



# THE PRESERVE

NEWSLETTER OF THE COUNCIL OF MOTOR CLUBS

**NEXT MEETING  
8PM TUESDAY  
27TH SEPTEMBER 2016**

**ARENA SPORTS CLUB  
140 ROOKWOOD ROAD, YAGOONA**



After the Parade  
**After the Parade**



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# President's Report



## Your 2016 Committee Executive Committee

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VSWG & RSAC & Govt Liaison

**Tony De Luca**

Vice President & SSC

**Kay De Luca**

Treasurer & SSC

**Julie Williams JP**

Secretary General, SSC & Magazine Editor

## General Committee

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Membership Secretary

**Tony O'Donnell**

ACMC / Vehicle Standards & Govt Liaison

**John Lindsay**

Vehicle Standards & Govt Liaison

**Ian Andersen**

Website Manager

**Terry Bebbington**

Chief Judge

**Paul Coggiola**

AHMF Delegate / Trophies

**Evan Jones**

OH&S

This year's SSC at SMSP was one of the biggest turnouts of vehicles from our clubs. We had great weather for the event but, sad to say the advertising campaign seemed to fail with spectator numbers down on last year.

How do we overcome the lethargy of Sydney people and get them off the couch to come to such a great event? It's not just a problem for us but, a problem for all sports.

We had a debrief of the SSC recently and the major thing to come out of it is the need for clubs to help out with volunteers; particularly on the Sunday morning, making sure that clubs / vehicles park where they are meant to park. It really will be the case that if we do not get commitment from the clubs to assist us in this for just a few hours in your allocated area the event will not go ahead again as we are all feeling the pinch with volunteer's fatigue setting in.

An indication of how exposed we are was when Tony Deluca fell ill on the weekend of the event. One key person going down and we had a crisis on our hands. Fortunately, Tony is getting better and will continue on.

The volunteers picked up the cudgel and soldiered on very well. You may well not have noticed the problems but, we in the organizing team well and truly did.

Like that old story of the duck on water; serene above but paddling like mad underneath. You have no idea how tired and deflated the key people were on the Saturday and Sunday afternoons. And I might add that it takes longer to recover from such an event these days.

Plans are afoot to make better use of the volunteers we have via a person to take overall command and stay in our garages for the duration to point folks in the right direction.

Tony will update delegates at the next meeting but, in the meantime, please talk to your members about a couple of able bodied (and perhaps younger) volunteers to help out on that crucial Sunday morning; 13 August 2017 will be it. It will need volunteers with a bit of authority to cover the role(s) properly.

The Minister for Roads and Ports, Hon. Duncan Gay has signed off on the CVS. It should be operational very soon. There is just some paperwork to prepare, and staff at RMS to be briefed. Finally we are there folks !!

May I suggest that you get any owners of suspect vehicles, which are currently on HCRS, to consider changing over when their current rego runs out. We are reliably informed that a blitz on such vehicles will happen as soon as CVS is in place. A set of guidelines will be posted on our website as soon as we can.

Congratulations to the ACMC Patron, Alan Hay who won an award, with the Boylan Group, for his efforts in road safety advancement.

The ACMC recently held it's AGM and our own Tony O'Donnell remains as President. Let's all hope that he continues the good work.

**Terry Thompson OAM**

**President**

**Our next meeting  
Tuesday, 27th September 2016  
Arena Sports Club,  
140 Rockwood Road, Yagoona.**

Meetings commence at 8pm sharp,  
with a social dinner from around 6pm.

Delegates please advise the Secretary at [secretary@councilofmotorclubs.org.au](mailto:secretary@councilofmotorclubs.org.au)  
if you are unable to attend a meeting.

You may send a substitute delegate from your club if you need to.  
Again, please advise the Secretary at the above email address.

## Volunteers & Appointees

**Ian Shearman**

Official Photographer

**Lynelle Titcume**

Events & Tours  
Coordinator

**Phil Cooper**

Social Media Liaison

**Boyd Symington**

SSC Sub-committee

**Karen Symington**

SSC Sub-committee

# Important Notices



## *Carnivale 2017* *Thursday 26th January 2017*



The events team at the City of Parramatta is now working on arrangements for Carnivale 2017, to be held on Australia Day, Thursday, January 26th.

Once again Carnivale will be held in Parramatta Park as part of the day-long program of events, featuring activities such as the popular aerial display of hot air balloons; a BBQ Festival which includes a cook-off and a range of BBQ smokers and pits; a family zone with a dedicated kids' concert, kids' rides and workshops staged at The Kids' Crescent; the Hottest 100 party, bar and rides; the Main Stage Concert and a dazzling fireworks finale at 9 pm.

Carnivale will again feature several hundred classic vehicles as the main display but, based on information gained from a participant survey taken at the event in 2016, organisers are adding new elements to the day.

There will be coffee carts in the main display area and more tables and chairs for patrons to use. Entrants wishing to bring their own umbrella for shade can do so as long as the umbrella pole is fixed securely to the vehicle – no pegging in the ground please.

There are other additions under consideration and details will be announced when the registration information is sent out in October.

**ON-LINE REGISTRATION WILL OPEN ON FRIDAY, OCTOBER 14TH.**

For those who do not have access to e-mail or on-line facilities, registration packages will be posted out on October 13th. Registration will remain open until November 18th.

Please pass this information on to members who might be interested in taking part in Carnivale 2017.

John Flower  
Vehicle Co-ordinator  
Australia Day Carnivale  
PO Box 32, Parramatta NSW 2124  
jflower@parracity.nsw.gov.au

## HCRS & The 30-Year Rule

A question was asked of the CMC Committee recently with regard to the criteria, as it is set down, to determine eligibility for a vehicle to be registered on Historic Conditional Registration (HCRS).

