

ISSUE #105



**JULY
2023**

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The “WOBBLE KNOCKER”



The battle of Waterloo Car run attendees.

A0061520N

Committee of Management

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EVENTS & SOCIAL Coordinator.		Sue Wilson
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WEBMASTER.		Francis Borg
VICROADS CPS PERSON.		Sue Wilson and Francis Borg.
COMMITTEE MEMBERS.		Bryce Eishold, Russell Linden, Norma May Ramy El Sukkari. Vince Stok, Terry Sawyer.
REGALIA.		Gary Turner and Sue Wilson.

The following members are authorised by the club to sign VicRoads renewals.

Gary Turner, Francis Borg, Sue Wilson, Terry Sawyer, Vincent Stok, Russell Linden.

The following members are authorized to sign Standard Declaration and Eligibility forms for the CPS.

These members are club scrutineers and Safety Officers.

Gary Turner, Francis Borg, Terry Sawyer, and Vincent Stok.

(No new cars will be admitted to the scheme unless the VicRoads CPS person, Sue Wilson, grants prior permission.)

Club Scrutineer's and Safety Officers are for signing off on the VicRoads Vehicle Eligibility and Standards Declaration Forms and for advice only. As of March 31, 2017, all cars must require a RWC including all those of pre-1949.

This publication contains general information, which does not necessarily reflect the views of the Club, its Committee or Editor and should not be relied upon without specific advice from a qualified professional.

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Hi members.

Welcome to another Wobble Knocker number 105 for July 2023.

MEMBERSHIP 162 Currently 120 Financial. CLUB CARS (CPS) 152

Membership fees are now due and payable.

As you can all see our membership has growing in leaps and bounds with 9 new members joining in the last month alone thanks very much to Joe at Mini Makeovers. Joe does RWC for classic car people and have suggested they join our club. Thanks Joe, much appreciated.

***Just an update** as some of you may not realise but I have been rushed to hospital for emergency surgery and have stepped down from the role is president and handed everything over to Francis Borg our Vice President, Vincent Stok and Bryce Eishold who are all liaising with Sue on my progress. They are all there to update you of any changes before the AGM later this month.*

My health issues are that on the 26th of June I was rushed into hospital with a badly infected gallbladder which had turned gangrene and removed. And then on the 5th of July I was rushed again by ambulance with a hematoma where they opened me right up from the keyhole surgery where currently am situated. Because of the fact I am on blood thinners and other medications due to an open-heart surgery some 25 years ago the medication I was put on has complicated things for a quicker recovery. Please direct all enquiries to Francis or Sue. At the time of writing this I am now home and making a slow recovery but getting stronger every day. Thank you everyone for your support to Sue who has been my rock through all of this.

Our AGM is coming up very soon at the Wallan Hotel on the 23rd of July. For those who are attending you must be financial either before the AGM or renew on the day. As this is a relatively small venue you must confirm to Sue that you will attend so we can organise seating and catering for the day. You must ring Sue on 0421841939 ASAP please. We will have on hand our new grille badges and windscreen banners which will be available. Also, if you require a new name badge let Sue know so you can pick it up on the day. Name badges are free.

We have had several emails bounce back recently so **PLEASE** make sure we have the right email address. We send this magazine out monthly so if you don't receive it, please check we have the correct contact details.

Some of the cars that have been put onto the club permit scheme have not sent in the required photos that VicRoads insist we have. This is not a club requirement but VicRoads. If photos are not supplied with your application in future your vehicle will not be signed off on until we receive them. Several members have not done this so come renewal time we will not be signing off on any renewal until they are supplied no exceptions. There are six photos in total. Photographs required are further in this newsletter.

Some members do require a printed newsletter posted to them each month. The cost of postage has increased to double when we first started this. I would ask members who get a mailed one, do you really require the newsletter sent in this way as some are getting both? As we all know costs have gone through the roof so at the AGM, I will be putting to those in attendance that if members still require a printed and

The History of the Club Permit Scheme

1932

The Light Car Club of Australia conducted a Veteran Car Event in Melbourne. Another event for Veteran Cars and Motorcycles was arranged by the Auto Cycle Union of Victoria.

1952

"40-YEAR-OLD CAR STARTS BIG TRIP" was the Headline from the Argus Wednesday 22 October 1952 on page 7. This T model Ford, which sucked its first carburettor full of petrol in

1912 - and is older than most of us – will chug out of Bacchus Marsh this afternoon on a long haul to Adelaide. There, at the Veteran Car Rally, it will meet again a lot of its contemporaries, and live again the pioneer days of motoring in Australia. Theo Van Alkemande, owner of the antique, will drive it on the long trip, with his sister and Corporal Ray Pitcher, R.A.A.F. as passengers. They expect to reach Adelaide by Friday afternoon.

In **1955**, and earlier the Argus Newspaper ran a regular feature article called "THE ARGUS MOTORING PAGE" It was in this section that a Veteran Car Rally was organised.

"HERE'S YOUR CHANCE IF YOU HAVE AN OLD CAR" was the Headline from the Argus Tuesday 11 January 1955 on page 5.

