



The Preserve

AUGUST 2020

Newsletter of the Council of Motor Clubs
The Vital Link for Motoring Clubs



A quick look back at
some past
Shannons Sydney
Classics -
can't wait for 2021



This is the "cancelled 2020 Medallion—first time ever that a Shannons Sydney Classic has been cancelled.



President's Report



Your 2020 Committee

Executive Committee

Terry Thompson OAM

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

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Karen Symington

General Secretary & SSC

Kay De Luca

*Treasurer/Affiliations/SSC
Editor Preserve*

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Tony O'Donnell

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& SSC Chair*

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OH&S

Bob Adby

Sub Committee Convener

Boyd Symington

SSC Merchant Liaison

Karen Symington

Minutes Secretary

Volunteers & Appointees

Ian Andersen

Website/Trophy Manager

Lynelle Titcume

Events/Tours Co-ordinator

Phil Cooper

Social Media Liaison

So another year has gone by since the last Shannons Sydney Classic. Seems like yesterday we were getting set to host our largest event ever. And what a 2020 half year it has been huh folks?

Pandemic is not a term I thought I would hear again in my lifetime but listen up now Thommo!

A quip from a Victorian smart alec online this morning "if we are going to hell, then I was told it would be in a hand basket, not in a face mask". A few meetings via the ubiquitous Zoom and Teams methods lately. What would we do without these electronic methods to link up nowadays? The "above the desk attire" has to be good but tracky dacks and ugg boots below the desk are fine.

Two meetings with the Vehicle Standards Working Group (VSWG) and one with the Road Safety Advisory Council (RSAC). VSWG is trying to finalize the Brake Assessment Manual (BAM) and sort out the rules for upgrading the GVM of vehicles by modifications. BAM has a new set of ideas from Transport NSW which suggest that if a vehicle has certain mods. to the brakes then you have to:-

Have your VSCCS Engineer test them in a series of hard stops from 100 KPH no less than 60 times in quick succession.

"So what" you may be saying. My car is not modified and people who do modify have to expect testing.

Well they say that even an upgrade on a Vintage car from mechanical or cable operated to hydraulic brakes is a modification that has to be tested. How common is that alteration from the era when cars moved from simple but inadequate brakes to the "new-fangled" hydraulic versions. Now take a look back at the tests above and tell me your car would last through that torture.

ACMC via the VSWG is fighting the changes and they have had them withdrawn while we get down to sorting them out. Keep an eye on the CMC website for news on this. It could affect many of your members, not just the street rodders etc.

The RSAC had both Minister Andrew Constance MP and Minister Paul Toole MP in attendance.

Boy did they give us a massive amount of statistics and data on the way things are this year.

Naturally accidents, injuries, deaths etc are down due to less travel. NSW is heading for one of the lowest tallies on record.

Only numbers up are bike riders and pedestrians who are not looking as they are on digital devices. Where have you heard that story before? Big increases in speeding fines. Probably because the roads are clear of traffic? Money is being spent on road barriers, in particular as they believe that keeping us on the straight and narrow has the best benefit.

Problem for motorbike riders is the preference for those cables strung between posts. They work well in bouncing cars off, however. The riders call them cheese slicers because when a body hits one guess what happens to the flesh and bone?

Complaints about these food delivery bike riders who speed on shared pathways. There is a 10 KPH limit but no one obeys that. Particularly the battery powered ones. A number of folks have been knocked down by these riders who are always in a rush. One lady in such an accident on Iron Cove Bridge has brain damage as a result.

Pedestrian Council pointed out that all 100 % of us are pedestrians at one stage or another whereas a small percentage are push bike riders. Complained about the money being spent on these inner-city pop up cycleways. They take away pedestrian access and street parking spaces.

Continued over

President's Report *(continued)*

Autonomous cars were talked about. The problem is upgrading the lines on the sides and centre of the roads so that these devices stay in the lanes. Bad or patchy lines equal wandering cars. Oops.

They also have problems overtaking bike riders with these one-metre apart rules. It is legal to do so when safe and real drivers like you and I know that. But these autonomous cars will not cross centre lines to do so, "computer says no", therefore you stay behind the bike forever.

Big numbers out of these new (since March) cameras to detect mobile phone hand-held use when driving. So far they have taken three million photos, fined 34,000 drivers and warned 31,000 others.

They assure us that the majority of shots are destroyed that day unless they are for evidence.

By 2024 they will have enough cameras to take 135 million shots per year. Be warned folks - as the bumper sticker says "**get your hand off it**".

Terry Thompson OAM
President CMC NSW Inc.
Chairman ACMC NSW Ltd.

FROM THE EDITOR'S DESK

Welcome to the **August Preserve**, which would normally be coming to you as a hard copy in your Shannons Bag, as you enter Sydney Motorsport Park for the Shannons Sydney Classic.

Sadly, we're not there this year, but hopefully we can still enjoy in absentia — in particular, as we recognise the special Anniversaries which would have been showcased on Pit Lane.

The **2020 Shannons Classic Medallion** is shown on the cover of this Preserve. These will be available at no cost to the Clubs who have paid for their 2020 Shannons Tickets—they can be collected at the CMC Annual General Meeting to be held on Tuesday 24th November 2020. These must be collected, as the weight of the medallions would make postage too costly. For Clubs who didn't purchase 2020 SSC Tickets, the medallions will be available at a cost of \$5.00 each.

Please take note of the new venue for CMC General Meetings - see page 25 of this issue. Delegates will be able to choose a main meal from a selected menu at a cost of \$20 which will include "bottomless tea/coffee".

From all of us in the CMC Committee—we hope you are staying safe during these trying times. Looking forward to catching up at the September General Meeting at the new venue, Strathfield Golf Club (Covid-19 permitting).

Cheers
Kay De Luca

RESULTS OF CLUB VOTING—REFER PAGE 7 OF THIS PRESERVE

1. Central Coast Rides Inc.

2. Kenthurst Automotive Club

The above Clubs had applied for Affiliation with the Council of Motor Clubs and I have to advise that CMC Affiliated Club Delegates have given a unanimous **YES** vote for these Clubs to join the CMC.

