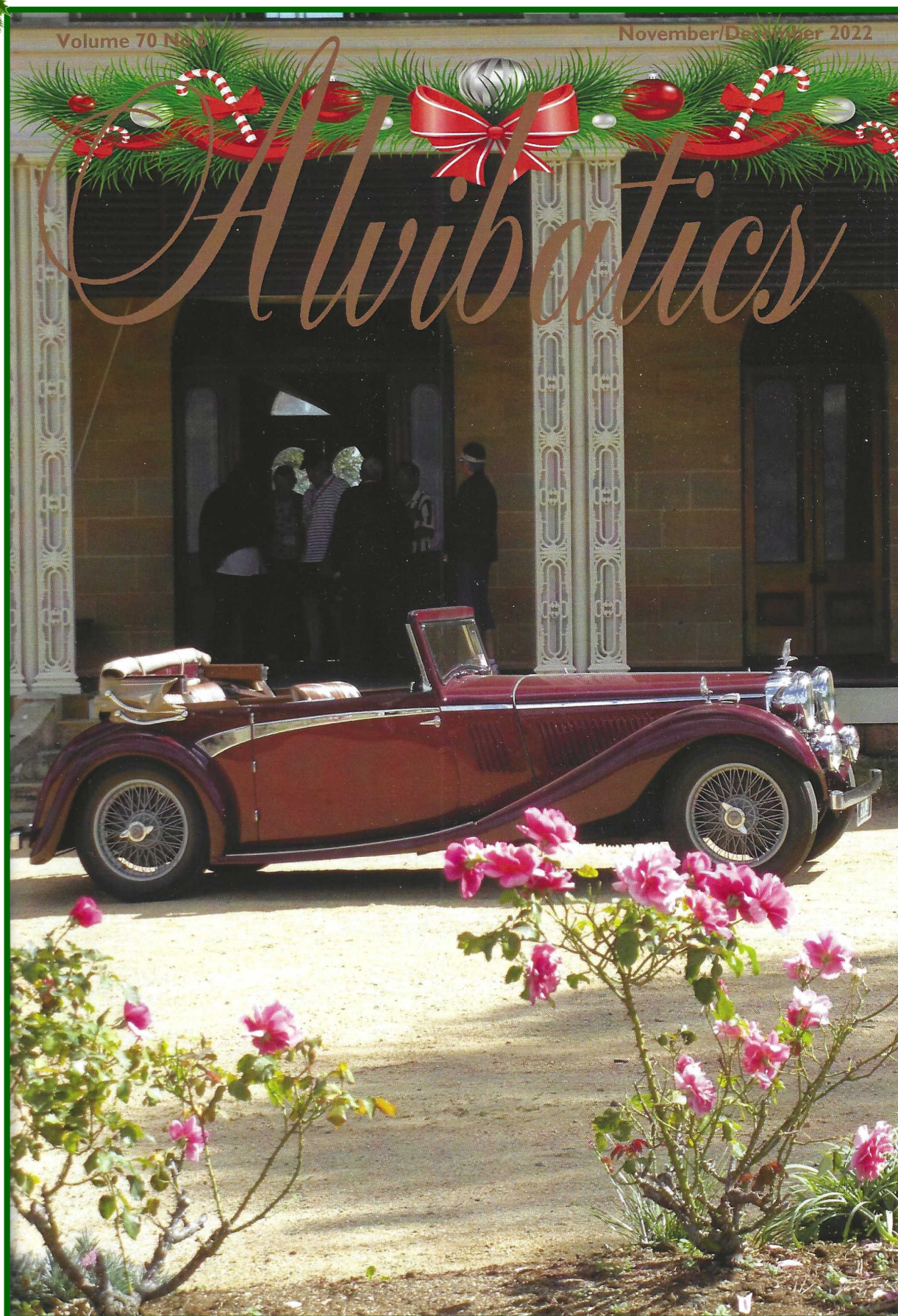




Had to steal this for the Christmas edition of the Preserve – it's from the recent Alvis Club Magazine—such a good pic!!





# President's Report



## Your 2023 Committee

### Executive Committee

#### **Terry Thompson OAM**

*President*

VSWG, RSAC, APMC,  
AHMF & RSF, CVS co-ord.

