

THE PRESERVE

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



THE SHANNONS SYDNEY
CLASSIC 2026 ISSUE

YOUR 2026 COMMITTEE

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President's Report



Welcome to the August Preserve,

Many thanks to all of you who came out to enjoy the Council of Motor Clubs Inc (CMC) Shannons Sydney Classic day, considered to be the largest such yearly exhibition of Veteran, Vintage and Classic vehicles in this country. There is lots to see and do, wander through the array of vehicles on display, take a ride on the Historic Buses around the track. Visit the pit lane garages and explore the variety of Trade Stands & Memorabilia on offer and remember Father's Day is just around the corner. Stop in on the entertainment garage, which has our fabulous Balloon Artist JayJay, our Face painters are ready to give you a new look if you like. Eddie from Slot Shop will entertain the kids, both big and small, also ask him about his venue for a Club Event destination. They are very popular, if you are looking for something new to try.

The CMC is now well into its 63rd year of operation. Since its establishment, the organisation has grown from representing just seven clubs to more than 250 affiliated clubs, with an estimated membership exceeding 40,000 enthusiasts across New South Wales.

The generous loan of the Sydney Dragway car park for spectators' vehicles is also greatly appreciated, and we sincerely thank them for their ongoing support. This valuable assistance helps reduce event costs, enabling us to maximise the donations we make to our chosen charities, the Prostate Cancer Foundation of Australia and Cancer Assist.

This year our Concours has been named in honor of our long-standing president Terry Thompson who we lost at the end of last year, a colleague, good friend and a mate who has played a major part of CMC, including serving on our committee for over 35 years. During this time, he has held the roles of Treasurer, Secretary & Vice president and has served as the President of CMC for a total of 27 years.. (cont.)

Representing the historic and classic car movement at many levels on state committees with Transport for NSW and other organisations at state and federal levels. Terry also had a key role in shaping and creating the Classic Vehicle Scheme, and the Log book scheme, for our classic and vintage vehicles to continue using our roads as a rolling museum

Firstly, I would like to thank ARDC, for co-hosting, and for Shannons continued sponsorship and support for this event. I would like to take this opportunity to sincerely thank all of our wonderful volunteers, who work tirelessly behind the scenes to make this event such a success. Without their dedication, this day simply would not be possible. From our committee members, who manage the bookings, oversee the finances, and organise every aspect of the event, to those who design and arrange the commemorative medallions, editing the Preserve during the year as well as our SSC special edition, coordinate the Concours d'Elegance competition, and organise the team of judges responsible for selecting the trophy winners, every contribution is invaluable. Also, all of our Club volunteers, from designing the artwork for the magazine cover, and creating our maps, to those that give up their Saturday prior to the show, measuring and marking out all the car spaces, assembling and the flags, packing of the goody bags for our entrants, helping to park up cars, running the dummy grid and gates for club parade laps, pace cars, the Saturday SuperSprint, the jobs are endless.... Your commitment, enthusiasm, and countless hours of voluntary service are the foundation of this event's continued success, and your efforts are deeply appreciated by the Council of Motor Clubs and everyone who attends. THANK YOU.

- Some of the recent changes of note you should be aware of, is the finalisation of the Guidelines for the fitting of seat belts to Pre ADR vehicles, and the new design rules for 4-wheel drives – for the removal of seats to install storage systems. Both can be found on the Transport for NSW website.
- We have been asked a lot lately about our Registrars Seminar, we run these days every 2 years, with the next one being in 2027. Please keep an eye out early next year for Date and Information re registration for the event.
- That's it for this edition, please enjoy the magazine and the day, and I will see you at our next meeting, or other events around the place.
- Enjoy Life, and Drive Safely,
- Boyd Symington
- CMC President

CMC MEETINGS FOR 2026
General Meetings at Revesby
Workers Club

Tuesday 29th September 2026
Tuesday 24th November 2026 (AGM)



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

Old and Seriously Into Speed

OASIS SOCIAL OUTINGS REMINDER

TUESDAY 1st SEPTEMBER 2026

WHERE: Mount Tomah Botanic Garden

DETAILS & BOOKINGS: Geoff & Cathy McHardy

geoff@nisch.org

TUESDAY 6th OCTOBER 2026

MEET: McDonalds Vineyard

LUNCH: Club Lawson

DETAILS & BOOKINGS: Murray Urwin

mcix19@outlook.com Ph: 0449 896 008

TUESDAY 10th NOVEMBER 2026

MEET: Mount Lewis Bowling Club

DETAILS & BOOKINGS: Les Watton

mumspalace@hotmail.com Ph: 9838 8063

TUESDAY 1st DECEMBER 2026

MEET: McDonalds Vineyard

LUNCH: Northmead Bowling Club

DETAILS & BOOKINGS: Murray Urwin

mcix19@outlook.com Ph: 0449 896 008

All Outings Subject To Booking Confirmations

INVITATIONS

SUNDAY 12th JULY 2026

Car Display & Open day at Linnwood House 25
Byron Rd. Guildford. From 9.30am onwards.

Various American Independent Car Clubs - Cadillac

LaSalle Clubs of Australia - Classic and Historic

Automobile Club of Australia. B.B.Q. Coffee Truck

Devonshire Teas. **DETAILS:** Les Watton

mumspalace@hotmail.com Ph: 9838 8063



The Editor's Desk



Welcome to the August issue of The Preserve - the coveted **Hard Copy!!**

This certainly is a labour of love (I certainly loved it when it was finished...).

I sincerely hope you enjoy reading about this year's anniversary cars and clubs. A big thankyou to said clubs for their contributions herein.

Below is the first of an occasional tit-bit of info I dredge up from the internet (credit to CarExpert.com.au):

Is it illegal to drive over a roundabout?

It may seem like a good idea and be a little bit of fun, but driving over a roundabout is illegal unless certain criteria is met.

You may have seen it done. You may have done it yourself. You know the situation – there's a little pimple on the road that is pretending to be a 'proper' roundabout, so you drive over the top of it. Roundabout rules are many, varied, and complex

States may apply the rules differently

Driving over a central traffic island, however, is not legal. If you do that, you may be breaking the law. Not to make a mountain of out a molehill or anything, but roundabouts are designed for you to drive around, not over.

That's the purpose of these traffic management islands, that the driver of a vehicle must enter from the left (in Australia, at least), and shouldn't drive over the top of the manmade structure.

If you do, you could be fined. The model Australian Road Rules 2014, regulation 115, is the rule most referenced by the individual jurisdictions around the country. It states:

Driving in a roundabout:

(1) A driver driving in a roundabout must drive–

(a) to the left of the central traffic island in the roundabout, or

(b) if subrule (2) applies to the driver–on the edge of the central traffic island, to the left of the centre of the island, or

(c) if subrule (3) applies to the driver–over the central traffic island, as near as practicable to the left of the centre of the island.

(2)

(a) the driver's vehicle is too large to drive in the roundabout without driving on the edge of the central traffic island, and

(b) the driver can safely drive on the edge of the central traffic island;

(cont.)

3. (a) the driver's vehicle is too large to drive in the roundabout without driving over the central traffic island, and
(b) the central traffic island is designed to allow a vehicle of that kind to be driven over it, and (c) the driver can safely drive over the central traffic island.
So, if you are driving a big vehicle and the roundabout allows you to pass over it, you can legally do that. But if you're in a Jimny and you go around jumping the humps, then you could be fined.

New South Wales

In NSW, if you were to face court, the maximum fine would be 20 penalty units, or \$2200. More likely, you'll be fined \$272 and lose four demerits.

Victoria

Victoria enforces the same ruling, with a potential on-the-spot fine of \$337, and three demerit points applicable.

Queensland

In the Sunshine State, if you end up in court, you could face a \$3096 fine. Ouch.

Western Australia

Over in WA you can receive two demerit points and a \$100 fine "for all offences in regard to not correctly using a roundabout".

South Australia

South Australia's interpretation of Road Rule 115 could land you a \$499 fine if you're found to do the wrong thing.

Tasmania

Tasmania has a two demerit point offence, with a \$243.75 on the spot fine applicable.

Australian Capital Territory

In the ACT, otherwise known as the land of the roundabout, there's a court-imposed maximum penalty of 20 units, or \$3200, for failing to drive to the left of the roundabout.

Northern Territory

We couldn't find any applicable Northern Territory legislation specific to Road Rule 115 – but are there even roundabouts in the Top End? If you live there, let us know in the comments.

NOTE!! Not intended as legal advice. Check with the relevant roads' authority in your state or territory.



80 YEARS OF THE TRIUMPH 1800/RENOWN



The Triumph Town and Country 1800 sedan was launched in 1946 and developed over three model stages to become the Triumph Renown. It was the first sedan marketed under the Triumph badge after the Standard Motor Company acquired Triumph in 1944.

The cars were designed in the Razor Edge style body work which was fashionable prior to WW2 and was common in British design houses including Rolls-Royce, Alvis, Austin and others. Similar styling was used on its smaller stable mate the Triumph Mayflower.

Built on a full chassis with a wooden frame most panels were constructed from aluminium and Standard utilised Mulliners of Birmingham to produce the bodies. Steel remained in short supply during the austerity period immediately post WW2

The 1800 produced 65 bhp and shared suspension design with the 1800 Roadster, a transverse leaf spring up front with elliptical leaf springs at the rear. Triumph, being Standard's up market brand, the vehicles were superbly finished with wooden dashboards, leather trim and carpet.

In 1949 the vehicle was given the Vanguard 2088 cc ohv engine. Transmission was reduced from four speed to three speed, but synchro was provided on all forward gears. A marginal increase in power resulted. Brakes were also improved.

In late 1949 the vehicle was renamed the Renown. It had a new chassis based on the Vanguard. Pressed steel sections and panels now appeared and front suspension was coil spring based. Overdrive was offered as an option in 1950

In road test mode, the Renown recorded a top speed of 75 mph and a 0-60 mph time of 24.3 seconds. Fuel consumption around 24 mpg.

A limousine version with a 3" longer wheelbase was produced from 1951 to 1954. It included driver/rear passenger partitioning, heater and radio but did not prove to be a great success.

The Triumph Renown was replaced by the Standard Vanguard Phase iii Sportsman model.

In all some 15500 Triumph 1800, 2000 and Renowns were built. They are almost an extinct breed today and very rarely seen in Australia.



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Conquer 72km for Australian men
with prostate cancer this September.

 Prostate Cancer
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 thelongrun.org.au



Change of PO Box for CVS Vehicle Registrations

*Please note the PO Box for
CVS Applications is:*

**PO Box 204
Engadine
NSW 2233**

80 YEARS of the TRIUMPH 1800/2000 ROADSTER

The Triumph 1800 Roadster was launched in 1946.

It was the first Triumph product released after Triumph was taken over by the Standard Motor Company in 1944. It was a unique but bulbous looking design. By the end of production in 1949 some 4500 Roadster bodies had been produced, not an insignificant result for a British sports car during that period of austerity. The vehicles are rarely sighted today.

The vehicle was built on a steel chassis with an ash frame. Due to post-war steel shortages it had an aluminium body but the huge mudguards were made from steel. A 1.5 litre 4 cylinder OHV engine from Standard powered the vehicle. The engine was a down tuned version of the engine supplied by Standard to Jaguar to power the S.S. prior to the war. It had a four speed gearbox with synchromesh on the top three gears. Suspension was by transverse leaf, independent front and semi-elliptic springs with live axle at the rear.

