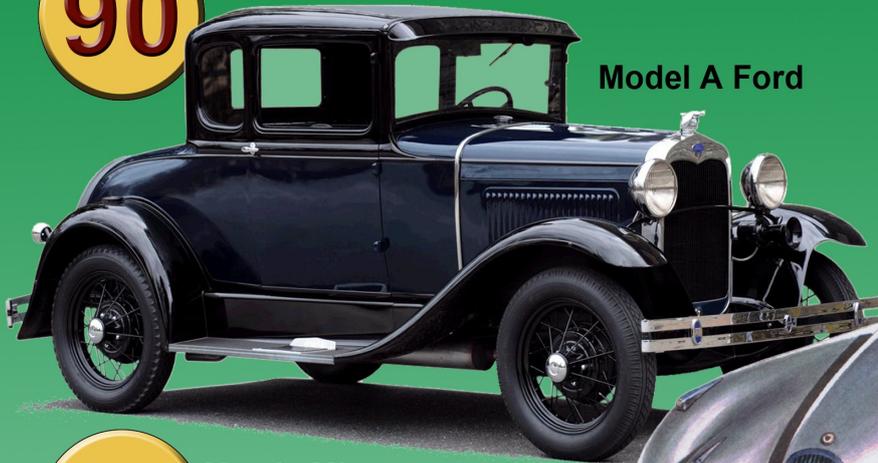


The Preserve

Celebrating lots of anniversaries



90



Model A Ford

Jaguar
XK 120



70

Morris Minor



Morris Minor
Club

40

Austin Healey
Sprite



60



Holden
Monaro

50



Morgan
Plus 8



Shannons Sydney Classic August 2018

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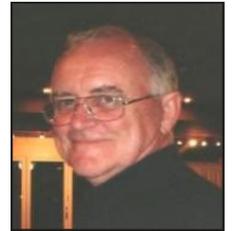
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President's Report



Your 2018 Committee

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VSWG, RSAC & Govt.
Liaison / AHMF Delegate

Tony De Luca

Vice President & SSC

Kay De Luca

Treasurer & SSC

Vacant

Secretary General,
SSC & Magazine Editor

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Lester Gough

Membership Secretary

Tony O'Donnell

ACMC / Vehicle Standards
& Govt. Liaison

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Terry Bebbington

Chief Judge

Evan Jones

OH&S

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Events/Tours Coordinator

Phil Cooper

Social Media Liaison

Bob Adby

SSC Sub-committee

Boyd Symington

SSC Sub-committee

Karen Symington

SSC Sub-committee

Brian Caldersmith

Front Cover Artwork

Hello folks and welcome to the Council of Motor Clubs Inc (CMC) Display Day known for many years now as the Shannons Sydney Classic, now in its 55th year. The event has come a long way since the relatively small group of clubs which began the Council of Veteran, Vintage & Thoroughbred Motor Clubs (CVV&TMC) back in 1963 decided, in 1964, to stage a classic car show at Warwick Farm Racecourse. The event has moved around a bit during the years since.

I can remember Canterbury Racecourse, Castle Hill Showground, The Museum of Fire plus some others I have forgotten. Around 20 plus years ago we moved to the current location, Eastern Creek International Raceway (ECIR), which is now known as Sydney Motor Sport Park (SMSP). The venue's operating club, Australian Racing Drivers' Club Ltd (ARDC) have been our hosts for all this time. Do you get the idea that acronyms are the go around here? In fact, I think that we may have invented the idea. The CVV&TMC was such a long name that many folks called us FRED or the Alphabet club. No wonder we decided to change our name to CMC some time ago.

We in the CMC have had some considerable sadness in recent times. We had the longest serving committee member and Judging Pool Chairman, Bryan Horne, pass away two years ago. Many delegates and club members have also left this mortal coil in the couple of years since. I think we have not had a recent CMC meeting without some sad news of another member / delegate passing away.

However a huge shock and loss to us all has been the passing of our Secretary Julie Williams this last June. I have so much admiration for that lady and the work she handled for us all. It is a truism that you never realize how much a volunteer does until they are gone. It is staggering to try and get through the documentation and organizing Jules did with aplomb and class. We have struggled to simply try and keep up with Julie's work load let alone have the energy and drive that human dynamo had.

We will let you know of a couple of things we shall do to preserve the memories of Bryan Horne and Julie Williams.

In this year's display we have a huge number of vehicles. Tony De Luca tells me that 1,826 window card stickers have been purchased by the clubs. That is the number of vehicles coming, let alone the people. The layout which you see in this program has once again been perfectly handled by Tony and Allen Seymour. Both those gents have been real troopers for the CMC and have been for many a long year.

Your CMC Committee have all stepped up many notches this year to help get things done and I must ask you to thank them all, if and when you can catch them at this event. Others have offered to come in and help which is very much appreciated by us all. Sorting through tasks just to "get this show on the road" has been enormous.

I really have to thank Kay De Luca for her extraordinary efforts in picking up the pieces. Not only has she continued her great work as our Treasurer in the exemplary fashion normally applied. Kay took on the taxing task of taking and documenting the minutes at the CMC General meetings and Committee meetings, which is a huge effort let me tell you. Kay also took on the job of producing our regular newsletters PLUS this very Preserve program you are reading right now. Daunting to say the least but perfectly done all the same.

Please enjoy this fabulous display of the country's best collection of club motor vehicles. Visit as many of the clubs as you can and take a long look through the wares on display in the pit lane garages.

The Concours Judging event on pit lane is a superb gathering of the best of the best from our member clubs. Don't miss it as they say. A ride around the track in a vintage bus from the Bus Museum is something you can only do at this event so that is also a must. Show the younger generations how we "mature" folks travelled to school and work all those years ago.

Terry Thompson OAM

ON PIT LANE THIS YEAR

The trophies awarded at Shannons Sydney Classic are for the annual CMC Concours d'Elegance. In this event, affiliated clubs enter their chosen vehicles for judging based upon a points system for condition, cleanliness, originality and authenticity of restoration.

The Concours is presided over by the CMC Judging Pool. The standard of vehicles presented for the Concours D'Elegance at the Shannons Sydney Classic is high, however originality counts for 50% of the points awarded. The quality of the entries for 2018 are again characteristic of this high standard.

It is our custom to celebrate marque & club anniversaries each year. This year we have a number to celebrate. You can view the anniversary clubs for 2018 along with the Concours D'Elegance entrants on Pit Lane. The Judges' decision will be announced at 2:30pm followed by the Trophy Presentation on Pit Lane. The CMC wishes all the Concours D'Elegance entrants Good Luck and may the best car win.

For those people who have difficulty negotiating the tunnel between the main area and area D, there is a wheelchair-friendly shuttle bus operating throughout the day. Catch it near the access road in Area D and near the Ambulance Station between areas B and C and opposite area E.

The Committee wishes to thank all our member clubs who are taking part in this year 's event, for their support. Your feed back is also invaluable to help us plan a bigger and better event each year, so please don't hesitate to contact us. We sincerely hope you enjoy the day.



JayJay the Balloon Guy

9.30-11.30 am and
12.30-2.30 pm



Roving Jazz Group 10.30am-1.30pm



Ramon's Circus Workshops
10.00-11.30am &
12.00-1.30pm

Kids Club

Garages 47 & 48 Pit Lane

Don't forget to visit the Pit Lane Garages especially the CMC Garages (49 & 50). You need to present your voucher for the CMC Shannons Medallion while you're there.

Our raffle for Prostate Cancer Foundation this year has a First Prize of a \$3,000 CRUISE VOUCHER courtesy of CRUISE EXPRESS.

In The Garages This Year

1	Ceva Logistics	26	Motoactive
2	Bowdens Own	27	Slot Shop
3	Jeebsters Nostalgic Signs	28	Hudson AMC Car Club
4	VG Auto Paints	29	Antique Tyres
5	Selleys	30	Mini Car Club
6	Modern Classic Cars	31	PPC Permanent Paint
7	Trico Products	32	PPC Permanent Paint
8	Soundlaps Group	33	CMC Markets
9	Sue's Transport Books	34	CMC Markets
10	Motor Racing Collectables	35	CMC Markets
11	Motorretro	36	CMC Markets
12	Redistrip	37	CMC Markets
13	Hare & Forbes Machinery	38	Keith Tyler Collectables
14	Code Clean Aust	39	Keith Tyler Collectables
15	Gulf Oil Australia	40	Keith Tyler Collectables
16	Allied Wheels	41	HTCA
17	Apex Tool Group	42	HTCA
18	Northern Region Art	43	Mini & Moke World
19	F1 Scale Models	44	Vintage Wiring Harness
20	AEG Powertools	45	Cruise Express/Vintage FM
21	GnG	46	Disc Brakes Australia
22	Penrite Oil Company	47	CMC - Kids Club
23	Not available	48	CMC - Kids Club
24	Not available	49	CMC
25	Not available	50	CMC