Since it was introduced it has been the accepted practice to deduct 30 from the current year to give the current cut-off date for HCRS. This applies to ALL vehicles built in that year regardless of the date on the compliance/body plate. i.e. January to December 1986-build means the vehicle is eligible in 2016. In the case of imported vehicles, the compliance plate could well be dated at the time of import into Australia, or sale etc., which may be years after the date the vehicle was built.

Continuing models and run-ons are not eligible under the current criteria.. It MUST be a 1986-build if you want HCRS this year and 1987 for next year etc.

This criteria will also apply to the vehicle eligibility for the Classic Vehicle Scheme (CVS) when it is implemented in the near future.

# Important Notices

## National Motoring Heritage Day

A Tribute to Australia's Motoring Heritage

Sunday, 21st May 2017

### Local Events:

- Motorlife Museum, Kembla Grange
- Berry Showground, Berry
- Sydney Harbour National Park, Georges Heights
- Campbelltown Steam & Machinery Museum, Menangle
- Museum of Fire, Penrith
- Wentworth Falls Lake
- Memorial Park, The Entrance



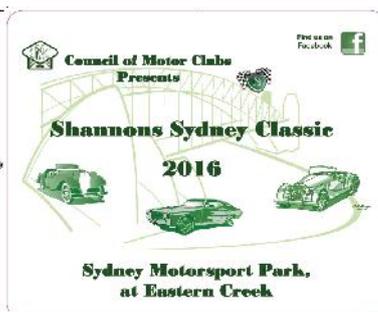
## Car Trailers at the SSC

One of the issues that came out of the SSC debrief meeting last week is that people are still bringing cars on trailers through the tunnel to park in areas A, B & C.

In order to enter the event and in particular the Concours, your vehicle must be able to be driven to its parking spot.

ALL TRAILERS must remain on the other side of the tunnel. It is too disruptive for other entrants in the above display areas to wait around while people unload cars from trailers and then drive the trailers back to the other side of the tunnel. It can, and has in the past, created traffic jams.

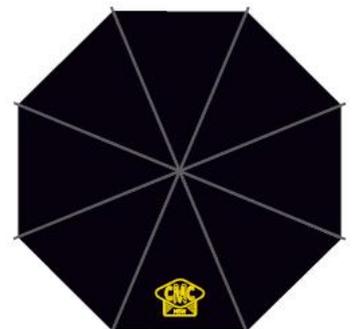
## CMC Merchandise For Sale Proceeds go to Prostate Cancer Research



Limited Edition Computer  
Mouse Pads \$8.00

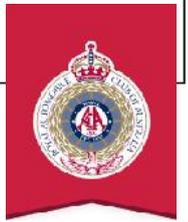


Boot Tidies \$20



Umbrellas \$25

# RAC Pedr Davis Tribute Dinner



On Saturday 30th July 2016 the Royal Automobile Club in Sydney hosted its Annual Motoring Dinner at which dinner the Club paid tribute to Pedr Davis; a well deserved recognition for our Patron.

The Executive Committee of the CMC was invited to attend. Pedr & Dolores were there, of course, along with their family.

There were three very special vehicles on display that evening; a 2015 Tesla, a 1915 Detroit Electric, and a 1934 MGQ.

One of the highlights of the evening was Pedr's 'chat' with David Berthon, who MC'd the evening. You hear about people like Pedr's experiences through various mediums over the years but, it's never as interesting, or entertaining, as hearing it from 'the-horse's mouth', so to speak.

As always, the elegance of this grand old building wraps itself around you and you can't help but absorb the atmosphere. And the food wasn't too shabby either. Our compliments to the Chef.

Good company, good food and a very nice glass of wine. What more do you need? It was a most enjoyable evening.

**Jules**



# Bus Museum Opening

**AT LAST !!** After more than a couple of years of toing and froing between the Museum and Leichhardt Council,  
**IT'S OPEN !**

**It opened on 7th August and will be open to the public every second Sunday .**

Step inside the over 100 year-old Leichhardt Tramshed to see our extensive collection of vintage buses, view our World War II exhibition and experience a ride aboard a vintage double-decker bus across the ANZAC Bridge to the CBD and return.

Vintage double-decker bus rides will depart regularly from the main Museum entrance for a 30-minute round trip to the Queen Victoria Building (QVB) and return. Ticket holders can join the buses at either the QVB or from the Museum.

## What your ticket includes:

All day entry to the Sydney Bus Museum (open 10am - 4pm)  
Plus... a ride aboard a vintage double-decker bus to Queen Victoria Building and return

## How to get there:

*by light rail:* alight at Leichhardt North OR

*by bus:* Route M10 or 440 from Railway Square to corner Norton & William Streets Leichhardt

*by car:* limited parking is available in William Street Leichhardt, just a short walk from the Museum.

## Ticket prices:

**Adult \$15 Child (4-16) \$10 Concession \$10**



# Club Chat

## A Special Sunbeam at Shannons Classic

This year's Shannons Classic at Eastern Creek was treated to fantastic spring-like weather and had another great variety of cars on show – too many to see in one day!

Among the almost 2000 cars was a very special 1914 Sunbeam 12/16 'torpedo body' on display in the concourse judging. Those with eagle eyes and who attended the Sunbeam Nationals will note the similarity to another torpedo body Sunbeam in the Parkes Motor Museum.

Owned by John Tatham of Berry, this magnificent car has undergone an extensive top quality restoration that has even managed to faithfully reproduce the original sumptuous leather seats. Almost \$50,000 was spent on parts alone and it is an absolute treasure of a motorcar that costs more than a Rolls Royce new!