While the body design was somewhat archaic, it did at least have hydraulic brakes. The design, with the bulbous rear end, large protruding guards and huge separate headlights set well ahead of the radiator, copped much criticism, even described variously as perhaps designed by a committee and representative of a plump Christmas turkey. The bulbous rear end housed a dicky seat for two with its own folding windscreen. It was in fact the last production car with a dicky seat.

The car was hardly a performer by roadster or sports car standards. It took 34.4 seconds to reach 60 mph from a standing start and top speed petered out at around 75 mph.

In 1948 the Roadster morphed into the Triumph 2000 Roadster when the 2088 cc Vanguard engine, transmission and rear axle were fitted. While such mechanicals later provided the TR2 and TR3 with exhilarating performance in their day, the weight of the Roadster still hampered any get up and go though the 0-60 mph time did improve to 27.9 seconds.

Bob Adby



WALK FOR HIM

Men's Health Week
15 - 21 June



1 in 5 men are likely to be diagnosed with prostate cancer in their lifetime.

THE FACTS



28,868

men diagnosed
each year



3,975

men die annually



96%

five-year survival

A simple PSA blood test is our first-line defence
in the early detection of prostate cancer.



Prostate Cancer
Foundation of Australia

This Men's Health Week, walk for zero
deaths from prostate cancer. Sign up now.

Men's Health Week
15 - 21 June

walkforhim.org.au

SIGN UP NOW



60 YEARS of the TRIUMPH GT6 COUPE

The Triumph GT6 was an extended development of the Spitfire concept. It was launched in 1966. It was a serious competitor in the market place for the MGB GT and remained in production until 1973.

In the early 1960's Triumph launched its Spitfire convertible, competing with the Austin Healy Sprite and MG Midget in the small "working class" sports car market. The Spitfire 4, with its 1147 cc 4 cylinder engine, adopted from the Triumph Herald saloon, outperformed the BMC products and proved instantly successful. It was without a doubt a very pretty little sports car.

In 1963 Giovanni Michelotti, after his brilliant design of the Spitfire, was commissioned to design a GT version. The resultant fastback design underperformed due to the extra weight the small four cylinder engine had to lug around.

Triumph's competition team adopted the design for their racing programme from 1964. Modified engines and fibreglass bodies changed the performance dynamic and the vehicles won their class in the 1965 Le Mans 24 Hour.

Triumph reconsidered the fastback GT option and by utilising the 6 cylinder 2 litre engine from the Vitesse and Triumph 2000 saloons solved the under-performance issue.

Marketed as the Triumph GT6, the vehicle produced 95 bhp and 117 lb ft of torque. Four speed, all synchro gearbox with optional overdrive on 3rd and 4th gear, were offered in the package. Longer bonnet, up-rated suspension to cope with the extra weight and a larger radiator ensured a capable mechanical package. Wooden dash and heater demister added a bit of class to the finish and cabin comfort. (cont.)



The vehicle was road tested at 106 mph and recorded a 0-60mph time of under 12 seconds (out-performing the MGBGT). Unfortunately the vehicle retained the swing axle rear suspension system utilised on the Triumph Herald and Spitfire 4 and came under substantial criticism for its handling.

In 1969 a Mk II version of the car was released. The rear suspension went through a major redesign using lower wishbones and Rotoflex driveshaft couplings. The handling issue was resolved. The car incorporated other changes to meet USA design rules and improve ventilation. Engine was upgraded to now produce 104 bhp resulting in an improved top speed and a marked increase in acceleration.

A major facelift was released as the Mk III version in 1970. The rear body styling now matched Triumph's other products with a cut-off tail and more attractive lighting. In 1973 the rear suspension was revised once again, a larger front anti-roll bar fitted and top speed was now recorded at 112 mph. It easily now out-performed the MGB GT. In all some 41000 Triumph GT6 were produced. Although it out performed the MGB GT on the road, it just could not catch in the market place.

Bob Adby

100 YEARS OF WHIPPET

The Willys Whippet was a compact lightweight vehicle produced by the Willys Overland Company from 1926. One hundred years ago. It was marketed as an affordable European style compact offering 30MPG; 55MPH cruising speed with rapid acceleration; 4-wheel brakes and a strong and reliable 30HP 4-cylinder engine.

It was an instant success...

Smaller than a Ford or Chevy, but offering newer styling, more standard equipment, and an attractive price, the Whippet was an immediate hit. It became the second biggest seller in the US behind Ford and within a few months it was exported to Australia in the form of a running chassis and body complete from the scuttle forward. The Holden Motor Body Builders from Woodville South Australia then designed and built bodies with Aussie conditions in mind. This included a Doctor's Coupe and at least one steel sided Ute which, until the mid-1990s, had spent all its years on a farm, never road registered.

In 1928 an Australian named Mr Penfold operated a bull nose whippet for passenger services between Toowoomba and Brisbane during a rail strike. He fitted the car with a greyhound radiator cap, which inspired the world-famous name and logo for the bus network.(cont.)

Specs and Engineering:

Engine 134 cubic inch incline 4 cylinder

Features: Full pressure oiling system and pump-circulated coolant

Legacy: the reliable Whippet engine was highly regarded and eventually became the precursor to the WWII jeep engine.

All in all, the Holden Company produced approximately 6000 Whippet vehicles of various styles. Because of the vehicles rugged construction and strong reliable engine and ease of driving, it became popular in the outback where it competed successfully against the aging Model T Ford.

Originally only offered as a 30 HP 4-cylinder engine; Willys capitalised on the brisk sales, and in 1927 introduced a Whippet 6. This model 93A was not a new car, but a further development of the Overland model 93. This 40 HP car had a longer wheelbase and fingertip control in the centre of the steering wheel. This also operated lights, horn, and starter. A first of its kind! (cont.)



John north Willys and his 1928 Whippet



Willys Overland sales rocketed in 1928...trailing only Ford and Chevrolet. The success, however, was short lived, as the Great Depression severely affected the motor industry. From third in sales in 1928, Willys-Overland plunged to the bottom of the top 10 by 1930. The company restructured and cut costs, but this only resulted in the Whippet Marque having to be discontinued in 1931.

The Willys Overland Company abandoned the Whippet brand and marketed its products under the Willys, Willys Knight names.

Both the NSW and VIC Willy's clubs have events organised this year to celebrate the 100th Anniversary of the WILLYS WHIPPET!



Next CMC General Meeting:

TUESDAY 29th SEPTEMBER 2026 AT REVESBY WORKERS CLUB

2B BRETT ST, REVESBY 2212 Commencing at 7.00 pm—Dinner available from 6.00 pm



THE TONY DE LUCA VOLUNTEER OF THE YEAR

2026 VOTY Nomination Form

2026 Nominations are open from 01/02/2026 and close 31/10/2026

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)

**PLEASE NOTE THAT THIS FORM IS NOW AVAILABLE TO DOWNLOAD ON
THE CMC WEBSITE**

[illegible]

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 **2026 VOTY** will be awarded at the **January 2027 General Meeting**.



Prostate Cancer
Foundation of Australia



Your wheels can help win the fight
against prostate cancer



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Go pedal to
the metal to end
prostate cancer

Q pcfa.org.au/bathurst



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VESPA 80 YEARS AND COUNTING

Piaggio & Co founded in 1887 was at the time a shipbuilding / cabinet making company later turning to producing rolling stock and later to also include aircraft manufacture around the time of the first world war.

After Piaggio's factory was extensively damaged in air raids during the second world war Piaggio needed to keep its workforce busy producing something easy to make and sell so turned to producing aluminium pots and pans. Realising there would be a need for low cost transport in post war Europe Piaggio's engineer Corradino D'Ascanio. Looked at other companies scooter designs and thought it could be made simple lighter and more elegant.

The first Prototype was the MP5 Later to become the MP6 which was nicknamed the Paperino (Donald Duck) which looked not so elegant .

Eventually on the 23rd of April 1946 a patent was presented in Florence which became the birth certificate for what we now know as the Vespa (Wasp). Fitted with a 98cc two stroke fan cooled motor it was a equipped with a 3 speed gearbox with a gearchange on the left hand handle bar and 8" wheels, and a heady top speed of 36MPH. (cont.)



Selling over 17000 units it was proving to be a winner . Innovation followed and in 1948 a 125CC version with further engine improvements then in 1954 a 150cc was added. A Sporty version the 150GS with 4 speeds came along in 1955 which grew into, amongst others, the 160GS the 180SS and then in 1972 the Rally 200 the first Vespa to come equipped with electronic ignition.

To cope with worldwide demand, Vespas have been produced under licence in France, Belgium, Germany, Spain, India and the United Kingdom (Douglas Vespa) also Versions were made under the American SEARS name to be sold by that department store in the U.S. as the Allstate.

During this time Piaggio released several smallframe versions in 50, 90 and 125cc Vespas in standard and sproting types to appeal to the youth eager to gain their transport independence.

The final two stroke Version was the PX range. Available in 125, 150 and 200cc versions the last PX rolled off the production line in 2007. In the mid 90`s the Vespa made a departure from its usual format and the ET4 was released . A 4 stroke automatic it wasn't received enthusiastically by all but with time the 4 stroke auto configuration grew in popularity with the Vespa buying public and opened the way for the models to follow with the new and still in production Vespa GT range now up to 300cc. and the LX 125- 150.

With to date, over 19 million units sold worldwide it seems to have been a recipe that came out right.

 SPORTS & RECOGNITION WHOLESALE TROPHIES macron TeamKit	WHOLESALE TROPHIES 85 FENNELL ST, NORTH PARRAMATTA 1300 876 744
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AUSTRALIAN **MOTOR HERITAGE** FOUNDATION™

Created to preserve and promote Australia's automotive heritage and its future, the **AUSTRALIAN MOTOR HERITAGE FOUNDATION** is a not-for-profit charity.

Located at Sydney Motorsport Park, in a dedicated building, the AMHF is managed by a team of friendly volunteers from all walks of life, who have a variety of skills and a shared passion for all things automotive.

PARTICIPATE IN OUR MANY ACTIVITIES, INCLUDING:

- Creation of content for our YouTube channel, Instagram, Facebook, website and commissioned work.
- Special projects which promote Australia's automotive heritage.
- Curating rare automotive books, magazines, images, audio/visual and artifacts.
- Fundraising and stakeholder engagement.
- Research for clients.
- Events management and promotion of the AMHF.
- Administration.

Scan to volunteer



Website: motorheritage.org.au/contact-us

LOTUS ESPRIT SERIES 1 – 50 YEARS

The Lotus Esprit is a sports car built by Lotus Cars from 1976 to 2004 at their Hethel, England factory. It has a rear mid-engine, rear-wheel-drive layout. Together with the Lotus Elise / Exige, it is one of Lotus' most long-lived models. The Esprit was among the first of the (near) straight-lined, hard-edge creased, and sometimes wedge-shaped, polygonal "folded paper" designs of the prolific, and highly successful Italian industrial and automotive designer Giorgetto Giugiaro. The Esprit's backbone chassis was later adapted to carry the body of the DeLorean car, another low-bodied, Giugiaro-drawn, sharp-creased, wedge-shaped sportscar design. In 1978, the first updates led to the series 2 and 2.2 L (134 cu in) engined Esprit S2.2, made until the 1982–1988 Series 3 and Turbo Esprit models, that used a 1980 Giugiaro designed aerodynamic and aesthetic restyling package.

