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THE “WOBBLE KNOCKER”

The official publication of the BMC-Leyland Car Club Inc. Registered in Victoria.



Out with the old – In with the new!

BMC-Leyland Car Club Inc

A0061520N

Committee of Management

Email for all contact bmcleylandcc@inet.net.au

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PRESIDENT.	(CO FOUNDER)	Gary Turner.
VICE PRESIDENT.	(FOUNDER)	Francis Borg.
SECRETARY.		Norma May.
TREASURER.		Cheryl Sawyer
MEMBERSHIP.		Sue Wilson.
EVENTS & SOCIAL Coordinator.		Sue Wilson
EDITOR.		Gary Turner.
WEBMASTER.		Gary Turner
VICROADS CPS PERSON.		Sue Wilson and Francis Borg.
COMMITTEE MEMBERS.		Bryce Eishold, Patrick Farrell, Cheryl Sawyer, Rami El Sukkari, Vince Stok. Terry Sawyer
LIBRARIAN.		Patrick Farrell.
REGALIA.		Gary Turner and Sue Wilson
LIFE MEMBERS.		Rae and Peter Luxmoore.

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

Gary Turner, Francis Borg, Norma May, Sue Wilson, Terry Sawyer, Vincent Stok.

The following members are authorised 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.

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Presidents Report

AUGUST 2020



PRESIDENTS REPORT

Hi everyone.

Who would have thought that it's August already in a year that can only be described as a disaster. This COVID-19 has knocked us all around, especially in Melbourne where things are seemingly getting worse rather than better. As a club our main focus is our duty of care to all our members so we have cancelled all runs until further notice and until it is safe to do so. Even then we will be restricted on the amount of members who will be able to attend. The October/November weekend away is still to go ahead at this time until something happens that we can't.

In these trying times I'm pleased to let you know that our 3-4 members who have sold cars or simply moved on. That means we are still holding our own through these times. Sue, as usual, has been doing a fantastic job on vetting enquiries for membership and welcoming new members as only Sue can do. Our club permit list is also strong with 109 cars currently on the permit scheme with our club.

One of the main disappointments is that when a member sells their car or decides to move on they don't let Sue know so she constantly has to chase people up. This can be quite time consuming and rather frustrating. So if you do sell a vehicle which you have on the CPS with the club or you simply leave the club for whatever reason, please let us know, we don't bite. Also if you change addresses or email please let me know.

New changes to the renewal of your club permit have been bought into place as of the 31st July. The new changes now allow you to do your renewal on line instead of going to a VicRoads office. You can still do it the old way if you want but the new way means you don't have to go to an office and sit around until your number is called. Further details on how that works further in the newsletter.

On another note some of you may already know that Sue and I sold our Morris Minor Panel Van recently for a really good price and it has gone to a new owner in NSW. It was kind of sad to see it loaded up on a massive tray truck that usually has earth moving equipment on it, looked a bit out of place on such a huge truck. But it has gone to a very passionate owner who already has some Morris Minors and the van will complete his set.

Sue has always wanted an XJ6 Jaguar, her favourite car, and she was always looking for one on the quiet. She found one, a Jaguar XJ6 1996 X300 Sport and it just so happened to be in her favourite colour, burgundy. So she made a few enquiries and got a Jaguar specialist to go out and check it out for us. There were a few minor things that had to be done to it; motor was very good and low kilometres for a car of that age, 177,898 on the clock which

for that car was very low. So with the van gone we bought it and it ended up almost as a straight swap. In fact we made money on the van to get this. Last week we boarded a train from Shepparton and travelled to Bayswater to pick it up and drive it home. Sensational car to drive and Sue is very happy with her purchase. The one problem is that it is so long, 5.230m it only just fits in our garage at home but with a bit of a fiddle around over the last couple of days I have managed to find a bit more room for it.

I do apologise for plastering our cars on the front cover of the magazine but if someone would send me a story and photos of their own cars this is the only thing I have to work with. No runs, no meetings, means no photos. I really wish some of you would contribute in some way to the magazine please.

