



Issue 119, November 2024

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the BMC-Leyland Car Club Inc. in Victoria in
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The Wobble Knocker



'Jennifer' the lovely Rover P4

Bumper issue!

See inside for our feature on Jennifer the Rover P4, meet our new members and their cars, read about our recent runs and check out our upcoming events.

Don't forget our Christmas Show-n-Shine on 7 December.

Our next issue will be in December, keep an eye out for festive season reading.

'More members and more cars on more runs, more often'

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*The following members are authorised by the club to sign **VicRoads renewals**: Terry Sawyer, Vincent Stok, Francis Borg, Russell Lindon, Sue Wilson. See further details on the last page of this issue.*

*The following members are authorised to sign **Standard Declaration and Eligibility forms** for the Club Permit Scheme (CPS): Terry Sawyer, Vincent Stok, Francis Borg.*

*These members are **club scrutineers and safety officers**: Terry Sawyer, Vincent Stok, Francis Borg.*

Roadworthiness requirements for club vehicles

A certificate of roadworthiness is required for all club vehicles manufactured on or after 1 January 1949, except street rod vehicles, light trailers and plant-based special purpose vehicles (e.g. tractor). Get a certificate of roadworthiness at a roadworthy tester.

It is optional for vehicles manufactured on or before 31 December 1948 to have a certificate of roadworthiness. Two nominated club scrutineers may inspect and declare the vehicle to be safe to use on the road.

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- Supply images as jpegs. Images should be sourced from the original photographer when possible or written/verbal permission obtained when using third-party photos.
- All copy will be edited for sense, style and clarity.
- PDF or jpeg is acceptable for material from other publications, with acknowledgement of the source.
- All club material and communications must be sent from the official email. Personal email accounts are not to be used.

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Deadline for copy and images is 2 weeks before the estimated publication date. This allows time for copy editing, layout and proofreading. **Please send your copy by the first week of each publication month.** In 2025, to be confirmed: monthly from February.

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- Private viewing of club member Steve Haralambous's car collection: 17 November
- Christmas Hills to St Andrews run: 23 November
- Club Christmas Santa Run and Lunch: 7 December

Timely reminder to update your contact details

Did you know it is a legal requirement to update your contact details with VicRoads within 14 days of moving? As a classic car owner on VicRoads' Club Permit Scheme, a change in address or contact details also needs to be flagged with the BMC-Leyland Car Club Membership Officer.

Failure to do this could mean your permit is void by VicRoads, and we don't want this to happen.

Interestingly, if you change your address or details on your licence, you should also ask VicRoads to update your contact details on its CPS system. This is because the database is completely separate from the computer system used for fully registered vehicles.

If you have changed your contact details, like a mobile number or email address, or moved locations recently, please contact Membership Officer Terry Sawyer on 0417 344 371 to update your details. Alternatively, you can email the secretary at bmcleylandcarclub@gmail.com.au who will pass your request on to Terry.

VicRoads accepts late payments (up to 90 days) but from the date of the expiry until the time payment is received by VicRoads, the vehicle is deemed unregistered and must not be driven.

President's report, November 2024

Hello members,

I am constantly amazed by the breadth of experience and knowledge of members within the ranks of our club, and not just from a motoring perspective.

In the last two months, we have had the chief operating officer of a major Australian homewares company, a retired pilot, and people who have worked in healthcare and information technology join as members.



Our club is made up of retired and working people; people who work or have worked in hospitality, engineering, community services, academia, trades such as plumbers, builders and electricians, the public service, teaching, media, healthcare and PR to name a few.

The common interest we share is our passion to celebrate Australia's iconic motoring history and ensure our classics – most of them from British marques – remain on the road for future generations to witness.

With winter behind us, I strongly encourage you to take off your car covers, give your cars a dust off or wash down, put some air into the tyres and hit the road – and enjoy it.

Our recent runs

I was thrilled to see almost 30 members join the recent three-day, two-night midweek run to Mansfield, organised by David and Annette Neish. In good classic car fashion, the run was not without the odd mechanical hiccup – but I won't spoil the run report included in this newsletter. I'm sure you'll find the read entertaining.

Members were extremely grateful for the time David and Annette invested in organising this run, from planning the event months out to organising bookings at venues and catering along the way.

If every member put their hand up to host a monthly run, we would have enough runs locked in for the next 14 years!

This, of course, is not necessary, but I would like to thank David and Annette and the team of volunteers who ensured the run was a real success.

Unfortunately, I was unable to attend as I recover from a recent ACL reconstruction on my knee, but I took great pleasure catching up on the photos shared to the club's Facebook page from several members who were on the run.

And while I'm on runs, a special thank you to club member Paul Buck for coordinating the Spring in the Dandenongs run in September. Paul is a great supporter of our club and one of the most active members when it comes to participation on club runs. Thanks, Paul!

Another successful event was the annual Melbourne Cup Lunch and Sweep at Jo and Kel Hawkesworth's home in Caulfield. Obviously a high-class turnout with fabulous food and awash in champagne, as is traditional.

But wait, there's more!

We have more events planned before the end of 2024, including a couple of runs in November. They include a private viewing of club member Steve Haralambous's impressive car collection at Clayton South, plus the Christmas Hills–St Andrews run to the Panton Hills pub for lunch.