The Lotus Esprit however, lived on through the 1990s, and into the 2000s. It received its first significant restyling by designer Peter Stevens, who also did styling on the McLaren F1. Stevens gave the Esprit overall softer lines and shapes, but the car did not get a new series number – it is instead often just called the 'Stevens Esprit', or by its project number, the X180, made from 1988 to 1994.

In 1994, an official Series 4 Esprit, drawn by designer Julian Thomson, had a further rounded shape, especially the bumper sections and lower body of the car. Styling-wise, this became the most long-lived Esprit (1994–2004), only receiving its last changes, by Russell Carr in 2002.

Over the years, the performance of the Esprit's 4-cylinder engine was increased from around 150 PS (148 hp; 110 kW) and just under 200 N·m (148 lb·ft) of torque, to double those power figures, mainly through greater inlet and exhaust flow, and strong turbo-charging. And from 1996, a new 3.5 L (214 cu in) V8 twin-turbo engine was added, offering 355 PS (350 hp; 261 kW). Contrary to a long list of low-volume British (sports) cars, with the 3.5 l Rover V8 engine, the Esprit received a Lotus in-house designed V8. Top speed rose from some 214 km/h (133 mph) in 1976, to over 280 km/h (174 mph) for the V8, twenty years later.

After a 28-year production run, the Esprit was one of the last cars made with pop-up headlights. (cont.)



Front suspension consisted of upper A-arms and lower lateral links triangulated by the anti-roll bar. Rear suspension consisted of tapering box-section trailing arms and lower lateral links. The half-shafts had no provision for plunge and handled some of the lateral forces. There were coil-over shock absorbers and disc brakes at all four corners. Steering was by an unassisted rack and pinion.

Ironically, it can be argued that the most famous "Esprit isn't really a car at all, but a movie prop – an Esprit body modified to operate as a submersible for the James Bond movie "For Your Eyes Only"...



RENEWAL OF AFFILIATION FOR CMC CLUBS

This is a reminder for Clubs to *re-affiliate with the CMC*

When making your payment don't forget to identify the payment with your Club Code. Then send your completed Affiliation Renewal Form to the Treasurer, Allan Drane (cmc.nsw.finance@gmail.com).

As mentioned at the previous General Meetings, there are still unidentified payments being received and it means that a lot of time is spent trying to ascertain who's made the payment .

For your information these are the two CMC Bank Accounts: For Affiliations/SSC please use the General Account. For CVS Registrations/Renewals please **only** use the CVS Account. CMC General Account—BSB 633 000 A/c No.123 373 078
CMC CVS Account—BSB 633 000 A/c No. 186 322 772

100 YEARS OF PONTIAC CAR CLUB NSW

The NSW Chapter of the Pontiac Car Club began in 1987, founded by Dave Clee. At the time, many people were buying Pontiacs to source parts for their Chevrolets, which led Dave to wonder how many enthusiasts owned and drove Pontiacs. He placed an advertisement in the Trading Post inviting Pontiac owners to help form a club focused on maintaining their vehicles and sourcing parts. Within weeks, interested owners responded, a meeting was held, and the club was formed. A committee was established, and a newsletter was created to share club news, parts availability, and supplier information. As the member network grew, the club connected with similar groups interstate, eventually helping establish the Pontiac Car Club of Australia (cont.)



A committee was established, and a newsletter was created to share club news, parts availability, and supplier information. As the member network grew, the club connected with similar groups interstate, eventually helping establish the Pontiac Car Club of Australia.

The newsletter has evolved from photocopied pages produced on an old methylated-spirit duplicator into today's professional, well-structured colour magazine. The club held its first National Car Show in 1988, followed by another in 1989. It was then agreed that the Nationals would be held every two years in a country town chosen by the National Committee. The event has been missed only once, due to the 2019 COVID pandemic, and the most recent Nationals were held in Redcliffe, Queensland in 2025.

The club features a wide range of vehicles, from 1926 to 2002 models, including OEM-standard cars, custom builds, and drag cars. Our aim is to educate others about the Pontiac marque, preserve its history, and enjoy the experience along the way. Pontiac began as part of the GM stable under the Pontiac Oakland name before becoming known simply as Pontiac. Today, the club continues to grow, bringing together people from many professions who share knowledge about operating and maintaining these vehicles. We are proud to celebrate Pontiac's Centenary in 2026 and look forward to the club's continued contribution to the wider community.

Ray Grech
NSW State President
Pontiac Car club of Austral



LOTUS EUROPA - 60 YEARS

By the mid-1960s, the mid-engine vehicle configuration was well-established as the optimal design for Grand Prix cars, however almost no road vehicles yet used this arrangement. Lotus planned the Europa to be a volume-produced, two-seater mid-engine sports coupe built to reasonable cost, quite an ambitious goal for the time. Like all Lotus vehicles of the era, the Europa was designed and built following Lotus founder Colin Chapman's oft-stated philosophy of automotive design: "Simplify, then add lightness". To this end, a number of ingenious design approaches were made by Lotus to allow it to economically overcome the many challenges presented by the novel mid-engine arrangement.

Production of the original Lotus Europa ceased in 1975, with a total of 9,230 cars of all models having been built.

The Europa used a lightweight, folded and welded "minimalist" boxed-steel backbone chassis with a fiberglass moulded body, a combination that was first used by Colin Chapman in the Lotus Elan launched in 1962. Earliest versions of the Europa had the body fully bonded to the chassis for maximum structural stiffness; this was soon changed to a bolted-on body to allow normal and separate chassis and body repairs to be made.

The Europa's main chassis member ran straight forward to intersect a large box-section cross-beam running across the car between the front suspension points. At the rear, the chassis split into a "U" shape behind the cabin to accommodate the combined engine, transmission and final-drive components, and to support the rear suspension.(cont.)

.



Originally penned by designer Ron Hickman for a proposed Le Mans race car, the Series 1 was launched in December 1966. To lower costs and simplify the build, the production model was powered by a mid-mounted, 1.4-liter Renault 16 engine coupled with a 4-speed transaxle. The S1 featured a fixed-position driver's seat (you adjusted the pedals instead) and a fiberglass body permanently bonded to the chassis. It weighed a mere 612 kg. Very early models had fixed windows in the doors, but that was soon upgraded to wind-down windows

Legal obligations for car clubs

Do you know what your car club needs to do to stay compliant and participate in the Historic and Classic Vehicle Schemes?

Your club must be either a registered incorporated association in NSW under the *Associations Incorporation Act 2009* or hold a current Certificate of Registration issued by the Australian Securities and Investments Commission (ASIC). Non-compliance with these obligations may result in cancellation of a club's certificate of incorporation by NSW Fair Trading or a lapse in ASIC registration, making the club ineligible for the HVS or CVS. In addition, Transport may revoke a club's approval to participate in the schemes where ongoing compliance is not met.

Here's what clubs need to do to stay compliant:

Submit annual financial reports Incorporated associations must prepare and lodge annual financial reports with NSW Fair Trading. You can find more information and lodge forms and fees online via the Financial reporting requirements page.

Maintain your registration status If your club relies on an ASIC-issued Certificate of Registration, you must ensure this registration remains current and that all ASIC reporting and renewal requirements are met.

Report changes to your association Certain changes, such as to your club's name, address, or management committee, must be report-ed to NSW Fair Trading. The Management committee checklist is a helpful guide to understanding your obligations and ensuring compliance.

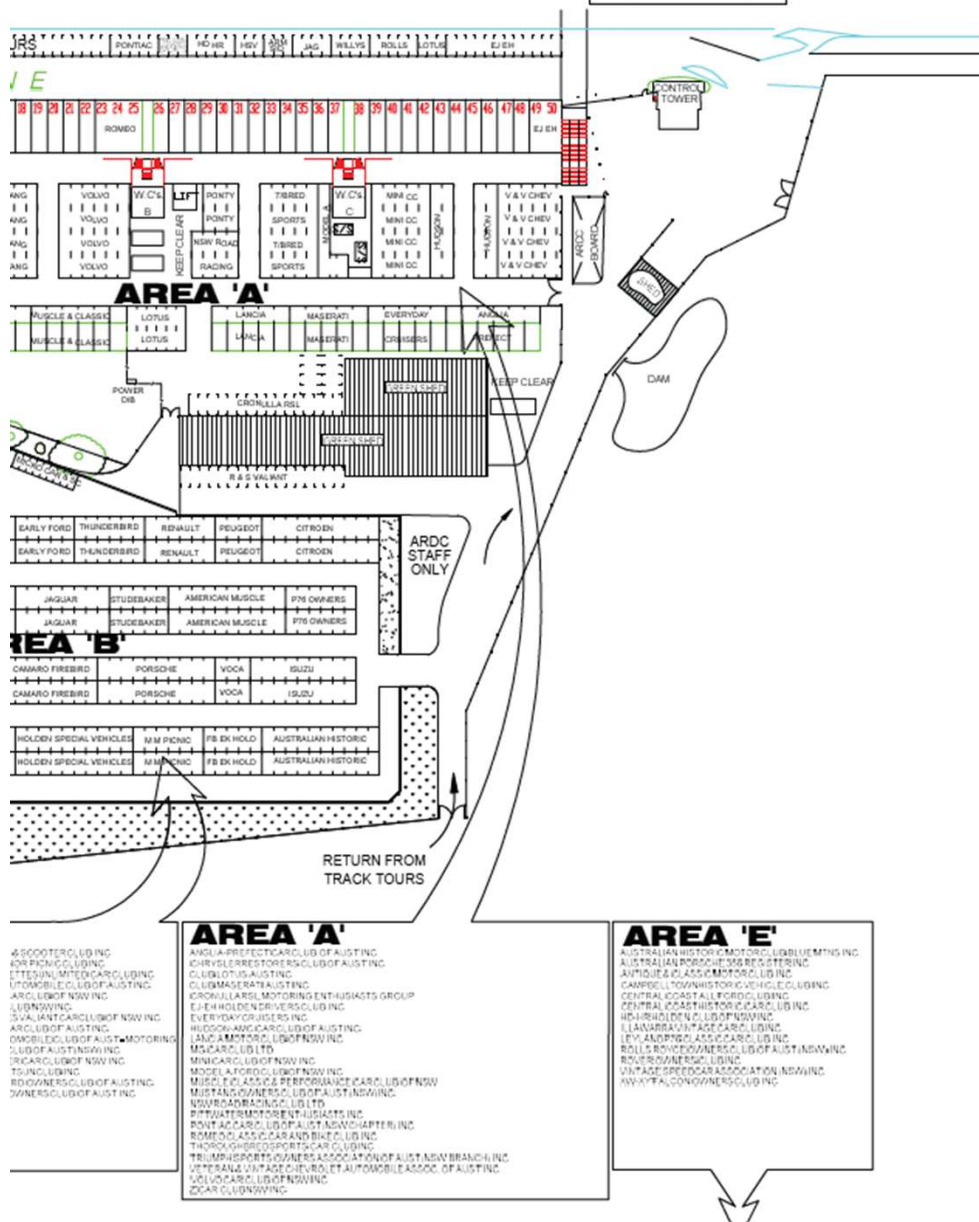
Keep accurate records Your club must maintain proper minutes, financial records, and registers. Visit the Running an incorporated association page to learn more about your record-keeping responsibilities.

Keep your details current with Transport Clubs participating in the HVS and CVS must also keep their records up to date with Transport. Check the information we have listed for your club on the historic vehicles club list, any updates to club details or officials need to be emailed to the Accreditation Team at ais@transport.nsw.gov.au.

