



# The Preserve

## JUNE 2024



### Your 2024 Committee

#### Executive Committee

**Terry Thompson OAM**

*President*

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

**Boyd Symington**

*Vice President & SSC*

**Karen Symington**

*General Secretary & SSC*

**Allan Drane**

*Treasurer/Affiliations*

#### General Committee

**Lester Gough**

*Membership Secretary/  
TDL Volunteer of the Year*

**Tony O'Donnell**

*AHMF*

**Terry Bebbington**

*Chief Judge/Trophy Mgr.*

**Evan Jones**

*OH&S & APMC*

**Boyd Symington**

*SSC Merchant Liaison*

**Karen Symington**

*Minutes Secretary*

**Kay De Luca OAM**

*Editor Preserve/SSC*

#### Volunteers & Appointees

**Ian Andersen**

*Website Manager*

**Lynelle Titcume**

*Events/Tours Co-ordinator*

**Boyd Symington**

**Bruno Ferro**

*Social Media Liaison*

## President's Report

Hello again club members. Yet another few months of meetings with the numerous groups and bodies the CMC are associated with.

The **Road Safety Advisory Council (RSAC)** met once more and a few interesting facts came from there. Two Ministers attended so they are taking notice. NSW road toll is up considerably this year (+25%) and it is concerning to all involved. The target of zero deaths by 2050 is looking crook.

Deaths involving the drivers of light truck or utes, have increased at an alarming rate. These vehicles have less stability than cars due to the height.

From what I see on the roads of a morning and afternoon the joke about the "Tradie Grand Prix" is not a joke. It is a serious problem.

The powers that be must address why these guys have to rush about above the speed limits, chopping and changing lanes like people possessed.

We have lodged questions regarding the statement that "by 2050 all cars in NSW will be less than 10 years old". We have been told that that is an aspirational idea and that we in the car club movement should not worry about it. I am not so sure folks.

Other facts were the stats that 2/3<sup>rd</sup> of deaths occur on rural roads. However, it isn't the city drivers not handling things in the country as many suspect. Seems that the majority of the deaths out there are country residents losing control on bends and crashing into trees and the like.

E bikes can be used in NSW but if they exceed 6 km/h the rider must be pedalling. I wonder how they enforce that rule? I see a lot of food delivery riders on these things. They are at speed and not cycling the pedals at all. The Police probably have better things to follow up on.

Then the **Vehicle Standards Working Group** met and talked through many matters concerning the rules about modifying vehicles.

Of big concern are the pink and blue slips being issued with the vehicle sight unseen by the AIS examiner. These folks advertise online we are told.

Simply pay the exorbitant fee and your slip will be emailed to you.

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## President's Report (continued)

The Department is concentrating on this issue however resources are limited. A new photo system will bring the system into line it is hoped. Every AIS will have to take shots of the vehicle and the speedo reading etc.

Come July 1<sup>st</sup> the cameras that currently take shots of people using handheld phones while driving will be deployed to catch those not wearing seat belts. Now this is a good thing for the safety of the populace however, what about those of us who have early vehicles which do not, nor never had, seat belts from new.

We have requested consideration of a method for members in such cases to go to a Service NSW and get dispensation. Take evidence of the vehicle and its year etc. That number plate would then go into the system as exempt. Surely with today's electronics that can be done relatively simply.

No answers on that as yet. Lots of concerned looks that it would involve a lot of work for just a few cases. The Department says that every such piece of photo evidence will have to go past three sets of eyes before proceeding, so it may be OK for most of us.

*Some wags at the recent CMC meeting suggested that a strip of duct tape across the chest would look like a belt in place?*

Wonderful results coming from the **AMHF Economic Survey**. Many press and media articles told the story and we made sure that all the relevant movers and shakers have it. \$10 Bn a year is a significant part of the economy and employs many, many people so it needs to be supported and respected.

And so we move ever closer to the big event at Sydney Motorsport Park, The Shannons Sydney Classic in August 24<sup>th</sup> and 25<sup>th</sup> to be exact.

***One thing I would like you all to consider promoting is the fact that on the Saturday 24<sup>th</sup>, Club Lotus will be running a SuperSprint around the full Gardner track.***

These events are great for those who wish to give their car a run at speed and see what it can do. Not a "full on" race meeting, so the rules have some leeway for road registered cars. No need for roll bars and such like. Simple full-length clothing is fine, no race suits etc. Helmets are needed and a few other things that are easy to comply with.

***If your club is not a member of Motorsport Australia (formerly CAMS) there are ways to get the required Level 2 S license required. Please think about it and contact us if you need help.***

Regards and keep on motoring.

**Terry Thompson OAM**  
**President**



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

## EXECUTIVE SUMMARY



PROUD OF OUR PAST, PASSIONATE ABOUT OUR FUTURE.



