Register catering for Vintage, Post Vintage and Classic Chrysler vehicles. While many of those foundation members have passed on some of them are still Club members. The meeting was convened by John Curtain who was seeking assistance in the restoration of a 1934 Chrysler Royal Coupe. This was the first Chrysler vehicle in the Club. From that meeting a committee was formed and the Club membership grew to over 200 within a year.

That increase in membership necessitated a move to larger premises for meetings and the venue chosen was the Veteran Car Club Hall in Five Dock. That took place in May 1974 and our meetings are still held there on the second Tuesday of every month. Meanwhile, there had been little progress on the restoration of the Chrysler Royal and it passed to another Club member to continue the project. It was completed some 25 years later, was used actively on Club outings before finally being sold to the Grenfell Chrysler Museum where it remains on public display.

As the Club grew, it became affiliated with CVVTMC (CMC today), it received authority to issue club plates and established an extensive reference library with over 1000 items available for members' use. A swap meet was first held in 1977 and became known as the Liverpool Swap. Sites used over the years were located in Liverpool, Kemps Creek and finally Fairfield Showground before ceasing operation in 2015. The Club has been involved in fund raising for various charities over the years, including Melrose Boys Home, Childrens' Hospitals and others.

Following the success of the Club there were also branches established in Queensland and New Zealand and Chrysler Restorers Clubs in South Australia and Victoria. With the latter two we get together every three years for a National Rally, the next one in 2025 will be the 17th such rally. Our membership stands at around 400 and, like most car clubs, we face a challenge enticing new members to join. Rapid changes to the car scene won't make this any easier but we are proud to have made it to 50 years and we will continue for some time yet.



This year you have been hearing about the economic importance of Australia's motoring heritage.

At the AMHF we put it this way ***Let's all work out the real value that our hundreds of classic and heritage motoring clubs, enthusiasts and 'industry' contribute now to the wealth and wellbeing of our whole nation. Our governments and our supporters need to know this.***

Your AMHF is making this happen right now. We have created the tool. It is our independent survey of the value which we enthusiasts create for Australia with all of our spending, our resources and our events.

The survey sponsors including the CMC, the ARDC and Shannons are independent like the AMHF and deliberately we have no support from the government. Our survey consultant professionals and analysts are well known experts in the field of economic impact studies. When the results are in, the report will be published but it will be owned by the AMHF, not by any sponsor or government and will be freely available to clubs and enthusiasts.

This is the only way the report can get the attention that the results will deserve.

This new survey tool, being made now with your support, is collecting the vital information now until end September. The survey has been sent to you Club secretary who we have requested to distribute that to their membership. If you have not yet done so, we welcome your response. Our report then will give a very credible and positive picture of how you, the registered members of the CMC clubs, do what you do. Everyone who fills in the short questionnaire uses an anonymous link, we must trust you to provide the answers candidly. In answering the survey, your privacy is assured.

A number of interstate top motor club organisational bodies are with us in the same way, supporting the project nationally and involving their registered clubs in answering the call for information.



The AMHF is your club's accessible resource for research and help on tools like the economic survey. But wait, there is more! Go to our Facebook page or our website www.motorheritage.org.au to read about our resources and database, the Fireside Chats on our YouTube channel, articles, upcoming events, our meeting room availability etc.. Join us as a Supporter and we would love you to also join our regular group of dedicated Volunteers. Best wishes to all our Supporters for a great CMC Shannons Sydney Classic.

Hugh King Chair,
AMHF

The AMHF archives include files, the rarest books, exclusive film and photos, programmes, magazines, race results, media releases and sales collateral.

www.motorheritage.org.au

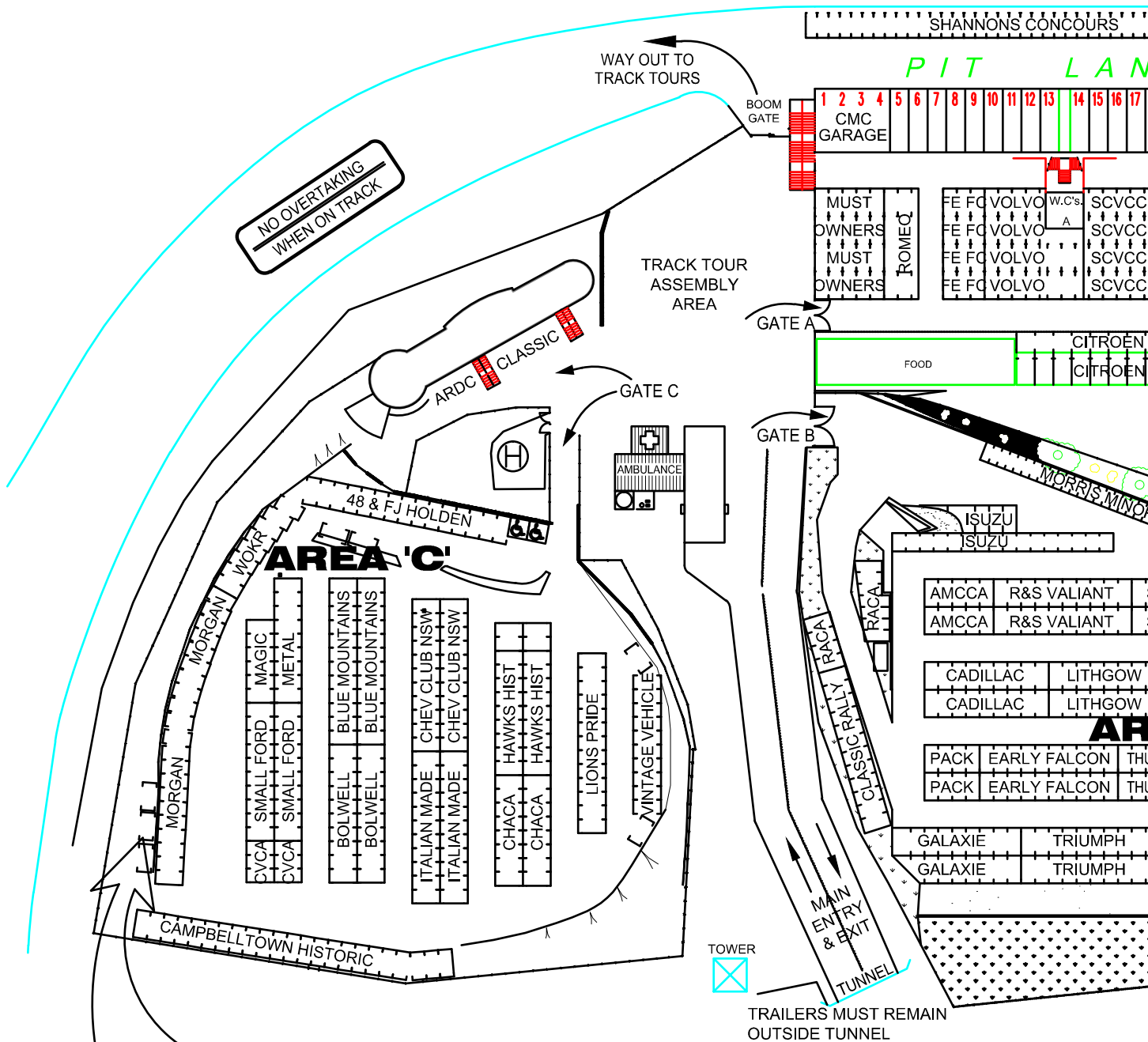
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2023 SHANNONS SYDNEY