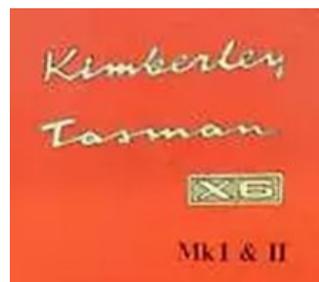
Letters of Acceptance will be sent to these Clubs as a result of this Vote.

Lester K Gough

CMC Membership Secretary

Anniversaries for 2020

Years	Marque/Model/Club
110	Morgan
70	Rolls Royce Phantom IV
70	Jaguar Mark VII
70	MG Car Club
50	Triumph Stag
50	Model A Ford Club
50	Austin Kimberley
50	Tasman
50	Range Rover
40	Rolls Royce Silver Spirit
40	Bentley Mulsanne
40	VC Brock Commodore
20	Lions Pride Holden Car Club NSW



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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BUILDING THE FUTURE

FOCUSING ON CREATING A SAFER WORKPLACE FOR AMBULANCE STAFF



NSW Ambulance have brought forward the build of 40 additional ambulances under the Statewide Workforce Enhancement Program (SWEP) that were planned for years 3 & 4 of the Program. Another 40 ambulances will also be built specifically to increase their capacity over Covid-19.



Together an extraordinary 89 new ambulances will be completed by the end of June. With the organisation's current contractor, VARLEY has been tasked to build as many ambulances as possible within the timeframe, AMTEK in South Western Sydney has also been contracted.

35 of those built by AMTEK will be commissioned as Intensive Care Ambulances. Review of requirements and locations will be completed shortly. By focusing on building the future, the aim is to create a safer workplace for staff – reduced paramedic fatigue, improve paramedic well-being and safety and to help keep pace with the growing demand for services.

THANKS were conveyed to Sydney Motorsport Park at Eastern Creek for generously gifting their complex and facilities free of charge.

NOW THAT'S A GOOD NEWS STORY



NEXT CMC GENERAL MEETING

Tuesday 29th September 2020

AT THE NEW VENUE—STRATHFIELD GOLF CLUB WEEROONA RD, STRATHFIELD

Commencing at 7.30 pm—Dinner available from 5.30 pm

**Make sure your CMC Delegates attend these Meetings and then report back to their Club —
it's the way to catch up on all the CMC News.**

REMEMBERING TONY DE LUCA - 05.10.1940 - 12.11.2019

Tony's young life was a sad one with his mother, Aurelia, dying from Tuberculosis when he was just 2.5 years old. His dad owned a deli in Coogee, so Tony was brought up by his grandmother and then his Aunty Grace following nanna's passing. His dad re-married in 1952 and Tony moved back to Randwick to be part of his dad's new family, attending St Patricks at The Rocks Sydney, achieving Dux of the School in his final year. He had wanted to be a Qantas Engineer but after a short time in his apprenticeship there, made the decision to change to become a motor mechanic.

He was indentured to McLeods Garage at Coogee achieving the Apprentice of the Year Award in 1960. He went on after that to study auto transmission and electrical courses to add to his resume. McLeods recognised Tony as their no.1 gearbox man on all makes of cars.

He met his first wife Helen, whose mother worked for Tony's dad at the Deli and the young couple struck up a friendship instantly. They married in 1964 and three children followed, Lisa, Anne and John. They built a house in Chifley and lived there for over 40 years, but sadness again engulfed his life when Helen was diagnosed with brain tumours, passing away in 1999 at the age of 54.

Tony's working life covered many aspects – Ford Australia, BMC Leyland Australia, Borg Warner, NRMA, self-employed Service Station Business at Kingsford, State Government Advocacy Branch, BDO at State & Regional Development – indeed a variety of roles and all of them carried out with Tony's intense attention to detail and drive to do his best.



Former CMC President, Roger (Alan) Foy recalls "I met Tony when I interviewed him for a job as a Motor Mechanic in the Experimental Department of Leyland Australia. It was early days in the development phase of the P76 project and we were looking to increase our workforce with experienced mechanics who were prepared to become involved with our project and be prepared to offer comments based on their experience. Tony was particularly attractive to us as he had considerable experience working on Ford cars having served an apprenticeship with a large Ford Dealer, Hastings Deering Pty. Ltd. All our prototype vehicles up to that time had been in modified Holden bodies, but much of our running gear had been based on Ford practice, yet most of our workshop personnel were Holden oriented. Tony joined us and had an enjoyable and happy time working with like-minded people and became very experienced in the intricacies of the P76 models.

At about this time, models in production or about to be introduced in the factory were Morris 1500 and Austin Tasman/Kimberley. A number of quality issues had been identified which required immediate and urgent action. A call went out for suitable personnel and reluctantly we agreed to temporarily release Tony to Quality Assurance Department to assist in fixing their problems. Tony never returned to us, but became a valuable part of the Quality Assurance Group."

He was a member of the IAME for over 50 years, standing as a National Councillor for many years and for a number of years until his passing held the position of National Vice President. Tony gave of his time volunteering in so many different ways. He was a Founding Member of the **BMC-Leyland Australia Heritage Group** and Committee Member. Long-time Committee Member/Vice President of the **CMC** – coordinator for over 25 years of the Shannons Sydney Classic. Office-holder of **Leyland P76 Classic Car Club and Leyland P76 Owners Club NSW**. **St Vincent De Paul Society, Justice of the Peace for NSW** for over 30 years. Member of the **NSW Justices Association** and founding member of Hornsby Branch of that Association, attending JP Desks in various Shopping Centres for many years. **North Epping Bendigo Bank Community Bus** transporting Retirement Village Residents to shopping centres. Life Member of the **Public Service Association**.

Tony met Kay in 2003 and they married the following year. They enjoyed a wonderful 16 years together, having mutual interests in many aspects of life, not just cars and the car club scene but also volunteering, music, travel, family and friends.