Richard Simpson posted an on line virtual run on Facebook the other week and asked people to post a picture of their cars on it to see who would respond. The result was outstanding with over 100 people posting. There were some interesting vehicles on the page along with a number of very positive comments. Maybe we should hold a virtual show and shine and give away some club stickers as a prize. If someone would like to organise that and organise a couple of judges we'll supply the prizes. Must be BMC or Leyland vehicles only though.

Having a look through the list of vehicles on the clubs permit scheme it was interesting to see the various cars we have with the club. So I decided to compile a list out of curiosity which is further in this newsletter. Interesting.

Stay safe out there people and stay 1.5 meters away from each other.

Gary Turner
President/Editor
BMC-Leyland Car Club Inc.



RUNS FOR 2020

Below is the suggested run schedule for members that had put up their hands to organise a day out for 2020. We still have a couple of months to spare if anyone can help thanks.

SEPTEMBER Richard and Carol Simpson BMC Spring Run. **Cancelled**

OCTOBER Jo and Kel Hawkesworth. **TBA**

NOVEMBER **TBA**

OCTOBER/NOVEMBER Cup weekend away is still planned to go ahead and we will keep those members who are going informed of any changes.

DECEMBER AGM with Christmas Lunch and Show and Shine by Gary and Sue. **TBA**

In the meantime while we are all at home doing very little, now is the time to put your thinking caps on and come up with a run or a place that you think members would like to see after all this is over. Just think of something/somewhere and we can do the rest. Please do something new and not re-hash runs we have already been on.

How to organise and put on a run.

Choose a month and a date that you can help

Once chosen decide on a time and place to meet

Contact Sue and let her know so she can co-ordinate with the editor and committee.

Ask members to say if they are attending and make sure you have their phone number and give members yours. This will be possibly put in the newsletter anyway.

On the day get to the meeting point a few minutes early if you can.

Wait for members to arrive and leave at the designated time.

Try and travel in convoy. Do the right thing and if you can't see the member behind you, stop and wait for them in a safe place. Another reason why you need phone numbers.

Upon arriving check that everyone has arrived.

Take a note of who came, where you went, what happened, any story and any other details for doing a run report.

Forward your notes to Gary so he can write up a run report for the magazine.



IMPORTANT NOTICE.

Club Permit Scheme.



Just a reminder of who you can send your CPS renewals to.

If posting, please supply a self-addressed envelope.

Sue Wilson, 222, 65 Channel Road, Shepparton, Vic 3630

0421 841 939

Terry Sawyer, 15 Kingfisher CRT, Carrum Downs, Vic 3201 (also for new vehicles)

0417 344 371

Francis Borg, 1321 Murradoc Rd, St Leonards, Vic 3223 (also for new vehicles)

0414 989 822

Norma May, 1321 Murradoc Rd, St Leonards, Vic 3223

0419 881 732

Vincent Stok, 27 Mawby Rd, East Bentleigh, Vic 3165 (also for new vehicles)

0411 416 912

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Rules regarding putting vehicles on the BMC-Leyland Car Club Inc

Club Permit Scheme.

BMC-Leyland Car Club Inc CPS (Club Permit Scheme), the committee has decided that as of now, the following rules will now apply:

1. A vehicle that is BMC, Leyland, British or European will be admitted to the clubs CPS providing that the vehicle is 25years or older and is classified as a classic vehicle.
2. A non-BMC, Leyland, British or European vehicle can be admitted with the permission of the CPS Person and the committee only if that member already has a BMC vehicle with the club. This rule excludes all Japanese, Ford, Holden and the like, subject to Committee approval.
3. For any new vehicle on the CPS, permission must first be obtained by the full committee with the club CPS person having the final say.
4. Any vehicle in dispute will be submitted to a committee vote and the ruling is final.
5. Any breach of these conditions will mean that the vehicle will not be renewed at its renewal date.
6. Please check at the front of the newsletter to see who is available to sign renewals and new vehicles or contact our CPS Person.

BMC-Leyland Car Club Inc CPS person is:

Sue Wilson.

