



The Preserve

Celebrating lots of anniversaries

Alvis Car Club

Morris Minor Hi Light



FB Holden



60



Mk 10
Jaguar

Jaguar E-Type



Mini



60



Volvo P1800

MG Midget



60



Mercedes Benz
R-107

50



Maserati Bora

50



Triumph
Stag

50

HQ Holden



50



Fiat 127

Leyland P76
Owners Club



40



X-Type Jaguar

20



August 2021 Shannons Sydney Classic



President's Report



Your 2021 Committee

Executive Committee

Terry Thompson OAM

President

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

Boyd Symington

Vice President & SSC

Karen Symington

General Secretary & SSC

Kay De Luca

*Treasurer/Affiliations/SSC
Editor Preserve*

General Committee

Lester Gough

Membership Secretary

Tony O'Donnell

Vehicle Standards & SSC

Terry Bebbington

Chief Judge

Evan Jones

OH&S & ACMC

Boyd Symington

SSC Merchant Liaison

Karen Symington

Minutes Secretary

Volunteers & Appointees

Bruno Ferro

Website Manager

Lynelle Titcume

Events/Tours Co-ordinator

Boyd Symington

Social Media Liaison

Phil Cooper

Social Media Liaison

How do I tell you about all the things that have happened recently? For a supposed period of lock down we have certainly been busy around here.

Firstly, we tried everything in our power to find a new date later this year to run the Shannons Sydney Classic and unfortunately ran into a blockage at every turn. Final blow was the advent of the mega event for Supercar Racing running four weekends straight at Sydney Motor Sport Park in November to make up their agreement to run 12 events for television. So we now have the traditional date in August next year locked in and most things will carry over for another year. We will follow the lead of the Olympics in Tokyo and make use of all things already made.

You may be aware that CMC Inc has now become an Approved Organization (AO) within the Classic Vehicle Scheme (CVS). An AO must have 50 clubs under its banner and must go through an application process. This means that CMC can handle our own affairs and process our members' CVS registrations directly rather than via the ACMC Inc. as has been the case since 2016.

That process took some time to get through Transport for NSW as it sat in the Glen Innes branch for some time. Then we were asked many questions about who would be on our committee and so on.

Suffice to say that if it were not for one helpful lady in Parramatta Head Office we could be still waiting. Things move slowly in Government and even slower during this current lockdown period.

The actual approval finally came through last month and we moved quickly to establish our new operation. The information about the changes has been circulated and can be found on the website if you missed it.

There will now be four bodies which are Transport for NSW Approved Organizations (AO) for CVS rather than just two. ACMC NSW Ltd, Council of Heritage Motor Clubs Inc (Bush Council as we know it), our own Council of Motor Clubs Inc. and the NSW Historic Motoring Assoc.

ACMC NSW Ltd will continue in a reduced role and cover the seven organizations within ACMC Inc which are smaller and do not wish to run their own race as AOs. That will be around 1,900 CVS regos. It will soon start operations from an office in Seven Hills and all of the CVS for the seven groups will go via there, not via my office anymore. Bush Council has been in the system from the start in 2016, however we do not hear much about their operations.

Our CMC Inc will handle the 1,200 or so CVS within our 220 Clubs. It will stay in operations from my office here in Bexley and few things will change for CMC member clubs and their members on CVS rego. That will be a big load off my mind as I have been trying to keep up with the 5,400 CVS in the one large group of ACMC Inc. A full-time job which I did not really want in retirement.

NSW Historic Motoring Assoc will handle the 2,500 CVS for their 250 or so clubs and that will operate out of an office in Gundagai. They have a lot of vehicles on CVS and their clubs are mainly in country areas of NSW.

Main thing to remember here is that CVS has about 5,500 vehicles and Historic or HVS regos number close to 60,000 throughout NSW and ACT. CVS is growing but not at the rate some people estimated when it began in 2016.

/continued...

President's Report *(continued)*

The major benefit of these changes will be the splitting up of the monster spreadsheet which records all of the information for the aforementioned 5,400 members who have this style of rego. on their modified vehicles. The spreadsheet had grown to well over 118,000 cells with 22 items of information for each entry and this has to be available for audit by Transport NSW any time they wish.

The big job in splitting this up involved me in a series of mouse clicks cutting out the lines for the entries which do not belong in the section I was creating. One for ACMC, one for CMC and one for NSWHMA. By the time I had made up the three separate sheets I estimated that I had clicked the mouse some 10,000 times as I was checking the details of each one before deleting. Extra benefit will be that the CMC CVS system is now neat enough to be handed over to someone in the future when I have to give it away. Succession planning is something that all Clubs should be getting on with.

A good win last month was the agreement with Transport for NSW to allow HVS and CVS to be processed by Service NSW Parkes office via mail. This cuts out the need to attend a Service NSW local office to process the regos. In many lock-down areas they were refusing to handle your paperwork as they decided it was non-essential rego. So come back when the lock-downs are lifted. Posting them to Parkes is not ideal but at least it is a solution. Allowing the rego to run out and then trying to get it back again could be a lotto draw, depending on who you get at the counter.

You do have three months to renew from expiry but that is not so well known in Service NSW we find. Pink slips last for six months and can be used for up to three months after rego expiry. Ditto with the knowledge about that.

Again, I mention one very helpful lady in Parramatta HO who gets things done rather than put it in the too hard basket. This saving grace was all down to her efforts.

Cheers folks and keep your chins up please. We will get through this.

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

FROM THE EDITOR'S DESK

Welcome to the **October Preserve** and hopefully we're on the path out of COVID—such a difficult time for everyone. I've included the Anniversary Stories in this issue and we apologise to all those Clubs who had worked so hard on their Anniversaries, that we're not able to showcase these classics on Pit Lane this year. Our special thanks go to Brian Caldersmith for his excellent cover to this Preserve.

Even though Shannons Sydney Classic was cancelled again this year we can now lock in Sunday 14th August 2022. Your 2021 Pit Lane tickets will be refunded— all other entrants fees will be held over to the 2021 event. Concours Applications for 2021 will stand for 2022.

Those Clubs that haven't yet collected their **2020 Shannons Classic Medallions**—these will be available for collection at the AGM in November. Why not join us for dinner before the Meeting—the kitchen is open from 6.00pm.

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 November General Meeting/AGM at Strathfield Golf Club (Covid-19 permitting).

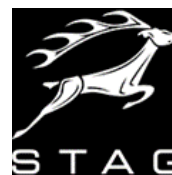
Cheers
Kay De Luca

We've seen the crowds flocking to Bondi Beach recently during the COVID lockdown—this is Bondi Beach C.1889



Anniversaries for 2021

Years	Marque/Model/Club
70	Alvis Car Club
70	Morris Minor Hi Light
60	FB Holden
60	Jaguar E-Type
60	Mark 10 Jaguar
60	Volvo P1800
60	Mini
60	MG Midget
50	Triumph Stag
50	Maserati Bora
50	Fiat 127
50	HQ Holden
50	Mercedes Benz R-107
40	Leyland P76 Owners Club
20	X-Type Jaguar



NEXT CMC GENERAL MEETING

Tuesday 30th November 2021

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

Commencing at 7.30 pm—Dinner available from 6.00 pm

Delegates should make it their duty to attend these meetings and report back to their Club/members. This ensures wider coverage of CMC news.

