

ISSUE #115



MAY
2024

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The “WOBBLE KNOCKER”



ANZAC DAY
Lest We Forget
25th APRIL



Website: www.bmcleylandcarclub.org

Email for all contact bmcleylandcc@iinet.net.au

Phone number for all contact 0421841939

OFFICE BEARERS

PRESIDENT.	(FOUNDER)	Francis Borg
VICE PRESIDENT.	(CO FOUNDER)	Gary Turner
SECRETARY.		Jo Hawkesworth (acting until AGM)
TREASURER.		Cheryl Sawyer

ORDINARY COMMITTEE MEMBERS

MEMBERSHIP.		Sue Wilson.
EVENTS & SOCIAL Coordinator.		Sue Wilson
REGALIA.		Sue Wilson.
EDITOR.		Gary Turner.
WEBMASTER.		Francis Borg
VICROADS CPS PERSON.		Sue Wilson and Francis Borg.
SUB COMMITTEE MEMBERS.		Bryce Eishold, Russell Linden, Patrick Farrell, Vince Stok, Terry Sawyer, and Richard Simpson.

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

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.

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.)

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 get a certificate of roadworthiness.

The club scrutineer/official may inspect and declare the vehicle to be safe to use on the road.

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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Anyone wishing to reprint an article can do so if the source is acknowledged.



Presidents Report May 2024

Hi all,

Unfortunately, I couldn't attend the Daylesford run last month. Very disappointed as it is one of my favourite areas to visit. Judging by the pictures and comments on the Facebook page, it was a great day out, with pleasant weather. Thanks Trevor and Lynn for organising a wonderful day out.

If you recall from last month's report, a few CPS owners, including myself, didn't get renewals in the post. Now, to add insult to injury, VicRoads have informed Sue, in her yearly request for the status of our CPS cars that my Magnette's permit has expired. So now I must go to the trouble of sending in a picture of my stamped logbook to show them they are wrong. Unfortunately, the CPS scheme seems to be full of holes.

The AGM, and our 10th anniversary celebrations are fast approaching, so put the date, 13th July, in your calendar.

We received the sad news that Bruce Austin's wife Tina passed away recently. Bruce and Tina were long time members of the club, and it has come as quite a shock. Bruce was very supportive of me when I floated the idea of starting this club and was a member from the start. The club extends its deepest sympathies to Bruce and his family.

Well, that's it for now, so until next time,

I look forward to seeing you on a run soon.

Francis

UPCOMING

Mark Your Calendars

EVENTS



BMC-LEYLAND CAR CLUB 2024 RUN PROGRAM... v. 17



*If you've never been on a run - take the plunge and come along..
You'll be made most welcome - always a great day out..!!!*

**SOUTH
/ EAST**

SAT - MAY 25th - Gourmet Gippsland Run - From Cardinia Outbound BP to Longwarry for coffee, then Grand Ridge Rd onto Mirboo North and lunch at Café Escargot! *Co-ord: Bryce E*

METRO

SUN - JUNE 16th - 3rd Annual "Battle of Waterloo" Picnic Run with British & French Car Clubs combining again for a picnic run and the Battle Cup to be decided over a game of Petanque or Bowl's !!! (or Darts when it's our turn!!) *Co-ord's : Citroen Car Club (& Paul Buck)*

METRO

SAT - JUL 13th - BMCL 10th Anniversary Club AGM - new central location at the Sandown Park Hotel (near the racetrack) and includes a Club Show-n-Shine and fabulous Buffet Lunch for a very special 10th Anniversary AGM & Party: *Co-ord: Cheryl Sawyer - "Don't miss this one!" "10th year celebrations..!!!"*

WEST

SUN - AUG 18th - Western Winter Wander - Starting at the Keilor Hotel carpark a scenic winter's drive for morning tea in historic Lancefield, and onto a warm pub lunch at the restored Toobarac Hotel & Brewery with its roaring open fires!!! *Co-ordinators: Rob & Anne*