AUSTRALIAN  
**MOTOR HERITAGE**  
FOUNDATION





## **Some one-liners to get you warmed up.....**

1. *When one door closes and another door opens, you are probably in prison.*
2. *To me, "drink responsibly" means don't spill it.*
3. *Age 60 might be the new 40, but 9:00 pm is the new midnight.*
4. *It's the start of a brand new day, and I'm off like a herd of turtles.*
5. *The older I get, the earlier it gets late.*
6. *When I say, "The other day," I could be referring to any time between yesterday and 15 years ago.*
7. *I remember being able to get up without making sound effects.*
8. *I had my patience tested. I'm negative.*
9. *Remember, if you lose a sock in the dryer, it comes back as a Tupperware lid that doesn't fit any of your containers.*
10. *If you're sitting in public and a stranger takes the seat next to you, just stare straight ahead and say, "Did you bring the money?"*
11. *When you ask me what I am doing today, and I say "nothing," it does not mean I am free. It means I am doing nothing.*
12. *I finally got eight hours of sleep. It took me three days, but whatever.*
13. *I run like the winded.*
14. *I hate when a couple argues in public, & I missed the beginning and don't know whose side I'm on.*
15. *When someone asks what I did over the weekend, I squint and ask, "Why, what did you hear?"*
16. *When you do squats, are your knees supposed to sound like a goat chewing on an aluminum can stuffed with celery?*
17. *I don't mean to interrupt people. I just randomly remember things and get really excited.*
18. *When I ask for directions, please don't use words like "east."*
19. *Don't bother walking a mile in my shoes. That would be boring. Spend 30 seconds in my head. That'll freak you right out.*
20. *Sometimes, someone unexpected comes into your life out of nowhere, makes your heart race, and changes you forever. We call those people cops.*
21. *My luck is like a bald guy who just won a comb.*

### **FROM THE EDITOR'S DESK**

Tickets for this year's Shannons Sydney Classic were distributed at last week's May General Meeting. If your CMC Delegates weren't present at that Meeting then your tickets will be mailed to the address advised on your Application Form. Applicants entering the SSC Concours don't have to purchase a Ticket, they will be allocated a special ticket by Terry Bebbington when he processes the Concours Applications that have been received.

#### **It's not too late to enter the SSC Concours —entries close on 19th July 2024.**

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

Sadly National Motoring Heritage Day at Berry had to be cancelled due to the state of the grounds on the Showground.

**Cheers Kay De Luca**



## THE TONY DE LUCA VOLUNTEER OF THE YEAR

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

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** 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 in January at the General Meeting.

All enquiries regarding VOTY are to be directed to the CMC Membership Secretary via e-mail to [cmc.nsw.members@gmail.com](mailto:cmc.nsw.members@gmail.com).



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



## THE TONY DE LUCA VOLUNTEER OF THE YEAR

### 2024 VOTY Nomination Form

**2024 Nominations are open from 01/02/2024 and close 31/10/2024**

**Award Description:** The Tony De Luca Volunteer of the Year Award is intended to recognize an individual who has made significant contributions to their Club through their dedication and volunteer service. Nominees would have provided an exceptional level of passion, support, activity, commitment and/or leadership over an extended period of time. This recipient is considered an “ideal” volunteer who has participated in a special activity, brought additional resources to the Club or enhanced the ability to carry out its goals and is consistent with the values and objectives of the Club.

This award provides the highest level of recognition from the Council of Motor Clubs to its affiliated Club volunteers.

Any or all of the following may be considered in making and evaluating nominations.

- ☐ Nominee has been consistent and sustained, not just a single contribution or two.
- ☐ Nominee’s involvement over a number of years, not just associated with a single year.
- ☐ Nominee sets an example that we would like others to emulate.

Nominees Name: \_\_\_\_\_

Nominees Phone Number: \_\_\_\_\_ Email: \_\_\_\_\_

Nominees Club: \_\_\_\_\_

Nominators: Club President: \_\_\_\_\_ Signature: \_\_\_\_\_

Phone Number: \_\_\_\_\_ Email: \_\_\_\_\_

Club Secretary: \_\_\_\_\_ Signature: \_\_\_\_\_

Phone Number: \_\_\_\_\_ Email: \_\_\_\_\_

(Club President and Secretary **MUST** both sign the Nomination Form)

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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

[www.councilofmotorclubs.org.au](http://www.councilofmotorclubs.org.au)



## SHANNONS SYDNEY CLASSIC 2024

Sydney Motorsport Park  
Sunday 25th August 2024



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

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

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

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

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

**Anniversary Stories are OVERDUE—if not already sent, your deadline is 7th June 2024.**

**Email to: [cmc.nsw.editor@gmail.com](mailto:cmc.nsw.editor@gmail.com)**

Kay De Luca

### ANOTHER REMINDER TO CLUB OFFICIALS RE TRACK RUNS

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

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

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

Boyd Symington  
SSC Co-ordinator







## Council of Motor Clubs

Treasurer, PO Box 183 Panania NSW 2213 Australia



### "SHANNONS SYDNEY CLASSIC"

**Sunday 25<sup>th</sup> August 2024**

### CLUB REGISTRATION FORM

Please return to the above PO Box, or email [cmc.nsw.finance@gmail.com](mailto:cmc.nsw.finance@gmail.com) by 30<sup>th</sup> June 2024

**Important:** If your Club hasn't renewed its Affiliation with CMC by 31/03/2024 your club is deemed unfinancial and will not be eligible to attend the Shannons Sydney Classic.