#### **Boyd Symington**

*Vice President & SSC*

#### **Karen Symington**

*General Secretary & SSC*

#### **Kay De Luca OAM**

*Treasurer/Affiliations/SSC*

*Editor Preserve*

### General Committee

#### **Lester Gough**

*Membership Secretary*

#### **Tony O'Donnell**

*SSC Chair/AHMF*

#### **Terry Bebbington**

*Chief Judge/Trophy Mgr.*

#### **Evan Jones**

*OH&S & APMC*

#### **Boyd Symington**

*SSC Merchant Liaison*

#### **Karen Symington**

*Minutes Secretary*

### Volunteers & Appointees

#### **Bruno Ferro**

*Website Manager*

#### **Lynelle Titcume**

*Events/Tours Co-ordinator*

#### **Boyd Symington**

#### **Bruno Ferro**

*Social Media Liaison*



Another year in the nearly 60-year life of the CMC has come and gone my friends. As we approach 2023 and that big birthday we should all be proud of the many things which we as a collective have been able to achieve. Through our (and others) efforts we have been able to achieve a multitude of registration reforms and freedoms for our membership.

If I think back to the early years there was no conditional registration at all. Veteran and Vintage cars had to get a permit to move every weekend they wanted to take the cars out or be on full rego. Then the Veteran Car Club helped negotiate the yearly permit to move scheme known as club plates, with the then Minister Milton Morris. That evolved to 30 years old but in 1969 when it came in that meant a 1939 vehicle. And it stayed at that point for a number of years.

It was a bit of a battle to get it to become a rolling 30-year date for new vehicles coming onto the scheme but that did happen eventually.

And on it progressed up to the present day when we enjoy:-

- ◆ a proper conditional registration system, not a permit to move an un-registered vehicle, as it used to be. That was not a legitimate rego.
- ◆ the Classic scheme for modified vehicles. No longer do folks with a few things done to their older cars have to "fudge" the rules to get rego.
- ◆ The 60-day log book system for private use PLUS our beloved club events. No other State enjoys such flexibility in the usage rules.
- ◆ A place at the table in negotiations with Transport for NSW when our interests are taken into consideration.

At the CMC AGM the Committee were all re-elected unopposed which can be taken two ways. Positive is that we must be doing a great job, so members are happy with us and stick with us. We are all grateful for that faith you have in us.

Negative is that no one wants to step up and offer their help. Surely there are some out there who can and should add their expertise to the CMC. If you know of anyone who is a bit reluctant about contributing their skills such as accounting or book-keeping then please urge them to contact Karen Symington or Kay De Luca.

.../continued

## President's Report (continued)

A recent news story about people having their Home and Contents Insurance denied because they were running a business from home woke me up. It came to light due to the Covid pandemic situation when a lot of people decided to quit the office or factory and run their business out of the garage at home. I contacted our insurer, Shannons and ran past them the scenario I have here. Processing paperwork for registration schemes and sending it back to people.

They noted it on our policy and took into account that the majority are via the mail system so no contact as such. However, they stated that we could not allow such "customers" to enter the property. So the club members / visitors for such documentation have to stay outside while we do the work for them. That we can do as we have a large area outside the garages. Ordinary visitors such as friends and tradespeople can enter apparently as that is what they consider normal use of the property. If anyone you know is doing the registrations for members it may be worth their while to check with their insurer as well.

***The Committee has decided that the Shannons Sydney Classic in August will have to have limits on the number of vehicles any one club can bring to the event.*** This is due to the construction work at the track adjacent to the grandstand which effectively wipes out what we call area D. A new building is being erected at the moment and more are planned. So that section of the place will no longer be used until the work is all finished. And that could be a few years if the West Invest funding comes through for the ARDC as a 500-vehicle carpark is planned.

Therefore, ***the limit set on Clubs will be 20 passes for vehicles.*** That will help prevent clubs missing out as the reduced space has to accommodate every club which wishes to come along. Remember that the \$25 pass allows entry for all the legitimately seated people in the vehicle. Make sure your pride and joy is full of friends and family.

May I wish everyone in the CMC family of members a fantastic Christmas and New Year. Please enjoy yourselves in safety and stay close to the ones you love.

I look forward to catching up with many of you at the Sunday 5th March 60<sup>th</sup> celebration lunch at Wenty Leagues Club.

**Terry Thompson OAM**

**President – Council of Motor Clubs Inc**



### FROM THE EDITOR'S DESK

Volunteering is such a rewarding experience and I know that EVERY Club has someone who is worthy of a special mention. Looking forward to the announcement at the **January General Meeting of the 2022 Tony De Luca Volunteer of the Year Award**. The list of nominated persons is on page 10 of this Preserve.

It's been a busy year and next year will also be a busy one with the CMC 60th Anniversary on Sunday 5th March 2023—hope to have a large group of CMC Club Members in attendance at Wentworthville Leagues Club on that day. We hope that Clubs will try to organise a table of 10 for a great day of fun. More details will be available in the New Year.

Wishing everyone the Seasons Greetings and hope that everyone has a Merry Christmas and a Happy New Year.