CMC VOTING RESULTS

In accordance with the CMC Constitution and with Schedule 5 of the Association Incorporation Regulation 2016, (which allows for the use of electronic voting), Delegates were sent an e-mail on the 09/09/2021 regarding the CMC Committees recommendation for affiliation, the voting criteria and an attached document "Applying Clubs Profiles 2021-09" for the following two Clubs;

Guyra & District Automotive Club Inc.

Classic Cruisers Car Club Inc.

RESULTS OF VOTING:

I have pleasure to advise that CMC Affiliated Club Delegates have given a unanimous **YES** vote for these two Clubs to join the CMC. Letters of Acceptance will be sent to these Clubs as a result of this Vote.

Regards,

Lester K Gough

CMC Membership Secretary

Home: 02 9799 3209

Mobile: 0438 116 646





Precis of CMC Committee Meeting

The CMC Committee met via Zoom on Wednesday 8th September 2021.

In Attendance: Terry Thompson, Boyd & Karen Symington, Tony O'Donnell, Kay De Luca, Lester Gough, Evan Jones.

Apologies: Terry Bebbington, Bruno Ferro.

Matters Arising: Due to Covid Restrictions in the Greater Sydney Region, the CMC September General Meeting has been cancelled. The Committee is hopeful that the November General meeting may be able to proceed, noting there will probably still be some restrictions in place. Please check our Website and Facebook page regularly for updates, and for confirmation on when our meetings will resume.

Secretary: Numerous emails, phone calls, e-magazines etc.

Main questions raised – TfNSW non-essential registration, New Clubs, concerns with Registrar notes printed in Preserve, How do I send in CVS.

Strathfield Golf Club - Forte Catering is no longer with them (contract expired), the Golf Club will be taking over the restaurant/catering themselves and will continue with the same arrangements. They expect to open late October, with the 4 sq metre rule in place.

President: CVS Update- there are 5281 vehicles on CVS registration as at 14/7/21. 1088 are through CMC.

Update on CMC application for Approved Organization for CVS regos – After 4 months we have heard back, with a request for more information on the CMC Review Panel members, details were supplied. The CMC Review Panel members are Terry Thompson, Tony O'Donnell, Lester Gough, Terry Bebbington and Boyd Symington.

Correspondence: 15 Magazines
2 letters from State Library regarding missing magazines.
Bendigo Bank Statement
CVS paperwork from Spiros Gouriotis (Southern Sporting Car Club) – to post to Terry.

President's Report: Terry Thompson

CVS update – 5455 vehicles are registered on CVS, as of 8th September 2021. 1147 CVS vehicles are through CMC, 43 from 4WD, 18 from ACT, 1389 from ANSMA, 375 from ASRF, 6 from Drag Ens, 1 for MCC, & 2476 from NSWHMA.

CMC has been informed that its paperwork as an Approved Organization for CVS registration has been approved and is on the way. We will be unable to commence processing until TfNSW has added us onto their websites official list.

Treasurer: Kay circulated the report and presented at the meeting. The Report was unanimously accepted.

CMC Affiliation Fees - It was discussed that due to the hardships most clubs and members have been under during covid, that the 2021 and 2022 Affiliation fees would be considered halved. This means that clubs who paid their Affiliation Fees for 2021, will be considered as full financial members for both 2021 and 2022. They will still have to submit an Affiliation Form for 2022, recording/updating their contacts for next year, but will not have to pay a fee. New Clubs who join in 2022 will pay full price.

CMC has 216 affiliated clubs

Judging Pool: No report.

Shannons Sydney Classic: ARDC have told us that unfortunately they have no weekends available until mid-next year. They have offered us 13/14 August 2022. The Committee has accepted the date. Karen to draft a letter to clubs informing them of the new dates.

Precis of Committee Zoom Meeting (continued)

WEBSITE: Bruno Ferro / Boyd Symington

Boyd reported that the Facebook page is reaching about 300,000 people every 4 weeks. Many people ask questions privately through the page.

AHMF & RSF: Upcoming Zoom meeting weekend of 18/19 September.
Kay to sit in as an observer.

ACMC: ICV Association has joined.
TfNSW declared that Conditional Registration is considered non-essential.
Process continuing for the dissolution of ACMC NSW Ltd. Awaiting ACMC CVS Inc. to be established, to continue their CVS registration.

Matters of Affiliation:

Lester reported on two clubs applying for Affiliation - Guyra & District Automotive Club Inc. and Classic Cruisers Car Club Inc. Both clubs were accepted by the Committee. Lester will organize to send the information to the Club Delegates for voting.

Lester also reported on other clubs that have applied for affiliation, and other enquiries he has had. Due to Covid, some clubs are on hold at present.

General Business:

It was agreed that the ABN for CVVTMC be cancelled, as this entity no longer exists. It has been raised that some Service NSW are refusing to supply logbooks to HVS Trailers at renewal. As these trailers can be used by people that are not driving Conditionally registered vehicles, they would need a logbook to prove the use is within the rules.

The Meeting closed at 7.45pm.

No Beatle haircuts—1965 !!!



Just divorced in 1934





Alvis Car Club — 70th Anniversary

Alvis cars were introduced in 1920 with the 10/30 model. The most famous vintage Alvis is the 12/50, produced from 1923, which was a successful sporting and racing car. The Alvis Front-Wheel-Drive (1928 to 1929), the first production FWD car in the world, was also a successful racing car.

During the 1930's the Alvis became a luxury sports car with the introduction of the 6-cylinder Speed 20, Speed 25 and 4.3-litre models. After World War II the Alvis 3-litre models were produced, the most famous being the Grey Lady (TC21/100) and the Graber bodied models.

Alvis cars were manufactured until 1967, when the company merged with Rover. Although this signalled the end of manufacture of Alvis cars, it was not the end of the passion they generate in their owners and admirers.

The Alvis Car Club NSW is an Australian club, with members worldwide, which is committed to the enjoyment of owning, restoring, maintaining and driving Alvis cars. The Club was established in September 1950 for the purpose of encouraging an interest in Alvis Cars; holding competitive, sporting and social events and preserving the Marque. It was particularly active in competitive events which were well regarded for their enthusiasm and professionalism.

Alvibatics, the Club's magazine, is one of the oldest Alvis magazines in the world. It keeps members informed of Club activities; presents technical advice on the restoration and maintenance of Alvis cars; offers a forum for the sale or exchange of cars or parts and provides interesting, provocative and stimulating stories of Alvis cars and drivers.

The Club has an extensive knowledge of the history of Australian Alvis cars, which it keeps up-to-date and makes available to its members. The strong, active membership is interested and supportive of each other's projects making technical skill and parts available where possible. Club members enthusiastically participate in regular outings and activities, driving and enjoying their Alvis cars.

The Alvis Car Club 70th anniversary celebrations were stifled last year, as a result of COVID-19 restrictions. However the Club is still in its 70th year and intends to continue celebrations for the full 12 months. It will have cars on display at Shannons Sydney Classic at Sydney Motorsport Park on Sunday 15th August 2021.





Morris Minor Series MM saloon (Highlight) —70th Anniversary

Think about MM series Morris Minors and I usually think of the early "lowlight" variety, with the headlights not on the front wings, but low down, nestling alongside the radiator grille. However it is in fact a late version of the MM, which tends to be known as the Highlight version - for obvious reasons. The 918cc Morris side valve engine was still fitted to Minors of this era, the (Austin) A-Series unit of 803cc would have to wait for the Series 2's launch.