A veteran car rally will be conducted by The Argus in South Melbourne this year. Entries will be restricted to cars of pre 1915 vintage. The rally will be held on a date to be announced later-in conjunction with South Melbourne's Centenary celebrations. On January 31, South Melbourne Council will hold a gala carnival in Albert Park. The carnival is in aid of the South Melbourne Community Chest Appeal for the aged and infirm of the municipality. The Argus Veteran Car Rally will be run over a 15-mile course, and on similar lines to the famed London-Brighton race for veteran cars. The Argus will provide bronze and silver medal lions for the successful competitors in different classes. Several owners of 1900 H cars have already nominated their "jalopies" for the event. Further details, of The Argus Veteran Car Rally will be given by John Williams, The Argus motoring editor, in his columns tomorrow. The Photo caption: OF 1908 VINTAGE. Here is our first vintage car - a 1908 7hp. Austin model. And it has won two veteran car parades. It first ran on November 7, 1907, and was shipped to Australia the following year. Then it was "lost." It turned up in about 1935. It turned up in a fowl yard at Penshurst. Its engine, still good, was used to drive a circular saw in a body building plant. In 1951 the car was restored from factory blueprints to its original condition. Its single cylinder engine develops 7 b.h.p. and it has a three-speed gate change gear box. Top speed - 22 m.p.h. petrol consumption - 50 m.p.g.

"THIRTY VETERANS IN ARGUS RALLY" was the Headline from the Argus Tuesday 19 January 1955 on page 14. MORE than 30 entries have already been received for The Argus Veteran Car Rally on Australia Day, January 31, at Albert Park. Rules and entry forms are available from Mr. B. Cox, South Melbourne Town Hall.

[Compulsory third-party insurance will be arranged by the organisers, at no cost to competitors, but allotted rally numbers will have to be carried throughout the day.](#)

The rally will be on the general lines of the London to Brighton, with no irrelevant writings or captions on cars and periodic dress only when in good taste and not "comic." At least one Australian-made car will run - a 1905 Tarrant, which had an Australian content of more than

90%. This was one of three similar cars built by the late Colonel Harley Tarrant and is a four-cylinder of what was extremely modern design for its time. The Tarrant car is now owned by Mr. Maurice Shmith, Chairman of Yellow Cabs Ltd., who worked for the company as a boy, and original Tarrant buyers were Sir W. Russell Grimwade, Mr. J. A. Wallace, and the late Captain Steward. Colonel Tarrant became one of the early leaders of the motor industry in Melbourne, founded the Tarrant Motor Co., and introduced many famous makes of cars to Australia, including the Ford and the Fiat.

“60,000 CHEER VETERAN CARS AT BIG ARGUS RALLY” was the Headline from the Argus Tuesday 1 February 1955 on page 5. About 60,000 people in South Melbourne, St. Kilda, and Albert Park cheered competitors in The Argus Veteran Car Rally yesterday. It was the highlight of South Melbourne's Centenary-Australia Day celebrations. Overall winner of the rally was Mr. L. Duckett's 1909 Isotta Fraschini, driven by Mr. Duckett's sister, Miss Beverley Duckett, only woman driver in the event. Thirty-one cars, ranging in age from 53 to 40 odd years, and two motor-cycles set off from South Melbourne Town Hall on the 10.6-mile reliability trial. Many drivers and passengers were dressed in period costume. First away was the Tarrant, given pride of place because it is the oldest known Australian car. Oldest car in the rally was a tiny Detroit Oldsmobile (1902), owned and driven by Mr. T. Jeremiah, West Brunswick motor engineer. The little tiller driven veteran earned a great cheer as it set off. "Showpiece" was Mr. Ash Dyer's bright red 1904 Renault, with its white-fringed Surrey top, monocle windscreen, and "mother-in-law" seat at the back (so-called because it is not covered by the hood.) Two motor buggies, with their huge, spidery wheels and solid rubber tyres, attracted a great deal of attention; so, did the tiny Humberettes. Results and sectional winners: Overall winner: L. Duckett's Isotta Fraschini. Class winners: Up to 1904: A. Dyer's Renault. 1905-1908: L. Provan's Overland. 1909-1914: L. Duckett's Isotta Fraschini. Prize for competitor coming the greatest distance under own power: M. Rickerson's Sunbeam. Best restored car: L. Duckett's Isotta Fraschini. Car in most original condition: M. Rickerson's Sunbeam. Bronze medal for most troubles: T. van Alkemade's Indian motorcycle (lost chain and brakes).

“RALLY CARS DAZZLED ALL” was the Headline From the Argus Wednesday 2 February 1955 on page 13. MOST remarkable thing about The Argus Veteran Car Rally on Monday was that so many veterans in magnificent condition could be produced on only three weeks' notice, and that such a huge crowd turned out to see them. This is the first event of its kind to have been held for 20 years, yet cars were produced which, in most cases, showed evidence of the most.

careful preservation. In outstanding cases, such as the overall winner, L. Duckett's 1909 Isotta Fraschini, years of work had gone into producing a condition of polish and beautiful finish which you would never see on any new car, even a special Motor Show model.

Melbourne has certainly showed itself to be veteran car minded. Driving an entry, as I did, you spent all the 10½ miles waiting for someone's toes to get run over, and the estimated 50,000 along the route looked like 150,000 from behind the wheel. Age meant little in the condition, and performance of the cars. The gayest and most generally charming turnout was Ash Dyer's scarlet 1904 Renault, with tasselled white canopy and Mrs. Dyer in an even more ancient but elegant dress. Most weatherworn was certainly T. van Alkemade's 1913 Benz, but its condition is that in which some of the most elegant were when originally acquired by their present owners. To me, the funniest incident concerned the IHC and Macintyre motor

buggies, for which one of the claims made back in 1906 was that they were less likely to scare horses. Should a Veteran Car Rally become a yearly Melbourne event, which now seems likely, it is probable that many other old cars will be discovered and renovated. "ARGUS CAR CLUB MEETS" was the Headline from the Argus Wednesday 22 June 1955 on page 10. The Veteran Car Club of Victoria will hold a meeting Monday at 8.15 p.m. in the supper, room, South Melbourne Town Hall. A constitution for the club, which was formed after The Argus Veteran Car Rally, will be submitted for approval. It is hoped the club will help to preserve veteran cars still existing and serve to band together all who are interested in motoring history.