Importantly, the club's Christmas Show-n-Shine will be held on **Saturday, 7 December** at Kilsyth.

Details about these events and how to confirm your attendance are in this newsletter. Please ensure you confirm well in advance for these runs to ease the stress levels of run coordinators and hosts.

Finally, I am pleased to report steady growth in the club's membership which sits at 178 memberships and 266 individual members. The club has 169 vehicles on VicRoads' Club Permit Scheme, with five vehicles pending approval.

I hope to see you on the road or on a run soon. Make it your aim to get to at least one club run before the end of the year!

Yours in motoring,

Bryce Eishold
President
BMC-Leyland Car Club

Welcome to our new starters

The BMC-Leyland Car Club has members across Australia and abroad. The club has 178 memberships, which includes 266 individual members. In each issue, we will introduce our new members and shed some light on why they chose to join the BMC-Leyland Car Club.

Meet new members Duncan and Hana Wellington, who live north-east of Melbourne, and the challenges they have faced since purchasing a 1980 1275 GT Mini from Aotearoa New Zealand.

We are Duncan and Hana Wellington, originally from New Zealand.

We moved to Australia 38 years ago and have lived in Smiths Gully, near Kangaroo Ground, for 16 years.

Our backgrounds are in healthcare and information technology.

We grew up around British cars and have owned an Austin Cambridge, MK II Cortina, MK I Escort and three Minis. Of course, our parents owned many British cars as we were growing up. We also ride motorcycles.

Our latest acquisition is a 1980 1275 GT Mini, blue with gold stripes. We imported the car from New Zealand. It arrived on our doorstep on 15 November last year.

This is a two-owner car that was original apart from an engine rebuild with some modifications, non-original wheels (although I do have the original wheels and hub caps), and flares.

The first owner passed it on to her nephew who drove it for a short time, then it ended up in a shed. I purchased it from the second registered owner who did the engine rebuild, wheels and flares during the COVID-19 pandemic.

Our passion for this vehicle stems from owning a 1979 1275 GT back in 1981. It was white with a black roof and black stripes, much like the one we now own.

However, the journey to having the car compliant and registered under the Vehicle Assessment Signatory Scheme has not been a smooth one.

First, while in New Zealand we had to have the car checked for asbestos. We never envisaged that the underseal would contain white asbestos and that had to be removed (at quite an expense).

Next was finding an engineer to do the VASS assessment. The engineer never provided an official report (just emails with dot points). This being a 1980 car, we were told the following had to be done:

- Change the wheels as the mags it came with stuck out about five millimetres further from the flares.
- Put child restraint points on the rear parcel shelf.
- Change the seatbelts (although they were the original 43-year-old belts, so probably a good idea). I also had to put inertia belts in the back.
- High stop taillight.
- Tyre placard sticker for the original 12-inch wheels.
- Change front seats from the original lift-up low back seats to seats with headrests and the back tilted forward for rear seat access.
- Side intrusion bars for the front doors. This is something I am still pursuing as some places I have contacted have not wanted to do it. Any help with this would be greatly appreciated.



Duncan and Hana and their 1980 1275 GT Mini

We've had many issues with engaging the right people to help us on our journey to registering our GT Mini in Australia. We were fortunate to come across Toby and his family who are part of this club, he has been a godsend.

We're looking forward to joining some of the club runs and seeing the amazing variety of cars in the club.

Retired pilot joins car club to 'get involved' and meet new members

Former Qantas pilot Stephen Lapthorne admits he is not much of a car club kind of person, but after spotting several vehicles driving about with BMC-Leyland Car Club stickers, it piqued his interest.

"I'm not into the car club side of things too much, but I thought I would join and talk to other people, go on drives and get involved in the club," Stephen said.

Stephen, 70, retired three years ago from the aviation industry after a decorated 54-year career. He started work in general aviation at Moorabbin Airport at the age of 15 and learned to fly at 16.

For the last 20 years of his career, he flew domestically for the Spirit of Australia.

Stephen has lived in Somerville since 1986 with Trudee, his wife of 45 years. They have three daughters and seven grandsons.

Their classic vehicle line-up includes a 1969 Mini, a 1980 Fiat X19 and a 1966 Ford Cortina GT.

Stephen and Trudee have owned the Mini since 1988 and undertook a bare shell restoration on the vehicle 20 years ago.

Stephen also helps his two brothers, also retired pilots, who own an array of classic cars.

"One brother has an MGB and a 1970 Ford Fairlane – which took out best Ford resto four years ago at the All Ford Day in Geelong – while the other brother is mainly into Fiats," Stephen said.

"I'm really looking forward to meeting other members of the club and a chance to look at the broad range of cars we have within the club."

The Mini underwent a bare shell restoration.





The interior of Stephen and Trudee's 1969 Mini. The engine bay is spotless.

Austin Healey Roadster joins club ranks

Simon and Louise Seear's 1960 Austin Healey 3000 BT7 Roadster is another new addition to the club's impressive line-up of British vehicles.

The pair live between Melbourne and Walhalla in Gippsland, the historic gold mining town where Simon's family have lived for five generations.

The eye-catching Healey is easy to spot with its Pacific Blue paint job. The car was imported from British Columbia and fully rebuilt in Melbourne.

The Seears have owned the car for about 15 years, purchasing it from its previous owner at Echuca via The Healey Factory in Melbourne.