T R A C K



AREA 'C'

48&FJ HOLDEN OWNERS CLUB NSW.
AHMC BLUE MOUNTAINS.
ARDC CLASSIC.
BOLWELL CAR CLUB AUST.
CAMPBELLTOWN HISTORIC VEHICLE CLUB.
CHEVROLET CLUB NSW.
CLASSIC & HISTORIC AUTO CLUB AUST.
CLASSIC VEHICLES CLUB AUST.
HAWKESBURY HISTORICAL CAR CLUB.
ITALIAN MADE SOCIAL MOTORING CLUB.
LIONS PRIDE HOLDEN CAR CLUB NSW.
MAGIC METAL MOTORING CLUB.
MORGAN OWNERS CLUB AUST.
SMALL FORD CAR CLUB NSW.
WILLYS WHIPPET OVERLAND KNIGHT REST.
VINTAGE VEHICLE CLUB AUST.

AREA 'F'

ANGLIA-PREFECT CC AUST.
ARMSTRONG SIDDELEY CAR CLUB.
AUSTIN A40 CC AUST.
AUSTRALIAN EX MILITARY VEH COL.
BUICK CAR CLUB AUST.
CHRYSLER RESTORERS CLUB.
CENTRAL COAST RIDES.
CLASSIC CAR CLUB ILLAWARRA.
CLASSIC FALCON OWNERS NSW.
CLUB VEE DUB.
EJ EH HOLDEN OWNER DRIVERS.
EVERYDAY CRUISERS INC.
FALCON GT OWNERS CLUB OF NSW.
FIAT CLUB OF NSW INC.
FX-FJ HOLDEN CLUB SYDNEY CHAP.
GTR & XU1 OWNERS CLUB INC.

HONDA SPORTS CC AUST.
MY CAR CLUB NSW.
REGALS MOPAR CAR CLUB.
RENAULT CAR CLUB OF AUST.
SAAB CAR CLUB OF AUST.
SOUTHERN SYDNEY EARLY HOLDEN.
SPRITE CAR CLUB OF AUSTRALIA.
TOYOTA CAR CLUB OF NSW.
XW-XY FALCON OWNERS.
Z CAR CLUB SYDNEY.

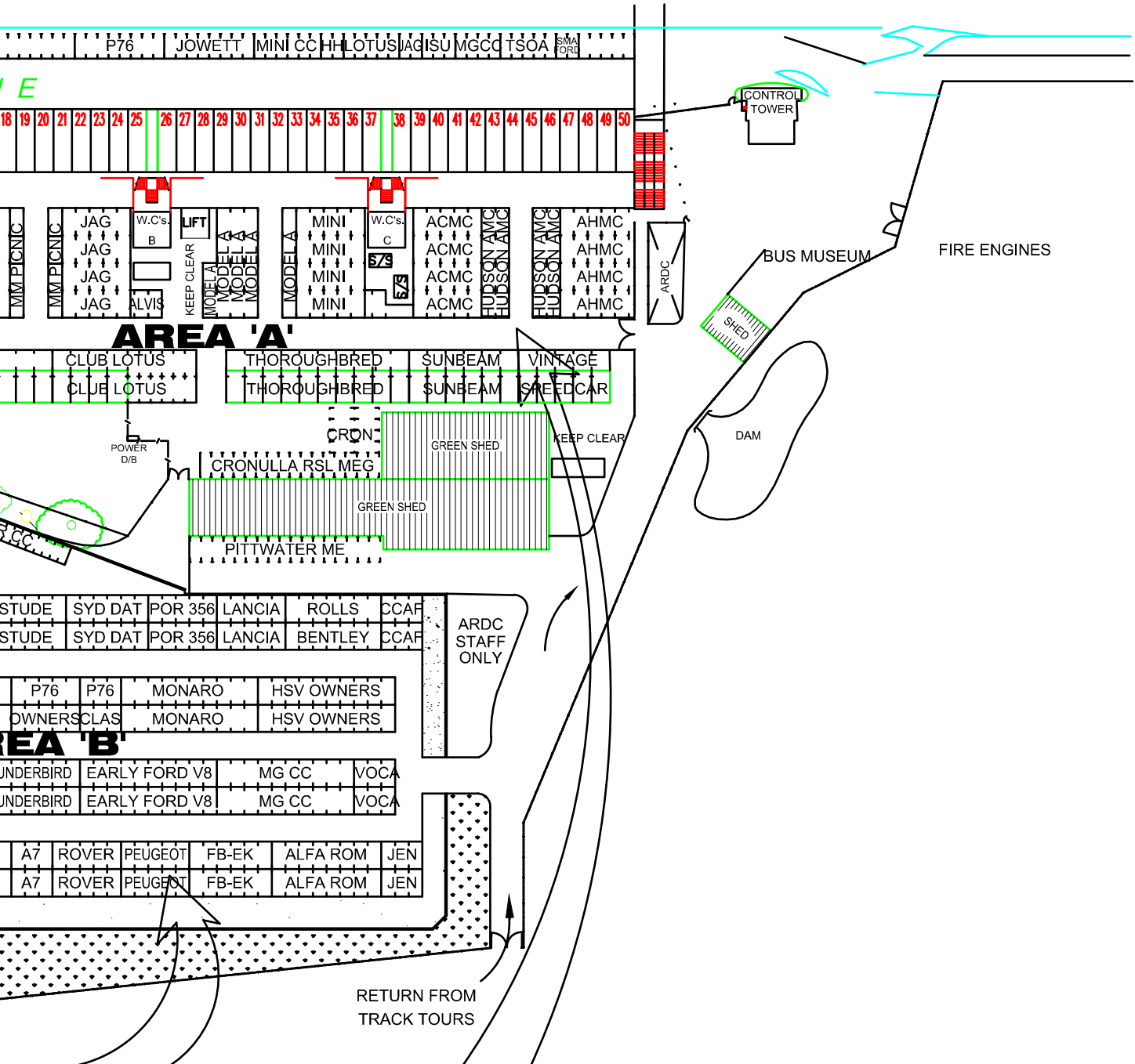
AREA 'B'

ALFA ROMEO OWNERS CLUB AUST.
AMERICAN MUSCLE CAR CLUB AUST.
AUSTIN 7 CLUB NSW.
AUST. PORSCHE 356 REGISTER.
BENTLEY DRIVERS CLUB NSW.
CADILLAC LASALLE CLUB AUST.
CENTRAL COAST ALL FORD CLUB.
CLASSIC RALLY CLUB
EARLY FALCON CAR CLUB NSW.
EARLY FORD V8 CLUB NSW.
FB EK HOLDEN CC NSW.
FORD GLAXIE CLUB AUST.
HSV OWNERS CLUB OF NSW.
ISUZU CAR CLUB AUST.
JENSEN CAR CLUB.
LANCIA MOTOR CLUB NSW.