This particular example looks to have been in the wars somewhat, so knocked-about is its bodywork. One of the screens is out, the front wings bear numerous dents and scuffs to their paintwork, while the front apron is out-of-shape, and one of the chrome "hockey sticks" has gone AWOL, as has a bumper overrider. Both sidelights are damaged, the wheel rims are damaged, and even the registration plate is well battered. An aerial has been fitted to the nearside front wing, but that looks to be out of action, judging by the cable dangling down behind the wheel. The interior trim, fitted to the B post, is also in tatters, and the Morris Minor badge has fallen off, or been swiped. All in all, a very sorry example of late-MM series Morris Minor.

A close look at the first photograph reveals a 1956 tax disc in the Minor's window. There is a Greenham Common pass in the screen too, also dating to 1956. Interestingly, despite being UK-registered, the car is LHD. At the time, Greenham Common was in use with the United States Air Force, as a base for the Strategic Air Command during the Cold War. I wonder if this sorry-looking Minor had been in use with the SAC? Perhaps the location of both photographs is the Greenham Common airbase itself?





FB Holden —60th Anniversary

The FB and EK Holden hold a special place in the hearts of many car enthusiasts and as Australia's most popular cars at the time, many people have fond memories of their family owning one. The FB was produced between January 1960 to May 1961 with a total production of 174,747 units. The EK was produced between May 1961 to July 1962 with a total production of 150,214 units.

The FB had a distinctive Australian style whilst reflecting the design of U.S vehicles of the late 1950s with a wrap-around front windscreen, sloping rear glass, a longer body and lower bonnet line and real 'finned' taillight clusters were incorporated into the fade away sweeping rear quarters. The interior received a roomier makeover. Some unique features introduced included an orange coloured speedometer indicator band that GMH called the 'Vivid Arc', large separate H-O-L-D-E-N lettering on the bonnet and a dished steering wheel was in response to safety concerns.

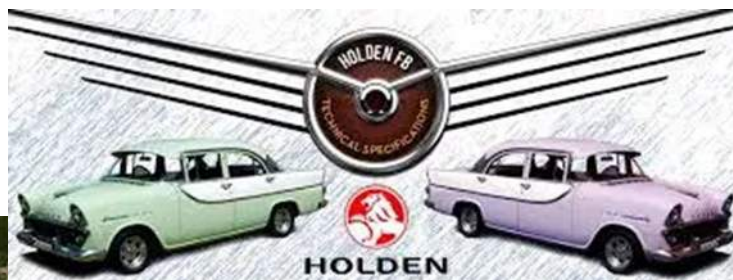
The EK continued with the previous FB Holden styling with some refinements including straight through stainless strips for a cleaner look, the front grill received a makeover and the front parking lights were incorporated into the ends of the top grill bar. Other features included electric windscreen wipers that replaced the previous vacuum unit, the centre bonnet bar contained a red plastic Holden lion emblem insert, new interior seat and dash trim for Special models, hubcaps featured a lion emblem and the bonnet lock cable became standard equipment.

The EK Holden introduced the Hydra-Matic, the first automatic transmission to be offered on a Holden. The new 3 speed automatic was manufactured by General Motors in Detroit USA and was offered as an option for Special Sedans and Special station sedans. Due to the popularity of the Hydra-Matic it was later offered as an option to Standard Sedans and Standard station sedans in late 1961. To fit the Hydra-Matic modifications to the floor plan were required that included an enlarged transmission hump and the column shift selector was redesigned. Modern Motor magazine said at the time "The Hydra-Matic is the most efficient automatic drive we've struck so far. Hydra-Matic is very, very sensitive to the demands the driver makes on it."

Mechanically the Grey motor continued but was bored a further 1/16" to displace 138 ci. Compression ratio was raised to 7.25:1, power output increased to 75 hp and torque to 12ft-lb. However due to the weight of the larger body the performance improvement was minimal. During production of the FB the old nitro-cellulose Duco was replaced with Dulon acrylic lacquer finish in July 1960. The new paint was called Magic-Mirror Finish and some of the EK paint names were equally as exotic with examples including Dusk Plum, Parisian Lilac, Tartan Turquoise, Tuscany Yellow, Twilight Turquoise, Egyptian Tan, Madang Maroon, Pyramid Coral and Barrier Coral. The growing export market led to the development of a left-hand drive FB that was delivered to Greece, Iran, Iraq, Lebanon, Kuwait and Hawaii. By the end of 1961 the EK was being exported to 46 countries including South Africa, India, Malaya, Singapore, Indonesia, Thailand and Japan.

The FB EK Holden Car Club of NSW was formed in 1979 and we are proud to be affiliated with the CMC and thank you for celebrating the 60th anniversary of the FB and EK Holden with us.

References: 60 Years of Holden by Terry Bebbington





The E-Type Jaguar—60th Anniversary

Jaguar launched the E-Type at the Geneva Motor Show in 1961. It was shown to the Press at a preview in the Restaurant **Hotel** du Parc des Eaux-Vives beside Lake Geneva on 15th March 1961 and to the rest of world and an awestruck public at the Motor Show the following day. The E-Type has become an icon and celebrates its 60th Anniversary in 2021. It has a substantial following around the world with many passionate Custodians.

It is remarkable that the Design and final shape of the E-Type was signed off by Sir William Lyons on 10th October 1960 and the Fixed Head Coupe (FHC) and the Open Two Seat (OTS) cars were on display at Geneva in March 1961. The Geneva cars had Registration numbers 9600HP and 77RW respectively.

It is said that “Racing improves the breed” and this was certainly the case with the E-Type benefiting from the XK120, C and D-Types. The cars displayed in Geneva had driven from Coventry through the night and arrived with only minutes to spare before being displayed. It was amazing what was achieved and a credit to all those involved.

Malcolm Sayer, a brilliant aerodynamicist, designed the shape and defined the Master Lines theoretically and verified them with wind tunnel tests and ‘tufted’ models. He was able to do this without Commercial and Stylist pressure but with good design with strong aerodynamic principles. The natural design was aesthetically pleasing, so much so that Enzo Ferrari said it was the “most beautiful car ever made”.

Jaguar manufactured the E-Type from 1961 to 1974. During this period 72,527 vehicles were manufactured. Jaguar officially classified the cars in 3 Series, namely Series 1, 2 and 3 with 8 model designations. In typical Jaguar practice, the new XK engine was first used in a sports car before the contemporary saloons. The Series 1 and 2 E-Types had the XK (3.8L later 4.2 capacity) and the Series 3 the V12 5.3L capacity. This year is the 50th Anniversary of the Jaguar V12 engine first released in the Series 3 E-Type in 1971. These were all strong, powerful engines as demonstrated in competition and saloons over decades. At the behest of Sir William Lyons, the engines looked as good as they performed. Who could walk past the sight of all that polished aluminium when the E-Type bonnets are open? Their smoothness complemented the Jaguar tradition of “Grace, Pace and Space”.

Over time, enthusiasts further divided the models into 13 where it was considered that the differences were significant enough to warrant separate identification. These are depicted in detail on the JDCA web home page (www.jaguar.org.au) under the E-Type Register tab. JDCA Members have early cars from 1961 (No.184) and the 9th of the last 50 commemorative cars in 1974, all of which were black, except for 1 in British Racing Green made by Jaguar for a special collector customer.

The Jaguar Drivers Club of Australia (JDCA) is a regular participant in the Shannons Sydney Classic and 2021 is no exception. On Pit Lane we plan to display examples of the two cars at the launch in Geneva. A Gun Metal Grey Series 1, 3.8L (FHC) and a British Racing Green Series 1 3.8L (OTS). The JDCA has secured a garage. It’s the ‘E-Type’ Garage in Pit Lane where E-Type Memorabilia curated by the JDCA Archivist and other items of interest will be on display. Please drop in and chat to E-Type Enthusiasts and other JDCA members.

