



The Preserve August 2024



Shannons Sydney Classic



Your 2024 Committee

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President's Report



This event, Shannons Sydney Classic 2024, marks the 60th anniversary of the first Council of Veteran, Vintage & Thoroughbred Motor Clubs (CVV&TMC) Display Day in 1964. That event was held by the clubs which started our Council in 1963.

It took place in the central area of Warwick Farm Racecourse—in what we knew then as the pit/paddock area. Not as many cars and people as we have here at the event today but a considerable gathering at the beginning of the combined movement in our Historic and Classic Vehicle Clubs.

Historic Vehicles back then were considered to be pre-1930 or so. Only Veteran cars pre -1919 had the low cost rego we now call HVS. Things have come a long way since then. 30 years old means 1994 nowadays.

Yes folks, there was a motor racing circuit within that complex near Liverpool, along with the horse racing track which is still there to this day. Sadly, the car racing stopped for reasons of which I am not sure. That motor racing track hosted the Sydney round of the legendary Tasman Series during the 1960s and 1970s. Famous F1 champions such as Jim Clark, Graham Hill, Jackie Stewart and our own Jack Brabham.

Usually, they had just finished the season over there so all of them came down under for a holiday away from the cold in old blighty. They drove cars that were very close to the then current F1 cars out of Europe. January and February were hot in the antipodes, but freezing in the UK etc. Slightly different engine capacities but they were often the very cars which had just completed the F1 season - Lotus, BRM, Cooper etc.

Many of the cars were then sold on to Australian drivers to run in our championship. People like Kevin Bartlett, Leo Geoghegan, John Harvey, Bob Jane, Spencer Martin, David McKay and on the list goes. I remember going to watch in awe as these heroes of mine rocketed around the narrow course with limited safety gear, both within the car and on the track. Flimsy chassis made of ¾ inch pipes and fibreglass shells. Cotton overalls and a "pudding basin" basic crash helmet was all the drivers had to wear.

Railway sleepers held upright by old rail lines to protect the crowds meant you bounced back into the path of oncoming fast cars. That was about it folks. Motor racing safety has come a long way since those days when a lot of drivers were maimed or killed. Sometimes it is good that "they don't make them like they used to".

This is not the 60th CMC/CVV&TMC Display Day event by the way - as a number have had to be cancelled over the years. We are not sure how many. Wet weather caused a few plus two during Covid.

The event then moved on to places like Canterbury Racecourse, Castle Hill Showground, Museum of Fire and finally to Eastern Creek International Raceway in the mid-90s where we are today. The venue is now known as Sydney Motor Sport Park. We are here every year in August thanks to the support of the ARDC Ltd who operate the venue. Well may they and the track continue to thrive.

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President's Report (continued)

Our major naming rights sponsor, Shannons, stick with us every year and they are an essential part of how this show gets on the road. Please support them if you need insurance for many of your valuables. We also extend our thanks to Sydney Dragway for allowing us to use the Dragway Parking for today. This assists dramatically to the success of the event and I know all our visitors will concur with this.

In the last 60 plus years CMC has grown from seven clubs to 232 as of today. There are close to 40,000 members in those clubs, so we represent a significant group of enthusiasts. An interesting economic study recently done by one of our member groups, The Australian Motor Heritage Foundation, indicates some staggering figures about what the movement means to the country's economy. Close to \$10 Billion per year spent by our membership country-wide is a figure that shows a complete industry employing thousands of people. A series of facts that have made many a Politician sit up and take notice. If you go to the website www.motorheritage.org.au and click on EVS the report is available for all to see at no cost. It is well worth the time to read it through.

May I take the opportunity to thank all of the CMC Committee and the volunteers from the Clubs. Without them this event would not happen. So much work goes into the preparation and setting out. This very programme, The Preserve, has to be co-ordinated, set up and printed in time to be in your goodie bags at the gates on Sunday morning. A task currently taken on with style by Kay De Luca OAM. So many people contribute to all things Council of Motor Clubs Inc as we continue through our 61st year. The Judging Panel members here today for example. Fantastic work on a voluntary basis. There is a concern that we on the Committee are ageing and we certainly need to do some succession planning to make sure we continue into the future. This is a common problem for all Clubs I think.

The big news in the last month or so is the release of the new style number plates for the Classic Vehicle Scheme (CVS) covering modified vehicles. We have been lobbying for some time to get these. Since late 2016 these CVS cars have had to wear the same plates as golf carts and tractors etc. Relatively hard to fit to some cars due to the size - the recess in 60s and 70s American cars' bumpers in particular. Now we have these smaller ones with the correct and exclusive "NSW Classic Vehicle" wording across the bottom. Many thanks for the assistance from the great people working with us in Transport for NSW.

Please enjoy the day. Look over the array of vehicles, talk with the owners, watch them tour the track in groups, visit the traders and displays in the garages and on pit lane (it's only a week to Fathers' Day). Take a ride around the circuit in a double decker bus. The Bus Museum out of Leichhardt will thank you for a cash donation, however they have a card machine nowadays as they know folks don't have cash. The new caterers on site have improved the food and drinks offering, so please give them a try. So many things to see and do we hope you will enjoy your day.

Cheers and keep on motoring friends.

Terry Thompson OAM
President - Council of Motor Clubs Inc

FROM THE EDITOR'S DESK

Welcome everyone to the Shannons Sydney Classic at Sydney Motorsport Park—we hope you all have an amazing day at this CMC annual event. Thanks to all those who contributed stories to this August Preserve—I've thoroughly enjoyed reading all the Anniversary Stories and other items put forward in this issue.

The Concours will be worth checking out so don't forget to make your way down to Pit Lane and watch the CMC Judging Panel go through their paces with the beautiful line-up of vehicles on display today.

We do hope that you will all stay for the Concours Parade and Trophy Presentations at 2.30pm. It's so much more meaningful for the winners to have their supporters around to celebrate their wins.

Have a great day.

Cheers Kay De Luca

Anniversaries for 2024

Years	Marque / Model / Club
110	Years of Maserati
100	Centenary of Chrysler
100	Vincent HRD Motorcycle
100	Centenary of MG Badge
80	Vintage Sports Car Club
70	Veteran Car Club
70	Jaguar XK 140
60	Ford Mustang
60	Jaguar Drivers Club
60	Fiat 850
60	Citroen Car Club of NSW
50	Torana SLR 34
50	Alfa Romeo Owners Club NSW
50	Leyland P76 Targa Florio
50	Volvo 2 Series
50	Fiat 131
30	Southern Sydney Early Holden Car Club
30	Pittwater Motor Enthusiasts
30	Classic Rally Club
20	Jaguar XJ 350



*Rides around the track for a Gold Coin Donation.
Hop on board near the Control Tower.*



The Slot Shop

will be with us again—look for them in the Pit Lane Garages



Kids come and have your face painted and other fun activities in the CMC Kids Club on Pit Lane down the end near the CMC Garages.

JAYJAY THE BALLOON GUY

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





110 Years of Maserati

This year we celebrate the 110th year of Maserati Cars – from a DNA based in racing we have seen many great cars and moments. Starting in December 1914 five of the six brothers were all into Racing Single Cylinder Bicycles in the 1900s. Then advancing to cars and the brothers were lead and driven by Alfieri Maserati the elder at that time, they opened in a shopfront in Bologna - building and modifying Cars and racing them, with WW I just breaking out. They then served their time in the military working for various companies e.g. Hispano Suiza, (aircraft engines) and Iso Franchini and Diatto among them. The Candela 'Maserati' spark plug (mica insulation) was a patented product by Alfieri at that time. The 1920s saw the Tipo 26B full inhouse Car and they raced it in Targa Florio winning the 1500 Class and second outright to the bigger capacity 6 litre cars. In 1929 they built the Tipo V4 (16cylinder) super-charged car and took the land speed record for a road car @ 246.6 kms/h on the track in Cremona Italy.

Through the '30s and '40s continued with winning many major races while designing and building 4-6-8-12 cylinder cars. The 8CTF became the Boyle Special, Maserati, winning Indianapolis in 1940 and 1941. This, with their later successes through '50s; '60s winning the F1 with Fangio in 1957. The winning sports cars 150S ~ 300S to the 450S set a status in the American Market and world. The Tipo 60/61 (nicknamed the Birdcage) carried them on into the late '60s with drivers like Fangio, Shelby, Moss, Gurney, to mention but a few.

However always struggling financially through those years as they were more into Cars, Engines and with machine tools (helping finances at times) but they were not so business oriented. So, for the work associated with the racing, the brothers had sold Maserati to a wealthy industrialist, Adolfo ORSI in 1936 and they continued on till 1947 to work with the Maserati name under the arrangement with the Orsi's. With that financial support, they then started to build more road cars such was Maserati name. This began the chapter with the many Designers and Carrozzeria's - Pinin Farina, Zagato, Touring, Frua, Bertone, to name a few, supplying engines and chassis. These cars starting with the 3500GT to 5000GT had many special body styles and engines. Orsi's then in trouble saw sale in the next chapter with Citroen, then Alesso de Tomaso, who bought it out of 'bankruptcy' via the Italian Govt for \$1. Next was Fiat – Fiat Chrysler, entwined with Ferrari-Alfa Romeo-Lancia for a time, into 2000's and now stand alone again within the Stellantis Group. So back to Racing winning in Formula-E and with MC20-GT2 & GT3 sports Cars coming. The Grand Touring 'GT' reference has been associated with Maserati since the beginning and particularly since 1940's.

The two cars we celebrate here are, the 1964 Frua/Maggiore-Mistral (cold northerly wind in south France) and the Gandini/Bertone-Khamsin (hot wind of Egypt) type released in 1974. The Many Maserati cars were named after Winds like some others, i.e. Ghibli, Bora, other Maserati names were after Racetracks, e.g. Indy, Sebring, Mexico, Kyalami, where they had racing successes.



*Maserati Mistral Spyder
& Coupe*

The Mistral (2 seat) has a 6 cylinder, Hemispherical Combustion engine with Lucas fuel injection – it was taken from the 250F, F1 race car- Capacities increased to 3.5,3.7 and 4.0 litre -5 speed ZF Gear box, developing 235 ~265 bhp with a top speeds 225km/h -7 secs to 100km/h. Sold Cars were 953 (828 Coupes -125 Spyders).



110 Years of Maserati (cont'd)

Maserati Khamsin 2



The Khamsin 2+2 Grand tourer, built in the Citroen era (1968 ~1975) and has a 4.9 litre V8 Dry Sump (ex the 450S Sports racing car engine) and using a Citroen LHM for Hydraulic System Brakes-Clutch-Steering DIRAVI (2 turns lock to lock-speed sensitive) using a Bosch electronic ignition feeding 4 double barrel 42DCNF Weber Carburettors developing 320bhp speeds to 270 km/h. Designs sees the engine mid mounted to give 50%-50% weight distribution and with its independent wishbone suspension made ride & handling very special. The wedge Shape and Kammback rear end gave it a particular stance and with its 'glass' rear panel a unique character. It was considered a GT 'supercar' at that time – the 1974 Oil Crisis effected its sales over a 7 Year life to 1981. Only 430 Cars were produced.

Bob Kimpton— Club Maserati



100 Years of the MG Badge

In 1922 when Cecil Kimber and William Morris collaborated to commence manufacture of a sportier version of standard Morris cars, the vehicles went under the name of the MG (Morris Garages) Super Sports Morris. This name was incorporated in a light blue surround of the standard Morris circular radiator badge on a standard bullnose Morris radiator. Due to the immediate success of the venture, in the following year (1923) the distinctive octagonal MG badge known and beloved by all "true believers" came into being. The first MG to wear the badge as a radiator badge was the 1928 14/40, although octagon had featured on the door tread plates as early as 1925. This coincided with the introduction of the distinctive MG radiator shell and this practice continued for half a century until the shell was modified, modestly on the MGTF and considerably (as a purely decorative grill) on the MGA, until this model was replaced by the MGB. Modified versions of the badge have endured on radiator grills until only this year, whereby the new (second) MG3 is badged on the very front of the bonnet with the style of badge worn by MGA boot lids.

This early version of the MG Badge is chocolate & cream. Supplied in 1968.



This is the last "traditional" MG Badge with the white background.