In 2017 Tony was diagnosed with lymphoma and over the next couple of years he tried very hard to stay positive during the treatment, however in August last year the doctors gave him the bad news that time was running out. He passed away in November, the last couple of weeks spent in Westmead Hospital where he put on a brave face, entertaining his visitors with his usual big smile.

A couple of hundred people attended his funeral at St Gerrard's Catholic Church in Carlingford, followed by a committal at Macquarie Park Crematorium and then a very large group of people attending the wake at Ryde Eastwood Leagues Club.

He left an amazing legacy for all of us to remember him by. Tony loved life, loved everyone in it and they loved him back. What more could one want out of life— we all miss you Tony and we hope you're having a great time up there with all those who've gone before.

Terry and the CMC Committee.



The P76 Motto—Anything But Average

A Precis of Committee Meeting held at Croydon Park Club On Wednesday 8th July 2020

In attendance: Terry Thompson, Kay De Luca, Karen & Boyd Symington, Tony O'Donnell, Evan Jones, Lester Gough, Bob Adby, Terry Bebbington, Bruno Ferro.

Apologies: Ian Andersen

Affiliation:

Lester reported on 2 applying clubs, Kenthurst Automotive Car Club Inc. and Central Coast Rides Inc.

Both Clubs were approved by Committee.

Lester is to forward the info to Kay, who will distribute to Clubs. The Clubs are to forward the message to their club delegates, for their votes. A note explaining the process to be included with the attachment.

Also noted,

The Nabiac Car Club will resume their application post COVID.

Some issues were raised about "RMS Legal" giving directions regarding HVS that were obviously incorrect. Terry will follow this up.

Some cars are being issued T plates by mistake for CVS.

Secretary:

There were various discussions on emails, questions and concerns that have been sent in by members. Increased questions re club meetings, show and shines, club runs – agreed that we need to direct clubs to the NSW. Govt. website as NSW restrictions are changing regularly and clubs need to keep up to date.

CMC was contacted by 2 companies, "RaceService" - a DIY workshop for car enthusiasts and the Australian rep for "Jay Leno's Garage" - car care products. Suggested that an ad in the Preserve with details of services and promotions would be the best way to reach members directly.

General Meetings:

The July General Meeting has been cancelled due to Covid 19 Restrictions.

It was agreed to attempt to resume General Meetings in September, allowing for changes in Restrictions at that time. It was also decided to move both General and Committee Meetings to the Strathfield Golf Club. They have offered a restricted menu deal to our delegates - \$20 for a main meal, with unlimited Tea/Coffee in the function room.

Notice of the change to be sent to clubs/delegates and notice to be put on the website. Room hire of \$150 for General Meetings only.

President's Report:

There is a total of 4380 vehicles on CVS registration as of 8th July 2020. Noted that there has been inconsistency in mail delivery times for CVS applications.

Update on the New Logbook- the format is still in the design phase, but confirmation that it will not only be released as an electronic version.

**A Precis of Committee Meeting held at Croydon Park Club
On Wednesday 8th July 2020 (cont'd)**

RMS have employed a team of Investigators who are working through reported issues with HVS/ CVS registered vehicles. Policy Branch is reviewing HVS function and operation. 1835 and 1259 forms are not being distributed correctly. 1245 forms also being sent out in error.

Victoria is making significant changes to their scheme, prior to a complete review. Slim plates will be available for a fee, changes to their permit costs, must be a financial member of a club, reductions on fines etc.

RSAC will hold a Teams Council Meeting tomorrow.

Treasurer's Report:

Kay presented the Treasurer's Report, which was accepted unanimously.

Judging Pool:

All Bookings and enquiries have been cancelled due to COVID.

Shannons Sydney Classic:

Only 1 club has asked for a refund, all other bookings will be carried over to next year's event. The Morgan Club have cancelled their Super Sprint on the day before.

AHMF:

The AGM meeting will now be held as a teleconference on the 7/9/20. Some conjecture whether ACT or NSW gets the 2021 AGM. Discussions on ideas of venues.

ACMC:

VSWG to be held on 21/7. Main topics were brake assessment manual and procedures. Upgrading GVM procedures still ongoing.

NRMA:

NRMA negotiations have broken down. Bob to draft a report for the Preserve on the negotiations with the NRMA. No further action pending developments on Roadside Assistance from other providers over the next few months.

General Business:

August Preserve - Jag, HSV and two others have noted anniversaries for The Preserve. Hoping for more from clubs.

A synopsis of these minutes to be uploaded onto the website and printed in the August Preserve, to keep members informed. Also request for an article about Tony De Luca.

Julie Williams Volunteers Picnic Day to be cancelled for 2020.

We ask all members to check in regularly to the CMC Website, for any updates or notifications of important information. Details of when the General Meetings will resume, will also be posted onto the Website.



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110 Years of Morgan



It all began a **long time ago** when the son of a clergy man (Harry) HFS Morgan, born 1885, wanted to do more than tinker with mechanical things.

In 1910 it started, in a small way, by making a three-wheel Cycle Car. You ask, "What's a Cycle Car?" Well it's a car body strapped onto a basic motorcycle and having two wheels at the front with its vee-shaped engine (J.A.P. or Matchless) exposed to the elements like a First War Fighter, with tappets in view, up and down, faster and faster as they rev, simply exhilarating. With a healthy power to weight ratio they had tremendous success on the track and held hill climb records for decades.

HFS quickly recognised that the best marketing exposure was the racetrack where he competed and with many wins. The mighty 3-wheeler was able to enter car and cycle events, still the case today in Australia.

A win in the 1913 French Cyclecar Grand Prix swelled sales. Production ceased in 1935 and it was replaced with the four-wheeler (4/4 & +4) -four wheels & four cylinders. The factory is still at Pickersleigh Road, Malvern in the shadow of the Malvern Hills on the border of England & Wales where 135 craftsmen knock together around 500 cars per year.

Morgan is the only car maker left in the U.K.

Production during WWII churned out aircraft parts.

