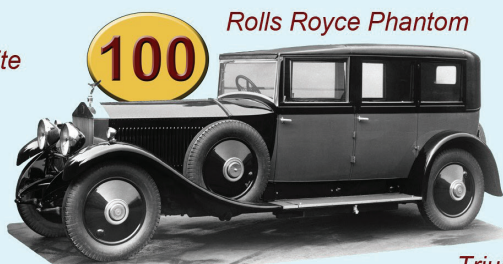




The Preserve

Celebrating lots of anniversaries



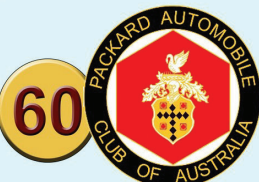
Rolls Royce Silver Cloud & Bentley S Series



Rolls Royce Silver Shadow & Bentley T Series



MG
Car
Club



Jaguar XJS



Triumph TR7



Jaguar XJ-C Coupe



Jaguar V12 XJS
Bathurst win



August 2025
Shannons Sydney Classic



President's Report

AUGUST 2025



Your 2025 Committee

Executive Committee

Terry Thompson OAM

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& RSF, CVS co-ord.

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Vice President & SSC

Karen Symington

General Secretary & SSC

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Website Manager

John Hewitt

Historian

Brian Caldersmith

Art Design/Front Cover

Welcome once again to the Shannons Sydney Classic (SSC), considered the largest such yearly exhibition of Veteran, Vintage and Classic vehicles in this country and possibly the Southern Hemisphere.

The Council of Motor Clubs Inc (CMC) is now well into our 62nd year of operation, representing our 235 clubs and the estimated 36,000 members in those clubs by being party to such groups and the Historic and Classic Car Industry Working Group (HCCIWG), the Vehicle Standards Working Group VSWG), Road Safety Council (RSC), Australian Historic Motoring Federation (AHMF) and the Australian Confederation of Motoring Clubs (ACMC). We have lots of input to the two conditional registration schemes that we enjoy.

This event, in its various forms, is celebrating 61 years since the first one was held at Warwick Farm Racecourse in 1964. That event had the seven clubs who began the CVV&TMC in March 1963 in attendance. The members present enjoyed the day, meeting with fellow enthusiasts and talking about their cars. "A great initiative" it was said "and long may it continue". Well, it certainly has done that.

Moving from venue to venue as space limitations caused it to - Canterbury Racecourse, Castle Hill Showground and the Museum of Fire to name a few of those. It has not been continuous, as issues such as weather conditions, ground saturation and Covid 19 have seen a few cancellations over the years. Always prone to problems and cancellations if rain caused the grounds to get wet and swampy. I can remember standing outside a sodden Castle Hill Showground one Sunday morning and turning people away. We had no email and electronic media in those days so the decision by the Council to "can" the event on us, left us with few ways to inform the entrants of the cancellation. Phones and word of mouth were the only methods available back then!!

I doubt that any of those folks back in 1964 could have imagined the event we hold today. Over 1,600 vehicles of all types and sizes on display and an estimated 5,000-plus people walking about, admiring those very vehicles. The hard stand areas at this marvellous place solved a few of those wet weather problems. Parking the cars on solid ground is a godsend for us all. The ability to take the vehicles on tours of the track is a unique feature of the show.

Again, we are hosted here at Sydney Motorsport Park by the Australian Racing Drivers Club Ltd who hold the lease on the place from the NSW Government and operate the motorsport activities within the grounds. We are very grateful for the joint venture arrangement we have with the ARDC as it makes the whole weekend possible for a not-for-profit organisation such as the CMC.

President's Report (continued)

The loan of their carpark facility from the Sydney Dragway next door for the spectators' cars is also a great help and we thank them for that generous offer. It all helps us accumulate the donations we make to our charity, Prostate Cancer Foundation.

The event is run under a Motorsport Australia (CAMS) "Show and Shine" permit which gives us insurance cover. Public Liability is a big issue, and we urge all clubs to consider taking out such insurance when running any event.

The financial and other support provided by Shannons Insurance is of fabulous assistance to the success of the event—another organization which has gone from strength to strength since the days when Robert Shannon began it all. The past year has seen a number of movements in the Historic and Classic scene in NSW.

The release of the Classic Vehicle Scheme number plates to replace those that look like golf carts and tractors has been a great win for us. They are smaller and have NSW Classic Vehicle as the slogan across the base. Therefore, the six thousand or more cars on this scheme for modified vehicles can swap over when they renew regos next time.

They will be the only ones issued for new regos on CVS from now on. HVS number plates will remain as is although they did get a slightly different colour scheme. Both sets of plates are distinctive and clearly tell folks that our vehicles are special.

For those who ask when they can have their personalized number plates on HVS and CVS cars. Let me tell you that I gather there is very little chance of that while ever the Transport for NSW computer system is what it is.

A massive update would be required and that is unlikely, given the relatively small numbers that Conditional Registrations take up in the whole operations of Transport for NSW. Same deal with electronic pink slips etc. Cannot be introduced to the current operating systems unless that all important computer update comes through. And they have extensive requirements for the funds they are allocated.

Thank you all for attending our iconic event today and may our movement continue on for years to come. Regards and enjoy the day.

Terry Thompson OAM
President – Council of Motor Clubs Inc

FROM THE EDITOR'S DESK

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

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

We do hope that you will all stay for the Concours Parade and Trophy Presentations at 2.30pm.

Areas A, B & C are expected to stay on display till 3pm. It's so much more meaningful for the winners and also the public to have their supporters around to celebrate their wins. Have a great day.

Cheers Kay De Luca OAM

Anniversaries for 2025

Years	Marque / Model / Club
100	Rolls-Royce Phantom
90	Triumph Vitesse/Dolomite
70	Triumph TR3
70	Thunderbird—1st in Australia
70	Rolls-Royce Silver Cloud and Bentley S Series
70	Fiat 600
60	Rolls-Royce Silver Shadow and Bentley T Series
60	HD Holden
60	MG Car Club—MGB GT 60th
60	Mini Cooper S
60	Packard Auto Club
50	Austin A40 Car Club of Australia (NSW)
50	Australian Ex Military Vehicle Collectors Soc.
50	Chevrolet Club NSW
50	Datsun 260Z—Z Car Club
50	Jaguar XJS
50	Jaguar XJ-C Coupe
50	Triumph TR7
50	Vauxhall Owners Club
40	Jaguar V12 XJS Win at Bathurst
40	HSV Owners Club of NSW
40	NISMO Nissan—Z Car Club





100 Years of Rolls-Royce Phantom

The Rolls-Royce New Phantom was released in 1925 succeeding the hugely successful “Silver Ghost” which had been named “The Best Car in the World”.

It was announced that the new Phantom’s redesigned engine produced in excess of 30% more power than its predecessor. During that decade Rolls-Royce introduced four wheel brakes to its vehicles and the New Phantom had a very advanced 6 brake system putting the car at the forefront of vehicle safety.

Many of these wonderful cars are still in regular use today. Owners are blessed with experiencing a driving sensation of easy and smooth operation of all controls which makes long distance travel a pleasure, 50 years before most other manufacturers were able to match. Phantoms have been winners of the Concours de Elegance at the Shannons Classic in the recent past.



George Roberts OAM

George Roberts OAM made a significant contribution to the early days of the CVVTMC, a contribution that is both historical and enduring. In 1959, George Roberts, with George Green (the first President of the CVVTMC), negotiated the guidelines for the issue of the first conditional number plates on behalf of the Veteran Car Club of NSW, with the Commissioner of Motor Transport.

This led to the Club Plate scheme and, ultimately, the Historic Vehicle Scheme, now enjoyed by the majority of historic vehicle owners. In addition, he was a driving force behind the commencement of the annual CVVTMC Display day at Warwick Farm Racecourse in 1964, which is now the Shannons Sydney Classic.

The Shannons Sydney Classic is a huge show attended by the majority of CMC member clubs. The yearly Concours judging, held at this event, is to encourage the restoration of Veteran, Vintage, & Classic vehicles.

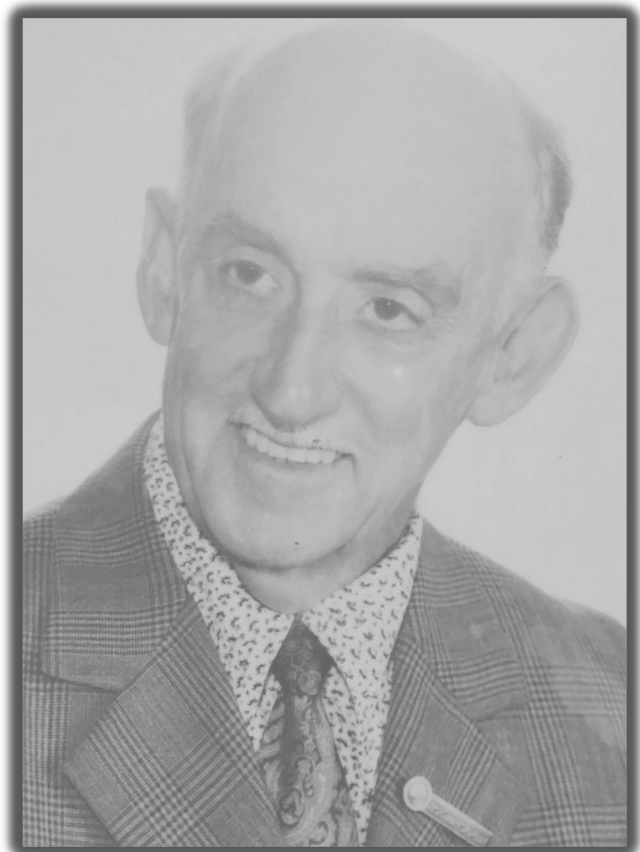
A perpetual trophy has been named in George Roberts' honour for the outright winner of the Concours every year.

George Roberts was born in Ipswich, Queensland, on 27th December 1909. At a time when motoring was a fledgling industry, his father opened Roberts Motors, selling T-Model Fords, Fiats, and Mitchell cars in Ipswich. George became surrounded by cars and engines, and he developed a talent that would become quite prodigious, particularly his understanding of instruments.

At the age of ten, he had seen his first aircraft and wondered how anyone could build such a device. He hoped he would fly such a contraption one day. He took his first flight in an aircraft, a Curtis Seagull, over Morton Bay. George went on to meet aviation pioneer Ross Smith and travelled to Bundaberg in 1928 to await the arrival of Bert Hinkler after his solo flight from Great Britain. He welcomed Charles Kingsford Smith later that year. He even helped pull British Aviatrix Amy Johnson out of her upturned Gypsy Moth near Brisbane when it landed.

In 1936, George approached QANTAS seeking work with that group. His enthusiasm, coupled with his mechanical experience and knowledge of instruments as an instrument engineer, was the clincher. He was employed by Chief Engineer Arthur Baird and was employee number 50 at the time.

QANTAS had five DH86's back then, which allowed them to fly over water. George began his career working on single-engine aircraft made of wood, but with QANTAS now venturing overseas, his talent would be in demand. In 1938, he would be transferred to Rose Bay in Sydney with QANTAS opening a flying base where George would work on instruments and electronics in the Empire class flying boats, along with his brother Norman, who had also joined the company.



With the start of World War 2, he would be in greater demand servicing and repairing instruments for the RAAF and USAF, working on an estimated 143,000 instruments. At this time, he would settle in Blake Street, Dover Heights. At the end of the war, George and his brother Norman would be at Rose Bay awaiting the arrival of Australian POWs who were flown home for urgent medical reasons.

In 1954, George became an active member of the newly founded Veteran Car Club of NSW, owning a 1914 Calthorpe and an early T Model Ford. He was responsible for organising, with other members, the annual Blue Mountains Rally, along with many other tours and rallies. George and his brother Norman also participated in the annual REDEX round Australia trials. George was the Assistant Director of the 1970 Australian Bicentennial International Rally for Veteran and Vintage Cars.

In 1970, George retired from QANTAS and concentrated his energy on his memberships with the Veteran Car Club and Vintage Sports Car Club. He also spent time flying around in QANTAS aircraft, establishing a museum and archive of the history of QANTAS for the next 38 years. In 2003, George was awarded an Order of Australia Medal (OAM) for his services to both Aviation and Veteran and Vintage Motoring.

George Roberts died in St Vincents Hospital on August 24, 2009, he was 99 years old and just a few months short of his 100th birthday.



1914 Calthorpe



George's father Albert (centre) had a Ford agency in Ipswich

George Roberts Shield

In Memory of George Roberts, OAM

Founder – Concours d'Elegance – Annual Display Day

Awarded to the Overall Winning Vehicle

Past Winners

- 2010 - Ron Taylor - 1947 MG TC
- 2011 - Sam Kafrony - 1965 Ford Mustang Fastback
- 2012 - Leo Di Natali
- 2013 - John Ciappara - 1967 Ford Mustang
- 2014 - Neil Perry - Porsche 911
- 2015 - Brendan Wagner - 1960 Goggomobil Dart
- 2016 - Paul Muras - 1995 Porsche 928 GTS Coupe
- 2017 - David Armanini - 1967 Holden HR X2 Ute
- 2018 - Steve Xerri - 1954 Holden FJ Panel Van
- 2019 - David Berthon - 1913 Rolls Royce Silver Ghost
- 2020 - no event held
- 2021 - no event held
- 2022 - Wayne Murray - 1972 VW Kombi Dual Cab Ute
- 2023 - Jayson Rousetty - 1968 Holden HK Premier
- 2024 - Mario Tropea - 1929 Packard 640





90 Years of Triumph Vitesse/Dolomite

1933 saw the release of Triumph's range of Gloria motor vehicles but 1935 signalled the initial year of Triumph's Vitesse models to mark the release of upmarket special performance models of its vehicles.

In 1935 Triumph celebrated the Gloria's success in the Monte Carlo Rally after which the cars won accolades as the "smartest cars in the world" or the "Queen of Cars". The Gloria was offered in four or six cylinder configuration and was ultimately added to the Classic Car Club of America's list of great marques. It was without doubt one of the finest of British cars of the mid '30's.

