

THE PRESERVE

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



YOUR 2026 COMMITTEE

EXECUTIVE COMMITTEE

Boyd Symington *President VSWG, RSAC, ACMC, AHMF & RSF, SSC, CVS co-ord.*

Tony O'Donnell *Vice President, AHMF & SSC*

Karen Symington *General Secretary & SSC*

Allan Drane *Treasurer/Affiliations*

GENERAL COMMITTEE

Lester Gough *Membership Secretary Co-Ord, Tony De Luca Volunteer of the Year Award*

Terry Bebbington *Chief Judge/Trophy Mgr.*

Evan Jones *OH&S, ACMC, Preserve Editor*

Kay De Luca OAM *General*

Ian Andersen *Website Management*

Bruno Ferro *Social Media Liaison*

President's Report



Welcome to the October Preserve,

Firstly, I would like to thank everyone that came out for the Shannons Sydney Classic 2026. Although the day started a little on the grey and damp side, by 10.00am we had full sun, and it turned into the wonderful weather that we are use to enjoying for the day. Because of the damp start, we were down a little on numbers, but everyone that attended seemed to have a great time.

Our Concours display, headed up by Terry Bebbington, our fantastic Chief Judge, was a huge hit. Many spectators watched and enjoyed the rare opportunity to study the judging process in action. Terry has some great innovative ideas for next year's show, and I look forward to seeing his ideas put into action.

We also received several glowing reports on the event. ARDC acknowledged the total spectator numbers were down due to the early rain, however, the day picked up with the sunny weather, and they were very happy with the numbers and feedback received from the public that attended. The Transport for NSW team that attended, spoke highly on how much they enjoyed the day, seeing the vehicles and interacting with the Clubs and their members. They have now added us to their yearly calendar, and look forward to coming back again next year.

Anna Watson MP for Shoalhaven, also spoke highly of the day, the cars, and all the people she spoke to. Anna also liked that the event draws so many families out to enjoy the day, she spoke fondly on her trip in the old Double Decker bus, and how it brought back so many memories for her. Anna and her team also enjoyed their trips around the track in a couple of our Concours cars, and she was thrilled to be able to present the winning trophy to the Holden Coupe 4 she had ridden in.

We are still working with Transport for NSW and other stakeholders, on the issues surrounding non-compliant Ex-Military vehicles and non-compliant tractors, so that they can still have access to our roads. Discussions are ongoing, and we will let you know when final decisions are made.

Just a reminder to members, that when they are getting their conditional registrations (HVS and CVS) processed at Service NSW centres, that they should check that the Vin and Chassis numbers are correct on their new registration papers. It is much easier to go back to the staff member you dealt with, and have it corrected straight away, than to have to come back weeks or years later to have it corrected. If you do have an error, please speak to the staff at your local Service NSW, and use a Change of Records form to correct the issue. You will probably have to provide proof of the actual information you are asking to be changed.

We have just had the final Road Safety Advisory Council meeting for this year. Much of discussion was on E-bikes and the issues surrounding them. Police now have the powers to impound and crush illegal e-bikes. They have had three blitzes, one at Manly, one at Cronulla and one at Wollongong. At each of these locations, they impounded 22 illegal e-bikes. One of the bikes, when tested, had the capability of 95 kph. 50% of the e-bikes impounded have had appeals put forward that the bikes be returned, only 2 at this stage have been returned. If people see nuisance behavior by e-bike riders, you can now report this to CrimeStoppers.

We are now in the warmer months, and hopefully clubs are offering runs and events to entice members to get their vehicles out on the road and enjoy some company. Hopefully, I will see you out there at some of the events.

Enjoy Life and Drive Safely.

Boyd Symington
CMC President

CMC MEETINGS FOR 2026

General Meetings at Revesby Workers Club

Tuesday 24th November 2026 (AGM)

The Editor's Desk





Welcome to the latest issue of The Preserve ….

