



The Preserve

Celebrating lots of anniversaries



Fiat Club

70



100

Alvis



Armstrong
Siddeley

100



60

Mini



60

Triumph
Herald



Jaguar Mk 9
& Jaguar Mk 2

60



VOLVO Car Club

50



Hudson AMC
Car Club

50



Datsun 240Z

50



Bolwell Nagari

50



August 2019
Shannons Sydney Classic



Your 2019 Committee

Executive Committee

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President
VSWG, RSAC & Govt.
Liaison / AHMF Delegate

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Vice President & SSC

Kay De Luca
Treasurer/SSC/Editor
Affiliation Renewals

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SSC Sub-committee

Brian Caldersmith
Front Cover Artwork

Lynelle Titcume
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President's Report



The 2018/2019 year has continued the CMC NSW growth and advocacy of our membership and the historic/classic vehicle movement in general. The Committee has worked diligently to catch up with things since the unfortunate passing of our wonder woman Secretary, Ms Julie Williams, in June 2018.

I again suggest to ALL clubs that you must have plans in place for succession as our hard working executive members are getting older and nothing is certain in this big bad world folks. Encourage those younger folks please.

Enough of the doom and gloom huh? Our membership of clubs and hence people in those clubs has grown quickly and I will try to set out some numbers below to give you an idea of the size of our group.

Last year's Shannons Sydney Classic display day at Sydney Motorsport Park was once again a booming success. It never ceases to amaze me how Tony De Luca and Allen Seymour can fit in all the vehicles when the grounds are finite to a major degree. They are wizards in my opinion but fortunately they do not wear robes and pointed hats. That would look silly!

This year is looking to be a fantastic event with the inclusion of some 1,800 vehicles from 110 clubs. The Minister for Regional Transport in NSW, the Hon. Paul Toole MP will be attending and we look forward to continuing the "tradition" of showing such folks around the display and amazing them with the extent and passion of our membership. This will be the fifth year we have had a visit from a senior member of the NSW Government at the event, so it is helping to raise our profile with such folks. We have to ensure they are aware of us or we fade into insignificance.

National Motoring Heritage Day in May was also a big success with the usual huge display down the coast in Berry, plus a massive increase in attendees at the latest inclusion from one of our newest clubs at a new venue in the lower Blue Mountains. The concept of this event has changed from the hope that clubs would move from venue to venue throughout the day. The majority just like to go to a chosen spot and stay there enjoying the company and the vehicles on display, plus the additional attractions in the area around the grounds where the vehicles are located. So be it, we are all about that.

Big things are happening within the Government area in NSW with a newly elected Premier setting up a different Cabinet whereby the old Roads and Maritime Services will dissolve into a large Transport NSW with two Ministers in charge. One for Transport in Urban areas and one for Transport in Regional areas. We have continued to engage with the authorities in regard to our vehicles and the use of them.

The Vehicle Standards Working Group, which I Co-Chair and the Road Safety Advisory Council of which I am a member, continue on despite the change in Government departments and we will continue to advocate for the right to use our vehicles in a friendly, leisurely atmosphere with our fellow club members.

/continued...

President's Report (continued)

We have constantly pointed out that there is no evidence of an increase in accidents involving older vehicles which are used for hobby purposes. The regular beat ups in the press about older cars causing more deaths and injuries fail to confirm any such statistics. In fact, the lower death tolls each year are evidence that the national fleet of vehicles in regular use is getting younger and the roads are improving. Be prepared for further such "outcries" as the ailing car sales industry looks for ways to stimulate new car sales.

We are currently negotiating with the authorities in regard to the permanency of the 60 day log book and that is looking good at this stage. We are assured that an outcome will be with us well before the trial expiry date on October 1st. We are also involved in talks with them regarding the complete Conditional Registration system in NSW. Only one meeting so far but very good "vibe" from that and the next will be on 30th October. Suffice to say that the number of non-aligned clubs out there on the RMS Approved List for Historic Registration (HVS) is a focus as they are where the majority of problems exist as far as abuse of the system. You would be amazed at some of the supposed "standard" vehicles we get reported to us by diligent and helpful members of the CMC clubs and others in the ACMC which we are members of.

And so to those promised statistics. CMC now has 188 clubs as members. In those clubs we have 28,795 persons. There could be some crossover there as some are in more than one club. Like me I suppose. Those members have between them over 40,000 vehicles of all types and 12,473 of those are on one or the other form of conditional registration in NSW being HVS and the newer CVS. That is a staggering number of great older vehicles which form a mobile museum for the people of NSW. Every time we go out on the roads we no doubt bring back memories and some joy to the people who see us on the move or on display.

Terry Thompson OAM
President CMC NSW Inc.

NEXT CMC GENERAL MEETING

Tuesday 24th September 2019

At the Arena Sports Club, 140 Rookwood Rd, Yagoona
Commencing at 7.30 pm—Dinner available from 5.00 pm

Make sure your CMC Delegates attend these Meetings—it's the way to catch up on all the CMC News.



Saturday 28th March to **2020** *Friday 3rd April 2020*

AHMF
NATIONAL MOTORING FESTIVAL
ALBURY - WODONGA
28 MARCH - 3 APRIL

Australian Historic Motoring Federation Inc.
This event is open to:

- Veteran, Vintage and historic vehicles more than 25 years old.
- Cars, caravans, motorcycles and commercial vehicles.
- Enter by 30/06/2019 for Early Entry Draw - accommodation for the entire event.

All information and entries on AHMF website

Visit: ahmf.org.au/2020Tour ✉: 2020Tour@ahmf.org.au

Eat Drink Play
SSA
Meals & Entertainment

ON PIT LANE THIS YEAR

The trophies awarded at Shannons Sydney Classic are for the annual CMC Concours d'Elegance. In this event, affiliated clubs enter their chosen vehicles for judging based upon a points system for condition, cleanliness, originality and authenticity of restoration.

The Concours is presided over by the CMC Judging Pool. The standard of vehicles presented in the Concours D' Elegance at the Shannons Sydney Classic is high, however originality counts for 50% of points awarded. The quality of the entries for 2019 are again characteristic of this high standard.

It is our custom to celebrate marque & club anniversaries each year. This year we have a number to celebrate including the Centenaries of Alvis and Armstrong Siddeley. You can view the anniversary clubs for 2019 along with the Concours D'Elegance entrants on Pit Lane. The Judges' decision will be announced at 2:30pm followed by the Trophy Presentation on Pit Lane. The CMC wishes all the Concours D'Elegance entrants Good Luck and may the best car win.

For those people who have difficulty negotiating the tunnel between the main area and area D, there is a wheelchair-friendly shuttle bus operating throughout the day. Catch it near the access road in Area D & near the Ambulance Station between areas B & C and opposite area E.

The Committee wishes to thank all our member clubs who are taking part in this year 's event for their support. Your feed back is also invaluable to help us plan a bigger and better event each year, so please don't hesitate to contact us. We sincerely hope you enjoy the day.



JayJay the Balloon Guy
9.30-1.30 pm
Garages 47 & 48



Music from Pitch Black from 9.30am—Area B



Ramon's Circus Workshops
10.00-11.30am &
12.00-1.30pm
Garages 47 & 48

Don't forget to visit the Pit Lane Garages especially the CMC Garages (49 & 50). You need to present your voucher for the CMC Shannons Medallion while you're there.

Our raffle for Prostate Cancer Foundation this year has a First Prize of a \$2,000 CRUISE VOUCHER courtesy of CRUISE EXPRESS. Buy your last Minutes Tickets for the Raffle in the CMC Garage!!

In The Garages This Year

1	Ceva Logistics	26	Motoactive
2	Mobile Blasting	27	Hudson AMC Car Club
3		28	Slot Shop
4		29	Bendix
5	Jeebsters Nostalgic Signs PTY. Ltd	30	Bendix
6	Alvis Car Club	31	PPC Permanent Paint
7	Trico	32	PPC Permanent Paint
8	Soundlabs Group	33	Royal Automobile Club Aust
9	Sue's Transport Books	34	
10	Motor Racing Collectables	35	
11	Mini Car Club	36	
12	Mini Car Club	37	
13	Mini Car Club	38	Keith Tyler Collectables
14	Motorretro Pty Ltd	39	Keith Tyler Collectables
15	Redistrip	40	
16	Hare & Forbes Machinery	41	Vintage Wiring Harness
17	Gulf Oil	42	
18	Northern Region Art	43	Historic Group N Assoc
19	F1 Scale Models	44	Bowdens Own
20	Fiat Club NSW	45	Vintage FM
21	Simmons Wheels Magazines	46	Corp Sponsors
22	Antique Tyres	47	CMC - Kids Club
23	Not available	48	CMC - Kids Club
24	Not available	49	CMC
25	Not available	50	CMC

TRACK TOURS SCHEDULE 2019

9:30 Area D	Jamberoo Valley Classic Vehicle Club (22) Classic & Historic Auto Club of Aust (20) Southern Sydney Early Holden (8) Toyota Car Club of NSW (20) Dapto Classic Car Club (6)	11:45 Area D	Dodge Owners Car Club (10) Pontiac Car Club Aust (24) FB-EK Holden Car Club NSW (10) Sunbeam Owners Club (10) Camaro Firebird Owners (25)	2:15	MG Car Club (25) Sprite Car Club Aust (20) The XW-XY Association (10) Studebaker Car Club (15) Morris Minor Picnic Club (8) Mini Car Club NSW (30)
10:00	Lithgow Vintage Motor Club (17) Monaro Car Club of NSW Inc (15) Regals Mopar Car Club (20) Triumph Sports Owners Assoc (20) Thunderbird Owners Club of Aust (18) Leyland P76 Owners Club (14)	12:00 Area E	AHMC Blue Mountains (30) Anglia Prefect Club (12) FX-FJ Holden Car Club Aust (12) The GT Club (11) Hawkesbury Historic Car Club (16) Jensen Car Club of Aust Inc (10) Jowett Car Club Aust (6) Model A Ford Club (15) Vauxhall Bedford Opel Owners Club (7) Z Car Club Sydney (16)	2:30	Vauxhall Owners Club (6) Humber Car Club (2) R&S Series Valiant Car Club (15) Aust Ex-Military Vehicle (1) Classic Car Club Illawarra Inc (20) Club Lotus Australia (10) Leyland P76 Classic Car Club (3) Hudson AMC Car Club of Aust Inc (19) Early Falcon Car Club (26)
10:15	Veteran & Vintage Chev Assoc (15) Vintage Vehicle Club Aust (15) Rover Owners Club (15) Chevrolet Club NSW (20) Willys Whippet Overland (8) Illawarra Vintage Car Club (15) Austin Motor Vehicle Club (2) Austin 7 Club NSW (5) Macquarie Towns Motorcycle (5) Milton Ulladulla Classic Car Club (1)	12:45	Volvo Car Club (40) Cadillac La Salle (22) Peugeot Car Club NSW (10) Saab Car Club of NSW (25)	2:45	Concours Parade & Trophy Presentations Followed by Raffle Draw
10:30	South Coast Vintage Car Club (25) Aston Martin Owners Club NSW Inc (5) Thoroughbred Sports Car Club (25) Bolwell Car Club (20) Buick Car Club Aust (25)	1:00	Italian Made Social Motor Club (48) Lancia Motor Club NSW (10) Fiat Club NSW (26) Alfa Romeo Owners Club NSW (15)	3:30 Area D	1949-1962 Ford V8 Club (20) Austin Healey Owners Club (6) Classic Falcon Owners Club NSW (10) Classic Rally Club (12) Museum of Fire (10) Small Ford Car Club (30)
10:45 Area D	Antique & Classic Motor (20) Austin A40 Car Club (15) Berrima District Historic Vehicle (15) Packard Auto Club (10) Isuzu Car Club of Aust Inc (16)	1:15	Mercedes Benz Club NSW (45) Porsche Car Club (20) Aust Porsche 356 Register (10) Cronulla RSL ME Group (25) Rolls Royce Owners Club (8)	4:00	LAST BUS RUN Alvis Car Club NSW (7) Aust Historic Motor Club (20) ROMEO (7) Armstrong Siddeley Car Club (12) Morgan Owners Club (22) Citroen Car Club of NSW Inc (20) Renault Car Club Aust (15)
11:15	Pittwater Motor Enthusiasts Club (26) Micro Car & Scooter (11) Morris Minor Car Club NSW (29) Early Ford V8 (15) Lions Pride Holden Car Club (20)	1:30 Area D	Club Vee Dub Sydney (20) Glossodia Classic Car Club (10) Campbelltown Historic (20) Central Coast Historic Car Club (14) Muscle Classic & Performance Car Club (10) XW-XY Falcon Owners Club of NSW (5)	4:15	HSRCA HTCA HGNA
11:30	Jaguar Drivers Club (30) Mustang Owners Club (44) Magic Metal Motoring Club (10) Gnoo Blas Classic Car Club (5) 48 FJ Holden Owners Club (12)	2:00	FE-FC Holden Car Club NSW (12) HD/HR Holden Club NSW (10) American Muscle Car Club (20) Ford Galaxie Club (10) Chrysler Restorers Club (20) ARDC Classic Car Club (20) Landrover Owners Club (10)	4:45	Event Close