The Austin Healey has been registered with the BMC-Leyland Car Club, making it the second Austin Healey to be registered under the club's banner.

The car has made two appearances at the Australian Grand Prix as part of the pre-race drivers' parade, including once since Simon and Louise have owned it.

Simon is a member of the Austin Healey Owners Club of Victoria, Escape Motoring and the Jaguar Club of Victoria.

The pair also own a 1966 Jaguar 4.2-litre E-Type Roadster, which is an ex-New York-registered vehicle.

Simon is the chief operating officer of Australian Homeware Enterprises and a member of the Erica & District Fire Brigade, where club president Bryce Eishold is also actively involved.

The Seears' Austin Healey at rest. Isn't she a beauty!



Members' cars - 'Jennifer' the little Rover P4 100

Michael Burton gives us the lowdown on the love of his life (other than Jo, of course) ...

When asked by Bryce to give you a brief on our Rover P4, I had to really think back as to what possessed me to consider a Rover among all the other classic and vintage makes available, and even more so when I have Holdens in my blood, with my father and grandfather being GM dealers in the country town of Kooweerup since 1914.

In my youth, there was never a shortage of early Holdens to tinker with, and compared to modern technology, to understand 'simple' mechanical engineering. But a Holden, while special, is not 'quirky' so we started looking at British marques. Jags, nice, MGs and Minis too common, Rolls too big, Vanguards maybe, Humber, don't think so, Wolseley, worth considering.

Then I saw a Rover P3 in good nick advertised in Queensland. Procrastination lost me the opportunity to be the buyer but pointed me to the Rover brand and onto the P4 Guild website followed by discussion with Bill Allen (unfortunately recently deceased) on pros and cons of P4s ... reliable, cute, good travelling speed, parts readily available albeit mostly from the UK.

The only con that came to mind was that they were a little unloved Nanna (or should I use the correct analogy ... Auntie) car with little growth in classic car value. For us, the 'con' mattered little as we were not looking at resale growth but rather a fun car to putter around in on a Sunday, take friends for coffee and fill some of our retirement time meeting like-minded people.

With that goal, we joined the BMC-Leyland Car Club on recommendation of a Clubman owning mate, Peter Nodzio, the Rover Club and the P4 Drivers Guild covering all bases if we continued down the Rover path.

Now, I'm into restoring, renovating, reusing and refurbishing (RRRR) and my children have a saying "If Dad can't fix it, it's stuffed", but having spent 12 months and excessive wealth on bringing my loved first motorcycle, a 1974 Suzuki, back to showroom condition, I didn't really want to place further impost on the joint account so went in search of a pre-loved P4 4-speed, preferred to the 'R' model and possible deficiencies in the Rover auto shifter. I say pre-loved as I didn't want to deal with rust, broken front ends, or mechanicals that weep more than a rubber tree. The last thing I wanted was another owner's burden.

Finding Jennifer

'Jennifer' was advertised north of the Gold Coast as a 1959 100, found by my GC resident brother, also an RRRR expert who gave up two hours of his day to inspect and drive the 57,000 mileage, two-tone blue car with the livery familiar to that on the '61/'62 model and giving it the thumbs up – but recognising a few minor deficiencies which may require attention, including tyres which had clocked over 20 years.

Kevin Baker, also of the P4 Guild, later confirmed from the chassis and engine number that it was indeed a 1961 model. Thanks Kevin, you just upgraded me by two years!

The car was owned by an 83-year-old gent who no longer had mental or physical capacity to coordinate clutch and gear stick, so his son decided it was time for her to go, along with four other classic vehicles. The history was scant, unfortunately. The only info the son could tell me is that dad owned the car for 10 years and did 2,000 miles. Dad's memory had taken a direct hit so he couldn't be called upon to provide any history. The last service, according to the window sticker, was in 1997 at 46,000 miles.

Jennifer's journey

So, with a deal done, Jennifer was on a flatbed, arriving three weeks later door to door. That's when the fun started. The engine, although coated in grime, ticked over beautifully so that was positive. The steering was a little loose, red carpets faded but possibly recoverable, gauges worked as did the original radio and clock, and brakes and clutch were fine, as was the gearbox. There was a bit of rust in the boot but nothing some plate and a MIG couldn't fix and the battery under the seat was sitting on a few sticks. The wiper stalks flopped around like a sock in the wind and the window winders were jammed tight. Of course, none of these things show up on photographs.

First stop was Tyrepower Frankston, who located 185 X 15 whitewalls adding a bit of bling to the exterior, then back to the shed for a cut and polish and extensive degreasing of the engine bay and polish of anything made of alloy.

Next stop was to JRG Autos in Mornington for a pre-roadworthy check which resulted in a disappointingly extensive list many being minor fixes and one big one ... front end bushes. This was not a backyard job, requiring the right tools and the ability to completely remove the whole front end, clean up or replace all bolts, replace all rubbers including shockers and sway bar and install new tie rod ends and control arms sourced from Wadhams Rover parts UK, who have provided great service.

Three and a half days' labour later, Jennifer has an all-but-new front end free of rusty bolts and grime and riding like a current model. If only they had power steering! Thanks Joe and the crew at JRG, they really know their classic British cars.

Next it's off to the trimmer for carpets, door trims and boot liner with materials sourced locally from Classic and European Carpet and Motor Trim Supplies in Carrum Downs. After this, Jennifer will be presented for roadworthy and club registration.