LEYLAND P
LEYLAND P
LITHGOW V
MG CAR CL
MONARO C
MORRIS MI
PACKARD A
PEUGEOT C
R&S SERIE
RACA
ROLLS ROY
ROVER OW
STUDEBAK
SYDNEY DA
THUNDERB
TRIUMPH S
VAUXHALL

Rev M 23/07/2023

SYDNEY CLASSIC



P76 CLASSIC CAR CLUB.
 P76 OWNERS CLUB.
 VINTAGE MOTOR CLUB.
 JAGUAR CLUB NSW.
 JAGUAR CLUB OF NSW.
 JAGUAR CLUB OF AUST.
 JAGUAR CLUB NSW.
 JAGUAR VALIANT CAR CLUB NSW.
 JAGUAR OWNERS CLUB AUST.
 JAGUAR OWNERS CLUB.
 JAGUAR CAR CLUB NSW.
 JAGUAR CLUB.
 JAGUAR OWNERS CLUB AUST.
 JAGUAR SPORTS OWNERS ASSOC.
 JAGUAR OWNERS CLUB AUST.

AREA 'A'

ALVIS CAR CLUB NSW.
 ANTIQUE & CLASSIC MOTOR CLUB.
 AUSTRALIAN HISTORIC MOTOR CLUB.
 CITROEN CAR CLUB NSW.
 CLUB LOTUS AUST.
 CRONULLA RSL MEG.
 FE-FC HOLDEN CAR CLUB NSW.
 HISTORIC FIRE ENGINE ASSOCIATION.
 HUDSON-AMC CAR CLUB AUST.
 JAGUAR DRIVERS CLUB AUST.
 JOWETT CAR CLUB AUST.
 MINI CAR CLUB NSW.
 MODEL A FORD CLUB NSW.
 MORRIS MINOR PICNIC CLUB.

MUSTANG OWNERS CLUB OF AUST.
 PITTWATER MOTOR ENTHUSIASTS.
 ROMEO CLASSIC CAR & BIKE CLUB.
 SOUTH COAST VINTAGE CAR CLUB.
 SUNBEAM OWNERS CLUB.
 SYDNEY BUS & TRUCK MUSEUM.
 THOROUGHbred SPORTS CAR CLUB.
 VINTAGE SPEEDCAR ASSOCIATION.
 VOLVO CAR CLUB NSW.

AREA 'E'

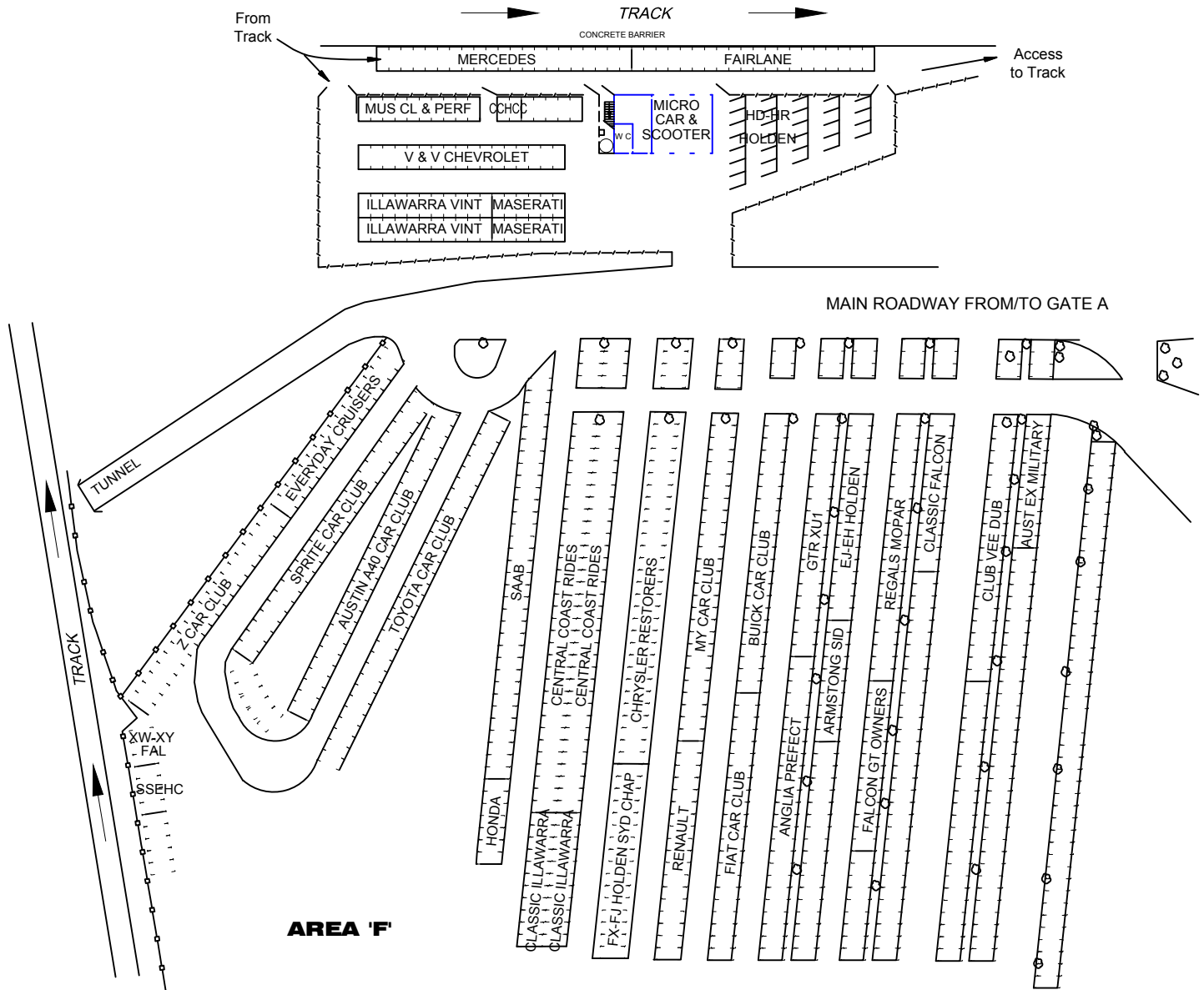
CENTRAL COAST HISTORIC CAR CLUB.
 FORD FAIRLAINE & LTD OWNERS CLUB.
 HD/HR HOLDEN CLUB NSW.
 ILLAWARRA VINTAGE CAR CLUB.
 MASERATI CAR CLUB.
 MERCEDES-BENZ CLUB (NSW).
 MICRO CAR & SCOOTER CLUB.
 MUSCLE CLASSIC & PERFORMANCE CC.
 VETERAN & VINTAGE CHEVROLET ASS. AUST.