Ian Heather

There have been many books, articles in various magazines, stories in Wikipedia written about Walter P Chrysler. We're not rewriting his story, we haven't found anything new, it is really all the same...**BUT...** our Club, The Chrysler Restorers Club of Australia, wants to pay tribute to the man who built and produced the Chrysler cars we love, for the 100th Anniversary:



- **Walter Percy Chrysler** was born in Wamego, Kansas on 2nd April, 1875 to Mary and Hank Chrysler, a railroad engineer and from a young age took an early interest in machinery.
- Refusing to go to University in 1892 got a job in a railroad machinery shop, where he developed from an apprentice machinist, machinist, general foreman to a master mechanic. During this time he gained a reputation for his creative mechanical mind and a tireless enthusiasm.
- While working for the Chicago Great Western Railroad he travelled to Chicago and in 1908 came across an auto show where he could not take his eyes away from a Locomobile on display.
- With \$700 in his pocket and with the aid of Ralph Van Vechten from Chicago's Continental Bank he secured a loan of \$4300 and shipped his first car home by rail. Walter could not drive but in his spare time, spent time studying the mechanical system, the materials used, how the parts were made, taking it apart and putting it back together until he knew it through and through.
- Walter foresaw that railroading had passed its peak. "Automobiles was the transportation of the future" he said. Walter left the Railroad in 1910 to become plant manager for the American Locomotive Company in Pittsburgh.
- He was encouraged by his banker friend to contact Charles Nash, then Buick's President with an eye to a post. Walter was impressed with what he saw and accepted the post of plant manager, even agreeing to a 50% cut from the salary he had been earning. He went on to boost efficiency at Buick, started a program of cost estimation and set up a track for mass production. Nash was named President of General Motors in 1912 as well as maintaining his post at Buick. Walter knew his value to Buick but, he was not likely to rise to the top there.
- William C Durant who had founded General Motors came back to regain control. Nash left but Walter chose to stick it out. Walter remained at Buick for a further 3 years but did not get along with Durant. After boosting the company dramatically he left in 1920.
- Unemployed for a year but financially sound until he was approached by Ralph Van Vechten to take over as head of Willys Overland which was struggling and in debt. His success in resuscitating Willys fortune by strong cost-cutting led his reputation as a "company doctor".
- He took the helm at Maxwell Motor Company also struggling with a debt and a stockpile of unsold cars which he redeemed by fixing minor flaws and selling them all with \$5 profit.
- What Walter really wanted was an automobile under his own name. He commissioned Fred M Zeder, Owen Skelton and Carl Breer, brilliant engineers he acquainted at Willys to design a new model. They kept at their goal and designed a six-cylinder engine for such a car. In April 1923 one was almost ready, which had a stylish appearance, advanced engine technology, four-wheel hydraulic brakes, a replaceable oil filter, capable of achieving 70 mph and offered it at the right price of \$2,000 for average people.
- **On 6th January 1924 the Chrysler 6 was born.**
- Walter organised Maxwell into the Chrysler Corporation together with Dodge Brothers in 1928 as well as Plymouth and DeSoto. He stepped down as President in 1935 but remained Chairman analysing problems and resolving them through decisive action. His groundwork resulted in Chrysler becoming one of Detroit's Big 3. He died in 1940.

HOW TO CELEBRATE THE MAN, THE CAR?

A tour was organised (for those who had the time and the passion) from across Australia to converge at the annual Chrysler On The Murray (COTM) event, a well-known and respected event held in Albury/Wodonga in March every year. Cars loved by their owners came from Western Australia, Victoria, Queensland, New South Wales and the ACT.

On Saturday we arrived but everyone meandered at their leisure, the queue was quite long but moving. There was a definite buzz about the place, people setting up, people arriving to park, people arriving to watch, people wanting to buy merchandise and of course people wanting to buy food.

Saturday night was very exciting. All people wanting to participate in the night cruise, gathered together and in a convoy proceeded from Wodonga to Albury, where people were lined in the streets, hanging out of second floor balconies, diners at the alfresco eateries or just walking along but were clapping and cheering as our Chrysler cars drove by.

Sunday was the ultimate to celebrate the Anniversary of the Chrysler invention. There was no distraction just enjoyment of the display. More than a thousand Chrysler cars in the one place Tourers, Sedans, Convertibles, Limousines, Wagons, Coupes, Valiants, Chargers, Chrysler by Chrysler, 300's and the list goes on. A truly wonderful sight.

WHAT A LEGACY THE MAN LEFT THE WORLD!

Chrysler Corporation	1925 – 1998
Chrysler LLC	2007 – 2009
FCA US LLC	2014 – 2021

Daimler – Chrysler	1998 – 2007
Chrysler Group LLC	2009 – 2014
Stellantis	2021 -





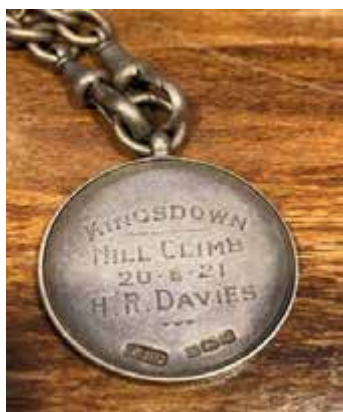
100 Years of Vincent HRD Motorcycle

In 2023 the Vincent H.R.D. Owners' Club celebrated its 75th anniversary. A year later we are celebrating the 100th centenary of Howard Raymond Davies starting the H.R.D. Motorcycle Company in Wolverhampton, United Kingdom. But who was the man who started making these exclusive motorcycles which numbered less than 1,000 units over a 3 year production span from 1924 to 1928?

Davies was a Birmingham lad who came into the world on 27th June 1895. His early interests included swimming, music and horses. On leaving school, he managed to obtain an apprenticeship with the A.J.S. motorcycle company in Wolverhampton where he developed an interest in motorcycle racing. After a short time with the Clyno company as a road tester, he obtained a position with the Sunbeam company which produced both motorcycles and cars. At Sunbeam he started riding in competitions. On a Sunbeam in the Senior Isle of Man T.T. race of 1914 he came in second. In the same year he entered and won several speed events.

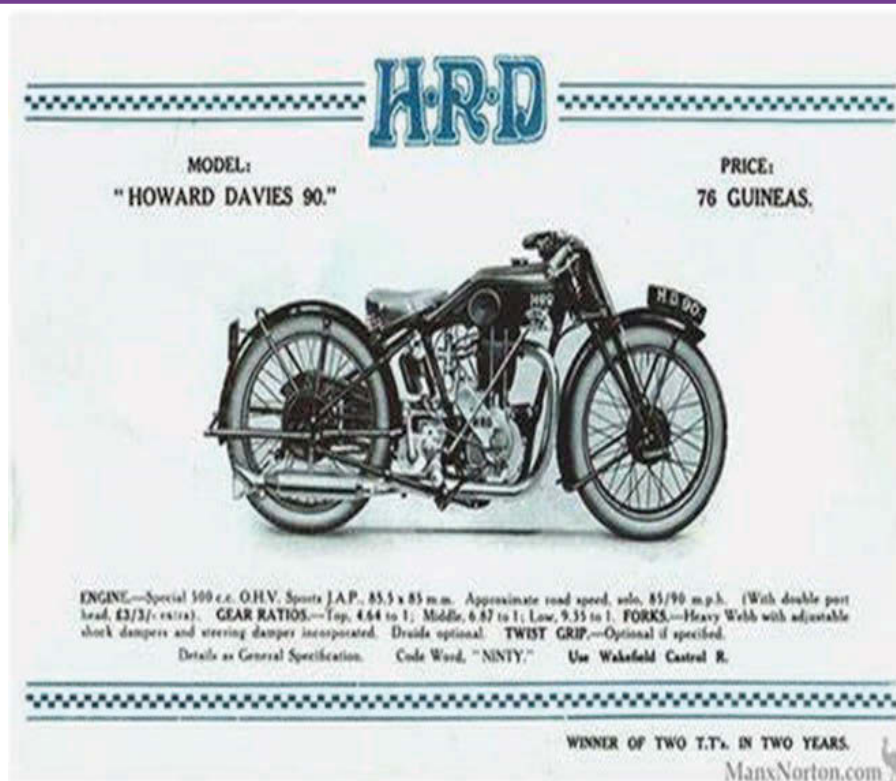
When the First World War commenced, he joined the army before transferring to the Royal Flying Corps and flew spotting aircraft. He was shot down and got back to allied lines. Returning to the air he and his passenger were shot down again and this time taken prisoner. They were thought killed. His attempts to escape failed. On his demobilisation in 1919 he worked for several motoring manufacturers. On a part time basis he started to ride for A.J.S. again. In 1920 he had many riding successes. This led to the new role of A.J.S. Competitions Manager. The 1921 Isle of Mann T.T. Senior race saw him come in first.

After becoming disappointed with mechanical failures on A.J.S. motorcycles he decided to build his own motorcycles in Wolverhampton under the name of H.R.D. and this he did from 1924.



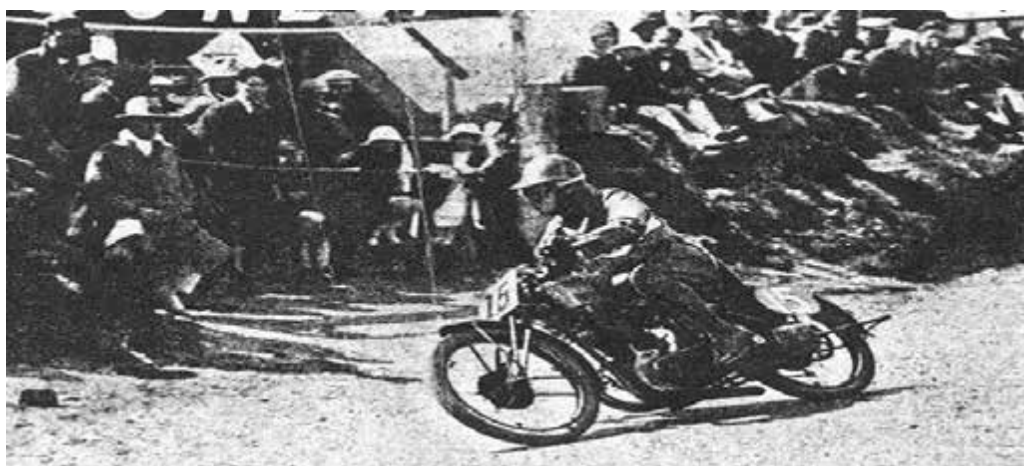


100 Years of Vincent HRD Motorcycle



In 1928 the firm went into liquidation and was purchased by Ernie Humphries of O.K. Supreme motorcycles. Humphries asset stripped the business and sold the business name to a young Cambridge lad by the name of Phillip Conrad Vincent. Vincent started building motorcycles under the name of Vincent H.R.D. in Stevenage. From the early 1930s Australian engineer Phillip Edward Irving joined the company and designed the famous Rapide, Black Shadow and Black Lightning models. Around 1950, H.R.D. was dropped as some Americans confused the Stevenage built motorcycles with Harley Davidson motorcycles.

After the H.R.D. closure Davies worked at Alvis, Meadows Engines and Bill Lyons' Swallow and Coachbuilding Company in Coventry. Eventually he started his own business as a manufacturers agent, covering cars, motorcycles and allied industries. He died at home in 1973 and his wife Maisie followed him two days later.



In 1925 aboard one of his own machines Davies won the Isle of Man Senior T.T. race.



80 Years of Vintage Sports Car Club

An abridged version of Bob Pritchett's reminiscences written in 1987.

I suppose the Club really had its beginning in the days before the Hitler war in Alex McKinnon's Spit Hill Garage in Mosman, where a few of us were wont to gather most weekends to talk about cars, take off periodically on lap dashes round a circuit we had devised in local side streets and drink beer which the Oaks Hotel would deliver in quarts of draught (for 1/9) if you rang them in time on a Saturday morning.

Alex had his Fraser Nash with AC six engine, Hal Stevens had his Fronty Ford with Ruxtell 2-speed axle and Hayes wire wheels, Maurie Rowe had a curious FIAT 501 coupe with long slinky mudguards, Frank Lyell had his SS1 (if the white ants stopped holding hands it would fall apart, he vowed), Steve McClay turned up frequently and told us about his AC 6, Rex Ellis bought the sv Aston Martin Cloverleaf, a pretty car (later we were to give it an Alvis 12/50 engine) and there were others, but not regulars, with fwd Alvis, Talbot 105, Bugatti Brescia tourer, all good stuff; and my car was the ex-Mrs Jones 20/70 Crossley, which I was buying on the never-never (45 pounds, fifteen down and fifteen shillings a week)

Anyway, the war came (not unexpectedly for most of us); most of the mob succumbed to the general hysteria and tried for one service or another, RAAF being the popular choice – some of us, including me, were knocked back on occupational grounds or for some physical disability. Petrol and other things went on ration and private motoring more or less ground to a standstill unless you adopted extreme measures like a gas producer (horrible things) or a gas bag (John Crouch put one on an Austin 7 tourer and said the handling was quite individual in a cross wind).

"Motor Sport" of which we were enthusiastic readers (in Swains on Saturday morning if we couldn't afford to buy it), kept the fires burning for us. It was largely thanks to "Motor Sport" that we determined that, if things ever looked like returning to normal, we would try to start something along the lines of the Vintage Sports Car Club which always got good press in the magazine. Cars of suitable type were fairly readily available (those which had escaped the scrap drive) and at prices which were quite reasonable. (I think Ted Ansell started to rot when he advertised a 12/50 in the Sydney Morning Herald for 250 pounds.)





80 Years of Vintage Sports Car Club

As the war ground wearily to its end, we spread the word by one means or another – word of mouth, handwritten notes left under suitable wiper blades, friendly letters to people who should be interested; every time someone thought of a name we would try to get in touch. The word even spread interstate and our place was more or less a home from home for people in the services who were temporarily far from home.

We established what nowadays is called a steering committee – Steve McClay as President, Frank Lyell as Club Captain, Alex MacKinnon as Treasurer and me as Hon Secretary. These offices were confirmed at the inaugural meeting of the Vintage Sports Car Club of Australia which was held on the 15th September 1944. Those present were the Founder Members of the Club, and they were S R McClay- President (AC six), F J Lyell- Club Captain (Austin, SS1), A K MacKinnon- Treasurer (Fraser Nash), R B Pritchett Secretary (Mercedes/Crossley), J A Jeffery (Bentley Sp.6), W D Chadwick (Vauxhall Fifty Bob), P Williams (Vict)(30/98 Vauxhall), O Platt-Hepworth (Salmson), R G Shepherd (Associate), C S Perry (Bugatti T40), J F Crouch (30/98 Vauxhall), E J Read (Read Special, Riley Imp).