Track Tour Schedule Alphabetical by Club/Time			
Club/ Event	Time	Club / Event	Time
48 FJ Holden Owners Club	11.30	Jaguar Drivers Club	11.30
1949-1962 Ford V8 Club	3.30	Jamberoo Valley Classic Vehicle Club	9.30
Aust Historic Motor Club	4.00	Jensen Car Club of Aust Inc	12.00
AHMC Blue Mountains	12.00	Jowett Car Club Aust	12.00
Alfa Romeo Owners Club NSW	1.00	Lancia Motor Club NSW	1.00
Alvis Car Club	4.00	Landrover Owners Club	2.00
American Muscle Car Club	2.00	Leyland P76 Classic Car Club	2.30
Anglia Prefect Club	12.00	Leyland P76 Owners Club	10.00
Antique & Classic Motor	10.45	Lions Pride Holden Car Club	11.15
ARDC Classic Car Club	2.00	Lithgow Vintage Motor Club	10.00
Armstrong Siddeley Car Club	4.00	Macquarie Towns Motor Cycle	10.15
Aston Martin Owners Club NSW Inc	10.30	Magic Metal Motoring Club	11.30
Aust Ex Military Vehicle	2.30	Mercedes Benz Club NSW	1.15
Aust Porsche 356 Register	1.15	MG Car Club	2.15
Austin 7 Club NSW	10.15	Micro Car & Scooter	11.15
Austin A40 Car Club	10.45	Milton Ulladulla Classic Car Club	10.15
Austin Healey Owners Club	3.30	Mini Car Club NSW	2.15
Austin Motor Vehicle Club	10.15	Model A Ford Club	12.00
Berrima District Historic Vehicle	10.45	Monaro Car Club of NSW Inc	10.00
Bolwell Car Club	10.30	Morgan Owners Club	4.00
Buick Car Club Aust	10.30	Morris Minor Car Club NSW	11.15
Cadillac La Salle	12.45	Morris Minor Picnic Club	2.15
Camaro Firebird Owners	11.45	Muscle Classic & Performance Car Club	1.30
Campbelltown Historic	1.30	Museum of Fire	3.30
Central Coast Historic Car Club	1.30	Mustang Owners Club	11.30
Chevrolet Club NSW	10.15	Packard Auto Club	10.45
Chrysler Restorers Club	2.00	Peugeot Car Club NSW	12.45
Citroen Car Club of NSW Inc	4.00	Pittwater Motor Enthusiasts Club	11.15
Classic Car Club Illawarra Inc	2.30	Pontiac Cara Club Aust	11.45
Classic Falcon Owners Club of NSW	3.30	Porsche Club	1.15
Classic & Historic Auto Club of Aust	9.30	Renault Car Club Aust	4.00
Classic Rally Club	3.30	R&S Series Valiant Car	2.30
Club Lotus Australia	2.30	Regals Mopar Car Club	10.00
Club Vee Dub Sydney	1.30	Rolls Royce Owners Club	1.15
Cronulla RSL ME Group	1.15	ROMEO	4.00
Dapto Classic Car Club	9.30	Rover Owners Club	10.15
Dodge Owners Car Club	11.45	Saab Car Club of NSW	12.45
Early Falcon Car Club	2.30	Small Ford Car Club	3.30
Early Ford V8	11.15	South Coast Vintage Car Club	10.30
FB-EK Holden Car Club NSW	11.45	Southern Sydney Early Holden	9.30
FE-FC Holden Car Club NSW	2.00	Sprite Car Club Aust	2.15
Fiat Club NSW	1.00	Studebaker Car Club	2.15
Ford Galaxie Club	2.00	Sunbeam Owners Club	11.45
FX-FJ Holden Car Club Aust	12.00	Thoroughbred Sports Car Club	10.30
Glossodia Classic Car Club	1.30	Thunderbird Owners Club of Aust	10.00
Gnoo Blas Classic Car Club	11.30	Toyota Car Club of NSW	9.30
GT Club, The	12.00	Triumph Sports Owners Assoc	10.00
Hawkesbury Historic Car Club	12.00	Vauxhall Bedford Opel Owners Club	12.00
HD/HR Holden Club NSW	2.00	Vauxhall Owners Club	2.30
Historic Sports & Racing Car Assoc	4.15	Veteran & Vintage Chev Assoc	10.15
Historic Group N Assoc	4.15	Vintage Vehicle Club Aust	10.15
Historic Touring Car Assoc	4.15	Volvo Car Club	12.45
Hudson AMC Car Club of Aust Inc	2.30	XW-XY Association, The	2.15
Humber Car Club	2.30	Willys Whippet Overland	10.15
Illawarra Vintage Car Club	10.15	XW-XY Falcon Owners Club of NSW	1.30
Isuzu Car Club of Aust Inc	10.45	Z Car Club Sydney	12.00
Italian Made Social Motor Club	1.00		



Hawaii, Tahiti and New Zealand Cruising from Honolulu to Sydney

September 2020 - up to 21 nights

Island hop through French Polynesia and take in sweeping views and secluded beaches between Sydney and Honolulu. Sail on to the land of the Long White Cloud and be inspired by the beauty of the Bay of Islands. This is the perfect chance to experience sea days mixed with island hopping throughout the Pacific and New Zealand. Chose to sail on either Serenade of the Seas or Ovation of the Seas. From \$4,259* pp twin

Ponant Kimberley Cruise 2020

Book by 31 August and enjoy complimentary flights, accommodation & transfers[^]!

May to August 2020 - 10 nights

Waterfalls, steep gorges, vast plateaux, crystal clear waters and remote mountain ranges, the untamed lands of the Kimberley hold the promise of a quintessential Australian adventure. The vast Kimberley wilderness was formed billions of years ago and today it remains just as rugged and remote. From \$13,099* pp twin



Cruisin' Country 9

All new bookings made by 12 August will save up to \$2,000 per cabin[^]!

12 October 2019 - 7 nights

Australia's best homegrown country artists are back including Lee Kernaghan, Beccy Cole, Gina Jeffreys, Adam Harvey and Travis Collins, collaborating for an unforgettable music holiday. All new bookings will also receive VIP Packs and be in the running to win a host of prizes including an acoustic guitar personally signed by Lee Kernaghan and much more! From \$2,145* pp twin

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Anniversaries for 2019

Years	Marque/Model/Club
100	Centenary of Armstrong Siddeley
100	Centenary of Alvis
90	Rolls Royce 20/25
90	MG Midget
70	Rolls Royce Silver Dawn
70	Fiat Car Club of NSW
60	Antique & Classic Motor Club
60	Mini
60	Triumph Herald
60	MKII Jaguar & MKIX Jaguar
60	Goggomobil Dart
60	Ford Galaxie
50	Boss Mustang
50	Hudson AMC Car Club
50	TR6
50	Bolwell Nagari
50	Volvo Car Club
50	Datsun 240Z
50	Falcon XW GT and GTHO
40	FB-EK Holden Car Club
40	SAAB 900 Classic
20	SAAB Viggen
20	S-Type Jaguar



CAR PORTRAITS by Brian Caldersmith

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

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

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

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brian-caldersmith.smugmug.com

Alvis were true automobile engineers. Everything from the concept to the finished rolling chassis was designed & engineered by Alvis, complemented by a range of eye-catching bodywork from leading coach builders of the time. The result – cars of outstanding reliability, impressive performance & stunning good looks. Alvis were hand-built cars of exceptional quality, designed & manufactured by a British company.

1919 T. G. John begins manufacturing Alvis cars in Coventry with coachwork supplied by Cross & Ellis and Carbodies.

1921 The first Alvis model, a 10/30, wins a gold medal in the London to Holyhead Trial.

1922 Introduction of the 11/40 and 12/40 models.

1923 First 12/50 model launched. Alvis works 12/50 wins the 200 Miles Race at Brooklands at an average speed of 93.20 mph. Alvis take 39 class records in one day at Brooklands.

1925 A supercharged Alvis front wheel drive laps Brooklands at 104 mph.

1926 Alvis design and race the first straight eight front wheel drive Grand Prix racing car.

1927 A supercharged Alvis straight-eight front wheel drive Grand Prix car laps Brooklands at 121 mph. 14.75 model introduced as the first 6-cylinder car.

1928 Alvis win the 1500cc class at Le Mans in a front wheel drive. The Alvis Company manufacture and market the world's first front wheel drive production car.

1930 Alvis straight-eight FWD sports cars take the first three places in the 1500cc class at the Tourist Trophy.

1931 Production of the 12/60 Sports begins. The 6-cylinder Speed 20 SA first appears at the Scottish Show.

1932 Four-cylinder Firefly model introduced to replace the 12/50 and 12/60 models.

1933 Alvis design the world's first all synchromesh gear-box and initiate the first British car with independent front suspension. Vanden Plas and Charlesworth are designing coachwork for the Speed models. Crested Eagle and Speed 20 SB are announced.

1934 A new Firebird model replaces the Firefly.

1935 Speed 20 SC is launched and an all new six-cylinder 3.5 Litre model is revealed.

1936 The final Speed 20 development, the SD model is introduced and the new Speed 25 and Silver Crest models are announced along with the 4.3 litre, the fastest production saloon available with a top speed of over 100 mph.

1937 The 4.3 L 'Short Chassis' tourer with coachwork by Vanden Plas is launched. The new 4-cylinder 12/70 model is announced.

1938 Racing Driver Tommy Wisdom laps Brooklands at 119 mph in an Alvis 4.3 litre Vanden Plas tourer. The company expand the manufacture of aero engines and armoured vehicles.

1939 The Alvis Company controls 21 'shadow' factories producing aero engines for the RAF.

1940 November 14th the Alvis factory is badly damaged by the German Luftwaffe during the Coventry Blitz.

1942 Alvis test Merlin engines for Spitfires in one of their 21 'shadow' factories.

1946 Alvis return to car production with Mulliners & Tickford designing coachwork for the TA14, continuing producing aero engines and military vehicles.

1948 The company announce the TB14, a sports version of the TA14 with coachwork by AP Metalcraft of Coventry.

1950 Alvis introduce the new 3 litre straight six engine and start production of the TA21. Swiss coachbuilder Herman Graber begins designing coachwork for the new Alvis chassis.

1951 TB21 sports roadster goes into production.

1952 Alec Issigonis joins Alvis to design a prototype 3500cc V8 engine.

1953 The TA21 is replaced by the TC21 and further upgraded to the TC21/100 – the '100' designating a true top speed to 100 mph.

1955 The TC21/100 is replaced by the TC108G. The UK version is built by Willowbank under licence to Graber.

1958 Alvis announce the new TD21 Series I coachwork built by Park Ward based on a body design by Graber of Switzerland.

1959 History is made when the first hovercraft SR.N 1 crosses the Channel powered by an Alvis Leonides engine.

1961 Further optional refinements were available on the TD21 Series I such as overdrive, automatic transmission & reclining seats.

1962 The TD21 Series II is launched with further enhancements such as disc brakes all-round and a five-speed ZF gear-box.

1963 The TE21 is introduced with five speed transmission as standard, optional power steering and twin 'stacked' headlights.

1965 Alvis merges with Rover.

1966 The 150 bhp TF21 Series IV is announced and is the last Alvis model to be produced.

1967 After 47 years and manufacturing almost 22,000 motor vehicles Alvis end car production at Holyhead Road.

1968 The Alvis Company relocates the passenger operations to Kenilworth with complete stock of parts, 22,000 Car Records and over 50,000 works drawings, technical data sheets and correspondence files to support the existing customers with parts and service.

1980 The company continues to support Alvis owners with parts and service for post-war cars.

1990 As the interest in classic cars increases the company expands its range of work to include full restoration.

1997 The company embarks on a major investment in manufacturing parts for all Alvis models from 1920-1967. A new paint re-finishing plant is installed.

2003 The Company makes further investment into modern restoration equipment including a new chassis dynamometer.

2008 An engine test cell is installed with a new Superflow engine dynamometer.

2009 The new 4.3 litre chassis and ash frame development is completed.

2010 A new car showroom is opened with workshop facilities for new car production.

2011 The new 4.3 litre 'Continuation Series' makes its debut at Goodwood Festival of Speed. The first order is taken.

2019 Alvis celebrates its Centenary at Albury Australia.

For over fifty years, Red Triangle has provided a unique service of parts and restoration for Alvis cars based on quality, authenticity and customer care. They are committed to continuing the tradition created by Alvis and providing a high-quality service to enthusiasts around the world.