2023 SHANNONS SYDNEY CLASSIC



AREAS 'E & F'



AREA 'E'

CENTRAL COAST HISTORIC CAR CLUB INC.
FORD FAIRLAINE & LTD OWNERS CLUB LTD
HD/HR HOLDEN CLUB NSW INC.
ILLAWARRA VINTAGE CAR CLUB INC
MASERATI CAR CLUB
MERCEDES-BENZ CLUB (NSW) INC
MICRO CAR & SCOOTER CLUB INC
MUSCLE CLASSIC & PERFORMANCE CAR CLUB
VETERAN & VINTAGE CHEVROLET ASS. AUST

AREA 'F'

ANGLIA-PREFECT CAR CLUB OF AUST.
ARMSTRONG SIDDELEY CAR CLUB
AUSTIN A40 CAR CLUB OF AUSTRALIA NSW).
AUSTRALIAN EX MILITARY VEHICLE COLLECTORS.
BUICK CAR CLUB OF AUSTRALIA.
CENTRAL COAST RIDES INC.
CHRYSLER RESTORERS CLUB OF AUSTRALIA INC.
CLASSIC CAR CLUB ILLAWARRA INC.
CLASSIC FALCON OWNERS CLUB OF NSW INC.
CLUB VEE DUB.
EJ EH HOLDEN OWNER DRIVERS CLUB INC.
EVERYDAY CRUISERS INC.
FALCON GT OWNERS CLUB OF NSW INC.
FIAT CLUB OF NSW INC.
FX-FJ HOLDEN CLUB OF AUST. SYDNEY CHAPTER

GTR & XU1 OWNERS CLUB INC.
HONDA SPORTS CAR CLUB OF AUSTRALIA INC.
MY CAR CLUB NSW INC.
REGALS MOPAR CAR CLUB INC.
RENAULT CAR CLUB OF AUST INC.
SAAB CAR CLUB OF AUSTRALIA (NSW) INC.
SOUTHERN SYDNEY EARLY HOLDEN CAR CLUB INC.
SPRITE CAR CLUB OF AUSTRALIA INC.
TOYOTA CAR CLUB OF NSW.
XW-XY FALCON OWNERS INC.
Z CAR CLUB SYDNEY INC.

AREA F - REV B

Track Tours Schedule 2023

9:30 Area A 108	Mustang Owners Club—20 ROMEO Classic Car & Bike—6 FE-FC Holden—12 Volvo Sporting Car Club 20 South Coast Vintage Car Club—20 Morris Minor Picnic Club—8 Jaguar Drivers Club—22	11:10 Area C 97	Vintage Vehicle Club—10 Lions Pride Holden—15 Hawkesbury Historic—16 Classic & Historic Auto—16 Chevrolet Club NSW—20 Italian Made Social Motor—20	1:00 Area B 110	Lithgow Vintage Motor—15 Leyland P76 Owners—14 Leyland P76 Classic—5 Monaro Car Club NSW—20 Early Falcon Car Club—20 Thunderbird Owners—16 Early Ford V8 Club—20
9:50 Area B 109	Morris Minor Car Club—20 Isuzu Car Club of Aust—23 American Muscle Car Club—10 Royal Automobile Club—12 Classic Rally Club—12 Cadillac La Salle—18 Packard Auto Club—8 Ford Galaxie Club—6	11:30 Area A 102	Citroen Car Club NSW—20 Club Lotus Aust—15 Thoroughbred Sports—20 Sunbeam Owners—12 Cronulla RSL MEG—20 Pittwater Motor Enthusiasts—15 Jowett—6	1:20 Area C & F 108	AHMC Blue Mtns—20 Bolwell Car Club—20 Regals Mopar Club—20 Falcon GT Owners Club—12 Classic Falcon Owners—10 Club Veedub—20 Aust Ex-Military Vehicles—6
10:10 Area F 90	Sthn Sydney Early Holden—3 XW-XY Falcon Owners Club—3 Z Car Club Sydney—20 Everyday Cruisers—14 Sprite Car Club Aust—20 Austin A40 Car Club NSW—15 Toyota Car Club NSW—15	11:50 Area F 75	SAAB Car Club NSW—20 Honda Sports Car Club—5 Central Coast Rides—20 Classic Car Illawarra—15 Chrysler Restorers Club—20 FX-FJ Holden Club—10 Renault Car Club—15	1:40 Area B 111	MG Car Club—24 Vauxhall Owners Club—5 Jensen Car Club—6 Alfa Romeo Owners Club—15 FB-EK Holden Club—12 Peugeot Car Club—10 Rover Owners Club—10 Austin 7 Club NSW—4 Triumph Sports Owners—25
10:30 Area C 111	48 & FJ Holden Owners—10 Willys Whippet Overland—8 Morgan Owners Club—20 Campbelltown Historic—20 Classic Vehicles Club—6 Small Ford Car Club—20 Magic Metal Motor Club—12 ARDC Classic—15	12:10 Area B 100	R & S Valiant Car Club—20 Studebaker Car Club—12 Sydney Datsun Club—12 Aust Porsche 356 Reg—10 Lancia Motor Club—10 Rolls Royce & Bentley—10 Central Coast All Ford—6 HSV Owners NSW—20	2:00 Area A 106	Alvis Car Club—2 Model A Ford Club—15 Mini Car Club—29 Antique & Classic Motor—20 Hudson-AMC Car Club—16 Aust Historic Motor Club—20 Museum of Fire—4
10:50 Area E 111	Mercedes Benz Club NSW - 20 Ford Fairlane & LTD Owners—20 Muscle Classic & Performance—10 Central Coast Historic Car Club—2 Illawarra Vintage Car Club—12 Club Maserati—10 Micro Car & Scooter—10 HD/HR Holden Car Club—12 Veteran & Vintage Chev Assoc—15	12:40 Area F 105	My Car Club NSW—20 Buick Car Club—20 Fiat Club NSW—20 GTR-XU1—12 Anglia Prefect Club—12 EJ / EH Holden Owners 15 Armstrong Siddeley—6	2:30	Concours Parade & Trophy Presentations
				3:15	Last Bus Run Event Close