1956

The Argus followed up the 1955 Veteran Car Rally with the Argus Veteran Car Rally No 2 on the 29th of January 1956. "DO YOU OWN A VETERAN CAR" was the Advertisement Headline from the Argus Wednesday 6 JANUARY 1956 on page 4. This is a full-scale rally for Veteran Cars and Motorcycles, organised by The Veteran Car Club of Victoria, and will consist of a time trial from Albert Park to Brighton and return. Argus Trophies for all finishers in the time trial section, and class winners will be specially engraved bronze and silver medallions. FULL DETAILS CAN BE OBTAINED FROM Motor Editor-Argus Office, Mr. B. Cox-South Melbourne Town Hall, or Mr. T. van Alkemade-Bacchus Marsh.

In pre-Veteran Car Club days those who wished to use their unregistered veteran cars at times

were sometimes able to organise third party cover for vehicles prior to the event. Copies of insurance certificates were handed out to anyone who had an unregistered vehicle. After the event, the policy was cancelled. This system was used for the first two Argus Newspaper rallies supported by the newly formed Veteran Car Club in 1955 and 1956.

On rallies after the second Argus Rally, all unregistered cars were issued with trade plates. Planning to implement a reduced registration scheme for veteran cars was an ongoing activity first started by the Veteran Car Club in the late fifties. First mention of problems appeared in

1957 and a Registration Committee by the Veteran Car Club was formed to investigate the possibility of following other States, particularly NSW who enjoyed their form of concessional registration.

In June **1958**, a letter was written to the Chief Secretary Arthur Rylah outlining the virtues of the Club and the idea of allowing a seven day or 700-mile permit during daylight hours under a "concessional registration scheme".

Another attempt was undertaken in February 1959, the reply being as follows: About temporary or concessional registration of veteran cars, I am directed by the Chief Secretary (A Rylah) to advise you that, while he is sympathetically disposed towards the request, any relief will require an amendment of the Motor Car Acts. Mr Rylah will use his best endeavours to have a suitable amendment included when the Motor Car Acts are next being amended.

In March **1959** it was mentioned that a British Insurance Company would cover Third Party Insurance for veteran cars certified by the Club at £3.50 per vehicle per annum. Meanwhile concessional registration plates had recently been introduced into New South Wales. Number plates were issued with white numbers on a burgundy background. While great

inroads had been made to concessional registration; third party insurance was still somewhat lacking, the complete opposite to what was happening in Victoria. With concessional registration now available in New South Wales another attempt was made to get the same system operating in Victoria, but it did not happen in 1959.

1960

Prior to an agreement for concessional registration, one of the committee members of the Veteran Car Club would go to the Motor Registration Branch on the Friday afternoon before any Rally and pick up the required number of regular issue number plates to be used on cars. for the weekend. After the event they would be returned to the M.R.B. on Monday morning for cancellation and refund. This occurred for every rally. As a result of this situation, in the late 1950s the Committee of the Veteran Car Club met with various Insurance Companies (some 25 or so Insurance Companies provided Third Party Insurance in those days), Officers, of the Motor Registration Branch, Representatives of Victoria Police and Members of Parliament. Following these meetings, a delegation approached the Chief Secretary with a suggestion that some form of Annual Permit be issued through the Veteran Car Club. This would permit the use of vehicles on Club events and in daylight hours only and the Chief Commissioner of Police would have to give prior approval to any Rallies in which these vehicles were to be used.

In June 1960, the outcome of these meetings was the change in the Motor Car Act 1958, to allow Special Permits to be issued to Veteran vehicles, manufactured up to and including 31 December 1918, to run in authorised rallies conducted by the Veteran Car Club in daylight hours only. The plates would have a dark red background with white numbers.

As a result of the change to the Motor Car Act 1958 the Vintage Drivers Club then applied for a similar privilege. This was eventually granted, and Vintage plates were issued in the same colour scheme as for Veteran Vehicles for vehicles manufactured up to the 31 Dec 1930.

These permits could only be used for Club sanctioned events gazetted in the Club Newsletters.

1984 Club Permit Scheme Events On 19 April 1984 a Bill was introduced to Victorian Parliament to amend the definition of Classic and Historic Vehicle from: manufactured after 31 Dec 1930 to 1 Jan. 1943; to be: manufactured after 31 December 1930 and more than 25 years ago. The Bill was passed to the Governor for Royal Assent on 8 May 1984. Thus, the Red Plate Permit Scheme came into being with a rolling 25-year cut-off. At that time vehicles manufactured prior to 1959 became eligible. This was the culmination of some eight years work by the Federation and the AOMC in lobbying Government.

Road Safety Act **1986:**

The re-write of the Motor Car Act 1958 to the Road Safety Act 1986 saw draft copies of the legislation given to various bodies for review. The new Act retained the now named CLUB PERMIT SCHEME with its rolling 25-year cut-off. Also found in this Act was the formalising of the Club membership requirement for admission to the Scheme.