We are fast approaching the AGM meeting where you get to elect your committee for 2027, then wish each other a Merry Christmas…..
You might find this issue a little briefer than some previous Preserves. If you want to offer content, please do it!! Fresh contributions is ALWAYS welcome…
Below is the next of an occasional tit-bit of info I dredge up from the internet (credit to CarExpert.com.au):

Is it illegal to put Christmas Lights on your car?

Christmas is just around the corner, and motorists around the world have been getting into the holiday spirit by decorating their cars in lights akin to those found on a Christmas tree to spread seasonal cheer.

However, this seemingly innocent, good-natured act could land you in hot water, with almost every state or territory setting strict bounds about what you can and can't put on your vehicle while it's driving.

"The most apparent danger of decorating your vehicle with lights is the risk of dazzling other road users," said Avinash Singh, principal lawyer at Astor Legal.

"If the lights are affixed to the rear of your vehicle and they are red, then there is also a risk they could confuse drivers about when you are braking. Both of which increase the risk of accidents.
"There are no decorative lights that are legal. Even the lights that can be added to your vehicle must be in accordance with the standards each State's road authority prescribes. Stickers are usually the only type of Christmas decorations that can be legally added to a vehicle.

"Other decorations that obscure your view, obscure your number plate or increase the dimensions of your vehicle will generally be illegal and attract fines of up to $2200.

"If the lights you add to your vehicle are red and blue, then there is also a risk people could see you as a police vehicle. This would be an offence under Section 546D of the Crimes Act 1900 which carries a maximum jail term of two years."

If you want to find out if you can put Christmas lights on your car where you live, read on below.

New South Wales
According to the Road Rules 2014 legislation, it's an offence to "use any additional headlight permitted to be fitted to the vehicle by the applicable vehicle standards law when the vehicle is being driven on a length of road for which there is provision for the lighting by means of road lighting or when any approaching vehicle is visible to the driver".

Additionally, "a driver must not use, or allow to be used, any light fitted to or in the driver's vehicle to dazzle, or in a way that is likely to dazzle, another road user".

Failure to comply with either of these rules will result in a maximum penalty of 20 penalty units, each. At a current value of $110, this could mean monetary fines in excess of $2200.

Victoria
Like New South Wales, Victoria's Road Safety Rules 2017 says "a driver must not use, or allow to be used, any light fitted to or in the driver's vehicle to dazzle, or in a way that is likely to dazzle, another road user".
Failure to do so may result in motorists being hit with three penalty units, valued at $197.59 each.

Queensland
Queensland's road rules state "a vehicle may be fitted with a light or reflector not permitted under this schedule only if the light or reflector is required or permitted to be fitted to a vehicle under an Act".
The legislation also states "a vehicle, other than an exempt vehicle or special use vehicle, must not be fitted with a light that flashes other than as required or permitted under an Act".
Up to 20 penalty units can be issued for breaking these rules, at a cost of $161.30 each.

Western Australia
In Western Australia, the state allows for "additional pairs of headlights [to] be fitted to a motor vehicle with 4 or more wheels that was built after 1969", however they can only emit white light and not interfere with the standard lights.
Two penalty units with a value of $50 can be issued.

South Australia
It's a similar case in South Australia, where four additional forward-facing lights can be added to a vehicle, but only if they're white and are fitted symmetrically.
The state doesn't implement penalty units, and there are no clear penalties for having a car which doesn't comply with the road rules.

Tasmania
According to Tasmania's lawmakers, "a driver must not use, or allow to be used, any light fitted to or in the driver's vehicle to dazzle, or in a way that is likely to dazzle, another road user".
Up to five penalty units can be issued, at a price of $202 each.

Australian Capital Territory
In the nation's capital, motorists can't drive a vehicle that's fitted with an additional headlight if it's "being driven on a length of road in a built-up area; or the driver is driving less than 200m behind a vehicle travelling in the same direction or 200m from an oncoming vehicle".
Individuals face 20 penalty units worth $160 each for failing to comply with the road rules.