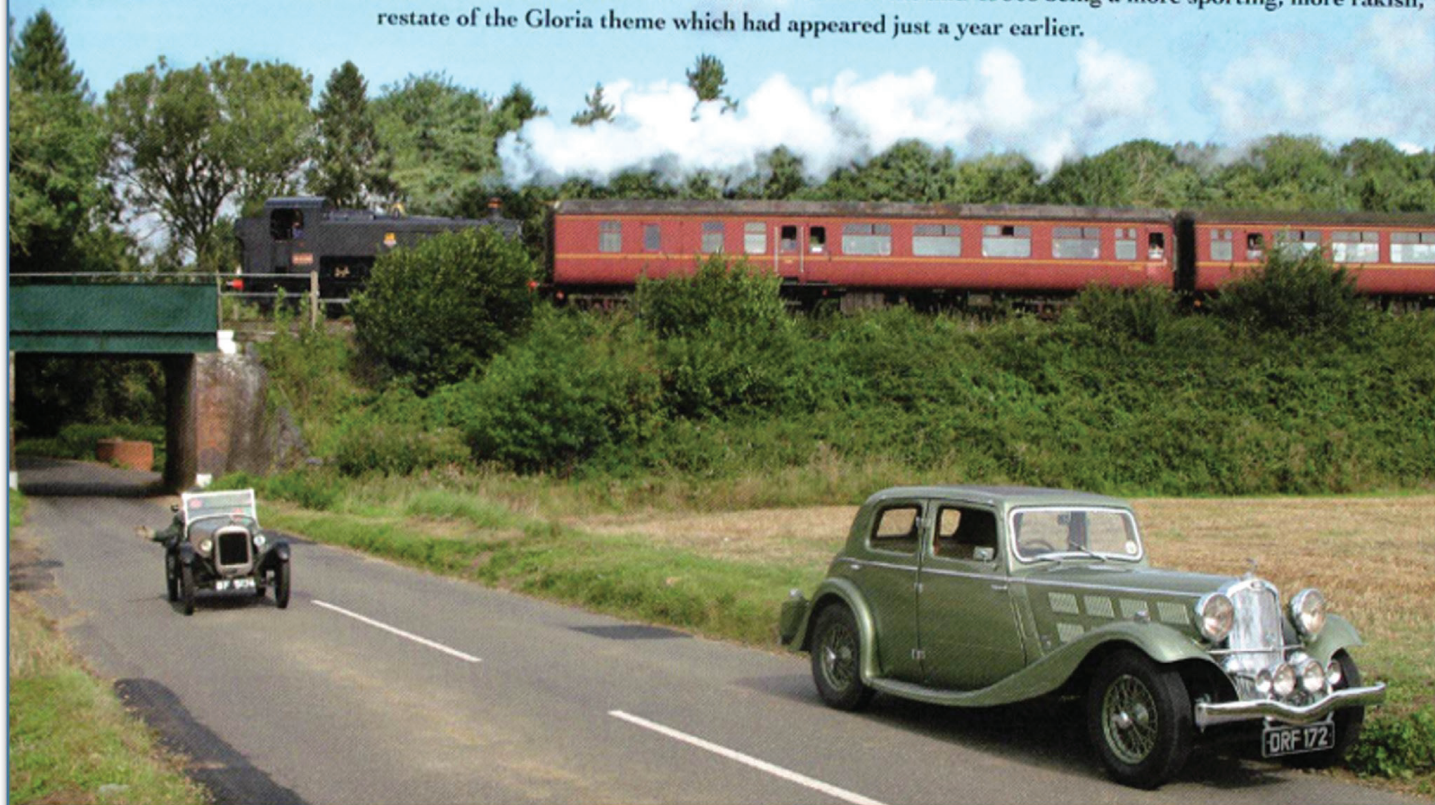
The Vitesse was offered in four and six cylinder forms, as was the standard Gloria, producing 10.8 and 15.7 rated horsepower respectively. The Vitesse had a higher lift camshaft, larger valves, twin carburettors, polished ports, higher compression, separate tachometer and speedometer (with clock) and a tripometer.

The Vitesse Saloon was lowered and streamlined and by mid 1930's design standards was a smart and classy looking motor vehicle. It was not cheap for the post depression period at up to 445 pounds and as such is a rare find these days.

The Autocar Magazine managed 83.3 mph at Brooklands raceway from a Vitesse tuned Southern Cross model. Not bad for a 1991 cc motor in those days!

Bob Adby TSOA

Body engineer Walter Belgrove had a sure eye for a line – the Gloria Vitesse of the mid-1930s being a more sporting, more rakish, restatement of the Gloria theme which had appeared just a year earlier.





70 Years of Triumph TR3

The Triumph TR3 was produced from 1955 to 1962 during which time it was upgraded through TR3A and TR3B models. The TR3 was a further development of the highly successful Triumph TR2 and it played a major part in the continuation of the British sports car penetration into the USA market post World War 2. Some 75,000 of all variants were sold during its production life. It continued the TR2 body style of low slung cutaway doors with convertible canvas roof and side curtains for weather protection. It was and remains to this day a smart looking sports roadster.

The TR3 was powered by a 1991 cc overhead valve, four cylinder engine, initially producing 95 bhp but later increased to 100 bhp by use of a high port cylinder head and larger exhaust manifold. It had a four speed gearbox with an electric overdrive option offered. Initially offered with drum brakes all round, in 1956 Triumph introduced disc brakes on the front wheels. The TR3 was the first series production British car to market this revolutionary feature as standard equipment.

Like the TR2, the vehicle was built on a fixed chassis with double wishbones, coil springs and telescopic dampers on the front end and a live beam axle with leaf springs and lever arm shock absorbers for the rear suspension.



The Motor Magazine achieved a top speed of 105 mph and a 0-60 mph acceleration time of 10.8 seconds during a 1956 road test. Fuel consumption easily returned 30 miles per gallon under normal driving conditions. It easily outperformed the MG's of the day.

The TR3 was updated in 1957 with the release of the TR3A. It is easily recognised by its full width "cheesy" grill, external door handles and lockable boot handle. 1959 saw an increased engine capacity to 2138 cc offered as an option, this engine being carried over to the TR4 on its release.

The TR3B was a further development released in 1962 when dealers in the USA were concerned that there might be buyer resistance to the newly released TR4. It is almost indistinguishable from the TR3A and is an extremely rare item in Australia. TR3s were highly successful in rallying in the 1950's and '60's. They were campaigned in the famous RAC, Alpine, Monte Carlo Liege-Rome-Liege rallies and won many Class, outright and team victories. TR3's remain a popular enthusiast's favourite with many remaining in the various Triumph Sports Owners Association and TR Register Clubs in Australia.

Bob Adby TSOA



70 Years of Rolls-Royce Silver Cloud

The Rolls-Royce Silver Cloud and its sister Bentley S1 were introduced in 1955. These stunningly beautiful cars designed by the talented John Blatchley provided their owners with the level of luxury Rolls-Royce had become famous for, but now included a visual delight which enthusiasts claim to be best ever from the famous factory.

These new models had redesigned chassis and engines. Their smoothness and quietness was again improved over their predecessors, the wonderful Silver Dawn and Bentley R Type.

True Classics, the Silver Cloud and Bentley S are still to be found on roads around the world giving the current custodians years of motoring pleasure.





AUSTRALIAN
MOTOR HERITAGE
FOUNDATION™



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STYLING TO SURF: CELEBRATING CHRYSLER'S DRIFTER

Between April 1977 and November 1978, Chrysler Australia rode the waves of surf culture with its Drifter panel van, ute, and, of all things, the Charger.

Like Holden's Sandman and Ford's Sundowner, the Drifter's advertisements promised an endless summer—leisure, freedom, power, speed, sea, surf and sex—no matter how far you lived from a beach.

The Drifter van and ute were fast-track creations. The AMHF's David Burrell spoke with Chrysler/Mitsubishi Australia's retired design manager, Dennis Nicolle about how they were developed. Dennis recalls:

"We needed a surf type vehicle fast. Because we were third on the scene, we had to have something that stood out. We gave it bold colours, big stripes, carpet in the back, bucket seats and a Charger grille."

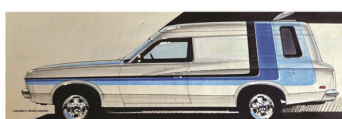
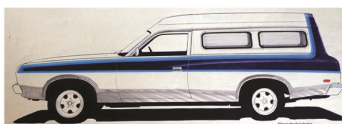
Chrysler's design team sketched dozens of stripe combinations. Those which turned upwards had the most visual impact.

But Dennis thought the right-angled stripes made the van look too high and bulky.

Thinking about it more, he took inspiration from the tail of a Qantas 747. He says:

"I saw how the flying kangaroo was silhouetted against the red paint of the tail. It was swept up at an angle and really lifted the look of the plane. I did some sketches. Instead of the stripe having a right angle bend up the side of the vehicle, I angled it. And that's how the Drifter got its stripes."

By the time the Drifter was released the surf van/ute craze had peaked.



Less than 500 Drifter vans and utes were sold.

The name was also applied to some of the last Charger body shells.

And yet, despite its late entry and short time on the market, the Drifter's rarity, blazing graphics and bright colours has ensured its place in our popular culture.



Above, below and right: sketches and production models show the Drifter's development from styling to surf.





70 Years of Thunderbird in OZ

Ford Thunderbird: Celebrating 70 Years (1955-2025)

The Ford Thunderbird, often referred to simply as the "T-Bird," has stood as a symbol of American automotive excellence and style for seven decades. Introduced in 1955 as a response to Chevrolet's Corvette, the Thunderbird was initially conceived as a "personal luxury car" that combined performance, comfort, and distinctive design. Over the course of its 70-year history, the Thunderbird has undergone multiple transformations, each reflecting changing automotive tastes, technologies, and cultural shifts, yet maintaining the charm and prestige that made it an icon.

1955-1960: The Birth of an Icon

The Ford Thunderbird debuted in 1955 as a two-seater convertible, designed to appeal to affluent buyers who sought performance and luxury in one package. It was equipped with a V8 engine and featured an elegant design with clean lines and chrome accents. The success of the 1955 model propelled Ford to continue refining the Thunderbird, with the 1956 and 1957 versions introducing new features like tailfins and improved aerodynamics. In 1958, the Thunderbird grew into a four-seater, marking a pivotal shift in the vehicle's design philosophy, aiming to broaden its appeal.

1960s: A Symbol of Luxury and Performance

The 1960s saw the Thunderbird solidify its place as one of the most prestigious American cars. The model introduced in 1961 underwent a dramatic redesign, becoming larger and more luxurious, with a unique "bullet" grille and a more refined interior. The early '60s models featured high-performance engines, including the 390-cubic-inch V8, which catered to drivers seeking both speed and comfort. By 1964, the Thunderbird had evolved into a personal luxury coupe with more emphasis on refinement and technology, appealing to a more discerning clientele.





70 Years of Thunderbird in OZ



1970s-1980s: Changing Times and Shifting Identity

The 1970s brought about a shift in the Thunderbird's identity, as it became larger and more focused on comfort, reflecting the broader trends in American automotive design. The mid-70s Thunderbird was equipped with more luxury features, such as plush interiors and advanced technologies like air conditioning and premium audio systems. However, as fuel prices surged and environmental concerns took centre stage, the Thunderbird's traditional V8 engines and large dimensions started to seem less practical. Ford responded by scaling down the Thunderbird in the early 1980s, though the model still retained its image as a car for the American elite.

1990s-2000s: A Revival of the Classic Thunderbird

The early 2000s saw the revival of the Thunderbird nameplate, with the release of the 2002 model, a modern interpretation of the classic 1950s design. With its retro styling, reminiscent of the original two-seater design, the 2002 Thunderbird was marketed as a tribute to the car's roots. Despite positive reception and nostalgia-driven appeal, the revival did not lead to long-term sales success, and Ford ultimately discontinued the model after the 2005 production year.

2010s-2025: A Legacy of Excellence

As Ford celebrates the 70th anniversary of the Thunderbird in 2025, it remains an important piece of automotive history. The Thunderbird's legacy has been carried forward in Ford's modern vehicles, particularly in the brand's focus on performance and style. While the car itself is no longer in production, its influence can still be seen in Ford's iconic cars like the Mustang and other high-performance models.

The 70th anniversary is not just about celebrating a car; it's about honouring the spirit of innovation, luxury, and design that the Thunderbird has come to represent. Throughout its seven-decade history, the Thunderbird has proven to be more than just a car; it is a cultural icon, a reflection of American ambition, and a testament to the enduring appeal of timeless design.

As Ford moves forward, the Thunderbird's legacy will continue to inspire new generations of car enthusiasts. The 70th anniversary serves as a reminder of the Thunderbird's place in automotive history and its continued influence on the future of the industry. From its sleek 1950s debut to its eventual place as a symbol of American automotive design, the Thunderbird's journey from 1955 to 2025 has been nothing short of legendary.



70 Years of Fiat 600 (Fiat Seicento)

The 600 is a classic Italian car, first introduced in 1955, known for its role in the mass motorization of Italy and its compact, affordable design. It was a four-seater, two-door saloon with a rear engine and rear-wheel drive set up, which was designed to be practical and economical.

Introduced at the Geneva Motor Show in 1955, marking Fiat's first new unibody model since 1942. Its creator was the respected car designer, Dante Giacosa. The Fiat 600 played a significant role in mass motorization, making car ownership accessible to a wider range of people in Italy and beyond. Its popularity was due to its low price, excellent value and fuel efficiency contributing to its immediate success.

Production in Italy lasted until 1969, with over 2.6 million units produced there. However, including licensed production in other countries like Argentina, Spain and Yugoslavia, the total production exceeded 5 million. The famous Carlo Abarth also applied his magic to these little compact cars, tuning them into pocket rockets of their time. The Abarth modified variants have a very well-known racing pedigree and a special place on the track. Today, authentic Abarth badged cars can fetch very handsome sums of money and sit proud in car collections. The 600-model range expanded to offer a multipurpose people mover version, the Fiat 600 Multipla. The Multipla was introduced in 1956, offering even greater versatility. Its unique shape with its backward facing proportions still draws attention and debates about its aesthetics today.



Over the years the 600 became a modern small compact car for the budget conscious motorist. For its 50th anniversary of the original Fiat 600, the Italian carmaker introduced an anniversary edition. At the front, the 2005 model 600 featured the same Fiat's badge design as it was in 1955 with white on blue lettering inside a chromed ring, plus two wings on its sides. It featured distinct upholstery, with the Fiat logo printed on the front seats' seatbacks. Its specific colours, with light beige and grey, offered a luminous interior for the four passengers who could sit inside the car. The 600 was the smallest four-seat car on the market when it was introduced and the 2005 model continued along this path.



70 Years of Fiat 600 (Fiat Seicento)



Recently, FIAT fans have been provided with the return of the 600 model. In 2023, was the relaunch of the 600 badges with the 600e. It has grown considerably from its classic origins. FIAT designed the new 600e to fit in the B-segment car size, small SUV. The higher ground clearance and some of its details pushed it into the crossover area. It was mainly created to tackle cobblestone roads, pavements, a modern urban people mover. Again, like its past, the Abarth variant has returned with more performance and sportier appearance for those seeking to stand out on the streets.

On reflection, today the classic Fiat 600 origins legacy will be always remembered as an iconic car that symbolized Italy's post-war economic recovery and the democratization of car ownership. Its modern rebirth has big shoes to fill. Only time will tell, if the modern 600e will have a lasting impact in the hearts of FIAT fans.