Contact number is 0421841939

BMC-Leyland Car Club Inc REGALIA.

Some items we have in stock. Clothing we order in for members which takes one week.

Car Club Car Banner	\$5.00
Club Embroidered Cloth Patch	\$10.00
Club Cap (One size fits all)	\$15.00
Grille Badge	\$30.00
Polo Shirt Navy/Red (Embroidered Logo and name)	\$25.00
Bomber Jacket, Black with leather sleeves (Embroidered Logo)	\$200.00
Rugby Jumper Navy/Red Trim Denim Collar	\$35.00
Club Dress Shirt (Short Sleeve Embroidered Logo and name)	\$35.00



Available from Sue or Gary.

Clothing must be ordered and will take about 10 days.

All sizes available.

List of vehicles currently on the club permit scheme with our club.

2	Triumph Stag	1	Morris J Van
3	MG GT	1	Wolseley Mk II 24/80
17	MGB	1	Austin Healey Sprite
1	MG TD	2	Morris Major
1	MG Midget	2	Morris LC3 LC5 Truck
3	MG Magnette	1	Morris Mini Panel Van
11	Morris Minor Sedan	1	Land Rover Wagon
1	Volvo Coupe	7	Leyland Mini
2	Volvo Sedan	4	Mercedes
1	Morris 1100	1	Morris 1800 Mk II
1	Sunbeam Harrington	1	Morris Nomad
3	BMW	1	Jaguar Sovereign 40
1	Austin A40 Devon	1	Wolseley Mk II 18/85
2	Austin 1800	4	Rover
3	Leyland MOKE	1	Mini Marcos
1	Sunbeam Talbot	2	Daimler
1	Sunbeam Rapier	2	Morris Mini
2	Sunbeam Alpine	1	Austin Westminster
1	AJS 20	1	Austin Kimberley

EMAIL from one of our members:

Jean Mitchel.

I thought I would send you some photos of my Austin story. Although not a very active member of the club I hope in years to come to join you and the team on the various outings.

My partner and I Adrian came to Australia in 1987. We purchased our first Austin 1800 MK 1 due to necessity mainly as at the time it was the only car which we could put 3 child seats across the back and still have a large enough boot to contain a pram, child paraphernalia and shopping. Adrian being an engineer was able to maintain and fix most defects and break downs which arose. There always seemed to be something not quite right. The alternator or very often the fluid suspension having a leak and we limped home very loped sided. Adrian managed to concoct a pump to deal with this and all was well. We broke down numerous times but always travelling with a toolbox and the basic repair items in the boot we managed to make it home. We were always on the lookout for cheap Austin's to be used as spares and very often at that time found owners willing to give them away. Consequently, we ended up with quite a few as the attached photos will show.

Of course, as time moved on, we had to change to more modern and update the car but always kept a few Austin's. Eventually Adrian decided to strip and rebuild one and so the project started. The body, an empty shell was sent to be resprayed and the engine re conditioned. He then started to rebuild. The Interior was put back in good shape and engine put back along with most of the other mechanical parts (sorry I am not that technical) leaving some electrical system and the carburettor still to go.

Well as life and time go by there it sat. This was all perhaps 15 years ago and there it sits still. Adrian unexpectedly passed away 4 years ago now and I still have the Austin sat in the garage hoping that one day it will go out on the road. I have shed full of bits and pieces, but not knowing what would be still of any use I am not sure whether to keep or discard. I am hoping that they are not too bad and to still be of some use. If anyone is interested to have a look at them and use them themselves, please feel free to contact me.

Email plottoffee@hotmail.com

Perhaps if any other members have an interest in this car and when these strange times are a little less restrictive someone would be willing to take a look and give me some feedback as to if or how to progress. To keep or not to keep. I live on the Mornington Peninsula.

It is a lovely ride, like sitting in an armchair with so much room and space. Even if you are over 6 feet tall still plenty of leg room if sitting in the back.