1925 Alvis SC 12/50 Ducksback Chassis



1933 Alvis TC21 Mulliners
Saloon Car



1927 Alvis TG 12/50 Tourer



1923 Alvis SC 12/50
Ducksback Chassis



1937 Alvis SC Speed 25
Vintage Drophead Coupe

100 years Armstrong-Siddeley



Arguably the best car Armstrong Siddeley ever built, the Star Sapphire was the end of the line. Bristol Siddeley Engines Ltd acquired Armstrong Siddeley in 1959 and with Government encouragement rationalized their activities, concentrated on aero engine production and in 1960 consigned the famous marque to history.

John Davenport Siddeley produced his first motor car, the Siddeley Autocar in 1902, a Peugeot with British coachwork. In 1905 Siddeley merged with Wolseley producing stately vehicles favoured by royalty and the aristocracy, establishing a lofty clientele which endured. In 1910 he became Managing Director of the Deasy Motor Car Manufacturing Company Ltd, which from 1912 manufactured vehicles and aircraft under the Siddeley-Deasy name. In 1919 the Sir W G Armstrong Whitworth & Co Motor Car Department, which had acquired Siddeley Deasy, formed Armstrong Siddeley Motors Ltd, with J D Siddeley as its Managing Director.

The massive 30hp first to bear the Armstrong Siddeley name, graced the Connaught Carriage Company's stand at the Olympia Motor Show later that year, announcing a new line of quality British cars. Powered by a 4960cc six cylinder ohv engine, the model lent itself to formal coachwork, of which 2725 were produced in three series up to 1932. Smaller models rapidly followed – in 18hp, 20hp and 14hp forms, all strongly made, achieving a reputation for longevity. The 14hp sold 14,555 units between 1923 and 1929, becoming the best-selling Armstrong Siddeley ever made.

While often fitted with heavy and commodious coachwork, period performance comparisons showed them to be at least competitive with their contemporaries. To supply all market segments, in 1921 the Stoneleigh name was revived from its beginnings under Deasy in 1912, to produce **a small car rivaling the Austin Seven. The factory boasted running costs of "less than three half-pence per mile", but production ceased after just 364 were made. Assembly workers lampooned the Stoneleigh as "the car that made walking a pleasure".**

The next attempt at marketing a smaller family car was more successful, the 1236cc 6-cylinder 12hp model introduced in 1928 evolving into the 14hp in 1935 and selling a combined total of 14,750 units. From 1933 they were built alongside the fabulous Siddeley Special – a car which rivalled its contemporary Phantom II Rolls-Royce. **Offered with a choice of wheelbase lengths up to 12' (365cm), this five-litre six-cylinder car offered servo assisted clutch, pre-selector gear change, steering and brakes, which impressed reviewers by the ease with which such a large car could be handled. The tourer reached 93mph (149kph) and even the long-wheelbase limousine attained 80mph (130kph).**

The factory's collaboration with inventor Walter Wilson produced in 1928 Armstrong Siddeley's first pre-selector gearbox, offered as an option to the standard crash transmission on the then-current 20hp car. The "self-changing gearbox" was a four-speed epicyclic unit, which initially started the car on the gear bands, but later employed a centrifugal clutch which disengaged below 600rpm, enabling smooth starts and changes. In place of a clutch was a gearchange pedal, with a small selector mounted on the steering wheel (later on the column), removing any difficulty of matching engine revs to road speeds for upward or downward changes. This transmission was offered – mostly as standard equipment – on almost all models up to and including the Mark 2 Sapphire of 1958.

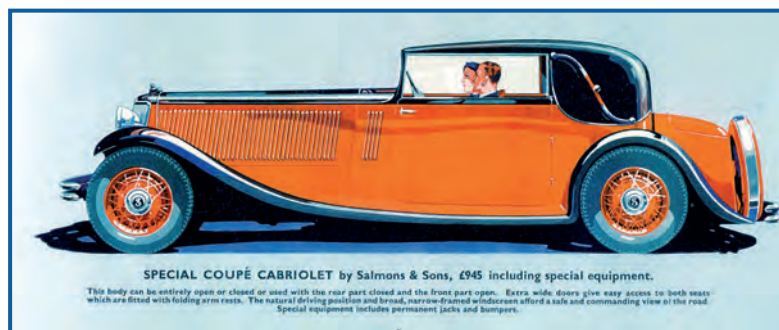
In 1935 John Siddeley sold his company interests - which included aircraft manufacturers A V Roe (AVRO), the Sopwith Aviation Company and Armstrong Whitworth aircraft - to Hawker Aircraft Limited, named for Melbourne-born aviator, Harry Hawker. This resulted in a new company, Hawker Siddeley Group, which produced domestic and military aircraft during the 1930s, but war concentrated their efforts on what became the Hawker Hurricane fighter.

Less well-known was the development by the RAF of the Jindivik pilotless drone aircraft, developed from 1940-1950 by the Australian Government Aircraft factory. The drone was powered by an Armstrong Siddeley-built engine, designed to fly for 15 minutes at 40,000 ft.

Two manned aircraft named Pika, with Armstrong Siddeley Adder turbo-jet engines, were built and logged more than 100 test hours at Woomera rocket range, flying at speeds up to 755kmh. The aircraft could be controlled on-board or from the ground, and its engines were designed to be disposable. One survives at the Point Cook RAAF Museum.

In 1946 the company began producing small industrial diesel engines, initially in 1- and 2-cylinder forms, expanding to 3-cylinders in 1955. These were ruggedly-built air-cooled motors whose reliability became legendary.

Frequently they were left to work in remote country and some of the 3-cylinder versions were attached to power-generation machinery providing light and power to small settlements. Many came to Australia.



100 years Armstrong-Siddeley



In the first week after the war's end in September 1945 Armstrong Siddeley marketed their new 16hp range, then comprising the Lancaster saloon and the Hurricane drophead coupe, named for their wartime aircraft. Ever seeking to plug market gaps, two versions of a utility were built on the later 18hp model, one featuring the first 'crew cab' to seat four people, chiefly aimed at the Australian market. These were unique at the time and proved to be hard-working and long-lived workhorses, despite their relatively small (2.3 litre) motors. Informed by their aircraft experience, Armstrong Siddeley toyed with the then-fashionable notion of a gas-turbine powered car, even being awarded a patent in 1952 for an engine for "driving motor vehicles". While the patent documents showed a car very similar to the then-current 18hp Whitley, the plans went no further.

The mid-sized 2.3 litre cars were in 1955 followed by the 234/236 range, four door saloons powered (236) by a development of the earlier 6-cylinder engine and a four-speed 'Manumatic' gearbox with clutchless control, while the 234 was driven by a throaty 4-cylinder engine derived from the new Sapphire. This engine produced a healthy 120 bhp @ 5000 rpm and drove the car to almost 100mph (160kph). Their styling was always controversial, the more unkind saying that the front and the rear were the work of two different stylists.

W O Bentley established his own mechanical engineering consultancy after departing Rolls-Royce and worked for Armstrong Siddeley on an up-market replacement for their 2.3 litre cars, first adapting the 2.6 litre dohc engine from his design for the Lagonda saloon, upping its capacity to 3 litres. One handsome drophead coupe, using this engine, was built by Swiss coachbuilder Graber, but sadly never reached production.

Bentley's engine was rejected by the company chiefly on the basis of timing chain length and noise, but other features of designs by Bentley and Donald Bastow were incorporated in what became the Sapphire 346. Ultimately its engine was designed in-house by Fred Allard, the man responsible for the Siddeley Special. Of six cylinders and 3.4 litres, it utilised angled overhead valves, two rocker shafts and cross pushrods, allowing hemispherical combustion chambers without the complication of dual overhead camshafts. The standard motor used a single Stromberg carburettor and produced 125bhp @ 4700rpm, while later options provided twin Strombergs, 150bhp @ 5000 rpm, and acceleration to 60mph (98kph) faster than the contemporary Mark VII Jaguar.

These were seriously good cars, built with an eye to controlling their weight while offering levels of performance and comfort previously approached only by the Special. Standard saloon coachwork was in 1955 augmented by a handsome long-wheelbase 7-seater limousine, while bespoke bodies for a range of purposes were commissioned from surviving coachbuilders. Three forms of transmissions were offered during their production: an all-synchromesh four speed manual (derived from Humber); Armstrong Siddeley's four-speed pre-selector 'box but now with electric solenoid control; and the Rolls-Royce Hydramatic four speed automatic. 8059 346 Sapphires were built. The Humber/Rootes connection spawned an arrangement whereby Armstrong Siddeley built the Sunbeam Alpine sports roadster from 1959 to 1962 at Parkside.

In 1958 the superb Star Sapphire was introduced, with assisted front disc brakes, its engine enlarged from 3.4 to almost 4 litres developing 165bhp @ 4250rpm, its transmission now standardised (for the saloon) on the Borg Warner DG 3-speed automatic, but with manual control of the change-up speed from 2nd to 3rd, and an interior so lavishly equipped that it rivalled the contemporary Rolls-Royce and Bentley. A limousine version was added in early 1960 – mere months before production ceased – with the choice of the Borg Warner auto or a four-speed manual transmission.

Despite the commercial success of the Sapphire and Star Sapphire, and the fact that a Star was faster, more nimble and as well-appointed as the Bentley which cost almost double its price, when the company was absorbed by Bristol Siddeley Engines Ltd in 1959 the writing was on the wall. Henceforth the priority was on aircraft engine manufacture, and there was so little interest in car production that the last car left the works in July 1960. Stocks of vehicle spares continue to be available, and remanufactured, by Armstrong Siddeley car clubs in the UK, Australia and New Zealand, ensuring their ongoing upkeep. But officially the life of much more than a car-manufacturing outfit was ended, one which tackled engineering problems on a range of fronts, always with excellence as its mantra.

BRUCE LINDSAY, August 2018.

Photographs supplied from Bruce Lindsay's book
"Armstrong Siddeley – The Sphinx with the Heart of a Lion",
available from the Armstrong Siddeley Car Club.



90 years Rolls Royce 20/25



Late in 1906 Rolls-Royce Ltd unveiled its 40/50 horsepower vehicle to the world. The 12th chassis to be completed was bodied by the Barker coach building company in an all silver finished tourer body and the “Silver Ghost” was born. All 40/50 vehicles became known as “Silver Ghosts” from that time. The Rolls-Royce Silver Ghost was such an exquisite machine that it rightfully became recognised as the best motor vehicle in the world.

Demand for a smaller and more affordable vehicle saw the company introduce its 20 Horsepower model in 1922. This vehicle had a six cylinder overhead valve, pushrod engine, with a capacity of 3,127 c.c., cast iron cylinder head and block and an aluminium alloy crankcase.

The vehicle retained the instantly recognisable shape of the radiator surround of the Silver Ghost but had horizontal shutters rather than the vertical ones on the radiator of the Silver Ghost.

Many improvements and changes were made during the production of the 20 horsepower but by the late 1920's it was being criticised as underpowered and old fashioned. In 1929 Rolls-Royce Ltd seriously upgraded its smaller model by releasing the 20/25 with an increased engine capacity of 3,699 cc.

The early 20/25 models retained the chassis of the 20 H.P. and many of the improvements made to that model, including 4 wheel servo-operated brakes and a four speed gearbox with the renowned right hand side gear lever (though anyone who has ever owned one would question why on earth the company or anyone else would favour such a device). The 20 H.P. and the 20/25 were produced side by side for some time in 1929. The vehicles had now reverted to vertical shutters in the radiator which could be adjusted to vary the airflow through the cooling device. This device was to be thermostatically controlled during a later upgrade.

The 20/25 also incorporated Rolls-Royce's one shot chassis lubrication system and from 1932 incorporated synchromesh on 3rd and 4th gears.

Like all Rolls-Royce motor vehicles prior to World War 2, the company provided the engineering, mechanicals and the chassis. Professional motor coach builders provided the bodies and finish on the vehicles. The performance of your Rolls-Royce depended to a large extent on the weight of the coachwork and the quantum of timber frame work and aluminium panels. This body building practice did ensure that your Rolls-Royce was and always would be a very rare masterpiece as few of any particular designs would be handcrafted and put on the road.

Total production of the Rolls-Royce 20/25 was a mere 3,827 chassis.



90 years MG Midget

MGs have been around since Cecil Kimber, under William Morris' tutelage, started producing specially bodied and badged sporty versions of standard Morris tourers in 1923/4. From the middle 20s Kimber's religious bent introduced the octagonal badge and the familiar radiator shape, the latter lasting until 1955 with the TF1500.

The successful introduction by Herbert Austin of the diminutive 750cc Austin 7 in 1922 spawned a hive of activity along these lines in the U. K., including the car which would become the Wolseley Hornet 6 and its derivative, the similar single overhead camshaft motored 847cc 4-cylinder Morris Minor in 1928. Kimber, having concentrated on producing larger sporty and racing machines, immediately latched onto the Minor and what was virtually a sportier, badge engineered MG version, the M-type MG appeared motor-less alongside the Minor at the London Motor show in late 1928.