Once the fire was lit, the Club grew quite strongly – by April 1945 there were 45 members, quite a few of them interstate, so that before long the Victorian and South Australian Division took off. Originally, though to some extent autonomous, they were tied pretty closely to NSW, but eventually went their own way.

We put our first Opening Rally on 14th January 1945, on the Esplanade at Bondi. It was a pretty lousy day, wet and blowy, which kept quite a few people who said they'd be there away – present were Steve McClay, the AC absolutely resplendent, John Crouch 30/98 Vauxhall, Harold Tattersall's 30/98 Wensum, Owen Platt-Hepworth's Brescia Bugatti and John Butler's full Brescia. Frank Lyell transported the rest of the Committee in the SS1.

Volume 1, Number 1 of the "Vintage Car" was distributed to Members in March 1945.





70 Years of Veteran Car Club

A brief history of the Veteran Car Club of Australia (NSW) Inc – 70 years keeping veterans on the road!

On 30 April 1954 the inaugural meeting of what was to become the Veteran Car Club of Australia (NSW) Inc was held by some disgruntled members of the Vintage Sports Car Club who decided to form their own club which was called the *Veteran and Edwardian Car Owner's Club of Australia*.

However, the first exclusively all veteran car rally, the Brighton Rally, was held on Sunday 4 April 1954 from Woolloomooloo to Doll's Point. On 4 September 1954, the Veteran and Edwardian Car Owner's Club of Australia hosted its first rally, *Genevieve Rally*.

From these humble beginnings the club has flourished over 70 years. There have been several name changes. In 1954, the name of the club was changed from *The Veteran and Edwardian Car Owner's Club of Australia*, to *The Veteran Car Owner's Club of Australia* and then to the present one, *Veteran Car Club of Australia (NSW)*.

Over the last 70 years, the club has organised and run many rallies, charity events and family outings, with the annual Blue Mountains Rally being the most long standing. The first one was held in March 1956. Over the years the club has been responsible for the organisation of local events in the greater Sydney and Newcastle regions through to national and international events.

Almost since its inception, the club has pursued a better deal for the registration of historic vehicles. From 1957, the club began actively seeking its own special number plates with low-cost registration. In 1958 approaches were made to Department of Motor Transport and Minister for Transport regarding registration. The number plates were first issued for the 1959 Blue Mountains Rally, however for this event they were only loaned to the members for the weekend. They were later issued to members on a permanent basis, and the initial issue was 100 plates.

This registration scheme has evolved into the Historic Registration Scheme with optional logbooks. As a member of the Council of Motor Clubs and Council for Heritage Vehicles, the VCCA (NSW) continues to have input into registration issues.

What do the next 70 years hold? As the oldest veteran car club in Australia, VCCA (NSW) continues to thrive and represent the interests of veteran vehicle enthusiasts. Currently the club has almost two hundred members with over 300 vehicles listed in the national register. It continues to be dedicated to the preservation and restoration of veteran vehicles and to the enjoyment of veteran motoring. It is responding to the challenges of driving nineteenth century vehicles in the 21st century!





70 Years of Jaguar XK 140



Is this the rarest car at the Shannon's Classic?

When released in 1954 the XK140 was not simply one of the world's fastest, safest, most durable and most comfortable sports cars, but also, (exuding the very essence of the Jaguar marque and the reason for its unique aura) amongst the most beautiful.

Thinking of their customers Jaguar built road cars which could be easily adapted for the racing circuit. Likewise, their customers could have a car which was basically similar to the cars which were performing well in events internationally. Drivers could imagine themselves driving in these events at a time when there were not many road rules nor speed limits.



At the time the biggest market for Jaguar was the USA. Given the American process for parking was "touch parking", Jaguar made a decision to change to full front and back bars with over riders. Hence the amount of chrome on the XK140 was increased dramatically all over, as was the weight of the car. This was also reflected in the number of cars produced whereby only 73 right hand drive open two seaters were made compared with 3276 left hand drive and 8937 XK140 cars in total. Being that the XK140 was produced as open two seaters, fixed head and drop head models. Jaguar also learnt from previous years by having all of the different models available from the first public display, acknowledging that there were three different classes of clientele.

One of these very rare cars will be on show at the Shannon's Classic.

With the previous Jaguar model winning all and varied racing events internationally, the other teams like Ferrari decided to minimise weight thereby increasing the power to weight ratio and giving them a greater advantage. However, chasing the American market with more chrome had the opposite effect for Jaguar. Hence the competition results diminished but the overall endurance of the cars was still evident.

The XK140 came with the choice of two different engines. The basic model which generated 190 bhp and the Special Equipment (SE) version which generated 210 bhp. A stock XK140 SE could achieve a top speed of 120–125 mph (193–201 km/h). Then in 1956 the XK140 became the first Jaguar sports car to be offered with automatic transmission. With telescopic shock absorbers, the new rack and pinion steering and moving the firewall forward three inches, the XK140 was the complete sports car for the 'would be' road racer who wanted to also drive around in style.

Truly living up to the credo of "Grace, Space and Pace".



60 Years of Ford Mustang

The original Ford Mustang debuted on 17 April 1964 and was first seen in the metal at the New York World's Fair. The crowd were stunned and dealers were inundated with requests for the sleekly-styled new vehicle.

Stories of mayhem at dealers abounded, such as in Garland, Texas, where 15 customers thronged to bid on the same Mustang. The winning bidder resorted to sleeping overnight in his new car so that it wouldn't be sold out from under him before his cheque could clear.



Ford initially forecasted annual sales of about 100,000 units. On the first day alone, dealers took 22,000 Mustang orders. Shortly after its introduction, the fledgling vehicle's success was official when it was featured on the racetrack as pace car for the 1964 Indianapolis 500. During the Mustang's first 12 months on the market, sales grew to an astounding 417,000 and within two years, sales had catapulted to one million.

Its appeal was a compact, stylish "long hood, short deck (boot)" design with an attractive base price and a long list of options to customise as you want. One interesting Mustang fact is that the famous pony car began making big-screen appearances in 1964 and has featured prominently in hundreds of notable films since. In 1964, the Bond film Goldfinger was the first movie to show off Ford's new sporty car, a white 1964 convertible. Other famous on-screen Mustangs included Steve McQueen driving a 1968 Fastback in Bullitt. Other notable appearances were in Basic Instinct, I am Legend, Grand Prix, The Thomas Crown Affair, Diamonds are Forever, Bull Durham, Fast & Furious, John Wick and hundreds more.





60 Years of Ford Mustang

In 1965 famed racer and performance car builder, Carroll Shelby, saw the potential of the Mustang and took partially completed Mustangs from the Ford plant and converted them into track ready race cars in his Venice, California workshop. He did this until 1969 and his versions of the Mustang are some of the most coveted cars in history. Shelby wasn't the only one injecting a little performance into the Mustang line-up. In 1968, Bunkie Knudsen and Larry Shinoda left GM and came to Ford just in time to create two of the most famous Mustangs of all time. The Boss 302 and Boss 429. These Ford produced Mustangs were homologation specials; meaning special race components were incorporated into these road going versions to enable them to be used in the SAAC Trans-Am series, with great success.

The second generation of Mustang, called the Mustang II, was a tough period for a lot of Mustang enthusiasts. Due to the oil crisis and rising fuel prices, the focus was much more on fuel economy than on performance, and it showed with 4 cylinder Mustangs available for the first time.



Fortunately, it wasn't long before a V8 and a performance option returned. By 1984, Mustang was turning 20, and this special anniversary warranted a commemorative, signature vehicle. A special V8-powered Mustang GT was created to commemorate Mustang's 20th Anniversary. It was a limited edition done up in Oxford White with a Canyon Red interior.

Through the years the Mustang evolved through to a major change with Generation 6 in 2015. Code named S550, nearly every inch of the 2015 Mustang was brand new. It was much sleeker and European looking, which was fitting since the 2015 Ford Mustang was destined to sell overseas in Europe, Japan, and Australia. However, it still maintained that distinct "Mustang" look, inspired by the past 50 years of Mustang styling. Ford also brought back the fastback styling that was so prevalent in the 1960s and 1970s in the new Mustang. This was the first time in Mustang history that market specific right hand drive vehicles were produced in the Ford factory, but one of the most un-Mustang-like additions was the EcoBoost engine. A turbocharged four-cylinder, the EcoBoost came with optional performance packages that made it competitive with engines with significantly larger displacements. Ford was expanding on its new ideas of allowing performance and fuel economy to evolve hand-in-hand, benefitting everyone.



60 Years of Ford Mustang

The S550 had many special editions including the Bullitt, California Special, Mach 1 and the Australian produced R-Spec.

With 60 years of history behind it, Ford announces the S650 for 2024. Carrying on the same platform as the S550, the S650 has sleeker styling cues and the Eco-boost and GT are joined by the Darkhorse, a new name plate to Ford and Mustang. The Shelby continues with a Super Snake to be produced in Australia, without the GT500 nomenclature.



While many other marques such as the Corvette, have either missed years over their history, or have come and gone such as the Camaro and Challenger, the Mustang is still one of the longest continuous running models in automotive history. May it continue for many more years.

The Mustang Owners Club of Australia, NSW Branch are celebrating 60 years with a special display at the 2024 Shannons Sydney Classic covering as many of the generations as available in Australia. Come and see us in pit lane.





THE TONY DE LUCA VOLUNTEER OF THE YEAR

The 2024 Tony De Luca Volunteer of the Year
is an award dedicated to the late Tony De Luca OAM

The Tony De Luca Volunteer of the Year (VOTY) is awarded in recognition of the excellent service carried out by volunteers in their respective Clubs. Therefore Affiliated Clubs are requested to nominate a Club Member who they believe deserves to be recognised for their volunteering service within their Club.

Nominations for **VOTY** are open from 01 February to 30 October each year, submissions will only be accepted on the official **VOTY Nomination Form** (available to download from the CMC Website) which is to be forwarded [via e-mail to cmc.nsw.members@gmail.com](mailto:cmc.nsw.members@gmail.com)

At each bi-monthly General meeting (March, May, July, September and November) a nominee will be featured along with a profile of their service which will also be included as an article in the CMC Preserve.

Nominations received by the last day of the preceding month of the next General Meeting will be eligible for a nominee to be featured at that General Meeting. All nominations received throughout the year will be eligible for VOTY. Presentation of VOTY will be awarded annually at the January General Meeting.

All enquiries regarding **VOTY** are to be directed to the CMC Membership Secretary via e-mail to cmc.nsw.members@gmail.com

Only a handful of Applications received to date. Applications will close on 31.10.2024

Great prizes on offer to the Winner and 2 Runners-Up



Tony taking a well-earned break after setting up SSC.



60 Years of Jaguar Drivers Club

Passion for cars is not unusual; however, Jaguar has so many iconic models from SS100 to XK120; E-Type to XJS that a Jaguar owner quickly becomes hooked. It is said that no Jaguar owner has only one Jag and this statement holds more truth than fiction. Sixty years ago a number of passionate Jaguar owners came together to form The Jaguar Drivers' Club of Australia (JDCA).

Formed on 4th February 1964 by a very enthusiastic group with limited resources, the Club was initially just a branch of the Jaguar Drivers Club in England. The Club President therefore was Sir William Lyons and the committee consisted of various well-credentialed Englishmen and European royalty.

The JDCA thrived and prospered as a branch in this form until 1975 when an increase in fees from the home Club prompted a decision, and after much debate, the JDCA became independent with some dissident members maintaining their English Club membership privately. Committees reflect members and in turn the Club reflects the committee, so it is understandable that the strong personalities which seem drawn to Jaguar cars would also encourage serious "debate". The Club has had its share of disagreements but has managed to overcome difficulties and prosper.

The early focus was on presentation, namely Concours d'Elegance. Initial numbers were around 90 and quickly grew to needing a Club magazine (August 1965). It became apparent that all models needed representation, so individual model registers were formed around five years into the Club's life with the XK Register leading the way. The initial meetings of the JDCA were held at C.V. Murray's Jaguar Sales and Service Centre in Parramatta but in 1966 the Club moved to rented premises above a shop in Great North Road, Five Dock. Members worked extremely hard to restore the rooms, painting the walls and dyeing hessian for curtains. Included for members' entertainment were a slot car track, table tennis and dartboard. Paying the rent was dependent on serious drinkers and things didn't go as well as planned. By 1969 the Club had been forced to move its meetings to the Australian Racing Drivers Club in Leichhardt.

The first Sydney Concours d'Elegance was held at Vacluse House in 1965 followed by several years in Centennial Park. Within a short time, Jaguar clubs sprang up in other states with the first "National" Concours d'Elegance being held on June long weekend 1969 in Albury/Wodonga in conjunction with the Victorian club.

The annual Concours d'Elegance has been held at various venues over the years: Macquarie University; Rozelle Hospital Oval; Museum of Fire Penrith; St Ives Showground; Fox Studios and Parramatta Park to name but a few. Since 1999 it has been held very successfully in conjunction with the All British Car Display at The King's School in Parramatta. This year All British Day Display will be at Hawkesbury Showground on 15th September.