**Cheers Kay De Luca**



**ANNUAL AFFILIATION RENEWAL FORM - 31st January 2023 to 31st December 2023**

For the use of clubs currently affiliated with the CMC only.  
**THIS IS YOUR FINAL NOTICE**

Please print all information clearly, particularly email addresses. It is important for Council to maintain accurate, up-to-date information. Therefore, please read the form carefully and do not write "as before" in answer to the questions asked. All information held by the CMC is bound by current privacy regulations.

Please use the complete formal name of your club without initials.

Club Name \_\_\_\_\_ Incorp. No. \_\_\_\_\_ CMC Club Code \_\_\_\_\_

Postal Address \_\_\_\_\_ Post Code \_\_\_\_\_

Website (if available) \_\_\_\_\_

Contact Person's Name \_\_\_\_\_ Position \_\_\_\_\_

Telephone: Home \_\_\_\_\_ Work \_\_\_\_\_ Mobile \_\_\_\_\_

Contact Person's Email address \_\_\_\_\_

To download minutes go to: [www.councilofmotorclubs.org.au](http://www.councilofmotorclubs.org.au)—select "CMC Docs" then select "GM & AGM Minutes".  
Emails from the CMC will be sent to your above person's Contact Email Address.

**CMC Delegates** Please list the details of two delegates who will attend CMC General Meetings

Delegate 1 Name \_\_\_\_\_

Email Address \_\_\_\_\_

Telephone: Home \_\_\_\_\_ Work \_\_\_\_\_ Mobile \_\_\_\_\_

Delegate 2 Name \_\_\_\_\_

Email Address \_\_\_\_\_

Telephone: Home \_\_\_\_\_ Work \_\_\_\_\_ Mobile \_\_\_\_\_

Please supply the following details as it will assist the CMC in dealing with Government, Transport for NSW and other Organisations.  
This especially applies to the ARAV and its dealings at the Federal Government level.

Number of members (including associates etc) in New South Wales \_\_\_\_\_

Approximate number of vehicles covered by your Club in New South Wales \_\_\_\_\_

Number of vehicles on General Motor Registrations (GMS & CVS) in New South Wales \_\_\_\_\_

Age range of vehicles in your Club: 00 \_\_\_\_\_ to 20 \_\_\_\_\_

Fees are based on the number of Members in your Club and are payable by 31st December each year.

Up to 50-525 \$1,100-500 105-100-225 135-200-1120 201-250-1150 251-300-1175 Over 300-1200

**Renewal Payment must be made by 31/12/2022 if Club has CVS. If not, your Club's CVS registration is valid.**  
**CMC Bank Details: A/c Name: Council of Motor Clubs 928 533 118 A/c No: 7233 Traffic (Overseas Bank)**  
Please forward your EFT Receipt to The Treasurer, PO Box 4733 North Rocks NSW 2151 or  
Email to: [cmc.new.treasurer@gmail.com](mailto:cmc.new.treasurer@gmail.com)

CMC use only  
Date Received \_\_\_\_\_ Received \$ \_\_\_\_\_ Cheque No. \_\_\_\_\_ EFT Rec No. \_\_\_\_\_  
Database & mailing address updated \_\_\_\_\_

**IMPORTANT REMINDER**

*There are still **120 Clubs** that have not lodged their CMC Affiliation Renewal Forms for 2023.*

*This needs to be done prior to 31st December 2022 especially for those Clubs that have CVS vehicles in their membership.*

The Affiliation Renewal Form is on the CMC Website—please use the link below:

<https://www.councilofmotorclubs.org.au/affiliations/22-affiliation/108-2023-affiliation-renewal.html>

*Your assistance with this will be very much appreciated.*

*Kay De Luca  
Treasurer*

**NEXT CMC GENERAL MEETING**

**Tuesday 31st January 2023**

**AT STRATHFIELD GOLF CLUB**

**WEEROONA RD, STRATHFIELD**

**Commencing at 7.00 pm—Dinner available from 6.00 pm**

**CMC MEETINGS FOR 2023**

**Committee Meetings: at Strathfield Event Centre – Weeroona Rd, Strathfield**

**General Meetings: at Strathfield Event Centre – Weeroona Rd, Strathfield**

<b>Committee Meetings</b>	<b>General Meetings &amp; AGM</b>
Wednesday 11 <sup>th</sup> January	Tuesday 31 <sup>st</sup> January
Wednesday 8 <sup>th</sup> March	Tuesday 28 <sup>th</sup> March
Wednesday 10 <sup>th</sup> May	Tuesday 30 <sup>th</sup> May
Wednesday 5 <sup>th</sup> July **	Tuesday 25 <sup>th</sup> July
Wednesday 13 <sup>th</sup> September	Tuesday 26 <sup>th</sup> September
Wednesday 8 <sup>th</sup> November	Tuesday 28 <sup>th</sup> November