After seeing the car restored to its former glory with only the smallest upgrades such as fitting brake linings to the original steel on steel shoes and drums to make it safer to drive, John is selling this treasure so someone else can enjoy it.

Anyone interested in this magnificent motorcar can contact John on 02 4464 1535.

This year's Shannons Classic included special anniversaries for a number of marques including 50 years since the introduction of the HR Holden; the long wheelbase 2+2 Jaguar E-Type; Toyota Corolla (who would have thought it) and

also the Mini Moke would you believe?

Celebrating 60 years were the FE Holden, Renault Dauphine and Lotus 11, while the Bentley Mk6, Vespa Scooter and Renault 750 marked 70 years. The Rolls Royce 25/30 and Rolls Royce Phantom 3 each marked their 80th anniversaries while the Rolls Royce 40/50 hp Silver Ghost was first built an amazing 110 years ago!

The Sunbeam Owners Club of NSW was represented by Series Alpines driven by John Moss, David Rubie, Morrie Hend and David Petrikas in his V8; Greg and Lisa Petrikas and Charles with their Tigers; Roy and Mary Segrott in the Talbot; and Bruce Klower in his Hillman convertible.

Another great day out and a perfect lead-up to the All British Day.



# The Shannons Sydney Classic - 2016

Well; it's done and dusted for another year and what a year we've had. The Committee and volunteers worked tirelessly over the previous 12 months to bring you the "best ever yet" Shannons Sydney Classic.

We tried a few new bits and pieces this year; some worked really well and some didn't but, it turned into a stellar day all round. We hope you enjoyed it.

Due to the hard work of our newest committee members, The Symingtons, we filled a lot more of the garages this year than ever before, and you told us that you loved it; and the new merchants we recruited are keen to come back again next year.

We are very pleased to announce that we raised over \$3,000, from our raffle, for Prostate Cancer Research. The car trailer was won by Mr Cyril Robinson.

From the minute we 'hit the deck' at 8am on Sunday morning we were going non-stop!

We had a debrief meeting a few days ago and identified areas where we need to make improvements. We will be discussing these matters with club delegates at coming general meetings.

The most important issue to come out of the debrief was that;

## **WE NEED MORE VOLUNTEERS !**

We don't expect our volunteers to give us the whole day on the Saturday and particularly not on the Sunday. We appreciate that you want to spend as much time with your club as possible.

A couple of hours from when the gates open at 7am to around 10am helping to ensure everyone is parked up correctly, or a couple of hours of your time during the day would be a huge help.

We need people with the confidence to handle any problems that might arise with some common sense and quiet authority, if its needed.

We, the Committee aren't getting any younger and it gets harder each year AND the recovery after the event takes longer as well.

For future events volunteers will be allocated specific roles and specific times. So please think about giving us a hand next year or asking someone from your club to come along an help.

### **Volunteers get a free ticket to the event as well.**

That said, through all the hard work we do manage to have a lot of fun while we're at it; the camaraderie is almost tangible.

**So, think seriously about joining us next year.**  
**Without the help of volunteers the event wouldn't happen.**

**Jules**



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# The Shannons Sydney Classic - 2016

## The Gallery



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# The Shannons Sydney Classic - 2016

## The Gallery



# The Shannons Sydney Classic - 2016

## The Gallery



## 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@biapond.com](mailto:briantc@biapond.com)

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

# The Shannons Sydney Classic - 2016

## The Gallery



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passion*

*<http://www.shannons.com.au/club/>*

## 2016 SHANNONS SYDNEY CLASSIC CONCOURS WINNERS

### Veteran

1st  
1931-1940

1st  
1941-1950

1st  
1951-1960

1st  
2nd  
3rd

1961-1970

1st  
2nd  
3rd

1971-1980

1st  
2nd  
3rd

1981-2000

1st  
2nd  
3rd

2001-2006

1st

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JUDGES' CHOICE

OVERALL WINNER MOTORCYCLES  
MILITARY

BEST CLUB DISPLAY  
BEST TRADE DISPLAY

JOHN RUMSEY SHIELD  
ROVER OWNERS SHIELD

OVERALL WINNER

JOHN HAWKEN TATHAM

TONY BURDEN

CARMINE LOSINNO

LEN FARDELL

BRUCE DUNCAN

PAUL MURAS

JOHN SLATER

MICHAEL BENTON

DAVID MIFSUD

JAMES BIGENI

GREG THACKRAY

KAREN JEWEL

PAUL MURAS

JOHN CARLTON

GARRY CARTWRIGHT

TONY PIRRI

PATRICK RYAN

CARMINE LOSINNO

TOM HALL

JIM CARMODY

HSRCA

MOTORETRO

BEST INDIVIDUAL EFFORT - NMHD

BEST CLUB EFFORT - NMHD

PAUL MURAS

1914

1936

1949

1954

1951

1958

1965

1969

1965

1971

1974

1979

1993

1989

1982

2006

1972

1949

1912

1942

1993

SUNBEAM 12/16 TOURER

FORD V8 DELUXE PHAETON

FIAT 500B TOPOLINO SEDAN

MG TF ROADSTER

BENTLEY MARK VI SEDAN

PORSCHE 108L TRACTOR

ALFA ROMEO GIULIA SPIDER VELOCE

MORRIS COOPER 'S' SEDAN

FORD SHELBY MUSTANG (REPLICA)