Production of the M-type commenced in Oxford in March, 1929. The vehicle was an immediate success, was the first MG to officially wear racing numbers (at Brooklands) and production continued until 1932. A 750cc MG record breaker, EX120 became in 1931 the first car of that capacity to exceed 100mph. The basic chassis design of this particular car, considerably improved over the M-type, continued until the last TC midgets left the Abingdon production line in 1949. All these chassis bear somewhere the stamping "EX120".

U.S. Servicemen serving in the U. K. during WWII were so impressed by the MG Midgets that, when production of the type TC midget (a little altered version of the pre-war pushrod TA & TB) commenced in 1945, numbers were said to have been taken home by them on repatriation. This caused such a sensation in the U.S. that exports commenced in earnest, to such effect that a standard Morris/MG sedan chassis, with independent front suspension so as to facilitate left hand drive versions, was hurriedly adapted to form the basis of the next midget, the 1949 TD.

The last "traditional square rigged" midget, the TF 1500, was belatedly replaced by the streamlined but somewhat similarly chassised MGA in 1955 and midgets did not re appear until an Austin Healey Sprite based car, nicknamed the Spridget, appeared some 10 years later. Production continued until 1979, mostly like the MGA and MGB, for the continental and U.S. markets.

The early 2000s saw the somewhat forelorn emergence of a modern, mid-engined MG sports car denominated the "F" & "TF", but this endeavour did not really flourish.

Thankfully, the genius of Kimber & Morris, & the worldwide network of dedicated owners & restorers, has enabled the midget tradition established in 1928 to continue unabated.



*The writer, Ian Heather, with Ingo Weinberger as passenger, on the track at Sydney Motorsport Park.
Ian is the owner of the oldest MG Midget in NSW—a 1929 M-type.*

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70 years Rolls Royce Silver Dawn



Rolls-Royce Ltd resumed motor vehicle production after World War 2 in 1946 when it released the Bentley Mark VI. The company had taken over the Bentley marque in 1931 and had proceeded to incorporate much of the same mechanical components into both brand names. That rationalisation process became the order of the day when the company created its own Chassis Division to produce its range of “standard steel” saloons. The Bentley Mark V was the first of these but only 11 were built prior to the outbreak of war. During the war the company was almost totally occupied with the production of military engines including the famous Merlin which powered the Spitfire, Hurricane, Mosquito, Mustang and Lancaster along with many other aircraft types.

The Bentley Mark VI was an entirely new type of motorcar for the company to produce. The standard steel bodies were produced by the Pressed Steel Company of Oxford and fitted to the chassis, assembled, painted, trimmed and finished at the company’s Crewe factory. The engine was a new design with an F-Head (overhead inlet valves and side exhaust valves), 4,257 cc capacity with a cast iron monobloc unit. For the first time Rolls-Royce utilised belt drive for the water pump and dynamo while Lucas Special Equipment supplied the dynamos, starters and other electrical components. Twin SU carburettors also helped to give the vehicle spirited performance. But it was not a Rolls-Royce.

The demand from, especially the USA, for a Rolls-Royce version of this Standard Steel saloon could not be ignored and the demand for export earnings for Great Britain was also apparent. In 1949 the Rolls-Royce Silver Dawn was revealed to the world. The Silver-Dawn initially was available only as an export model. Yes you could buy one in the USA or Australia but not in Britain.

The Silver Dawn differed from the Bentley Mark VI only slightly. The radiator reverting to the traditional shape, a dual throat single downdraft carburettor replaced the twin SU’s and slight changes were made to finish and the instrument cluster. The Silver Dawn was available in left hand drive for the US market.

The Rolls-Royce Silver dawn was ultimately released in the U.K. market & in 1952 was remodelled with an extended boot line. Only 761 Rolls-Royce Silver Dawns were manufactured making it one of the company’s rarer saloon productions.



70 years Fiat Club of NSW



Australia's oldest one-marque car club?

The Fiat 500 (Topolino) was the catalyst responsible for the creation of the Fiat 500 Club of New South Wales in 1949. Among buyers were two keen owners who each had ideas of forming a club. George Simmonds was the prime mover and when he and Ted Ansell met, they found that their interests were common. They decided to contact other 500A owners by circularising all customers on the books of McLaughlin Motors, who were the Fiat distributors at the time. A preliminary meeting was held in the showroom of McLaughlin's early in November 1949 and the number of owners attending far exceeded expectations (with almost half of the applicants being women) and a unanimous decision to form a club resulted.

At this inaugural meeting, George was elected to the position of Secretary, a position he held for the next ten years, as well as editing the monthly news sheet. The first President was Adrian Phillips, the first Vice President was Ted Ansell and the first Treasurer was Margaret McIntyre, a position she also held for the next ten years. Annual subscription was £1.1.0 with a 3/6d entrance fee.

Almost all makes of the first post-war cars sold in 1948 were really pre-war cars with slight or no modifications. Petrol was still rationed and all new cars were subject to delivery on a priority basis. Consequently, the Topolino (small mouse) as it was affectionately called, with tiny 4 cylinder side valve motor but with remarkable suspension, road holding & an assured 50 m.p.g. was the car which delighted drivers used to the old pre-war cars with bad road holding and high petrol consumption. These drivers were responsible for such enthusiasm, it was obvious that they should be brought together to share their enjoyment.

The club's first outing was held on Saturday 29th November, 1949, at a reserve in French's Forest on the corner of Forest Way and Mona Vale Road. In the early months, outings were held on Saturdays but this was later changed to Sundays.

On 18th December, 1949 a Motorkhana and Best Kept Car Competition was held at Windsor Showground with a large and enthusiastic number of members participating. Ted Ansell's Topolino won the Best Kept Car Event and later, at a Hill Climb at Box Hill, he took out first place with the same car despite a wet, grassy track.

Sprints were also held on a nearby level eighth of a mile stretch. Other types of events held in the early years were treasure hunts and trials, which usually started opposite the Domain entrance at Woolloomooloo.

Over the decades the club has celebrated many milestones, travelled far and wide and at the end of 2018 club membership had reached an all-time high of 346.

We believe that our club is the oldest one marque club in Australia, so if anyone knows of an older one, please contact us.

We would like to thank the many unselfish members, past and present, who have given so much of their time and effort to make the Fiat Club of NSW such a success. It is impossible to mention them all by name – but thank you all.

Warren Smith, 2019 President





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60 years Antique & Classic Motor Club

The Antique and Classic Motor Club was founded in 1959 by a small and dedicated group of car enthusiasts aware of the dramatic change in the motor industry and of the importance of preserving the surviving early examples of vehicles. Not only was it deemed vital to save these vehicles for the historic value but it was important that they survive in a roadworthy condition.



Membership is open to all who are interested in any of the vehicles that fit into one of these categories; Veteran up to 1919, Vintage up to 1931 and all Classic vehicle that are eligible under the RMS's 30 year cut-off date.

Enthusiasts are afforded the opportunity to belong to a club not limited by make, type or year of manufacture.

We are a social club with monthly meetings and most of our events involve a nice cruise through some of the best city and country rounds that Sydney has to offer, with a morning tea stop and a picnic or a sit down pub/club lunch. We are not a racing club or a concours club, just lovers of old cars that enjoy spending time with fellow enthusiasts.

Membership is open to enthusiasts of all ages.

*Phil Haberle—President
philhaberle@hotmail.com*



Everett Model A Pickup



Ross's GTO



Dick West's rare 1936

Wolseley 25HP Series 11 Saloon



Harvey Claypole's Packard



George Fahd's 1966 Mustang



Gary's Fiat



Bob Adbys MK 1 Jaguar

60 Years of the Mighty Mini



The Mini is a small economy car produced by the English-based British Motor Corporation (BMC) and its successors from 1959 until 2000. The original is considered an icon of 1960s British popular culture. Its space-saving transverse engine front-wheel drive layout – allowing 80 percent of the area of the car's floor-pan to be used for passengers and luggage – influenced a generation of car makers. In 1999 the Mini was voted the second most influential car of the 20th century, behind the Ford Model T and ahead of the Citroën DS and Volkswagen Beetle.

This distinctive two-door car was designed for BMC by Sir Alec Issigonis and a remarkably small team of 9 to fulfil a “brief” to design a small economical sedan that could carry 4 people with luggage and in comfort. The design used a BMC “A” series 4 Cylinder water cooled engine, mounting it transversely. The 4 speed transmission was in the sump sharing a common oil supply (a first at the time), using front wheel drive. The radiator was mounted at the left side of the car, so that the engine-mounted fan could be retained, but with reversed pitch so that it blew air into the natural low pressure area under the front wing. The suspension system was developed by Alex Moulden using compact rubber cones, reducing costs, maintenance and saving space. The body was designed with a monocoque shell. Hinges for the doors and boot were placed on the outside. Separate sub frames for front and rear suspension simplified production making assembly of CKD kits for overseas markets easier.

It was manufactured at the Longbridge and Cowley plants in England, the Victoria Park/Zetland British Motor Corporation (Australia) factory in Sydney from 1961 and later the Enfield plant before closure in October 1978. Minis were also manufactured in Spain (Authi), Belgium, Chile, Italy (Innocenti), Malta, Portugal, South Africa, Uruguay, Venezuela and Yugoslavia. Over the years the Mini had a number of updates and a series of variations, including an estate car, a pick-up truck, a van and the Mini Moke, a jeep-like buggy.

The performance versions, the Mini Cooper and Cooper “S”, were successful as both race and rally cars, winning the Monte Carlo Rally in 1964, 1965 and 1967. In 1966, the first-placed Mini (along with nine other cars) was disqualified after the finish, under a controversial decision that the car's headlights were against the rules.

On its introduction in August 1959 the Mini was marketed under the Austin and Morris names, as the Austin Seven and Morris Mini-Minor. The Austin Seven was renamed Austin Mini in January 1962 and Mini became a marque in its own right in 1969. In 1980 it once again became the Austin Mini and in 1988 the Rover Mini. Production continued for 41 years in the UK until 4th October 2000. By then 5.4 million units, (including CKD kits) were produced around the World.

BMW acquired the Rover Group (formerly British Leyland) in 1994 and sold the greater part of it in 2000, but retained the rights to build cars using the MINI name.

Reference : <https://en.wikipedia.org/wiki/Mini>



- ◆ Body manufactured in March 1961 in Cowley, Oxfordshire, England
- ◆ Shipped to Australia in March 1961 as a Complete Knock Down Kit (CKD)
- ◆ NO. 2116th CKD to be assembled at Zetland
- ◆ Repainted 13 years ago, Interior re-trimmed 10 years ago
- ◆ All body panels are original
- ◆ Original engine is believed to have travelled less than 35,000 miles

Owner Andrew Macukewicz—NSW Mini Car Club member

60 Years MKII Jaguar Saloon



In 1959 Jaguar launched its Mark II saloon. The Mark II was to become a British motoring icon & one of Jaguar's greatest classics. The Mark II retained everything that was good in its predecessor model (from then referred to as the Mark 1) & then added so much more. The Mark 1 had taken Europe by storm, dominating saloon car racing in the mid to late '50's as it incorporated much of the mechanicals and technology Jaguar had adopted in its C and D-Types which had an amazing sequence of wins throughout the '50's at the Le Mans 24 hour races.

The Mark II differed from the Mark 1 in having enlarged glass areas and a much wider rear track. It incorporated 4-wheel disc brakes and the front suspension's roll centre was raised to a point 3.25 inches above ground level. This made the vehicle one of the best handling sedans available. There were detail changes to the dashboard and front end to further enhance the attractiveness of the vehicle. Engine sizes offered were 2.4, 3.4 and 3.8 litres. While the 2.4 was considered underpowered the 3.8 was said to be the fastest 4 door saloon available in the market place at the time of its release. Jaguar would continue to dominate saloon car racing for some years to come, until the American V8's arrived on the scene in the form of Mustangs, Galaxies and Camaros in the mid '60's.

The 3.8 model had a limited slip differential fitted & power steering was offered as an option on export models. Power steering was, in reality, needed as a standard fitting because parking speed manoeuvring of a Mark II requires frequent visits to a gym prior to attempting the procedure. The Mark II Jaguar is undoubtedly the vehicle superstar of British film and television. It continues to feature to this day in British television series and in movies. The 3.8 version was considered a compulsory tool in bank robberies because in its heyday the police had nothing that could catch it.

Production ran into the late sixties and the body shape appeared in many guises. In 1960 Jaguar acquired Daimler and in 1962 a Daimler version of the Mark II appeared with the Daimler 2.5 litre V8 engine under the bonnet. This proved a very popular option. In the mid 1960's cheaper versions in the form of the Jaguar 240 and 340 were released. The 3.8 was dropped while the new models were specked down with ambler upholstery and less chrome fitted. The various models of the Mark II have become prized classics and the 3.4 and 3.8 now command substantial money in the market place. Arguably few 4-door sedans have ever attracted the eye like the design and style of a Mark II Jaguar has.