Northern Territory
The Northern Territory has a looser interpretation of additional vehicle lights, only saying that "lights that are to be fitted to a vehicle are the lights required under the Motor Vehicles (Standards) Regulations 2003".
A fine of $50 can be issued if motorists don't comply with this.

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

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

PO Box 204
Engadine
NSW 2233

Good turnout for 2026 Sunbeam Nationals

The 2026 Sunbeam Nationals has been run and won, with over 70 registrations, despite an unfortunate clash with the Route 66 Centenary road trip in the USA which took out some regular Nationals attendees.

The event held in Forster/Tuncurry included a great representation of Sunbeams from all Eastern States.

It turned out to be a fabulous weekend with great weather throughout, apart from a short shower during the show and shine which quickly cleared to a warm and sunny day.

The judging saw strong competition among the classes with around a dozen Tigers, together with many top Alpine, Rapiers and both pre-1958 and post-1968 Sunbeams represented.

The judging display also attracted keen interest among the general public who took advantage of the pleasant location adjacent Forster-Tuncurry bridge to view the cars.

The judges from the Taree Historic Motor Club were fastidious in their inspection of the vehicles and meticulous point-scoring. In the end two cars were inseparable, which is a credit to both owners.

In the class results, Best Presented Tiger was awarded to Gaspar Sich of Austinmer with his spectacular and rare Mk II Tiger. Gaspar's Tiger also won the award for Best Recent Restoration, following a recent bare metal respray and other upgrades.

In accepting the award, Gaspar gave a shout out to the team at East Coast Rods and Restorations in Unanderra near Wollongong who have made his Tiger look like new again.

Best Presented Alpine was won by Jim Archer of Cessnock, clinching yet another Best Presented Trophy for his fabulous Series I Alpine which achieved a near perfect score.

Best Presented Rapier was won by David and Lynn Phillips of Queensland whose immaculate Rapier Convertible was also awarded a near perfect score, also losing only one point.

Champion Pre-1958 Sunbeam was awarded to Len Shute's eye-catching Mk III Sunbeam Supreme sedan which has been in the family since 1966 and only recently refurbished just in time for this year's Nationals. Len who lives in Sydney, also exhibited his highly awarded 1947 Sunbeam 2 Litre drophead foursome coupe which also proved a real crowd pleaser.

Champion Post-1968 Sunbeam was awarded to Ian Reeves of Menai for his silver 1972 Rapier Fastback which edged out Queenslander Russell Maddock's 1969 Sunbeam Imp Sport.

With only one trophy up for grabs for the overall Best Presented Sunbeam, judges were tied on top scores, so the stewards had to resort to a countback by using aggregate points, combining the judges' scores with the People's Choice voting. After the final tally, Jim Archer's Alpine emerged as the winner.

Congratulations to Jim and commiserations to David and Lyn Phillips in the closest result in NSW Nationals judging since 2016 when a public vote was also used to decide the winner of

that year's People's Choice Award in Forbes between the Alpines of John Moss from NSW and Ross Nye from Victoria.

2026 Sunbeam Nationals Show & Shine RESULTS:

Award	Winner	Vehicle
Best presented Tiger	Gaspar Sich NSW	Mk II Tiger
Best Presented Alpine	Jim Archer NSW	Series I Alpine
Best Presented Rapier	David Phillips Qld	Rapier Convertible
Best Presented Pre-1958	Len Shute NSW	1954 Sunbeam Supreme
Best Presented Post-1968	Ian Reeves NSW	1972 Rapier Fastback
People's Choice	Jim Archer NSW	Series I Alpine
Pride of Ownership	Grant Hill NSW	Rapier Convertible
Hard Luck Award	Rodney Shute NSW	1953 Mark Alpine
Interclub Perpetual Shield	New South Wales	
Lifetime Achievement Award	Bruce Rudland NSW	



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



ADDRESS

29 Penny Place
Blacktown NSW 2148

STORAGE ACCESS

5am to 8.30pm, 7 days a week

OFFICE HOURS

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

PHONE: (02) 9671 6011

storage king
STORAGE KING

STORAGE KING BLACKTOWN

For all your storage needs, give us a call and see what we can do for you.