FORD FALCON XY GT SEDAN

HOLDEN HQ MONARO GTS

CHRYSLER CM REGAL SEDAN

PORSCHE 928 GTS COUPE

PORSCHE 911 CARRERA

EXCALIBUR SERIES IV ROADSTER

HOLDEN HSV SIGNATURE GTO COUPE

ROLLS ROYCE SILVER SHADOW

FIAT 500B TOPOLINO SEDAN

TRIUMPH

HARLEY-DAVIDSON 758

GARAGE 42)

MARK WHITE - MUSEUM OF FIRE

CENTRAL COAST HISTORIC CAR CLUB

PORSCHE 928 GTS COUPE



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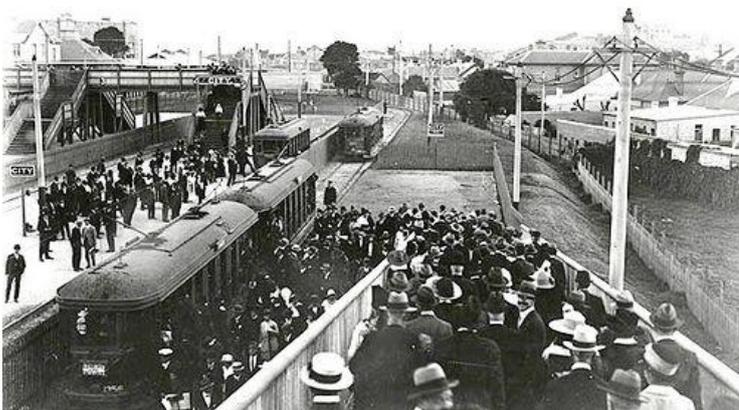
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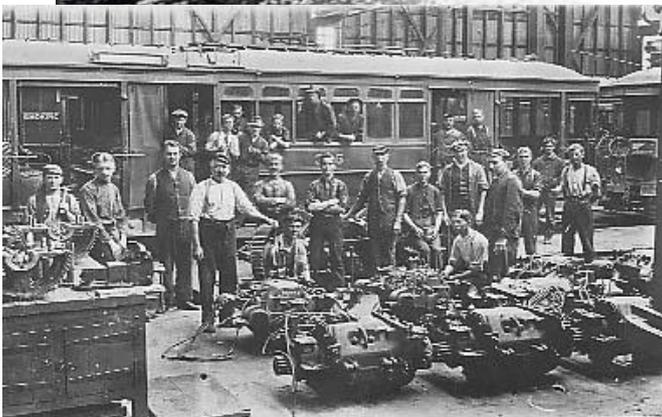


# Old Sydney Town - Randwick

Sydney Children's Hospital



Heading to the Randwick Races



Electrical Section Randwick Tramway Workshops c1910



The Randwick City Library Book Mobile! 1953

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100th Indy 500

# A champagne finish



And they're racing: Start positions decided by a blind draw from a hat the night before.

With the running this month of the 100th Indianapolis 500 race and Peugeot's plan to make a modest return to the US market, it's a good excuse for us to raise a glass and toast the family company's role in the 1913 race that put the event on the oval brick speedway track on the international map and revolutionised racing engine design. Peter Wilson reports.

## Peter Wilson

As the clouds of war gathered in Europe in 1913, Carl Fisher, a co-founder of the newish Indianapolis Speedway that opened in a rural setting in 1910, decided to invite European entries add to glamour and raise the status of its 500-mile race.

Since the first Vanderbilt Cup in 1904 several foreign manufacturers had made an annual trip to the US to demonstrate their superior products to an expanding market.

The venerable firm of Peugeot had always declined the overtures, but after persuasion that

the Speedway organisers were not gangsters it was decided to send a team of stellar drivers Jules Goux and Paul Zuccarelli sensational new engines.

Goux and Zuccarelli were engineer-drivers from L'Equipe Boillot, a team of four known as the Charlatans that Robert Peugeot had contracted to develop a series of race cars independently from the factory. Driver Georges Boillot and

brilliant engineer-designer Ernst Henry were the others.

Their new L76 four-cylinder engine of 7.6 litres was full of major improvements generally thought to be recent.

It had a complex single-piece iron casting with fixed cylinder head, four valves per cylinder controlled by two overhead camshafts, hemispherical combustion chambers, a crankshaft mounted on rollers with five bearings, a dry sump pressure



Stutz: Gil Anderson challenged until the end.



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lubrication system and a Claudel barrel-valve carburettor.

The dohc hemi-like head design, that has become everyday in the past few decades of motoring, gave a major improvement in efficiency to the slow-revving engines of the period.

The first version won practically all the races in which it entered. Despite minor problems in the 1,530-km Grand Prix de l'AFC of 1912, Boillot beat the thundering Fiats with their four-cylinder 14.137-litre airship engines by 12 minutes.

One of the L76s was fitted with a very narrow body and on March 10, 1913 Goux drove it to set a new flying start, half-mile record at Brooklands at 109.897 mph, something that was great race publicity.

Charles Faroux, the dean of French motoring journalism, was impressed with their mastery of technique and published the basic technical description of the engine in La View Automobile with line drawings.

The pits: Perhaps this is why they are called pit boxes?



This became the historic documentation on the L76 and appeared in translation in the US *The Automobile* in September 1912.

Faroux accompanied the team to the Speedway and acted as their guide, guardian and interpreter.

Their cars' bore and long stroke of 110 x 200 had been modified to 108 x 201 to meet the new Indianapolis capacity limit of 7,365 litres.

In practice the French drivers found their lap times slower than expected and tyre wear dangerously rapid on the 4km banked turn brick oval circuit.

Veteran National driver Johnny Aitken, who was behind Joe Dawson's win in 1912 and could speak French, advised them on how to overcome the problem. He became their pit and strategy manager.