Bob Alexander
E-Type Register Secretary, JDCA



The E-Type Jaguar V12 Engine



Mark 10 Jaguar—60th Anniversary

The Mark 10 Jaguar was released at the Earls Court Motor Show in London in 1961. The vehicle followed a long line of exotic classy saloons from that company, but this was a radical departure from its predecessors. Much was expected of it, as its release followed shortly after that of the E-Type sports car.

The Mark 10 was the first of Jaguar's large saloons that utilised monocoque construction techniques and thereby left the traditional chassis of the Mark 9 behind. Carrying on from the initiatives of the E-Type the Mark 10 was given fully independent rear suspension which gave it much improved handling over the company's previous large saloons. The front suspension was also of independent design with double wishbones, coil springs, telescopic dampers and an anti-roll bar. The front suspension was supported by a separate sub-frame located in the body by rubber mountings.

It was a very large car weighing in at almost 2 tonne, had a huge boot and was accompanied by internal luxury fittings right up there with finest motoring had to offer. Leather seats, full instrumentation, surrounded by walnut together with electric windows this was about the best value for money one could get at the time. It was available in both auto and manual transmission form, but it is difficult to find a manual vehicle for obvious reasons.

Powered by Jaguar's remarkable 3.8 litre engine, it was fitted with triple S.U. carburettors and developed 265 bhp to give it an acceptable level of performance for a vehicle of its size.

The vehicle was designed with the U.S. market in mind. It was wider than other British cars at the time and was a radical styling change from the previous cars with a reverse slant grill and double headlights.

Early sales were remarkably successful in the USA and Canada and took production levels at Jaguar to new heights. However there were reliability problems with early cars due to radiator and sub-frame rubber deterioration. Nevertheless the Mark 10 was a great success for the company. The Mark 10 morphed into the later 420G with the 4.2 litre engine later in the '60's.

Although it could not be said that the Mark 10 became a great classic, in recent years its values have increased markedly, especially for the few very well preserved or restored vehicles that have survived to this day.





Volvo P1800 —60th Anniversary

In the early 1950's, the Volvo Board of Directors decided at a special meeting that they wanted to produce a genuine sports car, but it had to be an Italian designed car that the company could produce and sell it as an "Italian Designed Sportscar".

In 1954 Gunnar Engellam approached several designers to produce a prototype sports car body. Meetings were held with Ghia, Vignale, Frua and others, but "Frua" were the only one prepared to undertake the project. They produced several designs by their team which Volvo were to meet and decide which, if any, was suitable.

At this time a young Pelle Petterson was employed by Frua virtually as an apprentice and he quietly slipped some of his designs in with those of the senior design staff.



The Swedish team unanimously chose Pelle's design but did not know it was his, they thought it was by an Italian and ordered that those three prototypes were produced. At this point they were informed that it was designed by a Swede whose father was Helmer Petterson who worked for Volvo. They were incensed over the deceit that they immediately cancelled the project. Helmer knew that the Board loved Pelle's design and convinced them to restart the prototypes construction. But they would only go ahead if the designer's name was never to be linked to this car. Volvo then let it be known that they were building a new sports car of Italian Design by "Frua".

Pelle Petterson worked with the design team to produce 3 prototypes. Volvo however could not find a company willing to take on the manufacture of these bodies. Finally, the "Pressed Steel Company" in Britain contracted to build these bodies at their Linwood Plant in Scotland. Jensen Motors of West Bromwich near Birmingham were contracted to do the final assembly. This new model, which was designated as the P958 was first shown publicly in January 1960.



It was officially known as the P1800. The first cars went on display in Sweden Showrooms in May 1961. This new car was immediately accepted and production forged ahead in both left and right-hand drive.

Whilst visiting in Sweden 2010 I had a long conversation with Pelle Petterson regarding the model's name, he informed me that the design team had named the new car as "Florida" but this was dropped before production began. It will however be always known as the "P1800" with some small changes as models evolved, such as P1800S, 1800S, 1800E and 1800ES.

The P1800 models will always be known as one of the best looking sports cars of all time and is in great demand by collectors around the world.

By Gerry Lister



MG Midget—60th Anniversary

This year marks the 60th anniversary of the launch of the MG Midget in the U.K.

The first version, referred to as the Mk1, launched at the end of June 1961, was essentially a slightly more expensive badge engineered version of the Mk11 Austin Healey Sprite. The differences being a different grill, badging, improved interior trim, instrumentation and polished exterior metal trim.

Mechanically the Midget and Austin Healey were identical. The engine was the 948 cc A series engine with twin S.U. carburettors carried over from the bug-eye/frog-eye sprite, producing 46 bhp at 5500 rpm and 53 lb.ft. of torque at 3000 rpm with the same 4 speed gearbox. The rear suspension retained the quarter elliptic springs and trailing arms of the bug-eye. Brakes were 7 inch drums on all 4 wheels.

The doors had no external handles or locks, a collapsible hood was supplied along with sliding Perspex side screens. A hard top, heater, radio and luggage rack were available as factory fitted extras. A total of 16,080 of the 948 cc Midgets were manufactured. A car tested by UK Motor magazine achieved a top speed of 88 mph and a 0-60 mph time of 18.3 seconds.

The Austin Healey Sprite MK11 was shipped to Australia in CKD (Completely Knocked Down) form for local assembly and released in August 1962. A total of 326 were assembled. No Mk1 Midgets were manufactured in Australia as the cars built here were badged as Austin Healey Sprites. The only MK1 Midgets in Australia are private imports and so are very rare.

In October 1962 the Midget engine was increased in capacity to 1098 cc, raising the power output to 56 bhp. Disc brakes replaced the drums on the front and 13 x 4 inch wire wheels were available as an optional extra. A total of 9,601 of the 1098cc Midgets were manufactured. An Austin Healey Sprite equivalent was assembled CKD in Australia, without the wire wheels and designated the Mk11A.

The Midget then underwent a series of developments, designated the Mk11 and Mk111 between 1964 and 1974. The Mk111 was fitted with a 1275 cc engine. Mk111 Midgets were assembled in Australia between 1968 and 1971.





Triumph Stag—50th Anniversary

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 soft 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.





Maserati Bora— 50th Anniversary

Maserati BORA – Tipo 117 - Released 11 March 1971 @ Geneva International Motor Show.

BORA followed Maserati 's long standing tradition on its road cars and was named after strong and hot winds in North Africa (Mistral, Ghibli, Khamsin, etc.). The Car was produced from 1971 to 1978 and some 564 cars built at Modena, Italy and when Maserati were owned by Citroen (circa 1968 ~ 1975).

It was Maserati's first rear engine produced road car, following on the F1 tradition of the time a two seat Coupe, in the Gran Turismo fashion.

The aerodynamic wedge shape body work and styling were by Giorgetto Giugiaro of Italdesign one of the famous Italian design houses of that era. The spectacular 'Boomerang' coupe prototype was evolved at this time also.

The engine was the tried and tested 4,700 cc V8 producing 310 Horsepower at 6000rpm, 2 years later the BORA saw the use of the 4,90cc engine mid-mounted lengthways on a subframe installed on the Monocoque.

The features were the retractable head lights for less aerodynamic drag, projecting differential on the rear axle independent suspension on all four wheels (first time in a Maserati) disc brakes, dry-mounted single disc clutch, 5 speed gearbox and telescopic dampers were used.