Giovanni Ciampa
Social Events Coordinator
FIAT Club of NSW Inc.





60 Years of Rolls-Royce Silver Shadow

The Rolls-Royce Silver Cloud and its sister Bentley S1 were introduced in 1955. These stunningly beautiful cars designed by the talented John Blatchley provided their owners with the level of luxury Rolls-Royce had become famous for but now included a visual delight which enthusiasts claim to be best ever from the famous factory.

These new models had redesigned chassis and engines. Their smoothness and quietness was again improved over their predecessors, the wonderful Silver Dawn and Bentley R Type.

True Classics, the Silver Cloud and Bentley S are still to be found on roads around the world giving the current custodians years of motoring pleasure.





60 Years of HD Holden

The mid-60s was a time of great automotive technical advancement. The HD Holden was the ninth production model and first Holden to feature a 12 V electrical system, ball joint front suspension and disc brakes (optional from two months after launch) and a true six-seater sedan capacity boasting 2 inches more shoulder room for passengers over the EH. Stopping was addressed with a 30 percent brake size increase. Similarly, the HD featured a lighter automatic transmission in the aluminium Powerglide, bigger boot, bigger fuel tank of 11.5 gal nominal, better rear suspension and exhaust system and optional power tailgate on station sedans.

Front safety belts were also optional with all HD bodies having provision for front seat belt installation, a first for Holden. Engine options were all 6cyl OHV inline with 149ci, 179ci and the twin Stromberg 140 Hp X2 179ci. The X2 was the first production Holden to top 100 mph. Wheels March 65' proclaimed "This would just about be the most docile 100 mph car we have found for less than £2000."

RHD and LHD models were in sedan, station sedan and utility. The back window of sedans was concave, the first time for an Australian built car.

Many names adorn HD from Highly Dangerous and Hastily Designed but the sales figures tell another story. GMH's best sales month ever was March 1965 with 20,663 total. This comprised 18,690 HDs and 1,973 runout EHs. Total HD production exceeded 178,000 over just 14 months and exported worldwide. The model was named after David Hegland, Managing Director in 1962.

Alex Tickle





60 Years of the MGB GT

It might be 60 years old, but for most of us the MGBGT is nowhere near retirement.

Not long after the unveiling of the MGB roadster in September 1962 work began on a coupe version of the MGB. The MGA had been available as a coupe and a removable hardtop was a factory option for the MGB in the UK as well as being available from after-market suppliers in the UK and here in Australia, so it was inevitable that MG would want to also produce an MGB coupe.

John Thornley, MG's Managing Director had long admired the fastback shape of the current Aston Martins, and from the start a fastback roof line was planned for an MGB coupe. One of the biggest design issues to overcome however was integrating the low windscreen on the MGB roadster with a fixed head coupe. There has been much controversy over who ultimately came up with the shape of the MGBGT. Whether it was one of MG's inhouse draftsman, Jim Stimson or Pininfarina. It is now agreed it was both. From the outset Jim Stimson raised the height of the windscreen and drew an elegant fastback roof. While Pininfarina have said that they were not influenced by his design, they were provided with his drawings. But ultimately, they made it more rectangular, adding the sharp creases to the roof above the windscreen and including an opening rear hatch and a fold down rear seat. Pininfarina produced a prototype for MG in 1964 and this car still survives in private ownership.

Barely 12 months later the MGBGT was launched on 19 October 1965 on the eve of the Earls Court Motor Show. Spectacularly the motor show featured an MGBGT sliced in two on a large rotating turntable. This display car can now be seen at the British Motor Museum in Gaydon, UK.

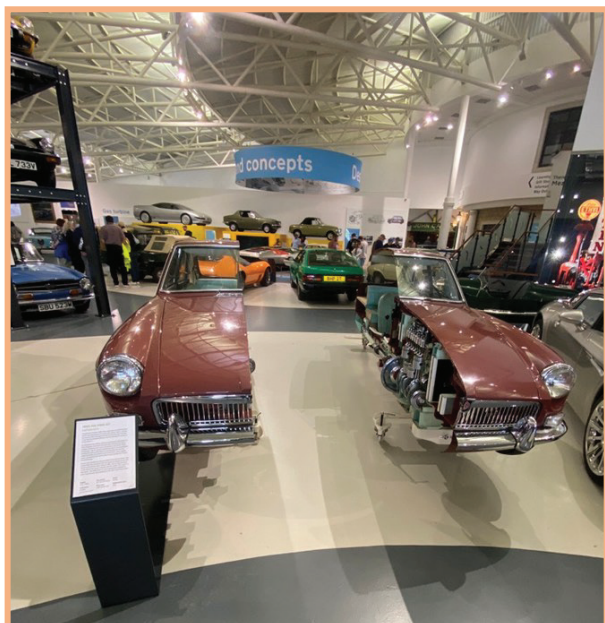


Mechanically the MGBGT was the same as the roadster except that it had the Salisbury rear axle, which was only included with the Mk II upgrade of the MGB roadster from 1967 in the UK and 1968 in Australia. Not surprisingly most of the changes were to the panel work – the roof, tailgate and upper portions of all 4 wings. And there was the higher windscreen, longer door glass and those elegant hinged rear quarter lights. Inside the door trim panels had an extra row of piping, the waist rails were slightly changed, there was a small rear seat with folding back rest and there were 2 chrome plated spring-controlled stays to hold open the rear hatch. Under its carpet the boot floor was covered by a hinged plywood panel under which there was the spare wheel and tools.

The GT design was subsequently also used for the more powerful MGC GT and MGBGT V8.



60 Years of the MGB GT



Press reaction to the MGBGT was very favourable with praise for its good looks, versatility, handling and performance, which whilst slightly slower to 60 mph at 13 seconds than the roadster, had a higher top speed of 105 mph. Although there was criticism that the small back seat was only suitable for very small children at best, and that there was wind noise from the pillarless windows at higher speeds.

The MGBGT was a sales success with over 125,000 sold world-wide until all MGB production stopped in 1980. Unlike the roadster, which was assembled in Australia at either Enfield (Mk I) or Zetland (Mk II) in Sydney, all MGBGTs were assembled at MG's famous factory in Abingdon in the UK and fully imported into Australia.

In an interview with *Motor* magazine in the UK in 1966 John Thornley said of the MGBGT: "We've produced a motor car now in which no managing director would be ashamed to turn up at the office." Its practical, elegant design and good performance for its day continue to endear the MGBGT to enthusiasts throughout the world on this, its 60th anniversary year.

John Clarke—President MG Car Club NSW



Sydney Bus & Truck Museum

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

FOR JUST A GOLD COIN DONATION

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

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



SYDNEY BUS & TRUCK MUSEUM

25 Derbyshire Rd, Leichhardt NSW 2040
Phone: 9572 6789

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



JayJay the Balloon Guy

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



The Slot Shop

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





THE TONY DE LUCA VOLUNTEER OF THE YEAR

The 2025 Tony De Luca Volunteer of the Year
is an award dedicated to the late Tony De Luca OAM

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

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

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

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

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

Only a handful of Applications received to date. Applications will close on 31.10.2025

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



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

Previous Tony De Luca Volunteers of the Year



2022 WINNER OF THE AWARD

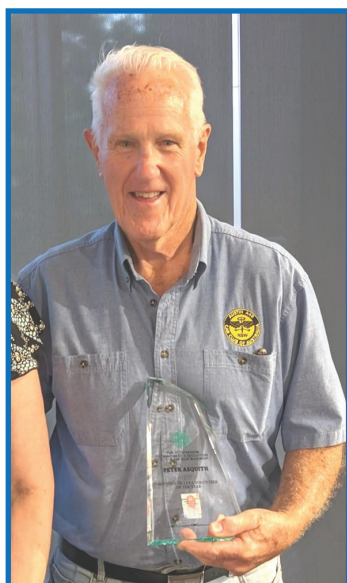
DAVID LIVIAN (left) nominated by The Mustang Owners Club

RUNNERS UP

Joanne & Jeff Wenden (centre) —Vincent HRD Owners Club

John Turner (right) —Antique & Classic Motor Club

Trophies presented by Tony's daughter, Anne Tracey



2023 WINNER OF THE AWARD

PETER ASQUITH - nominated by the
Austin A40 Car Club of Aust

RUNNERS UP

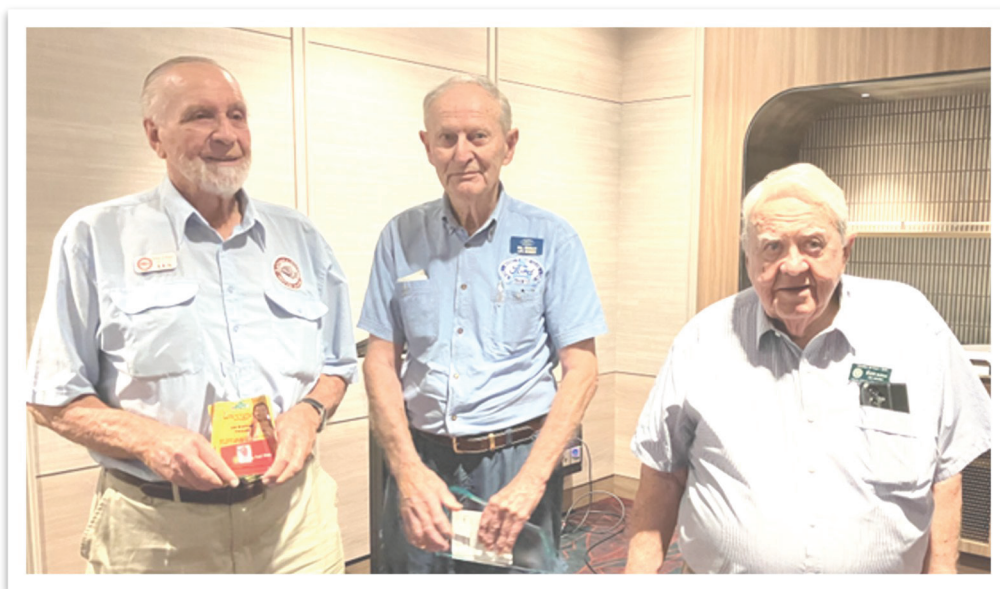
Kay De Luca presented trophies to

John Brindle—Antique & Classic Car Club

Romona Kinder—Cronulla RSL Motoring Club



Previous Tony De Luca Volunteers of the Year



2024 WINNER OF THE AWARD - MAL BRADLEY

(centre) was nominated by the Model A Ford Club

RUNNERS UP

Left is **LES WATTON** nominated by the Antique & Classic Motor Club

Right **KEN BRITTON** nominated by the Jaguar Drivers Club of Australia

APPLICATIONS ARE NOW OPEN FOR THE

2025 TONY DE LUCA VOLUNTEER OF THE YEAR AWARD

Almost every Club has someone who is worthy of being nominated for this award, so please give some thought to this important chance for your Club to recognise that special person.

The CMC wants to recognise his or her efforts within the Car Club movement—the late Tony De Luca was always ready to assist with the workings of CMC and car clubs and we know there are others just like Tony out there.

The Winner and Runners Up will receive Trophies as well as a very generous Fuel Voucher so we urge all Clubs to consider nominating someone. Closing date for this year's nominations is 31st October 2025. Applications can be found in this Preserve.



THE TONY DE LUCA VOLUNTEER OF THE YEAR

2025 VOTY Nomination Form

2025 Nominations are open from 01/02/2025 and close 31/10/2025

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

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

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

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

Nominees Name: _____

Nominees Phone Number: _____ Email: _____

Nominees Club: _____

Nominators: Club President: _____ Signature: _____

Phone Number: _____ Email: _____

Club Secretary: _____ Signature: _____

Phone Number: _____ Email: _____

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

2025 VOTY Application Form (continued)

Nominators, please describe below why you feel this individual deserves to be recognized as the 2025 Tony De Luca Volunteer of the Year:

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

Please note: Nomination Forms must be completed in full and are to be submitted up to and no later than 31/10/2025 to the CMC Membership Secretary via e-mail to cmc.nsw.members@gmail.com. All enquiries regarding **VOTY** are to be directed to the CMC Membership Secretary via e-mail to cmc.nsw.members@gmail.com.

Presentation of the **2025 VOTY** will be awarded at the **January 2026 General Meeting**.



60 Years of Mini Cooper S

MORRIS COOPER S - 60 YEARS (1965-2025)

CELEBRATING 60 YEARS SINCE THE LAUNCH OF THE LEGENDARY MORRIS COOPER S IN AUSTRALIA

The Mini Car Club of NSW is celebrating 60 years of the Australian built Morris Cooper S which were built from 1965 at the Zetland factory in Sydney with specialised components imported from UK, like the engine and gearbox, and the bodies and trim manufactured in Australia. Be sure to check out our Club's display of 1965 built Cooper S on Pit straight and other Club members Minis in our garage display plus our Clubs general display behind the pits.



THE MIGHTY COOPER S

The variants that did most to launch the Mini as a cult vehicle were the Cooper and Cooper S, the Minis that made the little Issigonis runabout into a giant-slaying racer and the most famous rally winner of all time.' (Presnell, p81)

'Right from the start, the Mini's go-kart handling and small size had appealed to sporting motorists, something that was abundantly apparent to racing car constructor John Cooper. The Formula Junior single seaters that John Cooper built used the A-series engine and it didn't take a huge intellectual leap to realise that a slightly less tuned power unit could easily be adopted to the Mini, to produce a high-performance model.' (Presnell, p81)

'John Cooper knew Issigonis from his racing days with the Lightweight Special, and put the idea to him, who surprisingly refused to help, because he had designed the car as a family sedan and not with racing in mind. Cooper then went to Sir George Harriman, BMC's Managing Director who, although sceptical, finally agreed and also granted Cooper a royalty for each car built.' (Parnell, p8)

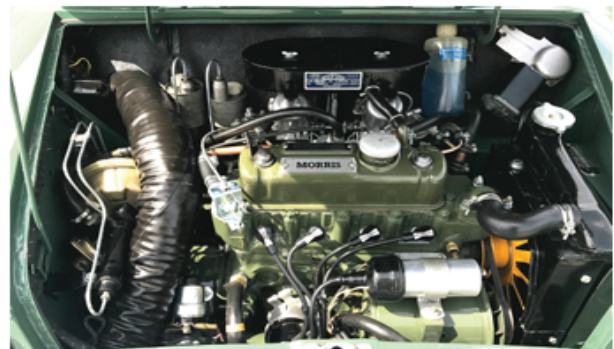
The UK market was treated to the introduction of the Austin/Morris Cooper S 1071 range on 2nd April 1963 but BMC in Australia chose not to introduce the model into this country. In the intervening period

prior to the release of the Morris Cooper S in August 1965 several direct imports of the UK built 1071 model were imported into Australia.