Backwords.

By Paul Murrell

The background to car badges

One of the most iconic logos is that of Italian car company Maserati, first established in 1914 and owned by the Fiat Chrysler Group since the early 1990s. The trident has been part of their logo since the beginning, adopted by the Maserati brothers as a tribute to their home, Bologna. The creator of the logo, Mario Maserati, emphasised three horizontal lines in the trident ("3" being a symbol of perfection and harmony). The lettering and trident symbol underwent a number of changes until 1951 when the red trident repeated the one from the very first emblem, but placed inside an oval divided into two parts. In 1954, the colours were intensified and the trident slightly condensed and using thicker, darker strokes. It went through more refinements until the redesign of 2015 which simplified the logo into a flat emblem with no framing. The current logo appeared in 2020, the contours of the trident slightly modified and the name Maserati spelled out in a custom cursive with all the letters connected along their bottoms, evoking a sense of speed and progress. Sure beats most of the Chinese car logos I've seen!



It's not just the entry price

It's a truism that you may be able to afford the purchase price of that car you're lusting after, but can you afford to keep it in the manner it deserves (and demands)? Some years ago, I was sorely tempted by a Bentley Turbo R, until common sense kicked in (a rarity with me when a car is involved!) and I realised I'd be skewered by the maintenance costs. Now I read that owners of hybrid hypercars from the 2010s are learning the same expensive lesson. Over time, the battery cells degrade and provide less of the all-electric and torque-boosting driving modes. This applies to the "Holy Trinity", the McLaren P1, LaFerrari and Porsche 918. Until now, refresh kits have only been available direct from the manufacturer, but a company in the UK is offering to replace packs on the McLaren P1 (some of which were built as early as 2010). They say the replacement packs will nearly triple the battery's kWh rating (from 4.72 to 12.4) and also reduce the weight by 23kg. You might have to save up for one though. The price is £160,000 ($A304,000) but that includes installation and a six-year warranty. Installations will begin in the (northern hemisphere) spring of 2027.

Continued next page...



Not so safe

There have been more than a few odd creations claiming to improve safety on our roads, but one of the oddest has to be the 1946 Hewson Rocket. You have to wonder how giving a car a highly polished body with the potential to dazzle oncoming traffic could make a safety car. The car was powered by the ubiquitous Ford V8 flathead (more usually associated with hot rods). With an aerodynamic (relatively speaking!) aluminium body (flush headlights and no door handles), it was created by William “Shem” Hewson, and was intended to be an affordable sports car at around $US1000. Despite its almost Noddy-and-Big-Ears look, high development costs of $US16,000 depleted capital reserves and halted production before it could begin. Auctioned off for $US650 in 1959, this one-off is now on display at the Lane Motor Museum in Tennessee.



Wishful thinking? Or pie in the sky?

Plans always seem to be afoot to revive long-defunct car marques and for many reasons (usually financial) most of them come to nothing. Way back in 2007, British classic car magazines were agog with excitement at the relaunch of the Anglo-American hybrid (in the original sense of the word – a UK car using an American motor) Jensen Interceptor S, using refurbished and rust-proofed shells. Jensen specialists Cropredy Bridge planned to build 50, running a 6-litre GM V8. It was available to order, according to the report, from September. They actually succeeded, introducing the car in 2008 at a price of £74,960 and building 50 between 2008 and 2010. In 2008, an original (1967-75) Interceptor could be bought in mint condition for around £11,000. (The image here is the latest attempt to revive the Interceptor name. It is the track-only Jensen Interceptor GTX prototype. I don’t know about you, but I prefer the original.) In late 2006, it was announced that TVRs would be built again, albeit in Italy. Russian owner of Blackpool’s TVR, Nikolai Smolenski, ambitiously planned to build 2000 units in Turin in 2008. Despite the unveiling of an updated Sagaris 2 prototype and an agreement with Bertone, no TVRs were ever built in Italy. Or anywhere else. An even stranger plan was announced by Nanjing Automobile Corporation (who put the MG nameplate back on roads) to reintroduce the Austin-Healey brand. Again in 2007, two prototypes were