The cars design was futuristic with a low slender almost tapered from style at front through to the rear Kamm or truncated tail.

Of the 564 Cars produced including the 2 Group cars some 42 left Maserati as Right Hand drive.

Club Maserati Aust, has two Bora's registered on HVS at present, a number of others exist in Australia.





**Prostate Cancer
Foundation of Australia**

**THANK
YOU**

Prostate Cancer Foundation of Australia is a broad-based community organisation and the peak national body for prostate cancer in Australia. The Foundation is dedicated to reducing the impact of prostate cancer on Australian men, their partners and families, recognising the diversity of the Australian community.

The Council of Motor Clubs was pleased to be able to donate \$10,000 recently to Prostate Cancer Foundation of Australia. Our association with PCFA began in 2013, when we raffled the AP5 Valiant nicknamed "Joyce". Since then we've continued raising funds for Prostate Cancer in the hope that we can make a difference.

After our recent contribution we received the following response from CEO Jeff Dunn AO.

Terry Thompson OAM

Howdy Terry,

Thank you for your tremendous generosity.

Your letter and donation arrived in our post bag this morning and has given us a great boost.

We are particularly appreciative given the current situation with lockdowns in NSW.

If we can do anything to support your members right now, please do let me know.

I have copied members of the team, who would like to arrange public recognition of your outstanding support.

Thank you once again for driving with us to save lives.

Best wishes,

Jeff

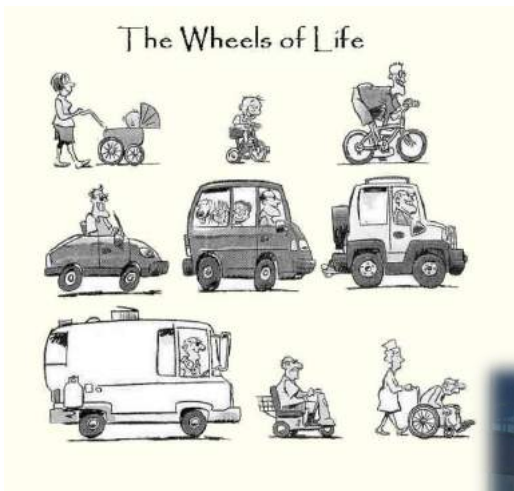
Professor Jeff Dunn AO



**Thanks to all our CMC
Clubs for your support**



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Mini Car Club of NSW

ABN 23 527 526 571 Mini Car Club of NSW Inc.

Minis DownUnder 2021 - Update 1st September 2021

Hi Mini enthusiasts! Hope you are all staying safe and surviving the latest lockdown. I have kept busy by undertaking a major rust repair on one of the family minis but I must admit I am almost over the lockdown limitations. As I have discovered it is still relatively easy to obtain Mini parts and Car care products as the suppliers are still open for click and collect or delivery, so we can continue to work on our mini projects and finish off those last-minute repairs before our big event on **Sunday 21st November 2021**.

We are monitoring the NSW Government Covid announcements. They are talking about opening up and reducing restrictions in mid-October so hopefully by mid-November we will be able to proceed with our event as long as NSW has 80+% of the eligible population double vaccinated.

There are now increasing stories about needing a vaccine certificate to enter venues so if you have not already done so I suggest you all aim to be fully vaccinated by November.

Thankfully the new date has not caused many entrants to cancel and the additional time has enabled a number of entrants to finish their mini projects but if the change of date does affect any entrant who has already entered, then please contact me to discuss a refund.

Highlights over the past month:

- All the merchandise has now been delivered to me.
- All of our limited and exclusive MDU merchandise can be pre ordered via our website, please fill in the online form: <https://miniclub.com.au/merchandise/>
- A summary of limited Minis DownUnder 2021 merchandise:
 - o Special entrant MDU plain white T-shirt - provided as part of vehicle entry fee
 - o Special MDU Black polo cotton T-shirt
 - o Special MDU Black Polo (colour sublimation)
 - o Rugby Jumper - Black with red - JB wear – MDU logo
 - o MDU Black cap
 - o MDU Lapel or cap badge
 - o MDU Leather Key fob
 - o MDU Pen
 - o MDU Stickers
 - o MDU Drip trays
- We have so far received 50+ orders for MDU merchandise.
- All pre ordered MDU merchandise will be pre-assembled and handed out when you arrive at the event.
- We have 56 people registered for the Saturday night dinner. Bookings and online form are available via our website: <https://miniclub.com.au/minis-down-under-2021/>
- The show n shine trophies have been manufactured and waiting for pickup.
- We have arranged for the children's activities – face painting, sculptured balloons and mini colouring.



- We have been given some autographed (by famous mini drivers) photos which have had framed, and these will be sold via silent auction with the profit going to Canteen.
- Each sponsor is providing a raffle prize and the profits will be donated to Canteen. Tickets will be for sale at Minis DownUnder 2021 so don't forget to bring some cash and there will be contactless payments available.
- I have been working on the event Program and it is around 90% complete. There is still space for a few more entrant's stories and a couple of our sponsors are yet to submit their advertisements.
- A couple of entrants have had to withdraw and have been refunded their entry fee. I have reviewed the floor layout and where we have vacancies I have sent out emails to people on the wait list to offer any vacant positions. If you know a mini enthusiast who would like to register to enter then please let me know.
- Please keep an eye on our website for the latest updates.

As previously mentioned I am hoping most of the major Covid restrictions are relaxed by November as there are now a lot of events moving to this month, including Bathurst 1000, Rylstone Classic and of course Minis Downunder 2021.

We will confirm the event date in mid October 2021.

Stay safe and keep up your mini preparations as we will eventually hold this event.

Cheers

Michael Benton

Event Director

Minis DownUnder 2021

Mini Car Club of NSW

Ph 0411 019 112

MDU2021@miniclub.com.au



Where is Terry in this pic? What year?





Fiat 127—50th Anniversary



The Fiat 127, released in April 1971, was based on the innovative design scheme of the Fiat 128 which had been released 2 years earlier. It had a front engine and front wheel drive, four-wheel independent suspension and front disc brakes. The transformation of Fiat's compact cars into modern models began rather quietly in the mid-1960s. The design scheme combining front engine and front-wheel drive was gaining ground among manufacturers and in Italy it was introduced in 1960 by engineer Antonio Fessia on the innovative Lancia Flavia.

The Fiat technical team pushed for the FWD system, while managers feared that unforeseen technical problems might ruin the brand's reputation. The risks involved in taking such a big step were daunting, both from an industrial point of view and in terms of the company's prestige. Therefore in 1964 the first front-engine, front-wheel-drive car launched within the Fiat galaxy was the Autobianchi Primula, introduced to the market as a "trailblazer". Now that all barriers were down and doubts had been dispelled, the innovative Fiat 128 was presented in 1968. It was a medium segment car that joined, and later replaced, the glorious 1100. In addition to a front engine and front wheel drive, it also had a modern four-wheel independent suspension and efficient front disc brakes.

Then, in 1971, it was time to present the successor of the 850 to the public. The Fiat 127 drew heavily from the excellent technology used in the 128: transverse engine coupled with front-wheel drive, independent four-wheel suspension and front disc brakes. The front-mounted engine was the same 903 cc four-cylinder one that powered the 850 Sport Coupé. With slightly less power than the latter, it proved to be strong, efficient and brilliant, also helping reduce the vehicle's fuel consumption. The great success of the Fiat 127 was not only due to its technical innovations: the design also offered modern lines and solutions, extra room in the passenger compartment and in the spacious boot. Produced in three series in many countries, from Spain to South America, the 127 played a leading role on the global market for twenty years.