Unfortunately, a rainstorm hit while she was parked at the trimmers, only to fill the newly trimmed boot with water. So out with both windscreens (a painful experience!), on with new rubbers from the UK and reinstallation ... a three-day job, all up, as the screens come out from the inside which meant the dash had to come out as well. Another tick off the list.



Why stop there! Might as well do the carpets, the door trims were warped from the water running down the doors and the roof lining looked tardy when the rest looked special in bright red fabrics. Thanks to Neil Litchfield (retired motor trimmer) for a fantastic job.

After 12 months of restoring, the RWC was a formality and we were on the road ... but Jennifer is a little hot under the bonnet ... too hot, so out with the front end to get to the radiator and in for a rebuild and fitting of a reliable inline temp gauge, a task in itself figuring out

how to wire up a neg earth gauge to a pos earth vehicle. I could have converted the P4 to neg earth and enjoyed modern accessories like Bluetooth, FM radio etc, but the purist in me rejected the idea.



Jennifer's interior, pre- and post-restoration

Post reg, with the overheating sorted, the next issue was the ancient but interesting battery isolator which caused the car to stop dead for no apparent reason. It appears that this is a common fault with these isolators. I wish someone had told me before she stopped in the middle of a major intersection ... twice!

And now, we know Jennifer's history

Finally, we are good to go, and good to post her on Facebook – only to be contacted shortly thereafter by a reader who claimed that the car once belonged to his Brisbane-resident dad, Ken, 20 years earlier and passing on dad's contact details. I made the contact. Finally, I'd get some history.

Apparently, Ken brought the then grey car in Albury, drove it to Queensland and on advice of mates decided at 42,000 miles to rebuild and fully balance the engine. The results according to Ken were (quote): "The difference between pre-rebuild and post-rebuild wasn't just astounding, it was TOTALLY ASTOUNDING. You could stand an egg on its point on the top of the engine and it wouldn't move."

After many years using the car as a daily driver, Ken sold the P4 to another lover of classic cars who preferred the two-tone colour palette of a 61 Rover, so in went Jennifer to Bayside Restorers in Brissy for a full makeover. She was then sold some years later to the elderly gent I purchased her from.

I've had Jennifer 12 months now and she is an absolute joy to drive.

Thanks to all at the P4 Guild who were really supportive in getting me on the road and to the BMC-Leyland Club for welcoming us. My wife Jo and I are really looking forward to future events.

By the way, Jennifer was Jo's mothers name, and she was a gem.



Some images of Jennifer after her restoration – glorious!



Run report: Spring in the Dandenongs, 17 September

Paul Buck, coordinator

Sad to say, the day was miserable, wet and cold as we departed from Stud Park shopping centre and headed off to our first stop, Puffing Billy railway station at Menzies Creek. However, things got better!



We were welcomed by the station staff, and while we waited for the train to arrive we had a coffee break under the platform roof. The train arrived right on time with 10 carriages full of friendly tourists.

Once the train had left, we were invited inside the signal room with a welcome fire burning, for a look and a fascinating chat by the signal personnel.

Next, on to John's Hill trig lookout for a short stop due to the weather.

After leaving the lookout it was a beautiful hilly drive through Sherbrooke Forest to Kallista, through Monbulk then Emerald to reach the final stop at the Paradise Hotel at Clematis. All 14 cars and 24 people made the journey without any issues. After a filling meal in a warm atmosphere, it was time to part ways. Thanks to everyone who attended.



Dandenongs run attendees

Rod Kirby and grandson Miller – Mini van
Paul Buck – Mini
Rees Williams – MG
Terry and Cheryl Sawyer – modern
Andrew Ratcliffe – MG
Patrick and Sandra Farrell – Wolseley
Vince and Marion Stok – Rover
Laurie and Denise Kirby – Jaguar
Murray and Christine Johnson and Janelle Talty – modern
Alec and Sue Robinson – MG
Ron and Pat Sinclair – modern
Peter Nodzio – Mini
Glenn Sanderson – modern
Rick and Kay Smith – MG

Magnificent photo of Puffing Billy arriving at Menzies Creek, with the steam from the train adding to the eerie atmosphere ... this looks like a scene from a Sherlock Holmes film (Holmes and Watson on the 11.22 from Paddington, heading for the Yorkshire moors and Baskerville Hall?).



Run report: Mansfield midweek meander, 16-18 October

David Neish, coordinator

Day 1. On a beautiful Melbourne Spring morning we gathered at the Ringwood Golf Club car park for an early morning coffee. Then 17 members in 10 cars set off on the start of a three-day outing.



Terry and Cheryl Sawyer volunteered to bring up the rear of the convoy in 'Dorrie' and how prophetic that turned out to be, with Dorrie failing to exit the car park due to a fuel pump issue.

Not to be deterred, Terry and Cheryl had her trucked home, and they rejoined the run in their modern before we had reached our destination for the day.

After clearing the suburbs, we made our way to Yarra Glen via Coldstream for morning tea at the Chocolaterie. Many a chocolate was sampled and quite a few purchased, as we enjoyed coffee and the scenic views over the Yarra Valley.