- In 1936 the 4/4 series 1 led into 1950's where the Cortina 1500 cc / 1600 cc cross flow head Kent engine made it most reliable. The +4 started with a Standard, then Vanguard 2088cc followed by the TR2, TR3, TR4 and TR4A engines with some using a Fiat (Fix It Again Tony).
- In 1962 Chris Lawrence (TR4) won his class in TOK 259 at Le Mans.
- HFS's son Peter Morgan took over the company and progressed the marque.
- The +8 came in 1966 powered with an aluminium Rover (ex-Oldsmobile) V8 being light and compact. Now with 3.5l then 4.2l power "Enthusiasts thrive on it".

How are Morgans made?

The chassis is not timber but 3mm "Z" section steel making it strong, light and flexible. The coachwork frame is Scottish or Belgium Ash. Panels are steel or Aluminium with the mudguards called wings. Life of a new car, with its birthday card spec. sheet, starts with chassis and wheels assembly rolling or being pushed around the many stations adding parts as it threads its way through multiple buildings. They have the sliding pillar front suspension which makes the car rock hard, but great when cornering. It has been said that if you run over a penny you can tell if it's the Queens head or kangaroo. The dedicated skilled craftsmen have now finally agreed and use power tools. The old witchcraft of only hand tools must be used by the old guard has died off.

Morgans in Australia.

Ken Ward imported a 4/4 in the early 1950's, then with five others (6 Life Members) formed the "**Morgan Owners Club of Australia**" with three 'lifers' still active in the Club. Ken became the Aust. agent and successfully raced at Bathurst and Catalina in his twin-cam Super Sports.

David McKay won at Warwick Farm in the Red +4 (see pic, with car with No.6) shown here at Sydney Motorsport Park in the MOCA Super Sprint which is run every year, the day before the CMC Shannons Display Day.

The Morgans you see today in Australia are:- Pre-War 3-Wheeler, series 1 & 2 4/4 & +4 (there is the 4-seater for racing families), Aero 8, Roadster (6 Cylinder) and a new 3-Wheeler (as seen in pit lane concourse CMC Shannons Day).

Morgan owners may be seen as different sports car drivers as this quote suggests, "A loud, rasping exhaust, an engine that revs and a light fluent gearbox makes this Morgan 4/4 1600 an even better car than the +8. You really haven't lived until you've driven a MOG, top down in the rain."

Morgans hold their value due to their small numbers, but mostly because, *THEY ARE SO GOOD.*

110 Years of Morgan





70 Years of the Rolls-Royce Phantom IV

The Rolls-Royce Silver Ghost, recognised as the best car in the world at the time, was produced from 1906 until finally replaced by the New Phantom in 1925. Since that date the finest or “top of the range” of Rolls-Royce vehicles have carried the name Phantom.

Current model cars are referred to as Goodwood Phantoms as since BMW acquired the most famous name in motoring, the production facilities have been established there. There are varieties or developments of these vehicles carrying later model names.

Possibly the rarest of these elite vehicles was the Rolls-Royce Phantom IV first produced in 1950. Only eighteen of these vehicles were built and individually so, at the request of royalty or heads of state. They will most likely remain the most exclusive of Rolls-Royce models ever to be produced.

The initial vehicle was designed at the request of Queen Elizabeth (then Princess Elizabeth) and the Duke of Edinburgh. This vehicle remains at Buckingham Palace and if you tour the Royal Apartments, is one of the initial exhibits on display at the place of entry.

The cars were built on an extended Silver Wraith chassis and powered by a straight eight engine displacing 5,675 c.c. Classic R-R engine configuration at the time included overhead inlet valves and side exhaust valves. Transmission was initially four speed manual with no synchromesh on first gear. Automatic transmission was offered on later cars.

Each of the vehicles had coach work reflecting individual requirements of the purchaser. The hand built coach work for the majority of the vehicles was provided by H.J. Mulliner or Hooper & Company. Both firms were among the very finest of vehicle coachbuilders from the earliest times of the automobile.

The final car was produced in December of 1955 and delivered to the Shah of Persia. Other purchasers included Princess Margaret, Franco, Prince Aga Khan, King Feisal II and H.H. the Ruler of Kuwait.



70 Years of the Jaguar Mark VII



Jaguar launched what is now recognised as one of the most famous and successful automotive engines of all time, the XK in 1948. The engine would power the first vehicle, a C-Type Jaguar, that achieved an average winning race speed in excess of 100 mph at the Le Mans 24 hour race in 1953 and also power Jaguar motor cars to no fewer than 5 successes at the famous circuit in the 1950's.

The London Motor Show in 1950 would see Jaguar release a stunning performance saloon in the Mark VII, powered by this very same 3.4 litre engine. The Mark VII brought entirely new standards of performance and luxury to the market place at a price that had not previously been seen or contemplated. Jaguar seriously threatened Bentley as the standard setter in performance luxury motoring. The vehicle although weighing in at 33 cwt or close to one and three quarter tonne could achieve a genuine 100 mph (162 kph) and accelerate from a standing start to 60 mph in 12.5 seconds. In 1952 Jaguar's chief tester, Norman Dewis, took a Mark VII to Jabbeke in Belgium and managed to achieve a mean speed of 121.7 mph (197 kph). A Mark VII saloon won the Monte Carlo Rally in 1956.

The Mark VII was built on a full chassis developed from the earlier Mark V and modified for use in the XK sports car. Front suspension consisted of independent top and bottom wishbones with long torsion bars located around the middle of the chassis. Telescopic shock absorbers on the front and semi-elliptic springs with lever arm shocks on the rear. Braking was by Girling servo assisted hydraulics which were self adjusting. Transmission was initially by a four speed gearbox with synchromesh on 2nd, 3rd and fourth. An automatic option was released to the U.S. market in 1953 and a year later an electrically selected overdrive was available for the manual models.

The interior of the car spelt luxury with a capital "L". Vast amounts of leather covered deep comfortable seats. Front and rear occupants were surrounded by what seemed like an endless supply of walnut finish. The passengers travelled in silent luxury usually only reserved for the most expensive of limousines. At the 1954 London Motor Show, Jaguar released the Mark VIIM version of the car. This vehicle had the engine up rated to 190 bhp, stiffer suspension and closer gear ratios. It proved to be a formidable contender in saloon car racing for the rest of the 1950's and was driven in competition by the very best at the time including the late Stirling Moss. The "M" version is easily recognised in that the semaphore arm turn indicators were replaced by the modern flashing light type.