Track Tour Schedule Alphabetical by Club/Time

Club Name	Time	Club Name	Time
48 FJ Holden Owners	10.30	Italian Made Social Motor Club	11.10
Alfa Romeo Owners Club NSW	1.40	Jaguar Drivers Club	9.30
Alvis Car Club	2.00	Jensen Car Club of Australia	1.40
American Muscle Car Club	9.50	Jowett Car Club Aust	11.30
Anglia Prefect Club	12.40	Lancia Motor Club NSW	12.10
Antique & Classic Motor Club	2.00	Leyland P76 Classic Car Club	1.00
Austin A40 Car Club	10.10	Leyland P76 Owners Club	1.00
Austin 7 Car Club	1.40	Lions Pride Holden Car Club	11.10
Aust Ex-Military Vehicle Collectors Soc	1.20	Lithgow Vintage Motor Club	1.00
AHMC Blue Mountains	1.20	Magic Metal Motoring Club	10.30
Armstrong Siddeley	12.40	Mercedes Benz Club NSW	10.50
Aust Historic Motor Club	2.00	MG Car Club	1.40
Aust Porsche 356 Registry	12.10	Micro Car & Scooter	10.50
ARDC Classic	10.30	Mini Car Club NSW	2.00
Bolwell Car Club	1.20	Model A Ford Club	2.00
Buick Car Club Aust	12.40	Monaro Car Club of NSW	1.00
Cadillac La Salle Club	9.50	Morgan Owners Club	10.30
Campbelltown Historic Car Club	10.30	Morris Minor Car Club NSW	9.50
Central Coast All Ford Club	12.10	Morris Minor Picnic Club	9.30
Central Coast Historic Car Club	10.50	Muscle Classic & Performance Car Club	10.50
Central Coast Rides	11.50	Museum of Fire	2.00
Chevrolet Club NSW	11.10	Mustang Owners Club	9.30
Chrysler Restorers Club	11.50	My Car Club NSW	12.40
Citroen Car Club of NSW	11.30	Packard Auto Club	9.50
Classic & Historic Auto Club of Aust	10.50	Peugeot Car Club NSW	1.40
Classic Car Club Illawarra	11.50	Pittwater Motor Enthusiasts	11.30
Classic Falcon Owners Club NSW	1.20	R&S Series Valiant Car Club	12.10
Classic Rally Club	9.50	Regals Mopar Car Club	1.20
Classic Vehicles Club	10.30	Renault Car Club Aust	11.50
Club Lotus Australia	11.30	Rolls Royce & Bentley Club	12.10
Club Maserati	10.50	ROMEO Classic Car & Bike Club	9.30
Club Veedub Sydney	1.20	Rover Owners Club	1.40
Cronulla RSL ME Group	11.30	Royal Auto Club	9.50
Early Falcon Car Club	1.00	Saab Car Club of NSW	11.50
Early Ford V8	1.00	Small Ford Car Club	10.30
EJ & EH Holden Owners	12.40	South Coast Vintage Car Club	9.30
Everyday Cruisers	10.10	Southern Sydney Early Holden	10.10
Falcon GT Owners Club	1.20	Sprite Car Club Aust	10.10
FB-EK Holden Car Club NSW	1.40	Studebaker Car Club	12.10
FE-FC Holden Car Club NSW	9.30	Sunbeam Owners Club	11.30
Fiat Club NSW	12.40	Sydney Datsun Club	12.10
Ford Fairlane & LTD	10.50	Thoroughbred Sports Car Club	11.30
Ford Galaxie Club	9.50	Thunderbird Owners Club of Aust	1.00
FX-FJ Holden Club of Aust	11.50	Toyota Car Club of NSW	10.10
GTR & XU1	12.40	Triumph Sports Owners Assoc	1.40
Hawkesbury Historical Car Club	11.10	Vauxhall Owners Club	1.40
HD/HR Holden Club NSW	10.50	Veteran & Vintage Chev Assoc	10.50
Honda Sports Car Club of Aust	11.50	Vintage Vehicle Club Aust	11.10
HSV Owners Club NSW	12.10	Volvo Sporting Car Club	9.30
Hudson AMC Car Club of Aust	2.00	Willys Whippet Overland	10.30
Illawarra Vintage Car Club	10.50	XW-XY Falcon Owners Club of NSW	10.10
Isuzu Car Club of Aust	9.50	Z Car Club Sydney	10.10



50 Years Peugeot Car Club NSW

Peugeot's presence in Australia was kick-started by the success of the 203 in the 1953 Redex Round Australia Trial, with its 1.3 litre engine prevailing over much bigger opposition. This was further consolidated by a win for the Peugeot 403 in the 1956 Ampol Trial. There was an earlier version of the Club at this time, but it did not last very long.

Throughout the 60s, the sale of the 403 model gave way to the boxy 404. That is the one that looked similar to several BMC models. The 404 itself was a particularly successful rally car too, especially in the East African Safari.

Peugeot went up-market in the very late 1960s with the 504 model, European Car of the Year in 1969. The 504 went on to win several rallies and safaris in Africa. The car quickly found its way here and the 504 was assembled in Australia, selling well in the early 70s.

The current Peugeot Car Club of NSW Inc was founded with a meeting that was advertised in the newspaper, at the Journo's club in Sydney in January 1973. The enthusiastic and like-minded band of half a dozen individuals managed to juggle their young families and jobs to create a growing club with a newsletter, monthly meetings and frequent social outings.

Motorsport played a big part in the early club, often contesting motorkhanas in their 403s, 404s and 504s. They could almost always be found at Catalina, Amaroo Park and Oran Park.

The marque's public profile in the 80s was further enhanced with the appearance of the legendary 205 GTi here. Many of our members drove the pocket rocket, and with the model now attracting outrageous prices, wish that they had kept them.

Later on the cars on offer in Australia went even further into luxury territory, whilst still offering popular and practical wagon versions, and in the late 80s we were driving 505s and 405s, with some increasingly sporty models, like the 405 Mi16.

The Club has several hundred members, we continue to attend an annual national Pageant and hold our own All French Day in July, with our close associates in the other French marque clubs.

Our Pugilist magazine went to a colour A4 in the late 1990s, which we still produce today. With the focus now more on recreation than sport, we still have frequent social outings and coffee meets, which are increasingly being arranged online through our website and Facebook page.

With a large percentage of our cars on the HVS scheme the oldies, in various states of restoration, play an important part in the Club. You can still hear the owners say that "they don't make them like that anymore".



P76 was so named in an attempt to capitalise on a unique and widespread Australian practice at the time of referring to vehicle models by the manufacturers' internal code designations rather than their official sales model designations. It was the first and last model to be completely designed and built at the Zetland plant. It was an all Australian effort; it involved 400 man years of local product design time alone; it met the design weight, performance and cost targets and the whole four year pre-production program was never more than six weeks late.

It was the company's first locally made large car; its development program was by far the largest ever undertaken by the Australian company; it was launched in the middle of the oil crisis of 1973 and was blamed for the company's demise. But, like so many things in life, it was more complicated than that.

Ref: Barry Anderson, Editor - Building Cars in Australia

The **Leyland P76** was produced by Leyland Australia, the Australian subsidiary of British Leyland and released in Canberra in June 1973. P76 was judged Wheels Magazine Car of the Year in 1973.

The shape was penned by Giovanni Michelotti. The entry-level P76 featured an enlarged 2663cc 121 bhp (83 kW) version of the 6-cylinder engine from the smaller Austin Kimberley and Austin Tasman. The top-of-the-line 192 bhp (143 kW) aluminium 4416 cc V8 unit was unique to the P76, and was a derivative of the ex-Buick V8 that was powering the Rover 3500 and Range Rover.