THE AUSTRALIAN COOPER S

Following the release of the Morris Mini Deluxe in March 1965 BMC Australia had the perfect saloon body in which to install the Cooper S running gear. Complete engine/transmission assemblies along with other specialised components for the vehicle were imported from the UK to produce the local product at the Zetland factory with the Morris Cooper S Mk1, model YKG2S2 fitted with engine type 9F/Sa/Y which was released into the Australian market on 6th September 1965. The Mk2 version of the Morris Cooper S Model YG2S4 fitted with the 9F/Xe/Y engine reached the public in June 1969 and continued in production until March 1971 at which point the Morris Clubman GT, Model YG2S8 was released. In summary there were 4896 Morris Cooper S Mk1, 2419 Morris Cooper S Mk2 and 1199 Morris Clubman GT built.

THE HEART OF THE COOPER S



'The development of the Cooper S engine was undertaken at the Morris Engines plant in the UK. At the heart of this ultimate performance edition was the crankshaft. Nitrided by Rolls-Royce, no less, we were assured at the time, and very different, even to the 997. At 1275cc the dimensions were 70.6mm x 81.3mm, which featured 'siamesed' bores bringing the centre cylinders closer together by 1/4", but the overall gap between cylinders was increased. The offset meant a new crankshaft, redesigned connecting rods with 2.0in diameter big end journals, and updated lubrication system with enlarged oil galleries and a new oil pump with 75psi pressure point.' (Walton, p54-57)

'There was a new big valve cylinder head, with the redesigned unit being very different to any



60 Years of Mini Cooper S



other A-series engine. As well as the valve sizes going up the valve material was improved for high temperatures by the use of Nimonic 80 steels and Hidural 5 copper nickel guides.

Camshafts for the road were quite mild but for competition the classic 649 race shaft served well. In 1275 S form the compression was 9.75:1 and twin SU carburettors of 1 1/4" were used. This combination gave 75bhp at 6000rpm and 81 lb ft of torque at 3000rpm. The engine enabled the Morris Cooper S to reach an official top speed of 98 mph. Modest by today's standards but quite sensational for a small car in 1963'. (Parnell, p9)

'To cope with the extra power the braking system was also upgraded to 7 1/2" front discs with servo assistance via a Lockheed Hydrovac server unit. The width of the wheels were increased by 1" to 4 1/2" and 10" diameter steel. The extra width allowed for larger width tyre sections. Other changes for the 1275S introduced were needle roller bearings in the gearbox, bonded clutch linings and double springs for the diaphragm unit. The suspension for the Australian built cars was Hydrolastic, *Float on fluid* pressurised system which was introduced to all Mini saloons in 1965.' (Parnell, p9)

THE COOPER S IN AUSTRALIAN MOTORSPORT



In October 1966 a Morris Cooper S won Australia's premier touring car race, the 'Gallagher 500'. The race was five hundred miles circulating around one of the toughest racetracks in the world, with its steep 200 metre climb up to the top of Mt Panorama, Bathurst NSW, and its long 'Conrod' straight back to



the start every 3.87 miles. Rauno Aelteron, known as the Flying Finn and local race and rally expert Bob Holden won the 'Gallagher' in fine style. Irish rally ace, Paddy Hopkirk, was race leader during the early stages but unfortunately retired with a centre main bearing failure.

Morris Cooper 'S' eventually finished first, second and third outright and Minis filled the top nine places. First to ninth in Class 'C' and Morris Coopers were first, second and third in Class 'B'.

The 'Gallagher 500' win was undeniably the Minis' finest hour in Australia.

For those racing a Mini on the tracks the little car provided a lot of people with low-cost fun. Many racing stars in the 60's and 70's cut their teeth in a modified Morris Cooper S and today they still provide endless fun in historic motorsport and club events all over the world.

Bibliography:

- Walton, Jeremy. Mini-Cooper and S – 997 & 998 Cooper; 1071 & 1275S. London, Osprey, 1982
- Parnell, John. Original Mini Cooper and Cooper S: The Restorers Guide to 997 & 998. Cooper and 970, 1071 & 1275 Cooper S. Devon, UK, Bay View, 1993
- Pressnell, Jon. Mini -The definitive History. UK. Haynes, 2009
- Thank you to John Sneddon for additional information

Michael Benton
Mini Car Club of NSW





60 Years of Packard Auto Club

The club was established in 1965 by PACA's first president, Gwen MacRae. A charismatic young woman who needed a cushion to see over the dash, Gwen used the now defunct *Australasian Post* to connect to like-minded and Packard-loving enthusiasts.

Sadly, Gwen would not live out her life as the club's matriarch as she passed away from cancer in February 29, 1980. But a few weeks before she died, she penned a compelling history of the club and her own attraction to Packards.

This is a condensed version of her story covering the creation and early days of the Club. We celebrate Gwen's contribution and vision particularly given that in 1965 it would most likely have been considered a little out of the ordinary for a young woman to be the leader in this type of endeavour. A true Trailblaze!

Late in 1959 I bought a 1939 Packard that was fine for a young family with two growing school-age boys. I had only been driving about 3-4 years and most cars seemed the same ... until the Packard. It was different. It was big (or so I thought at the time), comfortable, totally reliable, and had an extra something indefinable which to this day eludes logical definition. A love affair began, puppy love at first, but the infection had taken hold.

The '39 was "it" for about 18 months and the time had come for an update - a '51 Chevy. A nice car and only 10 years old! The Chev was comfortable and reliable and did all the right things but I discovered it wasn't "The Packard." That something special wasn't there, and I often longed for my old first love until I chanced upon another Packard - a 1934, 1105, Super Eight 7-Passenger Sedan. She wasn't ready for the road for some time but I finally took her out one day and that was it. I was deeply in love and have never recovered.

During a year of driving this beauty I began to wonder if there could be other nuts like me, as so many other drivers admired the car and talked about old times when Packard was King of the Road. What if we could get together but how to do it? *Australasian Post* had a wide Australian city and country circulation and had a page for readers' letters. I submitted a letter and photo which was published in the December 1964 issue - and it all happened. Peter Sharpe from Queensland was first in with a letter and photo of his '34, 1102 Eight, 7-Passenger Limousine, and others followed.

Then in December 1965, nine Packards took off for our inaugural run from Sydney to Kiama on the South Coast. In January we held a general meeting and I became President. We issued our first newsletter which eventually became the *Packardian*. During the previous year I had been told that such a club would never get off the ground as it had been tried once or twice and didn't work. Mainly this was said by the Veteran and Vintage boys and "Good-Old-British-Make" types to whom anything not made in England or Europe was only Yanky junk. But I knew what I was driving and I had now been joined by another 30 Packard buffs.

At my first Warwick Farm Concourse meet some 14 years ago, I dreamed of one day of seeing a Packard win a first prize. Back then, Warwick Farm was a much smaller show, the cars by today's standard were mostly sound but rarely exceptional, and top awards always seemed to go to British or European makes. But in 1979 we scooped the awards. Packard was not only voted 1st and 2nd in its class but it took out Grand Championship, and the club was chosen as Best Club Display.



60 Years of Packard Auto Club

I cannot take credit for this; I only started the ball rolling and it gathered others along the way. The work and dedication of so many towards my goal has given me many hours of deep and sincere happiness, but I surely am proud that the Packard Automobile Club has developed into such a respectful club and a fine group of people.

Friendships, some of which began for me so long ago, have proved the true meaning of the word "friend", and all have my deepest thanks. Without their assistance, companionship, compassion and understanding, I may have given up my present fight against this darned inconvenient illness which will persist in rearing its ugly head and stopping me from doing as much as I would like to do.

Gwen MacRae 1980



Footnote: Today the Packard Automobile Club is a national body with approximately 280 members nationally and internationally in NZ, UK and USA. We are committed to the preservation, restoration and appreciation of Packard automobiles.

We are always keen to welcome new members so checkout our website where you can also decide to sign up at..... packardclubaustralia.org.au



50 Years of Austin A40 Car Club (NSW)



The Austin A40 Car Club of Australia Inc was formed in 1971 in Victoria, the main focus of the club being the preservation, restoration and continued use of all Austin A40 motor cars.

In 1971 Maureen and Joe Vavra, living in western Sydney, purchased a 1953 Austin A40 Countryman. They happen to still own that vehicle after 54 years of ownership. In 1972 Joe noticed an advert in a car magazine seeking out A40 owners in NSW.

The ad was placed by Nigel Marshall. Joe contacted Nigel and inquired about his advert. Nigel Marshall told Joe that he was a member of the Austin A40 Car Club in Victoria and would he like to join it. Before too long there were about a handful who lived in Sydney area who also joined the Austin A40 Car Club of Australia. We received their club magazine, the "Newsflash" monthly. Although it was good reading, we found as enthusiasts we need something more suited to our region. We held monthly outings to great picnic spots, talking about our cars and our experiences. Having now about a dozen owners, we discussed the need to form our own NSW club for Austin A40s. At that time the main instigators were Nigel Marshall, George Borg, Joe Vavra, Brian Sabre & Glen Onions. We spoke to the Austin A40 Car Club of Australia in Victoria to express our intention to start a Branch called the Austin A40 Club of Australia (NSW Branch). The main club was delighted with our initiative and gave us some money to kick off the new Branch.

In 1975, Nigel Marshall communicated to our locals of our intention to have a meeting to formalise the new club and elect office bearers to kick things off. Those already named above, together with their wives, were present at the first meeting and became the first members. The meeting was held at George Borg's home in Five Dock. Nigel Marshall was elected President and Editor, Joe Vavra – Secretary, George Borg - Treasurer.

The following months saw many of the local A40 owners become NSW members. In the early 1980s the Club agreed that the spouse of a member was recognised by giving them voting rights and afforded the same status as the primary member. That was a great move because the women became very active in taking up roles in the club previously the "privilege" of men.





50 Years of Austin A40 Car Club (NSW)



The biggest annual car event in Sydney was the Council of Veteran, Vintage and Thoroughbred Motor Club (CVVTMC) display day at Warwick Farm. Our club sought affiliation with the CVVTMC but unfortunately our application was denied because we were a one model club. Our club put on a display in the car park each year. Eventually the CVVTMC invited us to join their ranks.

The club has enthusiastically supported the Council display day ever since.

The A40 Club, as an affiliated club to Council, enjoys the privilege of Club Registration Scheme with all its benefits.

The Club has enjoyed many trips away including the Great Ocean Road trip to Adelaide, Mildura, Tamworth, Warwick Qld, Bendigo, Forbes, Blessing of the Fishing Fleet in Ulladulla and many more. We have stayed in tents, towed light caravans and now we mainly stay in cabins or motels.

Austins Over Australia (AOA) rallies are hosted in each state every two years (an epic event for all Austin and derivative owners). Yes, and even to Perth and Devonport in Tassie. "Run it and we will come"!!

The first AOA was hosted in 1991 by Queensland Austin Motor Vehicle Club and held in Tamworth NSW. The Austin A40 Club NSW hosted the next one in 1993 in Yass. The next AOA will be held in Maryborough Qld from June 10th to June 15th 2026. The club no longer restricts membership to A40 owners, now accepting owners of other eligible make and models.

The Austin A40 Club of Australia (NSW Branch) meets in the evening on the 4th Tuesday of the month at Bankstown Sports Club, Greenfield Parade Bankstown. The Club has held its meetings there since the late 1970s.

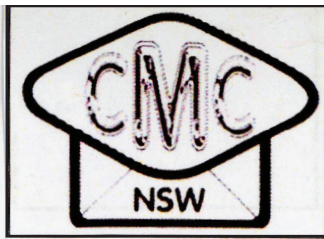
The club produces a newsletter the "Flying A".

Monthly outings are organised to places of interest for enjoyment of members one of which is its Annual Concours. The first Concours was held on 14 October 1979 at Parramatta Park.

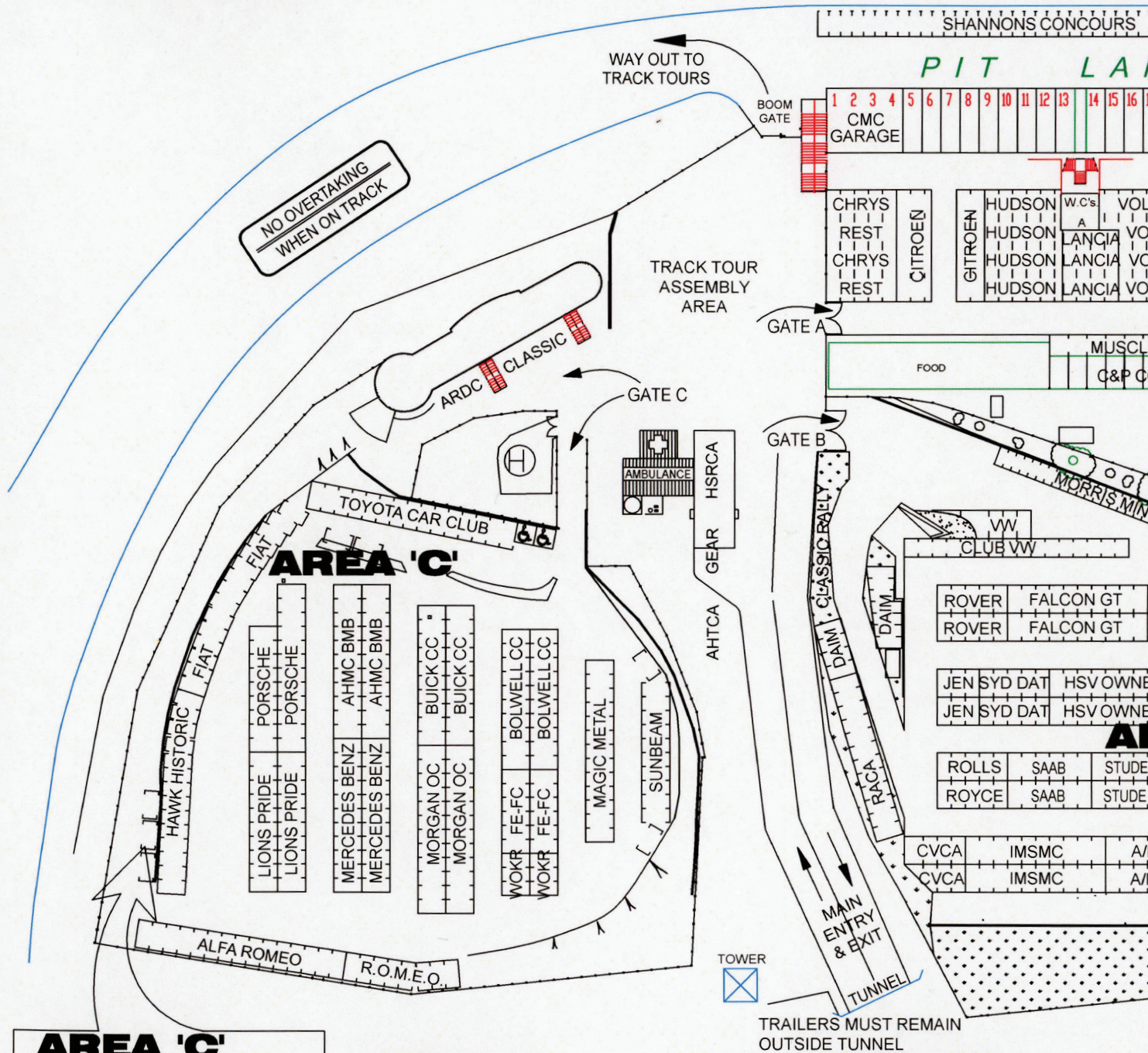
As the years progressed, proudly, the quality of restoration of A40s in the club is equal to vehicles of most clubs in the state.