60 Years of Jaguar Drivers Club

The JDCA has been very strong in National Concours events and has won many class, sporting, and team prizes as well as over 20 outright Concours trophies since their inception in 1976. There have also been numerous class wins and four outright wins at the annual Council of Motor Club's display days.

However, the sporting prowess of Jaguars is celebrated internationally and as a result sporting activities, which had been neglected, were revved up during the 1990s. Accordingly, the Club's entrants have been very successful in the Combined Sports Car Association series of Supersprints winning Champion Club every year from 1993 to 1997 and then again in 1999, 2000 and 2002. With other podium places included, the Club has achieved an enviable record of sporting success in recent years.

In addition, the various JDCA teams in the annual Alfa Romeo Club Six-Hour Relay Race at Eastern Creek Raceway have achieved a top-three finish every year entered after 1993, including two overall handicap wins and two marque wins.

A consequence of the renewed interest in the sporting side of the Club inevitably led to a downturn in involvement in Concours and that situation seems to turn around from time to time. Sporting is still very active, but Concours standards are still very high, albeit with sometimes fewer entries.

In 1991 the Club staged the inaugural "Mountain Rally" which became a very special and hugely successful annual event. What had been envisaged initially as a week-long drive in the countryside on secondary roads to give owners an excuse to get their special vehicles out of the garage, quickly became a full-on serious navigational rally. It gained in popularity attracting Repco and Shell as the major sponsors for the first four events proving financially beneficial for the Club, then ran without a major sponsor until 2000 when dwindling entries forced a temporary halt.

The Club is now in very sound shape with membership growing from around 400 memberships 20 years ago to almost 700 memberships today.

When adjusted to include family members, that figure is in the 1100s!



Not only has the Club grown in membership size, but also in activities for members. The Club enjoys great participation from its lady members as well, so we now have a variety of social activities in the form of our many runs, including weekend runs, to which all members are welcome. These usually involve a drive to some interesting location where we enjoy each other's company over morning teas, or on some occasions at a restaurant. There is generally a run held every week with events for members in regional areas to participate in as well.

The Club survived the Covid lock down years well with only the Club magazine and the creation of incentives for members, such as a photographic competition, to keep members engaged. Membership numbers held strong and have increased each month ever since.

The introduction of a Club Liaison position in recent years has enabled more interaction with members, particularly new members who join the Club. Through this position a rapport has been built with Jaguar dealerships and supporters of the Club. The JDCA enjoys great support from its advertisers and sponsors. In its sixty-year history the JDCA has continued to evolve and to provide its members with what is important to them and their vehicles.

Words and pictures from the JDCA



60 Years of Fiat 850



The FIAT 850 was introduced in 1964 as a two door, rear engined sedan, designed by Dante Giacosa. The 850 was also available as a fastback coupe (Sport), a roadster (which was called the 850 Spider), a 7-seat minibus as well as a van. The 850 was designed to sit between the small FIAT 600 and larger 1100 4 door sedan. The engine was a development of the OHV version from the 600, enlarged to 843cc.

The rear engine layout of the 600 was retained to minimise production costs and avoid expensive retooling of their factories at the time (FIAT would test the market for front wheel drive in the meantime through their subsidiary, Autobianchi with their Primula model). Early prototypes included larger 2 and 4 door sedans with a capacity of 1000cc, however this was revised to produce a smaller vehicle to avoid it looking similar to the larger 1100 sedan.

Two engines were available, an 843cc which in various states of tune produced between 34 and 47 hp (25 to 35kw), depending on whether the model was a standard saloon, the 850 special or the coupe/sport versions. A 903cc was introduced in 1968 to power the second series Coupe and Spider.



This powerplant produced 52hp (38kw). The engines were free revving and willing despite the lower horsepower, however, they were also very economical. One journalist commented while test driving a sedan that despite driving hard to keep the little car at speed, fuel economy didn't seem to suffer as much.

The 850 sedan was sold in Australia from 1965 with the Sport/Coupe and Spider versions joining later on. Contemporary reports from the Australian press were quite favourable, especially for the attractive Sport version, however, by the end of the 60s, rear-engine cars were being replaced by front wheel drive vehicles including FIAT's own 128 and 127 models. Standard sedans and coupes were also raced in Australia with some cars competing at the Bathurst 500 over a few years.

Abarth produced versions of the 850 sedan, coupe and spider with engine capacities of 850, 1000, 1300, 1600 and 2000cc, the latter two engines being twin overhead cams. These models were homologated for touring car and GT racing in Europe and America achieving success with many class wins from racing to rallying and hillclimbs.

About 2.3 million FIAT 850s were produced in its various forms. Though the Spider ceased production in 1973 with the sedan and coupe a year or so earlier, the van and minibus survived until the mid-1980s. The 850 was also manufactured under license by NSU in Germany and SEAT in Spain including SEAT's 4-door version of the sedan.

Lorenzo Aventi



60 Years of Citroen Car Club NSW

In mid-1964 a group of enthusiastic Citroen owners got together to gauge the potential for a Citroen car club in Sydney. After a series of meetings and outings, the Citroen Car Club of NSW was formed, with Pat Carr as its first President in late 1964. It is a tribute to Pat Carr, his committee and the ensuing presidents and their committees that the club format has continued to the present day.

As our club grew it needed a magazine and in July 1966 The Chevrons was first published. This was not the glossy magazine you see today, but rather a news sheet, run off by committee members on a Fordigraph spirit duplicator and stapled together in time for the general meeting, where members were given their copy, or it was posted to them later. By the mid-1970's The Chevrons was posted to about 100 members in time for the club's monthly meeting (held on the last Monday of the month). The Chevrons now goes to about 250 members by E-mail and regular post.

The activities reported in The Chevrons range from reports on previous events like motorkhanas, technical tips, motoring and Citroen related articles and upcoming events. As Citroen cars of that time required special spares and hydraulic oils, the Club Shop was created to provide a local source of these Citroen specific parts including hydraulic system oils and components.

Enthusiastic owners often mean enthusiastic drivers, and when combined with dynamic cars, this meant the creation of observation runs and motorkhanas, while less competitive owners enjoyed a Concourse d'Elegance (or show & shine in today's terms). Social outings were popular too.

By the early 1970's, maintenance of our Citroens meant technical days were a regular date on the calendar. Re-gassing of spheres, adjustment of handbrakes and tune ups were regular topics of these events. Tech days are still popular but are now more social. Also by 1970, Citroen owners from other states joined the local enthusiasts in an annual get together, usually at Easter time, which we call Cit-in. These are usually well attended with over 100 cars on show. Occasionally the club and its members venture further afield joining the international Citroen camaraderie for meets for Citroens, especially 2CVs. Several members travelled to France in 2019 for the 100th anniversary of Citroen.

Through the 1980's & 90s the Citroen Car Club continued to grow with membership passing 200 by the late 1990s. Unfortunately, some of our most popular club events like motorkhanas have been curtailed by increasing insurance premiums. As the years have passed, newer Citroens have included a lot more electronics reducing the scope for DIY maintenance and repair, so now the focus is more on social activities such as show & shine and day drives to BBQ lunches.

2024 marks our 60th anniversary, with a strong core of enthusiastic owners supporting the ongoing camaraderie.



Last year we told you that the Australian Motor Heritage Foundation (the **Foundation** or **AMHF**) was building a tool to measure the real value of the motor heritage sector to the wider Australian economy.

We have delivered on that promise with our Economic Value Survey (EVS) released in April this year. The EVS established incontrovertible evidence that the motor heritage community, people such as you, **contribute \$9.9B directly towards the Australian economy each year.** In addition to your direct contribution to the Australian economy through your passion for heritage motoring there are indirect benefits. If you want to learn what other benefits your passion and hobby provides to Australia you can read more at: <https://motorheritage.org.au/economic-value-study-of-australias-historic-vehicle-sector/>



The EVS demonstrates the value of the Foundation to the wider motoring community in Australia and we would like to do more. You can help by becoming involved in the AMHF. We have a core group of volunteers who meet each Wednesday at our rooms at Sydney Motorsport Park. We are a convivial bunch of blokes and are looking for more volunteers and we would welcome women becoming active members of the Foundation.

The Foundation's core function is to house what is arguably the best library of motoring books and magazines in Australia. Our book collection and other specialist material covers most marques plus we have complete or near complete sets of many Australian and overseas magazines. If you want to learn more about the marque of your special car, you can make an inquiry and we will endeavour to assist you. In addition, we have archives and records of great importance to Australia's motoring and motor racing history.

Our volunteers help with the ongoing cataloguing and sorting of the vast material that we hold. The volunteers come together to not only work but also to socialise and chat about our shared passion for all things motoring related over lunch. The camaraderie and the mental health benefits that provides cannot be underestimated. Occasionally, we have an external guest speaker who is always interesting and informative. **If you would like to become involved with the AMHF go to our website and sign up:** <https://motorheritage.org.au/contact-us/>



Sydney Bus & Truck Museum

You could ride around Sydney Motorsport Park on one of these beauties from the Sydney Bus Museum

FOR JUST A GOLD COIN DONATION

Bring the whole family for an unforgettable lap or two around Eastern Creek

These guys deserve all our support—come onboard and have fun!!



SYDNEY BUS & TRUCK MUSEUM

25 Derbyshire Rd, Leichhardt NSW 2040

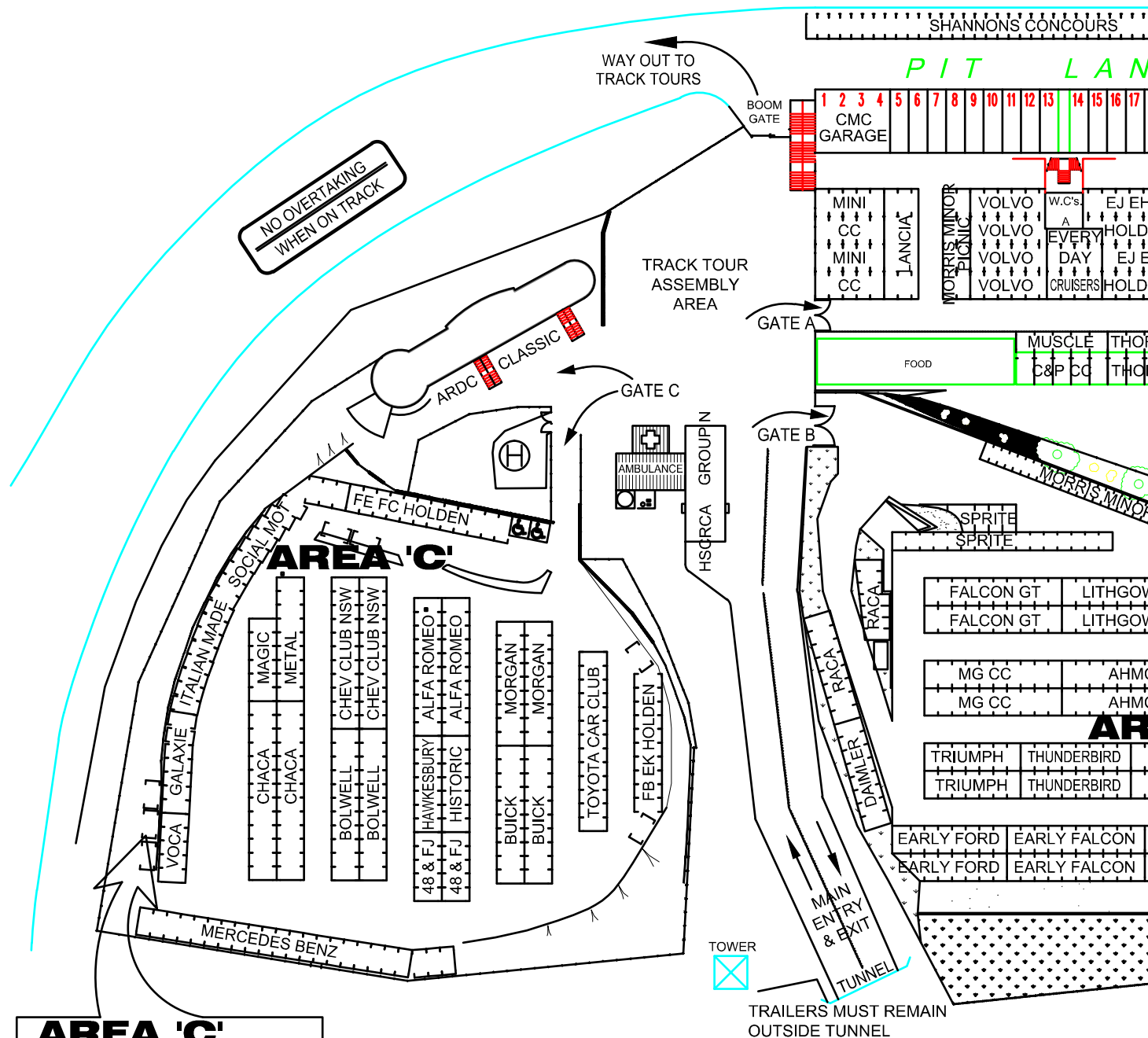
Phone: 9572 6789

Sydney Bus Museum is a not-for-profit organisation made up of over 200 volunteer members who preserved a rare and invaluable collection of historic buses. The organisation also operates a transportation museum and education centre for public benefit located in the Sydney suburb of Leichhardt.