Leyland Australia cited a weight advantage approaching 500 lb (230 kg) for the P76, most of which was attributed to the lighter weight of the aluminium engine block when compared to the cast-iron blocks (with bigger displacements) of the V8s from Chrysler, Holden and Ford. It was hoped that the weight advantage would feed through into superior fuel economy and extended tyre life. Nevertheless, the car was a full-size car in Australian terms, for which class leading boot/trunk capacity was claimed.

Safety equipment preceded the forthcoming Australian Design Rules and featured front discs as standard on all models, recessed door handles and full-length side-intrusion reinforcements on all doors. Transmissions for the car were all brought in from Borg-Warner Australia who were already supplying transmissions to Ford and Chrysler.



Notwithstanding the advertising slogan ("Anything but average") the P76's engineering followed conventional lines. It did offer a combination of features which were advanced in this category in Australia at the time: rack-and-pinion steering, power-assisted disc brakes, MacPherson-strut front suspension, front-hinged bonnet, glued-in windscreen and concealed windscreen wipers, as well as the familiar Australian-made Borg Warner gearboxes (including 3-speed column shift) and a live rear axle.

Particular attention was paid to structural rigidity, a British Leyland engineering strength. This goal was aided by a conscious effort to reduce the number of panels needed to build the car's body—a remarkably low 215, reportedly only five more than for a Mini. At the time P76 production ceased, Leyland was developing a V6 version to replace the E6 variant. The V6 was derived from the 4.4-litre P76 V8, with the two rear cylinders chopped off.

P76 Deluxe was sold in Column Auto 6, Column Manual 6, 4 speed Manual 6, Column Auto V8, Column Manual V8 and 4 Speed Manual V8. Base model Deluxe was differentiated from the higher specification models by the use of two rather than four headlights.

P76 Super was sold in Column Auto 6, T-Bar Auto 6, 4 Speed Manual 6, Column Auto V8 and T-Bar Auto V8.

P76 Executive was sold in T-Bar Auto V8.

It was a chance meeting with a great guy called Tony who introduced me to the Leyland P76 – otherwise I would've been just like many others who were critical of the car without ever having sat in the passenger seat. Driving this amazing Australian built car was a very special experience.

Kay De Luca



AMHF Headquarters at Sydney Motorsport Park has had a remarkable facelift.



50 Years Triumph Dolomite Sprint

Triumph released the Dolomite Sprint in mid-1973. The car was a performance enhanced development of the Dolomite saloon that had been on the market since the previous year. Although developed as a small luxury performance saloon the Dolomite was outperformed by the likes of the BMW 2002, Alfa Romeo Guilietta and a number of other medium sized saloons.

The Dolomite Sprint transformed the performance equation. The Sprint's engine capacity was increased to 1,998 cc. It was equipped with larger carburettors but, of most significance, the cylinder head was now a Coventry Climax developed 16 valve single overhead camshaft. Power jumped from 91 bhp in the standard Dolomite to 127 bhp in the Sprint. The name Sprint proved appropriate as the car was timed at 8.4 seconds from 0 to 60 mph and nudged 120 mph (194 kph) in period road tests. The drive train and brakes were upgraded to cope with the extra power. A close ratio gearbox was fitted and a limited slip differential option offered.

Styling wise, the car was given an altogether new sporting appearance. Lowered suspension, alloy wheels, twin exhausts, front spoiler, vinyl roof and unique colour options (though initially offered only in mimosa yellow) made the car look ready for competition even as it sat on the showroom floor.

Dolomite Sprints continued to be enhanced during the model's production life. Further performance enhancing options were available from British Leyland for those who were serious about taking part in competition.

From the time of its release the Dolomite Sprint was campaigned in serious competition. The dominate two litre at the time was the BMW 2002 but the Dolomite Sprint now provided serious competition. The Sprint competed in the British Saloon Car Championships from 1974 to 1978. Successes included the Manufacturer's title in 1974 and the Driver's Championship in 1975. 1974 saw a Dolomite Sprint finish 5th overall in the Spa 24 Hour and a 3rd place in the RAC Rally. As late as 1977 the Sprint remained competitive winning seven out of the twelve rounds of the British Saloon Car Championship.

The Triumph Dolomite Sprint remains a popular racer in club and classic car competition today. Parts remain available from after market traders. It is a classy, luxury touring performance saloon, still available at reasonable prices.

Bob Adby





50 Years Willys Whippet Overland Knight Restorers

Pictures below from the first meet/outing of the Willys Overland Knight Registry.



It's been 50 years since a small group of car enthusiasts got together and created the Willys Overland Knight Registry for Australia. Brian Cullum, Bruce Rogerson and Bryan Horne organised a meetup at Royal National Park to start a car club exclusively for Willy Cars.

A few years later May 30, 1976, Australian Chapter of the WOKR staged its first meet/outing. The venue was Captain Cook Landing Place Park at Kurnell. Brian Cullum was the first to arrive on the day. He setup a table with Club magazines, past Newsletters and a bunch of membership application forms. Next was John Fryirs who had made the club flag the day before and hung it between two trees. Many enthusiastic members began to gather about the area.

Cars at the meet, John Fryirs 1928 Whippet 96, Peter Quigley was there with his 1924 Overland 91, still on the trailer, having just been collected from the upholsterer. By midday two more cars had arrived, Philip Woods in his 1926 Overland 93 and Jack Forrest in his 1926 Whippet 96. Another two cars arrived by 1pm Noel Waller's 1932 Overland sedan and Anthony Swizer's 1925 Willys Knight. Now with six cars on show even the wives got interested to see what their husbands "piles of junk" would look like when finished. All too soon the day drew to a close as locals and visitors began to leave, all looking forward to the next meet. The registry planned to make this meet a yearly event.





40 Years Vintage Speedcar Association

On May 30, 1983 at the request of Don Read, a group of ex-drivers, owners and enthusiasts numbering 27 in total, with a common interest in the great sport of speedway, attended a meeting held at Sydney's Toongabbie Bowling Club. The agenda was to discuss the possibility of forming a club for the by-gone era of open cockpit speedcars that spanned some 37 years from 1934 till 1971 when design rules changed which saw the introduction of roll cages. Don Read opened the meeting explaining his wish for a club to be formed to foster interest and preserve these iconic cars for future generations. Don put forward a list of aims and recommendations for consideration by the group.

Overwhelming interest at this meeting saw the inauguration of the Vintage Speedcar Association of NSW. Going forward, the aims were to foster continuing friendships, undertake the restoration of cars, thus ensuring their existence in the future. From this meeting's record of minutes taken on the night, out of the 27 attendees, 20 joined immediately to formally become VSA of NSW foundation members. The first general meeting after the Club's formation was held at Bryan Cunneen's West Ryde (Sydney) home on July 25, 1983. From the initial 20 foundation members to the very first AGM one year later, again at Bryan Cunneen's home, club membership numbers had grown to 63.

Open cockpit cars of the era were a mixture of locally manufactured and American built cars that were brought over by visiting American drivers and often were sold off prior to these drivers returning to America – these cars were Kurtis Kraft chassis powered by an Offenhauser engine. Locally built cars were of a high standard and were powered by an assortment of engines.