EAST

SAT - SEPT 14th - Spring in The Dandenong's Run - Starting at Rowville Shopping Centre via Cardinia Dam for a drive in the beautiful Dandenong Ranges, with country pub lunch at The Paradise Hotel in Clematis with Puffing Billy "puffing" past... *Co-ordinator: Paul Buck*

NORTH

WED - FRI - OCT 16-18th - Mansfield Midweek Country Trip away -from Melbourne or Shepparton meeting in Wallan, then on the old Hume Hwy up "Pretty Sally" hill thru' historic Kilmore to Broadford for coffee, then over the Murchison Gap to Flowerdale and Yea for lunch, arriving Mansfield to stay at the fabulous Alzburg Resort. Thursday - run to historic Jamieson with lunch at the Jamieson Brewery & Grill. Friday : A Mansfield main street wander, meet at Coffee Grinders, visit the railway museum, then a club B.B.Q. lunch in the park before wandering home - or stay a few extra days...?? *Co-ord's: David & Anette*

METRO

TUES - NOV 5th - Melbourne Cup Day Lunch - Jo & Kel are again inviting members to their home in Cup Day attire for Cup Day lunch, a Cup Sweep and lots of fun ! *Co-ord's: Jo & Kel*

EAST

SAT - NOV 23rd - Yarra Glen/Christmas Hills/St Andrews Circuit - meeting in Warrandyte and travelling via Sugarloaf Reservoir into the Yarra valley visiting amazing Alowyn Nursery café for coffee - then scenic back roads to lunch at St Andrews Hotel. *Co-ord: Richard Simpson*

METRO

SAT - DEC 7th - Club Christmas Santa Run and Lunch - Pop some "tinsel on ya aerial & grill" and meet up for Santa's "run for fun" to the Annual Christmas Lunch at the Kilsyth Club with a Christmas "Show-n-Shine"! *Co-ordinator: Cheryl Sawyer*

Runs in every direction - Something for everyone!

OUR NEXT RUN/OUTING

“Gippsland Gourmet” Club Run to Café Escargot, Mirboo North via the Grand Ridge Road !!! Saturday – 25th May 2024



Join escargot farmers Doug and Vincenza Alexander for lunch at Mirboo North on Saturday, May 25 where the pair will give a talk about how escargot is farmed and how their business grew from humble beginnings to one of Gippsland’s most renowned eateries.

Their restaurant, Café Escargot, recently celebrated its 15th anniversary and now caters for a variety of events, including car club runs.

RENDEZVOUS: BMC - Leyland Car Club members will depart the BP Service Station Outbound at Officer South on May 25, 2024 at 9.30am, meeting from 9am onwards (Fuel, coffee and loo’s available).



Our first stop will be in Longwarry at the Memorial Park south side of railway tracks for a morning cuppa – b.y.o. flask & cookies – or pop into the fabulous DeBruins Bakery opposite the park for some treats! After that it’s all scenic quiet country roads to bypass Drouin, past Lardner Park dairy country and onto the iconic Grand Ridge Road for the drive up to Mirboo North with an occasional scenic view point stop along the way..! We will arrive at Café Escargot between 12.30-1pm. Free wheel home – maybe visiting Grand Ridge Brewery!



“THE MENU”

Entrée: A Garlic escargot taster
(be brave – they’re delicious!!)

Main meal: Choice of two mains –
Homemade Gnocchi with ragu or
arancini topped with a slow-cooked

Italian sauce (gluten-free and vegetarian option)

- Or Fresh Flathead, crunchy chips and salad

Dessert: Homemade butter apple cake with custard from
fruit grown the property or fruit salad. Coffee on the club!

Lunch is \$40 per person with drinks at bar prices.

Cash and EFTPOS are available...