2024 SHANNONS SYDNEY

T R A C K



AREA 'C'

48&FJ HOLDEN OWNERS CLUB NSW.
ALFA ROMEO OWNERS CLUB OF AUST.
AUSTRALIAN RACING DRIVERS CLUB LTD
BOLWELL CAR CLUB OF AUSTALIA INC.
BUICK CAR CLUB OF AUSTRALIA.
CHEVROLET CAR CLUB OF NSW INC.
CLASSIC & HISTORIC AUTO CLUB OF AUST.
FB-EK HOLDEN CAR CLUB OF NSW INC.
FE-FC HOLDEN CAR CLUB OF NSW INC.
FORD GALAXIE CLUB OF AUSTRALIA INC.
HAWKESBURY HISTORICAL CAR CLUB INC.
HISTORIC GROUP N ASSOCIATION NSW INC.
HISTORIC SPORTS & RACING CAR ASSOC.
ITALIAN MADE SOCIAL MOTORING CLUB INC.
MAGIC METAL MOTORING CLUB INC.
MERCEDES-BENZ CLUB NSW INC.
MORGAN OWNERS CLUB OF AUSTRALIA.
TOYOTA CAR CLUB OF NSW.
VAUXHALL OWNERS CLUB OF AUSTRALIA.

AREA 'F'

1949-1962 FORD V8 CLUB OF NSW.
ANGLIA-PREFECT CAR CLUB AUST.
AUSTIN HEALEY OWNERS CLUB INC.
AUST. EX MILITARY VEHICLE C. SOC.
CAMPBELLTOWN HIST. VEH. CLUB.
CENTRAL COAST ALL FORD CLUB.
CENTRAL COAST HISTORIC C. C.
CLASSIC FALCON OWNERS NSW
CLASSIC VEHICLES CLUB OF AUST.
CLUB VEE DUB SYDNEY INC.
FIAT CAR CLUB.
GNOO BLAS CLASSIC CAR CLUB INC.
GTR & XU-1 OWNERS CLUB INC.
ILLAWARRA VINTAGE CAR CLUB.
JENSEN CAR CLUB INC.
LEYLAND P76 CLASSIC CAR CLUB.
LIONS PRIDE HOLDEN CAR CLUB.
MICRO CAR & SCOOTER CLUB INC.
PEUGEOT CAR CLUB OF NSW.
PONTIAC CAR CLUB OF AUSTRALIA.
REGALS MOPAR CAR CLUB INC.
ROVER OWNERS CLUB INC.
SOUTHERN SYDNEY EARLY HOLDEN.
SUNBEAM OWNERS CLUB OF NSW.
SVD NSW INC.
TOYMODS CAR CLUB.
VINTAGE SPORTS CAR CLUB
WILLYS WHIPPET OVERLAND KNIGHT
Z CAR CLUB SYDNEY INC.

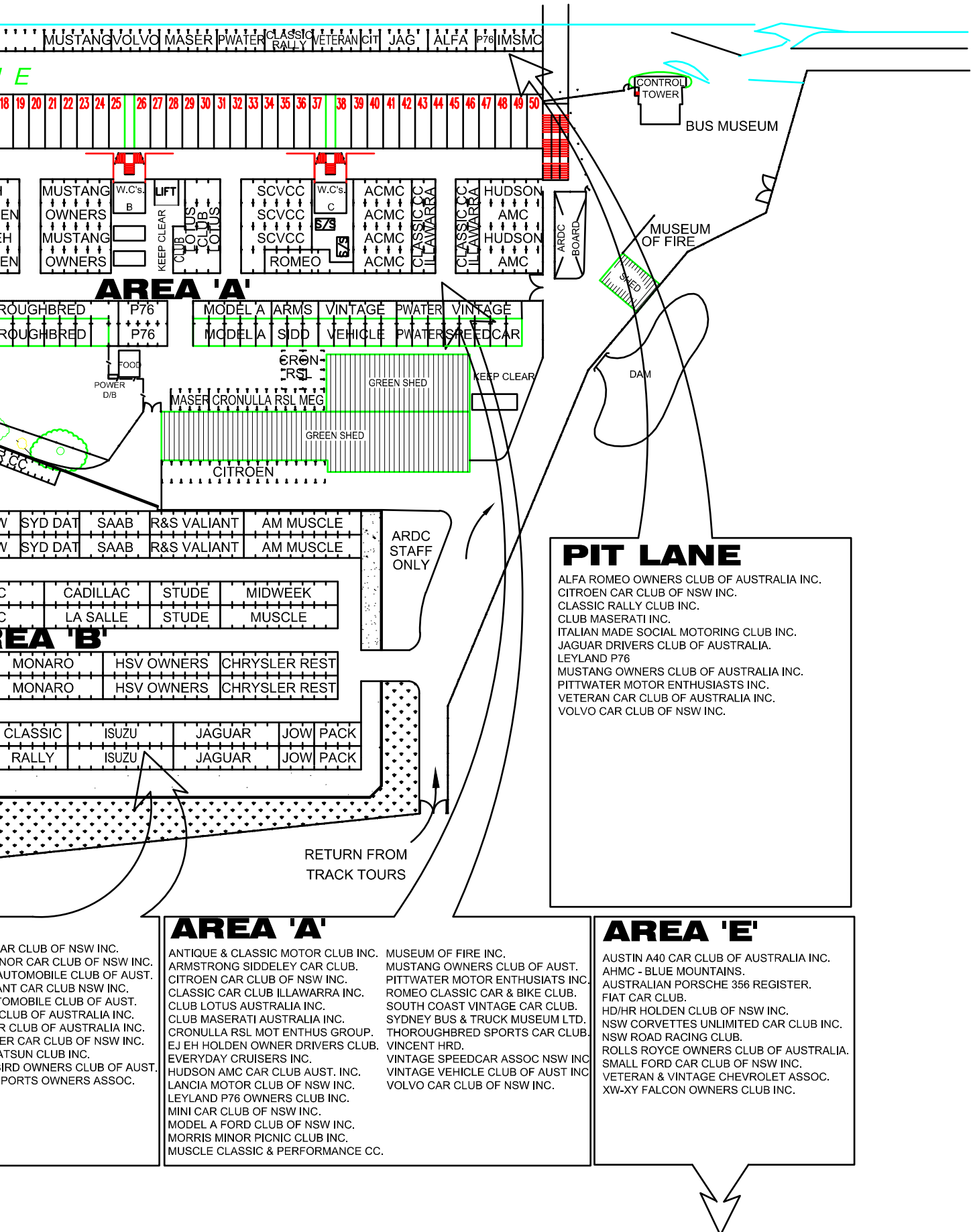
AREA 'B'

AMERICAN MUSCLE CAR CLUB AUST.
AUSTRALIAN HISTORIC MOTOR CLUB.
CADILLAC LASALLE CLUB OF AUST.
CHRYSLER RESTORERS CLUB OF AUST.
CLASSIC RALLY CLUB INC.
DAIMLER & LANCHESTER OWNERS CC.
EARLY FALCON CAR CLUB OF NSW INC.
EARLY FORD V8 CLUB OF NSW INC.
FALCON GT OWNERS CLUB OF NSW.
HSV OWNERS CLUB OF NSW INC.
ISUZU CAR CLUB OF AUST. INC.
JAGUAR DRIVERS CLUB OF AUSTRALIA.
JOWETT CAR CLUB OF AUSTRALIA INC.
LITHGOW VINTAGE MOTOR CLUB INC.
MG CAR CLUB LTD.
MIDWEEK MUSCLE CAR CLUB INC.

MONARO C
MORRIS MINOR
PACKARD A
R & S VALIA
ROYAL AUT
SAAB CAR
SPRITE CAR
STUDEBAK
SYDNEY DA
THUNDERB
TRIUMPH S

Rev 1 03072024

SYDNEY CLASSIC

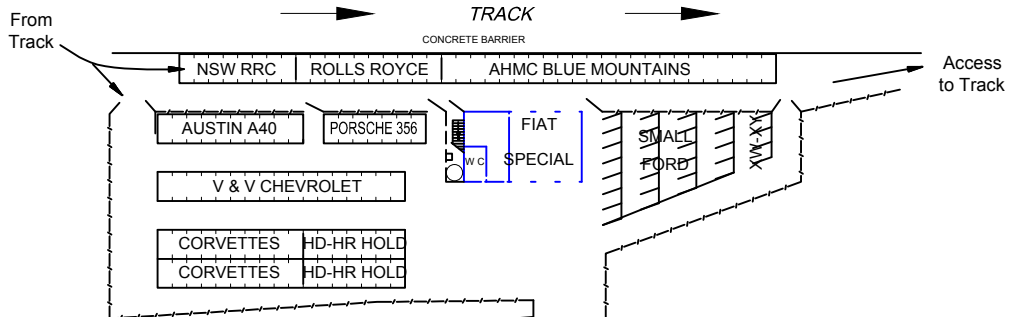




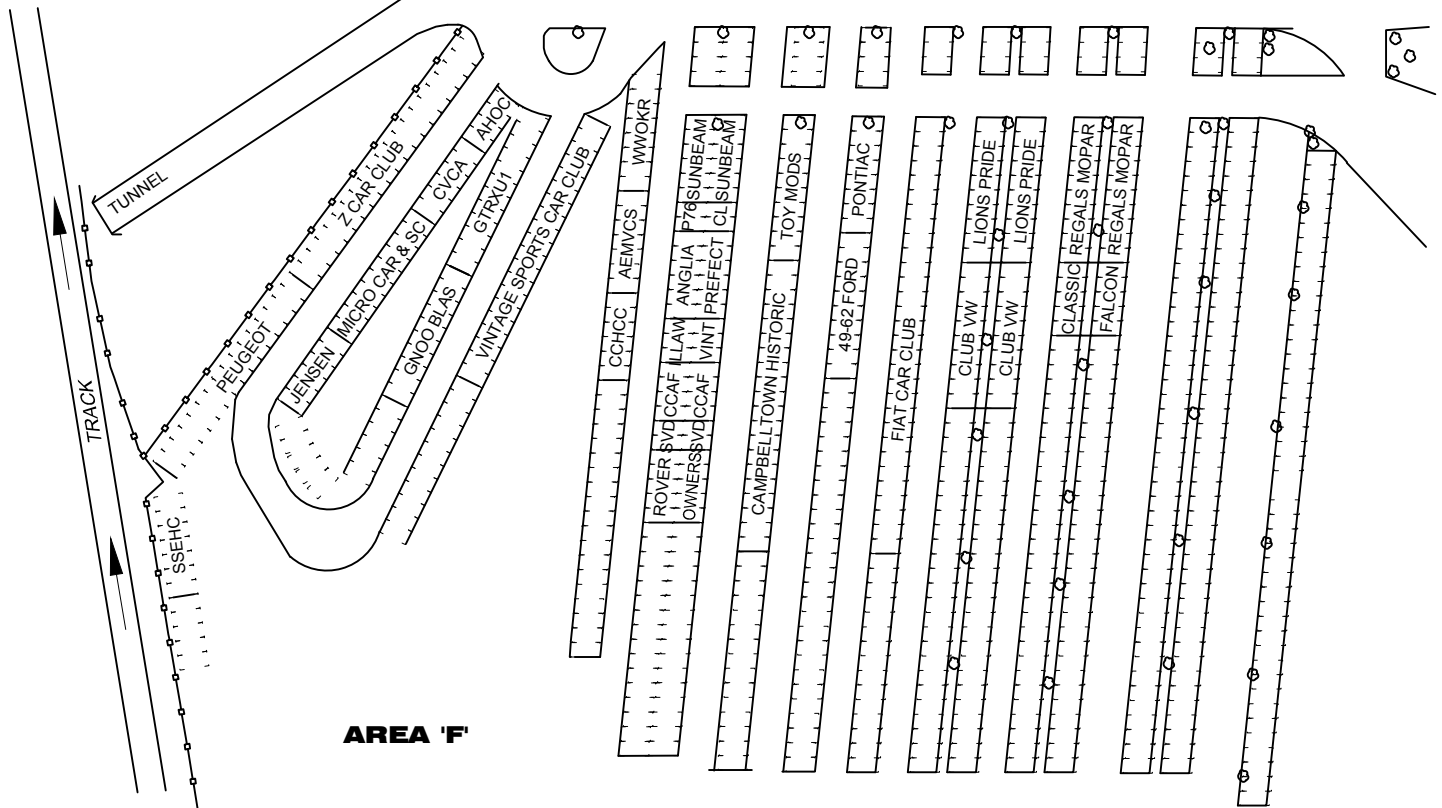
2024 SHANNONS SYDNEY CLASSIC



AREAS 'E & F'



MAIN ROADWAY FROM/TO GATE A



AREA 'F'

AREA 'E'

AUSTIN A40 CAR CLUB OF AUSTRALIA INC.
AHMC BLUE MOUNTAINS.
AUSTRALIAN PORSCHE 356 REGISTER.
FIAT CAR CLUB.
HD/HR HOLDEN CAR CLUB NSW INC.
NSW CORVETTES UNLIMITED CAR CLUB INC.
NSW ROAD RACING CLUB.
ROLLS ROYCE OWNERS CLUB OF AUSTRALIA INC.
SMALL FORD CAR CLUB OF NSW INC.
VETERAN & VINTAGE CHEVROLET ASSOCIATION.
XW-XY FALCON OWNERS CLUB INC.