**NB. PLEASE CHECK ALL ITEMS AS INCOMPLETE FORMS MAY RESULT IN YOUR CLUB BEING LEFT OUT OF TRACK RUNS OR OTHER EVENTS.**

Club Name: \_\_\_\_\_

PLEASE PRINT  
CLEARLY

Postal Address: \_\_\_\_\_

State: \_\_\_\_\_ Postcode: \_\_\_\_\_

**Club Code:**

It is essential to provide contact details for one person who will be the contact for your Club on the day.

NAME: \_\_\_\_\_ MOBILE: \_\_\_\_\_

**Only Area F now available.** Sorry, but If your Club has an Anniversary in 2024 there is no space available on Pit Lane. Anniversary stories are overdue—see previous page.

We request space for \_\_\_\_\_ vehicles in AREA F (maximum of 20 in any Area).

Large

Medium

Small

Please circle & number one or more.

**First in best dressed** will apply, so early return of this Form and accuracy with numbers is critical, as no refunds given for unused stickers. Commemorative medallions will be ordered against these figures.

**Anniversaries to be celebrated by your Club.**

Please notify us if your Club or Marque is celebrating in 2024. See reverse of this Form showing anniversary criteria. Email: [cmc.nsw.finance@gmail.com](mailto:cmc.nsw.finance@gmail.com)

**We need Club volunteers to assist with this Event.**

Please call Karen on 0407 247 280 or Email at [cmc.nsw.sec@gmail.com](mailto:cmc.nsw.sec@gmail.com) Fewer volunteers may require CMC hiring professionals to assist, increasing entry fees.

Payment enclosed \$ \_\_\_\_\_ being \$25/vehicle (incl. \$5 donation to Prostate Cancer Foundation)

**Will your Club be entering the Concours?** YES NO (circle one)

Please contact the Judging Pool at [cmc.nsw.judges@gmail.com](mailto:cmc.nsw.judges@gmail.com) for Concours Entry Forms and a copy of the Judging Criteria.  
**Concours entries close on 19<sup>TH</sup> July 2024.**

Please pay to **Council of Motor Clubs Inc.** (note cheques not acceptable as of Dec 2023)

**EFT to Bendigo Bank: 633 108 A/c No: 1233 73078 incl your Club Code as Reference**

If possible, we would like to take our registered club vehicles around the track at our allocated time during the day. We understand the rules involve each club taking responsibility for the actions of its members. **No burnouts or tyre smoking, keep up with the vehicles in front, take directions from the officials. We will ensure no one overtakes any other vehicle while our group is on the track (except slow moving buses as permitted).** We understand our drive is for one and a half laps and we will assemble our vehicles at the marshalling area at the nominated time as stated in the programme.

President..... Signed

Secretary..... Signed



## O.A.S.I.S. CLUB MEMBER

### Old and Seriously Into Speed

**DATE: TUESDAY 2<sup>nd</sup> JULY 2024**

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

**BOOKINGS:** NOT REQUIRED

**DATE: TUESDAY 6TH AUGUST 2024**

**MEET:** T.B.A.

**BOOKINGS:**

**DATE: TUESDAY 3RD SEPTEMBER 2024**

**MEET:** T.B.A.

**BOOKINGS:**

**DATE: TUESDAY 1st OCTOBER 2024**

**MEET:** T.B.A.

**BOOKINGS:**

**DATE: TUESDAY 12<sup>th</sup> NOVEMBER 2024 REMEMBRANCE DAY RUN**

**WHERE:** CONCORD

**LUNCH:** Local Club

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

## A NOTICE FOR ALL CLUB TREASURERS—BANKING WITH THE CMC

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

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

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

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

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

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

**Kay De Luca**



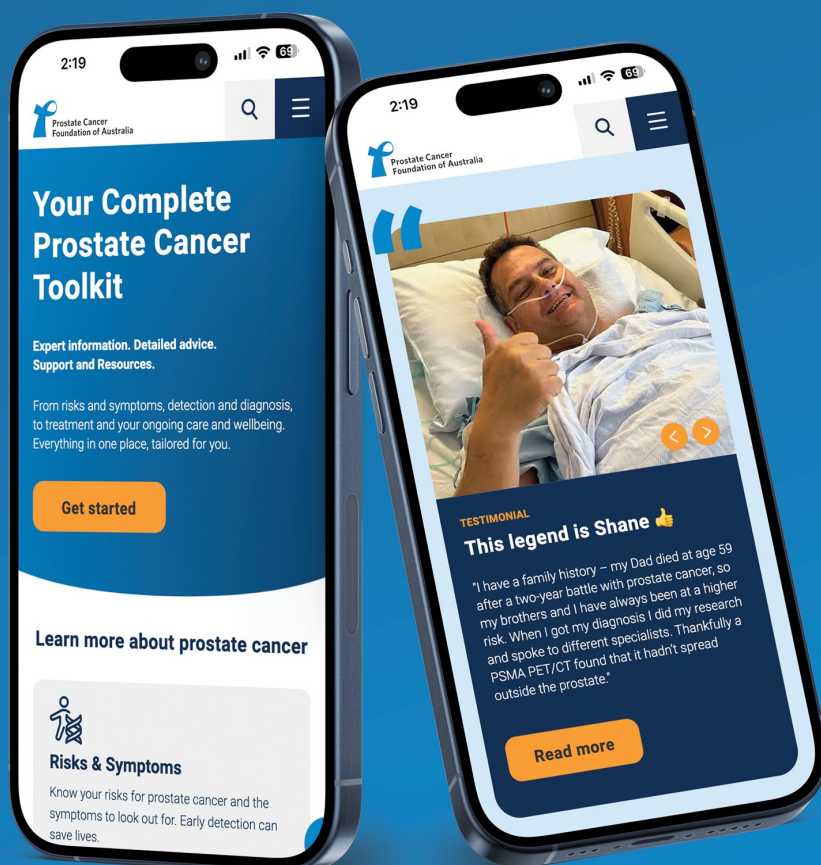
Prostate Cancer  
Foundation of Australia