From the late 1940s builders such as Ron Ward built lightweight cars powered by V-Twin engines made up from a combination of Harley Davidson Ariel and Norton motorcycle engines, later builders such as the Wells brothers would use grey Holden, Fiat and Volvo engines with great success.



Most notable drivers who both commenced their careers in speedcars were Australian Motor Road Racing World Champion and legend, the late Sir Jack Brabham AO in his V Twin powered car #28 and the late John Harvey OAM who drove for various owners and during 1962 for the highly successful Don Mackay stable, driving the Offenhauser #76. John Harvey also made the transition to road and went on to win the Bathurst 1000 in 1983. Another stand-out owner was Headley McGee, a well known engineer who had his workshop in Kings Cross. Headley was noted for his fuel injection system, camshaft modification, engine and chassis building and would make his premises home for visiting American drivers such as Bob Tattersall.



40 Years Vintage Speedcar Association

Over the years the Club has attracted new members from making cars available for public static displays that are usually identifying with other vintage car club and machinery displays to organising social events that included demonstrating cars at various speedway tracks.

Speedway tracks that members cars currently run at are: Nepean, Illabo, Tamworth and Cullen Bullen.



Rocker Cover Races in the Kids Club Area A Pit Lane Garages TODAY



Rocker Cover Racing – Competition Rules

1. Each car will be allowed at least four timed runs.
2. The car with the fastest single run over the course of the event, will be the event winner.
3. The next fastest individual times by cars will be awarded their respective places.
4. Cars may be run in random pairs.
5. Races to be run under the control of the Clerk of Course.
6. In any dispute the Clerk of the Course's decision will be final.

Rocker Cover Racing - Car Rules

1. The car must be based on an actual Rocker Cover from a car engine.
2. No engine, steering or propulsion is allowed.
3. The car must weigh a maximum of 4.0kg
4. The car can be no wider than 250mm and no longer than 700mm.
5. Cars must have four or more wheels no larger than 150mm dia.
6. Aero devices such as diffusers spoiler and wings are free.
7. Paint, sponsorship signwriting, and stickers are encouraged.
8. Above all else, everyone must have fun!!!



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his amazing balloon animals and
works of art.*



40 Years Lithgow Vintage Motor Club

A brief look back at our Club shows that a small group of old car enthusiasts got together in February 1983 and decided to form a Club. The word was spread around town and in March of that year 25 folk held the inaugural meeting and named the club "Lithgow Vintage Motor Club", we chose the name "Running Board Rag" for our Newsletter.

By the end of 1983 membership had grown to 38 and the Club had received RTA approval and was operating on the "Club Plate" Conditional Registration Scheme. The Club became an Incorporated Association in November 1986.

In the early days member's vehicles were mainly pre-world war 2 however over the past years and via the various past iterations of the now Transport for New South Wales, Club approval policies our Club Registrar currently has 118 cars and 15 motorcycles registered on the Historic Vehicle Scheme. We don't have any vehicles on the Classic Vehicle Scheme at present but there are a couple being built.

Over the years our Club has established a very social atmosphere and along with the enthusiasm for heritage motoring it has seen membership grow to 120 members enjoying the monthly meetings, midweek lunch runs, weekend outings, long tours and participation in events organised by other clubs.





20 Years Rolls Royce Goodwood Phantom

The all new Rolls-Royce built by the all new Rolls-Royce company under the ownership of BMW was released in 2003.

The last Rolls-Royce cars built by the old company at Crew in the UK rolled off the line using a 5.3 litre V12 made by BMW. It was a wonderful motor offering smoothness and reliability. However there was buyer resistance as customers wanted the cars to be completely Rolls-Royce. However BMW constructed a wonderful new factory at Goodwood not all that far from the legendary race track. It featured state of the art facilities having glass walls, polished floors and immaculately clean machinery.

The Goodwood Phantom as it became known had a mixed reception. The car was not the most beautiful creation on the planet. BMW had endeavoured to create a car which had an air of dignified elegance and to this end had interviewed many long standing customers, one of whom was Graham Mead. Graham gave much of his time to the new company to explain what the essential elements were which held customer loyalty. He became the first owner of this new Rolls-Royce.

However the car was in every way a Rolls-Royce in performance and build quality. Its ride was its most impressive attribute and those of us who were used to the beautiful experience of being transported in Rolls-Royce cars were indeed so delighted at the silent and smooth transportation in the new car over all terrain, that the phrase "Waftability" was created to describe this sensation.

Since the first Goodwood Phantom was released in 2003 the Company has produced an average of 4000 cars annually.

Below Graham Mead is pictured with the first Rolls-Royce produced by BMW.

John Elmes





20 Years Bentley Continental GT

The late 1990's saw the demise of Rolls-Royce Motors as the motoring public had known it since 1931 when Rolls-Royce acquired Bentley. The company had marketed both brands for over 60 years.

In 1998 Volkswagen acquired the manufacturing side of Rolls-Royce and Bentley but the naming rights to Rolls-Royce were acquired by BMW. BMW went on to relocate Rolls-Royce manufacturing to Goodwood using essentially their own technology, while Volkswagen proceeded to manufacture Bentley motor cars, for a short time retaining some of Rolls-Royce technology, but ultimately utilizing in house VW mechanicals in Bentley badged cars.

The first all new car released under the Bentley badge by VW was the Bentley Continental GT. The GT was a modern-day super-car with stunning streamlined appearance and exhilarating performance. The GT was equipped with a 6.0 litre W12 configured engine developing 552 bhp (412 kW) and with permanent 4-wheel drive. It could rocket from 0 to 100 kph in just 4.8 seconds and reach a top speed 318 kph. As with earlier Rolls-Royce produced Bentley Continental models this GT was exquisitely finished even to the extent that the dashboard clock came from the high class Swiss watchmaker Breitling.

A convertible version, the GTC, was released in 2006 and further model development and luxury upgrades followed in ensuing years. A Continental GT Speed model released in 2008 produced even more power with 600 bhp with suspension and ride upgrades to cope. A Continental Supersports version was released in 2009 incorporating further increases in power (620 bhp) from the W12 engine and producing acceleration times of 3.7 seconds for 0 to 100 kph and a top speed of 205.1 mph.

2012 saw the release of the GT V8 model. A 500 bhp twin turbo 4 litre V8 gave the car a top speed of 190 mph (306 kph). This V8 model has also undergone further performance upgrades since its release. Bentley Continental GT's have been entered successfully in various modes of motor racing. In 2007 a new World Speed Record on Ice of 321.6 kph was established and higher marks have been set since. The 2016 Bathurst 12 Hour race saw Bentleys come home in third and seventh places. In 2020 a GT3 version won the 12 Hour event.

The Bentley Continental GT and its various developments have been the most successful Bentleys in terms of sales that have carried that illustrious badge.