The Mark VII was a stunning success from the moment of its launch. Within the first three months orders had been taken in the U.S.A. exceeding \$30 million in value. The success of the vehicle saw Jaguar move its production facilities from Holbrook Lane to Browns Lane in Coventry. The Mark VII Jaguar was replaced in 1956 by the Mark VIII. It is easily recognisable from the Mark VII in that it has a one piece curved windscreen replacing the split screen V shape type on the Mark VII. More chrome finishings and it usually has two tone paintwork.



70 Years of the MG Car Club Sydney



In late 1946 a young chap by the name of Dick Cobden bought an MGTC and in January 1947 he started racing it. Like many young men at the time he travelled to the "mother country", and as an MG enthusiast he visited the MG factory at Abingdon in the UK in 1949. We don't know who he met whilst he was there, but he clearly came away impressed by the MG Car Club UK, which was then in its 19th year, closely associated with the MG Car Company and had premises at Abingdon.

Upon returning to Australia, Dick Cobden met up with fellow enthusiast Douglas Williams from the family that owned P&R Williams, who imported and distributed MGs in NSW, as well as sold them to the public. Together these 2 men decided to set up an arm of the MG Car Club in Australia. The MG Car Club NSW was formed as the very first MG Car Club in Australia. The first AGM was held in February 1950, with Clive Cadden elected as the first President. Unfortunately we have not been able to locate a copy of the minutes of this first AGM, but believe that it was held at P&R Williams premises in Wentworth Ave, Sydney.

In the early days, all applications for membership were sent to the parent Club in the UK for validation and part of the annual subscription was also remitted to the UK Club. While now much more independent, the MG Car Club NSW still maintains a close association with the MG Car Club in the UK and along with other MG Car Clubs around the world, will help them celebrate their 90th Anniversary this year with a combined Anniversary Run on 11th October.

The MG Car Club has always had the aim to further the interests of the owners of MG cars through social and sporting activities and we would like to think that the MG Car Club is key factor in our members enjoyment of these wonderful cars. Happy 70th Birthday MG Car Club NSW.



Meet the MG Car Club Sydney MGB Sebring/Le Mans Replica!

50 Years of the Triumph Stag



In June 1970 the Triumph Stag was released to the world in the UK. The name Stag was the code name for the actual build and is the only car to go through production and on release the name stuck. The Stag is one of the best-looking timeless Triumphs of its era.

A Grand Touring, Italian styled, Sports Car offering 4 seats and a drop head roof design made it quite unique for its time with few competitors. The Stag evolved from a sedan floor pan originally but by production no panels were the same as the sedan. A monocoque design was a departure from the traditional Triumph chassis TR sports car very rigid and safe, one of the best features of a well sorted Stag is its amazing super-efficient unique V8 engine. This 3-litre engine with a 2.5 inch stroke and 3.5 inch bore engine from two dolomite 1500cc 4-cylinder engines combined, produce a huge amount of torque and differently the most beautiful sounding V8 ever.

In manual transmission form, the Stag can return up to 35 miles to the gallon with its great 4 speed/overdrive gearbox. Independent rear suspension and MacPherson strut front end, the Stag's handling is exceptional. Power steering, power windows, fully adjustable steering and fully adjustable seats made the Stag a lovely place to be with hard top's off top or my favourite - topless - what a car.

The design of the Stag was faultless but with the union problems in the 70's in the UK build quality was quite poor especially in the engine production department. Many early cars had poor head gaskets and timing chain issues, all due to cheap parts when better parts were available but cost more, so weren't used. Today any rebuilt Stag is an absolute delight to own and drive. These days seeing several 100,000kms from timing chains service is quite normal.

Now almost every part to rebuild or restore a Stag is available through many suppliers like Rimmer Bros where the supply and quality of parts is great and readily available, making the marque a very desirable Sports Car into the future.



50 Years of the Model A Ford Club



Though not the first Model A Ford Club to be formed in Australia, this being the Model A Restorers Club (Australia) Inc which was founded in 1969 in Canberra. The Model A Ford Club of NSW was not far behind however, having been formed on the 6th November 1970. Other Model A Clubs were to be established in Western Australia, South Australia, Victoria and Queensland.

Our first elected President Geoff Buggie was quick to point out that the car clubs were for people and not cars. We were to respond to the wisdom of this over the years by placing emphasis on planning of activities to engage members in forming friendships which still exist strongly to the present time. Monthly meetings & Sunday outings were organised and monthly Wednesday outings came along later to enable retired members to socialise and to visit a wide range of interesting locations, this is current today.

Every 3 months we hold a technical session on a Saturday morning to share Model A information, with the help of more knowledgeable members to pass on the wealth of information to newer members.

In addition to the social side of our club activities, arrangements were put in place very early with other states Model A clubs to have bi-annual National Meets. Because of the 5 state clubs and the ACT, each club would every 12 years host a National Meet within their own State. National meets have also been held in Northern Territory and Tasmania. On many occasions long distances have been covered such as travelling from the east coast to west coast of Australia. National Meets provide many opportunities for the judging of restoration of member's vehicles and getting to know members of other Model A Ford Clubs.