# Your Complete Prostate Cancer Toolkit

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

🔍 [prostate.org.au](https://prostate.org.au)

☎ 1800 22 00 99



Scan the QR code  
to get the Toolkit



# Memories of Phil Irving Pt.2

By Chris Leslie Wood

Phil was an avid letter writer as is evident in his archives. He often corresponded with Alan Bruce, Vic Willoughby, Graham Walker and Jack Williams. Vic Willoughby had owned a Series A Rapide before the War and had competed at Brooklands. He had been a close friend of the young Vincent apprentice John Surtees and did road tests on Vincents in the 1950s. It is interesting that Phil, John Surtees and Vic worked for the E.M.C motorcycle company and Jack Brabham and Ron Tauranac invested in its owner's designs (Dr Ehrlich). Vic came to Australia several times and his appreciation of our rally fund raising wines was not always consistent.

In later years Alan Bruce worked for the Tottenham based J.A. Prestwich Company who had a factory in Ballarat. Alan and Phil had met at the motorcycle dealer Stillwell and Parry in Elizabeth Street, Melbourne where he was tuning machines. Phil also corresponded with Jack Williams, the father of Peter Williams. Jack had been a prewar motorcycle racer and worked for a time at the Vincent H.R.D. factory then in later life he was the Chief Engineer at A.M.C. responsible for the racing development of AJS 7R and Matchless G50 racing bikes.



**Phil seated on the A.J.S. outfit with Alan Bruce in leathers standing**

Phil had worked for Bill and Bob Chamberlain in their tractor manufacturing endeavours. Working on diesels gave him more experience in the engineering world. I think the Chamberlains who were the nephews of Harry Hawker had a cylinder ring and piston company named Rolloy. Phil applied himself to these magical items with gusto. I can't remember Phil's involvement with the Chamberlain recreation of a prewar racing car that used a Napier engine, but I remember them talking about it. Like Jack Brabham and Ron Tauranac, Phil took part in at least one Redex Trial. I remember Phil talking about Galignite Jack Murray being a pest waking the exhausted competitors with explosions. Other rallies took his interest and on occasion he teamed up with Harry Firth. Charlie Dean's Maybach and the Repco Record took Phil's interest and I remember hearing Phil talking about how the Maybach disintegrated in the hands of Stan Jones at Southport, Queensland. Phil thought drum brakes got as good as they could get on the Maybach. The small Coopers fascinated Phil and he worked on several of them for Reg Hunt and Lex Davison, among others. Phil had gained experience on superchargers with a V twin speed attempt in the 1930s in the U.K. Among his archives were notes on Rolls - Royce Merlin superchargers. Superchargers were installed onto the Coopers that he had worked on to gain extra power.

I think these may have been Zollers which had started in the 1920s to make two stroke engines gallop quicker. In the 1980s Edith and Phil Irving were guests at a Broken Hill bike rally. I had gone there on the Indian Pacific. One day I rode Jack Rudd's 1920s AJS single back from Menindee. It ran lean and I holed piston. Later I went to a local basketball hall to see the bikes set off on another run. While alone I read a note on the notice board. It said "Speedway bike forks for sale". I rang the chap from the wall public phone, and they turned out to be girdraulics. When the rally competitors returned, Phil asked "where the forks had come from". When enlightened, he said "you surely are ubiquitous Mr Wood"! Vincent owner Alan Pride had been born in Broken Hill and had gone to school with the famous ex miner and later painter Pro Hart. Alan, Edith, Phil and I went to Pro's gallery. Pro had a Vincent twin among other vehicles. He told Phil that the bike was a "Rapidised Shadow". Tongue in cheek Phil replied "there can't be many of those about"!

Among Phil's archives was a lot of stuff used in his two-stroke book which was published around 1967. The book is one of Phil's rarer tomes. He told me that he had written it after one of the American outboard motor producers had been curt with an engineering enquiry that he had made.