**PLEASE NOTE
FOR CAFÉ BOOKING
YOU MUST PRE-
REGISTER**

Please TEXT the name of
“each participant” in
your car to Bryce Eishold
on mobile phone
0458.588.449 - by -
May 19th, 2024

Classic cars facing extinction due to the new generation of mechanics being unable to fix them?

Andrew Bergan From Mini Moke World in Brookvale in Sydney says it's getting increasingly difficult for specialised mechanics with older-style cars today.



“They wouldn’t be able to spot the thing on an engine, let alone fix one. I don’t know when the end game arrives, but it’s getting close.”

The “thing” to which Sydney vintage car restorer Andrew Bergan is referring is a carburetor. The “they” is a generation of motor mechanics trained to diagnose a problem by plugging an engine into a computer.

And the “end game” that’s feared is the loss forever of classic cars that defined the golden age of international motoring in the 30 years after the end of World War II.

Triumph Stags, Mini Coopers and MGs from Britain.

Shelby Mustangs, Thunderbirds and Corvettes from the US.

Falcon GTs, Holden Monaro’s, and Valiant Chargers from Australia.

According to Mr. Bergen, who runs Brookvale-based Mini and Moke World, these cars risk going from rare to extinct because nobody knows how they work anymore.

Mr. Bergan says young mechanics are being trained to replace things and not fix them.

“The three main trades you need to keep an old car on the road and looking good — mechanic, motor trimmer and panel beater — those skills haven’t been taught, or at least taught properly, for 30-odd years,” Mr. Bergan told The Nightly.

“We’ve lost the ability to rewire a wiring harness, cast a cylinder head, set tappets, or use a timing light, or do any of the jobs that we used to not have to think about because they were well-known skill sets.

“If there’s a problem with a modern car, they’ll plug the vehicle into the mainframe of Mercedes or Volkswagen or whoever built it and they’ll be told what’s wrong and what to replace. Not fix, replace.

“There might be one or two senior operators that float around doing engine rebuilds or heavy gearbox work under warranty, but for the most part in the service centers of the big dealerships, you might have one qualified tradesman overseeing seven young helpers.

They’re on this monotonous cycle — oil filter, brake, and clutch — and they might do 25 services a day. It’s very repetitive and they’re getting maybe \$25 or \$30 an hour. You can’t survive in the northern beaches of Sydney on that, so they end up doing something else.” About 1300km west of Mr. Bergan, Peter Roberts oversees two dozen mechanics, body repairers, motor trimmers and auto electricians who ply their trade in his Adelaide Hills workshop.

Since 1965, Finch Restorations has specialised in ground-up rebuilds of cars and trucks. Most of them are classics, but some are just much-loved.

Finding workers with the patience and attention to detail needed at Australia’s oldest continually operating vehicle restoration business was always tough, but Mr. Roberts reckons it’s becoming almost impossible.

With respect to the old-school skills shortage, that shortage is on top of the national skills shortage,” the Finch chief executive said.

“Dying knowledge of mechanical systems is, fairly, the most serious skill shortage or, rather, the most serious knowledge shortage.”

The skills shortage is not limited to what’s under the hood — it’s impacting the hood itself. The trade of coach building, which has been around since a cart was put behind a horse and manifests itself today in panel-beating shops, is under threat.

Finding someone who can accurately shape an engine bonnet is just as difficult as getting a worker who understands the greasy intricacies of an old combustion engine.

The use of lead to smooth over weld scars and fill in imperfections is an art form that’s been under pressure ever since cheap plastic body fillers came on the market decades ago.

The skill has become even rarer courtesy of Chinese-made body replacements. Why fix a dent when you can replace the panel?

“Modern cars comprise throw-away plastic panels,” Mr. Roberts explained. “We need panel-beaters and coach builders who understand metal finishing and can apply lead-loading.”

Most of the workers at Finch are in their late 40s.

“Our oldest employees, both coach builders, are aged 63 and in the mid-70s,” Mr. Roberts said. “In South Australia, there is only one TAFE/MTA apprentice course for panel-beating for every 20 mechanic courses.