TRACK TOURS SCHEDULE 2018

9:30 Area D	Camaro Firebird Owners 1949-1962 Ford V8 Club 48 FJ Holden Owners NSW Corvettes Unlimited	11:45 Area D	Austin Healey Owners Club Aust Ex Military Vehicle Collectors Z Car Club Sydney Rover Owners Club Berrima District Historic Vehicle Central Coast American Classics Inc Central Coast Historic Car Club	2:00	Macquarie Towns Motorcycle Micro Car & Scooter Pittwater Motor Enthusiasts Assoc Pittwater Motor Enthusiasts Bikes Model A Ford Club Morris Minor Car Club Packard Auto Club Aust
10:00	Early Falcon Car Club Falcon GT Owners Club R&S Valiant Car Club Thoroughbred Sports Car Club Classic Car Club Illawarra ARDC Classic Car Club	12:00 Area E	Aust Historic Motor Club Ford Galaxie Club Aust Glossodia Classic Vehicle Club ROMEO Classic Car & Bike Club Studebaker Car Club NSW The GT Club The Sprite Car Club Aust Vauxhall Owners Club Honda Sports Car Club Sydney Datsun Club	2:15	Mini Car Club NSW Morris Minor Picnic Club Monaro Car Club of NSW The Regals Mopar Car Club Lithgow Vintage Motor Club Sunbeam Owners Club
10:15	Willys Whippet Overland Knight Volvo Sporting Car Club Mercedes-Benz Club NSW Magic Metal Motoring Club Alfa Romeo Owners Club NSW	12:30	Anglia Prefect Club Aston Martin Owners Club NSW Aust Porsche 356 Registry Dapto Classic Car Club Club Lotus American Muscle Car Club Classic Rally Club Austin Motor Vehicle Club Bolwell Car Club Morgan Owners Club Aust Gnoo Blas Classic Car	2:30	Concours Parade & Trophy Presentations Followed by Raffle Draw
10:30	Italian Made Social Motor Club Mustang Owners Club Aust Lancia Motor Club NSW Austin A40 Car Club	12:45	FE-FC Holden Car Club NSW HD/HR Holden Club NSW Illawarra Vintage Car Club Buick Car Club Aust Chevrolet Club NSW FB-EK Holden Car Club NSW Armstrong Siddeley Car Club Austin 7 Club NSW	3:15 Area D	Toyota Car Club of NSW Jamberoo Valley CVC Sydney Machina Social Club Southern Sydney Early Holden
10:45 Area D	Antique & Classic Motor Club Classic Falcon Owners Club of NSW Club Veedub Sydney Museum of Fire Campbelltown Historic Vehicle Club	1:00	Hudson AMC Car Club of Aust Leyland P76 Classic Car Club Leyland P76 Owners Club Cadillac La Salle Rolls Royce Owners Club Central Coast All Ford Club Hawkesbury Historic Car Club VW Classic & Vintage Aust Land Rover Owners Club	3:45	LAST BUS RUN South Coast Vintage Car Club Triumph Sports Owners Assoc NSW Veteran & Vintage Chev Assoc Vintage Vehicle Club Aust 1919-30 Thunderbird Owners Club of Aust
11:15	Cronulla RSL ME Group Fiat Club NSW XY-XY Association MG Car Club Bristol Owners Club Aust	1:15 Area D	Classic & Historic Auto Club Dodge Owners Car Club GTR & XU1 Owners Club NSW Isuzu Car Club of Aust Pontiac Car Club Aust Small Ford Car Club NSW Vauxhall Bedford Opel Owners Club XW-XY Falcon Owners Club NSW	4:00	HSRCA & HTCA
11:30	Citroen Car Club of NSW Inc Peugeot Car Club NSW Renault Car Club Aust Saab Car Club of Aust NSW AHMC Blue Mountains	1:45	Jaguar Drivers Club Aust Jowett Car Club Aust Chrysler Restorers Club FX-FJ Holden Club of Aust Cortina Anglia Prefect Club Jensen Car Club of Aust MG Restorers Assoc Early Ford V8 Club NSW	4:30	Event Close

Track Tour Schedule Alphabetical by Club/Time			
Club/ Event	Time	Club / Event	Time
48 FJ Holden Owners Club	9.30	Jaguar Drivers Club	1.45
1949-1962 Ford V8 Club	9.3	Jamberoo Valley Classic Vehicle Club	3.15
Aust Historic Motor Club	12 noon	Jensen Car Club of Aust Inc	1.45
AHMC Blue Mountains	11.30	Jowett Car Club Aust	1.45
Alfa Romeo Owners Club NSW	10.15	Lancia Motor Club NSW	10.30
American Muscle Car Club	12.30	Landrover Owners Club	1.00
Anglia Prefect Club	12.30	Leyland P76 Classic Car Club	1.00
Antique & Classic Motor	10.45	Leyland P76 Owners Club	1.00
ARDC Classic Car Club	10.00	Lithgow Vintage Motor Club	2.15
Armstrong Siddeley Car Club	12.45	Magic Metal Motoring Club	10.15
Aston Martin Owners Club NSW Inc	12.30	Mercedes Benz Club NSW	10.15
Aust Ex Military Vehicle	11.45	Macquarie Towns Motor Cycle	2.00
Aust Porsche 356 Register	12.30	MG Car Club	11.45
Austin 7 Club NSW	12.45	MG Restorers Assoc	1.45
Austin A40 Car Club	10.30	Micro Car & Scooter	2.00
Austin Healey Owners Club	11.45	Mini Car Club NSW	2.15
Austin Motor Vehicle Club	12.30	Model A Ford Club	2.00
Berrima District Historic Vehicle	11.45	Monaro Car Club of NSW Inc	2.15
Bolwell Car Club	12.30	Morgan Owners Club	12.30
Bristol Owners Club Aust	11.15	Morris Minor Car Club NSW	2.00
Buick Car Club Aust	12.45	Morris Minor Picnic Club	2.15
Cadillac La Salle	1.00	Museum of Fire	10.45
Camaro Firebird Owners	9.30	Mustang Owners Club	10.30
Campbelltown Historic	10.45	NSW Corvettes Unlimited	9.30
Central Coast All Ford	1.00	Packard Auto Club	2.00
Central Coast American Classics Inc	11.45	Peugeot Car Club NSW	11.30
Central Coast Historic Car Club	11.45	Pittwater Motor Enthusiasts Club	2.00
Chevrolet Club NSW	12.45	Pontiac Cara Club Aust	1.15
Chrysler Restorers Club	1.45	Renault Car Club Aust	11.30
Citroen Car Club of NSW Inc	11.30	R&S Series Valiant Car	10.00
Classic Car Club Illawarra Inc	10.00	Regals Mopar Car Club	2.15
Classic Falcon Owners Club of NSW	10.45	Rolls Royce Owners Club	1.00
Classic & Historic Auto Club of Aust	1.15	ROMEO	12 noon
Classic Rally Club	12.30	Rover Owners Club	11.45
Club Lotus Australia	12.30	Saab Car Club of NSW	11.30
Club Vee Dub Sydney	10.45	Small Ford Car Club	1.15
Cortina Anglia Prefect	1.45	Sth Coast Vintage Car Club	3.45
Cronulla RSL ME Group	11.15	Southern Sydney Early Holden	3.15
Dapto Classic Car Club	12.30	Sprite Car Club Aust	12 noon
Dodge Owners Car Club	1.15	Studebaker Car Club	12 noon
Early Falcon Car Club	10.00	Sunbeam Owners Club	2.15
Early Ford V8	1.45	Sydney Datsun Club	12 noon
Falcon GT Owners Club	10.00	Sydney Machina Social Club	3.15
FE-FC Holden Car Club NSW	12.45	The GT Club	12 noon
FB-EK Holden Car Club NSW	12.45	The XW-XY Association	11.15
FX-FJ Holden Car Club Aust	1.45	Thoroughbred Sports Car Club	10.00
Fiat Club NSW	11.15	Thunderbird Owners Club of Aust	3.45
Ford Galaxie Club	12 noon	Toyota Car Club of NSW	3.15
Glossodia Classic Car Club	12 noon	Triumph Sports Owners Assoc	3.45
Gnoo Blas Classic Car Club	12.30	Vauxhall Bedford Opel Owners Club	1.15
GTR-XU1	1.15	Vauxhall Owners Club	12 noon
Hawkesbury Historic Car Club	1.00	Veteran & Vintage Chev Assoc	3.45
HD/HR Holden Club NSW	12.45	Vintage Speedcar Assoc	N/A
Historic Sports & Racing Car Assoc	4.00	Vintage Vehicle Club Aust	3.45
Historic Touring Car Assoc	4.00	Volvo Car Club	10.15
Honda Sports Car Club	12 noon	VW Classic & Vintage	1.00
Hudson AMC Car Club of Aust Inc	1.00	Willys Whippet Overland	10.15
Illawarra Vintage Car Club	12.45	XW-XY Falcon Owners Club of NSW	1.15
Isuzu Car Club of Aust Inc	1.15	Z Car Club Sydney	11.45
Italian Made Social Motor Club	10.30		

Anniversaries for 2018

Years	Marque/Model/Club
90	Model A Ford
80	Rolls Royce Wraith
70	48-215 Holden
70	Jaguar XK 120 & MKV
70	Morris Minor
70	Jowett
70	Peugeot 203
60	Morgan Owners Car Club
60	Austin Healey Bug Eyed Sprite
60	Austin A40 Farina
60	FC Holden
50	Morgan Plus 8
50	Jaguar XJ
50	Holden Monaro
50	Datsun 1600
50	Isuzu Car Club of Australia
50	Peugeot 504
50	Rolls Royce Phantom VI
40	FX-FJ Car Club of Australia Sydney
40	Morris Minor Car Club NSW
40	SAAB 99 Turbo
25	Sydney Datsun Club
20	Rolls Royce Silver Seraph



Brian will be with Club Lotus in Area A if you want to talk about a portrait of your car.

CAR PORTRAITS *by Brian Caldersmith*

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

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

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

briantc@bigpond.com brian-caldersmith.smugmug.com

90 Years Model A Ford

Although at least one Ford arrived in Australia in 1904, just a year after the formation of the Ford Motor Company, the local story of Ford began in earnest in October 1909 when R.J. Durance and his wife Ivy came from Canada to Port Melbourne to open an Australian branch.

They brought fully assembled Fords in and demonstrated them to the towns of the Australian bush with great effectiveness. Durance asserted: "Ford agencies were appointed anywhere smoke came out of a chimney". However, Ford distributors were gouging their own sub-dealers as well as customers and in 1923 Ford Canada sent executives Hubert French and Mel Brooks across to investigate. On 23.12.1923 French wrote recommending the establishment of manufacturing plant in Tasmania but later settled on Geelong. By the time French was ready to leave Australia, General Motors' local boss Ed Riley had pegged the price of a Chevrolet at £235, almost £100 more than a Ford.

On 31 March 1925, Ford announced that Geelong was to be the Australian headquarters. The first Australian-built Ford was a Model T that came off an improvised production line in a disused Geelong wool storage warehouse in June 1925, while work started on a factory in the nearby suburb of Norlane. In 1928 the factory switched to the Model A and was followed by the Ford V8 in 1932.