50 Years of Austin Kimberley & Tasman



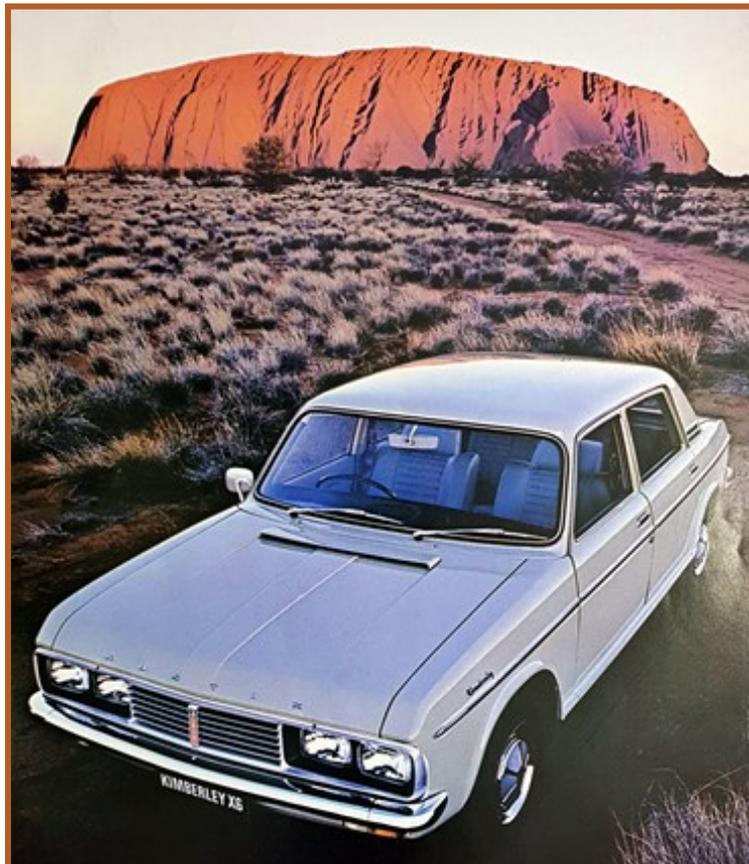
The Austin Kimberley/ Tasman twins were launched in Australia late in 1970. Also sold as a Morris in New Zealand, the car was based on an Austin 1800 with 3" added to the wheel base and just over 8" added to the length. Called the 'X6' range, after it's E Series 2227cc 6 cylinder engine which was mounted East -West drove the front wheels, it was the first 6 cylinder production car in the world to feature this figuration.

Much of the design and engineering was carried out in Australia and although the car was considered for release in the UK the range remained Australasia only throughout its short life. The aim of the exercise was to produce a car that had a larger boot than the 1800 and which would have that so important 6-cylinder engine which was thought by many to be a must for an Australian car. The radiator was front mounted with an electric fan for improved cooling. The cars were styled as a '3 - box' sedan and had a more balanced look than the 1800 series they replaced. A Vanden Plas prototype was made in the UK using a Kimberley as a starting point, but with modified front panel work giving it a totally different look.

The Tasman was the base model and featured a front bench making it a 6-seater while the Kimberly was the more luxurious of the range with bucket seats, twin rectangular headlights, and a plusher cabin. The Kimberly also had twin SU carburettors and both cars had hydrolastic suspension. Both could be had with either a four-speed manual gearbox or a 3-speed automatic transmission.

It was an advanced car compared to the opposition and while it didn't have the power of the Big 3's offering, it matched them in space and bettered them in comfort especially on longer runs on Australia's poor roads. There were some issues that Leyland's engineers were quick to find solutions for and a Mk2 version was released in 1971. However, the market still considered the complexities of FWD as negative in the seventies and without a full range including a wagon or utility version, the car remained a hard sell. Two utilities were produced but never made it into production perhaps because by this time all energies were on preparing the Marina and the P76 for market.

The last of the X6s rolled off the production line late in 1972 in readiness for the 1973 P76 launch. About 12,000 were manufactured in its short life span.



50 Years of Austin Kimberley & Tasman



Kimberley X6 and Tasman X6.

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All the things other cars call extras, the Kimberley calls standard equipment.

The Tasman X6. The most noticeable difference is the single headlights. And the spacious bench seats of the manual version. The automatic has bucket seats like the Kimberley.

The Tasman is fitted with long-wearing rubber mats throughout. And is powered by the same 6 cylinder power unit.

The Tasman also is equipped with heater/demister, power assisted disc brakes, independent suspension, personal ventilation.

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50 Years of Range Rover



This year the Range Rover celebrates its 50th Birthday. Released in the UK on June 17, 1970 the car created its own market segment and dominated that segment for many years even though it remained virtually unchanged for the first 10. Many attempts were made over the years to produce a Land Rover Station Wagon, but none made it to market until Gordon Bashford and Spen King revisited the Road Rover concept.

This is where the stars aligned for the project. The Rover company now had the ex GM alloy V8 which was the perfect engine for powering a full time 4WD system, installed in a chassis with a long travel suspension featuring low rate springs and maximum travel. The body was to be of simple design, aluminium panels on a steel skeleton, thereby making it easy to manufacture and keeping the ability to export as a CKD for production in other factories. In 1966 the project was approved to proceed. By January 1967 the first full size mock-up was complete and by September, a running prototype was on the road which proved extremely capable and in early 1968 a restyle was complete. Prototypes were tested all over the world with very little disguise as this was pre internet and before virtually everybody carried a camera in the form of a phone in their pocket. These test cars were badged Velar to put casual observers off the true identity of the car's maker. Velar was the inspired work of Mike Dunn who was told to come up with a name using letters from Alvis and Rover, badges the company had (Rover took control of Alvis in 1965). It was first used on Rover P6 test vehicles. The meaning of the Spanish word velar and the Italian word velare, (*to keep secret, to cover with a veil*) were his inspiration.

At launch, both the press and customers loved the car so waiting lists grew quickly. Even the French loved it displaying one in the Louvre Art Gallery in 1970 as an "outstanding piece of modern sculpture". There was nothing from the opposition that could match the new vehicle's ability. It was a large station wagon offering a new driving experience and could be driven anywhere and hosed out at the end of the day. The vehicle was equally at home on the farm as it was in the city.

For the next ten years there was little change. But as Motor said in a 1975 test "...the Range Rover is unique but not just because of the concept, but also because it is a brilliant blend of compromises – it does so many things so well. It isn't perfect, but there are so few cars which even begin to compete. We love it!" The engineers had managed to not only produce a car which was loved by the press and customers, they also created a market niche. Customers overlooked some of its foibles and continued to want the vehicle for what it could do and what it represented as it quickly became a status symbol. However, it was 1972 before the Range Rover arrived in Australia and between 1979 and 1983 Range Rovers were assembled here at Leyland's Enfield plant.