You can search the online register to check your club's details, including name, registration number and incorporated association status. If your club relies on an ASIC-issued Certificate of Registration, you can check your company's registration status via the ASIC Organisations and Business Names Register.

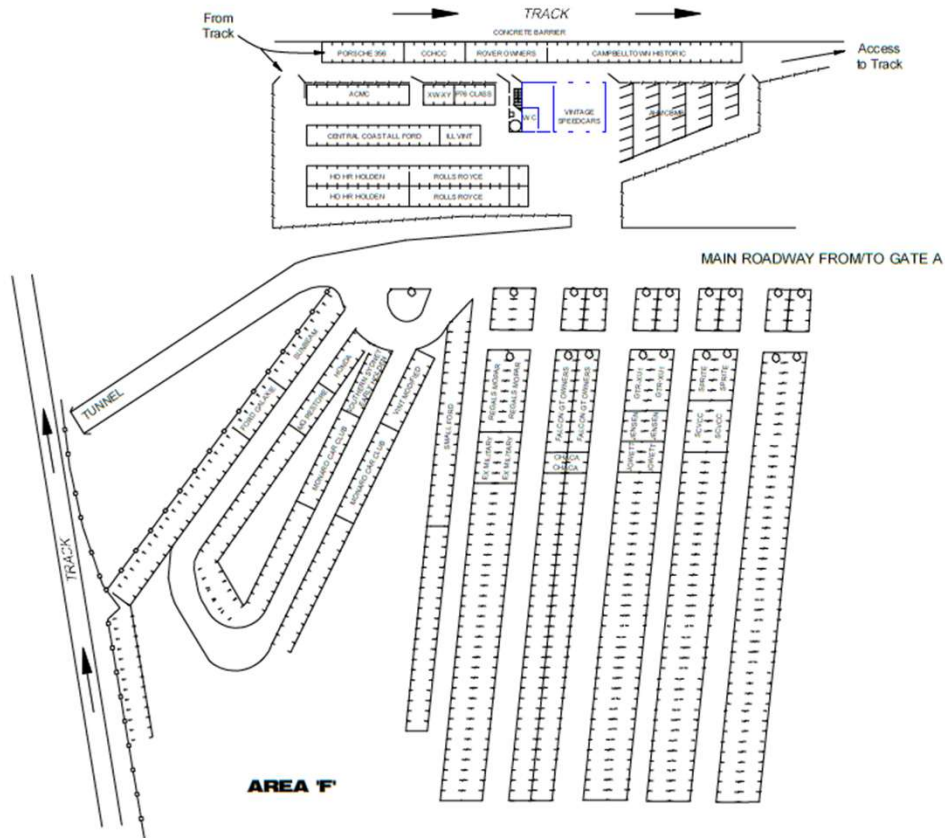


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AREAS 'E & F'



AREA 'E'

AUSTALIAN HISTORIC MOTOR CLUB (BLUE MTNS) INC
AUSTALIAN HISTORIC MOTOR CLUB (NSW) INC
ANTIQUE & CLASSIC MOTOR CLUB INC
CAMERELTOWN HISTORIC VEHICLE CLUB INC
CENTRAL COAST ALL FORD CLUB INC
CENTRAL COAST HISTORIC CAR CLUB INC
H&H HOLDEN CLUB OF NSW INC
KLAWARNA VINTAGE CAR CLUB INC
LEVEY RD FORD CLASSIC & CAR CLUB INC
ROLLS ROYCE OWNERS CLUB OF AUSTR (NSW BRANCH)
ROVER OWNERS CLUB INC
VEHICLE SPEEDCAR ASSOCIATION (NSW) INC
XAN-YFALCON OWNERS CLUB INC

AREA 'F'

AUTOMOBILE CLUBS
 AUSTRALIAN VINTAGE CAR COLLECTORS SOCIETY INC
 CALIFORNIA HISTORIC AUTO CLUB OF AUSTR (SYDNEY) INC
 FALCON GT OWNERS CLUB OF NSW INC
 FORD GALAXIE CLUB OF AUSTR INC
 FORD & XJ-1 OWNERS CLUB INC
 HONDA SPORTS CAR CLUB OF AUSTR INC
 JENSEN CAR CLUB INC
 JOWETT CAR CLUB OF AUSTR INC
 MOTORISTERS ASSOCIATION
 MORGAN CAR CLUB OF NSW INC
 REGAL SUMMIT CAR CLUB INC
 SMALL FORD CAR CLUB OF NSW INC
 SOUTH COAST VINTAGE CAR CLUB INC
 SOUTHERN SYDNEY EARLY HOLDER CAR CLUB INC
 SPIN CAR CLUB OF AUSTR INC
 SUBARU OWNERS CLUB NSW INC
 VINTAGE MODIFIED ASSOCIATION OF NSW INC

Track Tours Schedule 2026

9:30 Areas A B C 100	Anglia Prefect Club Chevrolet Club NSW FE-FC Holden Car Club Fiat Club NSW Morris Minor Picnic Club Mustang Owners Club Thunderbird Owners Club Vauxhall Owner's Club	9:50 Areas A B C 104	ARDC Classic Cadillac La Salle Club Hudson AMC Car Club Morris Minor Car Club Packard Auto Club R & S Valiant Car Club Studebaker Car Club Veteran Car Club of Aust Vintage Vehicle Club Aust	10:10 Areas A B C 104	Austin Healey Owners Club Classic Rally Club FB-EK Holden Car Club Historic Emergency Vehicl. NSW Corvettes Unlimited Pontiac Car Club of Aust. Toymods Car Club Veteran & Vintage Chev
10:30 Areas A B C 104	Austin A40 Car Club Early Falcon Car Club EJ & EH Holden Owners HSV Owners Club NSW Model A Ford Club Morgan Owners Club Triumph Sports Owners Ass	10:50 Areas A B C 109	Armstrong Siddeley Club Lotus Australia Hawkesbury Historical CC Lions Pride Holden Car C Magic Metal Motoring Club Mini Car Club NSW Willys Whippet Overland	11:10 Areas A B C 105	Bolwell Car Club Buick Car Club Australia Chrysler Restorers Club Mercedes Benz Club NSW Sydney Datsun Club Toyota Car Club
11:30 Areas A B E 104	Club Veedub Sydney HD/HR Holden Club NSW MG Car Club Micro Car & Scooter Volvo Car Club of NSW	11:50 Areas A B E 105	Aust. Historic Motor Club Cronulla RSL ME Group Jaguar Drivers Club Club Maserati Rolls Royce Owners Club Saab Car Club of NSW	12:10 Areas A B F 105	Citroen Car Club of NSW Daimler & Lanchester Own GTR & XU1 Owners Club Pittwater Motor Enthusiasts Porsche Club NSW Royal Automobile Club Thoroughbred Sports Car
1:00 Areas A B 93	Early Ford V8 Club of NSW Isuzu Car Club of Australia Italian Made Social Lancia Motor Club NSW Lithgow Vintage Motor Club ROMEO Classic Car & Bike Z Car Club Sydney	1:20 Areas A B E F 101	American Muscle Car Club Australian Porsche 356 Camaro Firebird Owners Muscle Classic & Perform. NSW Road Racing Club Small Ford Car Club Sprite Car Club of Aust. Sunbeam Owners Club	1:40 Areas A B E F 96	Alfa Romeo Owners Club Everyday Cruisers Falcon GT Owners Club Leyland P76 Classic Club Leyland P76 Owners Club Peugeot Car Club NSW Renault Car Club of Aust. Rover Owners Club Vintage Modified Assoc XW-XY Falcon Owners
2:00 Areas E F 96	Antique & Classic Motor Club Campbelltown Historic Veh. Central Coast All Ford Club Ford Galaxie Club of Aust. Honda Sports Car Club Humber Car Club Jamberoo Classic Vehicle MG Restorers Association Monaro Car Club of NSW Southern Syd. Early Holden	2:20 Areas B E F 91	Aust. Ex-Military Vehicle Aust. Historic Motor C-BM Central Coast Historic Car Classic & Historic Auto CA Gnoo Blas Classic Car Illawarra Vintage Car Club Jensen Car Club Jowett Car Club of Aust. Regals Mopar Car Club South Coast Vintage Car	2:30	Concours Parade and Trophy Presentations Last Bus Run

2026 Track Tour Alphabetical by Club/Time

CLUB NAME:	Time	CLUB NAME:	Time
Alfa Romeo Owners Club NSW	1:40	Leyland P76 Classic Car Club	1:40
American Muscle Car Club	1:20	Leyland P76 Owners Club	1:40
Anglia Prefect Club	9:30	Lions Pride Holden Car Club	10:50
Antique & Classic Motor Club Inc	2:00	Lithgow Vintage Motor Club	1:00
Armstrong Siddeley Car Club	10:50	Magic Metal Motoring Club	10:50
Austin A40 Car Club	10:30	Mercedes-Benz Club NSW	11:10
Austin Healey Owners Club	10:10	MG Car Club Ltd	11:30
Australian Ex Military Vehicles Collectors	2:20	MG Restorers Association	2:00
Australian Historic Motor Club Inc	11:50	Micro Car & Scooter Club	11:30
Australian Historic Motor Club-Blue Mtns	2:20	Mini Car Club of NSW	10:50
Australian Porsche 356 Register Inc	1:20	Model "A" Ford Club of NSW	10:30
Australian Racing Drivers Club Ltd	9:50	Monaro Car Club of NSW	2:00
Bolwell Car Club	11:10	Morgan Owners Club of Australia	10:30
Buick Car Club Australia	11:10	Morris Minor Car Club of NSW	9:50
Cadillac La Salle Club	9:50	Morris Minor Picnic Club	9:30
Camaro Firebird Owners Club of Aust	1:20	Muscle Classic & Performance	1:20
Campbelltown Historic Vehicle Club	2:00	Mustang Owners Club of Aust	9:30
Central Coast All Ford Club	2:00	NSW Corvettes Unlimited CC	10:10
Central Coast Historic Car Club	2:20	NSW Road Racing Club	1:20
Chevrolet Club of NSW	9:30	Packard Automobile Club of Aust	9:50
Chrysler Restorers Club of Australia	11:10	Peugeot Car Club of NSW	1:40
Citroen Car Club of NSW	12:10	Pittwater Motor Enthusiasts	12:10
Classic & Historic Auto Club of Aust.	2:20	Pontiac Car Club of Australia	10:10
Classic Rally Club	10:10	Porsche Club NSW	12:10
Club Lotus Australia	10:50	R & S Valiant Car Club NSW	9:50
Club Maserati Australia	11:50	Regals Mopar Car Club	2:20
Club Vee Dub Sydney	11:30	Renault Car Club of Australia	1:40
Cronulla RSL-Motoring Enthusiast Group	11:50	Rolls-Royce Owners' Club Aust	11:50
Daimler & Lanchester Owner Car Club	12:10	ROMEO Classic Car & Bike Club	1:00
Early Falcon Car Club of NSW	10:30	Rover Owners	1:40
Early Ford V8 Club of NSW	1:00	Royal Automobile Club Australia	12:10
EJ EH Holden Owners Drivers Club	10:30	Saab Car club of Australia	11:50
Everyday Cruisers	1:40	Small Ford Club of NSW	1:20
Falcon GT Owners Club of NSW	1:40	South Coast Vintage Car Club	2:20
FB-EK Holden Car Club of NSW	10:10	Southern Sydney Early Holden CC	2:00
FE-FC Holden Car Club of NSW	9:30	Sprite Car Club of Australia	1:20
Fiat Club of NSW	9:30	Studebaker Car Club of NSW	9:50
Ford Galaxie Club of Australia	2:00	Sunbeam Owners Club NSW	1:20
Gnoolas Classic Car Club	2:20	Sydney Datsun Club	11:10
GTR & XU-1 Owners Club	12:10	Thoroughbred Sports Car Club	12:10
Hawkesbury Historical Car Club	10:50	Thunderbird Owners Club Aust	9:30
HD/HR Holden Club of NSW	11:30	Toymods Car Club	10:10
Historic Emergency Vehicles Australia Inc	10:10	Toyota Car Club of NSW	11:10
Honda Sports Car Club of Australia	2:00	Triumph Sports Owners Assoc	10:30
HSV Owners Club of NSW	10:30	Vauxhall Owners Club of Australia	9:30
Hudson-AMC Car Club Aust	9:50	Veteran & Vintage Chevrolet Ass	10:10
Humber Car Club	2:00	Veteran Car Club of Australia	9:50
Illawarra Vintage Car Club	2:20	Vintage Modified Assoc of NSW	1:40
Isuzu Car Club of Australia	1:00	Vintage Vehicle Club of Aust 1919-30	9:50
Italian Made Social Motoring Club	1:00	Volvo Car Club of NSW	11:30
Jaguar Drivers Club of Australia	11:50	Willys Whippet Overland Knight Rest.	10:50
Jamberoo Classic Vehicles	2:00	XW-XY Falcon Owners Club	1:40
Jensen Car Club	2:20	Z Car Club Sydney	1:00
Jowett Car Club of Australia	2:20		
Lancia Motor Club of NSW	1:00		