Continued next page...

allegedly being worked on. However, when Nanjing merged with SAIC Motor later that same year the plans were shelved. Finally (although I'm sure there were others), the Texas-based DeLorean Motor Company, Phoenix-like arose from the ashes (but unaffiliated with the original company having simply bought the trade mark) and reported that production of the DMC-12 would resume in 2008. The company claimed there was a nine-month waiting list in October 2007. The remanufactured car was estimated to cost more than £21,000 when it arrived and the planned build was 25 cars. Since the cars were built using remaining stockpiled parts from the original factory, they were registered as 1981-1983 models. It is not known how many were produced.



'Ello, 'ello, 'ello…

The British have a long history of choosing quite odd cars as police cars, not least of which is the MG TC which many British police forces turned to in 1945 for traffic duty and quick (?) response. Kent County Constabulary, Hertfordshire Constabulary and East Riding Constabulary all used TCs around 1946-1947. Many featured upgraded electrical systems, larger dynamos and different rear axle ratios (to boost top-end speeds). They probably didn't scare too many English crims, though. A standard TC was powered by a 1.25-litre pushrod overhead valve four-cylinder engine producing just 54 hp (40kW). It wasn't all about speed though. As a letter to the Chief Superintendent explained, "the smallness of the vehicle was appreciated when 'tailing' a lorry, as the M.G. was 'lost' to the lorry driver's view". Looks like the two in this car would have both lost their caps, though.

And that's how the fight started...

I said to my wife that women should come with a book of instructions. She answered, "What's the point of that? Have you ever seen a man actually read the instructions?"

Paul Murrell is a freelance motoring journalist who contributes to ***seniordriver.au****, SA Life, Highlife, Survivor Car and a number of other motoring publications.*

Opinions expressed in this column are not necessarily those of, or endorsed by, the Sporting Car Club of SA Inc.

Readers are encouraged to agree, disagree or express contrary points of view in writing to the Editor at any time.

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.aucontact-us

Revealed: Motoring Enthusiasts spend $1.23 billion on Insurance, Storage and Registration

According to the Australian Motor Heritage Foundation's (AMHF) landmark 2024 Automotive Heritage Economic Impact Survey, Australia's motoring enthusiasts pour $1.23 billion annually on insurance, registration and storage —making it the fourth-largest category of spending revealed by the survey.

As AMHF Chief Operating Officer Geoff Piggott puts it:

> *By any measure, $1.23 billion is a significant contribution to our national economy.*

And that's just one aspect.

Across the full spectrum - bodywork, parts, repairs, fuel, events, racing, road trips and more - enthusiasts are injecting a staggering $9.9 billion into the Australian economy every year.

"*This level of contribution is a reminder that motoring enthusiasts should not be overlooked*," Piggott said.

This is a sector that supports many livelihoods, generating $2.8 billion in wages annually from over 42,000 jobs. It is an important area of employment right across Australia.



During 2026 the AMHF is rolling out deeper insights from the survey and breaking down where the money flows. As Piggott explains:

> *We are committed to highlighting the significant economic contribution enthusiasts make to the broader Australian economy, and will continue sharing these insights with motoring clubs, industry, stakeholders and policymakers.*

To obtain more information about the AMHF's survey, please follow this link: https://motorheritage.org.au/economic-value-study-of-australias-historic-vehicle-sector/

As a registered charity, the AMHF is dedicated to maintaining a comprehensive archive and library of materials about Australia's motor heritage for the benefit of all Australians through preservation, education and research as we're proud of our past and passionate about our future.