In 1982 it finally gained 4 doors but until the P38A model was released in 1995 the Range Rover did not change much, just the level of luxury and the standard fittings changed although there were some 'under the skin' engineering changes along the way. The P38A was developed by The Rover Group (then owned by British Aerospace) but released by BMW after they bought the company in 1994. BMW decided that the P38A was not going to have a long run and set about developing an all new replacement. This was to become the L322 released in 2001 by new owner Ford who purchased Land Rover in 2000. The next and still current Range Rover, the L405, was launched in 2012 with the company now owned by TATA after Ford disposed of the brands that made up its "Premier" division in 2008.



40 Years of Rolls-Royce Silver Spirit & Bentley Mulsanne



In October 1980 Rolls-Royce Motors Limited announced the launch of the Silver Spirit, Silver Spur (long wheelbase version) and the Bentley Mulsanne. The Silver Shadow and Bentley T Series had reigned as arguably the best cars in the world for 15 years & the Silver Spirit carried many of the refinements of the previous model into the new release.

The Silver Spirit utilised the same 6.75 litre engine and drive train as its predecessor but had an upgraded hydraulic rear suspension. The revised rear suspension improved the ride and handling of the vehicle while at the same time reduced tyre wear and improved on what was already the quietest ride imaginable.

The styling of the vehicle was more angular with a lower waistline and a 30% increase in glass area. The vehicle incorporated rectangular headlights which accentuated the squared off lines of the new model. It was in fact some 2" wider and 3" longer than the Silver Shadow.

A major and extremely successful initiative was to give the Bentley version a new identity of its own. Over the previous five years or so the Bentley name had almost declined into oblivion. The Flying "B" had fallen to only 3% of total production. The Bentley was named after that famous section of the Le Mans track "Mulsanne" and in 1982 a turbo charged version was offered to the public, transforming the performance of the vehicle. Bearing in mind the Bentley brand made its name by dominating the Le Mans 24 hour classic in the '20's and '30's. The Mulsanne by 1985 had evolved into the high performance Turbo R by 1985 and Bentley has not looked back ever since. It is still viewed as the ultimate in performance and luxury sporting travel at the present time though now part of the Volkswagen stable of brand names.

The Silver Spirit line of vehicles evolved over the years to see numerous offerings including the Bentley Eight, Bentley Brooklands, Bentley Continental R and T, Silver Spirit and Silver Spur II and III.

The Silver Spirit Series was superseded by the Silver Seraph and Bentley Arnage series in 1999. It had the highest production numbers of any Rolls-Royce model up to that time.



40 Years of The VC Brock Commodore



The first HDT (Holden Dealer Team) produced vehicle was the SL/E based 1980 VC Commodore. It arose out of Peter Brock's need to homologate numerous racing parts for the Marlboro Holden Dealer Team's 1981 Group "C" racing effort. At that time Brock had just taken over leadership of the HDT from John Sheppard.

Available in Red, Black or White - HDT's colours – the car had the 308 V8 engine and the M4 21 four speed gearbox. A turbo Hydramatic auto transmission was optional. The cylinder heads were machined and fitted with bigger valves. There was cold air box for the carburettor intake and the inlet manifold was considerably modified. This also called for improvements to the fuel pump and fuel supply system. Chromed rocker covers and a chromed air cleaner gave the engine bay plenty of style.

Other modifications included a bigger brake master cylinder for the improved four-wheel disc brakes, and revised suspension with new springs and Bilstein gas pressure shock absorbers. German Irmischer alloy wheels fitted with Uniroyal 60 series Wildcats were the only bits that touched the ground. A front air dam and rear spoiler, together with wheel arch flares to cover the wider wheels, completed the exterior of the car. Inside there was SL/E red trim, a Momo steering wheel and a wooden gearshift knob. There was also a driver's left side footrest.

Brock eventually built 413 of these cars, but they were not as successful as some later modified models.

Furthermore, the cars caused quite a ruckus in racing circles with the argument going on for some time. There was a problem due to the homologating of a developed version of the Commodore SL/E, with the resultant race car being required to compete at the same standard kerb weight. That meant the Group C model was forced to carry around such useless additions as the air conditioning equipment and radio. There was no other choice however, as the engine's big valve heads were only eligible in the one package. It was a mistake the Holden Dealer Team was to not make again!



Peter Brock in full flight at Bathurst.



One of our club member's 1980 VC HDT Brock



20 Years of Lions Pride Holden Car Club NSW Inc.



Formed in 2000 by 2 members of an existing car club, after they organised a car show to raise funds to go towards paying the accommodation costs of the Paralympians. Their existing car club, whilst sympathetic to the issue, were not interested in raising any funds for this VERY worthy cause.

Mark Kendrigan, Keith Prior and a visitor to the existing car club, Steve Nowland, then got together to see how they could go about raising funds for the Paralympians & from this first fund raising effort the Lions Pride Holden Club was born!

The Club was initially created as the NSW Chapter of the Lion's Pride Holden Car Club Inc. Victoria which was continued for the next 12 years. In 2012 the Club, after much discussion and consultation with the Victorian parent club who then gave their approval, was then incorporated as an Association in its own right.

The 12 years as a Chapter of the Victorian Club did not mean the members were relaxing – they spent a lot of their time raising funds for various local charities. After the Paralympics effort of \$3,351, the members then raised \$1,019 for the Westmead Children Hospital, followed on by the members raising over \$20,000 for local charities such as Christ Mission Possible, Nepean Neonatal Unit, Arthritis Australia, Motor Neurone Disease Institute and several smaller more specific donations to local people in the community.

Along the way the Club has had monthly runs to various car shows, scenic drives to some great places throughout NSW as well as enjoying a biannual get together for the Victorian Club which we take turns in organising.

The Club now boasts 75+ members mostly from the Penrith local area offering both Historic & Classic Registration to members for their eligible Holden vehicles. The Club is always happy to welcome visitors to our monthly meetings and to our annual car show in November.