AREA 'F'

1949-1962 FORD V8 CLUB OF NSW.
ANGLIA-PREFECT CAR CLUB OF AUSTRALIA.
AUSTIN HEALEY OWNERS CLUB NSW INC.
AUSTRALIAN EX MILITARY VEHICLES COLL. SOC.
CAMPBELLTOWN HISTORIC VEHICLE CLUB
CENTRAL COAST ALL FORD CLUB ASSOCIATION.
CENTRAL COAST HISTORIC CAR CLUB INC.
CLASSIC FALCON OWNERS CLUB OF NSW INC.
CLASSIC VEHICLES CLUB OF AUSTRALIA INC.
CLUB VEE DUB SYDNEY INC.
FIAT CAR CLUB.
GNOO BLAS CLASSIC CAR CLUB INC.
GTR & XU-1 OWNERS CLUB INC.
ILLAWARRA VINTAGE CAR CLUB.
JENSEN CAR CLUB INC.
LEYLAND P76 CLASSIC CAR CLUB.

LIONS PRIDE HOLDEN CAR CLUB.
MICRO CAR & SCOOTER CLUB INC.
PEUGEOT CAR CLUB OF NSW.
PONTIAC CAR CLUB OF AUSTRALIA.
REGALS MOPAR CAR CLUB INC
ROVER OWNERS CLUB INC.
SOUTHERN SYDNEY EARLY HOLDEN CAR CLUB INC.
SUNBEAM OWNERS CLUB OF NSW.
SVD NSW INC.
TOYMODS CAR CLUB.
VINTAGE SPORTS CAR CLUB OF AUST. LTD.
WILLYS WHIPPET OVERLAND KNIGHT RESTORERS INC.
Z CAR CLUB SYDNEY INC.

AREA F - REV 1 03072024

Track Tours Schedule 2024

9:30 Areas A C 98	Buick Car Club —20 Chevrolet Club of NSW—20 Hawkesbury Historic - 14 Mercedes Benz Club—20 Mini Car Club—20 Vauxhall Owners Club—4	9:50 Area C 99	48 & FJ Holden Owners 10 Alfa Romeo Owners—25 CHACA—20 FB-EK Holden Owners—12 FE-FC Holden Car Club 12 Italian Made Social - 20	10:10 Areas A C 99	Bolwell Car Club—20 Ford Galaxie Club—6 Magic Metal Motor—15 Morgan Owners—20 Pittwater Motor Enthus.—8 Toyota Car Club—15 Triumph Sports Owners 15
10:30 Areas A B 99	Chrysler Restorers Club—10 Citroen Car Club—20 EJ & EH Holden Owners—20 Hudson AMC Car Club—16 Morris Minor Picnic—8 R&S Series Valiant— 15	10:50 Areas A B E F 101	American Muscle Car—20 Classic Car Club Illawarra - 15 Club Lotus Australia—15 HD/HR Holden Club NSW—15 MG Car Club—20 Peugeot Car Club—10 ROMEO Classic —6	11:10 Areas A B E F 101	Club Maserati Aust—10 Isuzu Car Club Aust—18 Rolls Royce Owners—10 South Coast Vintage—20 Sprite Car Club—20 XW-XY Falcon Owners—3 Z Car Club Sydney—20
11:30 Areas B & F 100	Anglia Prefect Car Club—12 Austin Healey Owners—4 Daimlier & Lanchester—8 Early Falcon Car Club—20 Illawarra Vintage Car—6 Jensen Car Club—6 Leyland P76 Classic—4 NSW Corvettes Unlimited 20 Pontiac Car Club—8 Royal Auto Club Aust - 12	11:50 Areas A B E F 102	Cadillac La Salle Club—20 Classic Vehicle Club—6 Leyland P76 Owners—10 Lions Pride Holden—20 Midweek Muscle Car—16 Rover Owners Club—10 Small Ford Car Club—20	12:10 Areas A B F 99	Cronulla RSL Motor—20 Packard Auto Club—8 SAAB Car Club—12 Studebaker Car Club—12 Sunbeam Owners—12 Toymods Car Club—10 Volvo Car Club—25
12:40 Areas A B E F 104	Aust Porsche 356—8 Falcon GT Owners Club—20 Mustang Owners Club—20 Regals Mopar Car Club—20 Thunderbird Owners Club—16 Veteran & Vintage Chev—20	1:00 Areas A B C E F 99	Aust Racing Drivers Club—15 Classic Rally Club—14 Club Vee Dub—20 Everyday Cruisers—10 GTR & XU1 Owners Club—12 Monaro Car Club — 20 NSW Road Racing—8	1:20 Area A B F 102	1949-1962 Ford V8 Club—10 Campbelltown Historic—20 Central Coast All Ford—7 Early Ford V8 Club NSW—15 HSV Owners Club NSW—20 Muscle Classic & Perform.—10 Thoroughbred Sports—20
1:40 Areas A B E F 98	Fiat Car Club—38 Gnoo Blas Classic Car—10 Jaguar Drivers Club—17 Lancia Motor Club—10 Morris Minor Car Club—20 SVD NSW—3	2:00 Areas A B E 104	Antique & Classic Car Club—20 Aust Historic Motor Club—20 AHMC Blue Mountains—20 Austin A40 Car Club—10 Model A Ford Club NSW—10 Museum of Fire—4 Vincent HRD—10 Vintage Vehicle Club—10	2:30	Concours Parade & Trophy Presentations
3.00 Areas A B F 89	Armstrong Siddeley —6 Aust Ex-Military Vehicle—7 Central Coast Historic Car—6 Classic Falcon Owners—10 Jowett Car Club Aust—6 Lithgow Vintage Motor—15 Sthn Sydney Early Holden—7 Sydney Datsun Club—10 Vintage Sports Car Club—15 Willys Whippet Overlander—7	3.00 3.20	Last Bus Run President’s Invitation Run	4.00	Event Closes

2024 Track Tour Schedule Alphabetical by Club/Time

Club Name	Time	Club Name	Time
1949-1962 Ford V8 Club	1.20	Lancia Motor Club NSW	1.40
48 FJ Holden Owners	9.50	Leyland P76 Classic Car Club	11.30
Alfa Romeo Owners Club NSW	9.50	Leyland P76 Owners Club	11.50
American Muscle Car Club	10.50	Lions Pride Holden Car Club	11.50
Anglia Prefect Club	11.30	Lithgow Vintage Motor Club	3.00
Antique & Classic Motor Club	2.00	Magic Metal Motoring Club	10.10
Austin A40 Car Club	2.00	Mercedes Benz Club NSW	9.30
Austin Healey Owners Club	11.30	MG Car Club	10.50
Aust Ex-Military Vehicle Collectors Soc	3.00	Midweek Muscle Car Club	11.50
AHMC Blue Mountains	2.00	Mini Car Club NSW	9.30
Armstrong Siddeley	3.00	Model A Ford Club	2.00
Aust Historic Motor Club	2.00	Monaro Car Club of NSW	1.00
Aust Porsche 356 Registry	12.40	Morgan Owners Club	10.10
ARDC Classic	1.00	Morris Minor Car Club NSW	1.40
Bolwell Car Club	10.10	Morris Minor Picnic Club	10.30
Buick Car Club Aust	9.30	Muscle Classic & Performance Car Club	1.20
Cadillac La Salle Club	11.50	Museum of Fire	2.00
Campbelltown Historic Car Club	1.20	Mustang Owners Club	12.40
Central Coast All Ford Club	1.20	NSW Corvettes Unlimited	11.30
Central Coast Historic Car Club	3.00	NSW Road Racing	1.00
Chevrolet Club NSW	9.30	Packard Auto Club	12.10
Chrysler Restorers Club	10.30	Peugeot Car Club NSW	10.50
Citroen Car Club of NSW	10.30	Pittwater Motor Enthusiasts	10.10
Classic & Historic Auto Club of Aust	9.50	Pontiac Car Club Aust	11.30
Classic Car Club Illawarra	10.50	R&S Series Valiant Car Club	10.30
Classic Falcon Owners Club NSW	3.00	Regals Mopar Car Club	12.40
Classic Rally Club	1.00	Rolls Royce Owners Club	11.10
Classic Vehicles Club	11.50	ROMEO Classic Car & Bike Club	10.50
Club Lotus Australia	10.50	Rover Owners Club	11.50
Club Maserati	11.10	Royal Auto Club	11.30
Club Veedub Sydney	1.00	Saab Car Club of NSW	12.10
Cronulla RSL ME Group	12.10	Small Ford Car Club	11.50
Daimler & Lanchester Owners Club	11.30	South Coast Vintage Car Club	11.10
Early Falcon Car Club	11.30	Southern Sydney Early Holden	3.00
Early Ford V8	1.20	Sprite Car Club Aust	11.10
EJ & EH Holden Owners	10.30	Studebaker Car Club	12.10
Everyday Cruisers	1.00	Sunbeam Owners Club	12.10
Falcon GT Owners Club	12.40	SVD NSW	1.40
FB-EK Holden Car Club NSW	9.50	Sydney Datsun Club	3.00
FE-FC Holden Car Club NSW	9.50	Thoroughbred Sports Car Club	1.20
Fiat Club NSW	1.40	Thunderbird Owners Club of Aust	12.40
Ford Galaxie Club	10.10	Toymods Car Club	12.10
Gnoo Blas Classic Car	1.40	Toyota Car Club of NSW	10.10
GTR & XU1	1.00	Triumph Sports Owners Assoc	10.10
Hawkesbury Historical Car Club	9.30	Vauxhall Owners Club	9.30
HD/HR Holden Club NSW	10.50	Veteran & Vintage Chev Assoc	12.40
HSV Owners Club NSW	1.20	Vincent HRD	2.00
Hudson AMC Car Club of Aust	10.30	Vintage Sports Car Club	3.00
Illawarra Vintage Car Club	11.30	Vintage Vehicle Club Aust	2.00
Isuzu Car Club of Aust	11.10	Volvo Sporting Car Club	12.10
Italian Made Social Motor Club	9.50	Willys Whippet Overland	3.00
Jaguar Drivers Club	1.40	XW-XY Falcon Owners Club of NSW	11.10
Jensen Car Club of Australia	11.30	Z Car Club Sydney	11.10
Jowett Car Club Aust	3.00		



50 Years of Torana SLR 34

Holden's SL/R 5000 L34 – like many cars released in 1974 – could by now have slipped into obscurity as just another old banger valued by a few shed-dwelling enthusiasts. However, that's far from the case. If anything, it has become more prized than ever and deservedly so.

Back in 1974, this was Holden's post-supercar-scare homologation special. With the idea of a compact V8 Torana canned, this new mid-sized platform was to be the hero car, based on the firm's well-proven 308, with an M21 four-speed transmission and the ageing banjo diff.



For the legendary Peter Brock, this model was a pivotal one for his career. In 1974 he was leading the annual Bathurst enduro by an incredible six laps when his car went to lunch. Interviewed many years later, he reckoned the trouble started when he was ordered to slow down and one bank of cylinders ended up running lean. He parted with the Harry Firth-run Holden team at the end of the year and incredibly won Bathurst by two laps the next in a privateer L34, partnered by Brian Sampson.

Despite the 1974 disappointment on the mountain, the L34 was successful that year with Colin Bond winning three rounds of the five-round Manufacturers' Championship, sealing the title for the General, beating the more fancied rivals such as Allan Moffat in his XB GT Falcon.

Unique Cars



Come and meet the Prostate Cancer Support Group here today in the CMC Garage.



50 Years of Fiat 131

The 131 was a family car produced by FIAT from 1974 to 1984, replacing the 124 sedan. It retained the OHV engine from the 124 but enlarged to 1300 and 1600cc. The 131 was offered as a two and four door sedan as well as a five door wagon. Other engine options that became available were 1400cc, 1800cc (US), 2000cc twin cam which included a supercharged version and two diesel engines of 2000 and 2500cc. Four and five speed manual gearboxes were available along with a Borg Warner three speed automatic transmission.

The 131 was released during the oil crisis of the early seventies and sales were slow to begin with. As the 131 was introduced into foreign markets, sales improved and FIAT eventually sold 1.5 million versions of this model worldwide including in Australia.

The FIAT 131 Abarth group 4 rally car distinguishing itself in competition winning the 1977, 1978 and 1980 World Rally Championship. One of these rally cars was brought to Australia to compete in the Australian Rally Championship for a few years.

For the 1977 London to Sydney Marathon, Abarth prepared three 2500cc diesel engine cars to compete in the Diesel class of the rally. Two of the cars completed the event. In 1978, a sporting version of the two door model was produced, named "Racing" and was fitted with the 85kw 2 litre twin cam motor.

The FIAT 131 was sold in Australia from 1976 to 1984 and included the higher spec four door sedan and five door wagon. They were badged as the 131 Mirafiori (named after FIAT's factory in Turin), Supermirafiori and the Superbrava. The 1600cc engine was offered originally but was replaced with the 2 litre twincam version from 1979 onwards. The trim in the Super Mirafiori and the Superbrava was luxurious and the vehicle made for a swift, enjoyable sporting saloon that was comfortable to drive. The later twincam engined vehicles are keenly sought after by FIAT enthusiasts.