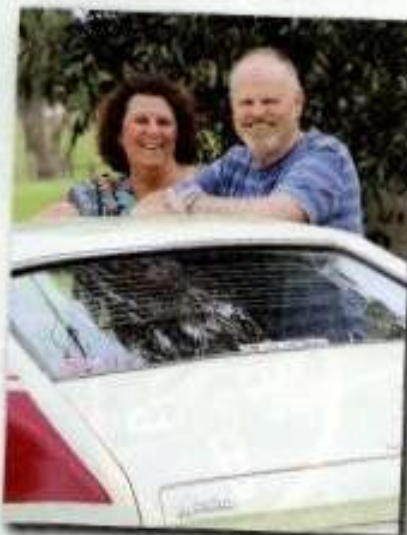
I have attached some photos. The first couple of our one-time fleet and the remainder of the partly restored Austin currently languishing in my garage.

Hope they may of some interest.
Regards Jean



If any member can help Jean, please contact her.

Top Cat Coupé



Gary and Sue Turner love their Marina TC and have lavished plenty of attention on it since buying it a couple of years ago.

They were introduced to the world of Morris ownership through a friend in Geelong, who owned a couple of Morris Oxfords. They bought a Morris Minor, at one point owned three, and are active car club members.

When a chap from Bendigo rang up to see if they knew anyone interested in buying a Marina Coupé, Gary and Sue thought it sounded like it was worth looking at. When they saw it was the rarer TC model they knew they wanted it, even though its condition could at best be called "well used".

"The guy wanted \$3,000", the couple revealed, "but there's no way it was worth that. If it was restored, certainly, but not in the condition it was in. It had dents in the roof, bonnet and bootlid and the suspension was completely shot. He thought it was worth good money because it was rare. We told him it was rare, but not a popular car."

"We knocked him down to \$900 and



that was pretty fair", Gary explained. "We spent over \$2,000 just underneath the car, replacing all the rubbers and bushes, all the front ball joints."

The body needed a fair bit of work as well, but luckily, apart from two very small spots around the windscreen, there was virtually no rust in it. They repainted the car in its original Country Cream.

Although the stripes were not originally on the car, they were available as an option when new. To try and appeal to the youth market, Leyland released an eighteen-page, spiral-bound colour brochure with suggested paint and stripe options, and the design Gary and Sue chose is adapted from one of those.

Being chassis number 545, built in March 1972, it is only the 45th one of the model made, but Gary and Sue said they haven't had any problems with it and they love the way the car drives and handles; describing it as having very nippy acceleration with its 1750cc engine.

When a move was made recently to form a Victorian club for all BMC-Leyland vehicles, Gary and Sue thought the idea

was great, particularly as it caters for all the "orphan" models as well as the popular cars. Gary is now the president of the club, while Sue is the membership secretary and CPS delegate. See the club website: www.bmcleylandcc.org or catch them on Facebook: **BMC-Leyland Car Club Australia**

Sue has an affinity with Morris cars that goes back to her childhood, when her father Frank Hall was a panel-beater and spray painter, then foreman in the BMC factory at Zetland. Her parents owned three Minis and now her and Gary's Minors and Marina help her relive those fond memories.



Marina style brochure provided inspiration for the stripes on Gary & Sue's TC.

Dinsdale's Delight



Living in New Zealand, Kathy Hope's first car was a Morris 1100, which she sold after a couple of years to her sister Susan when she set off overseas. But she always remembered her Morris fondly and vowed to one day get another.

Fast forward 30 years and Kathy is living in Melbourne, with her partner Tim Coronel. A few years ago, while searching the Internet for spare parts for her 1975 Mitsubishi Galant Coupé, she decided to take a look and see if there were any interesting Morris'es for sale.

"I came across the Nomad in the Classics for sale. So, I got very excited, because I'd wanted one for years and years, and every time one came up for sale they were in South Australia, or WA, or they were a total wreck, or I didn't have the money at the time. Anyway, this one was in Ringwood and it looked very good. When I contacted the guy he said he was the secretary of the Morris Car Club of Victoria. The auction finished in a couple of days, so we said 'can we come out and have a look?'"