60 Years MKIX Jaguar



The last of the big Jaguar chassis based saloons of the 1950's - First public announcement was in October 1958 for the launch of the new MKIX 1959 model year. This was the first of the large saloons to have the new race developed Dunlop disk brakes and Burman recirculating ball power steering.

The MKIX is powered by the new 3.8l Jaguar XK twin overhead cam engine, fed by twin SU HD6 carburettors, punching out 220 BHP at a max of 5500 RPM and 240lb/ft of torque, this 2 tonne car was offered in 6 seat configuration with automatic, or 5 seats and a 4 speed manual with overdrive.

For a big car the performance is very spirited. 0 – 50mph in 8.5 seconds, standing ¼ mile in 18.1 seconds and a top speed of 114.3 MPH (184 kph). In production until only 1961 there was a total of 10,005 cars produce which included 4,021 LHD for the North American Market.

60 years Triumph Herald

Standard Triumph released the Herald in coupe and saloon formats in English spring of 1959. Styled by Italian designer Giovanni Michelotti, it was an exciting design and introduced many new developments, such as all-round independent suspension, whilst using traditional methods of a rigid chassis.

The car was used for all types of purpose such as a learner to drive car to winning international rallies. The Herald was warmly welcomed with the opening bonnet for accessibility and its incredible turning circle proving a hit with the motoring journalists of the day. It was one of the first cars with many safety features in its design such as the front hinged bonnet and chassis being in an accident able to collapse around the front bulkhead. It also had a telescopic steering column with a cardboard based dash to keep the cabin secure. The saloon also had excellent visibility due to its thin pillar design.

The use of the separate chassis led to many additional body styles being released with the convertible in 1960. This was later followed by an estate wagon and delivery van versions. The car was upgraded during the sixties with engine charges and styling mods and sold into the seventies.

Export was part of the plan for the Herald and it was sold all over the world and built in CKD format in at least 11 countries with over 11,000 Heralds sold in Australia.

In India the Herald was released as the Standard Herald and then was modified to suit their market with a 4 door model changing over the years to become the Gazel which continued in production till 1978.

Triumph made very good use of the basic chassis design which lead to the 6 cylinder Vitesse & GT6's and the 4-cylinder Spitfire which lasted to the 1980's.

The Herald was an important part of the English component car industries, many small companies using the front suspension & with Bond using the chassis' for its GT4S family and its 2-litre GT being sold throughout Triumph dealers.

[https://en.wikipedia.org/wiki/Standard_\(Indian_automobile\)](https://en.wikipedia.org/wiki/Standard_(Indian_automobile))

<http://www.triumph-herald.com/>

https://en.wikipedia.org/wiki/Bond_Equipe



60 years Goggomobil Dart

There was always going to be an issue with the name. 'Goggomobil' may have been cute in Germany, being originally derived from a child's nickname, but in Australia it may as well have been called a Schitzengiggle.

A world away, Sydney racing driver and car dealer Bill Buckle was looking to augment his successful De Soto, Citroen and other franchises with small, economical cars. In 1958, Buckle went to Glas's factory in Dingolfing with an ingenious deal.

Buckle was an early adopter of fibreglass, having produced a handsome, Ford Zephyr-engined coupe in 1954 and eventually building 20 examples of the Buckle 2.5 Coupe (aka Buckle GT) from 1958-60.

Familiar with Australia's stiff tariffs on complete cars, Buckle arranged with Goggomobil to import only CKD (completely knocked down) chassis kits; he would replicate the steel body locally in fibreglass. Thus, in 1958, began the Australian assembly of Goggomobil sedans and coupes.

Buckle was soon inspired to add a two-seat roadster. Sketching it himself, it was refined by Stan Brown, an ex-Lotus panel man who built the prototype body in aluminium. The production Dart was a doorless monocoque, with



Launched in 1959 with a 295cc engine, the Goggomobil Dart drew sniffs from sports car snobs – and was loved by younger buyers. Paint schemes were often bright, two-tone or GT-stripped and the price was right: when a 1.0-litre Austin-Healey Sprite cost about £1,175, the Dart was just £685.

People forgave the smoking exhaust and sundial-calibrated performance for the fun of driving and being seen in it. Production, which began in September 1959, was soon at seven cars per day – and couldn't match demand.

Only a fortnight earlier, however, the death knell for the microcar had begun to ring in distant England. The BMC Mini would bring four seats, four cylinders and affordable fun to the masses. Buckle had produced about 5,000 local Goggomobils – sedans, a rare van, and just over 700 Darts – before closing production in September 1961.

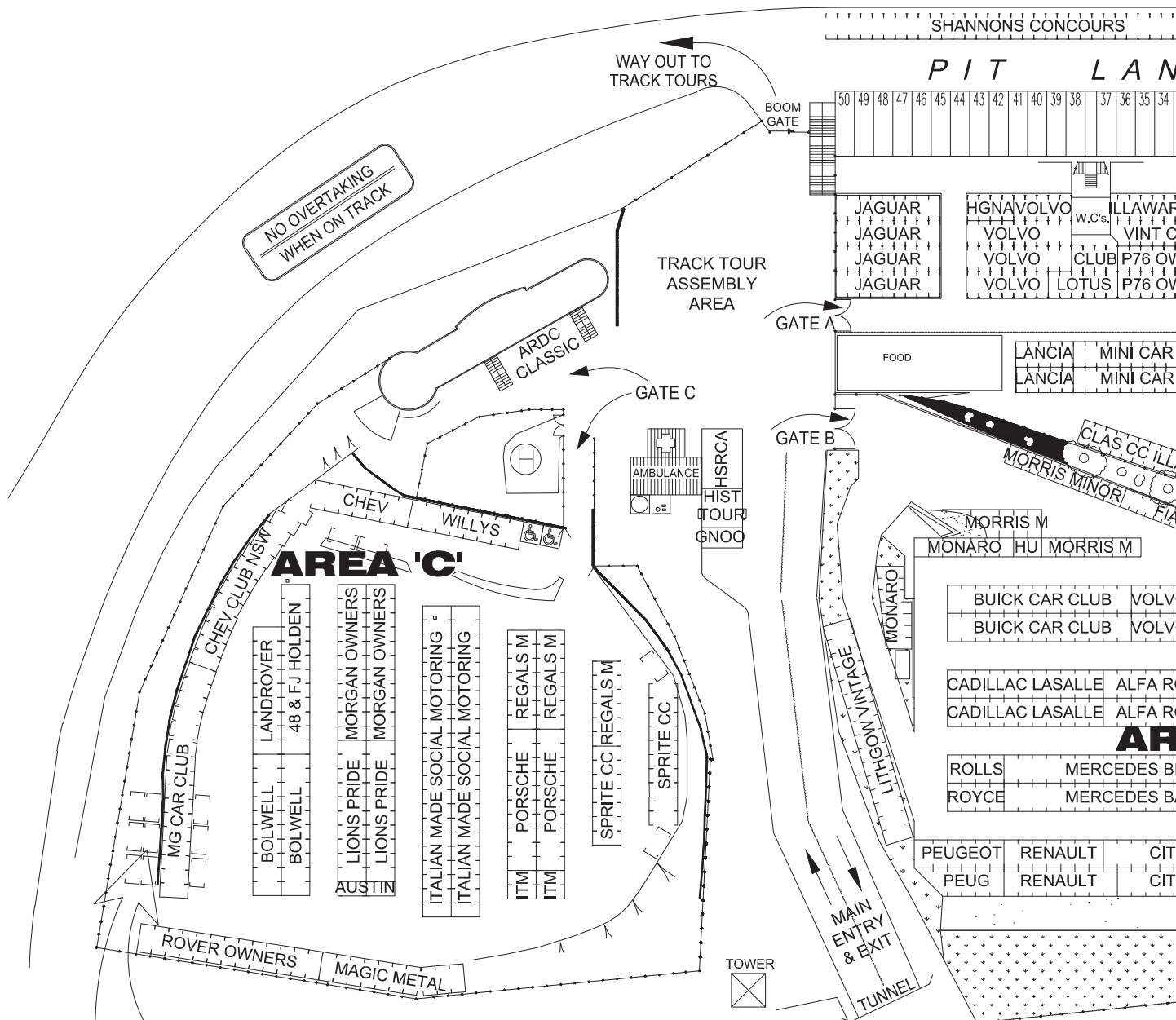
At 2895mm overall, the Dart was about 160mm shorter than a BMC Mini, which also dwarfed its 1797mm wheel-base. Dart sat on the Goggo's pressed steel structural platform, with simple swing-axes front and rear, coil springs and telescopic dampers, and good drums within 10-inch wheels. Quick rack-and-pinion steering and a featherlike 360kg made the lively handling quite controllable.





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HIST SPORTS & RACING ASSOC.
HIST TOURING CAR ASSOC.
ITALIAN MADE SOCIAL MOTORING
LANDROVER OWNERS CLUB
LIONS PRIDE HOLDEN C.C.
MAGIC METAL MOTORING CLUB
MG CAR CLUB

MORGAN OWNERS CLUB
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REGALS MOPAR CLUB
ROVER OWNERS CLUB
SPRITE CAR CLUB
WILLYS WHIPPET OVERLAND KNIGHT REG.

TRAILERS MUST REMAIN
OUTSIDE TUNNEL

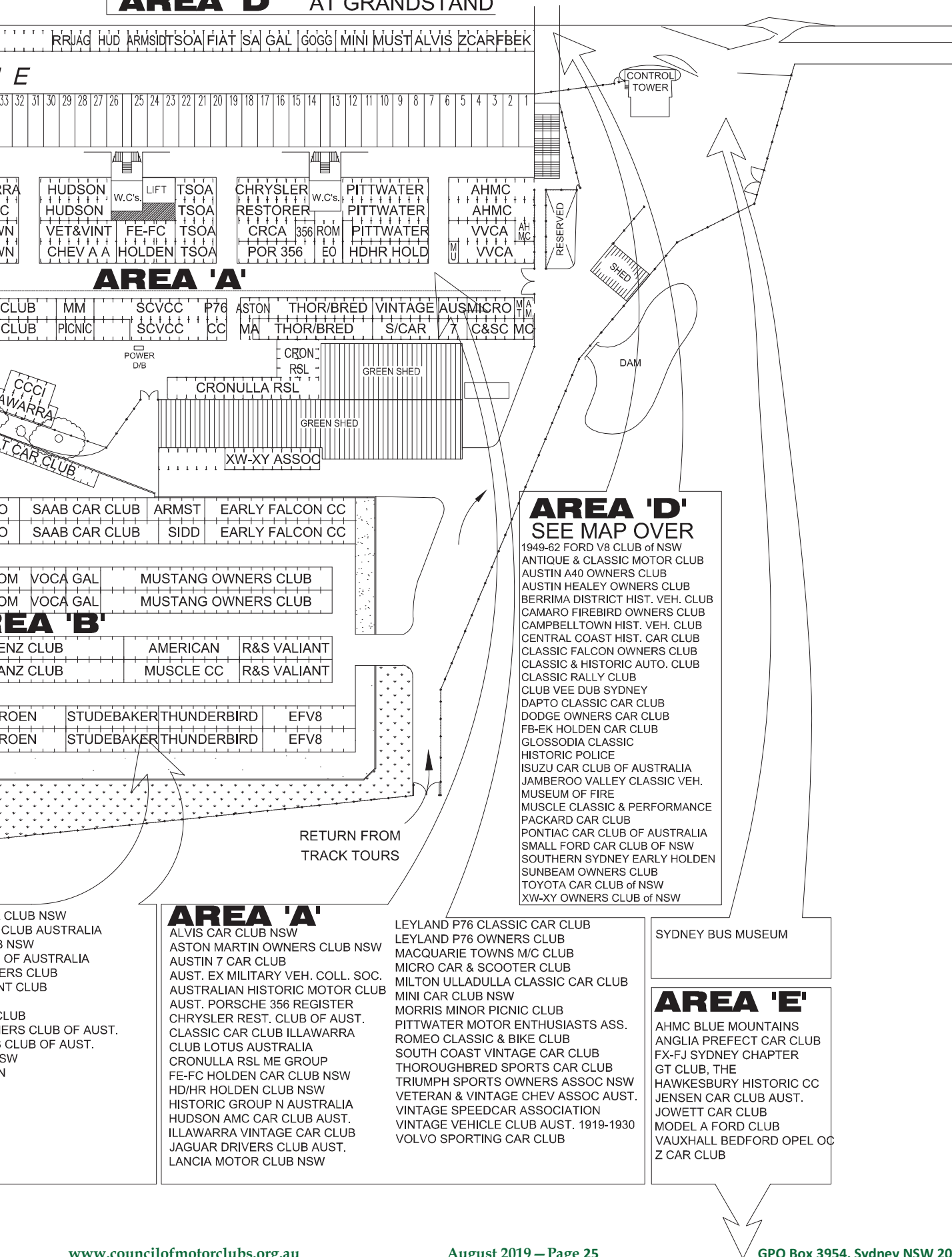
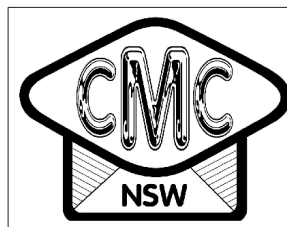
AREA 'B'

ALFA ROMEO OWNERS CLUB NSW
AMERICAN MUSCLE CAR CLUB
ARMSTRONG SIDDELEY CAR CLUB
BUICK CAR CLUB AUST.
CADILLAC LA SALLE CLUB
CITROEN CAR CLUB NSW INC.
EARLY FALCON CAR CLUB
EARLY FORD V8 CLUB NSW
FIAT CLUB NSW
FORD GALAXIE CLUB
HUMBER CAR CLUB
LITHGOW VINTAGE MOTOR CLUB
MERCEDES BENZ CLUB NSW
MONARO CAR CLUB NSW INC.