2005

At least by 2005 the Federation of Vintage Veteran & Classic Car Clubs, and the AOMC also, were issuing member clubs an "Authorisation for Special Use of a Club Permit

Vehicle.” Carbon copy books were provided for a Club to permit (often referred to as “Small P” permit) a Club Permit vehicle to be used for approved other than club events gazetted in the club newsletter or calendar.

2011

Dramatic changes to the Club Permit Scheme came into operation on the 1st of February 2011. The new scheme took many years of negotiations before being passed into law. The AOMC pushed for many of the changes that freed up the use of historic vehicles for club use only to routine use by filling out a log book entry for 45- or 90-days use for any purpose except for hire or reward and a 25-year rolling cut off for eligibility retained. The Federation of Veteran, Vintage and Classic Vehicles Clubs (FVVCVC) apposed the changes, citing without Club Use the organised club activity would decrease and disappear. The changes also brought into being the separation of “M” plate for modified vehicles and the “SR” plate for Street Rod vehicles.

2015

The changes to the Club Permit Scheme that came into effect 1st February 2015. These included a RWC for vehicles built after 31st December 1948, leaving it optional for clubs to issue a Safety Check/Inspection for vehicles built earlier. Clubs were also obliged to keep registers of member with vehicles on the scheme together with five dated photographs. Modified and Street Rods required a Vehicle Assessment Signatory Scheme (VASS) certification. VicRoads permit renewal each year now required the member’s Club to confirm that the member was still a financial member.

2019

A proposed review of the Club Permit Scheme has been postponed pending the outcome of a small survey conducted of participants of the scheme, submissions from Governing bodies, Clubs and individuals and funding. We await improvements to the scheme to make it easier for participants to use and prevent rorts of the scheme.

2020

New Rules tighten up the use of CPS vehicle for hire and reward. CPS plate will now attract a fee of \$38 (\$19 for one) for new applications. The definition of financial membership of a club changed to membership of a club. Temporary or Permanent operating conditions may be applied. Reassignment of CPS to the surviving spouse or permanent partner of deceased member clarified.

Due to the Covid-19 Government restrictions it became necessary to renew Club Permits online. VicRoads set up a system for payment from home, by scanning the Club endorsed renewal form and emailing it in.





It's that time of the year when membership fees are due and payable by the end of July.

Sue has sent out an invoice to you so keep an eye out for it.

Some of you who joined in the last couple of months do not have to pay as your membership will carry you through to next year.

Fees remain the same as the past almost 10 years.

\$30.00 For a single membership. Extra \$20 for postage

\$40.00 For a couple or family.

Please note.

A single membership is for one person only so if you are on a run and the club shouts a coffee or meal, a single member who brings along a partner pays in full for that person. So, for an extra \$10.00 you may as well join as a couple as you'll get that back if you attend a run where the club gives back to its members, which happens from time to time.



Bendigo Bank

Bank details.

BSB 633 000

Account # 152525515

PLEASE. *You MUST leave a payment ID of your name.*



Rod and Sue Quick Profile.

A bit of history for you:

Sue and I met in the mid-70's in the Morris 850 Club in Geelong. I had a '64 Humber Vogue that I'd highly modified for rallying and Sue had a little stock Morris 850 she'd bought from her Mum when she got her licence. In 1977 I retired from rallying, sold the Vogue, married the girl, and inherited the little Mini her Mum had named Oscar (OldSecondhandCAR).

Yes, the Mini in these pics is Oscar. We still have the little gem all these decades on! Oscar, as our second car and used frequently, was getting a bit tired in the early 80's. In '83, with Sue now a stay-at-home mum and not requiring a car for driving to work, I put Oscar off the road for a bit of a freshen up. As always tends to happen, I ended up spending 12 months doing a bare-shell total rebuild, bringing him up to his present self.

I modified a 1098cc engine to replace the poor old tired 850, changed the gearbox ratios, upgraded the brakes etc. It was a total transformation! Hills he used to struggle up in second gear he now accelerated up in top gear and he would now sail effortlessly past his earlier top speed while still in third gear... Happy Days!!!

He was then "Mum's Taxi" for over a decade, before being relegated to "Toy Duties" when we bought a third car.

Over the ensuing decades I've maintained him and upgraded bits here and there, but the drivetrain is still the same with the engine still purring like a kitten all these years on. He's only done 60,000 miles since 1984, but the paintwork is getting a bit tired now. A guy I once worked with told me he had a "40 foot Valiant" - "It looks good from 40 feet away"... Well, that's Oscar! I intend to give him a spruce-up when I've completed the Nissan Pulsar GTiR project I have on the go now. I've had a 1275cc engine stored out in the shed for over 30 years waiting for the day too!!!

Anyway, I'd better head out to the shed and pull Oscar's radiator out yet again! I'm having issues with faulty brand-new radiator hoses (twice now) but that's another story...

Cheers,

Rod (and Sue) Quick.



URBAN LEGENDS

Fred's Shed – Kiama

Someone bought my attention to this article. I'm not sure if it's at all relative to our club and marque but I thought it made for interesting reading.