In 1934 the company released a coupe utility based upon the Model A American Ford "Closed Cab Pickup Truck" that had been produced for 6 years from 1928. The local designer was Ford engineer Louis (Lewis) Bandt. During the Depression banks would not extend credit to farmers to purchase passenger cars in the belief they were unnecessary luxuries. However, they would lend money for the purchase of "working" vehicles. The coupe utility fulfilled the need of farmers to have a workhorse which could also be used "to take the wife to church on Sunday and to the market on Monday.



80 Years Rolls Royce Wraith

In 1906 the Rolls-Royce Company introduced its 40/50 horsepower model to the world. In the following year, Barker & Co., Coach Builders, fitted a touring body with aluminium paint and silver plated lamps to the 12th production chassis and thus the famous "Silver Ghost" was born. All 40/50 horsepower models became known as "Silver Ghosts" and the company maintained a single model production policy until 1922 when it released the "small" Rolls-Royce in the form of the Twenty Horsepower. While the Silver Ghost earned the title of "The Best Car in the World" in the eyes of the motoring press, the company continued to develop its small cars alongside the Silver Ghosts and Phantom limousines throughout the 1920's and 1930's.

The small Rolls-Royce evolved from the 3127 cc 20 Horsepower into the 3699 cc 20/25 model (released in 1929), then 4257 cc 25/30 (released in 1936), culminating in the Wraith in 1938. To quote Martin Bennett, Rolls-Royce and Bentley, The History of the Cars; "In this model the traditional Rolls-Royce attributes of silence and smoothness were developed to a remarkable degree". The chassis of the car was entirely new and of largely welded construction. The vehicle now had independent front suspension and an entirely new engine with Hall's Metal big ends and a new cross flow cylinder head.

As with the Phantom and Bentley model vehicles produced by Rolls-Royce, individual coach building enterprises hand built and fitted the bodies to these wonderful motor cars, thus providing us to this day, with an extraordinary variety in the final products.

Only 491 Rolls-Royce Wraith vehicles were produced prior to the outbreak of World War 2 thus making them a very special collector piece of machinery.



50 Years Rolls Royce Phantom VI

"Phantom" was the name given by Rolls-Royce to its large limousine models which followed the Silver Ghost. The Rolls-Royce Phantom 1 was released in 1925 with a 7.7 litre overhead valve six cylinder engine. The Phantom model continued to be produced through various iterations in the 40's, 50's through to the 90's. Production of various models was limited to special orders, for instance only 18 Phantom IV's were produced.

The Rolls-Royce Phantom VI was released in 1968 with bodies built by coach builder H.J. Mulliner Park Ward on the same chassis as used for the prior Phantom V model. The vehicles were huge with body styles which would be varied to meet special requests.

The vehicles had upgraded coach fittings including separate front and rear air conditioning systems, padded fascias, centralised locking and redesigned fittings to meet European Safety regulations.

Early Phantom VI's were delivered with the same 6230cc V8 overhead valve engine which appeared in the series 2 and 3 Silver Clouds and Bentleys of the early 60's, and also in the Silver Shadow 1's.

The capacity was increased to 6750 cc in 1978 when at the same time the GM400 three speed auto box and high pressure braking system available on the Silver Shadow 2 and Bentley T2 were fitted to the Phantom VI.

While a number of Phantom V's may be seen in Australia, as they were used by both the Federal and a number of State Governments as Regal Cars, the Phantom VI is a much rarer beast at our various Classic Car gatherings.



70 Years 48-215 Holden

On the 2nd September seventy years ago General Motors announced the eagerly awaited new Australian car would be named the "Holden", (the family name of GMH's former chairman E W Holden) to honor the family who had built their Adelaide saddle and harness making business into the largest motor body manufacturing operation outside of North America. Three months later the first production Holden 48-215 rolled off GMH Headquarters Fishermen's Bend assembly to the legendary Ben Chifley's acclamation "She's a Beauty". The outstanding success of the first Holden car is now being attributed to its brilliant engineering, design, and development for Australian conditions, market and manufacturing capability. Perhaps now this unique car will finally be recognized as one of the truly great ground breaking cars of the 20th century. Its small lively 6 cylinder engine was more than competitive with the heavier American 6 and 8 cylinder competitors. It carried six people in a strong light weight and compact integral body with the fuel efficiency to match the smaller British 4 cylinder cars.

At this time we can reflect on the contribution of the core team of veteran GM engineers led by the Chief Engineer of the new Australian car program, Russ Begg. These men had extensive experience in bringing significant new cars to market in pre war US and Germany. Importantly, they were supported by eager youthful enthusiasm of 30 Australian engineers who worked on the initial development of the first Holden in the USA.

100 years ago Holden Motor Body Builders was established following a 1st world war decree in late 1917 that motor body imports would cease to save shipping space. James A Holden had started his business in 1856 and later his eldest son H J steered the company through the late 19th century depression difficulties to become the largest provider of leather and canvas products for the Australian army and transport in the horse drawn era.

After the WW1 H J's sons, Edward and later William, were to drive the expansion and capability of HMBB to the point where General Motors contracted them in late 1923 to be their national supplier of motor bodies. Holden's new Woodville manufacturing facility was dedicated to GM requirements while the Adelaide William Street plant supplied the other body customers and built railcar and tram bodies. By mid-1920s HMBB were building up to 1,000 bodies each week, nearly 40% the Australian markets needs and GM passed 30%.

During the dark days of the depression in 1931 the two companies merged to form GMH. HJ passed away in 1926 and young William, the outstanding manufacturing manager died in 1929. Edward was appointed MD following the merger and brought in some outstanding Australian managers who helped return the company to profit in 1933. Edward was involved in the decision by GM to bring in the global experience of 35 year old Lawrence Hartnett to lead the organization in 1934. EW Holden served as the company chairman until his death in 1946. Hartnett's enthusiasm motivated the young organisation and GM dealers to achieve a 40% market share by the late 30s.

A national aspiration to build an all Australian car began in the mid-thirties that meant building engines, transmissions and chassis. Local content manufacturing had grown significantly during previous decades, was recognized as economically desirable and by the late 1930s had garnered government support. Hartnett quietly investigated the prospect of building an all Australian designed car and conducted extensive studies.

War intervened and all production resources were directed to that purpose. As the tide of hostilities turned, government and industry minds started to focus on post war reconstruction and employment of returning forces. A small team of GMH designers and engineers resurrected their early studies and prepared styling and engineering specifications, and manufacturing proposals.

Hartnett took his plans to GM who, recognizing the Governments desire to build an all Australian car, gave Hartnett the go ahead. In early 1945 young Australian engineers had joined Russ Begg to develop and engineer what was to become the pride of the nation. It took over 6 years to increase production levels to over 60,000s unit per year. In 1956 the 250,000th rolled off the line and Holdens accounted for at least 50% of the market. *For detail references to GMH Documentation and memories refer to the Holden Retires Club website "hrc.org.au".*



70 Years Morris Minor

This year we celebrate the 70th anniversary of a car held in high esteem by many millions of people who either owned, rode in or knew someone who had one of these little gems.

The Morris Minor was designed under the leadership of Alec Issigonis and production of the body shells started at Nuffield Metal products in Birmingham in July 1948. The first car rolled off the production line in Cowley, England during September 1948. No specific dates have been given as there are some conflicting dates from various texts and sources. The new Morris Minor was launched to the public at the British Motor Show at Earls Court in London during October, 1948. The original Minor MM series was produced from 1948 until 1953 and included a two-door, a four-door (from 1950) four seat saloons and a convertible four-seat tourer.

The wide body, independently sprung torsion bar front suspension coupled with rack & pinion steering gave the driver control not experienced before in a small car. Over the next twenty four years the car would have 'minor' modifications, in various models of two door sedan, four door sedan, convertible, "Woodie" estate car, panel van and utility. Examples of these can still be found on every continent throughout the world.

In January 1961 the Morris Minor became the first British car to sell more than a million and this was celebrated with a limited run of 349 two-door saloons of which 30 of the replicas were sent to overseas distributors in distinctive lilac paintwork and a white interior. The bonnet badge was modified to read Minor 1000000 instead of the usual Minor 1000.

1948 Morris Minor Series MM owned by Scott Barraclough. The car is the 4th oldest in Australia, but the 2nd oldest still on the road.



Morris Minor Car Club of NSW Inc. Club Profile - 40th Anniversary

The NSW Club was formed in Sydney in November 1978, by a few close friends who all had a common interest in Morris Minors. It was the first Morris Minor Club in Australia. A decision was made to advertise the formation of the Club and the result was overwhelming. The Club was set up firstly to provide social contact as an avenue for people with a common interest to get together and secondly to provide help of a technical nature.

Within the Morris Minor movement in Australia, as with most countries there are two groups; those who believe that the Morris Minor should not be changed or modified in any way from the original Alex Issigonis design and those who do not.

The Morris Minor Car Club of New South Wales accepts any Morris Minor as long as there is no major exterior modification, that is, it must look like a Morris Minor. As for running gear modifications, this is limited by RMS regulations and requirements.

In the recent years the Club has grown in strength to approximately 160 memberships at present with some 850 members who have passed through the Club since first forming.

70 Years Jowett Javelin

Jowett was a manufacturer of light cars and light commercial vehicles in Bradford, West Riding of Yorkshire, England, from 1906 to 1954. Like many others the company ceased car manufacture and spent the years 1939-1945 servicing the war effort. By 1942 the management became very much aware that when peace was announced Jowett would need new models that could be exported all over the world. This initiative called for a new approach to design.

Gerald Palmer was born in Rhodesia and came to Bradford as Chief Designer on 19 September 1942 with a Salary of \$500, an office, a drawing board and a simple brief —to design a car that would appeal to both home and overseas markets alike, with a cost ceiling of £500. Palmer wanted to maximise the space inside the vehicle as much as possible. This found him looking at the idea of a flat four push rod engine placed well forward, above the front axle. His design was of unitary construction. It comprised a vertically split crankcase in diecast aluminium, held together by substantial tie bolts, using twin Zenith carburettors and having a volume of 1486cc. A four speed gearbox with a column-mounted gear change allowed three abreast in the front, making the car a true six seater. The car also used front independent suspension while the rear had the more conventional beam axle and transverse torsion bars. The floor was flat, as the transmission ran below it, giving passengers maximum leg room.