MORRIS MINOR CAR
MUSTANG OWNERS
PEUGEOT CAR CLUB
RENAULT CAR CLUB
ROLLS ROYCE OWN
R & S SERIES VALIA
SAAB CAR CLUB
STUDEBAKER CAR C
THUNDERBIRD OWN
VAUXHALL OWNERS
VOLVO CAR CLUB N
XW-XY ASSOCIATIO

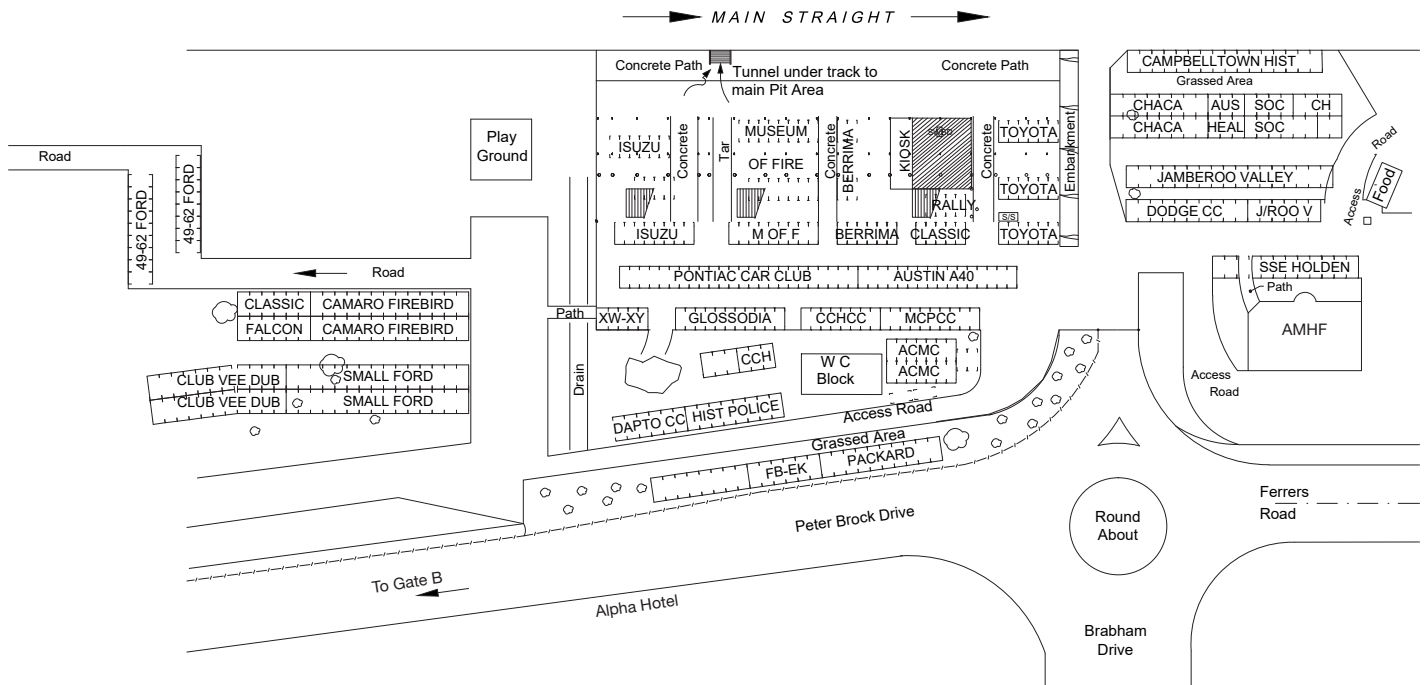
SYDNEY CLASSIC

AREA 'D' AT GRANDSTAND

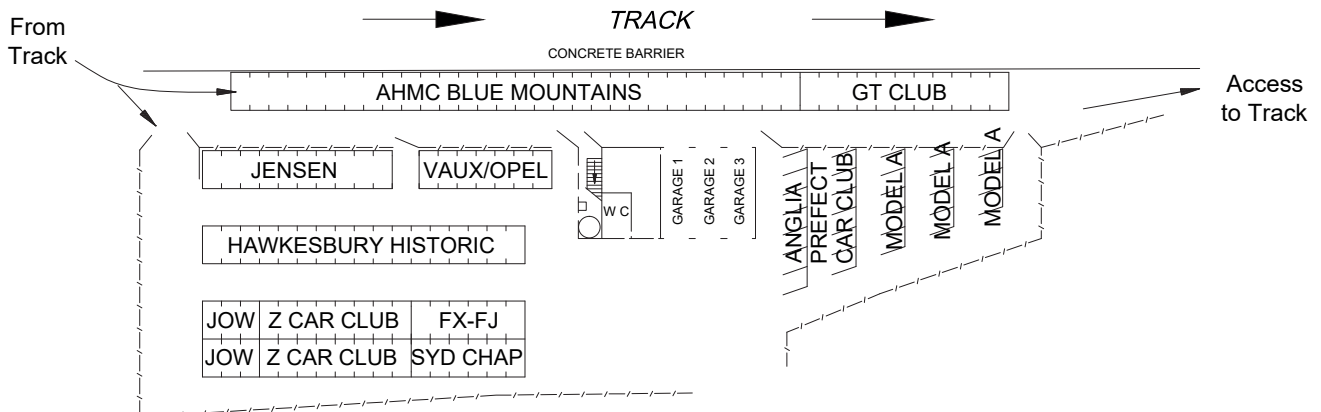




2019 SHANNONS SYDNEY CLASSIC AREA 'D'



2019 SHANNONS SYDNEY CLASSIC AREA 'E'



60 years Ford Galaxie

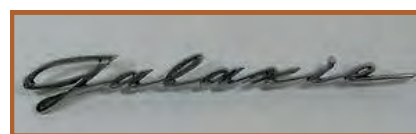
GALAXIE A name synonymous with Fords of the 60's and 70's first produced model year 1959 which incidentally won European car of the year. Big salad bowl tail lights graced its rear end.

This year celebrates its 60 years from inception. Galaxie came in many body styles & driveline configurations, not forgetting Mercury's, Edsel's & Lincolns of those years also. Galaxies were big in US Stock car racing, Nascar racing winning many events with the likes of Fred Lorenzen & Junior Johnson behind the wheel.

By 1968 the fuel crisis & the emission standards were upon us where our later models suffered severe horsepower loss. The Galaxie endured a long & colourful life due to its versatility & ability to carry large families, cop cars, Ambulances and race cars to Parliamentary limousines & daily shopping trolleys. Built in the US from 1959 till 1976 and in Australia from 1963 to 1972 with a sprinkle of earlier & later models brought in by FOMOCO & some of their high end dealers.

Mostly in RHD form from Ford of Canada. From 1965 Galaxies were built with 4 coil suspension & they were advertised as riding quieter than a Rolls Royce. They were an absolute limo to drive & ride in. 1972 saw the last of the Galaxie full size convertibles and 1976 saw the Compact cars eventually take over from the Land Yachts & Barges of the late 70's.

Please help to preserve our motoring history while we celebrate 60 years of Galaxie.



50 Years Boss Mustang

**BOSS
302**

The Boss 302 was created in 1969 by Ford to compete with the new Camaro and Firebird from Chevrolet and Pontiac. The Mustang was outperformed by the Camaro, which was introduced in 1967, so a special limited run of the Mustang Sportsroof was developed with more power and vastly improved handling to challenge this new competitor.

Complying with the Trans-Am rules, Boss Mustangs were offered to the public, but were designed to compete in the Trans-Am racing series. The Boss duked it out with the Camaro Z28, Firebird Trans-Am, AMC Javelin and various other racers with its 302 V8 utilising the free-flowing heads from the Cleveland 351 engine. Its suspension, brakes and steering were also modified for Trans-Am racing. The Boss 302 racing program was a success, with Bud Moore winning the championship in 1970 and teammate George Follmer second. Jim Richards and Allan Moffat were also very successful with their Boss 302's in Australia.

The Boss 302 is known not only for its performance, but also for its flashy and distinctive appearance. It features reflective "C" stripes in 1969 and "hockey stripes" down the sides of the doors and fenders on the 70 models with "Boss 302" displayed proudly on the front fender area. It also featured front and rear spoilers in black, special wheels, rear window shades and of course the "Shaker Hood" scoop for 1970, which moves and rumbles along with the modified 302 cubic inch, solid lifter V8 under the hood.

There were only 1,629 Boss 302 Mustangs produced in 1969 and 7,013 in 1970 and in their day were regarded as "the closest thing to a Trans-Am Mustang you could bolt a licence plate to".

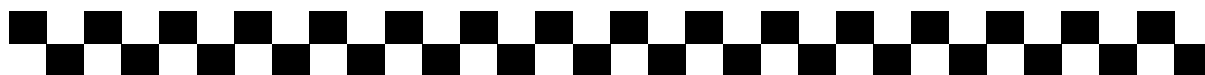


**The Garage at
Sydney Motorsport
Park is open daily
8.00am to 5.00pm**



ARDC Garage Kitchen, Bar & Cafe is Sydney Motorsport Park's permanent, fully-catered & licenced café & hospitality clubhouse. After a hard day's racing, it is the best place to grab a seat and a drink or bite to eat and 're-fuel'.

The Garage is situated directly above the existing pit lane, providing patrons with sweeping views of SMSP's infamous Turn 1. The café & bar provides a casual, relaxed place to share stories over a wine or beer, long after the chequered flag has fallen.



CONTACT DETAILS

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Email: rachael@drivingsolutions.com.au

Phone: 1300 183700

Office: 02 9133 2591

Founded in 2002, Driving Solutions has an impressive pedigree, providing event and drive team services to clients such as Ford Motor Company, Kia Motors and Subaru Australia. Our professional team is dedicated to excellence, delivering on our promises and exceeding expectations.

We are also passionate about improving the standard of driving and safety on our roads. Our experience working with major manufacturers on vehicle launches and dealer training has given our team of professional instructors an unparalleled insight into new vehicle technology. This experience coupled with our exclusive partnership with the Australian Racing Drivers Club at Sydney Motorsport Park means that we can really make a difference. Our new Driver Training Centre, based at Sydney Motorsport Park provides driver training for everyone, from learners through to professional racing drivers.

50 years Hudson AMC Car Club of Aust.

The first official meeting of the Hudson Essex Terraplane Club was advertised in the Sydney Morning Herald on Saturday 21st June 1969, with an outing organised for Sunday 22nd June 1969 for like minded people arriving at Queen Elizabeth Park, Concord at 10am for an unknown destination.

Prior to this date, several outings had been held between owners of the above cars, even dating back to the mid-1950s, these cars were then their everyday mode of transport, no official club had been documented anywhere prior to 1969.

In 1973 the Club applied for unregistered vehicle permits and was granted by the then Dept. of Motor Transport on 22nd February 1973. Now known as Conditional Registration with the 60 day permit, a far cry from the days when you had to ring the Club and get a permit to move form signed by a club official. The Club was incorporated in 1989 and currently has a membership of over 80 financial members from several States in Australia. Over the years the Club has had several name changes to cater for the later model cars which has become the later generation of vehicles made by the Hudson AMC Group of Companies. We produce a magazine called "The Hudson Hub" which is either emailed or posted to members prior to our bi-monthly meetings advising of events, for sale ads, reports etc and other information keeping our members up to date.



The new generation of members were probably influenced by vehicles that their parents owned as was evident by the older members with their parents cars. We hold outings every month to various locations, hold national rallies every second year alternating between states Qld, NSW and Vic, each state taking turns to organise these rallies. Our meetings are held bi-monthly with a social night every other month at a local club, to enjoy a meal, a drink and a good old chat and laugh—our way of socialising with members.