*We have been given permission to publish this wonderful story on the Late Charles Smith by the C.ex Coffs Sports, Touring & Classic Car Club, one of the recent new Car Clubs within the CMC. The story has been written by Charlie's good friend Dick Willis and taken from the Club's November 2022 Edition.*

## **VALE CHARLIE SMITH**

**By Dick Willis**

This is the story of a man, Charles George Smith, who crammed more excitement and adventure into his 94 years than most people would be able to do in ten lifetimes!! For a little over a decade he was at the forefront of Australian Motor Sport, which is the subject we will mainly be looking at here. However he was seriously involved in aviation for nearly sixty years after first obtaining his licence in 1955 and notably introduced Jim Clark and Graham Hill to aviation during one of their visits here for the Tasman Series in the early 1960s. Charlie was licensed as a commercial pilot and instructor and made several trips in light aircraft across the Pacific and Atlantic Oceans to name just a few of his aviation adventures.

About 10 years ago he even crewed on a yacht in the Sydney to Hobart Yacht Race. Also water skiing, pistol shooting, various business ventures including a share in a large Northern Territory cattle property and another cattle property at Newton Boyd, west of Grafton where he and Betty lived for several years. He was also involved in car clubs, property development, a term as a Coffs Harbour Shire Councillor as well as a genuine love of the Australian outback were all part of Charlie's life and all would warrant a chapter or two in the book of his life.

Charles was born at New Lambton on 11/3/1928 and spent much of his early life on a small farm at Medowie before the family moved to Wentworthville from where he commuted by train, to the Railway workshops at Eveleigh where he had obtained an apprenticeship as an electrician. On the train he met a young lady, Betty Knight, whom he married in 1949. When he finished his apprenticeship he was posted to a country location which didn't fit well with him, being newly married, so he quit and soon after decided to "go out on his own" as an electrical contractor eventually having four vans on the road, busily engaged in wiring new houses in the then newly developed Baulkham Hills area of Sydney.

Charlie's first race was at the first post-war motorcycle race meeting at Bathurst in 1945, riding a BSA. However, times were tough in the early post-war period for a newly married man with a young family, so motor racing plans were temporarily put on hold until the hype of the early RedeX trials captured his attention. Charlie ran in the 1954 and 1955 trials in a Peugeot 203 and FX Holden respectively and in the 1957 Mobilgas Trial in a Peugeot 403. In one incident the battery in his Peugeot failed in the back blocks of WA which would have grounded most competitors but, drawing on his electrical experience, Charlie melted the top off the battery, found the offending shorted out cell, isolated it, sealed up the battery and carried on.

By 1954 the family car was a Fiat 1100, a nippy little car of the period, so it was entered in some races at Mt Druitt and Bathurst, plus some other club events. Next car was a Series 1 Morris Major which he modified and ran at the Easter 1959 Bathurst for a class win. Later in 1959 the Series 2 Morris Major was introduced and Charlie obtained one of these which BMC specially painted for him in a distinctive yellow/green colour, it was fitted with all the good bits available at the time and it was in this car over the next 3 years that Charlie really made his presence felt in Australian Motor Racing, frequently outdoing many more powerful and highly fancied competitors. The Major was a regular class winner at Bathurst, Warwick Farm and Katoomba and, as a young and enthusiastic spectator at the time, I really became a fan of Charlie and the Major delighting in his giant killing exploits. Given the favourable exposure the BMC product was getting, it was no wonder BMC thought so well of him.

Consequently when the Austin Freeway was introduced in 1962 BMC ensured Charlie received one of the first, painted the same distinctive colour as the Major, at first it was raced in some production car races, such as the Phillip Island Armstrong 500 in 1962. But it was soon modified utilizing the principles learnt with the Morris Major, the engine being effectively the same as the Major, but with the addition of two more cylinders.

It was thought this car would be more than a match for the class winning Holdens, but it only raced a couple of times including Bathurst, Easter 1963, where it qualified an excellent fourth and recorded 127 mph down Conrod Straight, which was faster than any of the Holdens had done at the time, but it failed to finish because of clutch failure. By this time BMC had released a more effective production racer in the Morris Cooper as we shall see later in this story and Charlie was keen to move into more challenging machinery, as by now he had a full time race mechanic, Ian Maudsley, working for him.

Early in 1962 the Major was returned to standard condition and traded in at John Martin's Neutral Bay Motors on a Lotus Eleven which Charlie only kept for a year, although it brought some good class finished at Bathurst, Warwick Farm and Katoomba. In 1963 after a test day at Warwick Farm, Charlie bought the green Elfin Formula Junior which Frank Matich had been racing so successfully, Success was immediate with an outright third and class win at Bathurst in 1963 and a win in the 1963 NSW Formula Junior Championships at Catalina Park, against some strong opposition. Unfortunately it was with this car at the Hume Weir Circuit that Charlie had his first serious racing accident, when he locked wheels with another car and the Elfin rolled, throwing him out. Charlie spent the night in Albury Hospital, the car was quickly repaired by Bob Brittan and is now owned by Doug Anderson in Yamba.