The first prototype DKY396 was completed and registered on 25 August, 1944. This car and two later two prototypes, DKY463 and EAK771 were constantly tested through 1945 and into 1946. The third prototype, EAK771 was fitted with a single curved windscreen, making the Javelin the first British car to be fitted with such glass. EAK771 was displayed to the public for the first time at the London Cavalcade of Motoring on 27 July 1946, and at a similar event in Edinburgh on 7 October. Jowett's claim that 'It's New right through', was true: it was the first all new car after the War, rather than just a pre-War model like all its competitors. It really was in a class of its own, with a top speed of 80mph, with 30mpg and acceleration to 60mph in 23 seconds. It was roomy and with good handling, a real sports saloon. The car was undoubtedly aerodynamically efficient although it had been shaped by Palmer's eye rather than in a wind tunnel.

Production of the car was frustratingly slow due to the shortages of raw materials, and it was not until 1948 that the cars were available to the public: **70 years ago!** Javelins were entered in the January 1949 Monte Carlo Rally, and the car driven by Yorkshire rally drivers, Tommy Wise and Cuth Harrison, was trouble free and won the 1.5 litre class, being placed 14th overall. Following this success, the company entered a Javelin in the Spa 24-hour race in Belgium in June 1949. It was entered in the 2 litre class which it won with ease, lapping faster than the 4 litre touring cars. The car had proved itself twice and was now an international success. Javelins came first, second and fourth in the 1951 Monte and won the 1953 Tulip Rally.

Production reached 5,551 in 1950 and 5,769 in 1951. It was then felt that money could be saved if the gearbox was built in house rather than buying it in. There were immediate quality and production problems which caused the boxes to lag behind the bodies arriving from their supplier. Crankshafts were also failing. Sales slumped as the public began to regard the car as expensive, and with mechanical problems. The backlog of cars was cleared by the end of 1952, but sales fell to 4,060. The last 380 bodies were received early in 1953. Production then ceased, 22,799 Javelins having been put on the road over a period of five years. The Jowett Company went into voluntary liquidation in 1954.

The Javelin cars on display today are owned and driven by members of the JCCA, Jowett Car Club of Australia, which was founded in Victoria in 1957, now with branches in all states. Some 150 Javelins are on the Club Register. New Zealand and of course England are the other major safe havens for the car.



70 Years Peugeot 203



The Peugeot 203 is generally regarded as having been released in 1948. Peugeot had revealed its existence to the press as early as May 1947, but it was not shown publicly until the Paris Motor Show of October 1948 and even then, it was not available until early the next year.

Styling for the 203 had been attempted during the war, as early as 1942, but with France occupied and the factories plundered, the obstacles were insurmountable. The design had to be kept secret lest it be stolen by the Germans, there was no metal around to make it and there was no factory even if they found the raw materials.

Heavily influenced by pre-war American design, progress was made as soon as the war ended, with all specs and designs locked in by 1946. It is reported that French engineers followed the allied troops into neighbouring countries to reclaim their plundered machinery from liberated factories. The government of the day dictated who would make what and Peugeot was given the task of family sedans, which is what they had planned for anyway. When the 203 arrived it was a revelation although it did continue the pre-war style of suicide front doors. It looked long, but was not particularly, being only 4.35m. Weight was a paltry 920kg.

Technically advanced for the day, it innovated several things into the French car market. Peugeot did away with the chassis and made their first monocoque, which was quicker and cheaper to build. The 1.3 litre engine had hemispherical combustion chambers, inclined overhead valves and centre spark plug, giving it a relatively high specific output. The suspension was independent at the front, and coil at the rear with worm drive, which again was cheaper than front wheel drive. The gearbox was a 4-speed with overdrive top, making it economical. First versions were sedan only, with sunroof and an excellent turning circle.

Post-war production gradually increased, with 19 000 units in 1948 (they were still making the pre-war 202 model), 30 000 in 1949 and 48 000 in 1950. It was then that the model range expanded. Peugeot released the 203 Découvrable, “uncoverable” if you like. It was a 4-door sedan with a complete soft top, which could be rolled back exactly like a sardine tin. As you can imagine, it was significantly dearer than the sedan. Added to this was a continuation of a tradition that continued all along the RWD line, Peugeot released 2 wagons – a “familiale” wagon, with 7 seats and a “commerciale” which was the load-carrier. Both had a wheelbase extended by about 20cm and a rear suspension that meant business, in the shape of leaf springs, with 5-stud wheels.

Peugeot’s work-horse line-up also included a panel van without side windows, 1.3 or 1.5 tonne capacity, as well as a range of utilities with tray top or canvas cover. There was even an ambulance! From early on, the legendary ruggedness and reliability of this model was demonstrated by a couple of French men, best described as “adventurous”, who drove a 203 commerciale from Cape Town to Paris, via Algeria, a journey of some 15,000 tortuous kilometres.

In late 1951, for the 1952 model year, Peugeot released the cabriolet décapotable, in other words, a 2-door soft top. This was followed a year later, with more evolution, not revolution, in the shape of a 203 coupé, i.e. 2-door hardtop. Curiously, this variation had been designed as early as 1946, and an example had been seen driving the streets of Paris for years prior to its release. To coincide, the engines received a power boost from 42hp to 45hp. Sadly, this coupé did not sell as well as expected, at a time when all car-makers had a bit of a downturn and was withdrawn from the catalogue not long after. However after several years on the market, the rest of the range had confirmed its reputation with its bulletproof engine, reliability, economy, handling, braking, and equipment.

It was at this time, August 1953, that the 203 competed in, and of course won, the Redex Around Australia Reliability Trial – even if it was by a mere 25 seconds. The result kick-started Peugeot’s sales in Australia – all were sold within a week – and introduced the term “horror stretch” into the vernacular. Through the mid-1950s, the 203 continued unchanged, even after the introduction of the 403 in 1955, as was Peugeot’s wont, to produce concurrent models. The model range shrank a bit, with the deletion of the découvrable and coupé, and then wagons, with all variations being transferred to the newer 403.

After more than 500 000 units, the 203 sedan disappeared in early 1960, having a model run of 12 years. Along the way, numerous styling houses and tuning companies weaved their magic, fitting lots of chrome, and a supercharger. The 203 contested the Rally of Monte Carlo, and the modified ones ran in Le Mans.

There’s still a lot of good examples in the car club movement in France and a few left here in Australia.



70 Years Jaguar MKV

In October 1948 the MKV was released in saloon and drophead models. Although the brand new XK twin overhead cam engine was ready for production in 1947, Jaguar decided not to fit it to this model, as it may take the limelight from the yet to be finalized MKVII. The all new MKV was in fact a reworking of the prewar model, but with a new chassis arrangement and all new independent front suspension, using wishbones, torsion bars and anti-roll bars.

The MKV was fitted with the existing 2.5L and 3.5L pushrod engines and the new independent front suspension and hydraulic brakes. The body shape was closely related to that of the previous model, but it had detachable spats over the rear wheels and double bumpers. The headlights were incorporated into binnacles on the front mudguards. Body wise the MKV looked similar to the previous model, but every panel was altered. Measuring the same 10ft wheelbase, the new model was 1 inch longer. Heavily adorned with bright work, the new model looked much bigger and was well received in the USA, although not so in the UK. A 4 speed manual gearbox was the only transmission offered on all models.

Jaguar, like other manufacturers of the time needed to generate export revenue post WW2. As the new planned saloon was delayed and gearing up to produce the XK engine in numbers to satisfy the demand for the 120 sports car as well as a saloon proved to be impractical, the decision was made to go with a gap model and existing engines (the 1.5L from the previous model had been dropped).

Described in the *Autocar* review of the time as having “Individual Character, Enhanced in new Styling”.

The all new front suspension of forged wishbones, longitudinal torsion bars, ball jointed stub axels and Newton telescopic shock absorbers, proved so successful, it was carried over, with some minor modifications, to the MKVII, VIII, IX saloons and all the XK sports cars. The Burman recirculating ball steering, was also carried over to subsequent models.

Early production cars were fitted with an ENV rear end which was substituted with a more up-to-date Salisbury in later cars. For the first time on any SS/Jaguar a new braking system developed by Girling was used. This hydraulic system had a chassis mounted master cylinder operating a two leading shoe system in 12 ½ inch drums. 16 inch wheels were shod with Dunlop 6.70 Super Comfort tyres, specially developed for Jaguar to provide long life and silent running.

Starting at £1,246. 11s. 8d at the launch, this car enhanced Jaguar’s reputation for quality and real value.

Production of the MKV ceased in 1951 by which time nearly 14,500 had been made, with over 8,500 being fitted with the 3.5L engine.



Our hearts are hurting and we're missing our beloved Julie—she certainly was one in a million. It's been a difficult road over the past few months, coming to terms with her illness and subsequent passing. It's also been tough getting this year's Shannons Sydney Classic over the line without her. Thanks to everyone for their support. Our thoughts are with Phil at this difficult time.

The CMC Committee



70 Years Jaguar XK120—the stop gap car that became a legend

The Jaguar XK engine was ready to be released to production in early 1948. A 3.4 Litre straight six cylinder block seven bearing crank shaft, hemispherical pistons, aluminium head with twin cam shafts, producing 160 BHP. However the Jaguar Mark VII body panels were not available to match the XK engine.

The Jaguar Mark V was still in production and ready for sale at the Earls Court Show 27th October 1948. So the gap in production was filled with spirited design, style and prototype manufacture of the all aluminium XK120 Roadster came into existence in a few months. Ready for the same Earls Court Show as the Mark V. This first XK120 (chassis No. 660001) was a huge success and orders for this “gap” sports car were overwhelming.