Our members support outings, car shows etc organised by various other organisations including CARNivale, Shannons Sydney Classic and we hold our own American Independence Display Day at Linnwood House Guildford on a Sunday as close to American Independence Day as possible, together with Studebaker, Packard, Willys, ACD, Jeep and other independent motor companies of America, all except the big three. We have our own website which is currently under reconstruction and can be found at <http://Hudson-amc.org.au> The Hudson-AMC Car Club of Australia Inc. is based in NSW, however we have members all over Australia and the Club is a Member of the Council of Motor Clubs Inc.

We are holding several events to celebrate the 50th Anniversary, including a dinner at Club Condell Park, formerly Bankstown Park Trotting Club on 14th September 2019—for more information details are on our website.



Alan & Bronwyn Walker's 1949 Hudson Super Six Sedan



Les & Helen Pendlebury's 1965 Rambler Classic Sedan



Colleen & Michael Haynes' 1939 Hudson 112 Sedan "Matilda"

50 Years of TR6

The Triumph TR6 is one of the classic English sports cars tracing its pedigree back to the TR2 of 1953. It was the last of the Triumph sports cars with a separate chassis and was designed by the German coach builder Wilhelm Karman. Karman responded to a request from Triumph to update the aging TR4/TR5. He presented a vehicle based on the same chassis with a modern looking flat bonnet, squaring off the boot and mounting the headlight out to the guards. The new TR6 featured a wood dash, retaining the 2.6 litre petrol injected motor from the TR5 and the reliable four speed gearbox coupled to a Laycock overdrive on third and fourth gear. With the motor revving to over 5000 rpm a top speed of over 100mph was easily achieved.

Production began in late 1968 and the new TR was launched in 1969. The TR6 cost \$3,275 in the USA and £1,020 (pounds) in the UK. Aimed squarely at the US market the TR6 when fitted with the Lucas fuel injection system was not popular with the US dealers and failed to meet the tightening emission targets being applied in the US. As a result the PI system was dropped in favour of a pair of Stromberg carburettors. This resulted in a drop in HP from 150 to approximately 130HP.

The TR6s exported to Australia retained the Lucas fuel injection system. Triumph was the first manufacturer to adopt fuel injection choosing the Lucas MKII system which uses shuttle metering to deliver a precise quantity of fuel to each cylinder. It was the state of art fuelling system in the 1960s having been used by Repco on their famous V8 which carried Jack Brabham to the World F1 Championship and also used by Carrol Shelby on his famous Mustangs. The system was still being used in F5000s in the 1980s. The Lucas PI system was first fitted to the 2.5PI Mk1 Sedan and the TR5, where in Australia it developed a poor reputation largely due to the lack of understanding on how to maintain the system and poor training of service personnel. The system required ultra clean fuel so fuel filtration was vitally important and it became obvious that the fuel pump was not up to the hotter conditions in Australia.

The TR6 was popular in sports car racing in both Britain and the US with factory backed Group 44 cars achieving success in the Sports Car Club of America (SCCA) production car championships. John McComb driving a Group 44 TR6 won the 1975 SCCA Championship and in the same car in the following year actor Paul Newman won the Championship by half a car length from Lee Mueller driving the new TR7. The TR6 was one of the most popular Triumph cars with 94,619 being produced with 86,249 (91%) being exported. The last TR6 was produced on 15 July 1976 with commission number CF58328.

Today the TR6 can often be seen competing in historic racing in Britain, US and Australia. It has also enjoyed strong support from classic car enthusiasts becoming a very collectable car. Even though the TR6 has not been made for fifty years there is a ready supply of new spare parts in both Britain & the US thanks largely to the volume of cars made and exported to the US, together with the enthusiasm for restoring a British classic.

As with all classic cars the best source of information and advice can be had from the marque car clubs. The TR6 is a popular vehicle with members of the Triumph Sports Owners Association (www.tsoansw.com) who run a variety of both social and competition events for drivers of this classic British sports car. The club keeps a register of cars and the key to tracking a TR6 is its commission number through which you can verify its birth specifications.

Geoff Byrne



50 Years of Bolwell Nagari



Bolwell began building cars in the early 1960's, but the passion had been brewing for some time. In those days when "anything was possible" the love of cars and speed, combined with talent and imagination, turned available parts into quick cars. While this passion was strong in the Bolwell brothers, (Graeme, Campbell and Winston), it was a time when a fascination with fast cars had infected a nation. Road cars were being driven quickly on our endless open roads and racing was growing in popularity with road cars competing in events like the Armstrong 500 at Philip Island (later to move to Bathurst). Bolwell was in the unique position of offering a lightweight, low-cost, build-it-yourself road car with clear racing advantages, so it is of little surprise that even from the early days, Bolwell cars were being dragged and raced at almost every opportunity (MK4s of Peter Mahoney, Ray Johnston).

All racing was carried out by owners and privateers (Doug Seath, Ron McPherson, Dennis Burden, Barry Campbell, Matt Pintar) as the company was focussed on building new cars and the funds used to create new models. The first production cars almost immediately turned up at race meetings. While Holden had the HR, the similarly-powered MK 7 was released and at 900kg was stylish and fast, and took performance to a completely new level. Development on a racing model the SR6 was completed but with the small company introducing new models every 2 years, it was not able to invest its resources in both pure racing cars as well as road cars.

In 1969 the Nagari was released with a Ford V8 installed as a production item. That's not to say that there weren't already MK 7 cars that were fitted and raced with V8's in place of their trusty 6 cylinders. The glory days were John Latham, John Gourlay, Randal MacLurkin, Ross Bond, Steve Webb, Allan Edwards, Chris Clearihan and Arthur Neill, with the Nagari V8's roaring around tracks all over the country.

Ever since that time the cars continue to compete in numerous events as diverse as the Targa Tasmania and on South African and European circuits. A racing Nagari has recently completed its restoration in England and has both its FIA homologation and road registration. The Bolwell Car Club actively supports its members with technical support and parts, as well as social and motor sport activities. It also has a close association with the Bolwell Corporation and there are branches of the club in most states.

With around 600 cars having been built, we would love to hear from people who have a Bolwell or would like to help us celebrate 50 years of the Nagari at this event. The NSW Bolwell Club has a website www.bolwellcarclubnsw.com



50 Years History of the Volvo Car Club NSW

There was a meeting back in 1969 of some dozen or so "Volvo Enthusiasts", in the November states Arthur Bransgrove who was there. It was held in the AARDC offices in Leichhardt and brought together the then cognoscenti of the Volvo Marque to discuss the formation of the "Volvo Club of Australia". Present too were some of Australia's first Volvo owners. The name was soon after changed to the 'Volvo Owners Club of Australia'.

The club attracted an enthusiastic following of Volvo Owners. In those days they were so few and far between that whenever one spotted another on the road they would flash headlights in recognition of our regard that someone else had actually purchased one of those Swedish Cars.

Also in these early days competing in Club sporting events was part of the enjoyment of belonging to a car club. There were plenty of events to choose from and the events were extremely well supported - Super Sprints at Oran Park, the AROCA six hour at Eastern Creek, the Motorkhanas down in Albion Park.

Gerry Lister made himself famous by managing to bring his factory built Volvo 144S rally car into 13 place in the grueling London-Sydney marathon way back in 1968. Gerry and his brother Tony also sold Volvos and Gerry continues to fly the flag for Volvo up to this day by restoring and servicing early model Volvos still at the tender age of 80 something.

The Club wanted to reflect the performance and competition nature of its members during this period and adopted the name The Volvo Sporting Car Club of NSW.

In 1997 The Club was changed to its present "The Volvo Car Club of NSW" as it was a NSW-based club and catered for Volvo-owning members regardless of the make or model. The Volvo Sporting Car Club Inc. has been retained as a sub-club to conduct and take part in a mixed calendar of motorsport events.

Each year club members participate in a calendar of events such as Super Sprints, Hill-Climbs, Motorkhanas, Car Displays and numerous social activities.

Our members' cars span the Volvo models of the 1960s, 70s, 80s & 90s through to those presently being sold through the Volvo Car dealer franchise. Our members' ages range from late teens/early twenties to octogenarians.

Hopefully our younger generation members will keep the Volvo Car Club NSW alive and kicking well into the future. Our membership is growing and we continue to see us as part of the marketing and promotion for the Volvo marque.



VOLVO

50 Years of Datsun 240Z



Yutaka Katayama, the President of Nissan Motor Corporation in U.S.A. during the 1960s, was an astute observer of American tastes and trends. Mr. K, as he was known to his friends and colleagues, was keenly observant of the rapidly growing sports-car market in the US. He was instrumental in organising the design and subsequent production of the 240Z.

The Datsun 240Z was first released in America on October 2, 1969. It initially had a 2.41 inline-six engine and Hitachi carburetors that produced 151 hp. The American public loved its sporty looks and performance and the car received an enthusiastic reception in the US. During its first year on the market more than 45,000 Datsun 240Zs were sold.

Being relatively inexpensive, but both light and powerful – the Datsun 240Z was a natural for both sportscar racing and rallying. It racked up a number of impressive wins on racetracks in the USA (driven by such luminaries as actor Paul Newman). It also had an impressive rallying history with wins in the East Africa Safari Rally in 1971 and 1973. It became the “halo” car for Datsun and continued with its various models (260Z etc) to impress on the racetrack for a number of years. It continued to sell well in 1972 and 1973. Nissan modified the car in 1974 and it became the 260Z. This Z car had a 2.6 l engine and was available with a 2+2 body.

Another version of the first generation of Z cars, the 280Z, debuted in 1975 in the US and it was the first to use a Bosch fuel injection system. This change offset the weight from its additional luxury features and larger bumper and allowed the engine to achieve 170 hp.

By 1984 Nissan decided to completely revamp the Z car and included its new 3.0 l V6 engine in the design. This third generation of the Z model would also involve the dropping of the Datsun name, all Z cars thereafter were sold under the Nissan name in all markets. The Datsun name had been initially adopted as the parent company Nissan had not wanted to risk their brand name in case the 240Z had failed in its market. In addition to a new engine, the 300ZX and 300ZX Turbo had different styling than previous iterations of the Z car. The body became wedge shaped and had pop up headlights. The trend of excessive luxury features (desired by the US customers) continued with this version of the model, and the 300ZX even had the option to include seats that vibrated along to the music being played in the car. Still, the car remained popular and sold well. In 1987 the 300ZX was restyled to soften its lines, but the car remained largely unchanged until late 1989. In spite of power increases, the weight of the Z cars had become a problem – meaning that the Z had morphed into more of a luxury cruiser than a proper sportscar.

This all changed in 1989 when the newer 300ZX was introduced. This computer designed sportscar, although very well-equipped was available with a 300hp (224 kw) twin turbo engine which gave it phenomenal, almost supercar performance. Also, it was an entirely new and more modern shape. It sold extremely well, but changes to the Japanese yen escalated its cost to the point where it became too expensive. Sales dropped and the model was no longer available in USA and most other countries after 1996.

Nissan was heading towards bankruptcy when Renault purchased one third of Nissan. In 2003 there was a revival of the Z car with the introduction of the 350Z (a 3.5 l version of the six-cylinder engine). There followed a lighter more powerful version – the 370Z with 245 kw in 2009. This version put the sportiness back into the Z car and even resembled the original 240Z styling. This model is still current today.

The Z Car Club of Sydney was formed in November 1989 and has endeavoured to uphold the traditions and preserve the history of the Z car through its dedicated membership. To this end, along with other activities, it is very active in providing monthly well-planned excursions where members can come together and enjoy both driving their Z cars and visiting interesting venues.



50 Years of Falcon XW GT & GTHO

The XW GTHO Phase 1 & Phase 2's had great success at racetracks around the country ultimately celebrating a 1-2 victory at the 1970 Bathurst race, with Allan Moffatt winning the race and team mate Bruce McPhee closely behind in 2nd place.

American Al Turner was the Special Vehicles Manager at Ford Australia (1969 - 71) and Founder of the Falcon GTHO muscle car program and race car team whose home was located at 'Lot 6' Mahoney's Road, Thomastown Vic Aust. FORD GTHO LOT6 Foundation is holding a special 50th Anniversary event at the birthplace of the XW, the famed LOT6 Factory. Held on the weekend of the Bathurst Great Race in October this year.

The GT Club Inc. will have a great display of GT's with some fantastic examples of the XW model so come and check out the GT's & other fine cars at Shannons Sydney Classic. Here's some examples of XW GT/GTHO's owned by members of The GT Club Inc.



www.F1scalemodels.com

A detailed photograph of a white and black Formula 1 scale model car, shown from a side-front perspective. The model features intricate details of the chassis, suspension, and aerodynamic components. It is set against a background of a blurred racetrack and greenery.

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40 Years of FB-EK Holden Car Club



The FB-EK Holden Car Club of NSW was formed in 1979 and is one of the earliest Holden car clubs established in New South Wales. We are proud to be celebrating the 40th Anniversary of the Club in 2019 in association with the CMC and Shannons.