It turned out that the car, a 1970 Nomad 1300 automatic, had been bought by a couple of mates from the club, tidied up and then donated to the club to raffle off – and then was won by the teenage

daughter of one of the two mates, who didn't want to keep it.

When Kathy and Tim looked it over, they knew they had to have it, so were happy to part with the money. "Sadly, we didn't crawl underneath the car or we would have seen the sills were lacework, but we still would have bought it, I think", Kathy admits.

When the car failed a roadworthy because of the rust, a car club friend recommended Graham Carter, a BMC specialist, to do the restoration work. Graham said he had a stack of work to get through before he could do the Nomad.

Long story short – thanks to old, badly repaired front-end collision damage, loads of rust in the floor and sills, and an engine recondition – four years and \$10,000 later, the Morris was back with Tim and Kathy.

He goes as well as he looks and has given the couple loads of enjoyment over the past twelve months. It hasn't been totally trouble-free, though, as a Hydrolastic hose let go in Canberra last January. However, Kathy said that is the only serious problem they have had with their little Dinsdale – named after a Monty Python character (think Doug & Dinsdale, the Piranha brothers).



Kathy's first car, after selling it to her sister Susan (pictured).

Kathy said the best things about Dinsdale are his Tardis-like room inside, high driving position, comfortable driving and his loveable personality. "Everywhere you go you make friends. He's very practical and very drivable and full of fun and we just love him", she said.

Naturally, Kathy and Tim have joined the Morris Car Club and enjoy getting Dinsdale out as often as they can. "We joined the club shortly after getting the car and they have been really helpful", Kathy explained.

She realises they spent far more than the car is probably worth, but now have exactly what they wanted. "I've always loved classic cars and so I decided I wasn't going to buy a new car and I wasn't going to buy a second-hand modern car, because I find them so boring and so indistinguishable from each other. They've just got no character. Dinsdale's exactly what I want. I didn't restore him to sell him. I restored him to still be driving him in my dotage."

New prices at release:

Morris 1500 OHC sedan	\$2,180
Morris 1300 automatic	\$2,327
Morris Nomad 1500 OHC	\$2,295
Morris Nomad 1300 auto	\$2,449
Morris 1500 OHC O/D5	\$2,199
Luxury Pack	\$60



Notice from the editor.

We recently received this information from the AOMC and I thought I would put it in this newsletter as a matter of interest to members. I'm not sure how relevant some of the statements are but I'll let you decide that. Any questions contact the AOMC office yourselves. It's pretty long winded so enjoy (!) the read.



sueturn@netspace.net.au

SUE WILSON
BMC-LEYLAND CAR CLUB

Dear Club representative

The Association was recently advised by the Victorian Department of Transport of the proposal to make interim changes to the Club Permit Scheme.

The scheme carries the requirement for a ten year review cycle, due in 2020, but owing to restrictions caused by the COVID pandemic it has been decided to delay the full review for twelve months and introduce some interim proposed changes to the scheme that would come into effect in October of 2020.

The proposals seek to add controls to the clubs in the manner of how they operate the scheme for their members, making sure that only safe vehicles are admitted and providing the ability to regulate clubs that are not complying with the permit requirements.

It seeks to ensure that vehicles requested to be inspected by Vic Roads are presented for inspection, and VicRoads may disallow certain club individuals to be scrutineers (i.e. those persons that perform vehicle inspections) because it is found that they are not performing the function adequately and unsafe vehicles are on the road..

For vehicles entering the scheme it would be a requirement that an appointment is made with Vic Roads for the application to be processed. A fee of \$19.00 would be payable, this would ensure that an operator with appropriate knowledge, would process the application and should save time for the applicant.

It is proposed to levy a fee for the supply of club permit plates. The costs for either 45- or 90-day permits are to be pro rata of a standard registration fees for a light vehicle. Slimline plates will be made available at the same cost as full registration slimline plates.

An offence entitled "failure to complete logbook" would be introduced at a lesser financial cost than the current driving an unregistered vehicle infringement notice.

Finally, it will see the definition of commercial use clearly defined as this is seen as a serious issue.