The innovative design of the new Fiat utility car was the work of designer Pio Manzù, who designed a car with a slightly larger volume than the previous 850, but with a particularly spacious and bright interior. The new technical layout afforded more space, with four comfortable seats, and a larger boot, also due to the spare wheel being located in the engine compartment. In addition to its functionality, Manzù endowed the 127 with an original style, with innovative ideas such as the "clamshell" bonnet that partially enclosed the mudguards and the rectangular front headlights, another Fiat first.

The market and the industry alike were immediately bowled over, and one year after its launch, like its big sister the 128, the 127 was voted **Car of the Year**. In 1972 a hatchback version made its debut at the Geneva Motor Show.





HQ Holden—50th Anniversary

A total of 485,650 HQ Holdens were built more than any other Holden. Four years of work went into the HQ. It was planned to be a car for the seventies.

The HQ was an entirely new construction. Safety was one of the major features in its design. The car met the new Australian safety standards and in fact exceeded many. Other design objectives achieved were improved ride and handling, better performance and a lower noise level. Many changes were needed and they included a partial front frame, coil springs all round, front mounted steering, better brakes, wider track and detailed suspension and axle alterations.

Engine displacements were increased to 173 and 202 cu. Ins. The 202 had a new crankshaft with increased journal diameters to give smoother running. The engines had more power and torque.

The sixes had a more rapid warm up with a redesigned water circulation route to the inlet manifold. More modern taper seat spark plugs were introduced. Servicing had been reduced with V8 type non-adjustable rocker arms and pivots and an oil pan which could now be taken off without removing the engine and transmission.

The V8 – 253, 308 and 350 were virtually unchanged.

A new Australian designed four speed manual all synchromesh made its debut with the range. The heavy duty Muncie four speed box was introduced exclusively for the Monaro GTS 350. The Trimatic automatic was further improved and a three speed Turbo-Hydramatic box was available for the 350 engine. The new additions to the range were the Statesman, Statesman De Ville slotting into the luxury area in the place of the Brougham and the luxury sports sedan Monaro LS Coupe.

All cars benefited from increased interior dimensions, re-location of the seat positions, greater forward vision, flow through ventilation and an anti-theft ignition lock device.

The Kingswood came standard with the 173 engine with the 202, 253 and 308 engines as options. The Premier came standard with the 202 engine.

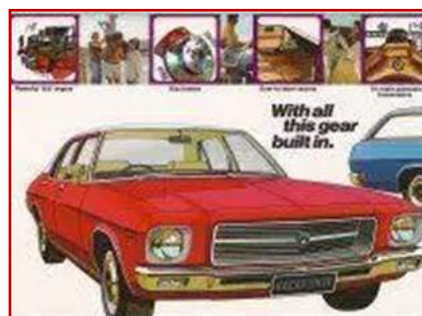
The Statesman had very different styling in particular a bold two piece grille and high wrap around rear lights. The De Ville version had a much higher degree of exterior and interior appointments. A black vinyl roof was standard. There were bolder badges and hub caps. Inside there were reclining bucket seats, extra gauges and a thickly padded steering wheel. The 308 with Trimatic transmission was standard as was variable ratio power steering.

The new addition to the Monaro range – the LS – added a new dimension to the coupe market. It combined the prestige of the Premier with the sporty appeal of the coupe. The LS and standard Monaro came with the same power train and option as the sedans, except the 350 engine.

The Monaro GTS had the 253 V8 with the All-Australian four speed manual gearbox as standard. The 308 engine and Trimatic transmission were options.

The Monaro GTS 350 used the Muncie four speed box as standard with a three speed Turbo-Hydramatic auto as an option with the 350 V8.

Two fixed option specials were released during the HQ run. These were the Kingswood Vacationer and the 25th Anniversary Kingswood (to commemorate 25 years of GMH operations).





HQ Holden—50th Anniversary





Mercedes Benz R-107 50th Anniversary

The **Mercedes-Benz R107** and **C107** are sports cars which were produced by Mercedes-Benz from 1971 through 1989, being the second longest single series ever produced by the automaker, after the G Class.

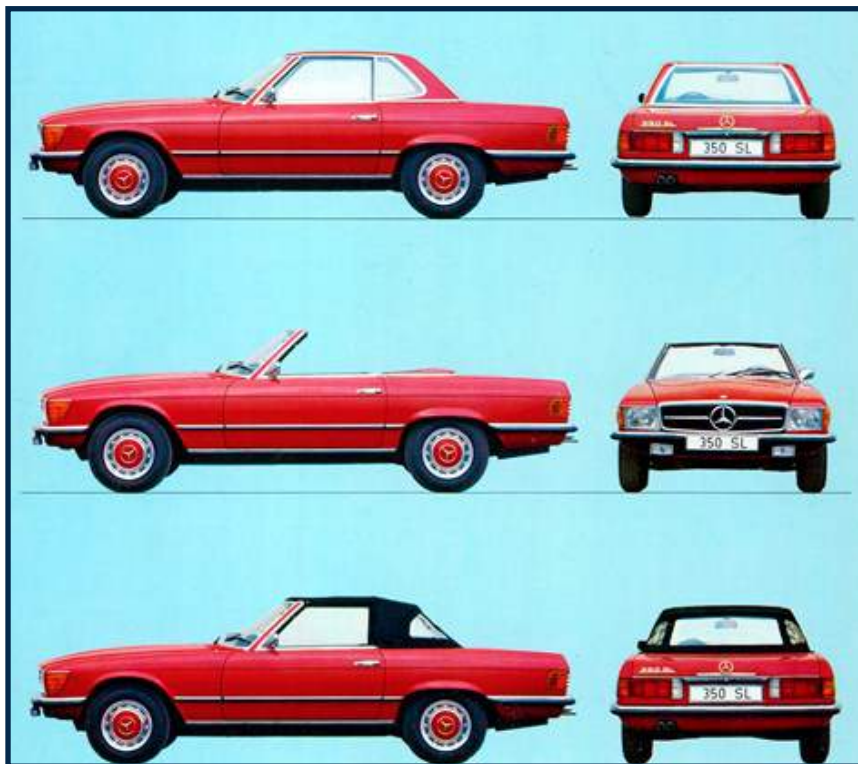
They were sold under the SL (R107) and SLC (C107) model names as the 280 SL, 280 SLC, 300 SL, 350SL, 350SLC, 380SL, 380SLC, 420SL, 450SL, 450SLC, 450SLC 5.0, 500SL, 500SLC and 560 SL.

The R107/SL was a two-seat car with a detachable roof and soft top. It replaced the W113 (Pagoda) SL-Class in 1971 and was replaced by the R129 SL-Class in 1989.

R107 and C107 were focused on the American market, with specialized engines, bumper designs, head-lights and emissions management designs. R107 and C107 sold US units of 204,373 units (68%) of 300,175 total units sold.

The iconic design was an instant hit with Hollywood, appearing in many films, videos and TV series, (notably, driven by Robert Wagner in Hart to Hart and Bobby Ewing in Dallas)

It is one of the most popular Mercedes models in most Mercedes clubs around the world.