Joining the French and Americans in the race were three Isottas from Italy, England's Sunbeam, a Mercedes-Knight and two American-owned Mercedes.

The favourite in the betting was "Wild" Bob Burman in his American Keeton racer which had a new Duesenberg engine. He was regarded as America's new speed king with a string of wins and had smashed Barney Oldfield's world land speed record with 141.732 mph at Daytona Beach.

The race was held in intense heat and Aitken knew that would increase tyre wear and advised the French drivers to run a calculated "cool" race.

Goux, accompanied by mechanic Emil Begin, took the lead in the fifth lap. When he pitted on the 15th lap with a shredded tyre and changed two tyres, he surprised the Americans in asking for some wine.

Members of the French Alliance at the track had bottles of chilled Champagne ready for him at his next stop.

Zucarelli wound up on the sidelines with a main bearing failing on the 18th lap.

Goux wanted to let his car go and complained at every pit stop he could have made better times.

Aitken was firm and once Goux took the lead at the 140th mile contended there was no use in revving out the Peugeot.

A wire service report said Goux drove a perfect race and adapted readily to the conditions, refusing to be drawn into pockets and courageously giving vent to sensational speeds.

He changed eight tyres during the race, losing little time in the pits.

The cars broke all speedway records for their class up to 250 miles but after that the many pit stops began to reduce average times.

Goux was never headed even though the international contest became more intense from

the 400-mile point.

Anderson in the Stutz pushed him hard until the 187th lap when his magneto shaft broke with less than 20 miles to go and cost him the second prize.

Goux carried the colours of France to victory for the \$20,000 prize with a time of 6hr 31 min 43.46 sec and an average of 76.59 mph.

He didn't beat Joe Dawson's 78.7mph average of the previous year as he had no need to use his speed. Heat and tyre changes made the race about 10 minutes slower than 1912.

Goux also got another \$20,000 in prizes for 200, 300 and 400 miles and was the first winner without a relief driver.

Stewart Wishart and Ralph De Palma defended the US in a Mercer, finishing second 6min 7sec behind for a \$10,000 prize.

Charles Merz had a dazing third finish in a Stutz and thrilled the crowd of 90,000 by driving the last lap with his car on fire. In front of the stand, mechanic Harry Martin climbed on to the bonnet, unbuckled the straps and beat at the flames with bare hands.

Frenchman Albert Guyot was fourth in the Sunbeam.

Burman ran a hard-luck race. His Keeton caught fire in the 55th lap and he had to change carburettors. This delay and many pit stops meant the car finished 20 laps behind.

Mulford lost his chance of third when his Mercedes ran out of petrol in the back straight and his mechanic had to sprint a mile across the track for supplies. He was seventh.

Four of the eight foreign cars received prizes. The Isottas did not finish.

This race had no fatal accidents – a lot of drivers died in early racing – although Jack Tower in a Duesenberg-engined Mason broke his leg when his car overturned from a tyre blowout.

After this race, when it made the main front

page report in many American newspapers of 31 May, the Indy 500 began to upstage the Vanderbilt Cup in prestige.

Peugeot returned to the US with improved racers, came second in 1914 and won in both 1916 and 1919, though the field included replica Peugeots the Speedway had commissioned from the Premier Motor Corporation of Indiana and other racers fielded engines with their take on the Henry design.

But that is another story.

The legend about the success swelled through the years with tales of Goux drinking as many as six bottles of Champagne. Even this year the Indianapolis Star spoke of "flying Jules quaffing a bottle of wine to cool down at his pit stops."

The Speedway banned alcohol for drivers the next year.

However, in reviewing the refreshment situation, the Jalopnik website notes that Speedway historian Donald Davidson agreed the driver and mechanic drank Champagne for hydration in the hot conditions.

They drank a bottle between them on the second stop, but they were half-pint small bottles, a quarter of the size of the standard 750mm bottles and certainly not magnums.

"The three other occasions merely consisted of either just a swallow or two, or perhaps mere use of the Champagne as a form of mouthwash," Davidson decided.

Nevertheless, the flying Jules is credited with the famous quote: "Without the good wine, I would not have won."



Howdy Wilcox's Pops Hartford in the pits.



Jules Goux with his mechanic Emil Begin, posing for the cameras after the end of the race.

## Did You Know ?

### He drove the same car for 82 years !!

How about that..... driving the same car for 82 years !!!!??? Can you imagine even having the same car for 82 years?

Mr. Allen Swift ( Springfield , Massachusetts ) received this 1928 Rolls-Royce Piccadilly-P1 Roadster from his father, brand new—as a graduation gift in 1928.

He drove it up until his death in 2010 ... At the age of 102!!! He was the oldest living owner of a car that was purchased new. Just thought you'd like to see it.

That's British engineering of a bygone era. It was donated to a Springfield museum after his death.

It has 1,070,000 miles on it and still runs like a Swiss watch; dead silent at any speed and is in perfect cosmetic condition.

82 years - That's approximately 13,048 miles per year (1087 per month)... 1,070,000..... that's miles not kilometres!!

I don't think they make them like this anymore



### She led the way.....

Lady Florence Norman, a suffragette, on her motor-scooter in 1916, travelling to work at offices in London where she was a supervisor.

The scooter was a birthday present from her husband, the journalist and Liberal politician Sir Henry Norman.

According to "Oldbike", this motor-scooter, known as the Autoped in the US, should be the world's first scooter.

Florence was the fourth child and second daughter of Charles McLaren, First Baron Aberconway, and Laura Elizabeth Pochin.

In 1907, she married Sir Henry Norman First Baronet, a Liberal MP.