Joe Vavra
Founder and Life Member





2025 SHANNONS S T R A C K



AREA 'C'

AHMC BLUE MOUNTAINS.
ALFA ROMEO OWNERS CLUB OF AUST
AUSTRALIAN RACING DRIVERS CLUB LTD
BOLWELL CAR CLUB OF AUSTALIA INC.
BUICK CAR CLUB OF AUSTRALIA
FE-FC HOLDEN CAR CLUB OF NSW INC.
FIAT CLUB NSW.
GOLDEN ERA AUTO RACING CLUB.
HAWKESBURY HISTORICAL CAR CLUB INC.
HISTORIC SPORTS & RACING CAR ASSOC.
HISTORIC TOURING CAR ASSOC NSW.
LIONS PRIDE HOLDEN CAR CLUB.
MAGIC METAL MOTORING CLUB INC.
MERCEDES-BENZ CLUB NSW INC.
MORGAN OWNERS CLUB OF AUSTRALIA.
PORSCHE CLUB OF NSW.
ROMEO CLASSIC CAR & BIKE CLUB.
SUNBEAM OWNERS CLUB OF NSW.
TOYOTA CAR CLUB OF NSW.
WILLYS WHIPPET OVERLAND KNIGHT REST

AREA 'F'

CAMPBELLTOWN HIST VEH. CLUB.
CENTRAL COAST ALL FORD CLUB.
CHEVROLET CLUB OF NSW.
CLASSIC & HISTORIC AUTO CLUB.
EARLY FALCON CAR CLUB OF NSW.
FB-EK HOLDEN CAR CLUB OF NSW.
GTR & XU-1 OWNERS CLUB INC.
HONDA SPORTS CAR CLUB
ILLAWARRA VINTAGE CAR CLUB.
MG CAR CLUB.
MY CAR CLUB.
NSW CORVETTES UNLIMITED.
PEUGEOT CAR CLUB OF NSW.
REGALS MOPAR CAR CLUB.
SMALL FORD CAR CLUB OF NSW.
SOUTHERN SYDNEY EARLY HOLD.

TOYMODS CAR CLUB.
VAUXHALL OWNERS CLUB OF AUST
VINTAGEMODIFIED ASSOC OF NSW.
Z CAR CLUB SYDNEY INC.

AREA 'B'

AMERICAN MUSCLE CAR CLUB AUST
AUSTRALIAN HISTORIC MOTOR CLUB.
CENTRAL COAST AMERICAN CLASSIC.
CLASSIC VEHICLES CLUB OF AUST
CLUB MASERATI AUSTRALIA.
CLUB VEE DUB SYDNEY
DAIMLER & LANCHESTER OWNERS CC.
FALCON GT OWNERS CLUB OF NSW.
GNOO BLAS CLASSIC CAR CLUB
HSV OWNERS CLUB OF NSW INC.
ISUZU CAR CLUB OF AUST INC.
ITALIAN MADE SOCIAL MOTORING CLUB.
JENSEN CAR CLUB.
LEYLAND P76 OWNERS CLUB.
LITHGOW VINTAGE MOTOR CLUB INC.
MIDWEEK MUSCLE CAR CLUB INC.

MONARCH
MORRIS
MUSTANG
R & S VA
RENAULT
ROLLS ROYCE
ROYAL A
SAAB CA
SPRITE
STUDEBA
SYDNEY
TRIUMPH
VETERAN

SYDNEY CLASSIC



HD-HRHSVTBD PACK CHEV MGCC JAGUAR VAUX MINI A 40 TSOAARROC FIAT

17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

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MODEL A
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CUB
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JAGUAR
JAGUAR
JAGUAR
ARM SID
W.C's
C
MINI CC
MINI CC
MINI CC
MINI CC
AUSTIN A40
AUSTIN A40
P.WATER
P.WATER
EDAY
CRUISERS

AREA 'A'

THOROUGHbred
THOROUGHbred
NSWRRC
ILLAWARRA CC
MM PICNIC
PORS
NSWRRC
ILLAWARRA CC
MM PICNIC
356
JOW CRONULLA MEG
GREEN SHED
GREEN SHED
RENAULT CC
KEEP CLEAR
FOOD
POWER D/B
WALKWAY
TSCC

AM MUSCLE
MUSTANG
GNOO B
MWMCC
AM MUSCLE
MUSTANG
GNOO B
MWMCC

ERS
MONARO CC
R&S VALIANT
LITHGOW
ERS
MONARO CC
R&S VALIANT
LITHGOW

AREA 'B'

CCAMCL
MASER
AHMC
TSOA
CCAMCL
MASER
AHMC
TSOA

H SPRITE
LEY P76
ISUZU
V&V CHEV
H SPRITE
OWNERS
ISUZU
V&V CHEV

RETURN FROM
TRACK TOURS

AREA 'A'

MINOR CAR CLUB OF NSW INC.
G OWNERS CLUB OF AUST
LIANT CAR CLUB NSW INC.
T CAR CLUB OF AUSTRALIA.
JOYCE OWNERS CLUB OF AUST.
OWNERS CLUB.
AUTOMOBILE CLUB OF AUST
AR CLUB OF AUSTRALIA INC.
CAR CLUB OF AUSTRALIA INC.
MAKER CAR CLUB OF NSW INC.
DATSUN CLUB INC.
H SPORTS OWNERS ASSOC.
N & VINTAGE CHEV ASSOC.

ARMSTRONG SIDDELEY CAR CLUB.
AUSTIN A40 CAR CLUB OF AUST NSW.
AUSTRALIAN EX MILITARY COLL SOC.
AUSTRALIAN PORSCHE 356 REGISTER.
CHRYSLER RESTORERS CLUB OF AUST
CITROEN CAR CLUB OF NSW INC.
CLASSIC CAR CLUB ILLAWARRA INC.
CLUB LOTUS AUSTRALIA INC.
CLUB MASERATI AUSTRALIA INC.
CRONULLA RSL MOT ENTHUS GROUP.
EJ EH HOLDEN OWNER DRIVERS CLUB.
EVERYDAY CRUISERS INC.
HUDSON AMC CAR CLUB AUST INC.
JAGUAR DRIVERS CLUB OF AUST
JOWETT CAR CLUB OF AUST
LANCIA MOTOR CLUB OF NSW INC.
MINI CAR CLUB OF NSW INC.
MODEL A FORD CLUB OF NSW.
MORRIS MINOR PICNIC CLUB.
MUSCLE CLASSIC & PERF CAR CLUB.
MUSEUM OF FIRE INC.
NSW ROAD RACING CLUB
PITTWATER MOTOR ENTHUSIATS INC.
ROMEO CLASSIC CAR & BIKE CLUB.
SOUTH COAST VINTAGE CAR CLUB.
SYDNEY BUS & TRUCK MUSEUM LTD.
THOROUGHbred SPORTS CAR CLUB.
VOLVO CAR CLUB OF NSW INC.

AREA 'E'

ANGLIA PREFECT CAR CLUB OF AUST
AUSTIN HEALEY OWNERS CLUB OF NSW.
CADILLAC LASALLE CLUB OF AUSTRALIA NSW.
CENTRAL COAST HISTORIC CAR CLUB.
EARLY FORD V8 CLUB OF NSW.
FORD GALAXIE CLUB OF AUSTRALIA.
GT CLUB.
HD-HR HOLDEN CLUB OF NSW.
LEYLAND P76 CLASSIC CAR CLUB.
MICRO CAR & SCOOTER CLUB.
NSW HISTORIC PATROL VEHICLES.
PACKARD AUTOMOBILE CLUB OF AUST
THUNDERBIRD OWNERS CLUB OF AUST
VINTAGE SPEEDCAR ASSOCIATION NSW.

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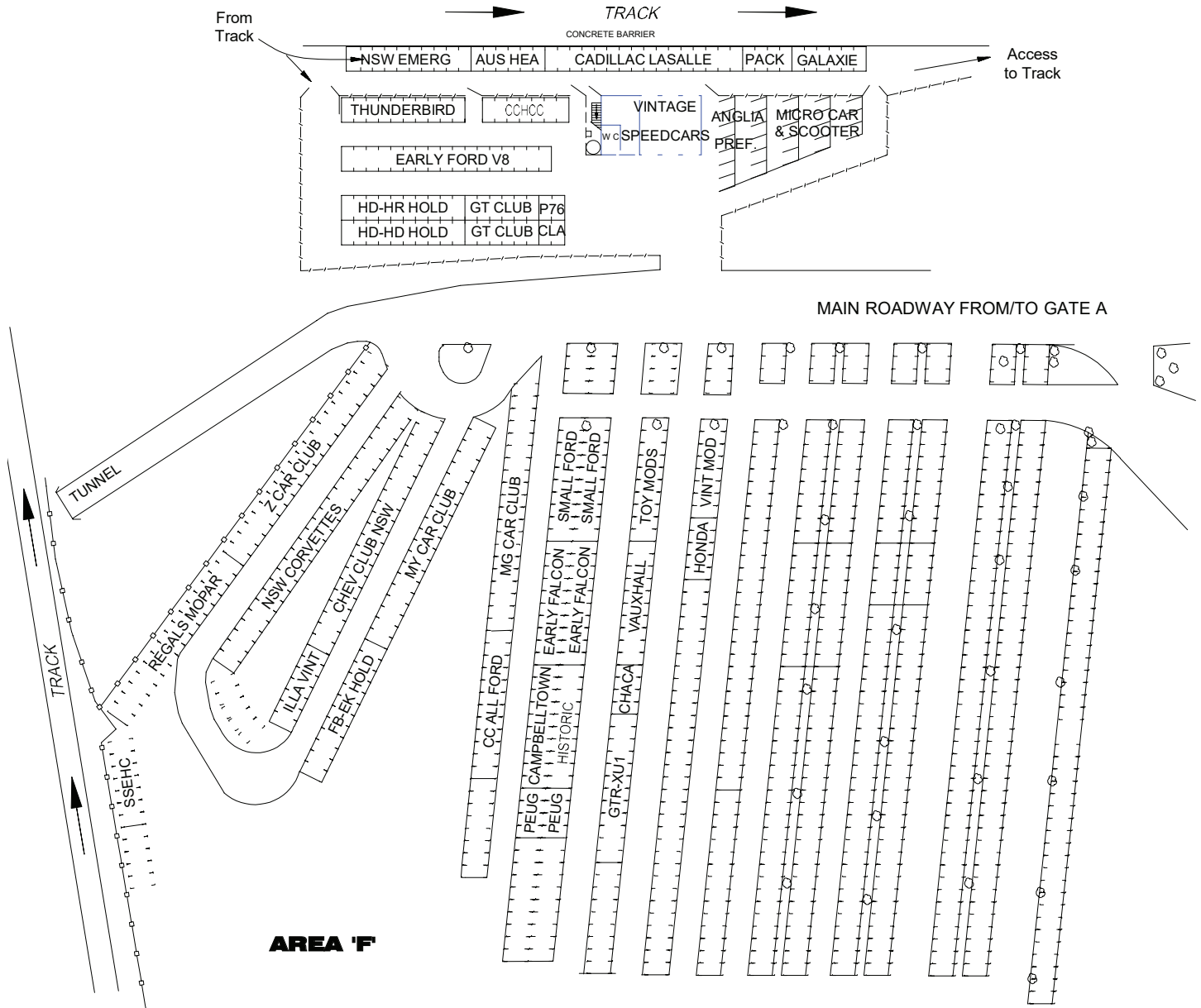
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2025 SHANNONS SYDNEY CLASSIC



AREAS 'E & F'



AREA 'E'

ANGLIA PERFECT CAR CLUB OF AUSTRALIA.
AUSTIN HEALEY OWNERS CLUB OF NSW.
CADILLAC LASALLE CLUB OF AUSTRALIA NSW.
CENTRAL COAST HISTORIC CAR CLUB.
EARLY FORD V8 CLUB OF NSW.
FORD GALAXIE CLUB OF AUSTRALIA.
GT CLUB.
HD-HR HOLDEN CLUB OF NSW.
LEYLAND P76 CLASSIC CAR CLUB.
MICRO CAR AND SCOOTER CLUB.
NSW HISTORIC PATROL VEHICLES.
PACKARD AUTOMOBILE CLUB OF AUSTRALIA.
THUNDERBIRD OWNERS CLUB OF AUSTRALIA.
VINTAGE SPEEDCAR ASSOCIATION NSW.

AREA 'F'

CAMPBELLTOWN HISTORIC VEHICLE CLUB
CENTRAL COAST ALL FORD CLUB.
CHEVROLET CLUB OF NSW.
CLASSIC & HISTORIC AUTOMOBILE CLUB OF AUST.
EARLY FALCON CAR CLUB OF NSW.
FB-EK HOLDEN CAR CLUB NSW.
GTR & XU-1 OWNERS CLUB INC.
HONDA SPORTS CAR CLUB.
ILLAWARRA VINTAGE CAR CLUB.
MG CAR CLUB.
MY CAR CLUB.
NSW CORVETTES UNLIMITED.
PEUGEOT CAR CLUB OF NSW.
REGALS MOPAR CAR CLUB.
SMALL FORD CAR CLUB OF NSW.
SOUTHERN SYDNEY EARLY HOLDEN.

TOYMODS CAR CLUB
VAUXHALL OWNERS CLUB OF AUSTRALIA.
VINTAGE MODIFIED ASSOCIATION OF NSW.
Z CAR CLUB SYDNEY INC.