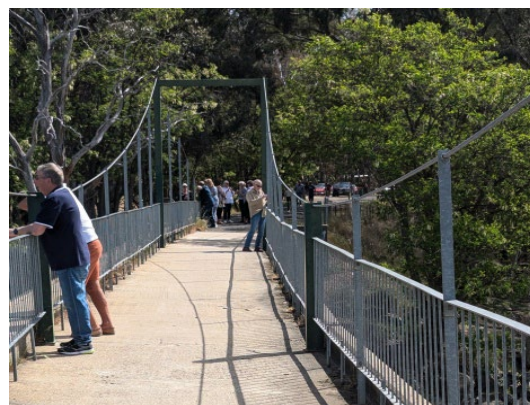
Our lunch stop was in Yea, where we met up with another eight members who had travelled from the western side of Melbourne and down from Shepparton to join the run.

After a casual lunch and chat in Yea (Bakery pies are good), we took a short detour to the Cheviot Railway tunnel on the old Mansfield railway line.



Further up the road we stopped to take in the serenity at Bonnie Doon where the old railway bridge crosses Lake Eildon.

Arriving in Mansfield late afternoon we were joined by our final couple, now 27 club members in 14 cars, quite a good turnout for a midweek run. Most of the members were staying at the Alzburg Resort and a few wound down with a drink by the pool before heading out to dinner.



A quiet bevvvy in the beer garden at the Delatite Hotel was followed by a good yarn or two over



dinner in the bistro. Despite the photo, there is no truth in the rumour that we went to the Delatite Hotel just because I look like the owner, Dean.

Day 2. Another beautiful day in the High Country saw us head off through bushranger country towards Whitfield in the King Valley. We passed the road to Stringybark Creek, the site of Ned Kelly's infamous encounter with police.

On the way we stopped at Powers Lookout, where local bushranger Harry Power had his hideout. The views from his lookout were spectacular.



Off we went to the Mountain View Hotel in Whitfield for a wonderful, relaxed lunch in the green and shady outdoor dining area.

On the return trip to Mansfield, those who were still up to it, detoured to the Delatite Winery for a wine tasting or coffee while enjoying the views.

Magnificent.





All was not finished for the day, with the club providing the food for a Wine and Cheese evening in the games room at the Alzburg Resort. It was a great chance for informal catch-ups and to recount the day. Later in the evening a spirited game or two of snooker kept everyone entertained.

Day 3. After two glorious days the weather was against us with torrential rain and hail forecast, especially around Melbourne. Many members decided to head for home early to avoid the weather and perilous driving conditions.

With about half the participants pressing on, a quick change to the schedule saw us enjoying a cosy coffee at the Grant Street Grocer in Alexandra. From there we enjoyed the drive out to Lake Eildon through Thornton. We took the scenic route and drove across the spillway and dam wall, enjoying majestic views before arriving at our lunch venue, El Lago Restaurant and Bar, overlooking the houseboats moored on Lake Eildon.



Wonderful views and great food capped off a fabulous run. The storm front hit while we were having lunch, with torrential rain creating massive runoff into the lake, it was a spectacular sight.



After the rain abated it was time to head home after a most enjoyable three days' touring.



Here are more photos of the redoubtable motors that took part.



Mansfield run attendees

David and Annette Neish – MGF (coordinators)
Vince and Marion Stok – Rover P5
Peter and Terri Nodzio – Mini
Michael and Joanne Burton – Rover P4
Francis Borg and Norma May – Singer
Alec and Sue Robinson – MGB GT
Murray and Christine Johnson – 1989 Landcruiser
Trevor and Lynn Brown – P76
Terry and Cheryl Sawyer – Morris Minor/modern
Paul Buck – Mini
Rees Williams – MGB
Steve and Lynette Curtis – MGF
Robert Bothwell – MGZT
Lloyd and Glenda Newnham – modern
Gary Turner and Sue Wilson – modern



The ‘other’ run report by Vincent Stok

Editor's note: We have an additional, (ahem) extremely interesting report from Vincent Stok ... inaugural and founding member of the BMC-Leyland Classic Car Breakdown Club.

See the following page for Vince's account of the formation of this exclusive club, with – so far – a very limited membership. These luminaries may be joined by others, sooner or later ...

Vince has outlined the criteria for membership of this club in his Facebook post. His specifications are quite detailed.

As for the picture, we are sorry to see the Stoks' magnificent Rover P5 in such an embarrassing and humiliating situation ... "you're going home on the back of a tow-ow truck ...".

Failure To Proceed is even worse than Computer Says No, as it is a public spectacle.

We hope Her British Stateliness is now fully recovered, operational and going like stink – but with class and decorum, as befits etc.

And here is Vincent's latest update:

The coupe got us to within 12 kms of home before the ignition system finally quit. It's actually the first and only time in 30 years that the Rover has ever been carried home on a flatbed truck. The cause of the problem ... a small but vital electronic component (termed a 'crystal') about the size of a dried green pea that drives the programmable electronic ignition fitted to the car.

A couple of pix below:

The first pic, the errant crystal beside a door key to illustrate the size of the component.

The second, the Programmable Ignition Module fitted to the car. Just for fun, see if you can locate the errant crystal within the circuitry of the module? 😊



Vincent Stok

★ Rising contributor · 19 October at 12:46 · 🌐

"The BMC Leyland Classic Car Breakdown Club."