Temporary tooling was developed to produce the all-aluminium car. The box chassis of the Mark V was shortened and the “X” section was replaced by a simple cross member and was extremely strong. The all-aluminium XKs went into production, the numbers reaching 242 of which 184 were LHD, for the overseas market. 20 RHD XKs reached Australia. When the “steel” XK120 were produced they still had aluminium doors, bonnet and boot lid with a timber frame. Further development of the steel XK120 lead to the Fixed Hood Coupe and the Drop Head Coupe.

The total number of roadsters to reach Australia was 192, FHC 14 and DHC, 10. Of the 20 aluminium XK120 that came to Australia 6 are still here. The basic new prices not covering option range from \$3,108 in 1949 roadster to \$4,348 in 1953, DHC.

Record for XK120s are numerous my special choice was a FHC. Registration Number LWK707 was driven for seven days and seven nights, achieved 16,851.73 miles in 168 hours and average speed of 100.31 mph. Better known as the Montlhery XK which was the track the event was held. This XK also featured in a comic strip!

Australia held an Open World Record in a XK120 roadster in 1951. Driven by Les Taylor and Navigated by Dick Randle 965 miles in 10 hours and 32 minutes, average speed of 91.3 mph. Current owners Kees and Christine Heybroek in Queensland it has travelled more kilometres than any other XK in Australia if not the World Chassis No 660569. *Hollywood actors who owned XK120s include Clark Gable, Tyrone Power and Errol Flynn.*

References:

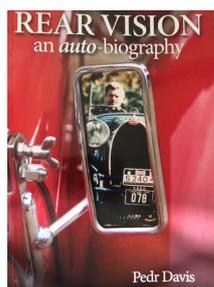
The Jaguar XK in Australia by John Elmgreen and Terry McGrath
Jaguar XK by Nigel Thorley The Jaguar XK by Paul Skilleter
Writer, Ian Hutchinson XK Register Secretary J.D.C.A



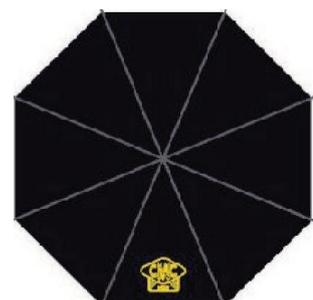
CMC MERCHANDISE ON SALE IN PIT LANE GARAGE #50



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60 Years Austin Healey Bug Eyed Sprite Comes of Age

The year 2018 celebrates a major milestone – 60 years of the Austin Healey Sprite Mk 1 or ‘Bugeye’ Sprite. The ‘Bugeye’ Sprite was released in May 1958 to a world audience and became available in Australia very shortly afterwards. The ‘Bugeye’ very quickly became the sports car of choice for many young enthusiasts here in Australia as well as in the USA and in its country of origin. It was the brainchild of Donald Healey who considered that a new low cost fun sports car was needed that young enthusiasts could afford. The Donald Healey Motor Company therefore developed the ‘Bugeye’ following on from its Austin Healey 100 and was also to be produced by Austin.



The unique look of the ‘Bugeye’ is generally credited to one Gerry Coker under the direction of Donald Healey. It was initially to have had headlamps which retracted into the bonnet, but that was soon abandoned due to costs of production and the ‘Bugeye’ therefore gained its distinctive feature and the name it is affectionately known by. At least in Australia anyway, as it is known in the UK and the USA as the ‘Frogeye’! The ‘Bugeye’ in the interests of keeping production costs to a minimum, utilised many components from the range of Austin products of the day - the engine, transmission and front suspension was adapted from the then Austin A35 and the Morris Minor provided the steering rack and brakes.

The ‘Bugeye’ soon gained popularity due amongst other things, to its attractive price (£985 / \$1970) compared to its bigger competitors (MGA £1376/\$2754, Austin Healey 3000 £2098/\$4196 etc), its incredible road holding which enabled it to ‘see off’ many of those dearer sports cars whenever a twisty bit of road appeared and not least because of its quirky styling. The ‘Bugeye’ was readily the car of choice in a range of motoring events enabling the most enjoyment of the sassy new sports car – gymkhanas, economy runs, trials, lap dashes and was the cool accessory for a whole range of social activities!



The ‘Bugeye’ also soon achieved a high profile in circuit racing, punching above its weight from the outset due largely to its superb handling, although often outgunned in straight line speed by its bigger-engine competition. Many racers who became very prominent in their later careers in motorsport started out in a ‘Bugeye’ – including in Australia, Colin Bond, Doug Chivas and Peter Manton (at Albert Park in 1958!).

While the era of the Bugeye in open competition has doubtlessly moved on, it still appears in Historic Group Sa racing, although not as numerously as at its peak of popularity in the late 1980s and 90s. There are however Clubs throughout the world for the Sprite enthusiast including the later iterations of the original ‘Bugeye’ and the MG Midget. Amongst them is the Sprite Car Club of Australia Inc, formed in Sydney in 1960 as a ‘One Marque’ club for enthusiasts of the ‘Bugeye’. It is now acknowledged as the oldest continuing Sprite club in the world. The ‘Bugeye’ movement is still strong and flourishing therefore.



Garage open 8am-5pm ↑

Rooftop up on the Observation Deck ↓



Carport Café in Area “A” ↑



Celebrating 60 Years of Austin A40 Farina



The Austin A40 Farina was a small family car introduced in 1958 by the British Motor Corporation (BMC), replacing the Austin A30/A35. Designed by Pininfarina of Italy, the A40 designation had been used on previous Austins, but the “Farina” suffix was new with this car. At the time, Turin auto-design studios were only consulted by builders of expensive and exotic cars. BMC made much of the cars Italian styling, with both “Pinin” Farina and his son Sergio being present at the time of the UK launch.



Pininfarina’s relationship with BMC continued for another 10 years shaping all the iconic 1960s BMC range including the ‘finned’ models – Austin A55/A60 Cambridge and the badge variants Morris, MG, Wolseley, Riley and Vanden Plas. Small cars ADO16, the Morris 1100 series. Medium size ADO17, the Austin 1800 series. Large, Wolseley 3 litre and Vanden Plas Princess 4 Litre R. Sports – MGB GT. The A40 Farina was only sold as an Austin, which was unusual for BMC at the time, as most cars were available under a range of badges and models.

Australian production of the A40 Farina started in 1959 with cars arriving from the UK as completely knocked down (CKD) kits for local assembly. Production ceased in 1962 with the introduction of the locally manufactured Morris 1100. UK production continued until 1967.

Manufacturers – Austin BMC & Innocenti (Italy) Total production from 1958–1967 342,162 cars

Production in the UK – 1958–1961 = 169,612 1961 – 1967 = 172,550

Assembly was in the UK, Australia, Mexico, South Africa & the Netherlands

Cars assembled from CKD Parts - Australia, Mexico, South Africa, Netherlands

Body styles: 2 door & lower boot door, 3 door hatchback “Countryman” & a 3 door Van
Predecessor – Austin A30 -- Successor – Morris 1100

As a 2 seater with the rear seat folded down there was exceptional amount of luggage space. Australian production had a very high local content.



Engine: Powered by the A series engine of 948cc. This motor was also used in the A30, A35, Austin Healey Sprite, MG Midget Morris Minor and the Mini’s. The A series motor was used in all of BMC’s small vehicles of the period, with various capacities depending on application and market. Apart from the 948cc unit in the A40 Farina, the A Series was available as an 850, 998, 1098 or 1275cc power unit.

The A40 Farina Mk11 was introduced in 1962 in the UK with an extra 89mm longer wheelbase. This gave extra legroom for rear seat passengers. The dash and grille were changed and the 1098cc motor was fitted.

Innocenti of Italy: Starting production under licence from BMC assembled CKD body parts in 1960, but soon progressed to produce the entire car in Italy. Innocenti’s A40 Farina named Berlina and Comisinata corresponded to the UK’s saloon and Countryman versions. 1962 saw the 1098cc motor fitted to the cars and called it A40S. In 1965, they designed a new one piece rear door for the Cominata. This top hinged door used struts to hold up over the wide cargo opening and was a true hatchback. This model was never built in the UK. Innocenti produced 67,700 A40 & A40S cars.

Competition - powered by the same engine as the Austin Healey Sprite, the car was a popular choice in modified form for competition work, and was entered in the 1959 Monte Carlo Rally, driven by Pat Moss, (Stirling’s sister) and Ann Wisdom.

Today, there are several A40 Farina’s racing in the Goodwood Revival Historic race meetings and beating similar aged Jaguars (see Goodwood Revival St Marys Trophy races via Google). The Austin A40 Farinas shown here are owned by members of the Austin A40 Car Club of Australia (NSW) Inc. Our club has a mixture of Austins, the majority being the 1948-55 Austin A40 Devons, Dorsets, Somersets and Sports plus their commercial family of pick-ups, utes, panel vans, and countrymans. Numbers of A40 Farinas have grown over the last few years to include 10 A40 Farinas with 8 registered on the road and two being restored. The Farina Car Club of the UK has approximately 385 members scattered all over the UK and then approximately 28 scattered around the rest of the world. They produce a full colour A5 quarterly magazine with about 42 pages of stories from club members, club outings, reports on various meeting the members hold around the UK. They have a spare parts division which would be the envy of most car clubs.



Centre Page Map (1)

Map Area D

Map Area E

FC Holden—An Australian Icon Turns 60

We may not manufacture Holdens in Australia any more, but that won't stop enthusiasts celebrating the Diamond Anniversary of a classic from the days when Australia could not make them fast enough. Think of a classic old Holden, and it's probably the EH or the "humpy" FJ that first springs to mind. Maybe the American fins of the FB and EK captured your heart, or perhaps it's the "kidney-slicers" of the HD that you remember.

But in 1958, when GMH released the FC Holden, its popularity was simply incredible. The FC model achieved 50.2% market share during its 19 month production run. Every second vehicle sold in Australia was an FC Holden and that figure could well have been higher if the three factories and five assembly plants around the country were able to produce cars any faster.

The FC model boasted a modest number of mechanical improvements over the FE model it replaced, but it was the big toothy grille, the chrome tailfins and above all the two-tone paint and chrome trimmings that made it really stand out in the crowd. They may have flown out of showrooms in vast numbers and dominated Australian roads, but they did so with individuality and flair, with such a variety of pastel colours and two-tone treatments.