Part Fact, Part Fiction and even occasionally a "Urban Legend" Many times, over the years - I have heard many stories about "Addison's Corner Garage" in Kiama in NSW. Someone recently asked me if the legendary "Fred's. Shed" existed as he had never met anyone who had really seen it or got parts from their stories abound constantly as to the Aladdin's cave of fantastic treasures buried deep inside this mystical place. Often you hear about the relative treasure trove of odd parts and pieces hidden away for the Leyland, P76 and BMC marques. How much of it is truth and how much is just fiction, are all the stories true, does a shed full of NOS parts really exist and will you ever get any of them? Whilst at the 2006 P76 nationals in Cootamundra, I managed to gain RARE permission to interview Fred Addison at his famous shed in Kiama. The first thing that needs to be said is that Fred and Addison's Corner Garage are VERY BUSY and un-announced personal visits are simply not tolerated! NEVER just "show up" at this site as the workload at the "shed" demands all the Addison's time and you will be sent away!

Armed with my pen, paper, and camera and with Cootamundra still fresh on my mind - I turned my "blue beast." towards the NSW coast and hopefully Kiama. I really did not know what reception I would receive as many stories had potentially colored my viewpoint as I walked up to the garage in the mid-afternoon. Slipping past cars waiting to be filled with petrol, I was immediately asked by a gentleman if he could help me as I enquired about Fred. Politely but firmly, I was informed that Fred was not at the garage at that moment and unless he was expecting me, he was too busy for visitors. Although Fred knew I was coming the exact day and time was not clear and so I was prepared to have to return at a more suitable time. Fortunately for me, when Fred arrived, he understood my limited time frame and despite the growing crowd of cars he managed to give me some time and a tour of the garage. This really highlights just how busy the garage is and at one-point Fred asked if I could leave during the "peak" time and come back later to allow him to get some real work done. It really did seem like after work every single person in Kiama - tries to buy fuel and "Addison's Corner Garage" really is the only petrol station still left functioning.

So, what of the legend of the "shed of hidden Treasures."

Read on - for the good the bad and the ugly things about all those stories you may have heard will be revealed to all who want to know. Derelict tow truck hidden in the back yard and still proudly displaying the Leyland emblem.

"Fred's shed" "Kiama". One of the first things you notice about Fred Addison is the contrasts in his life, lost somewhere between an enthusiast and a businessperson. If you look high on the Garage you will see the words "Austin," hand bricked in to such is his love and pride at being granted one of Minis for sale at the garage in 1966 the first true Austin dealerships and he has stuck with the marques and all it has spawned. The local name of its British "Parent" - constantly came and went like sandwiches in the 70's until finally it settled on.

“Leyland Australia” at the start of the 70’s. Yet much like the everlasting “Austin” name solidly bricked into the garage, underneath that sign remains a thriving business that has outlasted some twenty-one other competitors. Just as he had been one of the first “Austin” dealers back in 1958 odd, "Addison's Corner Garage" was to be listed in the first 1973 P76 dealers guide and unlike all the other Kiama petrol stations that have come and gone, Fred was there for the start of the Leyland P76 and now remains one of the few businesses still holding brand new parts for all things sold by Leyland Australia including things like the P76, Austin’s, Morris’s, Rovers, and still surviving.

Fred's a worker, having built the garage (brick by brick) over 52 years ago with his father and uncle after purchasing the vacant block with a disused fertilizer factory behind it. Despite his years, Fred still spends 80hrs a week at the garage. From his childhood days, during the depression living in a tent with his mother on a local beach to his first job of "mowing lawns," he always remains focused. When he got a chance for another job, he became a night shift worker at the local telephone exchange, but the automotive industry was never far away. Repairing cars in his mother’s backyard Fred finally got his start at 17 as an apprentice mechanic for the Kiama motor works. There he saw the first Australian Holden's arrive and he nearly managed to see out the last ones too. There have been times when competition was very fierce, while Addison’s were a "Shell" fuel distributor - Shell setup another service station in direct competition but he had the last laugh when it finally closed. Fred’s garage has been the victim of two arson attacks - at least one severely damaging the spare parts area. In more recent times Addison's have had to contend with motorbike gangs and at least one robbery. To say that Fred and "Addison's Corner Garage" are survivors is an understatement.

During the tour I realized that the garage is not just a garage dedicated to the repair of and lathes Fred informs me that they brought a and then used it to make a bigger one for the work they were then doing. Addison's garage had a sideline working for the Port Kembla Steelworks and built truck, semi-trailer bodies and steel frames for some of the local Kiama buildings. Deftly plucking out a nut larger than my hand - Fred exclaims how they once made nuts much larger with some more than a 1ft in diameter. Unhappy about how some things have been in his Favorite town - Fred even recently stood for his local council, inspiring some satirical comics in the local - such is the iconic nature of Fred Addison in his beloved Kiama. Part legend and local celebrity, Fred has been in Kiama longer than most people can remember back and few - could imagine a time when Addison's corner garage was not there. With a present staff of sixteen, in its prime Addison's garage employed 27 people.

"Landcrabs". A colloquial name for the everlasting Austin 1800 - Fred tells me how he sold the first Austin 1800 in Australia to a local man who was soon to be touring England. The Austin 1800 model had not arrived in Australia at that point, but the astute gentleman was aware that Austin had started selling them in England. So, the ever-enterprising Fred simply took payment for the car in Kiama and organized for the man to pick up the car whilst he was holidaying in England. As Fred was the local Austin Dealer and service agent -spares were ordered to suit this newly released car and placed with his growing stockpile to service his local customers. After the gentleman's NOS - Leyland P76 headlight switches holiday - he returned to Australia complete with his new purchase. Nearly like a proud parent, Fred bounds through the piles of parts - pulling pieces out of everywhere and telling me what they are long before I have even had a chance to guess. This man is incredibly happy in his

environment, he absolutely loves his cars, and he knows where all the parts are and what they do. But after some time - the talk turns to the large array of parts that surround us, stacked in boxes and shelves everywhere and why people say they cannot buy them. We pass a box full of brand new P76 headlight switches as I sight a new P76 roof panel hiding behind some bonnet panels. Gingerly again, I ask about his involvement with Leyland Australia, the P76 and all those infamous and yet seeming inaccessible racks of car parts.