Like her mother, she was active in the cause of women's suffrage \_ through the Liberal Women's Suffrage Union and the Women's Liberal Federation.

During the First World War , she ran a hospital in France. She was awarded the Mons Star for her services and created a CBE. .

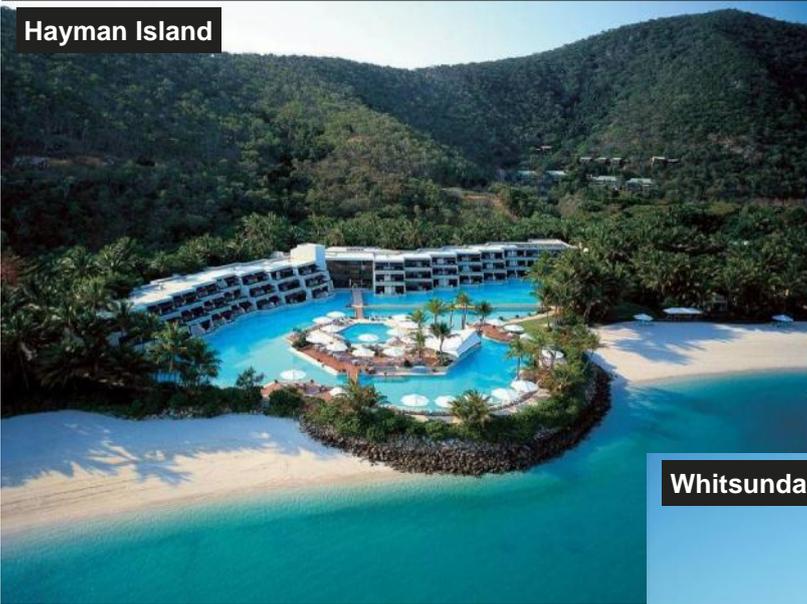
After the war, Lady Norman supported the creation of the Imperial War Museum and was one of its trustees. She was also the first woman to be appointed to the board of the Royal Earlswood Hospital , in 1926.

The archives of Lady Norman are held at the Women's Library in London.



# Beautiful Australia Islands

Hayman Island



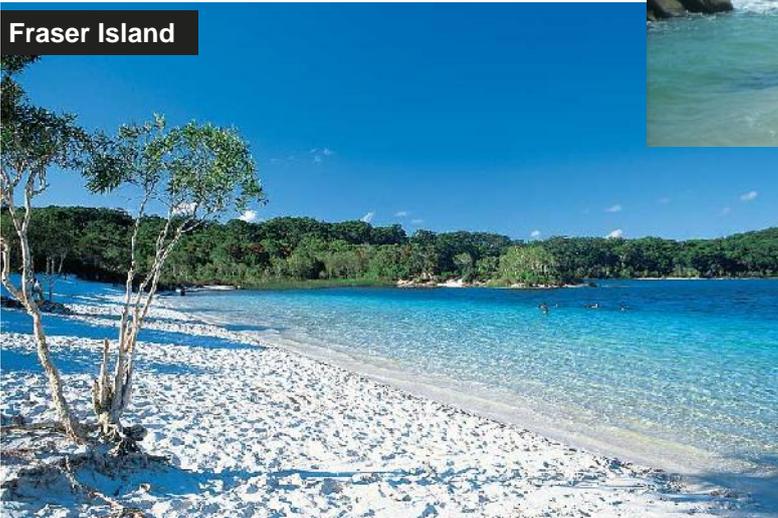
Heart Island



Whitsunday Island



Fraser Island



Hamilton Island

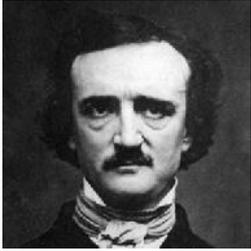


Lord Howe



# Poets Corner

## Edgar Allan Poe



EDGAR ALLEN POE was born in Boston, January 19, 1809, and after a tempestuous life of forty years, he died in the city of Baltimore, October 7, 1849.

His father, the son of a distinguished officer in the Revolutionary army, was educated for the law, but having married the beautiful English actress, Elizabeth Arnold, he abandoned law, and in company with his wife, led a wandering

life on the stage. The two died within a short time of each other, leaving three children entirely destitute. Edgar, the second son, a bright, beautiful boy, was adopted by John Allen, a wealthy citizen of Richmond. Allen, having no children of his own, became very much attached to Edgar, and used his wealth freely in educating the boy. At the age of seven he was sent to school at Stoke Newington, near London, where he remained for six years. During the next three years he studied under private tutors, at the residence of the Allen's in Richmond. In 1826 he entered the University of Virginia, where he remained less than a year.

After a year or two of fruitless life at home, a cadetship was obtained for him at West Point. He was soon tried by court-martial and expelled from school because he drank to excess and neglected his studies. Thus ended his school days.

In 1829 he published "Al Aaraaf, and Minor Poems." "This work," says his biographer, Mr. Stoddard, "was not a remarkable production for a young gentleman of twenty." Poe himself was ashamed of the volume.

After his stormy school life, he returned to Richmond, where he was kindly received by Mr. Allen. Poe's conduct was such that Mr. Allen was obliged to turn him out of doors, and, dying soon after, he made no mention of Poe in his will.

Now wholly thrown upon his own resources, he took up literature as a profession, but in this he failed to gain a living. He enlisted as a private soldier, but was soon recognized as the West Point cadet and a discharge procured.