By now Charlie had itchy feet and traded the Elfin on a Lotus 23 with Alec Mildren. The “23” was raced at the Easter 1964 Bathurst Meeting to second outright and set a class lap record at Oran Park, which was still intact when the circuit closed. That 23 was fondly remembered by Charlie as the best car he ever raced. Alex Mildren had also asked Charlie to do some races for him in a Brabham BT6 but Charlie crashed it into the fence at Reid Park, Bathurst, so that was the end of that relationship.

In 1966 BMC were seeking a new dealer in Coffs Harbour and, because of his good standing with the Company, asked Charlie if he was interested. So he sold his electrical business and moved to Coffs Harbour. This entailed building new premises which opened in mid-1967 with one Dick Willis employed as a mechanic. At that time BMC were enjoying a purple patch with their products selling very well. However life as a motor dealer wasn't entirely Charlie's cup of tea, so when an offer to sell came about 18 months later Charlie was happy to move on. This proved to be a timely move as by then BMC had begun a downhill slide, as the Japanese makes were then starting to take over BMC's slice of the market and some of the later BMC products certainly weren't very well received in the market.

Later Charlie bought a disposal store and spent some time as a Shire Councillor before moving to his cattle property at Newton Boyd. The move to Coffs Harbour had effectively curtailed Charlie's racing activities apart from his annual visit to Bathurst for the enduro but one meeting which is effectively etched into history is the 1966 Surfers Paradise 12 hour race. BMC prepared a Mini Moke for Charlie, which was fitted with all the hot bits from a racing Cooper S plus some streamlining. Co-driver was Barry Seton and the pair acquitted themselves very well and attracted a lot of attention, but failed to finish when the diff failed. The following year he was back again with a modified MG B co-driven by a fellow North Coaster, Noel Hall – they finished second in their class.

When the first ever Australian production car 500 mile enduro was held at Phillip Island in 1960 BMC entered a team of six cars, three Morris Majors and three Austin Lancers, all painted green. Charlie was teamed with Brian Muir but was unplaced. The following year he was back again in a Major teamed with Bruce Maher but retired after 141 laps with broken suspension as the track, by that time, was badly broken up. In 1962 he raced the Freeway there before it was modified but was troubled with loose stones damaging the radiator and finished seventh in the class.

With the move of the 500 to Bathurst in 1963 Charlie became a regular entrant, teamed with some of the Sport's greatest contemporaries until 1969.

1963 co-driver, Ron Hodgson, Morris Cooper – class 12<sup>th</sup>, 115 laps (broken wheel)

1964 Bruce Maher, Morris Cooper, class 1<sup>st</sup>, 124 laps.

1965 Barry Ferguson, Morris Cooper, class 5<sup>th</sup>, 115 laps (broken rocker)

1966 Ron Haylen, Morris Cooper S, DNF, Haylen crashed.

1967 Barry Seton, Morris Cooper S, class 2<sup>nd</sup>, 127 laps.

1968 Don Holland, Morris Cooper S, class 1<sup>st</sup>, 123 laps.

1969 Bill Ford, Falcon XW GT Auto, class 2<sup>nd</sup>, 126 laps.

A bit over 20 years ago Charlie asked me “what's all this Historic racing stuff” and could he come with me to a meeting. This started it – he was hooked, first imparting his advice to me, making suggestions for improvements etc. And then, he could no longer resist, he had to have a go himself, so in his mid-70s he bought a Series 4 Lotus Seven, got a Regularity licence and away he went, with Betty in tow and had a great time for about ten years. Reluctantly, he then sold the Seven and hung up his helmet for the final time.

He continued to accompany me as we travelled to all the Eastern State circuits, spending hours and days travelling together. The Charlie stories kept coming and we had some robust discussions and a few arguments, which he invariably won. Charlie won the respect of all he encountered on these trips and we will miss him greatly.

*“A remarkable Australian”*



This is Charlie changing a tyre WHILE the race is still going—what a trojan!





## OLD RACE RESULTS

As outlined by Hugh King in June issue of The Preserve, The Australian Motor Heritage Foundation is growing rapidly since moving into the former ARDC premises at Sydney Motor Sport Park. The facility now boasts an ever expanding library of motoring books, magazines, brochures, photos and race programmes.

One of the Foundations goals is to fill a gap in Australian motor sport history by creating a database of official Australian race meeting results.