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## **Memories of Phil Irving Pt.2**—continued

Will Hagon recalled when I mentioned the book “TWO – STROKE POWER UNITS, Their Design and Application” Will said “Top local motorcycle racer, the late Warren Willing, was, as were all who raced in his era, an expert on tuning two stroke engines. He told me that Phil’s book on two strokes was spot on, despite it having been written some time before two strokes became almost universal in grand prix motorcycle racing.” Phil and his publishers were cheated out of royalties by an American company who printed three of his books and I think Paul Richardson’s book on Vincent motorcycles as well. Phil would never sign copies of these books. The public were often perplexed. He ‘replied “I won’t sign someone else’s book”!

In the early 1990s the few Vincent owners like Steve Butcher, Ian Brock and Doug Rann in Canberra organised a Vincent Rally. We attended a picnic on a hot day, and I then drove Phil back to the motel. Phil asked me why I thought it wise that he did not stay at the picnic. I replied that you must give a talk, and you need to rest beforehand.’ He gave me one of his looks with his spectacles at his nose end.’ ‘True but boring’ he replied. After dinner that night he spoke well. I think shortly after this his health declined. Phil had developed Padgett’s Disease of Bone. This reduced his mobility greatly. Despite struggling to finish his autobiography, our Paul Armstrong published it after Phil’s death in 1992. Mispronunciations and incorrect spelling caught Phil’s interest. “Wonderous” and “mischievous” were among his pet hates. He thought about the likelihood of low dudgeon and hench women as well.

Phil had worked for the Crankless Engine Company in Melbourne. In 1930 he rode overland to England on a HRD bike and sidebox. One night at my house Phil tried to explain how Crankless engines worked using a knitting needle and a ginger nut biscuit. Eventually I ate the biscuit. Phil looked astonished. My reply was that the person would never understand the concept and I was hungry. Phil smiled impishly and reached for a biscuit. Phil asked me how aircraft propellers were straightened as we discussed bent girdraulics. My reply astonished Phil who thought it was witchcraft. Phil did not like people mispronouncing his name as Irvine. He once told a person that he would not pay an account until it read Irving and not Irvine. He said the books that he did not sign would be worth more as they were fewer in number. He said the only signature that he wanted of mine were on cheques.

Phil socialised with many people in engineering fields and elsewhere. He followed conventional engineering practices. His designs were straight forward. The cam mechanism in Vincents was clever and practical. The SOHC Repco Brabham engine ran within 61 weeks of putting pencil to paper. Phil said it had one major fault; “It kept winning races”! It used off the shelf parts when possible. The camshaft followed a BSA Gold Star profile. In the early 1970s, while much of Australia was a bit jingoistic on the Sarich Orbital Engine design, Phil had serious doubts which proved to be correct. He said “the Sarich engine had all the problems of a rotary engine and some more of its own.” The Sarich Orbital Engine came to nothing. Pedr Davis wrote an interesting book on Ralph Sarich, and it is a good read. From memory Phil and Ralph were both interviewed on television at the height of the Orbital Engine hysteria. In the 1970s I attended an IAME talk night at the University of NSW where Ralph Sarich did his “Smoke and Mirrors” routine. Later he invested in two stroke designs and real estate.

Phil told me that in the early post war period he was testing the Series ‘B’ prototype and followed a bike in the distance and could not close the gap between them. He followed the bike into the Vincent HRD Works. It was a Series “A” Rapide. The rear swing arm suspension that is fitted to most Velocettes from about 1953 was a design by Phil. He received a small sum for his patent.

Phil was a night owl. He thought and worked into the early hours when it was quieter and he could think away from disturbances from others. His home was called “Owls Rest”. When awake he travelled to Repco via places that did work for the Brabham project for inspection. Doing a job for Phil was a pleasure. Phil’s work methods were not the norm but were successful. The ignorant rumour that he got to work late was both untrue and hurtful. He became acquainted with author Nevil Shute who, like Phil, had a penchant for motor racing. Phil’s association with the Phillip Island track led to an involvement with the Stanley Kramer movie ‘On the Beach.’ The New South Wales V.O.C. Section Vice President Bob Riches recalls going to Phillip Island committee meetings with Phil Irving. Bob said to me recently “late at night driving back to Melbourne, Phil always knew some little café that would serve a meal, a glass of wine and a cup of coffee”!

The Hi Power Holden Cylinder Head happened around 1955 due to the success of the Holden six-cylinder car released in late 1948. Competition chaps cried out for more power and Repco employed Phil to increase the simple grey engine’s horsepower generation. 150-cylinder heads were produced before GMH said to Repco that they were a little embarrassed with the hp increase. Later Phil’s cylinder head designs were used on Isuzu engines and by the Yella Terra firm. Phil once said to me that ultimately power is found in the combustion chamber.

After being given a hard time in the mid-1960s at Repco by someone in management who was jealous of Phil’s skills and engineering success he left. Instead of designing the all-new Repco Brabham V8 engine, he accepted a commission from his friend Jumbo Goddard to design new connecting rods for a Vintage Bentley’s increased size crankshaft. The Bentley later achieved 164 mph on a closed Belgium road.