“Neither type of course teaches old-school. In South Australia, they stopped training motor trimmer apprentices about 20 years ago.

“Knowledge of old mechanical and electrical components and systems is thinning quickly. For example, people that can pour and manufacture white metal bearings, which were used in many pre-war cars, are a dying breed.”

Then there’s the dearth of electroplaters. When it’s your job to bring back to life a Buick Roadmaster, Ford Edsel, or Plymouth Fury you can’t afford a shortage of chrome.

As for the once-maligned trade of automotive spray painting, that’s a skill in such short demand a competent operator can charge \$50,000 for one job. And the wait for the deep-pocketed customer could be 18 months.

On the face of it, the statistics suggest there are enough mechanics to go around.

The National Centre for Vocational Education Research reports that 5529 motor mechanic apprenticeships were completed across Australia last financial year.

That 24 per cent increase in the past 10 years has clearly failed to fill the gaps. The reason may be found in the corresponding figures for WA, where TAFEs yielded 921 apprentices in 2022-23.

The outsized 84 per cent increase in completions over the past five years has not translated to boots on the ground in metropolitan workshops because graduates are hoovered up by the resources industry.

The fat margins enjoyed by iron ore giants such as BHP, Rio Tinto and Fortescue Metals Group means they can buy the talent.

Cash-up sand grompers might be able to afford the retro cars of their dreams, but they end up having to put them on a train to the Eastern States to get worked on because of the lack of local skills.

The owner of a 1963 Mini Cooper sent his vehicle to Mr. Bergan at Mini and Moke World in Sydney for want of a restorer in Perth who was prepared to take on a nut-and-bolt, ground-up rebuild.

The hollowing out of suburban garages led half of Australian workshops to lose a technician in the past year. Research by the Australian Automotive Aftermarket Association conducted last year revealed 47 per cent of workshops had “hiring now” posters in their windows.

Close to a quarter of workshops had lost an apprentice in the past year and the service and repair industry was short about 27,000 qualified technicians and more than 13,000 apprentices.

In 2021, a Motor Trade Association of Australia report found half of automotive businesses were experiencing a shortage of labour.

Mr. Bergan doesn’t need another report to tell him what he already knows.

“It will mean that those cars that are sitting in sheds rotting away will stay there instead of becoming something that makes people stop and look when they drive past on the road.”



CCOCA and BMC Leyland Car Clubs invite you to join in the 3rd Annual "Battle of Waterloo" joint car club run...!

Sunday 16th June, 2024



British Monsieurs! Your Honour is at stake!!!

In 2024 this fabulous joint club run day will instigate an actual "battle" wherein each club will nominate a team to play off for the honour of winning the "Battle Cup"..!!!

The run is down the Peninsula with all its magnificent scenery, a coffee stop in Dromana, then a beautiful drive taking in Arthurs Seat, Red Hill and Flinders concluding at Balnarring – and in particular the "Balnarring Bowls Club".

It's a B.Y.O Picnic or BBQ lunch you can cook – the Bowls Club has great facilities with some of their members on hand to assist with free access to their kitchen area and bbq facilities..!!! There's even a "bar" which will be open to purchase a tippie or two – *Magnifique eh !!!*

Everyone on the day is welcome to "have a go" at indoors bowls which will be a lot of fun – please bring \$10 cash per member who would like to play – all equipment and some instruction provided by Balnarring Bowls Club members!!!

And then - we will pick a team to cheer on as we do battle with our Citroen cousins ! Next year its our turn to organise a battle game – might just have to be "darts" in 2025!!!!

Don't miss this run –

It's gonna be ('ow u zay) – Fantastique !

**MEETING AT 9am
FOR 9.30AM DEPART**

CARPARK (North side)
Intersection/Roundabout
Waterloo Place & Barkly St
MORNINGTON

**REGISTRATIONS
DUE NO LATER THAN
FRI JUNE 7TH, 2024**

**PLEASE
PHONE OR TEXT THE
NAME OF EACH
PARTICIPANT
IN YOUR CAR TO
PAUL BUCK
0412.627.711**



Survey reveals historic vehicle owners. Spend \$9.9 billion.