During 2026 the AMHF is rolling out deeper insights from the survey and breaking down where the money flows. As Piggott explains:

We are committed to highlighting the significant economic contribution enthusiasts make to the broader Australian economy, and will continue sharing these insights with motoring clubs, industry, stakeholders and policymakers.

To obtain more information about the AMHF's survey, please follow this link: https://motorheritage.org.au/economic-value-study-of-australias-historic-vehicle-sector/

As a registered charity, the AMHF is dedicated to maintaining a comprehensive archive and library of materials about Australia's motor heritage for the benefit of all Australians through preservation, education and research as we're proud of our past and passionate about our future.



SPORTS & RECOGNITION
TROPHIES macron TeamKit

WHOLESALE TROPHIES
85 FENNELL ST,
NORTH PARRAMATTA
1300 876 744

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

ADVERTISING IN "THE PRESERVE"

Our rates are competitive!!

Full A4 Page : Colour $250 Half A4 Page : Colour $150 Quarter A4 Page : Colour $100

One payment will get you 5 electronic versions per year plus the glossy August Preserve handed out at the August Shannons Sydney Classic.

If you have something you'd like to advertise in The Preserve, just send me an email:

cmc.nsw.editor@gmail.com Or phone Evan Jones 0411 103 043

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.

revesby workers'





2B Brett St, Revesby—Plenty of Parking off Brett St

The Firestone Kitchen is a great place to partake of a meal—the bar is right there too.

Small Bites

Salads

Sides

Burgers

Pasta





Daily Roast, Lamb Skewers, Chicken Pie, Schnitzels & Black Angus Loin and Seafood Specials







Catering for Vegetarian, Gluten Free and Vegan

CLASSIC AUTOMOBILE TOURS 2027

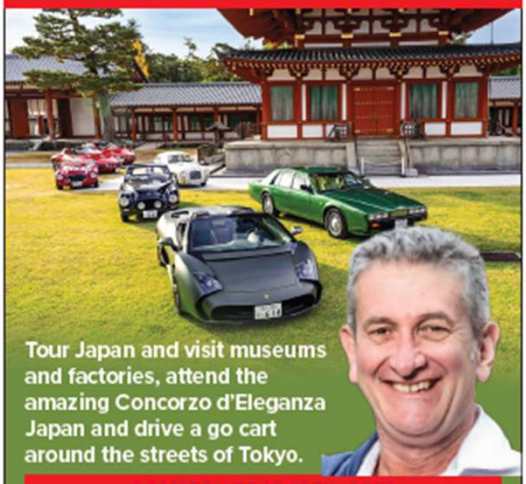
JOIN SHANE JACOBSON ON HIS CLASSIC CAR TOUR TO UK, GERMANY, FRANCE & ITALY



Including the Goodwood Festival of Speed, the Nurburgring, Stuttgart, Mulhouse, Milan, Turin and Modena!

15 JULY TO 2 AUGUST 2027

CLASSIC AUTOMOBILE TOUR OF JAPAN WITH WARREN BROWN



Tour Japan and visit museums and factories, attend the amazing Concorzo d'Eleganza Japan and drive a go cart around the streets of Tokyo.

28 MARCH TO 15 APRIL, 2027

THE MONACO GRAND PRIX CRUISE

Onboard Azamara Onward



Barcelona, Palamos and Figueres Spain, Nice, Carcassonne, Toulouse and Paris, France Including Grandstand tickets to the Monaco Formula One Grand Prix!

31 MAY TO 18 JUNE 2027

JOIN BILL LARK ON HIS WHISKY TOUR TO SCOTLAND



Exploring the best Scottish whisky regions including Edinburgh, Perth, Speyside, Highlands, Isle of Skye, Islay and Campbeltown!