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## **Memories of Phil Irving Pt.2—continued**

Phil Irving and Jumbo Goddard had been involved in Donald Campbell's first attempt with "Bluebird" at Lake Eyre in 1963. Phil and Jumbo worked tirelessly on the path that the huge and heavy speed leviathan would take. Phil said he had never seen a more frightened soul than Donald Campbell. Donald had previously crashed and now thoughts of another crash or failure was an epic burden for him to carry on his shoulders. Phil said at night when he and Jumbo camped next to their Land Rover they heard the weirdest sounds from the dry lake. Interesting that Lex Davison, a friend of Phil, was asked to drive the "Bluebird" at Lake Eyre to make his observations as a racing car driver. Lex is the only person other than Campbell to drive the car. Jumbo had a great collection of cars at his Newport residence and an automatic turning machine. Very civilized, I thought. Amongst many other marques Jumbo had liked three wheeled Morgans. He asked Phil if any had been Vincent powered"? Phil replied "there is one in the U.K. that has a Series "Ä" Rapide motor. It goes like the proverbial off a shiny shovel." Jumbo laughed. Jumbo had worked as a seaman on the recreation in 1957 of the puritan's Mayflower crossing to Plymouth.

The recent COVID 19 pandemic showed that some people in different Australian states were not working together. I never believed that having the International Rally in three states was an ideal strategy. I thought the A.C.T. might be a good epicentre to initially meet before everyone could explore Australia at their own speed. Victoria thought that they were running the show, did not provide NSW with any regalia that they had produced and did not sell or pay for regalia that NSW had produced and sent. They stopped me selling rally regalia at the Victorian leg of the rally. Later I sent a cheque with a letter that informed them that I owed them an amount for spare parts. I reimbursed the NSW Section for the Victorian debt and paid the Victorian Section the difference. They did not like this and I called a spade a spade. Phil had a copy of my undiplomatic correspondence. I said 'I don't apologise to people in the wrong, Pommies or Victorians.' As this chap in Victoria is a Pommie and is in the wrong he is not getting an apology from me'!! Phil replied "the Victorian Section Organiser has something wrong with his Fallopian tubes"! Before the International Rally I came home from work and Phil had circled a classified ad for an MGB. I looked at the car the next day, bought it and drove it home. Later I found out that the main bearings were worn down. The owner had the car running when I arrived. When reaching home Phil asked me why I bought it. "I thought you gave me a direction" I said. "I was trying to get the pen to write" Phil replied with a smile.

I took Phil to Central Station once as he was returning to Melbourne by train. We had a drink before he boarded, and he asked "Chris you only drink beer. Why not wine?" True to form I replied, "Homosexuals drink wine." Phil looked at me, paused and then said "Yes, but it is cheaper"! A lasting image for me of Phil happened one day at the home of Alan Steele. Alan was a fitter and turner who had worked at Bendix. He restored the mechanics of vintage cars like Packards. His back yard was bush. Phil liked the jungle from the two-story house. In the distance he liked the view of the ocean. They drank wine from an odd shaped and coloured bottle that Alan had chosen for our lunch. Phil held it up to the light and watched the sunlight drain through it. He was fascinated with the bottle's design, shape and manufacture. That was Phil all over, always watching, always thinking and always trying to unpuzzle the disassembled jigsaw pieces.

In late 1987 I received a call from Arthur Blizzard the President of the NSW Auto Cycle Union. He wanted me to round up the major Bathurst GP riders from the last 50 years for the subsequent 1988 Easter races. Fifty years since Mt Panorama opened was a significant milestone in that the bicentennial year. I soon found out that the races occurred on little more than a shoe-string. I am still out of pocket for paying for petrol for some riders to get there. Len Withnall drove Phil and Edith to Bathurst in a car that I had rented. Phil's connection to the track came from the many Vincent powered outfits which had raced and won there. His connections to the racing of Reg Hunt and Lex Davison there also were on his resume. During the 1980s NSW VOC member Paul Armstrong persuaded Phil to re-enter the world of writing. A compilation of his prewar and early engineering articles became 'Motorcycle Technicalities.' It sold well and went into a second printing. Then Paul and Phil updated "Tuning for Speed" and this met with strong demand as well. The triple treat for us was Phil's autobiography which Phil did not live to see published,

When Phil worked at Repco the young staff were mesmerised by the length of ash hanging from his cigarettes without ever dropping and many of them thought it was a theatrical prop. He became known as "Fag End Phil." Nigel Tait who was a cadet engineer at the time with Repco at the time of the RB620 project recalls Phil commuting between rural Warrandyte and Melbourne. In those days it was a camel ride with a packed lunch. Nigel remembers in the morning when they arrived probably after Phil had left only hours earlier, they always found a need to replenish the biscuit tin's contents.