The owners of Australia's estimated 970,000 historic vehicles spend more than \$9.9 billion each year on their passion, according to the Economic Value Study (EVS), undertaken by the Australian Motor Heritage Foundation (AMHF).

Delivered in partnership with The Mercurius Group and developed with the input of more than 6,000 respondents from more than 800 motoring clubs nationally, it found that the average spend was \$10,240 per vehicle annually.

The historic fleet represents 4.4 per cent of Australia's total of 21 million vehicles, with the survey marking the first time a comprehensive study has been undertaken on so wide a scope or on a national basis.

Following publication of the similar landmark 2020 HERO-ERA study in the UK, the AMHF decided to find out what is the real figure for the economic contribution of historic vehicles for Australia.

"The findings of this report have certainly highlighted the significance of the historic vehicle sector to both the community at large and the economic sector," AMHF chairman Hugh King said.

The response from Australia's motoring club members has been unprecedented: the economic modelers at TMG have never had so large a data pool to work with, proving motoring enthusiasts care as passionately about their historic vehicles as they do have their voices heard."

The survey also reveals the total annual economic impact, including both direct and indirect expenditure, is \$25.2 billion: with the sector creating almost 79,000 jobs – 42,000 direct and 37,000 indirect. These jobs generate \$6.2 billion in wages and salaries annually.

AMHF director Tom Wheelwright said the jobs created in the sector represented an opportunity for enthusiasts to draw a younger following to their passion, across clubs and businesses in the space.

"Old people driving old cars is a myth," he said, highlighting that events like World Time Attack bring younger people into space, who want to change and modify vehicles; a fact car clubs need to be more accepting of in terms of their membership.

Copies of the full report can be downloaded from the AMHF [website](#).

Article supplied from our Facebook Page by Brett Huxtable. Thank you, Brett.

**IT'S YOUR CLUB'S "10TH YEAR ANNIVERSARY"
LUNCH, THE A.G.M ,
A PARTY, AND A
SHOW-N-SHINE!!!**



**SANDOWN PARK HOTEL
SAT – JULY 13TH 2024
11am for 12 Noon lunch !
Crn: Princes Highway
& Corrigan Rd, Noble Park**



Don't miss the "party" – whatever you do... !!!

Lot's to celebrate for this magnificent little car club after just 10 years !

Come shiny & ready for a club show-n-shine, a quick AGM as we welcome a new committee, awards and presentation's , a great 2 course buffet and dessert meal, drinks at bar prices, cutting of the Birthday Cake to go with a free glass of bubbles and coffee.!!!

cost payable on arrival...

\$45 non-members/guests

\$30 members & partners

NOT TO BE MISSED!!!

**MEET AT 11AM IN THE SANDOWN
PARK HOTEL CARPARK READY TO
SHOW OFF YOUR CAR!!!**

**SEATING AND CATERING
REGISTRATIONS ARE ESSENTIAL
AND DUE NO LATER THAN
MONDAY JULY 8TH, 2024**



**PLEASE
PHONE OR TEXT THE NAME OF
EACH PARTICIPANT
IN YOUR CAR TO
CHERYL SAWYER
0400.252.431**

Bank details for payment prior to this event please.

BSB 633000

A/c 152525515

Please leave name and AGM as a reference.



RUN REPORT DAYLESFORD



Sunday April 21st

What an absolutely glorious day for an autumn run heading north-west out of Melbourne....

Trevor and Lyn (two of our country members from the Daylesford area) put together a beautiful sealed country back roads route through lovely and historic rural towns ablaze with autumn colours...

A dozen members and cars met at BP Calder Outbound for a coffee and catch up before we headed off through Sunbury and onto Riddels Creek, then it was left under the blue stone rail bridge and onto Gisbourne for a rest stop !