His literary work may be summed up as follows: In 1838 appeared a fiction entitled "The Narrative of Arthur Gordon Pym," 1839, editor of Burton's "Gentleman's Magazine," Philadelphia; next, editor of "Graham's Magazine;" 1840, "Tales of the Grotesque and Arabesque," in two volumes; 1845, "The Raven," published by the "American Review;" then sub-editor of the "Mirror" under employment of N. P. Willis and Geo. P. Norris; next associate editor of the "Broadway Journal."

His wife died in 1848. His poverty was now such that the press made appeals to the public for his support.

In 1848 he published "Eureka, a Prose Poem."

He went to Richmond in 1849, where he was engaged to a lady of considerable fortune. In October he started for New York to arrange for the wedding, but at Baltimore he met some of his former boon companions, and spent the night in drinking. In the morning he was found in a state of delirium, and died in a few hours.

The most remarkable of his tales are "The Gold Bug," "The Fall of the House of Usher," "The Murders of the Rue Morgue," "The Purloined Letter," "A Descent into Maelstrom," and "The Facts in the Case of M. Valdemar." "The Raven" and "The Bells" alone would make the name of Poe immortal. The teachers of Baltimore placed a monument over his grave in 1875.

Poe has been severely censured by many writers for his wild and stormy life, but we notice that Ingram and some other prominent authors claim that he has been wilfully slandered and that many of the charges brought against him are not true. His ungovernable temper and high spirit led him into disputes with his friends, hence he was not enabled to hold any one position for a great length of time. Like Byron and Burns, he had faults in personal life, but his ungovernable passions are sleeping, while the sad strains of "The Raven," the clear and harmonious tones of "The Bells," and the powerful images of his fancy live in the immortal literature of his time.

### Annabel Lee by Edgar Allan Poe

It was many and many a year ago,  
In a kingdom by the sea,  
That a maiden there lived whom you may know  
By the name of ANNABEL LEE;--  
And this maiden she lived with no other thought  
Than to love and be loved by me.  
She was a child and I was a child,  
In this kingdom by the sea,  
But we loved with a love that was more than love--  
I and my Annabel Lee--  
With a love that the winged seraphs of heaven  
Coveted her and me.

And this was the reason that, long ago,  
In this kingdom by the sea,  
A wind blew out of a cloud by night  
Chilling my Annabel Lee;  
So that her high-born kinsman came  
And bore her away from me,  
To shut her up in a sepulchre  
In this kingdom by the sea.

The angels, not half so happy in Heaven,  
Went envying her and me:--  
Yes! that was the reason (as all men know,  
In this kingdom by the sea)  
That the wind came out of a cloud, chilling  
And killing my Annabel Lee.  
But our love it was stronger by far than the love  
Of those who were older than we--  
Of many far wiser than we--  
And neither the angels in Heaven above,  
Nor the demons down under the sea,  
Can ever dissever my soul from the soul  
Of the beautiful Annabel Lee:--

For the moon never beams without bringing me dreams  
Of the beautiful Annabel Lee;  
And the stars never rise but I see the bright eyes  
Of the beautiful Annabel Lee;  
And so, all the night-tide, I lie down by the side  
Of my darling, my darling, my life and my bride,  
In her sepulchre there by the sea--  
In her tomb by the side of the sea.



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Why don't I have  
any tattoos?  
For the same reason  
you don't put a  
bumper sticker on a  
Ferrari.

The boss was concerned that his employees weren't giving him enough respect, so he tried an old fashioned method of persuasion: He brought in a sign that said, "I'm the Boss," and taped it to his door.



Singing in the shower  
Is all fun and games  
Until you get  
Shampoo  
in your mouth,  
Then it just  
Becomes a soap opera.



After lunch, he noticed someone had taped another sign under his:



Ever look back and think of  
some of the people you dated  
or wanted to date  
in High School...  
and see them on Facebook  
and think, "Whew! I dodged a  
bullet on THAT ONE!"





SHOW \$ SHINE



10AM TO 5PM

**Sunday 16**  
**October 2016**  
**BURWOOD PARK**

***Celebrate the 25th anniversary***  
***of the Classic Car Show and Shine in style at the***  
***biggest family friendly festival in the Inner West.***

Bring your four wheeled baby along for show, or enter one of fourteen categories to be judged best in show by the Council of Motor Clubs.

- |  |                                |  |
|--|--------------------------------|--|
| 01. Best Veteran or Vintage – up to 1929     | 06. Best 70s Classic           | 11. Best Hot Rod                           |
| 02. Best 30s Classic                         | 07. Best Modern – 1980 onwards | 12. Best Street Machine                    |
| 03. Best 40s Classic including WWII vehicles | 08. Best Commercial Vehicle    | 13. Best Custom                            |
| 04. Best 50s Classic                         | 09. Best Motorcycle            | 14. Best Unmodified – Original or Restored |
| 05. Best 60s Classic                         | 10. Best Exotic or Unusual     |  |

Entry is \$10, payable on event day to the volunteers from the Burwood SES.  
To enter, visit [www.burwoodfestival.com.au](http://www.burwoodfestival.com.au) and click on the Classic Car Show and Shine tab

## **CMC - Route 66 Tour - 2017**

**Come and join us on Route 66 - August 2017 -  
25 days-24 nights coach tour from New York starting on 11th  
August to Los Angeles, taking in Niagara Falls, Detroit,  
Woodward Dream Cruise, Route 66, Grand Canyon, Las Vegas &  
Los Angeles**

**Visiting museums, local city tours, and everything in between.**

**\$8398 per person twin share - single supplement \$3100. If you  
are single and want to share we might be able to find someone!**

**If you are thinking about joining us please return this form by email or  
ring me for snail mail.**

**PLEASE let us know whether you're thinking about coming as soon as you  
can.**

**Thanks.**

Name/s: \_\_\_\_\_

Address: \_\_\_\_\_

Suburb: \_\_\_\_\_ State: \_\_\_\_\_ Post Code: \_\_\_\_\_

Phone: \_\_\_\_\_ Mobile: \_\_\_\_\_ Email: \_\_\_\_\_

For more information please contact Lynelle  
[tic@ticauto.com.au](mailto:tic@ticauto.com.au) or Mobile 0422 513 256.