The FC shared much of its structural and mechanical underpinnings with the FE model it replaced and with over 150,000 FE models sold, it was a solid and proven design. GMH produced 191,624 FC Holdens in 4 body shapes and a total of 7 variants between May 1958 and December 1959. The four door sedan was offered as a Special Sedan, the more basic Standard Sedan and as a Business Sedan. The Station Sedan (what we call a station wagon today) was also available in Standard and Special livery. Finally, there was a utility and a panel van, with the same finishes and options as the Standard models. Enterprising Holden Dealers expanded that range, subcontracting body building firms to fit sliding windows and fold down seats into the basic panel van, creating a two-door "wagon" that was a cheaper alternative for families that needed a working vehicle during the week and a family car on the weekend. And of course, for a few extra pounds, a Holden dealer would be happy to fit your new FC with a radio, or seat-belts, a sun-visor, a heater or a venetian blind in the rear window. Your Standard model could be made more head turning with the addition of a "dealer strip": a bit more chrome trim and even a flash of extra colour to really individualise your car.

Despite that huge variety in styles and colours, choices when ordering your new car did not extend to its mechanicals. There was only one driveline offered: a 132 cubic inch (2.2L) inline six cylinder engine and a 3 speed manual gearbox with column shift, largely identical to the first Holden released ten years prior. All cars had drum brakes and power assisted steering was unheard of. Options like an automatic transmission or disc brakes only started to be offered in the models of the early sixties when Ford and Chrysler began local manufacture in Australia, and Holden started to have some serious local competition.

Members of the FE-FC Holden Car Club of NSW will celebrate the 60th Birthday of the FC at the Shannons Sydney Classic, with their iconic machines on public display along the Pit Lane. Owners will be only too happy to answer questions about their pride and joy. NSW Club Registrar Mr Richard Thomas says "So many people come up to us when we have these cars on show and say 'this was my first car, or my Dad/Granddad had one of these'. Today it's difficult to imagine how a single manufacturer could have over 50% market share in Australia, but Holden did. Every second vehicle bought in the late fifties was an FC Holden. If your Dad didn't have one, your uncle did."

The FE-FC Holden Car Club of NSW was formed in 1981, and has around 100 members. Mr Thomas says "our club has members who still own an FE or FC that they bought brand new, members who are custodians of a family heirloom and members who've bought and restored an FE or FC because it was their first car and holds a special place in their heart and young blokes who just love the style of these old cars. The club is open to anyone with an interest in these models." <http://nsw.fefcholden.club>

FC Holden Facts

- Years of Manufacture: 1958 - 1959
- Number Built: 191,624
- Price at Introduction: £1142 (\$2284)
- Models:
 - Standard Sedan
 - Business Sedan
 - Special Sedan
 - Standard Station Sedan
 - Special Station Sedan
 - Panel Van
 - Utility



60 Years Morgan Owners Car Club

The Morgan Owners' Club of Australia (MOCA) was founded on 3rd July, 1958 by a small group of Morgan enthusiasts at the instigation of Ken Ward (pictured below). MOCA was founded to promote and foster the mutual interest of Morgan car owners and enthusiasts throughout Australia and to provide a centre of technical information about the Morgan motor car.



MOCA promotes meetings of both a social and competitive nature for its members, with an average total of 30 club events being held each year. Social events include monthly meetings of the Club, car tours, of which the early morning "dawn dash" is a favourite, static car displays, BBQs and dinners, camping weekends, "Christmas in July" weekends and even the odd tour of the vineyards has been arranged.

The Club produces an award winning magazine called "The Morgan Ear", which is sent out to members free each month and enables distant Morganers to keep in touch with Club activities. On the competitive scene, MOCA is affiliated with CAMS and is a foundation member of the Combined Sports Car Association

(CSCA) which promotes speed events such as hill climbs, lap dashes and sprints through its seven member clubs, mostly similar British sports cars. As a part of its membership with the CSCA, MOCA hosts a round of the championship each year and the Club is famous (and justly proud) for its ability to run the entire event without the need of any outside assistance. Members assist with scrutineering, flag marshals, time keeping and the myriad of organising what is required to run a speed event with over 100 competitors.



50 Years Morgan Plus 8

Morgan Motor Company is celebrating its iconic V8-powered Plus 8, with a 50th Anniversary Edition. The family-owned British marque has today officially unveiled the Plus 8 50th Anniversary Edition at the 88th annual Geneva Motor Show. The Plus 8 50th Anniversary Edition pays homage to one of Morgan's most celebrated models. Production will be limited to just 50 examples, each one hand-built and carrying a unique model number.

First conceived by company owner at the time, Peter Morgan, the head-turning Plus 8 prototype was revealed to the public at the Earls Court Motor Show of 1968 and was powered by a Rover V8 engine with a Moss gearbox. Over the following half a century, approximately 6,000 Plus 8s have driven out through the gates of Morgan's Pickersleigh Road home.

The Morgan Plus 8 50th Anniversary is a fitting combination of craftsmanship, luxury and technology. A lightweight aluminium chassis and 4.8-litre BMW engine sit beneath the traditional Morgan body. At just 1,100kg, the Plus 8 is one of the lightest V8 passenger cars in the world and is capable of 0-62 mph in 4.5 seconds and a top speed of 155 mph. The Plus 8 50th Anniversary will be the last Morgan vehicle to feature the naturally aspirated BMW V8 engine.



50 Years Jaguar XJ

In 1961 the E-Type had its American debut at the International Automobile Show at the New York Coliseum and subsequently lauded as the most famous car in the world. With Sir William Lyons there for this occasion of course, there were a few criticisms about the limited interior space. He phoned home and requested that a coupe with two occasional seats in the back be built.

So we have a start to make improvements on the E Type. This prototype was designated, XJ 4. Over the following years, many more prototypes were built and proportions changed with many talented people working on the project. At one stage there was a thought that a larger variant be made for the North American market and a smaller variant for the European market. Engine sizes that were to be used for the introduction model were 4.2, 3 & 2.8 Lt six cylinder, the 3 Lt not making into production and the 5.3 Lt V12 not coming till 1972.



The XJ6 was released to the public on the 26th September 1968 in time for the British Motor Show of that year. Also released around the same time were the Ford Escort, the Vauxhall FD Victor, the Sunbeam Rapier Fastback, the MGC, the Austin 3-litre and the Triumph 2.5 PI. All of which were out shown.

There were numerous superlatives levelled at the car. According to Alec Issigonis, the genius behind the Mini, the XJ6 was the best of all British cars in production. On analysis, there was little that was truly new about the XJ 6 – no fancy air, liquid or rubber suspension, no revolutionary power unit or transmission, not even any radically different styling feature; yet the small Coventry factory managed to produce a car which at once set a whole array of new standards in ride, comfort, control, handling and silence by which all other manufactures throughout the world would henceforth be judged for many years to come.



The 4.2lt engine was introduced with twin SU HD8 carburettors for European market and twin Zenith/Stromberg 175 CD's carburettors for the North American market to reach their emission targets. The 2.8lt, being made available to meet tax ceilings in European communities'.

Twin 11.5-gallon fuel tanks were fitted into the rear wings. Transmission, a four speed manual with optional overdrive was offered for both engines. The automatic for the 2.8lt being a 3 speed Borg Warner Type 35 and a Mod 8 for the 4.2lt. Road tests were getting up to speeds of 120mph. 15" wheels were offered with Dunlop EZVR15 Tyres, being especially developed by Dunlop for the XJ6. Timber & leather were still used extensively in the new XJ6. Electric windows and full air conditioning were available.

At the time of sampling by press and public, they could scarcely believe the price for such a stupendous car. In a range of £1,797 to £2,314. There were occasions where cars changing hand as soon as they were sold for an extra £1,000, such was the demand upon release. It was not until well into 1970 that production caught up with demand. The basic shape and style of the car lasted through three iterations and on till the early 1990's, with the last models only available with the fantastic V12 Engine.

Comparative costs of other cars from the period, Mercedes 300 SEL @ £5,624, Lancia Flaminia 2800 @ £3,029 and Oldsmobile Cutlass @ £3,612.



50 Years Holden Monaro



The Holden Monaro is a rear wheel drive coupé that was produced by Holden between 1968 - 1977 and between 2001 - 2005. Three generations of the Monaro have been produced, with the last spawning a limited edition model (CV8-Z) to farewell the historic name. The Monaro body was used by several different manufacturing brands around the world, seeing export models, various concept cars and even an all-wheel-drive variant. Named after the Monaro region in New South Wales,

Holden's new coupé was introduced in July 1968 as a two-door pillarless hardtop coupé available in three models: Monaro base model, Monaro 'GTS' and Monaro 'GTS 327'. The GTS versions had "full instrumentation" which included a tachometer mounted on the centre console, The cars could be ordered with a choice of six-cylinder engines or two versions of 186 in³, or a 307 in³ Chevrolet-sourced V8. The exclusive 'GTS 327' model was powered by the 250 bhp (186 kW) Chevrolet 327 in³ V8.

After Holden engineers had originally claimed that the Monaro's engine bay was too small to house the 327 Chevrolet V8, the decision was made to speed up development of Holden's first ever Australian developed V8, the 5.0L 308 in³ (Holden V8 engine and the smaller 4.2L 253 in³ V8. However, as this particular V8 engine project ran behind schedule, this led to engineers re-measuring the engine bay and finding that the original measurement calculations had been incorrect, thus allowing the use of the imported Chevrolet engine after all.

The HK Monaro GTS327 gave Holden its first victory in the Bathurst 500 in 1968 at the hands of Bruce McPhee & co-driver Barry Mulholland. Whilst Mulholland only drove one of the total 130 race laps, McPhee drove the remainder and also scored both pole position and fastest lap of the race. Norm Beechey drove a HK Monaro GTS327 to 3rd place in the 1969 Australian Touring Car Championship, the first time the ATCC was held as a series rather than a single race. Beechey showed the capabilities of the Monaro when he won the final two rounds of the five round series at Surfers Paradise and Symmons Plains.