Current competitors would be aware that since the advent of electronic timing using Dorian transponders, events after 1998 have their results available on either the Mylaps or <http://racing.natsoft.com.au/results/> web sites. The AMHF approached Natsoft to utilise their platform, but the difficulties with both technical and workload, to transfer paper records were just not feasible.

Event results from our Grands Prix and major Bathurst races are well covered in a number of publications and sites such as oldmotorrace.com and Wikipedia. But the majority of Australian race meeting results are lying in drawers and cupboards, just waiting to be disposed of in the next home clean up. We now have a large A3 scanner which can copy those old “foolscap” size pages. It also saves them as a searchable pdf file which will be useful as the database grows.

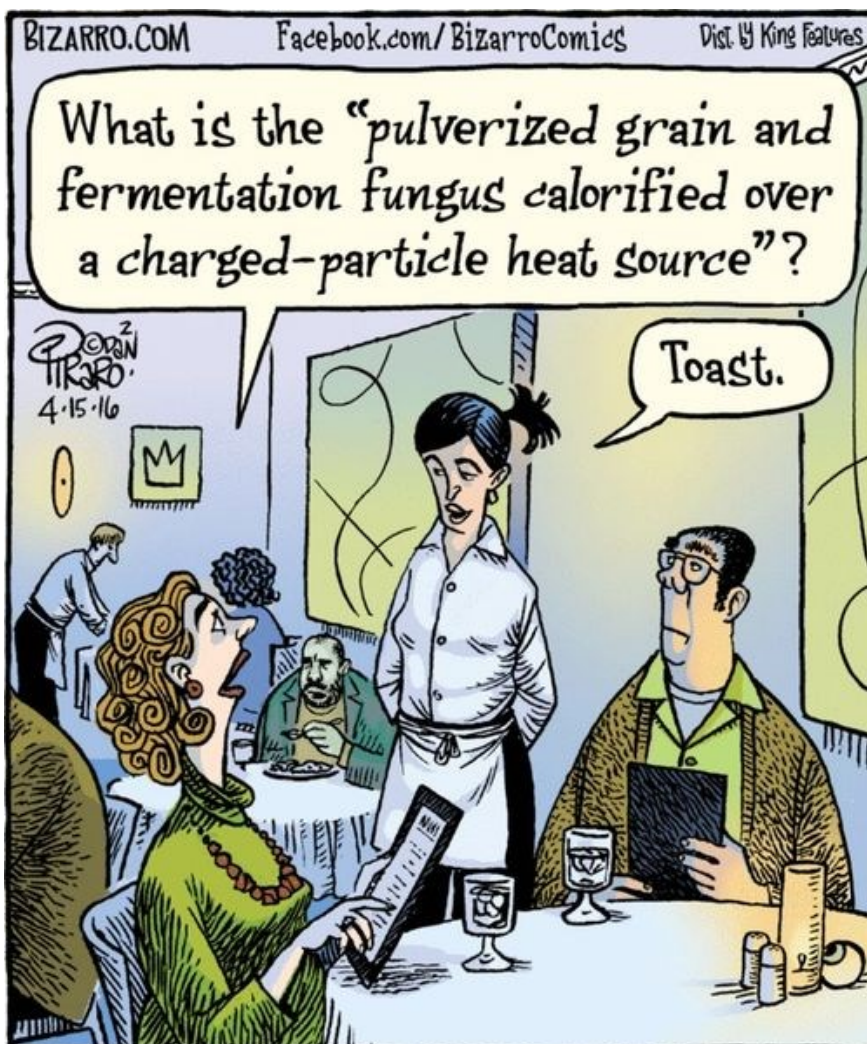
At the time of writing we have Official Results for over 700 race meetings and 350 hill-climb events going back to 1937 on our database. But there would be thousands of events held prior to the digital age from 1998. So if you still have copies of your pre-1998 race results, the AMHF would love to hear from you. You can either donate them to the AMHF or we are happy to carefully scan your originals and return them to you with a digital copy.

AMHF Fellow, **Rod Chivas** is currently running this project - you can contact Rod on **0413 360 772** or by email at [results@australianmotorheritagefoundation.org](mailto:results@australianmotorheritagefoundation.org)





“Hi, I’m the replacement for Liz.” “Yes, same here!!”







## THE TONY DE LUCA VOLUNTEER OF THE YEAR

The **Tony De Luca Volunteer of the Year** is an award dedicated to the late Tony De Luca.

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. CMC Affiliated Clubs were requested to nominate a Club Member who they believed deserves to be recognised for their volunteering service within their Club.