2025 Track Tour Schedule Alphabetical by Club/Time

Club Name	Time	Club Name	Time
Alfa Romeo Owners Club NSW	9.50	Lancia Motor Club NSW	11.30
American Muscle Car Club	10.10	Leyland P76 Classic Car Club	11.50
Anglia Prefect Club	11.50	Leyland P76 Owners Club	9.50
Austin A40 Car Club	2.20	Lions Pride Holden Car Club	10.50
Austin Healey Owners Club	1.00	Lithgow Vintage Motor Club	10.10
Aust Ex-Military Vehicle Collectors Soc	12.10	Macquarie Towns Motorcycle	9.50
AHMC Blue Mountains	11.10	Magic Metal Motoring Club	10.50
Armstrong Siddeley	10.50	Mercedes Benz Club NSW	10.30
Aust Historic Motor Club	11.10	MG Car Club	1.20
Aust Porsche 356 Registry	2.20	Micro Car & Scooter	1.40
ARDC Classic	1.20	Midweek Muscle Car Club	10.50
Bolwell Car Club	10.30	Mini Car Club NSW	9.30
Buick Car Club Aust	10.10	Model A Ford Club	11.10
Cadillac La Salle Club	1.20	Monaro Car Club of NSW	1.00
Campbelltown Historic Car Club	11.50	Morgan Owners Club	9.50
Central Coast All Ford Club	1.40	Morris Minor Car Club NSW	11.10
Central Coast American Classic	1.00	Morris Minor Picnic Club	2.20
Central Coast Historic Car Club	12.10	Muscle Classic & Performance Car Club	11.30
Chevrolet Club NSW	2.00	Mustang Owners Club	2.20
Chrysler Restorers Club	1.40	My car Club NSW	11.50
Citroen Car Club of NSW	12.10	NSW Corvettes Unlimited	2.20
Classic & Historic Auto Club of Aust CHACA	2.20	NSW Historic Patrol Cars	1.20
Classic Car Club Illawarra	10.10	NSW Road Racing	2.20
Classic Rally Club	11.30	Packard Auto Club	1.40
Classic Vehicles Club	9.50	Peugeot Car Club NSW	2.00
Club Lotus Australia	9.50	Pittwater Motor Enthusiasts	9.50
Club Maserati	1.00	Porsche Club NSW	10.50
Club Veedub Sydney	10.30	R&S Series Valiant Car Club	2.00
Cronulla RSL ME Group	1.20	Regals Mopar Car Club	1.00
Daimler & Lanchester Owners Club	10.30	Renault Car Club of Aust	11.30
Early Falcon Car Club	1.00	Rolls Royce Owners Club	1.00
Early Ford V8	11.50	ROMEO Classic Car & Bike Club	9.30
EJ & EH Holden Owners	11.50	Rover Owners Club	11.30
Everyday Cruisers	9.50	Royal Auto Club	10.30
Falcon GT Owners Club	9.30	Saab Car Club of NSW	9.30
FB-EK Holden Car Club NSW	11.50	Small Ford Car Club	2.00
FE-FC Holden Car Club NSW	11.10	South Coast Vintage Car Club	11.30
Fiat Club NSW	10.30	Southern Sydney Early Holden	12.10
Ford Galaxie Club	2.20	Sprite Car Club Aust	11.30
Gnoo Blas Classic Car	10.50	Studebaker Car Club	1.40
GTR & XU1	12.10	Sunbeam Owners Club	10.10
GT Club	1.00	Sydney Datsun Club	10.10
Hawkesbury Historical Car Club	10.10	Thoroughbred Sports Car Club	9.30
HD/HR Holden Club NSW	12.10	Thunderbird Owners Club of Aust	2.00
Honda Sports Car Club	2.20	Toymods Car Club	12.10
HSV Owners Club NSW	2.00	Toyota Car Club of NSW	9.50
Hudson AMC Car Club of Aust	1.40	Triumph Sports Owners Assoc	11.30
Illawarra Vintage Car Club	1.40	Vauxhall Owners Club	11.50
Isuzu Car Club of Aust	12.10	Veteran & Vintage Chev Assoc	1.40
Italian Made Social Motor Club	9.30	Volvo Sporting Car Club	11.10
Jaguar Drivers Club	10.50	Willys Whippet Overland	11.10
Jensen Car Club of Australia	2.20	Z Car Club Sydney	1.20
Jowett Car Club Aust	2.00		

Track Tours Schedule 2025

9:30 Areas A B C 105	Falcon GT Owners - 20 Italian Made Social —20 Mini Car Club—25 ROMEO Classic - 8 SAAB Car Club - 12 Thoroughbred Owners - 20	9:50 Areas A B C 103	Alfa Romeo Owners Club - 8 Classic Vehicles Club - 8 Club Lotus - 15 Everyday Cruisers - 10 Leyland P76 Owners - 12 Macquarie Towns Motorcycle - 5 Morgan Owners Club - 20 Pittwater Motoring Enthus. - 10 Toyota Car Club NSW - 15	10:10 Areas A B C 107	American Muscle Car - 20 Buick Car Club - 20 Classic Car Club Illawarra - 15 Hawkesbury Historic Car - 15 Lithgow Vintage Car Club - 15 Sunbeam Owners Club - 12 Sydney Datsun - 10
10:30 Areas A B C 104	Bolwell Car Club of Aust - 20 Club VW Sydney - 20 Daimler & Lanchester - 12 Fiat Club of NSW - 20 Mercedes Benz NSW - 20 Royal Auto Club Aust— 12	10:50 Areas A B C 105	Armstrong Siddeley - 6 Gnoo Blas Classic Car -- 10 Jaguar Drivers Club of Aust - 25 Lions Pride Holden Car Club - 20 Magic Metal Motoring Club - 12 Midweek Muscle Car Club - 12 Porsche Club NSW - 20	11:10 Areas A B C 108	AHMC Blue Mountains - 20 Aust Historic Motor Club - 20 FE-FC Holden Car Club NSW - 12 Model A Ford Club NSW - 10 Morris Minor Car Club - 20 Volvo Car Club NSW - 20 Willys Whippet Overland - 6
11:30 Areas A & B 105	Classic Rally Club - 12 Lancia Motor Club - 10 Muscle Classic & Perf. - 14 Renault Car Club of Aust - 16 Rover Owners Club - 10 South Coast Vintage Car - 8 Sprite Car Club of Aust. - 20 Triumph Sports Owners - 15	11:50 Areas A E F 106	Anglia Prefect Car Club - 12 Campbelltown Historic—20 Early Ford V8 Club — 15 EJ EH Holden Owner— 10 FB EK Holden Car Club—10 Leyland P76 Classic - 4 My Car Club NSW - 20 Vauxhall Owners Club—15	12:10 Areas A B E F 104	Aust Ex-Military Vehicles—10 Central Coast Historic - 6 Citroen Car Club NSW—16 GTR-XU1 Owners Club—12 HD-HR Holden Club - 25 Isuzu-Car Club of Aust—18 South. Sydney Early Holden—7 Toymods Car Club - 10
1:00 Areas B E F 108	Austin Healey Owners - 6 Central Coast American—15 Club Maserati—10 Early Falcon Car Club—20 GT Club - 12 Monaro Car Club NSW—20 Regals Mopar Car Club—15 Rolls-Royce Owners Club—10	1:20 Areas A C E F 105	Aust Racing Drivers Club—15 Cadillac LaSalle Club Aust—16 Cronulla RSL Motoring - 20 MG Car Club Ltd—24 NSW Historic Patrol Cars—10 Z Car Club—20	1:40 Area A B E F 101	Central Coast All Ford—12 Chrysler Restorers—20 Hudson AMC - 16 Illawarra Vintage Car Club - 4 Micro Car & Scooter—10 Packard Auto Club of Aust—9 Studebaker Car Club NSW—10 Veteran & Vintage Chev - 20
2:00 Areas A B E F 102	Chevrolet Club NSW - 25 HSV Owners Club—23 Jowett Car Club of Aust—6 Peugeot Car Club of NSW—8 R&S Series Valiant—16 Small Ford Car Club NSW—12 Thunderbird Owners—12	2:20 Areas A B E F 105	Aust Porsche 356 Register—6 Austin A40 Car Club - 11 CHACA - 4 Ford Galaxie Club of Aust—6 Honda Sports Car Club - 5 Jensen Car Club - 6 Morris Minor Picnic Club - 10 Mustang Owners Club - 20 NSW Corvettes Unlimited - 20 NSW Road Racing - 13 Buses & Trucks - 4	2:30	Concours Assembly Parade & Trophy Presentations Last Bus Run
3.30	HSRCA— 8 GEAR - 10 AHTCA - 6 PRESIDENT'S INVITATION	4.00	Event Closes		

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50 Years of Triumph TR7

1975 saw the end of Triumph's successful line of TR convertible sports cars built on a full chassis.

The Triumph TR6 ceased production and in January of that year the TR7 was launched in the U.S. market. Due to strong rumours that U.S. regulations would prohibit the production and sale of convertibles the TR7 was launched as a two seat hard top coupe. The design was controversial to say the least, with its wedge shape and a swage line almost the length of the body. It was marketed as the "shape of things to come" as indeed it proved to be for many following vehicle designs adopted a similar style.

The TR7 and its derivatives remained on the market until 1982. Initially launched as a 2 litre four cylinder vehicle, the TR7 produced 105 bhp at 5500 rpm and 119 lb ft maximum torque at 3500 rpm resulting in reasonable performance figures for the period of 10.0 seconds 0-60 mph and a maximum speed approaching 110 mph. U.S. and Australian variants were detuned in order to meet emission requirements at the time. A four speed gearbox was standard but five speed and automatic options were offered. Front suspension was by way of coil springs and struts while the rear also made use of coil springs with a four link system. Disc brakes on the front with drums at the rear. Anti-roll bars were fitted front and back.

Concern at U.S. regulations prohibiting convertibles did not eventuate and a drophead version of the TR7 was launched in 1979. Minor body and trim modifications were made throughout the life of the vehicle however the TR7 always faced doubts over its quality control. Incessant industrial relations issues inside British Leyland wore most of the blame for the quality control issues at the time.

Triumph developed a V8 version of the TR7 utilising the Rover 3.5 litre V8 engine. These were initially developed and used by Triumph in rallying competitions and dubbed TR7 V8's. The vehicle was later marketed as the Triumph TR8 in 1977/78 and can be distinguished by a double bump in the bonnet (to clear the larger carburettors) and various decals on the bodywork.

The TR8 was only offered in convertible form and it remains a smart performer to this day with its V8 engine putting out 135 bhp in what was a light-weight automobile. Many enthusiasts have converted TR7s to TR8 configuration. A limited number of TR7 Sprints were also produced utilising the highly competitive Dolomite Sprint engine however these remain a very rare commodity today.

Although heavily criticised at the time of its launch and then later for quality control reasons the TR7 proved to be the most successful of Triumph's line of sports cars with almost 120,000 produced compared with 92,000 TR6's, the next most successful in the TR range.



Bob Adby—TSOA

NEXT CMC GENERAL MEETING

Tuesday 30th September 2025

AT REVESBY WORKERS CLUB

2b Brett St, Revesby NSW 2212

Meeting commencing at 7.00 pm—Dinner available from 5.30 pm in the Firestone Bar



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50 Years Australian Ex-Military Vehicle Collectors Society

The AMVCS is a pro-active, family-oriented motoring club that has been operating continuously since its formation in May 1975. Our members are passionate about the collection, preservation, restoration, operation and display of ex military vehicles.

Military vehicles have appeal as they are created for a purpose, with simple, robust, reliable technology that endures over the years. Many such vehicles including the WWII “jeep”, Canadian Military Pattern (CMP), “Blitz” and the post War Land Rover are well known by the public and have achieved “iconic” status. They remind us of the past service men and women who used and supported these vehicles in service of their country. AMVCS is not a military club and/or a re-enactor group. Our members and/or vehicles do not carry or display weapons. De-activated weapons are permitted only if they form an integral part of the vehicle structure, such as the barrel on an army tank.

Our membership of 200 includes Australian and international members. Membership is inclusive, representing a broad cross-section of our community, aged 17 to 90. A passion for history, military vehicles and community spirit drive our members. It is not necessary to own a military vehicle to belong.

Our vehicle fleet, which exceeds 400, dates from the 1930s through to the early 1990s and covers a broad range of makes and types, including: WWII bicycles; motor cycles; an extensive variety of “soft skin” vehicles including trucks and amphibians; various armoured vehicles including armoured cars and battle tanks; trailers and specialised equipment including a WWII mobile kitchen and a WWII searchlight.

The Club runs a comprehensive variety of events, principally in NSW, including: camping/offroad trips; attending airshows; Club runs; museum visits; joint operations with other clubs; and community events organisers including street parades. We are proud to be closely involved throughout our history with community commemorative events including ANZAC Day, Remembrance Day, Australia Day, and Reserve Forces Day where our vehicles transport veterans.

Contact: John Gordon, Treasurer, Public Officer – 0411 868 745.





50 Years Australian Ex-Military Vehicle Collectors Society



Who are these happy people? Find out more over the page—celebrating 50 years of the Chevrolet Club of NSW



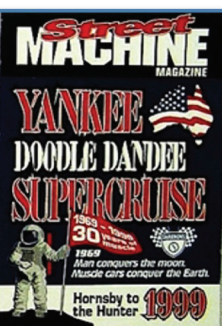
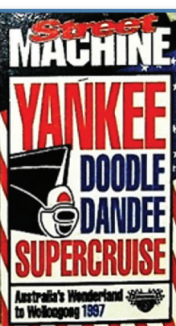
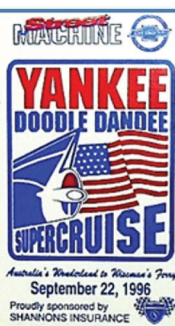
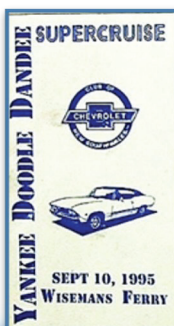
50 Years of Chevrolet Club NSW

The CCNSW was formed in June 1975 at an informal meeting and barbeque at Laurie and Noelene Mangleson's home at Birrong in Sydney.

The 1955-56-57 Chevrolet Owners Club of Australia had just run the first Street Machine Nationals at Griffith and had acquired a few members with later model Chevs. It was the '55-6-7 Club's policy at the time that only '55-6-7 owners could be Full Members, with others as Associates. The Club had a meeting in May 1975 to either accept other Chevs, or change the Club name. The accepting of other years was defeated and so a group of members decided to start a new club. Some people left the original club to join the CCNSW, I stayed in both as I could see both sides. The 55-56-57 Club of Australia is one of the oldest Classic Chevrolet clubs in the world, and is older than a lot of USA clubs.

The first meeting of CCNSW was held on the 3rd Sunday in July, 1975, at the St John's Hall on Park Rd. in Auburn. The 55-56-57 Chev Club met at the same place on the 2nd Sunday of the month. Laurie Mangleson was President, Dennis Taylor Secretary, Ross Burgess Treasurer. We held these positions for several years and not only did we push the Club forward, we also financed many things to get the Club up and running. We would place cards on windscreens, run ads in the Trading Post, motoring sections of the Sydney Morning Herald, as well as car magazines in order to chase new members.