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THE ARMSTRONG SIDDELEY 20/25

Production	1936 – 1940
Number	884 cars
Engine	6 cylinder 3.67 lite 20 and 25hp
Body Styles	Tourer, Saloon, Atlanta Sports, Limousine, Landauette

The 20/25 was produced between 1936 and 1940, with a total production run of 884 vehicles.

This model, introduced in 1937, was almost assuming the mantle of the Siddeley Special which by that time was nearing the end of its production run but this car was an entirely new model and was aimed at giving a comparable performance to the American cars of its day.

The 20/25 featured a 3.7 Litre engine with pushrod overhead valves producing 85bhp and able to easily cope with the almost 2 tonnes of bodywork.

Carburation was by horizontal S.U's. The dynamo and fan were belt driven. The flywheel was enclosed and a single plate clutch was used in conjunction with the pre-selector gearbox – which was separately mounted – to drive the rear axle.

The chassis was a box section with semi-elliptic springs all round. A harmonic stabiliser bumper was fitted at the front. Two wheelbases were available (10' 3" and 10' 11") and there was a choice of disc or wire wheels.

The Cyril Syddeley styled Atlanta Sports Saloon could comfortably top 80mph. Customers included the Danish Royal Family and Neville Chamberlain who became British Prime Minister in 1937.





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shvc2541@gmail.com please email for all information

Please complete the registration form & forward it with
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individual providing registration is received on time.

**Registration forms and payment or proof must be
received by 30/9/26 or prior.**

30 YEARS OF VS GTSR

Seven years after the '1988 VL Commodore SS Group A, came an also outrageously styled performance car, the HSV GTS-R.

With Australian racing regulations dumping the international Group A racing formula and the change to the two-make Holden vs Ford V8 Supercars format, there was no need for specially developed factory-fast evolution specials to make high performance hardware legal for racing. So, the GTS-R was a celebration of performance rather than a technology trail from road car to racetrack.

Mechanically, the GTS-R carried the best HSV had to offer: the 215kW 5.7-litre injected V8, T56 six-speed transmission and the innovative Hydratrak 'traction control' differential. That hardware had been debuted little more than a year earlier with HSV's VR series GTS. The increase to 5.7-litres (350ci) meant a longer stroke crankshaft was needed for the extra capacity – there wasn't enough room in the block for a larger bore (piston diameter). The well-respected Harrop Engineering was the supplier, and the stroker crank was installed with revised pistons with an altered pin height. The extra fueling was taken care of by a tweaked tune in the Delco PCM and included input from a knock sensor.

The GTS-R was dressed in XU3 Yellah paintwork, often nicknamed the "Banana", and exclusive, yellow-accented interior trim was fitted. Melbourne taxis are often painted yellow, so HSV's colour caused plenty of "Taaxxxii!" jokes from cynics (read: Ford fans).

One of the examples on display is owned by Trevor Sapsad is build number 074 of only 85 built in 1996. This multiple trophy winning car with very low mileage is one of the best VS GTSR's in Australia.

Production Run: 85

Body: Four-door steel monocoque

Engine: 5.7-litre, ohv, longitudinal V8

Power: 215kW @ 4,800rpm

Torque: 475Nm @ 3,600rpm

Performance: 0-100km/h: 6.6sec, (6.1 for blueprinted 230kW engine) 0-400m: 14.8 sec at 154.5 km/h (14.4s @ 161.1km/h for blueprinted engine)

Gearbox: 6-speed manual

Suspension: struts, coil springs, anti roll bar(f); semi-trailing arms, coil springs, anti roll bar (r)

Brakes: Vented disc all round with ABS

Tyres: 235/45ZR17 Bridgestone Expedia S-01

Value: You tell us...



CLASSIC AUTOMOBILE TOURS 2026/27

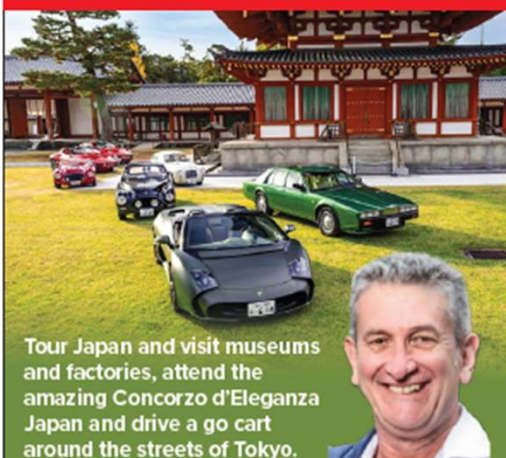
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JAGUAR ANNIVERSARY VEHICLES

In 2026 we have many models of Jaguar which have anniversaries. There are six models in all but we will only be presenting four of those at the Shannon's Sydney Classic day. We must however recognise all of the models which have been maintained and loved by members of the Jaguar Drivers Club of Australia.

This year we have anniversaries for:

420	60 years
420G	60 years
XJ40	40 years
Xk8	30 years
XK	20 years
F-Pace	10 years



Each and every model is distinct in shape and style with many innovative inclusions, which have since been adopted by other marques.

"Grace, Space and Pace" is the iconic marketing slogan for Jaguar Cars, which perfectly described these luxury sedans as having graceful styling, spacious interiors, and high-performance engines.

I have asked the relevant register secretaries to give us some insight into each of the older four models. My thanks goes to these people who volunteer within the club and keep their Jaguar members and their vehicles engaged in the various club events throughout the year.

Please enjoy the following and have a great day at the Shannon's Sydney Classic.

JAGUAR 420

It was October 1966 when yet another new Jaguar Model was released to the Car world both at Home in England as well as Turin in Italy and of course the Paris Motor show.

The car was new yet the fourth version from the Jaguar Compacts Line up that started back in 1955 with the launch of the Mk 1. All that followed were unique steps to the end car in the compact range that being the 420.

Work started on the 420 basically as soon as the Launch of its predecessor the S type had entered Production.

Malcolm Sayer, the aerodynamicist behind the sleek C-Type and E-Type, started with a clay model along with Sir William Lyons "Mr. Jaguar" to build out a look to breathe new life into the aging compact saloon range. The S-Type was capable but its styling was deemed fussy; the Mark 2 was legendary but growing long in the tooth.

The front end soft lines that had evolved in the S type from the earlier Mk2 were to be sharpened and given a more commanding upright look. Lyon's Idea was to graft the best of the Mx 10 front end into the S type bodyshell and retain the strong improved look and drive from the independent rear recently adopted in the S type.

. (cont.)

The styling evolved and became the new look that was both Modern and more upright and aggressive than the Mk10 as it was Higher and narrower and lacked the lifting bonnet lines that broke up the front view on the Mk10.

The Engine was the next step change bringing the new 4.2L XK engine compared to the 3.4 and 3.8L version offered in the S type. The 4.2L had been successful since introduction in 1964 starting with the E-type. Changes for the 420 was from a triple carb set up to a dual. A new Borg Warner model 8 gearbox was also added to the mix along with twin Hydraulic brake circuits for improved safety and redundancy. "Arm Strong steering" was replaced with Variomatic power assist that had roots to an Australian designer. This was first for the compact range and welcomed by car owners.

Mechanically the back of the Car was the S type that had already greatly improved the ride performance with the caged proven independent rear suspension that was launched in both the E-type and MK 10 in 1961.

The interior was largely the same as the S type with mainly safety features consisting of less solid wood areas to the dash and door top panels. In both cases this was replaced with padded materials. The front seats were slightly slimmer to increase rear passenger leg room.

A Daimler version of the 420 was also launched as a Sovereign and wore the Daimler Badging and traditional Fluted Daimler Grille. The Sovereign had most of the optional extras included as standard. Leather work was a higher grade of Connolly and Perforated with timber work also of a higher quality.

Buyers loved the appearance and the drive capability of the new car and sales reflected this with nearly 100% lift on the S type Model. Around 5000 a year were produced over the two year life of the model. The Daimler Sovereign also contributed over 3 years of production.

The new look and combinations were truly testament to where the future was heading. The 420 was replaced by the revolutionary XJ6 that changed the Jaguar landscape of saloon cars from nine models down to one.





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JAGUAR 420G

Despite sharing the same 4.2-litre engine, the Jaguar 420 and Jaguar 420G are entirely different cars. The 420 is a compact, sporty sedan, while the 420G is a massive, flagship luxury limousine.

Jaguar 420G

At Earls Court, in 1966, Jaguar's large saloon the 420G was developed. (the 'G' stands for Grand) Built to rival prestigious cars like Rolls-Royce at less than half the price.

As Jaguar's massive flagship saloon, it sat in a different tier. It offered opulent luxury, an immense interior cabin, and was the test bed for several high-end luxury features, including optional air conditioning and a remarkably smooth ride due to Jaguar's independent rear suspension with inboard brakes.

Weighing close to 2 tonnes, it was the largest vehicle Jaguar ever produced. The 420G remains a highly sought-after classic for collectors who love 1960s British automotive excess.

Jaguar introduced a new upright, and slightly forward-leaning nose design for Jaguar saloons, with four headlamps set into rounded front wings (derived from Daimler DK400), and a vaned grill. This front-end style reappeared on many of the manufacturer's successive saloons, up to and including the X-Type and third generation Jaguar XJ, both through 2009—thereby forging Jaguar saloons' look for almost half a century.

Later, air conditioning and a sound-proof glass division between the front and rear seats were added as options. The substantial doors required helical torsion springs inside the door pillars to enable them to be opened from the inside with an acceptably low level of effort.

A limousine variant was available on the standard wheelbase; a fixed, one-piece seat back topped with a sliding glass partition replaced the separate chairs of standard cars. (cont.)