Hi folks...I've decided to start a new Club. The Club will have a select group of members who fulfill specific criteria allowing them entree and all the associated benefits and dramas derived from this unique Club.

Membership as it currently stands from its inaugural outing over a 3 day period to Mansfield stands at two full members with a potential third and fourth member at associate level.

Full Membership Criteria:

* Vehicle picked up by a flat top tow truck and transported home or to a Service Garage for repairs.

Associate Member Criteria:

Vehicle repaired during a Club outing and driven home under its own steam.

Current Membership List:

Full Members:

Terry & Cheryl. (Morris Minor)

Vince & Marion (Rover P5 MK3)

Associate Members:

Michael & Jo. (Rover P4)

David & Annette (MG F)

The Scenario:

Our drive home via the Black Spur route from Alexandra was without issue until we arrived at Healesville. The ignition system started to act erratically from this point onwards but we managed to limp to Mulgrave where traffic density made it too awkward to manage. From this point we called in the calvary (RACV) who duly arrived in about a half hour.



Cup Day frolics at Kel and Jo's

Kathy Hope

No one will be surprised that the Cup Day Lunch and Sweep at Kel and Jo Hawkesworth's lovely house in Caulfield North was a raving success. We were given the royal welcome by Daisy, their gorgeous, well-behaved Labrador. Guests included Cheryl and Terry Sawyer, Marion and Vince Stok, Frank Borg and Norma May, David and Annette Neish, Alec and Sue Robinson, Kathy Hope and Tim Coronel, all dressed to thrill.

Splendid weather, splendid food, splendid bubbles, splendid company. And to top it off, Jo had organised a trivia quiz with one section focused on British cars, another on horses and racing, and one more on naming a marque or car for every letter of the alphabet (now let me see ... Zil, Zaporozhets, Zonda, Zephyr ...). It all got quite competitive and shouty, around mouthfuls of roast chicken and salad, and we realised how much we knew about cars ... and how (relatively) little we knew about horses!

Sweep Maven Sue Robinson with her spreadsheet, magnificent eats, bonhomie and a lot of champagne ...



The race itself was beyond exciting, as those of you who watched it will know. Viewing it on a massive screen was almost as good as being there. Of course, we'd all been assigned horses in the Sweep and some of us lost our shirts while others did very nicely, thank you!



Winners of the prizes for best Cup Day outfit were (gentlemen) Vincent Stok in a snappy burgundy ensemble and matching hat and (ladies) Kathy Hope in a little Audrey Hepburn number, floral fascinator and outrageous silver winklepickers. A teeny tiny trophy and lots of chocolates for each winner.



Thanks to the club for supplying the delicious roast chicken and nibbles, and huge thanks to hosts Jo and Kel (and Daisy) for their hospitality.



Did you know? Marking a 50-year anniversary

– Tony Cripps

This year, 2024, marks the 50th anniversary of the cease of motor vehicle production at the Leyland Australia factory in Waterloo in Sydney. At that time, the factory was making Leyland P76, Marina, Mini and Moke. P76 and Marina were to cease entirely, while Mini and Moke carried on at Enfield in Sydney's west.

The factory site was sold to the Australian Navy and became the Navy Supply Centre (their main stores) for about another 20 years before being developed by Landcom and upon which now is built mainly residential buildings. The photos below show the factory buildings demolished, and then the cleared site with some of the new roads paved.



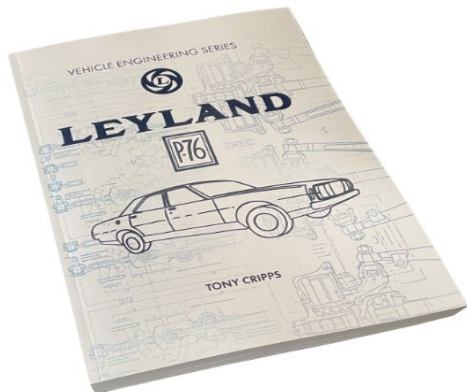
Photo: Roy South



Photo: Landcom

Leyland P76 Engineering Series book featuring more than 800 drawings

The latest book in the Engineering Series covers the Leyland P76. As with other books in this series, this book contains snippets from the factory engineering drawings for the Saloon, with some also included for Wagon and Force 7. Over 800 drawings are shown.



I was once asked by a customer if I drew the pictures in these books – which was very flattering, but no. These drawings were done by professional draftsmen employed at Zetland/Waterloo and the incredible detail shown on them is a lasting testament to the effort the local Company put into the manufacture of all the cars we so admire.

Available from the website: www.leylandaustralia.com.au.

Also listed on Ebay.

– Tony Cripps



David Bentley and the Austin Kimberley/Tasman

– David Burrell

In this five-part series, 'Retro stories', the Australian Motor Heritage Foundation (AMHF) is featuring the automotive design work of David Bentley, and his involvement in shaping the X6 Austin Tasman and Kimberley. David worked in the styling studios of BMC Australia (BMCA) and BMC in the UK during the 1960s.

This third instalment covers the sedan proposals developed by David. The original sketches and drawings are from David's private collection.

As I've explained in parts one and two, when first tasked with designing the Tasman/Kimberley, at BMC's UK styling studios, David was given a number of design proposals which had been quickly sketched by BMC designer Harris Mann. BMCA had required the Tasman/Kimberley to be based on the existing Austin 1800 to save costs, because the car was only a stop gap model until the P76 arrived.