Lorenzo Aventi

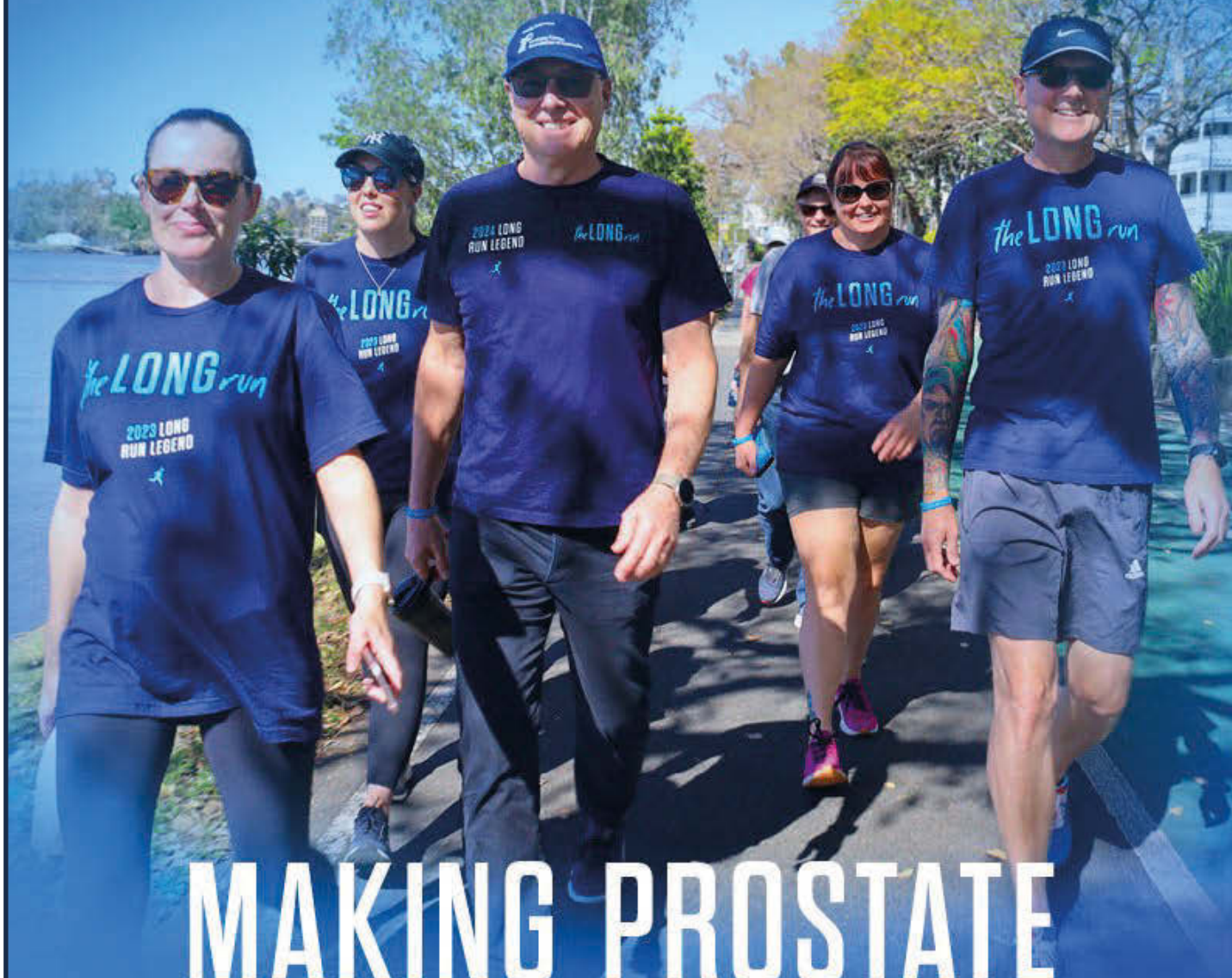
NEXT CMC GENERAL MEETING

Tuesday 24th September 2024

AT STRATHFIELD GOLF CLUB

WEEROONA RD, STRATHFIELD

Meeting commencing at 7.00 pm—Dinner available from 6.00 pm



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 1800 22 00 99



50 Years of Alfa Romeo Owners Club

The Alfa Romeo Owners Club of Australia, NSW, is 50 years old this year and is a vibrant community of enthusiasts dedicated to the appreciation, preservation and enjoyment of Alfa Romeo. The club was established to bring together owners and admirers of Alfa Romeo cars, fostering a spirit of camaraderie and sharing a collective passion for this iconic brand. During the 1960s Alfa Romeos were imported by individual dealerships such as Mildren's in Sydney (William Street in the city and on the Pacific Highway at Pymble). Other dealers included Tynan Motors at Sylvania, Brian Foley's in Parramatta and more – certainly more than today! The Victorian Division of AROC had started in 1969 and there was interest from customers in NSW in the formation of a club here. So AROCA NSW was inaugurated on 24th June 1974. Our first President, Mr Col Goldie and his partner, Sheryn, member numbers 1 and 2, are members to this day. Over the first couple of Club meetings, more than 50 members joined, an early sign of the enthusiasm and strength that has marked the Club throughout its life. Currently the club has approximately 500 primary members plus their families.

Importation of Alfas was taken over in 1969 by Alfa's own factory presence in Sydney and remained so until their withdrawal from the Australian market in 1992. There followed a gap in the market here of some models available in Europe and new Alfas did not reappear until 1997 with the "new" GTV and Spider. Some variants of all models produced since have made their way to the Australian marketplace, giving owners a rich choice of model to suit their purpose.

Our second President, Mr Harry Lewis, recognised that many members had bought their Alfas to drive in a manner befitting their sporting history and embarked on a program of driver training, which also encouraged many owners to get involved with motorsport. Members attended the first driver training days run by Peter Wherrett at Warwick Farm before the Club began conducting their own program at Oran and Amaroo Parks. These days were very popular and beneficial for all levels of drivers and taught both road craft and competition skills for nearly 20 years.



The Club affiliated with the Confederation of Australian Motorsport (CAMS now Motorsport Australia) and members availed themselves of competition events on offer: lap dashes (forerunners of supersprints), hill climbs, dirt circuits and motorkhanas. During the 1970s and early 1980s many of the cars at these events were also the daily driver and Alfas were very often competitive without a lot of modification. Some members ventured into open racing categories, all the way to the Bathurst 1000.



50 Years of Alfa Romeo Owners Club

Towards the late 1980s, specialisation began to dominate, with many modifications making competition cars unsuitable for regular road use. Motorsport activities have remained a strong feature of the Club. Road rallies have become popular in more recent years, with members competing at various levels from “tourists” to Targa events, bashes and other classic rallies.

The social side of the Club has always been a strong point, as it was recognised that not every Alfa owner wanted to go racing. In the early days, members could attend restaurant nights or drives to lunch spots and of course monthly Club nights often involved guest speakers or feature films of interest. Technical and mechanical events were also popular when many owners worked on their own cars – this side of the Club has waned somewhat with the changing technologies involved in maintaining the cars and less work is able to be done at home.

Club nights were held regularly at venues in Sydney: starting out at the dealerships, the Club settled in the early 1980s on the Australian Racing Drivers’ Club rooms at Norton St, Leichhardt for a time, followed by the Concordia Club in Stanmore and other venues. Over the past few years, Club nights have been movable each month and often involve another activity, with members meeting at businesses of interest, enjoying al fresco dining on the beach, or go-karting, for example.

The Club also caters for those members outside of the metro area with Chapters in Canberra, the Hunter, the South Coast and the Central West of NSW. These also host events, giving members a wide choice of activities and opportunities to drive their cars. With Divisions of Alfa owners in Victoria, Queensland, South Australia and Western Australia, a national event known as Alfesta has been held almost every year since 1975, with the destination each year rotating around the four easterly states and an occasional sojourn to Tasmania and Western Australia. Originally held on the June long weekend, the event moved to Easter for most of its life, however, next year it will move away from the pressure of the public holidays to other dates in autumn.

The Alfa Romeo Owners Club of Australia, NSW remains a cornerstone for both social and educational gatherings, helping to keep the rich heritage of Alfa Romeo alive among Australian enthusiasts. Through its activities, the club not only celebrates the historical significance of Alfa Romeo cars but also looks forward to new advancements and models from the brand.





50 Years of Targa Florio

The P76 Targa Florio was a limited run of 900 P76s, built in 1974 to mark the success of the P76 driven by Evan Green and John Bryson in the 1974 World Cup Rally. As part of the rally, the pair won the special stage on the Targa Florio circuit in Sicily, in what was a near-street spec P76 V8.

The win was a pretty amazing effort when you consider that this infamous circuit is extremely tight and perilous, and compared to some of the competition the P76 was a larger vehicle. Moreover, they were competing against all the factory teams including those from Porsche, Citroen, Ford (Escorts), Peugeot as well as the remaining private entrants.

The '74 World Cup P76 rally started in London, covered 17,000km, passed through 14 countries and across 3 continents, before finishing in Munich 21 days later. So grueling was course that only 19 of the 52 entrants that started the rally in London, made it to the finish line in Munich.

The P76 rally car started its life as a brand new Executive P76 which was stripped before the body was re-welded to strengthen those areas which were predicted to be most vulnerable under the extreme forces likely to be generated during the World Cup event. This was particularly true of suspension locating points, including front strut towers and rear shock absorber mounts in the rear floor.

Up front the engine didn't stray too far from standard, apart from being stripped down, blue printed and balanced, the motor that started and finished the rally was pretty much a standard 4.4 litre P76 V8 unit.

The win was more remarkable considering that the car that Evan and John were piloting was an almost standard production model. The power of the lightweight V8 coupled with the excellent balance and handling of the car, enabled them to take on and defeat the world's best rally cars of the day.

Apart from the obvious striping on the Targa Florio model and metallic paint, some of the standard equipment on the production version included;

- Limited slip differential
- Laminated windscreen
- Power steering
- Special Alloy Wheels and Radial tyres
- Reclining bucket seats



Stop Press



News just to hand advises that the Leyland P76 driven by Matt Bryson and Mike Pink have made history by conquering the arduous Peking to Paris Motor Challenge. The pair topped the Classic Category having been pushed hard by Lars and Annette Rolner in their stylish Porsche 911 Safari across the massive 37-day journey from China to France.

For Bryson it was a particularly notable moment being his fourth Peking to Paris Rally victory, which is a new record for an individual driver. Before teaming up with Pink, Bryson raced with Gerry Crown with great success, winning three times. Their first was in 2010 in an EH Holden before winning in the Leyland P76 in 2013 and 2019.

Ref: AutoAction



50 Years of Volvo 2 Series

Fifty years ago, on 21 August 1974, the Volvo 240 was unveiled, marking the start of an almost twenty-year production run that would become Volvo's most successful model ever, selling over 2.8 million vehicles (a record that has only been broken in the last few years by the Volvo XC60), until the last 240 rolled out of the factory on 5 May 1993. In that time, over 2.8 million were manufactured, today accounting for over 10% of all Volvos in the company's 97-year history.



Sold as a 2-door, 4-door, and 5-door, as well as the Bertone-styled 2-door 262C coupe, sold with 2 seats (you could even buy a 2-seat wagon, the 245L), 5 seats, or 7 seats, and a crazy list of options and configurations. Interiors in vinyl, leather, fabric, velour, colours including beige, brown, black, green, orange, red, and blue (probably the most popular). Carburetted, mechanically injected, full EFI. 3- or 4-speed auto, 4- or 5-speed manual (or 4+electric overdrive). You could get them with a locking diff, you could get heated side mirrors, heated seats, you could get a factory headunit with a microphone input for dictating important notes on your way to the office. They had good air conditioning and the kind of heater you expect a Swedish car to have. From Volvo's R-Sport catalogue you could buy turbo kits, race suspensions, dogbox transmissions, hot cams, exhaust systems, the list was endless.

The 240 has since gone on to become a true icon of late 20th century cars, and it seems, too, that nearly everyone has encountered them at some point. I get stopped routinely by people who share fond memories of their family's 240, or their auntie's 240 or best friend's 240. The 240 they learned to drive on. The 240 that was their first car. If you start looking for them, you'll find them constantly in TV shows and movies, in adverts, sometimes they're in the background, sometimes they're a main character. Hollywood has always loved them. The 240 also enjoyed success in motorsport. R.A.S. Nordica (think of them as the 1980s analogue of Polestar) developed Volvo's factory 2.1L, mechanically injected (Bosch K-Jetronic) turbo motor to deliver 300hp reliably at 1.5 bar of boost. In the mid-1980s, from a 2.1L motor, that was a *lot* of power, and it led to some great racing.



In 1985, Robbie Francevic drove Mark Petch's 240T, winning both the third and final rounds of the *Australian Touring Car Championship (ATCC)*. In 1986 Francevic suggested to Petch that Mark Bowe be brought on as a driver for what was now the *Australian Volvo Dealer Team*, and together they went on to win the ATCC, the first (and only) time a Volvo has won it. In Europe too, and later in Asia, the 240T was making a name for itself in racing, in 1985 winning both the European Touring Car Championship and the German equivalent, the *Deutsche Touringwagen Meisterschaft*, earning it the nickname "*the flying brick*".

Today in 2024 it is amazing to see so many 240s on the road and so many, including my own, daily driven. They have fantastic staying power, are *just* modern enough to handle modern traffic, they cope with the Australian summer just fine and if you take care of them they will get you where you're going, day after day, fully 50 years on.

HAPPY 50TH BIRTHDAY TO THE VOLVO 240



COSMOS.

Council of Motor Clubs

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PLUS: BEAULIEU Swap Meet, Saint Michael's Mount and St Ives, HAYNES International Motor Museum, NURBURGRING Complex (optionals available) PORSCHE Museum, MERCEDES BENZ Museum, Cité de l'automobile, Glacier Express, FERRARI factory & Museum, LAMBORGHINI Factory, RENAULT Museum.