Nominations for **VOTY** closed on 30th October this year. Lester Gough spoke about those nominated at the CMC November General Meeting. These are :—

Paul Griffiths	MG Restorers Association
John Turner	Antique & Classic Motor Club Inc
Mark Hertz	My Car Club NSW Inc
Dominic David	MG Car Club Ltd
Lisa Tobin-Smith	Golden Era Auto Racing Club Inc
David Livian	Mustang Owners Club of Australia (NSW)
Rodney Rossi	Lithgow Vintage Motor Club
Joanne and Jeff Wenden	Vincent HRD Owners Club NSW Inc
Steve King	Studebaker Club of NSW Inc
Linda Hayward	Western Sydney Historical Truck Club Inc
Colin Wickens	Cronulla RSL Motoring Enthusiasts Group

*The CMC Committee wishes to acknowledge the commitment and dedication these finalists have all displayed to their Clubs and the motoring movement, and wish them Good Luck in the voting.*

*Voting will take place over the Christmas/New Year period and the **top three finalists** will be asked to come along to the **January General Meeting**, to be introduced to CMC Delegates and presenting of awards.*

**Presentation of Volunteer Of The Year 2022 to be awarded at the January 2023 General Meeting.**



**THESE FORMATION CLUBS OF THE CVVTMC WILL HELP CMC CELEBRATE 60 YEARS ON  
SUNDAY 5TH MARCH 2023  
commencing at 12.00 noon**



**Venue will be Wentworthville Leagues Club,  
50 Smith St, Wentworthville  
(off the Great Western Highway west of Sydney).**



**SAVE THE DATE FOR A SPECIAL 60TH ANNIVERSARY EVENT**

**Special Guest Speakers and Master of Ceremonies**

**Watch the CMC Website for more details**

**RSVP by 10th February 2023**





# Lions Club of Gerringong Motor Fest / Car Show Saturday 18th February 2023



**Michael Cronin Oval  
Blackwood Street, Gerringong**

**\$5 entry fee per person**, variety of food and drinks on site. Lots of cafes, coffee shops and local markets nearby.

**All proceeds to Lions Childhood Cancer Research Foundation**

**YOU NEED TO CONFIRM ATTENDANCE BY MID JANUARY 2023:**

**Register by Contact: [keithwatson3@bigpond.com](mailto:keithwatson3@bigpond.com)**

**Mobile; 0401 777 130**

***Many thanks to you and your motoring enthusiast members.***

## **Everyone's age today is 2022**

Did you know that today the whole world is of the same age! Today is a very special day and only happens once every thousand (1,000) years.

Your age + your year of birth, every person = 2022.

It's so strange that even experts can't explain it! You check it out and see if it's 2022. It has been waiting for a thousand years!

**Example:  
I am 68 years old.  
I was born in 1954.  
So  $68+1954=2022$**

## NSW Historic Police Vehicles & Police Legacy – Bathurst 8<sup>th</sup> October 2022

The NSW Historic Patrol Vehicles Club (NSWHPV) members are passionate about Ex-NSW Police Motor Vehicles and supporting the NSW Police Force. The clubs members have more than 70 different vehicles and motorbikes, ranging from Mini Minors, Valiant Chargers, Ford Falcons and even ex Police Rescue Vehicles and SPG Tactical Operations Chev Suburban. The vehicles are a mixture of original Police vehicles and tribute vehicles. Often members are called upon by the NSW Police Force to support their public relations events. The vehicles are authorized by the NSW Police to have signage; however, each vehicle needs written authority from the Police and the event needs to be supervised by the Police. All aspects are strictly monitored and controlled by the NSW Police Force.

On Saturday 8<sup>th</sup> October, the NSWHPV was asked by Supercars and the NSW Police to support Police Legacy. Police Legacy supports the family of Police officers who have passed away whilst on the job. Police Legacy nominated 10 Children to be driven around the Bathurst track in the historic police vehicles. The club was able to provide 34 Police Vehicles, more than raced in the Bathurst event. The rain brought some uncertainty, but the clouds cleared, and the track was dry right in time for our lap. The Legatees had a wonderful day, the crowds were excited to see so many old vehicles with numerous taking photos, including the track marshalls.



This fabulous Friday girl is Mrs. Eccles (Roy Eccles wife). Obviously she's chilling out between races with a smoke and a knit. Meanwhile her mechanic is adjusting the carburettor (just below the massive Roots blower). But which car is it? The Eccles brothers Roy & Lindsay have been quite active at Brooklands and elsewhere with cars as diverse as MG, Bugatti, Napier and their own Eccles Special. Is her car a Napier?

UPDATE III by Tim Metcalfe: "The photo is of Marjorie Eccles sitting on the Eccles Rapiet Special in 1935, a car I now own, probably at the BARC August Bank holiday meeting at Brooklands on 3rd August 1935. On that day the car was entered for 4 races at Brooklands, winning with Roy on the Outer Circuit and it is the only time in 1935 that Marjorie raced it, although she (and Roy) used it extensively in 1936 and 1937, before Roy died in early 1938.