Bob Adby



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AT

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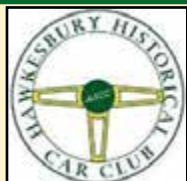
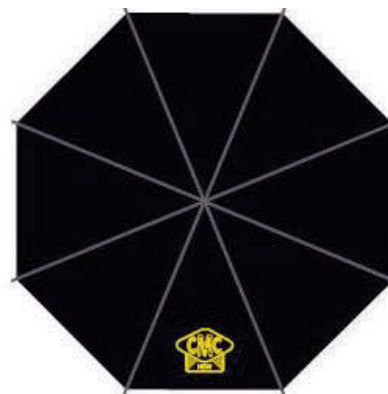


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20 Years Hawkesbury Historical Car Club

A Brief History

A small group of historic car enthusiasts got together in 2003 and decided to form an Historic Car Club known as "Hawkesbury Historical Car Club". Incorporation No. INC9880191. Date of Incorporation 30.07.2003.

The Committee decided the Club would be limited to 30 members and 27 applications for membership were received in the first four months. Subsequently the number was increased to a maximum of 35. Another change was made to include partners as a dual member.

The aim of this small group was to participate in Club runs with their historic cars and enjoy each others company at social gatherings. These goals remains unchanged as of today. Whilst our Membership numbers are relatively small, they are certainly diverse. Among our numbers are at least one retired Interstate Truck Driver, at least two Ex Speedway participants and many supporters, also one retired Midget Driver.

HHCC occasionally combines with the Chrysler Restorers Club for Events that are better served by greater numbers.



Secretary : Carolyn Cleland - Mob. 0417 278 586






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GUIDELINES FOR CLUB COMMITTEE HAND-OVER & HOW TO DOWNLOAD MINUTES & PRESERVES

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

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

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

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

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

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

In order that RMS records for your Club are kept up to date, the Council suggests that the details regarding any Executive Committee changes should also be advised to the Roads & Maritime Service as soon as possible. This service has been relocated from Grafton. Please call the RMS or visit their website for details. This is especially important if your Club has vehicles on HVS and CVS. Failure to inform them may result in an application for registration being refused. You must also advise NSW Fair Trading (**13 32 20**) of your Public Officer and/or address changes.

Note: Affiliation Renewals are due on 31st December each year – if your Club has vehicles on CVS and you are not financial with CMC at 31st December each year, those CVS vehicles will be considered to be UNREGISTERED.

As soon as possible following any changes, we would ask that you notify changes of the following to the CMC at cmc.nsw.finance@gmail.com

Executive Committee:

President

Vice President

Treasurer / Secretary

Public Officer/ HCRS Registrar

Contact Details:

First point of contact i.e. one email address only, or postal address. Website address (if you have one). Email & phone contacts only, for one or two delegates who will attend CMC General Meetings.

HOW TO DOWNLOAD MINUTES FROM THE WEBSITE

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

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

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

Select: "Document Centre" then "Minutes"

HOW TO DOWNLOAD THE MAGAZINE FROM THE WEBSITE

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

On the front page you will see The Preserve - click here >>>>>

This will open the magazine and you can read it on line or save it to your computer.

If you have any problems with these procedures please contact the Secretary, Karen Symington, at cmc.nsw.sec@gmail.com



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 1800 22 00 99

Memorial Day for the Late Roger Foy OAM



SUNDAY 22ND OCTOBER 2023

Please keep this day free if your Club would like to join us at FAGAN PARK GALSTON for a day of remembrance of Roger aka Allan Foy. He loved spending time at Fagan Park and the Friends of Fagan Park and the CMC, along with the BMC-Leyland Australia Heritage Group would like to welcome you there to get together and reminisce about all that was Roger. The Friends will show you around the Farm Buildings and the historic Netherby Homestead.
Parking \$6 per vehicle.

More details on the CMC Website soon.

Kay De Luca



**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 2023 & 2024 General Meetings.

26th September 2023

28th November 2023

30th January 2024

26th March 2024

28th May 2024

30th July 2024

24th September 2024

26th November 2024

ADDRESS

29 Penny Place
Blacktown NSW 2148

OFFICE HOURS

Monday - Friday: 9:00am to 5:00pm
Saturday: 9:00am to 4:00pm
Sunday: Closed

STORAGE ACCESS

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CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT AUGUST 2023

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 AUGUST 2023

CGI	Classic Garage Illawarra	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	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	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
FFVD	Flat Four Vee Dub Club Sydney	HCCA	Humber Car Club of Australia, The

CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT AUGUST 2023

HVTC	Hunter Valley Torana Club	MWMCC	Midweek Muscle Car Club
IVCC	Illawarra Vintage Car Club	MUVC	Milton Ulladulla Vintage & Classic Car Club
IWMI	Inner West Minis	MCCN	Mini car Club of New South Wales
ICCA	Isuzu Car Club of Australia	MAFC	Model “A” Ford Club of NSW
IMSM	Italian Made Social Motoring Club	MTFC	Model “T” Ford Club of Australia NSW
JDCH	Jaguar Drivers Club Hunter Region	MCCI	Monaro Car Club of NSW
JDCA	Jaguar Drivers Club of Australia	MDME	Moree District Motor Enthusiasts Club
JVCV	Jamberoo Valley Classic Vehicles Club	MOGCA	Morgan Owners Club of Australia
JCCI	Jensen Car Club	MMCC	Morris Minor Car Club of NSW
JCCA	Jowett Car Club of Australia	MMPC	Morris Minor Picnic Club
KAC	Kenthurst Automotive Club	MOCHR	Morris Owners Club Hunter Region
LLMACC	Lake Macquarie Classic Car Club	MRNSW	Morris Register of New South Wales
LCOA	Lamborghini Club of Australia	MCCAC	Motley Cruz Classic Auto Club
LMC	Lancia Motor Club of NSW	MWHAC	Mt Warning Historic Auto Club
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
MGCL	MG Car Club Limited	NSWTC	NSW Torana Club
MGCHR	MG Car Club Hunter Region	PACA	Packard Automobile Club of Aust
MGRA	MG Restorers Association	PCCN	Peugeot Car Club of New South Wales
MCSC	Micro Car & Scooter Club	PSCCC	Pitt Street Classic Car Club

CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT AUGUST 2023

PME	Pittwater Motor Enthusiasts	SVD	SVD NSW
PCCA	Pontiac Car Club of Australia NSW	SBTM	Sydney Bus & Truck Museum Ltd, The
PCNSW	Porsche Club NSW	SDC	Sydney Datsun Club
PMHC	Port Macquarie Heritage Car Club	TGHN	Tea Gardens Hawks Nest Motor Club
PSCA	Port Stephens Classic Automobile Ass	TSCC	Thoroughbred Sports Car Club
RCCC	Ralphies Classic Car Club	TOCA	Thunderbird Owners Club of Australia
RSVC	R&S Series Valiant Car Club NSW, The	TCCI	Toymods Car Club
RMCC	Regals Mopar Car Club, The	TCCN	Toyota Car Club of NSW
RCCA	Renault Car Club of Australia	TSOA	Triumph Sports Owners Assoc of Aust NSW
RMCA	Riley Motor Club of Australia	TRRA	TR Register Australia
RHTMC	Riverstone Hist. Truck & Mach. Club	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
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



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