I find out quickly - any question about all the parts will invariably lead to a discussion about Fred's experiences with the various people, clubs and enthusiast groups that supported the different marques that Fred holds parts for. For a fleeting moment, Fred's eyes look sad, disappointed, and then suddenly he is a hardened workshop manager again.

For the first time - I have found "the good the bad and the ugly" and I have a sudden odd feeling that the exit door has moved to be all too close to me. Fred starts to regale me with stories about the various people and groups that have passed through the shed A Kimberly lost under another pile of parts long before my interview had ever started. Fred looks closely at me, examining my reactions to what he is saying, quietly assessing if I have a hidden agenda to attempt to try and buy some car parts. Fortunately, I did not, I really had come just for the interview, to find out who the man and the legend really was. Fred had a story - I was there to hear it. Disappointingly there were no real exceptions, the various people and enthusiast groups had in a multitude of ways, some responsibility for the ultimate restriction of sale and supply from Fred of NOS car parts and unfortunately some of the clubs had played their part in it all too.

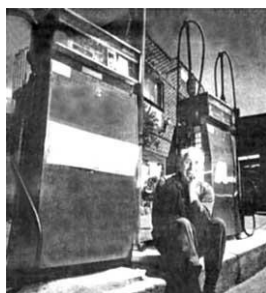
Far too many people had persistently tried to purchase new parts from Fred for less than second-hand prices. Although years earlier, after the Leyland factory had long closed and gone - second hand Leyland cars and parts were worth precious little. Understandably with the low values that carried the cars into the 80's - it was easy to think new parts were worth little. But the fact remains that Fred paid the going wholesale rate for the parts and in the end, they are a business. Some references are made to a "club day" where a small number of representatives from various clubs attended the "shed" years earlier. This became quite a stressful event for Fred, with people running everywhere, & topped off earlier problems with "Open Days" & tours with other enthusiasts resulting in a lot of aggravation and even suspected theft of some stock by various people. Some could say it was "a final straw in a pile already too big". But as our talk turns towards brighter times ahead, Fred again smiles. Thankfully - at least the future is brighter. Chrome, chrome, and more chrome Fred started buying up all the available Leyland - parts when companies in his area started to close and clear all their stock. This spread to most of NSW and edged QLD. A near famous story involved the pickup of parts from a large Sydney dealer who was closing. Needing a "semi" to pick up all the parts stock, which included the storage bins that were the complete length of the truck - they had to load from the side street - promptly blocking it. Unfortunately, they also trapped a "cash" carrying Armed Guard Van and escort that were delivering the weekly wages. Much stress ensued as the Armed guards thought that they were to be robbed, & the police were called. A few red faces and lots of explaining occurred before everyone was sent on their way. I wonder if the guard's day was "anything but average". As the parts have arrived in bulk from multiple locations there is no present organization to the pile. P76 parts are everywhere, and this is the biggest challenge for Fred and the Addison's. To unpack and inventory so that

anyone can find all the available parts will take time and lots of room- so be patient. What, you order today may not be found for another six months.

So - What magical parts are hidden in this Aladdin's cave? – Mostly they are regular parts as held by most Leyland dealers. There is little chance of too many highly specialized parts being found and although we would all like to own a tacho there is little chance of a box of them being found. But there is lots of NO'S chrome, gauges, taillights, parts, headlight, and wiper switches for a P76. Boxes are everywhere announcing multiple BMC parts.

Fred and Wynn are trying to do their best and are considering some longer-term approaches to parts delivery. Fred has a big soft spot for the P76 and does not remember the Parts and more parts ones he sold as being troublesome. But you need to remember that the car. parts are not their primary business now. So, it will take time. Fred admits there are crates he has not got to open yet, and some have waited for 20 years now. Time and patience are the two things that would best help the Addison's get all these Leyland / BMC parts on to the open market. After watching Fred pump gas and yet still find time to feed the pigeons that have adopted his Fred and some Austin and P76 wrecks in the back yard garage, you become to understand that he is primarily a business man and then an enthusiast and you are left wondering whether his bark may be worse than his bite, but you are really not sure if you want to find out as you might get fed to the pigeons

When I asked Fred about his reputation as an occasionally cranky person - he had this to say "I am lovingly called by one of my daughters as **"COBIGO"** (Cranky old Bugger, In Green Overalls).



Authorised members who can sign your renewals are:

Sue Wilson

222, 65 Channel Road, Shepparton, Vic 3630. **0421841939**

Terry Sawyer

15 Kingfisher Court, Carrum Downs, Vic 3201 (Also new vehicles) **0417344371**

Francis Borg

1321 Murradoc Rd, St Leonards, Vic 3223 (Also new vehicles) **0414989822**

Russell Linden

70A Richelieu Street, Maidstone, Vic 3012. **0411449955**

Vincent Stok

27 Mawby Rd, East Bentleigh, Vic 3165 (Also new vehicles) **0411416912**

Gary Turner

222, 65 Channel Rd, Shepparton Vic, 3630. (President) **0426951939**
(Also new vehicles)

PLEASE. 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.