PREWARCAR.COM



This is Violet Cordery in 1930. She won multiple races in her humble little 2.5 litre Invicta and she had to be talked out of racing the 4.5 litre version of the car in reverse around Brooklands – just to see if she could. A year earlier in 1929 Invicta hired Violet and her sister to drive a total distance of 30,000 miles around the track at an average speed of 61.57mph – to prove that the car was reliable.



Not too much information about this photo but I can hear the comments being made about the legs!!

## VALE REG ALLEN SHORT 26.07.1940 – 12.10.2022

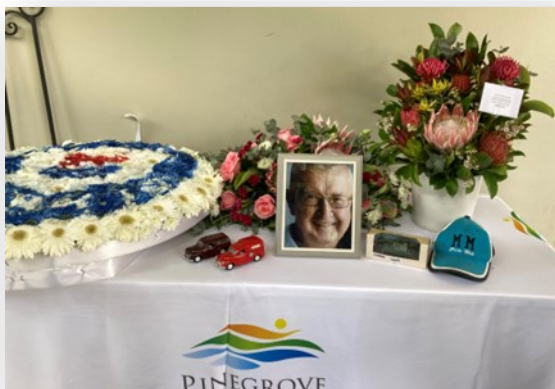
*It was a packed house in the Northern Chapel at Pinegrove Memorial Park on Wednesday 26<sup>th</sup> October 2022 for family and friends to say their goodbyes to Reg Short.*

*Reg leaves behind his wife of 62 years, Joan, and his children, grandchildren and great grandchildren. A truly loving family whose close ties were shown in full detail at the Service for Reg. He and Joan met when they were teenagers and were married five years after their meeting.*

*A very popular member of the Car Club movement (his first car was a Morris Minor). His passion just grew and grew with Reg being involved with several Clubs. His friends in the Morris Minor Picnic Club formed a Guard of Honour, wearing the blue Club colours and they spoke of Reg's dedication to the car club movement.*

*Some 15+ years ago Reg was instrumental, along with Ted De Lissa and Trevor French in starting up another Club, the **OASIS Club** which was made up of people who were members of CMC-affiliated Clubs. Ted, Trevor and Reg were members of the Morris Minor Picnic Club. The purpose of OASIS was to hold mid-week outings for those who were retired and available for car runs during the week. Always on the 1<sup>st</sup> Tuesday of the Month and travelling in various directions for lunch. The OASIS Runs continue each month, being organised these days by Les Watton and a team from the Antique & Classic Motor Club.*

*Reg had been experiencing ill-health for some time and his wife Joan (who herself had been treated for cancer some years back) had been tending him at home with the help of family and friends. The photographic memorial was a special account of Reg's life*



**NOTICE FOR CLUBS WISHING TO SEND THEIR MAGAZINES TO THE STATE LIBRARY—**

**DETAILS ARE SET OUT BELOW:**

Address:

State Library - Legal Deposit

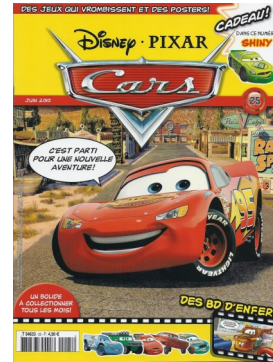
1 Shakespeare Place

SYDNEY NSW 2000

Legal deposit [02 9273 1490](tel:0292731490)

Email [legal.deposit@sl.nsw.gov.au](mailto:legal.deposit@sl.nsw.gov.au)

Suggested send via mail and email



**CAR PORTRAITS** by Brian Caldersmith

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

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

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



[briantc@bigpond.com](mailto:briantc@bigpond.com)

[brian-caldersmith.smugmug.com](http://brian-caldersmith.smugmug.com)



**ADDRESS**

29 Penny Place  
Blacktown NSW 2148

**OFFICE HOURS**

Monday - Friday: 9:00am to 5:00pm  
Saturday: 9:00am to 4:00pm  
Sunday: Closed

**STORAGE ACCESS**

5am to 8.30pm, 7 days a week

PHONE: (02) 9671 6011

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# STRATHFIELD EVENT CENTRE

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

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



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

CMC Delegates please put these dates in your Diaries for 2023 General Meetings.

31st January 2023

28th March 2023

30th May 2023

25th July 2023

26th September 2023

28th November 2023

***Dinner will be available from 6.00pm – Main Meal for \$20 per person including tea/coffee which will be available in the Auditorium during the Meeting. The Meetings will commence at 7.00pm.***

***Please make sure you follow COVID restrictions.***

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

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**cmc.nsw.finance@gmail.com Or phone Kay De Luca—0410 688 886**





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