4 TO 20 SEPTEMBER 2027

TRAVELRITE INTERNATIONAL

Contact us for a brochure: **1800 630 343**

ATAS No. A10536 ABN 64 005 617 078

sales@travelrite.com.au

www.travelrite.com.au

The 2026 Shannon's Sydney Classic

a report from the "Guy at the Gate"

What a wonderful day! The weather appeared as though it could be quite against us but ended up being no problem at all with the exception of a small shower very early in the morning.

Being at the entry point from 6.00am until 11.30 am I was able to witness all vehicles entering the display (with the exception of a handful that entered via the un-official entry gate). Although it can be a little tiring on the body it is a truly enlightening experience to be there as you not only view the vehicles but you also get to hear the so many different exhaust notes and see the car in motion.

Now, I often hear tales that the Classic & Historic vehicle movement may be in trouble in years to come with many members aging. Well let me say that what I saw on the gate on Sunday 16th August gave me enormous hope that the movement is alive and well and will be there for many years to come.

Let me give you one example. A 1997 EL GT Falcon enters and it has an L plate on the front. I commented to the young lady driving how lucky she was to have such a beautiful car to be learning to drive in. Then the "instructor" commented that the 2 following cars were also part of the family. The following 2 vehicles were also EL GT Falcons both with P plate drivers and were part of the same family. I might add that they had each of the colours of the EL GT series covered with the first being the Sparkling Burgundy followed by the Navy Blue and Heritage Green – well done Dad!

But those 3 were not the only youthful entries as I witnessed quite a number of drivers that were well below the age of 30. There was one young lady entering in a Leyland P76 that I thought she looked so young that I wondered did she hold a licence. If that young lady reads this article please take that as a compliment (being able to retain a youthful appearance is something you will certainly appreciate in years to come).

Another encouraging aspect was how many vehicles entered that were coming as a family day with the car full and making the day a family picnic day outing.

Our movement is about motor vehicles. Whether it is an early 1900's or a 2026 classic, it is all about being together and the enjoyment we achieve.

And finally, the charitable side of the event. A thank you to everyone who participated as part of your entry fee was to assist with our donation. Again this year the CMC has donated $10,000.00 to charity. On this occasion the funds were split between 2 charities with our regular recipient being Prostate Cancer Foundation receiving $5000.00 and Can-Assist also receiving $5000.00. It may not appear much, but charities like Can-Assist, receive absolutely no government assistance with all funds coming from donations from the public. The work these charities do is enormous and I suggest that you may check out their website to understand how much they do assist those in need.

Cont...

Plus, as mentioned by Sarah (PCFA representative) during her response is that your Council of Motor Clubs has assisted Prostate Cancer Foundation since 2013 with donations exceeding a touch over $110,000.00. Well done to all the Club members over the years.

Allan Drane

Historic and classic vehicle log book and club runs

Fact sheet

transport.nsw.gov.au

December 2022

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.

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/3q272qg.

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.

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

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'thern 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.
MBC	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	Willys 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.



"NO ONE KNOWS YOUR PASSION LIKE SHANNONS."



Shannons insurance is for motoring enthusiasts just like you, with features like:

■ Choice of repairer ■ Agreed value ■ Multi-Vehicle & Multi-Policy discounts ■ Limited Use & Club Plate cover ■ Laid up cover ■ One excess free windscreen claim per year ■ Total Loss Salvage options ■ Home Contents Insurance including $10,000 enthusiast cover for your collectables & tools ■ Towing & storage costs as a result of loss or damage ■ Pay by the month premiums at no extra cost

Call Shannons on **13 46 46** for a quote on your **special car, daily drive, bike or your home**, and speak with a genuine enthusiast.

SHANNONS

SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Some benefits only apply to comprehensive vehicle cover. Shannons has not taken account of your objectives, financial situation or needs. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.