I once owned an NSU RO 80 which had a rotary engine. Phil drove one and both physically and emotionally struggled with its electrical gear change. The experience made him state something which sums up his design work over many decades "In my view, blind worship at the shrine of the super complicated is a thing eschewed with vigour. The simpler a thing can be made, provided it gets results, the better"! One of the last times I was with Phil, I took him to the airport. Before we had lunch at the Arncliffe Scots club. Phil confided in me that due to society's many changes he was feeling it more than uncomfortable to live in. Phil died in 1992 and I was working in Telstra media. The head journalist was an Irish chap named Gerry Tidd. These days he works for Blue Scope Steel. He knew I had a background with Vincents and Phil Irving. He had an obituary in front of him on Phil, written by journalist Mike Kable. I had met Mike Kable four years before at Bathurst with Phil. Gerry said that I should try to get to the funeral despite the pilot strike making travel difficult. I did and rode Phil Pilgrim's comet to the funeral via Melbourne traffic and trams.

/continued....

## Memories of Phil Irving Pt.2—continued

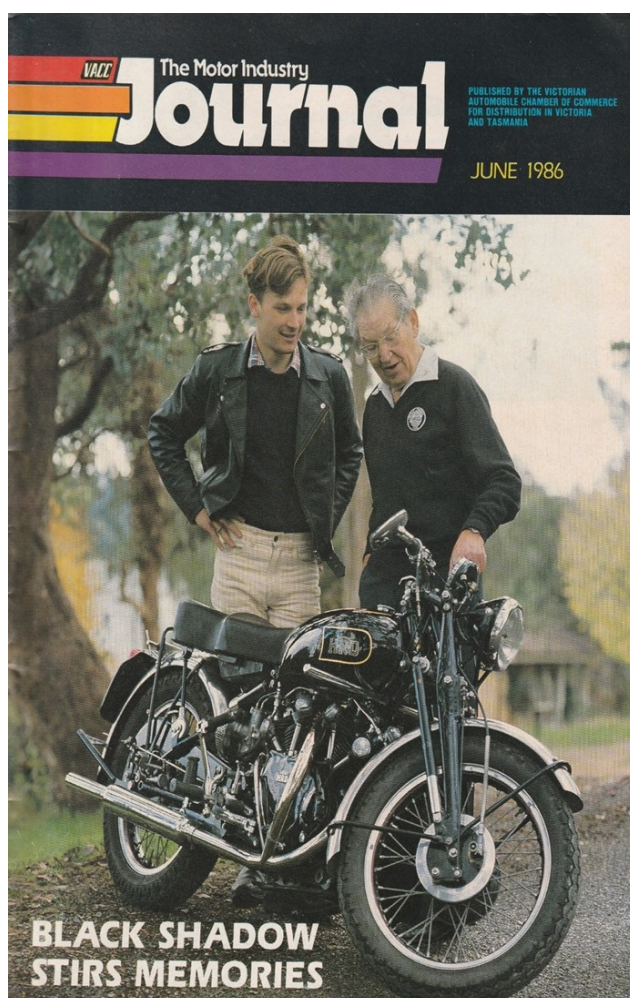
On the Monday after the funeral, I went on Melbourne radio and spoke of Phil's accomplishments. Phil Pilgrim remembered Phil explaining how to roll up newspaper to start a campfire. He did it this way to slow the burning rate and to increase the temperature. Mr Pilgrim was amazed that when they were examining a large model of a tall ship, Phil knew every rope and their individual purpose. One of the reasons that he was so sociable was because his knowledge of the world was so immense.

Because of Phil Irving I got to meet John Surtees, Ron Tauranac, Sir Jack Brabham, Vic Willoughby, Dennis Minnett, Russell Wright, Bob Burnes, Frank Match and Rex Tilbrook. For a few moments, the ubiquitous Mr Chris Wood walked with giants.



J. Gill & Phil Irving on their way to England via New Zealand and Canada

Phil rode a Vincent at the Albury Rally in January 1973 at the Hume Weir racing circuit. In time his eyesight deteriorated and he decided that it would be wise to retire from riding.



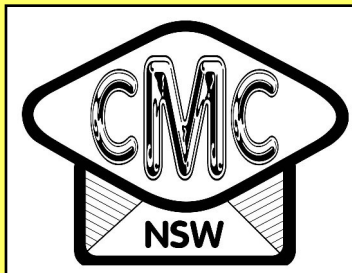
# HISTORY OF CLUB PLATE SCHEMES

## INCLUDING ORIGIN OF NUMBER PLATES & GOVERNMENT DEPARTMENTS

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

## HISTORY OF CLUB PLATE SCHEMES - continued

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



# STAYING AFFILIATED

## WITH THE COUNCIL OF MOTOR CLUBS

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

This information only applies to current Affiliated Clubs:

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

**NOTE:**

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

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

**NOTE:**

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

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

**NOTE:**

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

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



**HERE'S A BIT OF INFORMATION ON THE CMC COSMOS CUSTOM MOTOR TOUR THAT LYNELLE IS ORGANISING FOR AUGUST TO OCTOBER 2025**

**MORE INFORMATION AVAILABLE FROM LYNELLE—SEE BELOW**



From \$20,000 per person, twin share

To obtain a detailed itinerary and join the group on this tour, you need to contact

**Lynelle on 0422 513 256**  
**or Kristina on 4421 2666**

HELLOWORLD TRAVEL NOWRA  
[nowra@helloworld.com.au](mailto:nowra@helloworld.com.au)



**YOUR TOUR INCLUDES:** Personally escorted by Lynelle & John. Take the Eurostar from the UK to Brussels, 3-day admission to Goodwood Revival, hand-picked hotel accommodation, expert Tour Director and knowledgeable local guides, deluxe air-conditioned motorcoach with free Wi-Fi, guided sightseeing balanced with plenty of free time! Think about Amsterdam, Cologne, Lucerne, Salzburg, Venice, Milan, Rome, Florence, Turin, Paris and more.