In 1968, British Leyland ended production of the Daimler limousine DR450 and the Vanden Plas Princess and chose to replace them by offering a 141 in (3,600 mm) extra-long wheelbase 420G with an eight seater Hooper "Empress Line" inspired (but still monocoque) body made by Vanden Plas. Aside from the shape of the rear part of the coachwork there was no link with Daimler cars made before Daimler became a subsidiary.

British Leyland's "Daimler DS420" was announced in June 1968. Taller than the 420G the new car was nearly nineteen feet long and six feet six inches wide with "majestic proportions". The rear compartment carried six people in comfort on the rear seats and three fold-away occasional seats. Sir William Lyons pointed out it was less than half the price of its competitors.

The 420G wheelbase was extended by 21", with the mechanical underpinnings of the car being subtly reconfigured. This eight seater car was built until 1992 and used by many countries in official capacities. It was frequently used by funeral homes for carrying mourners or in modified form as a hearse.



THE JAGUAR XJ40 STORY

by Kez Hasanic JDCA XJ/XJC Register Secretary

The Jaguar XJ40, produced from 1986 to 1994, was the brand's first all-new luxury saloon since the original 1968 XJ6. Despite a turbulent 14-year development hampered by British Leyland's financial and political struggles it revolutionized Jaguar as a company. Innovations such as the refined AJ6 engines, advanced multiplex wiring and the iconic "J-gate" automatic shifter would mark a milestone in the history of Jaguar.

The XJ40 project was conceived as early as 1972 at a meeting headed by 'Lofty' England and Bob Knight. The decision was made to develop a model that would replace the current line of XJ and Daimler saloons. It is interesting to note that 'Lofty' England envisioned the new car utilising some engineering concepts from the forthcoming Series II XJ. In addition there would be a new slant six engine as well as the already current V12.

However, as Jaguar was absorbed into the problematic British Leyland development repeatedly stalled. It wasn't until the early 1980s, when Jaguar secured new funding and independence, that the £77 million development truly accelerated. Unveiled at the 1986 Paris Motor Show, the XJ40 retained Jaguar's classic long, low silhouette but featured a more modern, angular and aerodynamic body.

The XJ40 introduced a massive leap forward in technology for Jaguar.

The AJ6 Engine: Replacing the legendary but aging XK engine, the XJ40 debuted the lighter, more powerful, and highly efficient AJ6 straight-six engine. The V12 was not to be included and indeed the original design of the engine bay would not allow it to fit. Apart from the controversy of a V12 during a period of international oil crises the people at Jaguar did not want Leyland to put a non Jaguar Rover V8 engine in the XJ40!

Advanced Electronics: Early XJ40s featured an ultra-modern digital instrument cluster and a sophisticated early diagnostic computer.

The J-Gate: The XJ40 introduced the distinctive J-gate gear selector, allowing drivers to easily swap between automatic and a quasi manual gear control.

Prototypes and pre production cars were subjected to brutal and prolonged testing regimens ranging from the snow and ice of Canada to the burning deserts of outback Australia. The cars stood up to this very well and it seemed that Jaguar had a winner on it's hands.

The XJ40's launch was not without growing pains; the heavy reliance on new, sometimes unreliable, electronics initially tarnished its reputation. When Ford acquired Jaguar in 1989, they injected fresh capital and quality-control standards.

By 1990 Ford resolved many of the early reliability issues and reintroduced traditional, easy-to-read analog gauges. In 1993, Jaguar expanded the XJ40 platform to accommodate the much desired 6.0L V12 engine, creating the XJ12 and Daimler Double-Six.

Ultimately, 208,733 XJ40 Jaguar and Daimler variants were built before the heavily revised X300 generation replaced it in 1994. Today, it is recognized as the car that pulled Jaguar's engineering, craftsmanship and design into the modern, corporate era.



JAGUAR XK8

By Mark Hofmeyr

Following their acquisition of the brand, the Ford Motor Company injected billions of dollars into reviving Jaguar's engineering capabilities and brand identity. Rather than simply modifying the existing lineup, Project X100 was tasked with creating an entirely new car that looked, felt, and drove like a true Jaguar.

The result was a masterclass in automotive packaging. Styled by Fergus Pollock under lead designer Geoff Lawson, he and his team sculpted an entirely fluid, curve-dominated silhouette. It subtly mimicked the oval grille and muscular rear haunches of the historic

E-Type, entirely abandoning the blocky, square-edged trends of its German competitors.

Engineering Innovations: The AJ-V8

The Jaguar XK8/XKR (X100) and the Aston Martin DB7 are closely related grand tourers that share platform underpinnings (the X100 is an evolution of the XJS platform, which also formed the basis for the DB7).

The XK8 was far more than a beautiful exterior. It marked a monumental shift in powertrain technology as the first production Jaguar to feature a V8 engine. (Daimlers notwithstanding).

The AJ-V8 Engine: This entirely new, all aluminium 4.0-litre 32-valve quad-cam V8 produced 216kW (290 bhp). It established new benchmarks for high performance and smooth, silent power delivery.

The Transmission: The engine was paired to a highly refined ZF 5-speed electronic automatic transmission.

The XKR Evolution: In 1998, Jaguar added a supercharged version known as the XKR, boosting output to a staggering 276kW (370 bhp) via an upgraded Mercedes-Benz transmission.

The XK8 quickly shattered sales records to become the fastest-selling sports car in Jaguar's history. Over its ten-year production run (1996–2006), Jaguar manufactured more than 90,000 units globally across both coupe and convertible configurations.

It even entered pop culture lore. A heavily modified, weaponized green XKR convertible famously starred as the villain's car in the 2002 James Bond film *Die Another Day*. (cont.)



Three decades after its debut, the automotive world views the X100 project generation as a bonafide modern classic. While early models faced notorious teething issues, most notably the high sulfur fuel wear on Nikasil cylinder linings and brittle plastic timing chain tensioners; surviving examples are highly sought after by collectors.

It proved that the brand could innovate technologically while preserving the timeless British elegance that defined its heritage.





Why do I need a log book?

A log book allows you to use vehicles registered under the Historic and Classic Vehicle Schemes for up to 60 days per year for maintenance and personal use (general use), outside of club-organised events.

Each day of general use must be recorded in the log book.

Who must fill in the log book?

A person responsible for the vehicle can fill in the log book. Only one log book entry is required per day, even if there are multiple drivers.

The daily entry expires at midnight on the day of the log book entry.

The person making the entry in the log book must write their full name and signature each time.

What if I get a log book part way through the existing registration year?

Days of general use are calculated pro rata based on remaining registration as per below:

Remaining registration	Number of days
Up to 3 months	15
Over 3 and up to 6 months	30
Over 6 and up to 9 months	45
Over 9 months	60

- This same calculation is applicable if a replacement log book has to be issued.
- You can use the number of days you are eligible for at your discretion throughout the registration period.
- This table is not relevant when you have a full year of registration and have opted in to the log book scheme.

When do I need to carry the log book?

The log book must be carried in the vehicle at all times when the vehicle is being used. If you are towing trailers or caravans that are registered under the Historic Scheme, separate log books are required and also must be completed and carried.

When do I need to carry the Certificate of Approved Operations?

The certificate is issued to all vehicles registered under the Historic and Classic Vehicle Schemes. It must be carried in the vehicle whenever it is in use, including when using the log book and during club organised events. As with the log book, the certificate of approved operations for trailers or caravans that are registered under the Historic Vehicle Scheme must also be carried.

CAR SALESMAN JOKES

Anyone want to buy Doc Brown's DeLorean? He only drives it from time to time.

I went to my local car dealership and was looking at a potential buy when a salesman approached me.

I was interested in if the interior was roomy enough to fit my family, dog and camping gear.

I said: "Cargo space?"

He said: "No, car go on road."

I visited a car dealership last week to check out the Toyota LandCruiser 300 Series Sahara. I'm now just waiting to be paid.... so I can catch an Uber and go look at it again.

What happened to the car dealership when it ran out of Kias?

It sells Nokias now.

A man walks into a Lada dealership and says "I'd like a hubcap for my Lada".

The dealer says: "That sounds like a fair swap."



CAR MECHANIC JOKES

A lot of mechanics reckon the best way to fix any car is to sort out the loose nut on the driver's seat.

Q: Did you hear about the mechanic who was addicted to drinking brake fluid?

A: She said she could stop any time she wanted to.

A mechanic mate of mine reckons a good way to get rid of annoying customers is tell them to go to the nearest Supercheap Auto or Autobarn and ask for a long wait.

Q: What did the disgruntled customer say to the mechanic?

A: "You auto know better!"

Mechanic: "When were your tyres last rotated?"

Me: "On the way here, mate."



LOG BOOK BLUES...

Do I need to fill in the log book when driving interstate?

Yes, the rules applying to log books and club event use still apply when driving interstate. When interstate, the NSW rules must be followed.

Can I go on a long trip (multi day)?

Yes, provided that each driving day is recorded in the log book. For days when the vehicle is parked up (not driven) a log book entry is not required.

What happens if I use up all of my log book days?

If you use all of your log book days within any given year of registration, you will be limited to club runs only. When you renew your historic or classic registration, another log book will be issued and you will have another 60 days of personal use for the new 12 month period.

Historic and classic vehicle log book and club run scenario

A club run is an event that is publicised in advance, and then recorded by the club's secretary in the club's official diary or meeting minutes. It can include travel from the member's home to the event starting location and return.

Scenario: A club run is planned to go from the members' homes to a park in Merrylands, a central meeting place for all club members. From there, the club members will drive to Wollongong lighthouse and back again. No log book or log book entry is required for this club run provided it is declared to be an official club event. However, if a member decides to leave the club run and travel to Kiama before returning home, a log book entry would be required. For non-log book clubs and members, this deviation would not be permitted.

How do I opt in for a historic and classic vehicle log book?

For historic registration you must be a member of a club listed on the Transport for NSW list of recognised historic clubs, and for classic registration you must belong to a club affiliated with one of the four approved organisations.

To opt in you need to attend a Service NSW service centre and provide:

- proof of identity such as a NSW driver licence
- current Certificate of Conditional Registration (if available)
- current Certificate of Approved Operations (if available)
- and complete a change of record form.

You can opt in at any time and there is no additional cost.

What if a club has not opted in for the historic vehicle log book?

Clubs and their members that have not opted in for the log book can only use their vehicles for club runs and maintenance trips. If a club opts out of the log book, the club members are then also limited to club and maintenance runs only.

Alternatively, historic vehicle owners can join another club that is participating in the log book scheme. Participating clubs may also have club rules or bylaws relating to the use of vehicles within their club.

For more information visit the historic and classic vehicle web page <https://bit.ly/3q272ag>.

Stay informed and sign up to DRIVE, our industry newsletter for road safety and regulation updates. Visit <http://bit.ly/3ibEnyn> or scan the QR code.



60 YEARS OF HR MODEL HOLDEN

Following on from the HD, the HR was Holden's 10th production model. Contrary to popular belief the HR is more than a cosmetic makeover of the HD. HR revisions included a new squared off appearance for the front fenders with the parking/turn signal lights relocated to the grille, whilst the rear now featured new vertical tail light clusters on sedan and Station Wagon while commercial vehicles retained HD clusters.

On sedan variants the rear pillars were moved out to line up with the rear $\frac{1}{4}$ panels resulting in a wider rear screen and a new boot lid. All variants received a new bonnet, grille and ornamentation, giving the HR a less controversial appearance.