Our new grille Badge \$40.00



BMC-Leyland Car Club Inc

SUN - JULY 23rd

Club AGM – Wallan Hotel.

All members are invited to the AGM held at Hogans Hotel in Wallan on the 23rd of July 2023.

There we will hold a brief meeting to discuss a few matters and afterwards hold our AGM to elect our committee for the 2023 – 2024 Financial year.

This period will lead us into our 10th year of association.

We will have lunch at the venue like previous years, so we do need bookings for seating.

This is your chance to have your say in how the club is going and help make decisions for the future of the club.

All committee positions will be declared vacant, and a new executive committee will be elected. Positions declared vacant will be:

President, Vice President, Secretary and Treasurer.

The positions of CPS Officer, Membership, Webmaster, Editor, Regalia and Events organiser can be put forward by the membership.

Event's Organiser or Club Captain is very important to keep the club active and provide interesting outings for the members. This does not have to be just one person but can be a sub-committee who will liaise with the editor so the magazine, website and Facebook page can be kept up to date.

I hope members will put some serious thought in stepping up to help the club go forward with some new and fresh ideas. Existing Committee members will be there to help anyone who takes a position on, so you won't have to do it alone.

Those attending the AGM in July must be current financial members of the club to vote if required to do so. There will be an agenda published in further magazines so if you want anything discussed please let me know so I can add it to the Agenda for the day.

AGM

All enquiries please email Gary or Sue

bmcleylandcc@iinet.net.au

Phone 0421841939

REGALIA

Car Club Banner	\$10.00
Embroidered Cloth Badge	\$10.00
Club Cap	\$15.00
Grille Badge (New)	\$40.00

Contact Sue or Gary for orders on 0421841939.

CLOTHING

Polo Shirts	\$30.00
Rugby Jumper	\$35.00
Club Dress Shirt S/S	\$35.00
Leather Bomber Jacket	\$220.00



New Club Banner



New Grille Badge



Cloth Badge



Club Dress Shirt



Club Polo Shirt



Rugby Jumper



All regalia must be paid for on ordering.
All clothing can have your name embroidered at no extra charge.
Contact Gary or Sue 0421841939.



Leather Bomber Jacket

BMC-Leyland Car Club Inc

Procedure for our Club Permit Scheme.



Get an authorised Road Worthy Certificate.

Fill out the two forms supplied.

1. VicRoads Vehicle eligibility and standards declaration form.
2. VicRoads Club Permit application form.

Take all the above forms as well as your driver's license to your nearest VicRoads office. Choose either a 45 or 90-day permit you require. (45 Day can be extended another 45 days if required)

Pay the fee and your plates will be given to you.

A logbook will be provided and MUST be filled out each time you use the vehicle in a 24-hour period.

Once this is done you must ring Sue Wilson 0421841939 with your CPS plate number.

After this is done you must then provide the club a series of photographs which are listed below.

This is a VicRoads requirement to be filed with the club permit officer, Sue Wilson.

1. Vehicle front,
2. Vehicle rear,
3. Vehicle driver's side,
4. Vehicle driving position (side-on with driver's door open),
5. Chassis number or ID plate,
6. Vehicle engine bay.

The AOMC is aware that some July Club Permit renewals have been printed and issued with incorrect expiry dates (2023 rather than 2024) and have approached VicRoads for their advice for club members who have been impacted. VicRoads have provided the following information and guidance for Club Permit holders.

VicRoads are aware that a small number of club permit holders have received an incorrect club permit renewal notice, reflecting incorrectly a 2023 expiry.

This error impacted renewals with an expiry between 1 and 25 July 2024.

Impacted customers are still able to use this notice for payment of their club permit. Once paid, VicRoads will issue the correct label for your vehicle and logbook.

VicRoads will be writing to impacted customers and will be re-issuing renewal notices with the correct dates.

This issue is limited to club permit vehicle renewals only and does not impact driver licence or normal vehicle renewals.

Should you have any further concerns or require further guidance please feel free to contact the AOMC at office@aomc.asn.au

Details of a future run in October.

Sunday October 8th.

(Expressions of interest – contact Sue)

Suggested itinerary is meet at York on Lilydale - travel through the edge of the Dandenongs/Yarra Valley - a scenic route with fruit tree blossom likely. Arriving at Mont De Lancey, Wandin North for a guided tour of the historic 1880s homestead and many other buildings. We can enjoy a BYO lunch in the magnificent gardens and individuals can browse through the working blacksmith, wood turner and vintage machinery sheds. The expansive museum is also part of the area with more than 5000 pieces of memorabilia. The tour/entry costs \$10 per person (I will be the volunteer guide). I can arrange for a dedicated area for us to park/picnic where other visitors can view the cars if wanted.

There is a cafe on site where takeaway can also be purchased but I thought a sit-down lunch could be a problem as it can be busy with people not on tours etc.

Regards

Yvonne and Alan

MINI MAKEOVERS

**Just want to shout out to a friend of the BMC-Leyland Car Club
Inc.**

The owner of Mini Makeovers, Joe Parnis.

**They are situated at Gate 3, Unit 5, Thor Court East Keillor VIC
3033**

03 7038 0739 0411 170 413

Website: [Mini & Moke Parts Supplier in Australia | Mini Spares Australia \(minimakeovers1275.com.au\)](http://Mini & Moke Parts Supplier in Australia | Mini Spares Australia (minimakeovers1275.com.au))

Joe at Mini Makeovers has referred several new members to our club from existing clubs where they were not getting much satisfaction or service from their committee and so on.