**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.





**NEW DATE FOR THE 2024 EAST HILLS CHARITY CAR SHOW**

**SUNDAY 29TH SEPTEMBER 2024**

**KELSO SOUTH OVAL PANANIA**

**Proudly supporting**

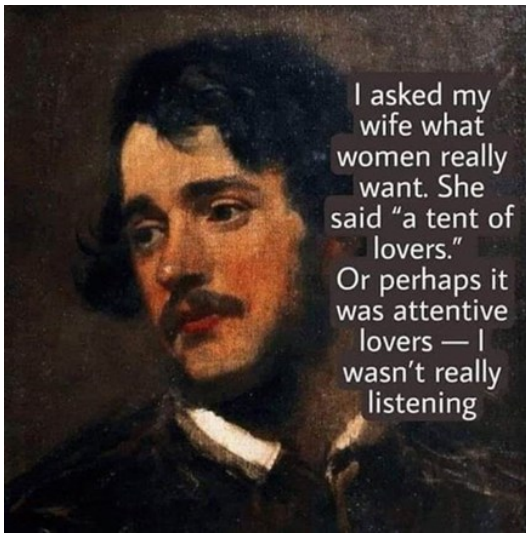
**PANKIND—THE AUSTRALIAN PANCREATIC CANCER FOUNDATION**

**Please save the date and come along to a great family day with plenty of food, drinks, entertainment and see some of the coolest cars in the State, while supporting this very worthy cause.**

**All makes and models are welcome!!**







Ha Ha

Ha Ha

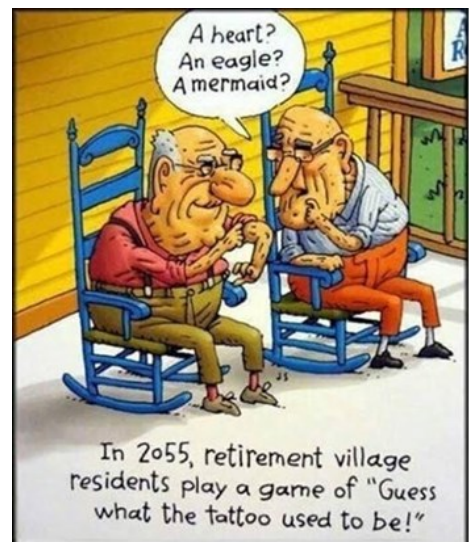
Ha Ha



I'M AT THAT AGE WHERE MY MIND STILL THINKS I'M 29, MY HUMOR SUGGESTS I'M 12 WHILE MY BODY MOSTLY KEEPS ASKING IF I'M SURE I'M NOT DEAD YET.



MY WIFE ASKED ME WHY I SPOKE SO SOFTLY IN THE HOUSE. I SAID I WAS AFRAID MARK ZUCKERBERG WAS LISTENING! SHE LAUGHED. I LAUGHED. ALEXA LAUGHED. SIRI LAUGHED.



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

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



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

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



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

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

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

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

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

### DETAILS ARE SET OUT BELOW:

#### Address:

State Library - Legal Deposit

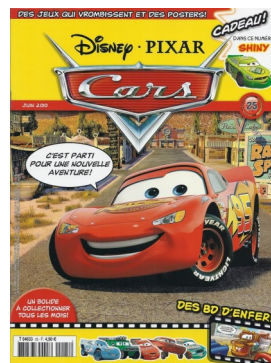
1 Shakespeare Place

SYDNEY NSW 2000

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

Email [legal.deposit@sl.nsw.gov.au](mailto:legal.deposit@sl.nsw.gov.au)

Suggested send via mail and email



## NEXT CMC GENERAL MEETING

**Tuesday 30th July 2023**

**AT STRATHFIELD GOLF CLUB**

**WEEROONA RD, STRATHFIELD**

**Commencing at 7.00 pm—Dinner available from 6.00 pm**

## CMC MEETINGS FOR 2024

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

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

Committee Meetings	General Meetings & AGM
Wednesday 10 <sup>th</sup> July	Tuesday 30 <sup>th</sup> July
Wednesday 11 <sup>th</sup> September	Tuesday 24 <sup>th</sup> September
Wednesday 13 <sup>th</sup> November	Tuesday 26 <sup>th</sup> November

#### ADDRESS

29 Penny Place  
Blacktown NSW 2148

#### OFFICE HOURS

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

#### STORAGE ACCESS

5am to 8.30pm, 7 days a week

**PHONE:** (02) 9671 6011

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

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



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

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

**Thanks Kay**

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