Onto Woodend under the shadow of Mt Macedon we made our way to Daylesford for a delightful old fashioned picnic Lunch (or lunch from the kiosk) at Jubilee Lake park - such a delightful setting!



Thanks so much to Trevor & Lyn.









Hi everyone.

As this is one of my last newsletters, for the club. Just a little something which affected me at the time and still does, that was the sudden passing of my good friend and mate **Graeme Williamson**. One of the very first members to join when the club was formed.

Graeme without a doubt was full of energy, a real comedian who brought joy to our hearts, a real gentleman, a person who would do anything for anyone and above all a fantastic mate. Recently another good friend of Graeme's, Bryce Eishold posted on Facebook the following which I have posted here for you all to read just in case you missed it.

Rest in Peace Graeme Williamson, you have left us but your legacy lives on through your beautiful family and members of the club. Gary.

.....

Today, April 15, is the third anniversary of the tragic passing of our great friend and club stalwart, Graeme Williamson.

Graeme's brother, Ian, lives in the Blue Mountains in NSW and paid tribute to Graeme on Facebook yesterday.

With his permission, I have shared his reflection on Graeme's anniversary below.

On behalf of the club, we send our thoughts to Graeme's daughter and son-in-law Kirsty and Tim Cortese, who subsequently joined the BMC-Leyland Car Club in the wake of his passing and have taken part in many club runs and events since.

Ian said:

"(Today) is the third anniversary of the death of my only brother, Pud (Graeme) who, alone and in deep mental anguish and despair over Covid lock-down, took his own life.

I have found it difficult to speak of or acknowledge until now, but last week I came across an extract from the writings of D H Lawrence, which truly sums up my feelings:

'The vast marvel is to be alive... The supreme triumph is to be most vividly, most perfectly alive. Whatever the unborn and the dead may know, they cannot know the beauty, the marvel of being alive in the flesh. The dead may look after the afterwards. But the magnificent here and now of life in the flesh is ours, and ours alone, and ours only for a time.

We ought to dance with rapture that we should be alive and, in the flesh, and part of the living, incarnate cosmos. I am part of the sun as my eye is part of me. That I am part of the earth my feet know perfectly, and my blood is part of the sea. My soul knows that I am part of humanity, my soul is an organic part of the great human soul... There is nothing of me that is alone and absolute except my mind, and we shall find that the mind has no existence by itself, it is only the glitter of the sun on the surface of the waters.'

D.H. LAWRENCE, 1930"

The photo below was taken by Robert Bothwell at the Beechworth Bakery in Healesville, the

first run Graeme took the Wolseley on after purchasing it from Queensland.

Thanks for the memories, Graeme. We all miss you and still wish you were here with us today.

Bryce Eishold.



BMC LEYLAND CAR CLUB INC 3 DAY MEMBERS SPRING RUN TOUR DE' MANSFIELD OCTOBER 16TH – 18TH, 2024



EXPRESSION'S OF INTEREST SOUGHT !



DOES YOUR CAR NEED A HOLIDAY?

...and would it welcome you to tag along...?

To help us plan, and **WITHOUT COMMITMENT** at this stage the Club is seeking from member's "*expression's of interest*" for the proposed Spring mid-week "3 day / 2 night" trip away (Wed to Fri) to beautiful north-east Victoria in mid-October this year..!

To keep costs down the midweek concept (rooms half price) will readily suit retired members, or those willing to plan ahead for a mini 3 day spring holiday break...!



ACCOMMODATION... ALZBURG RESORT MANSFIELD

The Club has struck a special "group pricing" at the Alzburg Resort in Mansfield where everyone can stay, with excellent & safe on site parking...



We suggest either the Hotel Spa Room (our price \$134 p/night), or to add a kitchenette a Studio Apartment (our price \$138 p/night). Check out the Alzburg website at alzburg.com.au - but note a promo code will be used when we open bookings for our members...