50 Years Datsun 1600 in Australia

While Datsun cars had been imported into Australia since the 1930's it wasn't until the early 60's that Datsun (typically but not exclusively under the Nissan name) began to be sold in any significant number. These Japanese cars in the early 60's, (Cedric and 312 Bluebird as examples) were somewhat modelled on the British cars of the era. By the mid 60's, the 411 Bluebird and Datsun Fairlady Roadster had some success in the Australian market and the introduction of the 1600 (510) Datsun was cemented as serious competition to cars such as the Ford Cortina.



Datsun boasted that the 1600 was an all-new design. The car was an incredible leap forward for Datsun and the car offered many features that were seldom seen on a car in this price range and certainly not one from Japan. The 1600 was offered in a four-door sedan or a five-door station wagon. Other markets saw a two door sedan and also a coupe version. The 96hp four-cylinder 1600cc SOHC engine featured an aluminium head and stout five main bearing bottom end. In fact, the engine's design was so strong that a six-cylinder version of the same engine was produced for Datsun's new sports car, the 240Z. Other forward thinking features included a unit body construction instead of the body on frame construction featured on many previous Datsun's. MacPherson front struts with disk brakes and an independent rear suspension, something seldom seen in small imported cars of this era.

The Datsun 1600 has enjoyed admirable success in most disciplines of motorsport. With a straight-line advantage over its Class B rivals, predictable handling and exceptional reliability, Datsun scored a string of Bathurst 500 class wins until being forced to compete in a new category against Escort Twin Cams and Mazda's RX-2 rotary. Ask any Datsun enthusiast about the impact and following of the Datsun 1600 and you will hear of a resounding devotion to an amazing automobile. These sedans and wagons have left their impact on the street and on the racetrack in many countries around the world. What is it about this little shoebox that is so appealing to so many? Is it the fully independent suspension? Is it the simple engine made in a day before complicated emission controls? The simple, but handsome styling? The bulletproof drive train? It is probably a combination of all these things that makes the 1600 so alluring to so many different kinds of people. Unlike its ancestors or its predecessors, the 1600's strong enthusiast following continues to enjoy the cars capable handling and simple charms to this day.



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Isuzu Car Club of Australia—50 Years Strong

The Isuzu Car Club of Australia started life as the Bellett Car Club of NSW in 1968. Roslyn & Jim Gore are the founders but they quickly attracted a very social and sporting minded group of enthusiasts. We are very proud that so many of those founding members are still very much involved or at least good 'friends of the club'.

Throughout the 70s and early 80s, the club calendar kept the members very busy. Our 50th anniversary display shows the intensity & variety of events in those years. It was common for the monthly calendar to feature two or three sporting events, one or two social events PLUS a general meeting, committee meeting & editorial meeting. The Bellettin magazine was published most months & at its peak was issued to over 100 financial members.

The Bellett Car Club of NSW affiliated with CAMS in 1969 & was a strong participant in club motorsport at Oran Park, Amaroo Park etc. In 1974, the club established the Japanese Series for a championship among active Japanese car clubs. This was hotly contested each year until 1978. From 1976-1988, the Club was one of five that organised the 'Penta' Series for an annual championship. Many life-long friendships and even a couple of marriages were formed. Isuzu, as a manufacturer, have always been great supporters of the Club and a representative would frequently come to general meetings. Since the establishment of Isuzu Ute Australia, we have again enjoyed 'factory support'. Dealers are made aware of the great Isuzu car heritage and some of our cars appear in promotions.



Celebrating our 50th year in March 2018, a car show and reunion was held at Linnwood House in Guildford attended by about 100 past and present enthusiasts. Also at this fantastic event, Fletch attended and filmed a segment for Classic Restos TV (episode 37). We had our entire group of life members together for the first time in over 20 years and attracted 41 classic Isuzus – this gathering is surpassed only by the 2016 Nationals at Albury. As a marque car club, the aim has always been the preservation and enjoyment of all Isuzu vehicles. In time, Gemini owners were welcomed and many eagerly joined the sporting ranks. In 1993, the club changed its name to Isuzu Car Club of Australia.

As the years progressed and the cars (and owners) got a little older, costs and family pressures increased, the Club gradually changed from a mainly Sydney, sporting-based club to a club for all classic Isuzu enthusiasts. Our financial members and the wider group of enthusiasts are based all over Australia. Our 50th anniversary logo was designed by an enthusiast in Darwin, our President is from Mudgee and other committee members are based in the regions. The Club is inclusive of both cars and people. Mates help mates to keep the old cars on the road and this motivates everyone to drive long distances to have fun together. Families play a big role among Isuzu enthusiasts and this is part of the Club's resilience.

These days, it's all about getting together for a car show, a drive or better still both! Wherever we go, people want to talk to us: "I learnt to drive on one of those!" (a Bellett sedan or, increasingly, a Gemini!); "My uncle had one of those" (Bellett GT); "gee they're rare" (Florian, 117, Piazza); "Where can I get one?" (Wasp ute). If you own a classic Isuzu, you better be ready to talk! 50 years strong – strong friendships – strong cars!



50 Years Peugeot 504

The Peugeot 504 is turning 50 this year, having been released at the Paris Motor Show in October 1968. The company's new flagship sedan succeeded the 404 model and exceeded it in every dimension. It was a class above, styled in collaboration with the Italian designer, Pininfarina. With a larger body and plush interior, it was by far mechanically superior, having 4-wheel independent coil suspension, 4-wheel assisted disk brakes and a 1.8 litre engine upon release.

The 504 upheld Peugeot's values of evolution not revolution, yet with a durability that would have this model excel in some of the toughest conditions in the world. Sedans were available with mechanical fuel injection for performance and diesel for economy. Designed to take on the European heavyweights, particularly the Germans cars, the styling was polarising. Most people loved the trapezoidal headlights, said to resemble the eyes of Sophia Loren, but quite a few did not like the droopy tail. It did, however, win the European Car of the Year in 1969.

Variations soon emerged, with the stylish coupé and cabriolet versions appearing at the Geneva motor show in early 1969 and the wagons following soon after that. There were in fact 3 versions of the wagon, with a 7-seat familiale and down-spec workhorse commerciale version. Wagons had the solid rear axle.

By 1971 the 504 motor was upgraded to 2 litres and the cabin received some modifications that we now take for granted, notably floor-mounted gear change and centre console with handbrake. This is the configuration that first arrived in here, with some local assembly being performed by Renault Australia. The 504 enjoyed remarkable domestic sales and great export success, particularly in Africa where it became (and in some places remains) the staple form of transport. Legend has it that to cross the Sahara, authorities would allow only 4WDs or 504s!

In 1974 the 2.7 litre V6, developed with Renault and Volvo, found its way into the 2-door versions. Whilst never factory-fitted to the sedan, that never stopped people from doing it privately and with a later 5-speed gearbox, made a tasty little modification. The ruggedness of the 504 lent itself to rallying, particularly due to its ground clearance and traction. The factory prepared both sedans and coupés for the notoriously difficult African events, as it had done for the 404 as well. The 504's African rally career started in 1969, not long after its release, and reached its peak in the mid-1970s.

Between 1974 and 1978, the 504 Ti injected model and the V6 coupé, won the Safari, Bandama and Maroc rallies, some of which were rounds of the WRC and one was even the longest WRC event ever. One of the co-drivers was a certain Jean Todt. As well as those 3-day events, the 504 contested many long-distance rallies, such as London to Sydney and scored 2nd, 3rd, & 4th in the 1974 World Cup Rally. It even contested the Paris Dakar, back in the day when it actually started in Paris.



In the late 1970s, the 504 received various styling and practical upgrades. Those years saw the introduction of such creature comforts as inertia reel seat belts, power windows, even air conditioning. The changing shape of cars was reflected in such things as colour-coded bumpers and gradual mechanical improvements meant minor (but welcome) increases in power and torque. These late models were selling in Australia for about \$6000 and by the late 1970s we even got the diesel here. Ironically, a good condition example will sell for about the same now as it did then.

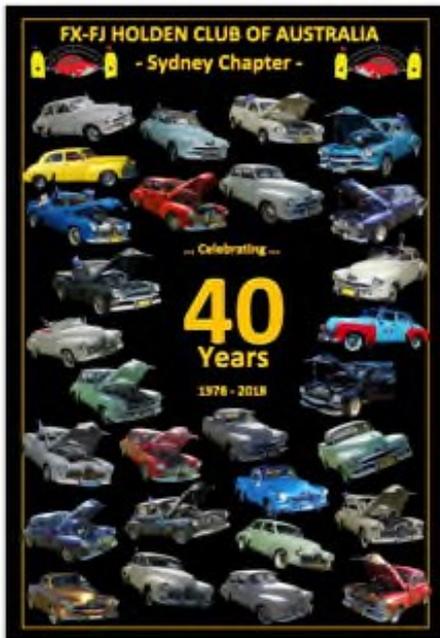
With such a sturdy base model, it is no surprise that over the years, the 504 was modified into some 20 variations. As well as the factory-made sedan, wagon, cab, coupé and a whopping 1.3tonne ute, they also made an American version sedan, with large bumpers and 4 headlights. The factory also produced the rally versions of the injected sedan and coupé and in Argentina, a joint venture assembled local versions with restyled rear end, including plenty of bump protection.

Various French after-market manufacturers weaved their magic to create some weird and wonderful models. Dangel produced the 4WD wagon and utility, Heuliez made an ambulance and hearse, there was a camping car, a Pope-mobile, and a 3-door version of the coupé. There was even a fire truck! The Chinese joint venture made a 4-door ute (i.e. king cab) and a long-bed ute, which sold widely through south east Asia.

Locally, favourite mods were the 604 front end, the 5-speed gearbox from the 505, TRX wheels and tyres and a few V6s were fitted. We even saw a 504 fitted with a 4.4litre V8, from the P78. Import ceased in 1980 with the arrival here of the 505, but French production continued until 1983 and in the larger African countries, new 504s were being made up until 2006. In all, over 3.7 million were made. Rust in pieces!