Leyland P76 Owners Club—40th Anniversary



This Club has been rocking since its inception in December 1981. Some Members have been in the Club since 1981 and they continue to provide leadership, camaraderie and friendship to members and the community. In the early days membership was in the hundreds and has varied over the years with currently around 75 members. P76 Clubs around Australia come together for P76 Nationals each 2 or 3 years, depending on anniversaries etc. Some of these photos relate to the 40th Anniversary of the launch of the P76 in Canberra in June 2013. Club Members came from as far away as the UK & WA to join with all the other States to celebrate the Canberra launch of the “Wheels Car of the Year 1973”. Many BMC Engineers also came to Canberra to be part of the historic occasion. The runs to Honeysuckle Creek and Gundaroo replicated runs held in June 1973 and were an important part of the P76 launch.





X Type Jaguar—20th Anniversary

2001 saw Jaguar, under Ford ownership, enter the highly competitive compact luxury car market.

In releasing its new X-Type the company took on the Audi A4, BMW 3 Series and Mercedes C-Class head on. It based the vehicle on the Ford Mondeo chassis and other mechanical components to produce a wide range of choices under the model category.

The X-Type presented as a very smart and attractive design. It also included a high level of luxury finish and fittings. It was a radical departure from Jaguar's traditional rear wheel drive high performance offerings of the past. It also offered the smallest engine choice since the 1.5 litre engines found in some pre-war SS and late '40's Mark 4 models.

Standard items on all models included eight airbags, alloy wheels, air-conditioning, timber finish, leather trim, traction control and anti-lock brakes. Ride quality and up market seating made for a very comfortable vehicle.

The X-Type was initially offered as a 2.5 litre AWD and an optional 3.0 litre sport model with AWD was also available. 5 speed manual and automatic options provided a wide choice in specifications. A 3.0 litre manual could romp from 0 to 100 kph in around 7.0 seconds.

From 2002 a new entry model with a 2.1 litre engine and front wheel drive was released. A diesel option was also made available. While hardly setting the performance world on fire these models proved to be the most popular choices amongst consumers on the worldwide markets.

While very popular in the UK market the X-Type hardly made a dent in its competitors' sales volumes in Australia. If you can find one that has been loved and garaged as well as having a complete and authentic service record, you can enjoy luxury motoring at a very cheap price.



Food for thought

Borrow money from pessimists -- they don't expect it back.

99% of lawyers give the rest a bad name.

827% of all statistics are made up on the spot.

If at first you don't succeed, skydiving is not for you.

A clear conscience is usually the sign of a bad memory.

The early bird may get the worm, but the second mouse gets the cheese.

OK, so what's the speed of dark?

How do you tell when you're out of invisible ink?



If everything seems to be going well, you have obviously overlooked something.

When everything is coming your way, you're in the wrong lane.

Hard work pays off in the future; laziness pays off now.

I intend to live forever... So far, so good.

If Barbie is so popular, why do you have to buy her friends?

Eagles may soar, but weasels don't get sucked into jet engines.

What happens if you get scared half to death twice?

Why do psychics have to ask you for your name?

My mechanic told me, "I couldn't repair your brakes, so I made your horn louder."

If at first you don't succeed, destroy all evidence that you tried.

A conclusion is the place where you got tired of thinking.

Experience is something you don't get until just after you need it.

The hardness of the butter is proportional to the softness of the bread.

To steal ideas from one person is plagiarism; to steal from many is research.

The colder the x-ray table, the more of your body is required to be on it.

Everyone has a photographic memory; some just don't have film.

And the all-time favorite— I'd kill for a Nobel Peace Prize.





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



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



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

CMC Delegates please put these dates in your Diaries for 2021 and 2022 General Meetings.

30th November 2021
31st May 2022

25 January 2022
26th July 2022
29th November 2022

29th March 2022
27th September 2022

Dinner will be available from 6.00pm – 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.

Please make sure you follow COVID restrictions.

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

Looking back



1900 BUBONIC PLAGUE BROKE OUT IN SYDNEY THERE WERE FEARS THAT THE ROCKS WOULD BE SEVERELY AFFECTED DUE TO MUCH OF IT BEING UNSANITARY.

DEPICTED HERE IS KENT STREET BEING QUARANTINED AND WASHED DOWN WITH LIME WASH.

1900 RAT CATCHERS DURING BUBONIC PLAGUE IN SYDNEY



1900 THE ESPLANADE, COOGEE



1908 - 1970 SYDNEY STADIUM STOOD IN RUSHCUTTERS BAY. THIS PIC WAS TAKEN AS FANS ARRIVE TO SEE FRANK SINATRA C.1955



1919 SYDNEY INFLUENZA EPIDEMIC

Looks a bit familiar eh?



CLUBS AFFILIATED WITH CMC (INC.)

*If you wish to contact an affiliated club please email: cmc.nsw.sec@gmail.com or
post : GPO Box 3954, Sydney 2001.*

1949-1962 Ford V8 Club of NSW Inc
48 & FJ Holden Owners Club of NSW Inc
Air Cooled Cruisers Inc
Alfa Romeo Owners Club of Australia (NSW) Inc
All Sorts Car & Bike Club Inc
Alvis Car Club of NSW Inc
American Muscle Car Club of Australia Inc
Anglia-Prefect Car Club of Australia Inc
Antique & Classic Motor Club Inc
Armstrong Siddeley Car Club, The
Aston Martin Owners Club (NSW) Inc
Austin 7 Club NSW Inc
Austin A40 Car Club of Australia (NSW) Inc
Austin Healey Owners Club (NSW) Inc
Austin Motor Vehicle Club NSW Inc
Australian Armoured Vehicle Association Inc
Australian Ex Military Vehicle Collectors Society Inc
Australian Historic Motor Club – Blue Mountains
Australian Historic Motor Club Inc
Australian Historic Rally Group Inc
Australian Motorlife Museum, The
Australian Motor Heritage Foundation Ltd
Australian Porsche 356 Register Inc, The
Australian Racing Drivers Club Ltd
Auto United Car Club Inc
Back to the Classics Inc
Bentley Drivers' Club NSW Region Inc
Berrima District Historic Vehicle Club Inc
Blue Mountains Motoring Club Inc
BMW Drivers Club of NSW Inc
Bolwell Car Club of Australia—BCCA (NSW) Inc
Bristol Owners Club of Australia (NSW)
British & European Auto Club (Southern H'lands NSW) Inc
British Car Club of The Hunter Region Inc
British Ford Car Club of NSW Inc (Prev. Cortina Ford Anglia)
Buick Car Club of Australia in NSW Inc
Cadillac LaSalle Club of Australia NSW Region Inc
Camaro Firebird Owners Club of Australia Inc
Campbelltown Historic Vehicle Club Inc
Capri Car Club of NSW Inc
Central Coast All Ford Club Inc
Central Coast American Classic Inc
Central Coast British Car Club Inc
Central Coast Historic Car Club Inc
Central Coast Old Skool Auto Club Inc
Central Coast Rides Inc
C. ex Coffs Sports Touring & Classic Car Club
Chevrolet Club of New South Wales Inc
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 Inc
Classic Car Club Illawarra Inc
Classic Cruisers Car Club Inc
Classic Falcon Owners Club of NSW Inc
Classic Mechanical Club Inc
Classic Rally Club Inc
Club Autohaus Historic & Exotic Car Club Inc
Club Lotus Australia Inc
Club Maserati Australia Inc
Club Vee Dub Sydney Inc
Combined Italian Auto Organization Inc
Cowra Antique Vehicle Club Inc
Cronulla RSL Motoring Enthusiasts Group
Daimler & Lanchester Owners' Car Club Aust Inc
Dapto Classic Car Club Inc
Datsun Sports Owners Association [DSOA (NSW) Inc]
DBA Cruisers Inc
Detroit Iron Car Club Inc
Dirty Dogs Car Club Inc, The
Dodge Owners Car Club of Australia (NSW) Inc
Early Falcon Car Club of NSW Inc
Early Ford V8 Club of NSW Inc
Early Times Car & Motorcycle Club Inc
EJ EH Holden Owners Drivers Club Inc
Everyday Cruisers Inc
Extreme Muscle Car Club Inc
Falcon GT Owners Club of NSW Inc, The
FB-EK Holden Car Club of NSW Inc
FE-FC Holden Car Club of NSW Inc, The
Fiat Club of NSW Inc
Flat Four Vee Dub Club Sydney
Ford Galaxie Club of Australia Inc
FX-FJ Holden Club of Australia, Sydney Chapter Inc
Glossodia Classic Vehicle Club Inc
Gluttons Inc, The
Gnoo Blas Classic Car Club Inc
Goat Motorcycle & Car Club Inc
Golden Era Auto Racing Club Inc
Great Lakes Historic Automobile Club Inc
GT Club Inc, The
GTR & XU1 Owners Club Inc
Guyra & District Automotive Club Inc
Hairpin Motorsport Inc
Hawkesbury Historical Car Club Inc
HD/HR Holden Club of New South Wales Inc
Henry Sports Club Motoring Enthusiasts Inc, The
Hillman Owners Club Australia Inc
Historic Fire Engine Association Inc
Historic Group N Association NSW Inc
Historic Sports & Racing Car Assoc NSW Inc
Historic Touring Car Association of NSW Inc
Honda Sports Car Club of Australia Inc
HSV Owners Club of NSW (Incorp HDT) Inc
Hudson-AMC Car Club Aust Inc
Humber Car Club of Australia Inc, The
Hunter Valley Torana Club Inc
Illawarra Vintage Car Club Inc
Isuzu Car Club of Australia Inc
Italian Made Social Motoring Club Inc