So to all our members, if you need a good mechanic or mechanical advice, please contact him and have a chat.

Let's support those who support us.

GOT SOMETHING TO SELL

*Let me know. Cars must have Photos, full description, and PRICE.
Supply as many details as possible with a contact number.*

BMC-Leyland Car Club Inc General Meeting 10 July 2022 Hogans Hotel, Wallan

Minutes

Meeting Open: 12.05pm with President Gary Turner in the Chair he gave a warm welcome to all in attendance.

Attendance:

Alan & Yvonne Bennett, Gary Turner & Sue Wilson, Terry & Cheryl Sawyer, Patrick & Sandra Farrell, Ross & Margo Nankivell, Frank Borg & Norma May, Rob & Anne Quinn, Richard Rigby, Paul Buck, Rod Kirby, Alec & Sue Robinson, Rami El Sukkari, Vince & Marion Stok, Cliff Pritchard, Russell Linden, Neil & Jennifer Yeomans, Bruce Austin, Patrick & Lee Rose, Ron & Pat Sinclair, Clyde & Dianne Wilson + son Tim

New Members welcomed:

Patrick & Lee Rose, Neil, and Jennifer Yeomans

Apologies:

Richard & Carol Simpson, Rick & Kay Smith, Gary & Jan Davies, Peter & Terry Nodzio, Robert Russell, Phillip Smethurst, Ray Jackson, Kathy Harper, Tom Babington, Barry Burnham, Sam Cox, Doug Field, Dereck & Louise Jones, Robert & Jan Bothwell, Steve Buckley, Mark Roper, Lloyd & Glenda Newnham, John Lees, Bill Stanton, Peter Bernardi, Kel & Jo Hawkesworth.
Apologies moved and accepted.

Moved: Richard Rigby Seconded: Paul Buck Carried

Current Membership: 134

Financial Membership: 103 Cars on CPS: 116

Minutes previous meeting 2020-21 as distributed in latest Wobble Knocker

That the minutes be accepted

Moved: Cliff Pritchard Seconded: Vince Stok Carried

Treasurers Report: as tabled and attached.

That the report be accepted

Moved: Cheryl Sawyer Seconded: Sue Wilson Carried

Vale: James Groves killed in a motorcycle accident.

Club condolences were sent.

Jenny advised she is keeping his car and will continue the membership and will attend when she is able.

General Business:

Website management on Wix.com platform

Gary Turner requested a volunteer with techno expertise to take over the management of the club site.

After discussion Ross Nankivell agreed to speak with his son Andrew and Francis Borg offered to see what he could do.

Run Coordination:

With the Melbourne Run Coordinator position very successfully and efficiently held by Richard Simpson was happy to retain until a new run coordinator is found.

Regalia: Number Plate surrounds - Too many sizes required, too costly, the last batch could not even be given away. - after some discussion there was agreement not to revisit this option.

Name Badges: Sue Wilson has purchased them for most of the new members and those that had said they required one. They are available after the meeting. If you have not collected yours or need a name badge, please contact Sue Wilson.

A proposal was put to members about an All-British Day in Shepparton March 2023: The meeting agreed the club would participate in the event to be organised by MOVE (Museum of Vehicle Evolution)

Caribbean Gardens Event: Paul Buck to follow-up details.

Questions/Suggestion from the floor.

After discussion the meeting agreed that new chapters under one large club banner were important for the health and ongoing success and growth of the club.

Unanimous support was given to Gary and Sue continuing to run the club.

This was raised and suggested as there are now an increasing number travelling quite a distance alone to attend runs so we will have runs in the North of Victoria and in Melbourne and South Victoria areas.

The run coordinator and executive to have further discussions about how this would work,

to ensure the club's health and success and all members are included, willing and able to participate in events.

No further business was forthcoming, so Gary closed the meeting 12.45pm.

Gary asked for a volunteer to Chair the AGM to follow this meeting: Alec Robinson agreed.

All positions were declared vacant.

RUN REPORT

Battle of Waterloo. Round Two.

Sunday the 18th of June.

1st Stop was at the dam lookout which was quite spectacular to see as it was quite full. After a while of mingling and chatting we then drove to the other end of the lake to check out the spillway. More under the bonnet chats especially the 2cv's of which there were six, then more Citroen's arrived from further away. Who said it was going to rain?

15 Members from the BMC-Leyland Car Club Inc, and approximately the same from the Citroen Car Club of Australia met at Stud Park on Sunday 18th June for a combined run to Cardinia Dam for a picnic lunch. The weather was cool, but the company was warm and friendly.

At around 10am we departed from Stud Park and headed off to Lysterfield to the Orchard Cafe and Restaurant for a coffee break and a short rest which everyone enjoyed.

After the break we all then headed off in a sort of convoy through some back roads to the Cardinia Dam.

Then it was back to the Crystal Brook picnic area where everyone found a spot at one of the many tables for lunch. Everyone came along prepared for a picnic and a terrific chat amongst all the members of both clubs.

It was a very friendly event, and the weather was very kind to us.

It was a great turnout, very friendly and well worth getting together with another car club.

This event will be on again next year.

Those who attended:

Paul Buck, Terry and Cheryl Sawyer, Richard and Carol Simpson, Andrew and Rachel Ratcliffe, Glen Sanderson, Frank Borg, Norma May, Rod Kirby, Craig Ellis, Craig Hollands, Eddie Hume and junior.





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Simon Greig Shannons Shepparton Region Development Officer **SHARE THE PASSION**