THE RUN PLAN....

Meeting Wednesday morning in Wallan we head off on the old Hume Highway north through historic Kilmore to Broadford for coffee, then east over Murchison Gap for lunch at Yea, then onto Mansfield via Bonnie Doon.

Thursday is a run to Jamieson and visiting Delatite Winery and lunching at the Jamieson Brewery & Grill on the shores of Lake Eildon.

Friday is time to explore Mansfield and coffee at The Coffee Merchant, before driving home via Marysville for lunch stop at the Bakery, or the Pub before crossing the Black Spur and run down to Healesville, and home!



**FOR THE GROUP BOOKING WE'D LIKE A MIN 10 x CARS
IF YOU "MIGHT BE" INTERESTED IN THIS TRIP
"PLEASE TEXT" (or phone) DAVID NEISH
0412.790.392 BY April 10th !!!**

REGALIA

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

CLOTHING

Polo Shirts	\$35.00
Rugby Jumper	\$40.00
Club Dress Shirt S/S	\$40.00

Contact Sue or Gary for orders on 0421841939.



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.



Club Caps

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**

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.



Joe.

Gate 3, Unit 5, Thor Court East Keillor VIC 3033

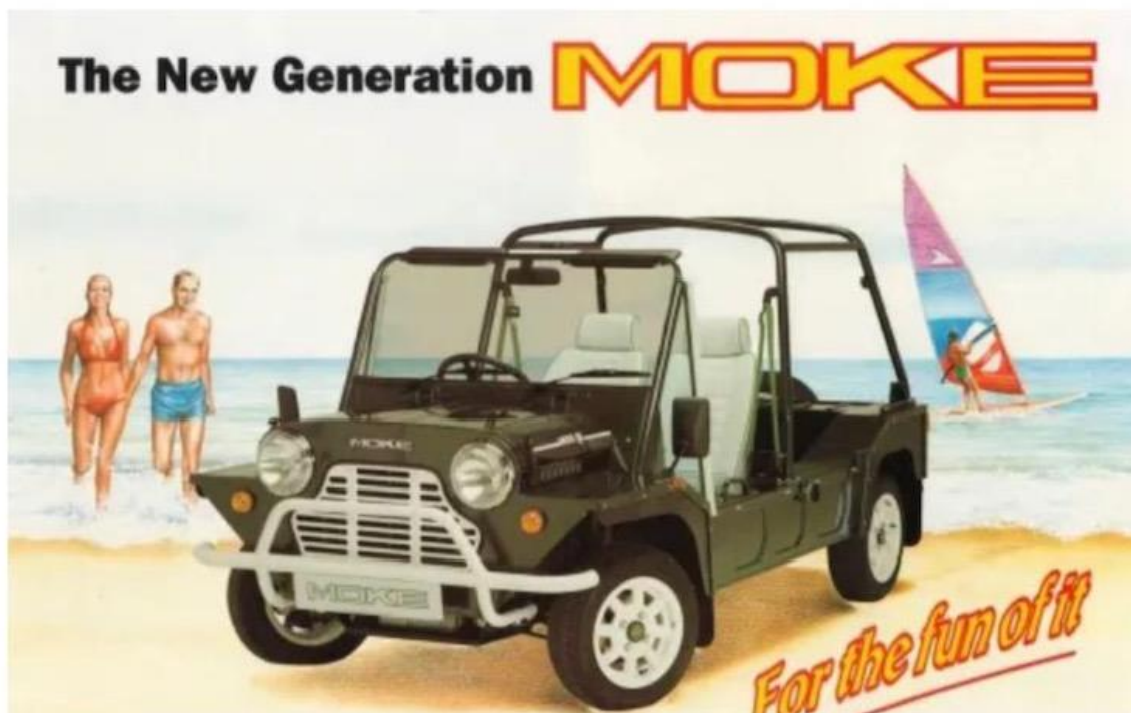
03 7038 0739 0411 170 413

.....
**Just a reminder of our up-and-coming AGM on the 23rd July.
This will be our Tenth-year celebration of the founding and first run
of the club. This will be a large celebration not to be missed.**

Poster of this event is in this newsletter.