After losing our Club Registrar, Steve Short, to Prostate Cancer, the current charity the club is raising funds for is The Prostate Cancer Foundation and in 2019 we donated \$5,000 which went towards training a Prostate Cancer Specialist Nurse. We have even renamed our annual car show 'The Stephen Short Memorial Car Show'.

Monthly Meetings are held on the 1st Wednesday of the Month (excluding January) at the Henry Sports Club, Henry Lawson Ave, Werrington County from 7:30pm.

Annual Car Show: 1st Sunday in November - Carousel Inn, Duke St, Rooty Hill.

President: Harry Elvin 0467 705 456

Secretary: Janet King 0477 917 183

CMC Delegates: Mark Kendrigan 0405 084 509
& Adrian King 0421 343 100





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

CMC Delegates please put these dates in your Diaries for 2020 and 2021 General Meetings.

Note the January General Meeting date change to 2nd February 2021 due to Australia Day.

29th September 2020

30th March 2021

28th September 2021

24th November 2020

25th May 2021

30th November 2021

2nd February 2021

27th July 2021

Dinner will be available from 5.30pm – Main Meal for \$20 per person including tea/coffee which will be available in the Auditorium during the Meeting. The Meetings will commence at 7.30pm.

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

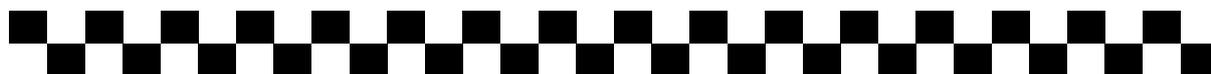
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Australian Armoured Vehicle Association Inc
Australian Ex Military Vehicle Collectors Soc Inc
Australian Historic Motor Club - Blue Mountains
Australian Historic Motor Club Inc
Australian Historic Rally Group Inc.
Australian Motorlife Museum
Australian Porsche 356 Register
Australian Racing Drivers Club
Auto United Car Club
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Bentley Drivers Club NSW Inc
Berrima District Historic Vehicle Club
Blue Mountains Motor Club
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British Car Club Hunter Region
British & European Auto Club (Sthn Highlands NSW)
British Ford Car Club of NSW Inc.
Buick Car Club of Australia in NSW Inc
Cadillac LaSalle Club of Australia NSW (Inc)
Camaro Firebird Owners Club of Australia Inc
Campbelltown Historic Vehicle Club Inc
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Central Coast All Ford Club Inc
Central Coast American Classic Car Club
Central Coast British Car Club
Central Coast Historic Car Club Inc
Central Coast Old Skool Auto Club Inc
Central Coast Rides Inc
Chevrolet Club of New South Wales
Chrysler Restorers Club of Australia Inc
Citroen Car Club of NSW Inc
Classic & Historic Auto Club of Aust (Sydney) Inc
Classic & Vintage Motor Club of Eurobodalla

Classic Car Club Illawarra
Classic Falcon Owners Club of NSW Inc
Classic Rally Club
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Club Maserati
Club Veedub Sydney Inc
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Gnoo Blas Classic Car Club Inc
Goat Motorcycle & Car Club
Golden Era Auto Racing Club Inc (G.E.A.R)
Great Lakes Historic Auto Club
GT Club, The
GTR-XU1 Owners Club NSW
Hawkesbury Historical Car Club Inc
HD/HR Holden Club of New South Wales Inc
Henry Sports Club Motoring Enthusiasts Inc.
Hillman Owners Club Australia Inc
Historic Commercial Vehicle Assoc
Historic Fire Engine Association Incorporated
Historic Group N Australia Inc.
Historic Sports & Racing Car Assoc NSW (HSRCA)
Historic Touring Car Association of NSW Inc
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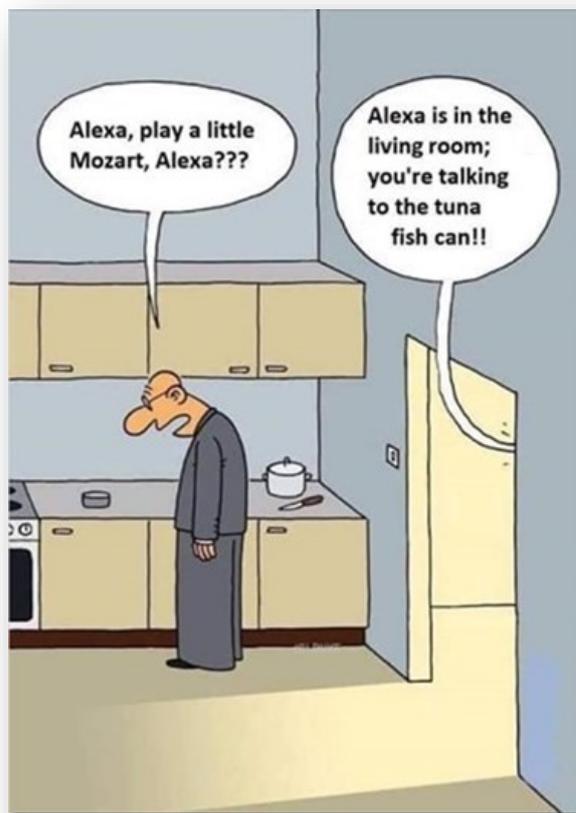
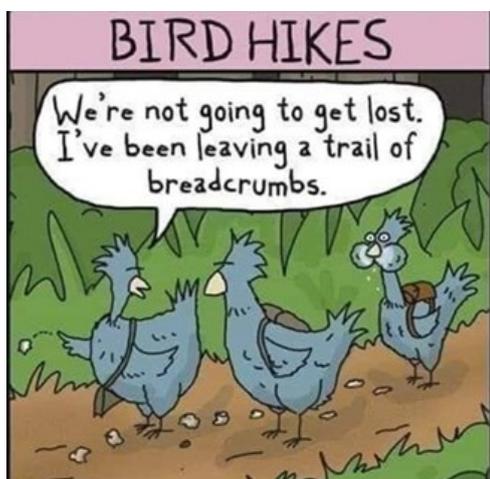
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