When we started the Club the Veteran and Vintage Chevrolet Club did not want to know us (regarding us as 'Hot Rodders') when attempts were made to have CCNSW included in the annual GM Display Day... (how times have changed...!)





50 Years of Chevrolet Club NSW

The next year the Cadillac Club was the host Club and a gentleman named Ken Moss (RIP) welcomed us in when I approached him about inclusion. Thus began a long and happy association with the GM Display Day that continues up to current times, with CCNSW being an integral part of the running of the event.

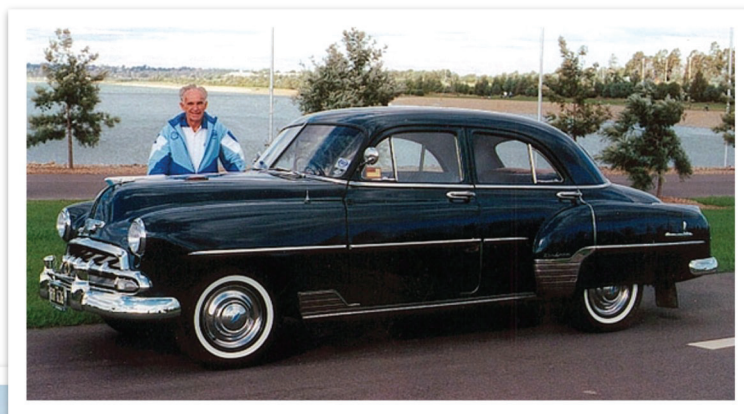
CCNSW started the National Chevrolet Festival under the Leadership of Ian King (RIP), and it continues apace in 2025, celebrating its 47th running this year. Over the decades a lot of CCNSW members (and others) have served on the Festival Committee, helping to make this event recognised and respected across Australia and the World.

There have been so very many memorable shows, cruises, weekends away, dinners, picnics, poker runs and more over the decades of CCNSW; some highlights being the annual Christmas parties in the 80's with up to 200 people attending and the 25th and 50th anniversary functions.

When we started the Club all those years ago we never thought ahead to imagine it would be going 50 years later.

We have seen a lot of Clubs started over the years and sadly fall by the wayside, so it is a testament to all who have contributed to CCNSW that it has weathered the various circumstances of Life over 50 years, and continues cruising into the future full of cool cars and trucks and most importantly, genuine and passionate Chevrolet enthusiasts.

**Cruise on and Chevregards,
Dennis Taylor (Foundation Member)
Matte Reynolds (President),
the Committee and Members of CCNSW.**





50 Years of Jaguar XJ-C Coupe

At the 1973 London Motor Show Jaguar introduced a new version of the Series 2 XJ to an enthusiastic reception. The two-door coupe was elegant and muscular in its form and is often cited as the last hands-on design by Sir William Lyons. However, production of this 'businessman's express' would be delayed due to the pillarless design of the side windows which led to leaks and wind noise problems.

Though not as quiet inside as a regular Series 2 saloon, Jaguar engineers would make real improvements. So, in 1975 the official production of the XJ Coupes began. Powered by the tried and true 4.2 six and the mighty 5.3 twelve as the XJ-4.2C and XJ-5.3C (XJ-6C and XJ-12C in USA) they began delivery to dealerships and customers. Based on the Series 1 short wheelbase chassis they could initially be ordered in four speed manual or automatic transmissions.

Economic rationalisation and considerations of the US market resulted in termination of the manual option making them very rare and desirable today.

Daimler badged variants were known as the 'Sovereign' 4.2 and the 'Double Six' 5.3. XJ Coupes are the rarest production model Jaguar cars with just over 10,000 made compared to over 70,000 XJ saloons during the same time period of 1975 to 1978.

Styling and aesthetics of the coupe mirrored the saloon version in most aspects, but not all. Most glaringly the pillarless construction in two door form gave the side view of the car an absolutely unique sporty look. With windows down even more so as the black vinyl covered roof looks a bit like a soft top on a convertible. Consequently, the roof line and rear window differed from the four-door saloon. Some variants had side chrome strips and there was model specific pin striping 'coach lines'. No leapers were fitted from factory on the bonnet.

Also, the first coupes had seat leather that had narrow pleats like a Series 1 as opposed to the later wide pleats common to most Series 2 cars. Daimler variants had some differences to Jag coupes mainly with door trim and of course, badging. Like most two door cars entry to the back seats was made by pushing a lever down on the side of the front seats and folding the seat-back down.

Jaguar 15-inch scalloped wheels with hubcaps were standard, though wire wheels could be ordered and many owners later installed the more racy looking Kent alloys or various Series 3 and XJS wheels. In fact, the coupe is an excellent platform for owner 'mods' in other areas. Some owners fit a bonnet centre chrome strip leading to the grille and the addition of a small leaper on the bonnet always looks good.

Deleting the vinyl roof is one possible change when re-finishing the car is necessary. It gives the XJ-C a cleaner modern look. More practically, trying to source the correct vinyl to replace the original if worn or damaged is impossible. Engine upgrades also conjure a host of improvements. My own 4.2 coupe has headers and triple SU carbs!

Before and during the production run there were some interesting developments of the base design. A pre-production prototype was made based on a Series 1 XJ, in my opinion it's a shame US design rules made Jaguar introduce the Series 2 with re-designed front end, smaller grille and higher mounted bumper bar. The prototype was restored some years ago, it looks stunning and it still exists today. Speaking of prototypes, it is said that a Vanden Plas Daimler coupe was made but of course never went into production.



50 Years of Jaguar XJ-C Coupe

British auto body customizers Lynx produced a number of convertible coupes for those who wanted a hood-down experience. Unfortunately, the conversion added weight to the car and weather sealing problems. Also, most would agree that Sir William's original design is hard to improve upon. Perhaps the most famous custom builds are the 'Broad speed Coupes' which are in the 'what if' category. What if Jaguar had spent more money on the concept, what if more time and resources had been allocated to remedy reliability issues with the highly tuned racing V12 motors, what if Jaguar had been more serious about getting back into motor sport?

The 'Broad speeds' were awesomely fast and looked like the real muscle cars they actually were. Alas, it was not to be, as breakdowns and general unreliability do not win races. A number of replicas exist and there was a genuine example here in Australia for quite a few years before it was sold overseas.

It is unfortunate that the production run of the XJ-C also coincided with massive industrial and political unrest in the UK. Militant unions demanded companies like Jaguar pay workers better wages and provide more benefits. Whether right or wrong this would lead to strikes and a downturn in quality of work put into the cars. Issues of reliability and shoddy execution of build would ensue. Jaguar paint work was another area that suffered complaints by dealers and customers.

During the oil crisis of the 1970s people began to question the need for a car with twelve or even six cylinders at a time where petrol shortages, rising prices and the environment were becoming topics of contention in the global community.

For some of the reasons above, as well as the initial delay in production, labour-intensive work to modify the saloon body, a higher price than the four-door saloon (which confused US buyers) and the XJ-C seen as internal competition for the XJS, the days of the coupe were numbered.

So why own a Jaguar XJ Coupe? Well, from what I have seen coupe owners are people who want something different from what is 'normal', like all Jag owners they are real individuals, maybe just a bit more. They can see the true beauty in Sir William's last design and have the fortitude to put up with some short comings as compared to the four door XJ. They love rolling the windows down on a warm day and the unobstructed view of the scenery. Finally, they might revel in the fact they own the rarest type of production Jaguar.

The only problem is that they are becoming even rarer here in Australia. So, drive them, maintain them and look after those XJ Jaguar and Daimler coupes, they are all precious and a very important part of Jaguar history!

Story by Kez Hasanici





50 Years of Jaguar XJ-S

A Short History of the Jaguar XJ-S

If you were at the Frankfurt motor show in 2007 you would have seen consternation and shock on the faces of many Jaguar lovers when the XF was unveiled. This was nothing compared to the reception of the Jaguar XJ-S also at Frankfurt back in 1975. Expecting a sports car successor to the E-Type the pundits received something totally different! The XJ-S was certainly not a sports car, 'Motor' magazine asked the question 'Jaguar XJ-S Tank or Supercar?'. Not the best of starts for a car that Jaguar had predicted would spell 'a black day for Stuttgart and Modena'.

Everybody was missing the point, the car was never intended to be a sports model, the concept, naturally, had come from Sir William Lyons. He was very impressed by the Mercedes 350 and 450 SLC models and noted their sales success in the USA. He wanted something similar, a car that was more angular and luxury in keeping with American tastes. Malcolm Sayer was put on the job and contrary to his usual rounded flowing lines began styling something different. Unfortunately, Sayer would pass away before completing the work, but his legacy of more aggressive shaping and rear 'flying buttresses' made the XJ-S a lot more than just a Mercedes SLC copy.

At the same time mechanical and engineering development was ongoing. The car was based on a short wheelbase XJ12 platform powered by the 5.3 litre V12 with Lucas fuel injection instead of Stromberg carburettors. Transmission would be an automatic 3 speed Borg Warner however 352 four speed manual cars were built, not counting special orders.



Sadly, despite public demand it would initially be produced as a coupe only. A convertible was ruled out due to proposed US safety regulations. Interior styling would raise some eyebrows, there was not a bit of wood to be seen and the 'drum' style gauges for fuel and oil etc did not appeal to some either. There was more room than a 2+2 E-Type, but like that car, rear seating was for children only with very short legs perhaps. On the outside Kent alloy wheels, large rectangular headlights and a narrow horizontal grille appeared. It was certainly a break with the past! These first production XJ-S cars were very thirsty averaging only 12 to 13 mpg. This became a problem for selling the cars during the late 70s due to the 'Oil Crisis' and rising fuel costs.



50 Years of Jaguar XJ-S

Another problem was continual industrial strife at Jaguar. After Sir William retired in 1972 Jaguar workers demanded better wages and conditions. From 1975 to the end of the decade strikes would cause shoddy work and the loss of production causing dealers to lose orders. The production line at Brown's Lane was antiquated and inefficient and only 14,000 XJ-S cars had been made, much less than the 20,000 projected. Leyland which controlled Jaguar contemplated shutting the company down.

Jaguar management had lost it's way, something else and someone new was needed to regain the prestige and reputation of the company. Enter Richard Egan in 1981. He soon got workers to realise some realities and also shook up parts suppliers, 'I had to convince people that wheels should be round!'. Most importantly Jaguar became it's own company and now be independent of Leyland. At the same time the XJ-S would receive an important upgrade in the Michael May 'Fireball' combustion chambers that resulted in better fuel economy.

Other improvements included the GM400 4-speed auto transmission, modern looking 'Starfish' alloy wheels and more prominent pin stripes. Inside there was more leather and finally, there was wood, not yet walnut but elm burr. This was more like it! Sales of the XJ-S HE (High Efficiency) as it was now called tripled by 1983. This Jaguar was becoming a real success and even the purists had to admit it.

Then in 1983 another landmark for the XJ-S, the XJ-SC a targa top cabriolet 2-seater with 5-speed manual Getrag transmission. It had the all new AJ-6 motor, a 3.6 litre with 6 cylinders. Though it was not a true convertible it was indeed open air motoring. The new 'Lattice' wheels were made standard. Instead of the almost useless rear seats there was a parcel tray and stowage bins. This was more practical for many younger singles and couples who wanted to make a 'Grand Tour' just for themselves. Burr walnut made the interior even more special and 3 years later the V12 was an option with GM400 transmission. There were some issues however; many buyers had hoped for a true convertible and the targa style body resulted in a convoluted production process which meant expensive double handling of cars between Tickford and Jaguar.

This story continues on page 56 with the Jaguar V12 XJ-S at Bathurst.

Story Kez Hasanic



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Stop by the Australian Motor Heritage Foundation's (AMHF) stand at today's Shannons Sydney Classic and be entertained by selections from our extensive visual collection.

The AMHF's visual collection comprises photographs, slides, DVDs, video, film and digital media.

The collection includes vision from 1928 to 2025. Much of it has been digitised into MP4 format.

The collection currently includes more than 700 DVDs and VHS tapes, and more than 6 TB of digital media. This equates to over 6000 hours of viewing time.

The task of bring it all together is the work of AMHF volunteer Peter Tomlinson. Already a collector of motor racing film footage, Peter, with the assistance and donations from the team of volunteers at the AMHF and a few external friends, has created what we believe is Australia's finest archive and data base of our moving visual motoring history.

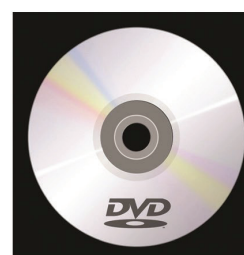
And Peter is always on the lookout for more visual history. If you have any photos, slides, films, video (VHS and Beta), DVDs, digital media or online weblinks of automotive events and occasions, please contact Peter, by phone or email, to discuss their possible inclusion in the AMHF's collection.

peter.tomlinson1796@outlook.com
0424 760 452

Use the QR code to find out more about the AMHF



The AMHF's has a dedicated building within Sydney Motorsport Park which also houses a collection of almost 20,000 magazines and books, thousands of promotional releases, brochures, race programs, race results, images and media reviews.





50 Years of Datsun 260Z 40 Years of NISMO

Datsun 260Z, a beloved classic in the Z-car lineage is celebrating the **50th Anniversary** since its release. This model was an evolution of the 240Z, featuring a larger 2.6L inline-six engine and the introduction of a 2+2 variant with an extended wheelbase. The 260Z was particularly popular in Australia, where it remained available until 1978, even after the 280Z was introduced in the U.S. It carried forward the sleek styling and performance that made the Z-series a game-changer in the sports car world.

The Z Car Club of NSW has a number of spectacular examples of concours quality Datsun 260z's in both the two seat and 2+2 versions with one on display in the pit lane at the Shannons Sydney Classic today.



NISMO, short for **Nissan Motorsports**, celebrates its **40th anniversary this year**. NISMO has become synonymous with Nissan's racing division and high-performance road cars. It was established as a separate company, but a wholly owned subsidiary of Nissan. The company was created to cement Nissan's commitment to motorsports. The brand's ethos, "track to road," sees learnings from its Super GT and Formula E racing programs translated into road-going NISMO vehicles. NISMO has developed numerous performance-enhanced road cars, including the 370Z NISMO. The Z Car Club of NSW has one such example, which will be displayed along side the Datsun 260z in the pit lane of the Shannons Sydney Classic today.





40 Years HSV Owners Club of NSW

On 8th September 2006 Peter Brock was tragically killed whilst competing in a Rally in Western Australia. A special commemorative Club meeting and dinner was held on 11th October 2006. Sadly, Tom Walkinshaw, the man who created HSV and the Holden Racing team, passed away on 12th December 2010 aged 64. In January 2011 the Club held a memorial cruise in his honour.