We are a family orientated Club that caters to all enthusiasts of the FB-EK Holden from authentic preserved and restored originals through to period sports and highly modified - we love them all. We have an average membership of around 60 to 70 members across New South Wales. Our regular monthly meetings are held at Linnwood Hall, Guildford and monthly Club runs held throughout the year. Our Club is a great community of like-minded FB-EK Holden enthusiasts and we focus on enjoying our FB-EK Holdens and sharing our knowledge and experience in keeping our pride and joys on the road.

The FB-EK Holden has a special place in the hearts of many car enthusiasts and was uniquely designed for Australia. With real fins, a wrap-around windscreen, abundance of chrome, colourful two tone magic-mirror finish and sleeker body style it made them an Australian favourite. In 1960 more than 50 per cent of all cars sold in Australia were FB Holdens. FB-EK Holdens were exported overseas and notably also included the first left hand drive Holdens to be exported to overseas markets such as Greece, Iran, Iraq, Lebanon, Kuwait and Hawaii.

In 2010 we celebrated 50 years of the FB Holden, which was produced between 1960 and 1961 with a total production of 174,747 units. This was followed in 2011 where we celebrated 50 years of the EK Holden which was produced between 1961 and 1962 with a total production of 150,214 units and introduced the first automatic transmission to be offered on a Holden.

The highlight of the year is the Nationals (also affectionately known as 'the Nats'). Held each Queen's birthday long weekend in June it is the biggest gathering of FB-EK Holdens from around Australia. Our Club has hosted Nationals at Tumut, Dubbo, Taree, Nowra, Forbes, Narrandera and Cowra. In 2019 we hosted the 30th Anniversary of the Nationals at Mudgee which was the biggest Nationals on record with 135 entrants. Our Club holds regular Club cruises, combined Club runs and social weekends away. We have a very active Club Facebook page and our Club Newsletter is published each quarter and is distributed to all members and other FB EK Holden Car Clubs around Australia. Our Club has enthusiastically supported the Historic and Classic Vehicle Schemes and believe these two schemes have significantly improved opportunities to enjoy our beloved FB-EK Holdens, whilst also making it even more attractive to joining our Club. To contact the FB EK Holden Car Club of NSW please email us at contact@fbekholdennsw.com or visit our website at <http://www.fbekholdennsw.com/> "Holden On"



SAAB 40 Years of 900 Classic/20 of Viggen

CELEBRATING

40
YEARS
CLASSIC 900

1979 - 1994

20
YEARS
VIGGEN

1999 - 2002



Saab 900 (Classic)

The Saab 900 is a compact luxury automobile which was produced by Saab from 1978 until 1998 in two generations. The first generation from 1978 to 1993 is known as the "classic" and the generation from 1994 to 1998 is known as the "new generation".

The "classic" Saab 900 was based on the Saab 99 chassis, though with a longer front end to meet U.S. frontal crash regulations. The 900 was produced in 2- and 4-door sedan, and 3- and 5-door hatchback configurations and, from 1986, as a cabriolet (convertible) model. There were single and twin-Zenith carburettor, fuel-injection, and turbocharged engines, including both Full Pressure Turbo and, in European models during the early 1990s, Low Pressure Turbos.

The 900 utilised a deeply curved front windshield, providing the best driver visibility, calling attention to the marque's aircraft legacy. Also underscoring their aircraft lineage, the 900's dashboard was curved to enable easy reach of all controls and featured gauges lit up from the front. Saab engineers placed all controls and gauges in the dashboard according to their frequency of use and/or importance so that the driver need only divert his gaze from the road for the shortest possible time and by the smallest angle.

Saab 9-3 Viggen

A high-powered version of the Saab 9-3, the "Viggen" (English: Thunderbolt), was marketed from 1999 to 2002. It was named after the Saab 37 Viggen aircraft.

The Viggen included a turbocharged 2.3 L engine (B235R). Initially it was rated at 225 bhp (168 kW; 228 PS) and later at 230 bhp (172 kW; 233 PS) on 1.0 bar (15 psi) of boost from its Mitsubishi TD04-HL15-5 turbocharger. The cars were equipped with a higher capacity intercooler, performance tuned ECU, flow through muffler and tip, heavy duty clutch and pressure plate, stiffened and lowered springs, firmer dampers, as well as stronger CV joints and driveshafts. In 1999, the Viggen was the first 9-3 to use Saab's Trionic 7 engine management system. The 2001 model year introduced a Traction Control System (TCS). The TCS was later made available in the SE line.

The car featured a rear wing, aerodynamically designed bumpers and side skirts, special bolstered and colored leather seats, sportier suspension, as well as bigger wheels and upgraded brakes. The Viggen was only available with a five speed manual transmission.



SAAB CAR CLUB NSW

www.nswsaab.club

20 years of S-Type Jaguar



The Jaguar S-Type was initially revealed to the world at the 1998 Birmingham Motor Show but not marketed in Australia until 1999. It remained on the market for 10 years until 2008. It was produced during the era of the Ford Motor Company's ownership of the Jaguar brand.

Jaguar designed the vehicle in a retro style attempting to capture a part of Jaguar's classic past designs from the Mark 2 and earlier S-Type of the 1960's. Some motoring critics panned the styling at the time and concluded Jaguar was caught in a time warp while others described it as the spiritual successor to both the Mark 2 and the Ford Scorpio. The S-Type was based on the Ford DEW platform which it shared with the American Lincoln LS and the Ford Thunderbird.



The car was powered by a variety of petrol and diesel engines from a 2.5 V6 petrol to a 4.2 litre supercharged V8 which developed some 291 kW or 390 bhp. Performance of this latter powered car was scintillating, rocketing from zero to 60 mph (97 kph) in just 5.3 seconds. It was, in fact, claimed to be the fastest road production saloon in the world at that time. A 2.7 litre twin-turbo V6 diesel was also offered with 6 speed manual or automatic transmission. The petrol powered cars offered either a 5 speed manual or auto box, though from 2003 the auto was upgraded to a 6 speed.

The European motoring press raved about the diesel option at the time, describing it as a paragon of refinement, quietness and fuel economy with enough refinement and performance to wean anybody off petrol power.

When the S-Type was released the traditional leaping Jaguar bonnet ornament was optional even though it met U.S. & European safety standards by way of breaking away if impacted.

Later models had the Jaguar logo incorporated within the radiator grill. The Jag bonnet ornament was not offered in Australia until 2004. In 2003 the vehicle incorporated an electronic parking brake paddle switch along with a revised interior.

The S-Type was ultimately replaced by the XF Jaguar, a model which was much more highly acclaimed at the time of its release and which has helped restore much of Jaguar's reputation and acceptance as a producer of fine performance based luxury motor vehicles.

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CMC – Europe - 2021

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VISTING HEAPS!!!! Europe: Renault, French countryside, Cathedrals, Ferrari Factory & Museum, Modena, Florence, Rome, Pisa, Alfa Romeo Museum, Milan, Venice, Austrian Alps, Salzburg, Eagles Nest, Munich, Lucerne, Switzerland, Glacier Express Train Thru Swiss Alps, Mulhouse, Museum Cite de l'Automobile, Stuttgart, Mercedes Benz Museum & Factory, Porsche Museum, Nurburgring (optional tours/rides may be available) Amsterdam, Brussels and the Eurostar Train to London. Just to mention a few!!!!

UK: Beaulieu Autojumble (Swap meet – Huge) Stonehenge, Plymouth, Haynes Museum, Portsmouth and 3 days for the Goodwood Revival Festival.

Europe tour \$9,000 per person Twin Share and England \$5000 Plus Air Fares

Accommodation including breakfast every day & some dinners. Single supplement approximately \$3000

Please return this form by email or ring me for snail mail. I know this is very early, this will assist with planning and pricing etc.

Expression of Interest:

Name/s: _____

Address: _____

Email: _____ Mobile: _____

Club: _____

Room Type: Double Twin (share with) Single Supplement \$.....

Europe (30 days) ☐ Yes ☐ No

Goodwood & Beaulieu Museum (10 Days) ☐ Yes ☐ No

To Claim your seat on this great adventure please email Lynelle to confirm and forward your \$200 per person deposit as soon as possible to:

CUA: L & J Titcume BSB: 814 282 Account number: 50605910 (*different to other tours*) please check

Please include Surname and Europe or UK if relevant.

If you have any questions at all, please do not hesitate to email or give me a ring. Please email back to let me know your big decision ASAP.

Keep Motoring

Lynelle Titcume

CMC – Tour Coordinator

tic@ticauto.com.au

M: 0422 513 256



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A life-saving conversation

Joel Plummer never imagined he would have his prostate removed and he certainly never thought this would happen in his forties.

Joel – a father of two – experienced the symptoms of an excessively full bladder and some abdominal pain. He tried to put up with the pain until it became unbearable and he consulted a GP. Joel was then sent to hospital for a series of tests but the next day he went home with an unidentified diagnosis.

Joel and his wife had a chat about the situation, particularly because being discharged and not knowing what was happening was a concern for them.

“We both felt I should see my regular GP and I think this decision probably helped to save my life,” Joel said.

After a PSA test – the blood test that measures prostate-specific androgen levels – showed high levels and a digital rectal examination indicated an enlarged prostate, the doctor referred Joel to a urologist.

As Joel’s PSA levels increased, despite a treatment with medication, the urologist recommended a biopsy. The results confirmed the news that no man wants to hear: a diagnosis of serious prostate cancer.



“The doctor’s recommendation was to completely remove the prostate, which I was pretty shocked about. I wasn’t expecting that,” Joel said.

The cancerous prostate was completely removed and the operation was successful with Joel experiencing minimal side effects.

“The surgery takes time to get over physically and mentally – for some guys longer than for others. [...] It’s a pretty serious surgery and not a lot of people speak out about it,” Joel said.

Once Joel recovered from his surgery, he made the decision to join the Ambassador Program of Prostate Cancer Foundation of Australia (PCFA).

“I wanted to help other men before and during their prostate cancer diagnosis. I thought I’d be bold and put up my hand for that, especially as [PCFA] don’t have many young Ambassadors,” he said.

Many people are surprised to learn that prostate cancer is the most commonly diagnosed cancer in Australian men. Almost 3,500 Australian men die from it each year. Prostate cancer is therefore a huge issue in Australia.

Prostate Cancer Foundation of Australia encourages men to [#GetChecked](#). Men aged between 50 and 70 talk should to their doctor about getting a PSA test to check for prostate cancer. Men with a family history of this cancer, should talk to their doctor from the age of 40.

Help your community by hosting a prostate cancer awareness presentation where a trained PCFA Ambassador like Joel will share their experience with the disease.

Together we can get the conversation started on prostate cancer!

For further information about Prostate Cancer Foundation of Australia, please visit www.pcfa.org.au or call **1800 22 00 99**.



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2nd **BRONWYN WRAY** **1959 AUSTIN HEALEY SPRITE MK1**

3rd **LEE HARRIS** **1951 PACKARD DELUXE CLUB SEDAN**

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2nd **MARTIN MUSCAT** **1967 CAMARO COUPE**

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1971-1980

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2nd **BRANDON LOVE** **1979 LINCOLN CONTINENTAL MK V**

1981-1990

1st **PAUL MURAS** **1989 PORSCHE 928 S4**

2nd **JOHN CARLTON** **1989 PORSCHE 911 CARRERA 3.2**

1991-2007

1st **TERRY BELL** **1994 PONTIAC TRANSAM 25th Anniversary**

GRAND CHAMPION **DAVID ARMANINI** **1967 HOLDEN HR X2 UTILITY**

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Aston Martin Owners Club
Austin 7 Club NSW Inc
Austin A40 Car Club of Australia (NSW) Inc.
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Bentley Drivers Club NSW Inc
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Buick Car Club of Australia in NSW Inc
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Gnoo Blas Classic Car Club Inc
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Great Lakes Historic Auto Club
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Leyland P76 Owners Club NSW Inc
Lions Pride Holden Car Club
Lithgow Valley Hot Rod Club
Lithgow Vintage Motor Club Inc
Macquarie Towns M'cycle Restoration Preserv. Club
Magic Metal Motoring Club
Mazda MX5 Club NSW
Mercedes-Benz Club (NSW) Inc
MFS Classic Car Club
MG Car Club Limited
MG Car Club Hunter
MG Restorers Association
Micro Car and Scooter Club Inc
Milton Ulladulla Motor Vehicle Club
Mini Car Club of New South Wales
Model A Ford Club of NSW Inc
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Monaro Car Club
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Morgan Owners Club of Australia Inc
Morris Minor Car Club of NSW Inc
Morris Minor Picnic Club Inc
Morris Owners Club Hunter Region Inc
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Mount Warning Historic Auto Club
Muscle Classic & Performance Car Club
Museum of Fire
Mustang Owners Club of Australia NSW
National Corvette Restorers Assoc.
Nepean District Morris Minor Car Club Inc
North St Marys Car Club
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Port Macquarie Heritage Car Club Inc
Port Stephens Classic Automobile Association

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