For the management of the scheme, and the ability to transfer permitted vehicles upon the death of the permit holder will be allowed under the proposed changes.

The Association of Motoring Clubs is requested to seek the opinion on these proposals from its

member clubs and forward such information to the Department.

Timelines are short so we seek your co-operation in providing this information to the appropriate club officials and returning your club's position on them without delay.

Please email your club's response to secretary@aomc.asn.au as soon as you can.

In conclusion the much of the proposed change appears to be directed to ensuring that vehicles on the scheme are safe to operate on the roads, while the definitions relating to the operation are long overdue. Additional fees are unfortunate, but probably in line with community expectations. We have the best club permit scheme in Australia so let us ensure that any planned modifications enhance the existing arrangements.

Iain Ross
President.

The Victorian Department of Transport is in the process of making interim regulations for commencement in October 2020.

Background

Interim regulations are being made for 12 months from October 2020 due to Covid-19 and an inability to conduct a full and formal consultation process including the release of a regulatory impact statement. These regulations will be remade in 2021.

On this basis, an exemption has been received from the Premier to delay the remaking of the 2009 regulations for a further 12 months

It is re-iterated that these are proposed regulatory changes only and no decision has been made on their final form.

Changes are proposed that would increase accessibility and clarity of the regulations

- Consistency of terminology
- Consistency for references to time periods to provide certainty as to due dates
- Clarification to be explicit about when a fee is Payable

Examples include:

Time period descriptions: All references to time periods have been aligned for consistency. Time periods have also been updated where appropriate to allow tangible date for requirements (e.g. 28 days from the date of the notice as opposed to 28 days from the date the person receives the notice).

Terminology: Introduction of new terminology to ensure that information required about registered operators and vehicles is consistent across all relevant regulations.

Club membership requirements

- In order to be issued with a club permit, a person will only be required to be a member of an approved car club

Conditions for approved clubs

→ VicRoads now has the ability to apply individual requirements or conditions on an approved club.

VicRoads appointments for the issue of a club permit

→ Pre-booked paid appointments will be required for all new club permit applications

Club permit general conditions

→ A vehicle issued with a club permit can only be used for social, domestic or pleasure purposes (not commercial purposes)

• Membership requirements

Regulations currently state that persons must be a “financial” member of a club.

The proposed regulations stipulate persons only need to be a member of a club to be issued with a club permit (clubs can define what this means e.g. Financial or not).

• Conditions for approved clubs

The current regulations do not permit the application of specific conditions to individual clubs.

The proposed regulations will permit conditions to be imposed on individual clubs.

Conditions may be imposed where clubs are found not to be operating in line with the certain club individuals to be scrutineers (i.e. those persons that perform vehicle inspections) because it is intention of the club permit scheme.

VicRoads may disallow certain club individuals to be scrutineers (i.e. those persons that perform vehicle inspections) because it is found that they are not performing the function adequately and unsafe vehicles are on the road.

• Appointments for the issue of a club permit

There is currently no option to make an appointment for this specific transaction. Persons are required to attend a customer service centre and wait in a queue. Under the proposed regulations persons are required to make an appointment, with a fee payable of (\$19) as it is a specialised transaction. This provides efficiency for both the customer and VicRoads.

• Club permit general conditions

The current regulations do not specifically define use. The proposed regulations define their use as for social, domestic and pleasure purposes and will not permit the use of permitted vehicles for commercial purposes.

Club Permits

Permanent and temporary operating conditions

→ Club permits may be issued with permanent and temporary operating conditions when the vehicle does not comply with standards. Requirement to advise of change of details

→ Permit holders must advise of any change of details within 14 days

Offence for not completing logbook

→ A new offence has been introduced for when a permit holder has not completed a logbook entry for each journey

• Permanent and temporary operating conditions

Currently if a vehicle that does not meet the Standards the vehicle is not permitted on the club permit scheme.