I will forward details as they become available.

**Lynelle Titcume**

CMC Committee - Tour Coordinator.

Self Drive options are being investigated.

For more information please contact Lynelle  
[tic@ticauto.com.au](mailto:tic@ticauto.com.au) or Mobile 0422 513 256.

I will forward details as they become available.

**Lynelle Titcume**

CMC Committee - Tour Coordinator.



*Lynelle is always looking for new ideas for tours. Please  
feel free to contact her if you can contribute.*

# CMC - USA Route 66 2017 - Newsletter 1

Welcome aboard the first Council of Motor Clubs newsletter for the USA Route 66 tour happening in 2017.

Some people have already expressed their interest and paid a small deposit; thank you. Some are still waiting for more details. This Tour is still evolving and is looking fantastic!

The Expression of Interest form appears on the previous page in case you know anyone who wants to join us on our adventure!

Here is what we have so far:

## **First Night in New York is Friday 11<sup>th</sup> August 2017**

**Tour is going to be 25 days - 24 nights** – including bed & breakfast and a couple dinners – entry into many attractions along the way. Still researching to see if we can include a Racing event along the way.

**\$8398 per person twin share – single supplement \$3100.** If you are single and want to share we might be able to find someone!

## **Attractions include: (Keep in mind still evolving!)**

New York - 3 days visiting attractions and exploring, Niagara falls - including sightseeing cruise, free afternoon to visit other attractions, Dearborn – Detroit, Woodward Dream Cruise, the Ford Piquette Avenue Plant, Motown Museum and time to see other attractions, Chicago – sightseeing tour, free time to explore and an Optional Gangster Tour, Route 66 Hall of fame Museum, Abraham Lincoln Museum, Gateway Arch, Kemp Auto Museum, Well Rogers Museum, heaps more museums, Cadillac Ranch, Grand Canyon, Las Vegas just to mention a few things!!!!

## ***Has anyone heard of somewhere or something that we can research and maybe include?***

*Airfares are approximately \$2,000 per person. Some people may want to travel as a group to be in New York on this day, but some may want to trip around before or after the tour, this is great, enjoy while you are in USA. I will add another information page when travelling gets closer.*

This tour is filling fast, if you have not already paid a deposit can you please forward your \$200 per person deposit as soon as possible to:

CUA : L & J Titcume

BSB: 814 282

Account number: 31065342

Any questions at all, please do not hesitate to email or give me a ring.

## ***Keep Motoring***

## ***Lynelle Titcume***

CMC – Tour Coordinator

*tic@ticauto.com.au*

M: 0422 513 256



Classic Cars | Billy Carts | Markets



If you'd like to come along for the weekend, just contact Lynelle at: [tic@ticauto.com.au](mailto:tic@ticauto.com.au)

Classic Yass returns again this year to Banjo Paterson and Riverbank Parks in the centre of the historic town of Yass in the NSW Southern Highlands. The Saturday event features the sensational Motor Show of Classic Cars, Motor Cycles and Historic Racing Cars plus all the thrills and spills of the very popular Rotary Billy Cart Derby.

Sydney band 'The Hips', featuring Paul McCann and Rockpile Jones of Ol' 55 fame, will be again playing our favourites from the 50's, 60's and 70's and Vintage fashion will also be a highlight in the park among the cars and market stalls.

This is a free event for the whole family, so why not dress in your favourite vintage fashion, come along and soak up the atmosphere - you'll be very welcome.

The nostalgia continues on Sunday November 6th, with entry via a gold coin donation to attend an Open Day at the Yass Railway Museum as well as Vintage Machinery, Heavy Horse displays and homestead tours at the National Trust's historic 'Cooma Cottage'.



# Guidelines for Club Committee Hand-over & How to Download Minutes

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

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

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

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

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

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

In order that RMS records for your club are kept up to date, the Council suggests that the details regarding any Executive Committee changes should also be advised to the Roads & Maritime Service as soon as possible. **( This service has been relocated from Grafton. Please call the RMS or visit their website for details )**. This is especially important if your club has vehicles on HCRS. Failure to inform them may result in an application for registration being refused.

You must also advise NSW Fair Trading **(13 32 20)** of your Public Officer and/or address changes.

## Guidelines

**Note: Affiliation Renewals are due on 31st December each year.**

As soon as possible following any changes, we would ask that you notify changes of the following to the CMC at [secretary@councilofmotorclubs.org.au](mailto:secretary@councilofmotorclubs.org.au).

<u>Executive Committee</u>	<u>Contact Details</u>
President Vice President Treasurer Secretary / Public Officer HCRS Registrar	First point of contact. i.e. one email address only, or postal address. Website address (if you have one). Email & phone contacts only, for one or two delegates who will attend CMC general meetings.

## HOW TO DOWNLOAD MINUTES FROM THE WEBSITE

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

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

Go to the Website: at [www.councilofmotorclubs.org.au](http://www.councilofmotorclubs.org.au)

Select: "**Document Centre**" then "**Minutes**"

**If you have any problems with this procedure please contact the Secretary, Julie Williams, at**

[secretary@councilofmotorclubs.org.au](mailto:secretary@councilofmotorclubs.org.au)

**or call 0409 161 357.**



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