HR Holden was the first Australian manufactured vehicle to have front seat belts factory fitted in readiness for upcoming Australian Design Rules. Interior trim featured new colors including wood grain fascia's in Premier variants. In August 1966 Holden introduced a safety upgrade which included along with the seat belts, padded interior sun visors, shatter-proof interior mirror, exterior rear view mirror, reverse lights and windscreen washers for all models.

With the release of the HR model, engine capacities were increased to 161ci as standard and the larger 186ci as optional. Optional on 186ci engine was the twin carburetor X2 version and superseded in mid-1967 by the 186S which has a twin choke carburetor, both producing 145 bhp. At the same time as the 186S was released an Opel 4 speed all synchromesh manual transmission with floor shift was available as an option along with a Limited Slip Differential.

NASCO (National Automotive Service Company) offered a wide range of factory Approved Accessories for all HR body styles.

At time of release 3 model variants were available, Standard, Special and Premier with Commercial vehicles only produced in Standard version. Release date for HR range was April 1966 through to January 1968 with a total production number of 252,352. Cost at release for a 161 Special Manual Sedan was \$2,286.

Peter Allen / Arthur Hibbard
HD/HR Holden Club of NSW Inc.



**Council of Motor Clubs Inc**

Classic Vehicle Scheme Operations
Y0311319

**PO Box 204
Engadine NSW 2233**

CLASSIC VEHICLE SCHEME (CVS)

For registrars/members – **How to fill out Classic Vehicle Scheme applications, for NEW Applicants & Renewals.**

The CMC is an Approved Organisation (AO) for CVS registrations, your club members require stamps and signatures from the CMC.

The applicant should fill in sections 1 and 2 of the Classic Vehicle Declaration (Transport NSW No. 1835).

Please do not fill in or sign section 3 of that form. That is for the AO which in this case is CMC.

The primary club, i.e., your club, should simply stamp the lower right-hand box to signify that the applicant is a financial member of your club, and his or her vehicle is acceptable to your club. The stamp should be clearly legible, as Transport NSW is very strict on such things.

The CMC CVS Check List has been compulsory since Jan 2023. The CMC CVS Check List confirms that your club and the owner of the vehicle are in compliance with the CVS rules and regulations. This form must be completed by the owner and the club, and it must be with the set of documents when they arrive at CMC CVS Office.

For Initial CVS Applications; Transport NSW insist that an AUVIS or Unregistered Vehicle Inspection Report (blue slip), must be obtained for the vehicle, no matter what registration the vehicle is currently on. This isn't our rule, it comes from Transport NSW, and you should note that not all authorised inspection stations (AIS) can do these.

For All Renewals; you will need to obtain a valid manual pink slip every year, to supply with your paperwork.

When any of your fellow club members wish to register their vehicles on the CVS, please ask them **NOT** to send us the original of the AUVIS (blue slip) or the Safety Inspection Report (pink slip). A photocopy is sufficient for our records. This avoids the relatively expensive document going astray in the mail. Note also, that blue slips only last for 42 days, so promptness is required. Pink slips are valid for 6 months.

For New Applications:

We need the Classic Vehicle Declaration (No. 1835) filled in as above, a copy of the blue slip, the CMC CVS check list and the payment.

For New Applications:

We need the Classic Vehicle Declaration (No. 1835) filled in as above, a copy of the blue slip, the CMC CVS check list and the payment.

For Renewals:

We need the Classic Vehicle Declaration (No. 1835) filled in as above, a copy of the hand written pink slip, the CMC CVS check list and the payment.

The fee is \$25.00 for the processing, and included in that is a domestic letter with tracking envelope for return to the member. This then gives us a way to find documents should they go astray.

You can pay the \$25.00 fee by money order made payable to CMC CVS, or you can EFT the funds to :-

CMC CVS

BSB 633 000

Account 186322772

Please identify the payment in the reference field with a surname and initials.

The postal address is **PO Box 204 Engadine NSW 2233**

It would be wise to save this document and discard all others about CVS to avoid mix ups.

Regards,

Boyd Symington

President CMC

DAIMLER 130 YEARS OLD

Frederick Simms is our instigator, as without him the Daimler marque would not have been born. He was an inventor having devised an aerial cableway for passenger transport and while working in Germany he met Gottlieb Daimler and was shown the internal combustion engine. From this meeting in 1890 he obtained the selling rights for Britain.

This was all well and good if you could sell the invention but wherever he tried to demonstrate it he was prevented on the grounds that it might explode. At last in 1891 he was allowed to moor a Daimler engined launch on the Thames and conduct voyages between Charing Cross and Westminster bridges.

This then led to the formation of the Daimler Motor Syndicate Ltd in 1893, the company having the sole German patent rights mentioned above. After some internal restructuring and the arrival of European vehicles a new company, the Daimler Motor Company Ltd, was formed with the same patent rights. Panhard from France gave the company 10% commission on all British sales.

In 1895 there was a motor show at Tunbridge Wells attended by Simms and Harry J Lawson. The latter offered to buy the patent rights to which Simms agreed, but that was not possible without the consent from Germany. Originally this was refused but a visit by Simms to the Daimler office in Germany was successful and Lawson acquired the right to use the Daimler name and patents, on behalf of a new concern, the British Motor Syndicate Ltd.

New companies seem the norm as Lawson then formed the Daimler Motor Company Ltd in January 1896, and this is probably the beginning of our marque. It was this year that the Locomotives on Highways Act 1896 was passed and led to the famous 14th November Emancipation Run. This first event saw 58 cars entered of which only 33 took part and most would have been fitted with German Daimler engines. Of note is the fact that both Simms and Gottlieb Daimler were part of this first outing (cont.)

1897 Daimler Phaeton



The first Coventry built Daimlers came to be in 1897, being a combination of Daimler and Panhard engineering, the latter requiring lower gear ratios due to extra weight. Major General Montgomery was the first to own a Daimler taking delivery on 28th August 1897 and just two months later Henry Sturme, a company director, drove his Mulliner bodied car from John O'Groats to Lands End, a distance of 929 miles and then back to Coventry making it 1600 miles in total.

Next year 1898, Daimler produced their first British car, a 4 cylinder 8 hp and replaced the tiller steering with a wheel. All advertising is good advertising and so the first fatal accident occurred in February 1899 when an employee was testing a car which broke its rear axle under heavy down hill braking and he was killed, but this did not compromise the company's reputation.

The Prince of Wales, later King Edward VII, had his first opportunity to sample the motor car early in 1896, and again in November 1897 at Buckingham Palace, then in June 1898 on a highway, all culminating in an order for a Daimler. This was a 6 hp model but not delivered until June 1900, and making up for lost time he ordered two more that year, one being a shooting brake to hold 14 people. To round off the end of the century the Thousand Mile Trial was held, 13 Daimlers being entered and all finished the course.

The famous fluted radiator started off as a cooling mechanism until no longer needed, but all models since have the crinkly design to show the heritage.

Inventions by the company include the sleeve valve motor and the self changing gearbox. The sleeve valve was invented by Charles Knight of America but he was unable to influence car manufacturers there. By chance he met the chairman of Daimler who became interested in the concept and adopted it for the company in 1910. With some modifications this motor was the Daimler signature for over 20 years.

With the advent of better poppet valve engines the company moved on from the sleeve valve, but at the same time, 1931, introduced the fluid flywheel with epicyclic gearbox, the first of its kind and remained in all vehicles until 1956. This meant no double shuffling or gear crunching, until the fully automatic came along

The war years were not kind to Daimler, the factory at Coventry being destroyed by German bombers. After the war production was restarted, but eventually the company was sold to Jaguar in 1960 and is now part of Indian firm, Tata Motors.

The chairman of Daimler, Sir Bernard Docker had married Norah Turner but that is another story

John Hiscox+

1948 Daimler DE36 used in 1954 Royal Tour, restored and housed in the National Museum.

Club Code	Club Name
4962F	1949-1962 Ford V8 Club of NSW Inc.
7282FC	72-82 Ford V8 & Cobra Owners Club Inc.
ACC	Air Cooled Cruisers Inc.
AROCA	Alfa Romeo Owners Club of Australia (NSW) Inc.
AMCC	All Muscle Car Club Inc.
ASCBC	All Sorts Car & Bike Club Inc.
ALVIS	Alvis Car Club of NSW Inc.
AMCCA	American Muscle Car Club of Australia Inc.
APCCA	Anglia-Prefect Car Club of Australia Inc.
ACMC	Antique & Classic Motor Club Inc.
ASCC	Armstrong Siddeley Car Club, The
AMOC	Aston Martin Owners Club (NSW) Inc.
A7C	Austin 7 Club NSW Inc
AA40C	Austin A40 Car Club of Australia (NSW) Inc.
AHOC	Austin Healey Owners Club (NSW) Inc.
AMVC	Austin Motor Vehicle Club NSW Inc.
AAVA	Australian Armoured Vehicle Association Inc.
AEMV	Australian Ex Military Vehicle Collectors Society Inc.
AHBM	Australian Historic Motor Club - Blue Mountains (A.H.M.C. - B.M.B. Inc.)
AHMC	Australian Historic Motor Club Inc.
AHRG	Australian Historic Rally Group Inc.
AMM	Australian Motorlife Museum, The
AMHF	Australian Motor Heritage Foundation Ltd.
AP356	Australian Porsche 356 Register Inc., The
ARDC	Australian Racing Drivers Club Ltd.
AUCC	Auto United Car Club Inc.
BTTC	Back to the Classics Inc.
BDCR	Bentley Drivers' Club NSW Region Inc.
BDHVC	Berrima District Historic Vehicle Club Inc.
BMMC	Blue Mountains Motoring Club Inc.
BMWDC	BMW Drivers Club of NSW Inc.
BCCA	Bolwell Car Club of Australia - BCCA (NSW) Inc.
BHVA	Branxton Historic Vehicle Association Inc.
BOCA	Bristol Owners Club of Australia (NSW).
BEAC	British & European Auto Club (S'them H'lands NSW) Inc.
BCCH	British Car Club of The Hunter Region Inc.
BFCC	British Ford Car Club of NSW Inc. (Prev. Cortina Ford Anglia)
BUICK	Buick Car Club of Australia in NSW Inc.
CLCA	Cadillac LaSalle Club of Australia NSW Region Inc.
CFOC	Camaro Firebird Owners Club of Australia Inc.
CHVC	Campbelltown Historic Vehicle Club Inc.
CAPRI	Capri Car Club of NSW Inc.
CCAF	Central Coast All Ford Club Inc.
CCAC	Central Coast American Classic Inc.
CCBC	Central Coast British Car Club Inc.
CCHC	Central Coast Historic Car Club Inc.
CCLVD	Central Coast Leagues Vintage Drivers Club
CCOS	Central Coast Old Skool Auto Club Inc.
CCR	Central Coast Rides Inc.
CHCL	Chaotic Classics Inc.
CPCC	Chequered Past Car Club Inc.
CCNSW	Chevrolet Club of New South Wales Inc.
5CS	Chrome, Classic & Custom Car Club Inc.
CRCA	Chrysler Restorers Club of Australia Inc.