40 Years FX-FJ Car Club of Australia Sydney



Established in 1978, the club caters for all '48 to '56 model Holdens. The Club caters for a range of FX (48-215's) and FJ's in a wide variety from stock standard to highly modified vehicles. Our club meets at 8pm on the last Tuesday of the month (January to November) at Canley Heights RSL & Sporting Club, 26 Humphries Road, Wakeley NSW. Visitors are always welcome.

As well as regular monthly meetings, our Social Secretary organizes outings once a month. These outings can be as simple as a picnic in the park. But we also frequent Car Shows in the area such as the GM Display Day at Penrith, charity car shows like Rattle 'n' Hum and All Holden Day. These are annual events and are always enjoyable outings for the Club. There is also a Children's Christmas Picnic held every November and the Adults Christmas party/Presentation Night is always an event not to miss. On occasion, there are weekends away arranged for a social get together. We also participate in the Australian Early Holden Federation FX-FJ Nationals every two even years.

The Club has a points score system for members to participate in Club events. There is also a peer voting system to recognize the Car of the Year. These and other awards and trophies are presented at the Adults Christmas Party/Presentation Night each December.

Point Score: Get 10 points for attendance at each meeting or run, get a bonus 10 points for bringing your FX/FJ to a meeting and a bonus 20 points for bringing your FX/FJ to a Club Run. Points are tallied and trophies awarded on Presentation Night.

Car of the Day/Year: At each run members are asked to choose from the FX/FJ's in attendance and vote for the one they like the most. This is done each Club run and votes are tallied until the end of the year to give the Car of the Year winner, awarded on presentation night.



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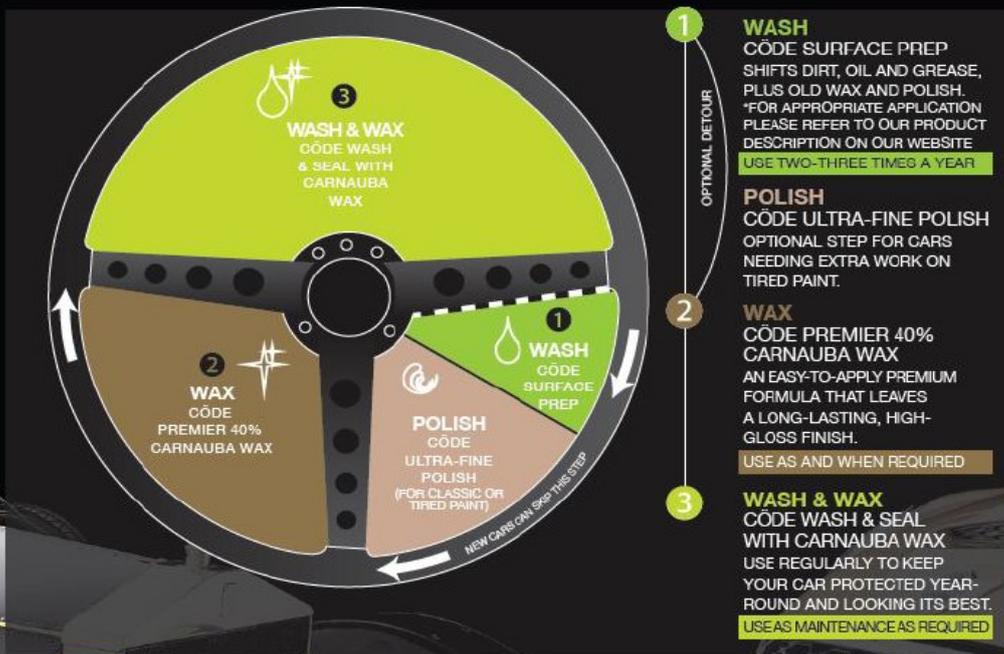


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40 Years SAAB 99 Turbo

The launch of the SAAB 99 Turbo marked the moment the Swedish carmaker became truly cool. During its lifetime, the Saab 99 had received regular upgrades, first a larger version of its slant-four engine, then fuel-injection to create the effective EMS sports saloon. However, in 1978, the Saab created a legend – the 145bhp 99 Turbo.

It was an early adopter of forced-induction and the fast but laggy 99 turbo hit the market at just the right time – the second energy crisis of 1979 witnessed many people trading down from larger cars and the seemingly economical new car offered all of the pace without the fuel consumption of the multi-cylinder opposition.



Saab launched its unexpectedly fast and highly desirable 99 Turbo in 1978. Here was the sporting four-seater of the moment, a car that made every driver, whether commuting to the office in Slough or scything through pine forests, something of a Stig Blomqvist, the rally driving champion.

The Swedish company had reached its zenith at the same time as Abba dominated the charts and Swedish tennis player Björn Borg commanded Wimbledon. What could possibly go wrong? That year, I remember a south London greengrocer describing the virtues of a bottle of pickled beetroot to a dubious middle-aged gent. "Good? Swedish, mate!" Very nearly said it all. Sweden was the land of unmitigated quality.

The following year, Curvin O'Rielly, a copywriter with the New York ad agency Ally & Gargano came up with the slogan "Saab: The Most Intelligent Cars Ever Built". Given that these well-engineered, safe, aerodynamic and rally-winning cars were made by the same company, Svenska Aeroplan Aktiebolaget, that built the contemporary 37 Viggen jet, a superb fighter that could take off and land on forest roads. Buyers of these distinctive, yet affordable cars had every reason to feel a little special, the dancing queens and back-handed champions of snow-brushed roads.

Saab made very few different cars between the launch of its first – the teardrop-shaped, two-cylinder 92 in 1949 – and its divorce from the aircraft division and subsequent take-over by General Motors in 1990. From then on, something went wrong. The intelligence that had informed the cars, designed by Sixten Sason, whose highly considered work included Saab aircraft and Hasselblad cameras, faded.

New cars were built on the platforms of commonplace Opels. Later GM Saabs were Subaru Imprezas and Chevrolet Trailblazers in lumpen disguise. Only the most gullible could believe the 2005 ad campaign screaming "Born from Jets". Nor a model called Aero that had more in common, in terms of visual design, with a well known chocolate bar than a supersonic warbird.

Last year, GM sold Saab to the Dutch sports car maker Spyker. It changed its name to Swedish Automobile and the company is now partly owned by the Chinese car distributor Pang Da. Rather surprisingly, though, today's Saabs, as the comic stickers on 1970s 2-litre Turbos once proclaimed, are "Made in Trollhättan by Trolls". Swedish, then, but only just.



This photo was taken last November at Admiralty House—a thank you evening for sponsors of the Prostate Cancer Foundation. The CMC was represented by President, Terry Thompson OAM standing behind the Gov. General's wife and our beloved CMC Secretary, the late Julie Williams, standing on Mrs Cosgrove's left. We're so pleased that Julie was able to be part of that auspicious occasion.

25 Years Sydney Datsun Club



Conception of the Sydney Datsun Club (SDC) was in 1993 at the Small Car Sunday Datsun oriented, Sydney based car club. Originally named the Datsun Owners Club of NSW, we held our inaugural meeting at Lake Gillawarna, Georges Hall, with 20 or so people showing up and the club was born.

2018 now marks the clubs 25th Anniversary. This year also coincides with 50 years since the Datsun 1600 was sold in Australia. 25 years ago, the Datsuns that were considered as potential classics was somewhat limited to the 1600, Fairlady Roadster and 240/260Z.

As the club has matured in the ensuing 25 years, so have the members and also the perception of what is now collectible, rare and/or special. The variety of Nissan and Datsun models owned by club members is vast.

Monthly meetings were initially held in the Sefton Community Hall. After a year or so and due to club expansion, we moved our meetings to the Cabramatta Golf Club and then SMP. More recently, we have made the Eastern Creek Tavern our home and hold our meetings on the first Tuesday evening of each month.

The SDC is acknowledged by the NSW RMS for the purpose of historic (club) rego (CVS and HVS). We have almost 200 vehicles listed under the Schemes. This encourages members to acquire and maintain original examples of our marque.

CAMS affiliated, we have several members who regularly compete or officiate at motorsport events. We also maintain a healthy alliance with various local and interstate car clubs. The SDC is foremost a social club with approximately 240 members. Some of whom travel from as far south as Queanbeyan and as far north as Newcastle to attend meetings and events. We cater for enthusiasts of all Nissan and Datsun vehicles.

20 Years Rolls Royce Silver Seraph

1998 would see Volkswagen take control of Rolls-Royce Motors and the release of an entirely new concept of motor car in the form of the Silver Seraph, powered by a BMW V12 5.4 litre engine developing 322 horsepower. In the same year the Bentley Arnage was released with a 4.4 litre BMW engine, producing 350 horsepower from a more technically advanced configuration than the V12 in the Rolls-Royce. These engine designs were a radical change from the previous low revving, high torque units which appeared lazy and easy going much in keeping with the very nature of Rolls-Royce's image.

The two vehicles shared the same body. The Silver Seraph was 5 inches longer than the previous Silver Spirit model, had a longer wheelbase & weighed 188 pounds more, yet looked, by courtesy of clever design, substantially smaller than the previous car. The traditional R-R radiator shell, while retaining its distinctive appearance was lower and less prominent than on the Silver Spirit while the corner panels lost the sharp edges of the earlier car as a softer curved styling was adopted. The vehicle retained a standard of finish in keeping with the finest traditions of the company and second to none in comparison to any other vehicle available at the time.

A ZF five speed automatic gearbox was fitted while suspension was fully independent with coil springs and wishbones at each end of the car.



The Silver Seraph was produced through to 2002 when BMW formally took ownership of the Rolls-Royce name plate from Volkswagen. From 1999 to 2002 only 1043 vehicles were produced as Volkswagen concentrated on development of the Bentley line of products as it would have no interest in the R-R badge past this date. Volkswagen in fact dropped the BMW engine from the Bentley Arnage in 2000 after reverting to the traditional style V8 overhead valve turbo powered engine of prior years.

The Silver Seraph then is a very limited production and rare vehicle by present or past standards and should become a true classic.

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Moree District Motor Enthusiasts Club
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Morris Minor Picnic Club Inc
Morris Owners Club Hunter Region Inc
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