Mann had largely ignored BMCA's parameters. David's task was to bring the design back into line and retain the Austin 1800's doors, roof, glass and inner structures.

A comparison between the 1800 and the production Tasman/Kimberley reveals how much David was able to achieve with so little room to move. It is a testament to his design capabilities. Indeed, a defining characteristic of the Australian automotive industry generally, was its capability to do much with very little.

Part four of this series reveals the designs David developed for the never released Tasman/Kimberley station wagon. The final instalment features the five-door hatchback. Read more on the AMHF website: <https://motorheritage.org.au/category/retro-stories>.

Text and photos: copyright David Burrell/AMHF.

Our thanks to club member Peter Riggall for sending us this information. David Burrell's series is excellent, and you can access the other instalments. Here is the Landcrab 1800 and its successor, the Kimberley.



BMC-LEYLAND CAR CLUB RUN PROGRAM 2024-25



***NEW TO THE CLUB, OR JUST NEVER
BEEN ON A RUN? NOW'S THE TIME TO
PICK ONE AND COME ALONG – YOU'LL
BE MADE MOST WELCOME!***

SUN NOV 17 – Private classic car viewing – A special Sunday morning invitation is extended to club members to visit the private classic car collection of member Steve Haralambous in Clayton South between 8.30 and 11am, with Steve also hosting breakfast nibbles and coffee. *Coordinator: Vincent Stok*

SAT NOV 23 – Christmas Hills/St Andrews Circuit – Meeting in Donvale and travelling via Sugarloaf Reservoir for a BYO picnic morning tea or coffee – then scenic back roads through the Christmas Hills to lunch at the Panton Hills Hotel. *Coordinators: Richard and Carole Simpson*

SAT DEC 7 – Club Christmas Santa Run and Lunch – Pop some tinsel on ya aerial and grille and meet up for Santa's run for fun to the Annual Christmas Lunch at the Kilsyth Club with a Christmas Show-n-Shine. *Coordinator: Cheryl Sawyer*

2025 RUN CALENDAR

WED JAN 1 – Annual Club New Year's Day Picnic Run to Flinders – Rick and Kay are again inviting everyone to BYO picnic and chairs or a rug (or buy fish-n-chips) for a summer's coastal run from Hastings to Flinders Golf Club cliff top. *Coordinators: Rick and Kay*

SUN JAN 19 – RACV Festival of Motoring at Cruden Farm, Langwarrin – Details of where to meet prior to entering and park as a club will be advised in due course. *Coordinator: Paul Buck*

SAT FEB 15 – Yarra Valley Run to Healesville – Another very scenic run from Donvale winding through the vineyards of the Yarra Valley. It's a BYO morning tea/coffee – then heading to the fabulous Healesville Terminus Hotel Bistro for lunch. *Coordinators: Richard and Carole*

SAT MARCH 15 – South Gippsland Run – Bryce has grabbed this date so watch out for details shortly – 'Save the Date' as Bryce's runs are always terrific! *Coordinator: Bryce Eishold*

SUN APRIL 13 – Mt Macedon Run – A beautiful country roads meander just north of the City, a BYO picnic morning tea, and lunch at the famous Mt Macedon Hotel. And just a quick 30 min run down the Calder Freeway to the Ring Road. *Coordinators: Rob and Anne Quinn*

SAT MAY 24 – Full English Brekky Run – Meeting at the amazing Rob's British Butcher Shop in Dandenong for a cooked English brekky to begin with, then a run to the beautiful Cranbourne Botanical Gardens for coffee. Something very different! *Coordinator: Richard Simpson*

SUN JUNE 15 – Annual 'Battle of Waterloo' run – This year it is our turn to organise this regular event on our club calendar with our French cousins in the Citroen Car Club. Lots of details to follow – we think the challenge for the Battle this year might be a game of darts! Stay tuned for updates and make sure you save the date. *Coordinator: Paul Buck*

'More members and more cars on more runs, more often'

A Special Invitation

– a Members only privilege... !

*Private Classic Car Viewing from
Club Member Steve Haralambous*

**SUNDAY MORNING 8.30AM TO 11AM
NOVEMBER 17TH , 2024**

Here's an extra event on the
Club Calendar not to be missed..!



This very special Sunday morning invitation is extended to all Club Members to visit the private classic car collection of a great and generous supporter of our club member Steve Haralambous.

This event is being held at Steves private garage at **Unit 1, 67-69 Whiteside Road, Clayton South** between **8.30 and 11am**, with Steve also hosting breakfast nibbles & coffee... Please **DO NOT** advertise this address outside club members... ***You must pre-register for this event !***

For catering and admittance **“PLEASE TEXT”**
names of all club members in your car by
Wed Nov 13th to our event co-ordinator
VINCE STOK - 0411.416.912

CHRISTMAS HILL- ST.ANDREWS RUN

B.Y.O.PICNIC MORNING TEA

AND PANTON HILLS PUB LUNCH!

Saturday – 23RD NOV, 2024



RUN DETAILS

Meet 9.30 am at Mullum Mullum Reserve Car Park east side of Doncaster Hockey Club Ground - corner Springvale Road and Reynolds Road, Donvale (use Reynolds Road entrance...) *Loos available ...!*

Departing at 9.45am we will head off via Warrandyte to Kangaroo Ground Memorial Tower, then onto Sugarloaf Reservoir for a BYO Picnic Morning Tea - *please bring fold up chairs, your flask and any eats..!!!*

Then it's back into the cars for a beautiful drive through the Christmas Hills and St.Andrews to end up at the fully refurbished Panton Hill Hotel for lunch...