July 2012 the Club was approved by the RMS to provide conditional Historic Vehicle Club and also in 2012 Ryan Walkinshaw accepted the Club's invitation to become its Patron. A 30th Anniversary Club run to Burradoo was held on 17th May 2015. In March 2016 our annual Peter Brock Bathurst run to Mount Panorama was the largest ever with 230 people and 110 cars.

Holden ceased manufacturing cars in Australia on 20th October 2017 and the Adelaide factory was shut down. In February 2019, with HSV producing Chevrolet Camaro, Colorado and Silverado vehicles, members agreed that HSV plated Chevrolets were to be added as eligible vehicles for Club membership.

General Motors announced that the Holden Brand would cease at the end of 2020. GM established GM Specialty Vehicles (GMSV). Subsequently, HSV Clubs throughout Australia decided not to include GMSV plated vehicles as eligible vehicles and to stay true to the Holden Heritage started in 1980 by Peter Brock.

Only HSV or HDT vehicles would be eligible for Club membership marking the sad end of the Holden brand and the 40-year era of local manufacturing of Holden performance vehicles. In May 2023 the Club's Muscle Car Super Show was held in the Pavilions at Rosehill Gardens in conjunction the Hot Rod and Custom Auto Expo.

A 40th Anniversary Club run to Burradoo was held on 4th May 2025. The HSV Owners Club of NSW continues to grow and enjoys a very active membership. At our April 2025 meeting we had 331 members, 247 HSV cars, 25 HDT cars and 9 Chev cars. Drop by and say Hi and check out our Club's display on the skid pan and on pit straight where we have an anniversary display and 2 cars in the concourse.

Text by Ian Williams

Edited by Michael Benton

Photos by Brett Davies

***HSV Owners Club of NSW (inc
HDT)***

hsvclubnsw.com





50 Years of Vauxhall Owners Club

It was 1974 when Ian Ward from Wangaratta Victoria, a keen Vauxhall owner, decided to reach out to other Vauxhall owners to gauge interest in forming a National Club. Ian placed an advertisement in Restored Cars Magazine and soon had responses from owners in all the Australian States.

Ian had discovered there was real interest from Vauxhall owners in a one make Club. Up to this point the Vintage Vauxhall owners were catered for by chapters within various State Vintage Sporting Car Clubs while owners of 1930s, '40s and '50s Vauxhalls tended to be Members of local Car Clubs. Ian was surprised the responses he received were also from owners of relatively new Vauxhalls. This may have been due to those owners being concerned that spare parts and resources for Vauxhalls were drying up as GMH had withdrawn the brand from the Australian market in 1966.

The Vauxhall Owners Club of Australia (VOCA) was therefore formed to cater for all products of Vauxhall Motors whatever their age or style. Hence, we have Vauxhalls manufactured from 1911 to 2011 among Members' cars as well as a wide range of Bedford vans and trucks.



Ian was President of his local Wangaratta Vintage Car Club, so the Vauxhall Owners initially joined a new Vauxhall Chapter within that Club. This gave the Vauxhall Owners a governing body to assist while they worked on their own formation and constitution. It all came to be 50 years ago in 1975, the reason for our 50th Anniversary Celebrations this year.

The first Vauxhall Owners Club of Australia weekend rally was held in Wangaratta in January 1976. This first National gathering brought together owners from Victoria, South Australia, Queensland and New South Wales to nut out the formation of the Club for the future. Each State was to form their own branch with their own Constitution under the umbrella of the National Club, with a WA Branch joining us in 1986. Each State Branch now holds regular monthly meetings as well as monthly social events and weekends. The National body operates a spare parts service and library for the benefit of Members and advice and assistance is available through our website www.vauxhall.org.au and Fa-ceBook page *Vauxhall Owners Club of Australia Group*.



50 Years of Vauxhall Owners Club



The VOCA has developed close relationships with Vauxhall Clubs in many parts of the world. The Centenary of Vauxhall was celebrated in the UK in 2003 with a 1000-mile rally around the country and the UK Club invited Australians to attend. Over a dozen VOCA Members decided to ship their cars and themselves to England to help celebrate the event. Our Members also take part in VOCA rallies in New Zealand and join affiliated Clubs in UK, Ireland and continental countries for their annual rallies.

50 years on our Membership is as strong as ever with new technology providing opportunities for interaction with Members across the world. Our spare parts supplies keep many Vauxhalls on the road as does the wealth of knowledge within our Library and Membership.

Here's to the next 50 years of Vauxhalling in Australia.

Members have continued to gather every year since the first meeting with rallies shared across all States of Australia. The initial weekend rally soon extended to full week events making the long distances travelled by many a worthwhile experience. Additional longer distance events have been held across the entire continent with many Members logging journeys of up to 10,000 kms in their Vauxhalls, using their Vauxhall cars, seeing the sights of the country and enjoying the friendship and comradeship of Members from all States of Australia and overseas.





40 Years Jaguar V12 XJS Bathurst

This Story continues on from Jaguar XJ-S 50th Anniversary

At this time Jaguar concentrated on XJ-40 development but the XJ-S would have some glory to add to the company thanks to Jaguarsport and Tom Walkinshaw XJ-S racing victories. Especially at Bathurst in 1985 which need no elaboration here!

At last in 1988 the much desired XJ-S Convertible appeared and the XJ-SC was phased out. Jaguar and renowned German design studio Karmann worked on making the new car have body strength and torsional stiffness. Jaguar now acquired their own facility for making body shells and panels at Castle Bromwich so no more double handling. The new convertible XJ-S was an instant hit with buyers, dealers and the motoring press. A truly beautiful car that sparked a sales boom in the USA and 57 percent of all XJ-S cars sold in 1989! The soft top was well made with a glass rear window and motorised to open or shut in 12 seconds. ABS braking was standard, new wider 'Lattice' type wheels and modified suspension made for a more sure footed ride. The 5.3 V12 with auto transmission was the only option at first. In the early 90s the new AJ16 a 4.0 litre AJ6 with more refinement was another choice that came later and could be had with a manual gearbox.

Before we look at the last years of the XJ-S mention should be made of the limited production variants. XJ-S Rouge, Jaguarsport XJR-S, XJ-S Classic Collection and XJ-S Celebration. All of them are stunning looking cars and in the case of the XJR-S performance to match the looks!





40 Years Jaguar V12 XJS Bathurst

Just as the convertibles hit their stride in 1990 an 'elephant in the room' for Jaguar was an impending takeover by Ford. This was inevitable as sales began to flag again and the British Government desired it as well. What would this mean for the XJ-S? Actually it meant a lot of good things such as a massive injection of cash and resources to revamp the car and improve many areas. It also meant a slight name change to XJS, the hyphen was gone. Apart from the AJ-16 and a new 6.0 litre V12 the changes were cosmetic. There was much discussion about getting rid of the flying buttress rear pillars however drawings and mock-ups resulted in them being kept.

The general opinion was that it did not look like an XJS without them. Sayer must have been chuckling from heaven about that. From 1991 till 1996 improvements were many. More rounded rear quarter windows, revised side and boot panels, modern horizontal rear light cluster, modern rust protection, closer fitting body panels, new interior and instruments and the list went on. Ford would allocate many, many, many millions of dollars to do all of this. The result is that the 90's XJS cars are very desirable and perhaps the best of all of them.

So the XJ-S (and XJS) whether coupe, cabriolet or convertible had answered the question posed by Motor magazine 'Jaguar XJ-S Tank or Supercar?'

Certainly not a 'tank' but not a 'supercar' either, just a very special super car!

Story Kez Hasanic





Jaguar Drivers Club 53rd National Rally at Bathurst 4-7 April 2025

Sir William Lyons, the founder of Jaguar, wrote in the 1950s - "I must say ... I do get pleasure out of it [racing], even if a great deal of it is spoilt by the anxiety which one cannot help but feel during an important race that one hopes to win." William Lyons understood the importance of competition to success in building and selling high performance cars and few readers will need reminding of Jaguar's triumphs at Le Mans in 1951 and 1953 with the Jaguar XK120C (C-Type) and in the years 1955-57 with D-Type. In the 1980s under the stewardship of Chief Executive and Chairman Sir John Egan, Jaguar Cars re-energized its links with motorsport. It provided support to TWR Racing in the European Touring Car Championship, achieving the highest number of points in the driver rankings with the V12 Jaguar XJ-S. It also achieved great success in collaboration with TWR in the World Sports Car Championship and at Le Mans during the XJR Program.

Part of Jaguar's re-emergence in motorsport in the 1980s played out in Bathurst in 1985 with 3 XJ-S cars entered by JRA Ltd./Jaguar Racing (the Walkinshaw Team) in the James Hardie Bathurst 1000. 2025 marks the 40th anniversary of the Team's victory in the 1985 race with Armin Hahne (GER) and John Goss (NSW) taking 1st place overall and Tom Walkinshaw (UK) and Win Percy (UK) taking 3rd place overall. The 3rd Walkinshaw Team car driven by Ron Dickson (NSW) and Jeff Allam (UK) did not finish. A 4th XJ-S entered by owner/driver Garry Willmington (NSW) with Peter Janson (VIC) as co-driver achieved 14th place overall. The planning, preparation and execution by the Walkinshaw Team was generally recognized as 'military' in its precision, so much so the Walkinshaw Team cars had been ranked favourites to win Bathurst in 1985.

While it did not achieve the success hoped-for, the XJ-C V12 Coupe was raced in Europe by Broadspeed with support from Leyland Cars late in the 1976 European Touring Car Championship and throughout the 1977 season. Very powerful, the Coupe's racing Achilles heel was its 1.7-ton weight which led to repeated and persistent challenges to efficient braking under racing conditions.

Holding the 53rd Jaguar National Rally in Bathurst in the 40th anniversary year of Jaguar's win with XJ-S in the James Hardie Bathurst 1000 was a compelling choice for the Rally organizing team. While XJ-C's racing pedigree paled by comparison with that of XJ-S, there was a theme common to both 50th anniversary models and the Rally organizers sought to develop the competition theme at Bathurst.



Rally registration, traditionally a step occurring on arrival at Rally HQ and preceding an evening Meet-n-Greet event, occurred as a component of a relaxed day of events held on a nearby Mount Panorama vineyard estate; a glorious property on Mountain Straight on the edge of the Mount Panorama Circuit. With views back over Bathurst City, delegates could register, relax unhurried over coffee, refreshments and a private wine tasting, inspect a curated array of classic and new Jaguars, an archive display focused on XJ-S & XJ-C and inspect the member's shed.



Jaguar Drivers Club 53rd National Rally at Bathurst 4-7 April 2025

The evening Meet-n-Greet, traditionally the first social event of the Rally program where delegates reacquaint with old friends and meet new ones, featured an interview with the Head of Jaguar in Australia, Andrew Chapman, and a presentation by a delegate who, representing James Hardie Industries, was present for the great race on 6th October 1985 (Geoff Scott).

Rydgess Mount Panorama Hotel was Rally HQ, the scene of several events on the Rally program and the location of Brand displays of new vehicles.



Display Day, Concours d'Elegance and Concours d'Etat judging took place in Bathurst Town Square on Saturday 5th April; the historic and picturesque heart of Bathurst City which was closed to traffic for the event. 200 classic, historic and competition Jaguars formed the basis of the display and were joined by the very latest offerings from Jaguar including Jaguar's last production internal combustion engine high performance sports car, the Jaguar F-Type ZP Coupe. 10 Perpetual Trophies, 13 Gold Awards and 2 Silver Awards were decided on the day. Steven Pas of Victoria was the outright winner of the Concours d'Elegance with his 1970 Jaguar 420G Saloon. Steven collected several trophies and a Gold Award. Marc Hardman of NSW was the outright winner of the Concours d'Etat with his 1971 Jaguar E-Type S3 V12 Sports Roadster. Marc collected 2 trophies and a Gold Award. Display Day was a very successful event and incorporated an XJ-S bonnet signing in support of the Rock Forest Brigade of the Rural Fire Service; a popular and successful initiative.



GUIDELINES FOR CLUB COMMITTEE HAND-OVER & HOW TO DOWNLOAD MINUTES & PRESERVES

These details should be kept with your Club Secretary or Public Officer and handed to the new Committee following your AGM or at a time immediately following any committee changes.

The Committee of the CMC has identified some issues around club contact details, which are stored on our database, as being incorrect. This means some emails aren't getting to some of our clubs.

If you aren't getting emails from us it's possible that your details are incorrect OR your computer is treating our emails as SPAM. To overcome this, you need to check your Junk Mail Folder and if you find an email in there from us, you will need to **right-click on the message**, then click on **Junk Email** and select **Add Sender to Safe Senders List**, this should overcome the SPAM issue.

We are aware that at the time of the CMC Affiliation Renewal each year (31st December), your Club's details may well be correct. However, your contact details and/or the details of your Executive Committee may change during the year for various reasons.

In order to assist your Club with handover to a new Committee, or Public Officer we offer a few suggestions below.

We sincerely hope that your kind assistance with this issue will alleviate some of the discrepancies which appear each year in our records and will allow us to keep you informed of important issues in a timely manner.

In order that RMS records for your Club are kept up to date, the Council suggests that the details regarding any Executive Committee changes should also be advised to the Roads & Maritime Service as soon as possible. This service has been relocated from Grafton. Please call the RMS or visit their website for details. This is especially important if your Club has vehicles on HVS and CVS. Failure to inform them may result in an application for registration being refused. You must also advise NSW Fair Trading (**13 32 20**) of your Public Officer and/or address changes.

Note: Affiliation Renewals are due on 31st December each year – if your Club has vehicles on CVS and you are not financial with CMC at 31st December each year, those CVS vehicles will be considered to be UNREGISTERED.

As soon as possible following any changes, we would ask that you notify changes of the following to the CMC at cmc.nsw.finance@gmail.com

Executive Committee:

President

Vice President

Treasurer / Secretary

Public Officer/ HCRS Registrar

Contact Details:

First point of contact i.e. one email address only, or postal address. Website address (if you have one). Email & phone contacts only, for one or two delegates who will attend CMC General Meetings.

HOW TO DOWNLOAD MINUTES FROM THE WEBSITE

Please note the minutes are not usually on the website until 14 days following a General Meeting.

Instructions on how to download minutes from the website are as follows:

Go to the Website: at www.councilofmotorclubs.org.au

Select: "Document Centre" then "Minutes"

HOW TO DOWNLOAD THE MAGAZINE FROM THE WEBSITE

Go to the Website: at www.councilofmotorclubs.org.au

On the front page you will see The Preserve - click here >>>>>

This will open the magazine and you can read it on line or save it to your computer.

If you have any problems with these procedures please contact the Secretary, Karen Symington, at cmc.nsw.sec@gmail.com




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CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT AUGUST 2025

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

CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT AUGUST 2025

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

CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT AUGUST 2025

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

CLUBS AFFILIATED WITH THE COUNCIL OF MOTOR CLUBS—AS AT AUGUST 2025

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



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