CLUBS AFFILIATED WITH CMC (INC.)

*If you wish to contact an affiliated club please email: cmc.nsw.sec@gmail.com or
post : GPO Box 3954, Sydney 2001.*

Jaguar Drivers Club – Hunter Region Inc
Jaguar Drivers Club of Australia, The
Jamberoo Valley Classic Vehicles Club Inc
Jensen Car Club Inc
Jowett Car Club of Australia Inc
Kenthurst Automotive Club Inc
Lake Macquarie Classic Car Club Inc
Lamborghini Club of Australia Inc
Lancia Motor Club of NSW Inc
Land Rover Owners Club of Aust (Sydney Branch) Inc
Leisure Coast Car Enthusiasts Club Inc
Leyland P76 Classic Car Club Inc
Leyland P76 Owners Club Inc, The
Lions Pride Holden Car Club NSW Inc
Lithgow Valley Hot Rods Inc
Lithgow Vintage Motor Club Inc
Macquarie Towns M'cycle Restoration & Preserve Club Inc
Magic Metal Motoring Club Inc
Mazda MX-5 Club of NSW Inc
Mercedes-Benz Club (NSW) Inc
MFS Classic Car Club Inc
MG Car Club Limited
MG Car Club (Hunter Region) Inc
MG Restorers Association
Micro Car and Scooter Club Inc
Milton Ulladulla Vintage & Classic Car Club Inc
Mini Car Club of New South Wales Inc
Model 'A' Ford Club of NSW Inc
Model T Ford Club of Australia (NSW) Inc
Monaro Car Club of NSW Inc
Moree District Motor Enthusiasts Club Inc
Morgan Owners Club of Australia Inc
Morris Minor Car Club of NSW Inc
Morris Minor Picnic Club Inc
Morris Owners Club Hunter Region Inc
Morris Register of New South Wales Inc
Motley Cruz Classic Auto Club Inc
Mt Warning Historic Auto Club Inc
Muscle Classic & Performance Car Club of NSW Inc
Museum of Fire Inc
Mustang Owners Club of Australia (NSW) Inc
My Car Club NSW Inc
NCRS Australia Inc
Nepean District Morris Minor Car Club Inc
North St Marys Car Club Inc
NSW Corvettes Unlimited Car Club Inc
NSW Historic Patrol Vehicles Inc
NSW Road Racing Club Ltd
NSW Torana Club Inc
Packard Automobile Club of Australia Inc
Peugeot Car Club of New South Wales Inc
Pitt Street Classic Car Association Inc
Pittwater Motor Enthusiasts Inc
Pontiac Car Club of Australia (NSW Chapter) Inc
Porsche Club NSW Inc
Port Macquarie Heritage Car Club Inc
Port Stephens Classic Automobile Association Inc
R & S Series Valiant Car Club of NSW Inc, The
Regals Mopar Car Club Inc, The
Renault Car Club of Australia Inc
Riley Motor Club of Australia
Riverstone Historic Truck & Machinery Club Inc
Road Steam Engine Association Inc
Rolls-Royce Owners' Club Aust (NSW Branch) Inc
ROMEO Classic Car & Bike Club Inc
Rover Owners Club Inc
Saab Car Club of Australia (NSW) Inc
Shoalhaven Historic Vehicle Club Inc
Singer Car Club of Australia—NSW Branch Inc
Small Ford Car Club of NSW Inc
South Coast Vintage Car Club Inc
South Pacific Electric Railway Co-op Soc Ltd
Southern Highlands Morris Minor Car Club Inc
Southern Sporting Car Club Inc
Southern Sydney Early Holden Car Club Inc
Sprite Car Club of Australia Inc
Street Muscle Cruisers Inc
Studebaker Car Club of NSW Inc
Sunbeam Owners Club NSW Inc
SVD NSW Inc
Sydney Bus & Truck Museum Ltd, The
Sydney Datsun Club Inc
Tea Gardens Hawks Nest Motor Club Inc
Thoroughbred Sports Car Club Inc
Thunderbird Owners Club of Australia Inc
Toymods Car Club Inc
Toyota Car Club of NSW
Triumph Sports Owners Assoc Aust NSW Branch Inc
TR Register Australia Inc
Twin Lakes Classic Auto Club Inc
Vauxhall Bedford Opel Club of NSW
Vauxhall Owners Club of Australia Inc
Veteran & Historic Motorcycle Club Ltd
Veteran & Vintage Chevrolet Assoc of Aust Ltd
Veteran Car Club of Aust (NSW) Inc
Vincent HRD Owners Club NSW Section Inc, The
Vintage Modified Association of NSW Inc
Vintage Speedcar Association (NSW) Inc
Vintage Sports Car Club of Australia
Vintage Vehicle Club of Australia 1919-30 Inc
Volkswagen Classic & Vintage Club of Australia
Volvo Car Club of NSW Inc
Western Sydney Historic Truck Club Inc
Wheels of Glory Social Club Inc
Willys Whippet Overland Knight Restorers Inc
Wolseley Car Club (NSW) Inc
XW-XY Falcon Owners Club Inc
Z Car Club Sydney Inc

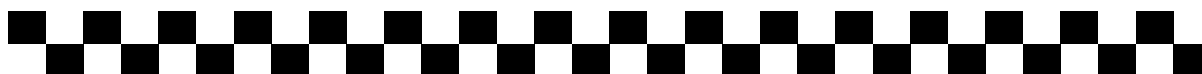
The Garage at
**Sydney Motorsport
Park is open daily
8.00am to 5.00pm**

**Please check for current
Covid restrictions**



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