It is proposed that vehicles that do not meet the standards can have operating conditions imposed on their permit. For example, a vehicle with non-compliant headlights may not be allowed to be driven at night. This proposed amendment increases the flexibility of the scheme and the number of vehicles that can participate

• Requirement to advise of change of details

Currently there is no requirement to advise VicRoads of changes. The proposed regulations require VicRoads to be advised of changes to understand and record vehicle details such as engine number.

• Offence for not completing logbook

It is not currently an offence to not complete the logbook however Victoria Police has the power to issue an unregistered vehicle infringement fine (\$900). The proposed regulations introduce a specific offence for not completing the logbook (at the start of a journey) and offenders will be issued with a "Failed to complete logbook" fine (approx. \$165).

Rationale for introduction is that club permit holders must use the permit within its conditions, but it is not as serious offence as driving an unregistered vehicle.

Suspension of Club Permit

→ A club permit can also be suspended if the permit holder fails to present the vehicle for a required inspection

Club permit number plates

→ The issue of a standard club permit number plate will now incur a fee.

→ Introduction of a slimline club permit number plate.

→ Reassignment of club permit for deceased estate

Reassignment of a club plate

→ A club permit can be reassigned to the spouse/ domestic partner when the permit holder is deceased

Rationale

• Suspension of club permits

Currently VicRoads cannot suspend a permit for the reason of not presenting their vehicle. The proposed regulations permit suspension for this reason.

In this instance, suspension occurs as the car may be illegally modified and it is now a safety risk e.g. Inserted an inappropriate engine (size), lights are not adequate, vehicle is outside standards

- **Club permit plates**

Introduction of a fee for supply of club plates.

Standard Permit Plates: Proposed change to the regulations aligns with the issue of standard number plates for registration and the principle of cost recovery. These plates have been free to date. Applies to new plates only (\$38). This is based on cost recovery and aligns with the cost of standard number plates for registration.

The fees for permits are proposed to change to be aligned with a pro rata of standard registration fees for a light vehicle. A 45 day permit is proposed to be \$38.70, and a 90 day permit proposed to be \$77.40.

Slimline: Proposed change to the regulations provides for the introduction of a new product that has been requested by the club permit holders for some time. Cost for these plates aligns with the cost of a slimline black number plate. (\$150)

- **Reassignment of permit:** This is not possible under the current regulations. The benefit of the proposed amendment is that a spouse/domestic partner can now be reassigned the permit but will need to meet criteria such as being a member of a club.

Note; These proposed changes remain subject of Ministerial approval.

The final Interim regulations will come into effect in October 2020.

In early 2021 a full and formal consultation process will be conducted including the release of a Regulatory impact Statement.

THE WOBBLE KNOCKER



**We need your photos
and stories!**

I cant keep doing this especially with no run reports and future runs to talk about. I really do need your help to be able to generate an interesting magazine for everyone. So please consider putting pen to paper and writing up a story for your club magazine. Surely some members have something to share with others on a restoration, a car story or even a few photos that you can put a word or two to. If you have please email it to me for next months or next time we put a magazine out. Email: bmclevelandcc@inet.net.au

OUR PROPOSED NEXT RUN.

With a bit of luck we are still planning to go ahead with a run in late NOVEMBER. This will be the run that Richard and Carol Simpson have organised for which we have put off until NOVEMBER. This will be a simple straight forward run with a lunch at Flowerdale. This will depend of course if we can go ahead with this and it will also depend on just how many people they can have at the venue and how far we can drive and so on. Please let us know if you are interested and we'll put down your name. Due to the circumstances I will be checking with other committee members to see if the club can sponsor some of the cost .

Meeting point, time and so on will be put in the next newsletter.

But, by the way things are going with this COVID thing anything can happen so who knows what will happen.

But still, if you are interested please let us know as it will be first in, first to go.

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As you know, Shepparton is full of these fibreglass cows, over 100 of them scattered around the city and neighbouring towns. I always look out for them and we often 'Spoy the cow' on our travels.

Sue saw this one and I decided to take a photo of the cow and her. For those of you who are confused, Sue is the one standing behind the blue cow, not the other way around.



Please support the
Bank that supports our club.



Bendigo Bank

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