CCC	Citroen Car Club of NSW Inc.
CHACA	Classic & Historic Auto Club of Aust. (Sydney) Inc.
CVMC	Classic & Vintage Motor Club of Eurobodalla Inc.
CCCI	Classic Car Club Illawarra Inc.
CCCC	Classic Cruisers Car Club Inc.
CFO	Classic Falcon Owners Club of NSW Inc.
CGI	Classic Garage Illawarra Inc.
CLSMC	Classic Mechanical Club Inc.
CRC	Classic Rally Club Inc.
CRCC	Classics Rods Customs & Cruisers Inc.
CAHEC	Club Autohaus Historic & Exotic Car Club Inc.
CLA	Club Lotus Australia Inc.
CMA	Club Maserati Australia Inc.
CVDS	Club Vee Dub Sydney Inc.
CIAO	Combined Italian Auto Organization Inc.
CAVC	Cowra Antique Vehicle Club Inc.
CRSL	Cronulla RSL Motoring Enthusiasts Group.
DLOC	Daimler & Lanchester Owners Car Club of Aust. Inc.
DCCC	Dapto Classic Car Club Inc.
DBAC	DBA Cruisers Inc.
DICC	Detroit Iron Car Club Inc.
DDCC	Dirty Dogs Car Club Inc., The
DOCC	Dodge Owners Car Club of Australia (NSW) Inc.
DSOA	DSOA (NSW) Inc.
EFCC	Early Falcon Car Club of NSW Inc.
EFV8	Early Ford V8 Club of NSW Inc.
ETCMC	Early Times Car & Motorcycle Club Inc.
EJEH	EJ EH Holden Owners Drivers Club Inc.
EDC	Everyday Cruisers Inc.
EMCC	Extreme Muscle Car Club Inc.
FGTOC	Falcon GT Owners Club of NSW Inc., The
FCC	Family Car Club Inc.
FBEK	FB-EK Holden Car Club of NSW Inc.
FEFC	FE-FC Holden Car Club of NSW Inc., The
FIAT	Fiat Club of NSW Inc.
FFVD	Flat Four Vee Dub Club Sydney.
FFLTD	Ford Fairlane & LTD Owners Club Inc.
FGCA	Ford Galaxie Club of Australia Inc.
FXFJ	FX-FJ Holden Club of Australia, Sydney Chapter Inc.
GCVC	Glossodia Classic Vehicle Club Inc.
GLUT	Gluttons Inc., The
GBCC	Gnoo Blas Classic Car Club Inc.
GMCC	Goat Motorcycle & Car Club Inc.
GEAR	Golden Era Auto Racing Club Inc. (G.E.A.R)
GCC	Goodfellas Car Club Inc.
GLHA	Great Lakes Historic Automobile Club Inc.
GSHCC	Great Southern Historic Car Club Inc.
GTC	GT Club Inc., The
GTRX	GTR & XU-1 Owners Club Inc.
GDAC	Guyra & District Automotive Club Inc.
HPMS	Hairpin Motorsport Inc.
HHCC	Hawkesbury Historical Car Club Inc.
HDHR	HD-HR Holden Club of New South Wales Inc.
HSCME	Henry Sports Club Motoring Enthusiasts Inc., The
HGCCC	Highland Gentleman's Classic Car Club Inc.
HOCA	Hillman Owners Club Australia Inc.
HDCC	Hills District Car Club Ltd.
HEVA	Historic Emergency Vehicles Australia Inc.
HEMI	Historic Enthusiast Motoring Inc.

HFEA	Historic Fire Engine Association Inc.
HGNA	Historic Group N Association NSW Inc.
HSRCA	Historic Sports & Racing Car Assoc. NSW Inc. (HSRCA)
HTCA	Historic Touring Car Association of NSW Inc.
HSCCA	Honda Sports Car Club of Australia Inc.
HSVOC	HSV Owners Club of NSW (Incorp. HDT) Inc.
HAMC	Hudson-AMC Car Club Aust. Inc.
HCCA	Humber Car Club of Australia Inc., The
HVTC	Hunter Valley Torana Club Inc.
IAMCC	Illawarra Australian Muscle Car Club Inc.
IVCC	Illawarra Vintage Car Club Inc.
IWM	Inner West Minis Inc.
ICCA	Isuzu Car Club of Australia Inc.
IMSM	Italian Made Social Motoring Club Inc.
JDCH	Jaguar Drivers Club - Hunter Region Inc.
JDCA	Jaguar Drivers Club of Australia, The
JVCV	Jamberoo Valley Classic Vehicles Club Inc.
JCCI	Jensen Car Club Inc.
JCCA	Jowett Car Club of Australia Inc.
KAC	Kenthurst Automotive Club Inc.
LMACC	Lake Macquarie Classic Car Club Inc.
LCOA	Lamborghini Club of Australia Inc.
LMC	Lancia Motor Club of NSW Inc.
LROC	Land Rover Owners Club of Aust. (Sydney Branch) Inc.
LCCE	Leisure Coast Car Enthusiasts Club Inc.
LCCC	Leyland P76 Classic Car Club Inc.
P76OC	Leyland P76 Owners Club Inc., The
LPHCC	Lions Pride Holden Car Club NSW Inc.
LVHR	Lithgow Valley Hot Rods Inc.
LVMC	Lithgow Vintage Motor Club Inc.
MTMR	Macquarie Towns M'cycle Restoration & Preserve. Club Inc.
MAGIC	Magic Metal Motoring Club Inc.
MMX5	Mazda MX-5 Club of NSW Inc.
MBG	Mercedes-Benz Club (NSW) Inc.
MGCL	MG Car Club Ltd.
MGCHR	MG Car Club (Hunter Region) Inc.
MGRA	MG Restorers Association.
MCSC	Micro Car and Scooter Club Inc.
MWMCC	Midweek Muscle Car Club Inc.
MUVC	Milton Ulladulla Vintage & Classic Car Club Inc.
MCCN	Mini Car Club of New South Wales Inc.
MAFC	Model 'A' Ford Club of NSW Inc.
MTFC	Model 'T' Ford Club of Australia (NSW) Inc.
MCCI	Monaro Car Club of NSW Inc.
MDME	Moree District Motor Enthusiasts Club Inc.
MOGCA	Morgan Owners Club of Australia Inc.
MMCC	Morris Minor Car Club of NSW Inc.
MMPC	Morris Minor Picnic Club Inc.
MOCHR	Morris Owners Club Hunter Region Inc.
MRNSW	Morris Register of New South Wales Inc.
MCCAC	Motley Cruz Classic Auto Club Inc.
MWHAC	Mt. Warning Historic Auto Club Inc.
MCD	Muscle Car Drivers Inc.
MCPCC	Muscle Classic & Performance Car Club of NSW Inc.
MOF	Museum of Fire Inc.
MOCA	Mustang Owners Club of Australia (NSW) Inc.

MYCC	My Car Club NSW Inc.
NDMM	Nepean District Morris Minor Car Club Inc.
NSSCC	North Shore Sporting Car Club Ltd.
NSMCC	North St Marys Car Club Inc.
NCVV	Northern Classic Vintage & Veteran Motorcycle Club Inc.
NCUC	NSW Corvettes Unlimited Car Club Inc.
NSWMCA	NSW Muscle Car Association Inc.
NSWRRC	NSW Road Racing Club Ltd.
SUPRA	NSW Supra Car Club Inc.
NSWTC	NSW Torana Club Inc.
OHCC	Old Highway Car Club Inc.
PACA	Packard Automobile Club of Australia Inc.(PACA)
PCCN	Peugeot Car Club of New South Wales Inc.
PSCCC	Pitt Street Classic Car Association Inc.
PME	Pittwater Motor Enthusiasts Inc.
PCCA	Pontiac Car Club of Australia (NSW Chapter) Inc.
PCNSW	Porsche Club NSW Inc,
PMHC	Port Macquarie Heritage Car Club Inc.
PSCA	Port Stephens Classic Automobile Association Inc.
RCCC	Ralphies Classic Car Club Inc.
RSVC	R & S Series Valiant Car Club of NSW Inc., The
RMCC	Regals Mopar Car Club Inc., The
RCCA	Renault Car Club of Australia Inc.
RMCA	Riley Motor Club of Australia.
RHTMC	Riverstone Historic Truck & Machinery Club Inc.
RSEA	Road Steam Engine Association Inc.
RROCA	Rolls-Royce Owners' Club of Aust. (NSW Branch) Inc.
ROMEO	ROMEO Classic Car & Bike Club Inc.
ROC	Rover Owners Club Inc.
RACAM	Royal Automobile Club of Australia - Motoring
SCCA	Saab Car Club of Australia (NSW) Inc.
SSCE	S&S Car Enthusiast's Inc.
SHVC	Shoalhaven Historic Vehicle Club Inc.
SCCN	Singer Car Club of Australia - NSW Branch Inc.
SFCC	Small Ford Car Club of NSW Inc.
SCVC	South Coast Vintage Car Club Inc.
SPER	South Pacific Electric Railway Co-op Soc. Ltd T/A
SHMM	Southern Highlands Morris Minor Car Club Inc.
SSCC	Southern Sporting Car Club Inc.
SSEH	Southern Sydney Early Holden Car Club Inc.
SCCA	Sprite Car Club of Australia Inc.
SMC	Street Muscle Cruisers Inc.
SCC	Studebaker Car Club of NSW Inc.
SOC	Sunbeam Owners Club NSW Inc.
SVDNSW	SVD NSW Inc.
SBTM	Sydney Bus & Truck Museum Ltd., The
SDC	Sydney Datsun Club Inc.
TGHN	Tea Gardens Hawks Nest Motor Club Inc.
TSCC	Thoroughbred Sports Car Club Inc.
TOCA	Thunderbird Owners Club of Australia Inc.
TCCI	Toymods Car Club Inc.
TCCN	Toyota Car Club of NSW.
TSOA	Triumph Sports Owners Assoc. of Aust. (NSW Branch) Inc.
TRRA	TR Register Australia Inc.
TLCA	Twin Lakes Classic Auto Club Inc.

VOCA	Vauxhall Owners Club of Australia Inc.
VHMC	Veteran & Historic Motorcycle Club Ltd.
VVCA	Veteran & Vintage Chevrolet Assoc. of Aust. Ltd.
VCCA	Veteran Car Club of Aust. (NSW) Inc.
VHRDO	Vincent HRD Owners Club NSW Section Inc., The
VJMC	Vintage Japanese Motorcycle Club Inc.
VMA	Vintage Modified Association of NSW Inc.
VSA	Vintage Speedcar Association (NSW) Inc.
VSCC	Vintage Sports Car Club of Australia Ltd.
VVC	Vintage Vehicle Club of Australia 1919-30 Inc.
VCVC	Volkswagen Classic & Vintage Club of Australia.
VOLVO	Volvo Car Club of NSW Inc.
WSHTC	Western Sydney Historical Truck Club Inc.
WOGS	Wheels of Glory Social Club Inc.
WWOKR	Wilys Whippet Overland Knight Restorers Inc.
WCC	Wolseley Car Club (NSW) Inc.
XWFOC	XW-XY Falcon Owners Club Inc.
ZCCS	Z Car Club Sydney Inc.



STAYING AFFILIATED

WITH THE COUNCIL OF MOTOR CLUBS

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

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

NOTE: Clubs that have Members with vehicles registered with TfNSW under CVS need to have renewed their Affiliation by 31st December for the upcoming year.

For Clubs that have not renewed by 31st December, the registration of their Members vehicle will become void from 1st January in the upcoming year.

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

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

3. Clubs that have not renewed their Affiliation by 31st March of now the current year will no longer have any Affiliation status and will be removed from the Affiliation Register and deleted off the CMC website.

4. Clubs can renew their Affiliation between 1st April and 31st December of now the current year. Clubs that do renew in this period will be reinstated as a financial Affiliate, relisted on the Affiliation Register and CMC website.

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

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



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