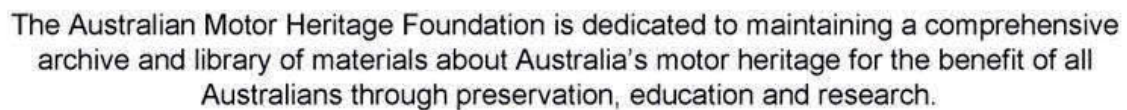
OSCAR PIASTRI IS AUSTRALIA'S LATEST FORMULA ONE RACE WINNER TAKING OUT THE HUNGARIAN GRAND PRIX ON SUNDAY 21 JULY 2024

“This is the day I dreamed of as a kid, standing on the top step of the podium”, the 23-year-old Piastri said.

Piastri was a champion in F3 & F2 before he made the jump to the motorsport’s elite competition last season with McLaren. It was his first victory in 35 F1 races. He finished runner-up twice recently, in Monaco & Austria. His previous biggest F1 achievement was winning the sprint race at Qatar in 2023. Born in April 2001, ***Oscar became the first F1 winner born in this century!***

Oscar was born in Melbourne growing up with three sisters and attending College in Melbourne and then College in England as a boarding pupil on a sports scholarship.

He started racing remote-controlled cars at a national level before beginning his karting career in 2011. Having gone professional and competing in various Australian races and championships in 2014, he began competing in European and other karting championships, moving to the UK in 2016, finishing sixth in the 2016 World Championship in Bahrain.



9.9 Billion dollars! The detailed report is on our website.

www.motorheritage.org.au
facebook.com/australianmotorheritage





30 Years Southern Sydney Early Holden Car Club



The Southern Sydney Early Holden Car Club is a Sydney based club formed in 1994 originally dedicated to the preservation of original examples of 'Grey Motor' Holdens. This covers from 48/215 models through FJ, FE, FC, FB, EK to the EJ series.

We endeavor to reflect the transport of the day. Our cars have period modifications and accessories as well as 'safety improvements'. We are a Transport NSW recognised Historic Vehicle Club so our members can join both the Historic Vehicle Registration and Classic Vehicle Registration Schemes (subject to the car meeting our club rules and Transport NSW requirements).
The SSEHCC is also affiliated with the Council of Motor Clubs (CMC).

The club has regular monthly meetings, club runs and our monthly coffee catch-up on the last Sunday of the month.

General & AGM Club Meeting Venue: Club Menai, [44-60 Allison Crescent, Menai, 2234](#) on the first Wednesday of the month from 7.30pm.

We are always on the lookout for new members, so if you're interested, contact us at ssehcc@hotmail.com. Alternatively, you could come along to the next meeting.

**Stacey Faux
Secretary**



SYDNEY TRAMWAY MUSEUM

2 Pitt Street Loftus NSW 2232



Take a step back in time at the Sydney Tramway Museum. It's a great day out for the whole family.

It is a unique attraction in the Sutherland Shire and has been for over 50 years. Our aim is to preserve and operate Sydney's vintage trams, which were an important part of everyday life for over 80 years until 1961. You can experience a wide selection of them at the museum, plus an interstate collection of trams from Brisbane, Melbourne, Adelaide and Ballarat, as well as trams from overseas including San Francisco, Nagasaki, Munich, Milan and Berlin.

Conveniently located right next to Loftus railway station, get your ticket from the conductor and jump on board to travel along 4km's of track towards Sutherland and the Royal National Park. The first tram operates at 10.15am, then hourly. (Last entry to the museum is 2:00pm on Wednesday with last trip departing at 2:30pm, Sunday is 3:30pm final entry with final trip at 4:00pm.)

The Museum is entirely run by volunteers and every dollar from your ticket sale goes towards keeping the museum operational. We pride ourselves on being a hands on experience so young and old can enjoy our trams.





30 Years of Classic Rally Club

The Classic Rally Club was formed in Sydney during 1994, and so marks its 30th anniversary this year.

It is not a marque specific club, and always has welcomed a cross section of the whole range of Classic era cars- with an emphasis on maintaining the fun and challenge of traditional navigation style events, usually run over one or two days.

Usually the Club's events try to stay on sealed roads, but not always with 100% sealed roads, though the intent is always not to risk grief with older cars for which parts may now be difficult to obtain. Modern cars- in this case those less than thirty years old are happily accepted too and the emphasis is on fun, camaraderie, interesting roads and the club pointscore for the year's events, in roughly that order.

For most of the period of the Classic Rally Club's existence it has been affiliated with the Council of Motor Clubs- which has about twice the length of history!



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3. Member Only Events and Privileges
4. Partner Benefits

... and so much more!

Scan Here For More Information

SYDNEY MOTOR SPORT PARK

ARDC



20 Years Jaguar XJ 350



In 1994 the X-300 version of the XJ was introduced. Jaguar was now owned by Ford and this company tightened quality control and consistency of manufacturing.

The program introduced state-of-the-art automated body welding robots manufactured by Nissan, and was intended to show the future direction of the British auto industry. The X300 went on to become of Jaguar's most successful models.

The body design returned to a more traditional rounded shape and the single rectangular XJ40 headlights were changed back to double round units. The AJ6 engine was upgraded to the AJ16 unit and the V12 now rated at 6.0 ltr capacity was available in limited numbers. Most excitingly the X-300 introduced the supercharged XJR variant which has become such a mainstay in the XJ line-up ever since.

This was the world's first supercharged six cylinder engine in a mass produced car.

The X-350 was the swansong for the traditional shape of the XJ car first seen in 1968 when Sir William unveiled the Series 1. Larger and higher than the X-308 the new XJ sported either a 4.2 ltr or 3.5 ltr V8. However; there was also an XJ6 model using the 3.0 ltr V6 from the modern S-Type and the 2.7 ltr diesel. Body panels were made from aluminium and this lightweight construction translated to quicker performance.

The bare body shell was 40 per cent lighter, yet 50 per cent stiffer than the previous all steel shell. The X350 ushered in the first industrial use of the new rivet bonded joining process, with self piercing rivets and epoxy structural adhesive joining together the many aluminium pressings, castings and extrusions to form the structure onto which the alloy panels attached.

The X350 employed a multi-link suspension layout with four-wheel self-levelling, adaptive air suspension instead of the previous generation's double wishbone of the Jaguar IRS. The suspension was controlled electronically, requiring no intervention from the driver, to adjust damper settings (in milliseconds) and the ride, and handling under varying conditions; this electronic control system was marketed as the Computer Active Technology Suspension (CATS). The air suspension was designed to activate every 24 hours to level the vehicle when parked and not in use.

Both standard and long wheelbase versions were made. Interior luxury was taken to the next level in this car and the newest technology was available.

An excellent car the X350.

Phil Devitt
Jaguar Drivers Club



30 Years of Pittwater Motor Enthusiasts Assoc

Back in the early 90's, somewhere on the Northern Beaches of Sydney, a very focused man by the name of Bob Radnidge had an ambition to get a group of like-minded souls together and form a local organisation that could unite anyone with a connection to combustion engines.

Motorbikes, cars, tractors, trucks, whatever the passion, anything with an M for Mechanical was OK. The organisation would also be intended as vehicle for fund raising for worthy causes. An initial meeting was held in late 1993 and attended by mainly early motor bike enthusiasts. It was decided to have a further meeting in early 1994 to form a club.



The inaugural meeting was held at the Mona Vale Memorial Hall on 22 February 1994 and it was agreed to form a club called the Pittwater Motor Enthusiasts Association to include cars, bikes, stationary engines, even lawnmowers! It was further agreed to meet fortnightly, organise runs & shows and raise funds for charity. Thus, PMEA was born.

In the early days of PMEA there were lots of motoring shows including those at Narrabeen Park near 'the tram shed', at Warriewood Square Shopping Centre, Newport Surf Club and Mosman. In 2006, the suburb of Seaforth celebrated its Centenary with PMEA participating in a "PMEA Grand Prix" of a local loop up the Spit Hill towards Manly and back through Seaforth again and again. Imagine trying to organise something similar these days!

By numerous hard working Committee Members over the years, PMEA has now grown to over 460 members, no doubt attracted by the non-marque basis of our club, where members are welcomed no matter what brand of car or bike they enjoy and collect. With everything from Austin 7's through to the Trabant of the former East Germany, there is always someone to call on for help and information.

Meetings are held fortnightly on Tuesday evenings at the Pittwater RSL Club at Mona Vale, with member interviews, special guest speakers, motoring chat and video presentations, with a club run the following Sunday to either a café or scenic picnic area. Yearly weekends away and longer 3-4 day trips are also organised, with recent visits to the Gnoo Blas Car Show at Orange and the National Motoring Heritage Day at Berry Showground.

We hope you enjoy a selection of our vehicles displayed on Pit Lane as part of the 2024 CMC Shannons Sydney Classic anniversary displays.

<https://www.pittwatermotorclub.org.au>

David Cawthorn
PMEA President



30 Years of Pittwater Motor Enthusiasts Assoc



O.A.S.I.S. CLUB MEMBER **Old and Seriously Into Speed**

SEPTEMBER 3rd Meet McDonalds, Penrith Leagues 10.30am onwards. LUNCH: Mulgoa
BOOKINGS REQUIRED BY 27.8.2024

OCTOBER 1st LUNCH: North Richmond. *BOOKINGS REQUIRED BY 24.9.2024*

NOVEMBER 12th Second Tuesday REMEMBRANCE DAY RUN. CONCORD WEST
Local Club Lunch. *BOOKINGS REQUIRED BY 5.11.2024*

DECEMBER 3rd CHRISTMAS LUNCH. Kellyville Ridge. *BOOKINGS REQUIRED BY 26.11.2024*

**CLUBS ARE NOW ASKING ME TO CONFIRM BOOKING NUMBERS PRIOR TO OUR ATTENDANCE. PLEASE HELP ME BY BOOKING IN PRIOR TO BOOKING CUT OFF DATE* DON'T FORGET TO FILL IN YOUR LOG BOOK IF YOU ARE ON CONCESSIONAL REGIST.*

DETAILS: Les Watton Ph: 9838 8063 Email: mumspalace@hotmail.com

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.

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60th Anniversary Merchandise

CMC 60TH ANNIVERSARY MEDALLION

1963—2023

DOUBLE SIDED PACKED IN
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Printed with "CMC 60th Anniversary"

CMC 60TH ANNIVERSARY PENS

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



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 May 2024

28th November 2023
30th July 2024

30th January 2024
24th September 2024

26th March 2024
26th November 2024

ADDRESS

29 Penny Place
Blacktown NSW 2148

OFFICE HOURS

Monday - Friday: 9:00am to 5:00pm
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CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT AUGUST 2024

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

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

CLSMC	Classic Mechanical Club	FFLTD	Ford Fairlane & LTD Owners Club
CRC	Classic Rally Club	FCGA	Ford Galaxie Club of Aust
CVCA	Classic Vehicles Club of Aust	FXFJ	FX-FJ Holden Club of Australia Sydney
CAHEC	Club Autohaus Historic & Exotic Car Club	GVCV	Glossodia Classic Vehicle Club
CLA	Club Lotus Australia	GLUT	Gluttons, The
CMA	Club Maserati Australia	GBCC	Gnoo Blas Classic Car Club
CVDS	Club Vee Dub Sydney	GMCC	Goat Motorcycle & Car Club
CIAO	Combined Italian Auto Organisation	GEAR	Golden Era Auto Racing Club Inc GEAR
CAVC	Cowra Antique Vehicle Club	GCC	Goodfellas Car Club
CRSL	Cronulla RSL Motoring Enthusiasts Group	GLHA	Great Lakes Historic Automobile Club
DLOC	Daimler & Lanchester Owners Car Club	GSHCC	Great Southern Historic Car Club
DCCC	Dapto Classic Car Club	GTC	GT Club, The
DBAC	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 & acing 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 2024

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
LMACC	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	MCD	Muscle Car Drivers
LCCE	Leisure Coast Car Enthusiasts Club	MCPC	Muscle Classic & Performance Car Club NSW
LCCC	Leyland P76 Classic Car Club	MOF	Museum of Fire
P76OC	Leyland P76 Owners Club, The	MOCA	Mustang Owners Club of Australia NSW
LPHCC	Lions Pride Holden Car Club NSW	MYCCC	My Car Club NSW
LVHR	Lithgow Valley Hot Rods	NCRS	NCRS Australia
LVMC	Lithgow Vintage Motor Club	NDMM	Nepean District Morris Minor Car Club
MTMR	Macquarie Towns M'cycle Rest & Pres.	NSMCC	North St Mary's Car Club
MAGIC	Magic Metal Motoring Club	NCUC	NSW Corvettes Unlimited Car Club
MMX5	Mazda MX-5 Club of NSW	NSWHPV	NSW Historic Patrol Vehicles
MBC	Mercedes-Benz Club NSW	NSWMC	NSW Muscle Car Assoc
MGCL	MG Car Club Limited	NSWRR	NSW Road Racing Club
MGCHR	MG Car Club Hunter Region	NSWTC	NSW Torana Club
MGRA	MG Restorers Association	PACA	Packard Automobile Club of Aust
MCSC	Micro Car & Scooter Club	PCCN	Peugeot Car Club of New South Wales

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

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



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