Great country Pub, Bistro menu with a room just for our group reserved as we enjoy lunch and each other's company, before an easy free wheel drive home...

Gonna be a good one..!!! Don't miss out !!!

PRE-REGISTRATION IS ESSENTIAL FOR PUB LUNCH BOOKING

***TEXT Run Leader Richard Simpson**
Mob 0419.528.130

noting the names of "EACH" participant
in your vehicle AT THE LATEST by
WEDNESDAY NOV 20TH , 2024



BMC-LEYLAND ANNUAL CHRISTMAS "SHOW-N-SHINE" AND LUNCH

Saturday – 7th December 2024



EVENT DETAILS

Meeting at 11am in the Carpark of the "Kilsyth Club" on the corner of Canterbury & Colchester Roads, Kilsyth. Please enter from the Colchester entry so we can try to use the eastern end of the car park!

3 course Christmas Lunch in a private room is from 12 noon onwards...

(please advise Cheryl by text of any dietary requirements when booking with payment)..

Great food, buy drinks at the bar, with awards and fellowship to end another successful year as we enjoy lunch and each other's company, before an easy *free wheel drive* home...

\$30 each for members

\$42 each for non-members

NOT TO BE MISSED!!!

The Club is once again part sponsoring the lunch cost for its members...

It's your clubs Xmas gift to YOU..!

**MEET AT 11AM IN THE KILSYTH CLUB CAR PARK READY TO SHOW OFF YOUR CAR!!!
POP SOME TINSEL ON YA GRILL!**

**NOTE !!!!
REGISTRATIONS "WITH PAYMENT"
ARE ESSENTIAL AND FOR CATERING
PURPOSES DUE NO LATER THAN
FRIDAY 15TH NOVEMBER, 2024**

**BANK DETAILS for PRE-PAYMENT
BSB 633000
A/C 152525515**

**PHONE OR TEXT THE NAME OF
EACH PRE-PAID PARTICIPANT
ATTENDING WITH YOU TO
CHERYL SAWYER - 0400.252.431
"Pre-Payment" is required on-line to
confirm your booking by NOV 15TH**

BMC LEYLAND CAR CLUB

Annual New Year's Day Run

1ST January 2025

Our annual New Year's Day Run is just around the corner!!!

For several years now Club members have enjoyed this picnic lunch run to Flinders Golf Course above Mushroom Reef overlooking Bass Strait.

Please join us to welcome in the start of the New Year with your friends from the Club.

Hopefully the weather will be kind to us yet again - You can buy "fish and chips" from Flinders Fish and Chips opposite the pub, or bring a picnic lunch

**Meet at Hastings Jetty on the corner of Marine Pde & Skinner Street
10am BYO Morning Tea (with toilets available)
The Run is 11am departure.**

From here we will be taking a slow and scenic drive to Flinders where we will meet up at Flinders Fish and Chips car park - through roundabout opposite pub 2nd exit - We will then drive on to the Golf Course to take in the marvellous views out to sea from our delightful cliff top beauty spot...!!!

*Bring chairs, table and anything else you need as there are no facilities there.
Also most importantly bring **umbrellas and sunscreen**, the last couple of gatherings became quite hot and we had a lot of sunburned people.*

A relaxing day with good company among friends.

Please let us know if you are coming before hand by texting Kay so we can wait for you in case you are waylaid...

Run Co-ordinators : Rick & Kay
Any questions phone Kay 0412.813.145



Club regalia

Car Club Banner	\$10.00
Embroidered Cloth Badge	\$10.00
Club Cap	\$20.00
Grille Badge (New)	\$40.00

Contact Sue Wilson for all regalia orders: **0421 841 939**. Clothing is made to order.



New Club Banner



New Grille Badge



Cloth Badge



Club Dress Shirt



Club Polo Shirt



Rugby Jumper

All regalia must be paid for on ordering. Postage extra.
All clothing can have your name embroidered at no extra charge.

Contact

SUE WILSON
0421 841 939



Club Caps

VicRoads renewals

Authorised members who can sign your renewals:

Sue Wilson (Northern Register)

222, 65 Channel Road, Shepparton, Vic 3630 **0421 841 939**

Terry Sawyer

15 Kingfisher Court, Carrum Downs, Vic 3201 (Also new vehicles) **0417 344 371**

teznchez@robsawyer.com.au

Francis Borg

1321 Murradoc Rd, St Leonards, Vic 3223 (Also new vehicles) **0414 989 822**

francis.borg@gmail.com

Russell Linden

70A Richelieu Street, Maidstone, Vic 3012 **0411 449 955**

russelllinden@hotmail.com

Vincent Stok

27 Mawby Rd, East Bentleigh, Vic 3165 (Also new vehicles) **0411 416 912**

Enigmas09@bigpond.com

If posting your renewal to be signed, **send the whole form**, and do not detach any part of it until it has been signed. Also please send a **STAMPED ADDRESSED ENVELOPE** so it can be returned immediately.



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Simon Greig Shannons Shepparton Region Development Officer



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