**Also, a reminder that Gary Turner and Sue Wilson are standing down
from ALL their positions on the committee after 10 years of doing
them.**

Please consider taking on one of their roles.



It might be a cult hero today, but if you want to be completely honest, the Mini Moke was an utter flop when it was first unveiled. Not that it lacked any of the charm or character that has helped it become such an icon, rather that it was immediately deemed unsuitable for the very thing it had been designed to do. Designed by the Alec Issigonis - the same genius mind that sketched up the Mini - the original brief for the Moke was in a military capacity where it could be parachuted in (quite literally) to forces in the field.

Unfortunately for BMC (the parent company which also owned [Austin](#), [Morris](#), [MG](#), [Austin-Healey](#), [Riley](#), and [Wolseley](#)) the British Army took one look at the Moke in the late 1950s and determined that its relative lack of power was one thing, but also that its lack of ground clearance was the real deal-breaker. Not that BMC hadn't already considered the ground-clearance issue; early promotional material showed a group of burly soldiers lifting the Moke out of rough terrain.

So what do you do when the military turns its back on you? You go after the civilian market, although this must have seemed like a huge job at the time given the Moke's crude design and Spartan equipment. Nevertheless, BMC persisted and by 1964 the Moke was available, although the price had crept up from what had been projected as the British government decided it was a passenger car and not a [commercial vehicle](#), and taxed it accordingly.

British production of the Moke continued until 1968 and, to be fair, the thing never really hit its straps at home in a sales sense, despite being referenced in the pop culture of the day. Don't forget that it was selling against the [Mini](#), the must-have car of the day that had the added bonus of keeping the rain off. Most records suggest that about 14,500 Mokes were built in Britain, the vast majority of them being exported around the world.

One of the markets for the Moke was Australia. In fact, by 1966, demand was so strong, that BMC set up a manufacturing plant to build the Moke in the Sydney, NSW suburb of Zetland.

Although Australian Mokes look pretty much identical to a British-built example from the same period, the Aussie cars were beefed up a little in terms of extra bracing and gusseting of the bodyshell (what there is of it). Crucially, the Moke retained the same tiny, 998cc engine as the Brit original as well as the tiny, [10-inch wheels and tyres](#). The Mini-style seats of the Brit version were replaced by canvas hammock-style chairs.

The elephant in the room was addressed in 1968 when the Moke got bigger wheels and tyres and much better ground clearance. The Mark 2 Moke came along in 1969, bringing a bigger, 1098cc engine, better engine cooling, synchromesh on all gears and better brakes. In 1971, BMC Australia came up with what was officially called the Export Model and was a stab at the lucrative USA market. Unfortunately, the US safety experts didn't like the idea one bit, so the deal fell through, but not before the upgraded Moke, with its luxuries including a 1275cc engine, two-speed wipers and even a reversing light (although it still had four-wheel drum brakes) had become known – somewhat ironically – as the Californian. That car sold until 1973, but the Californian tag was revived officially in 1977.



By now, the company had changed name to Leyland Australia and the Moke had reverted to a 998cc engine (which was the only one that would meet current emissions standards). The latter Californian also got white-spoked steel wheels, a mini roo-bar at the front and was available in funky colours. This is the Moke many people first think of when the name is mentioned. The 1275cc engine was reinstated in 1979 after Leyland had added emission control devices to it, but by then, Leyland Australia was in serious trouble and would eventually disappear completely, taking the Moke with it. However, that's not the end of the Moke story.

As the company was dying a long, slow death in Australia, Moke production was moved to British Leyland's Portugal plant. As many as 8500 examples of the Aussie-spec Californian Moke were built there between 1980 and 1984, adding to the just-over 26,000 Mokes built here between 1968 and 1981.



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