

Issue 124
May 2025



The official and
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of the BMC-Leyland Car
Club Inc. in Victoria in
2014. A00615200N

The Wobble Knocker

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

M2M

The magic of motoring



@cmvtruckbus

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

Reminder

Membership fees are due to be paid by 30 June. See the President's report on the following page.

Cover image: Melbourne to MOVE – BMC-Leyland Car Club founder and vice-president Frank Borg and his partner Norma May steal the limelight with their gorgeous Sunbeam Rapier. See the full report on page 13.

President's report, April 2025

Dear members

It is a rather short update from me this month with no major news to report.

A timely reminder that memberships will need to be paid for the new financial year soon - more information about this will follow in future editions of The Wobble Knockers and from the club's email.

Thanks to Rob and Anne Quinn for organising the Keilor to Gisborne run on 13 April. The event was well attended by a strong group of members, and the weather looked perfect for the occasion. See the run report in this edition.

Another well-attended run was the Melbourne to MOVE rally to Shepparton, organised by former BMC-Leyland Car Club leaders Gary Turner and Sue Wilson. Twelve members attended the run in six classic vehicles. A full run report with some excellent photos is in this edition. Thanks to Gary and Sue for coordinating the run.

We have a series of runs coming up in the next few months, including a visit to the Fox Classic Car Club Collection in Docklands in May, and the fourth annual Battle of Waterloo run with the Citroën Car Club in June. The club's annual general meeting will be held at Sandown Park Hotel in July.

Make the most of the final weeks of autumn - get your classic out of the shed or garage and give it a burl!

Membership fee proposal – reminder

For the first time since the club was established in 2014, a modest membership fee increase will be proposed to the club's members at the annual general meeting on 19 July.

The committee will propose a \$10 increase to annual memberships. If adopted, it means the cost of a single membership will increase from \$30 to \$40 and family memberships from \$40 to \$50. This will help the club raise an additional \$1800 a year.

The committee is committed to reinvesting funds raised through memberships back into its stakeholders - our members. This includes subsidising future runs, trophies for our annual show and shine, and venue hire fees for the AGM and Christmas lunch.

Importantly, these funds will also be used to protect the club and its members through three insurance policies that include public and products liability, associations liability and personal accident insurance.



From July 2025, the club will also become a member of the Association of Motoring Clubs, which supports and represents the likes of our club and drivers of classic vehicles. If accepted by the members, the new cost of membership will come into effect in 2026/27, meaning membership fees will be unchanged for the 2025/26 financial year.

Membership steady

As of April 28, the BMC-Leyland Car Club remains unchanged with 182 memberships, including 270 members, plus 176 cars on VicRoads' Club Permit Scheme.

Yours in motoring

Bryce Eishold
President
BMC-Leyland Car Club Inc.



Our next run – Fox Collection Classic Car Museum at Southbank and pub run to Williamstown

Saturday 24 May

- Check out the flyer with all the details, page 6
- Registration due by Friday 16 May

If the current balmy weather holds, we will have a spectacular sunny day on the bay. And if it doesn't, we'll still have a Grand Day Out with plenty to see and do and a slap-up lunch in a historic hotel.

Don't miss this one!

BMC-LEYLAND CAR CLUB INC

2025 RUN CALENDAR V.29



NEW TO THE CLUB - OR JUST NEVER BEEN ON A RUN???
NOW'S THE TIME TO CHOOSE ONE - AND JUST "COME ALONG!"
- YOU'LL BE MADE MOST WELCOME! COME...!

METRO	SAT – MAY 24 – Fox Car Museum at Southbank, and run to historic Williamstown Free parking on site and discounted museum entry, then a short scenic bay run with a coffee stop before a fabulous pub lunch at the Customs House Hotel. <i>Co-ord: Alec & Sue Robinson</i>
METRO	SUN – JUNE 15 – Annual 'Battle of Waterloo' Run – Meeting in the Sandown Hotel Carpark we're heading first to The Naked Racer in Cheltenham for morning tea, before turning south along the Bay Road to the McClelland Sculpture Park for BYO picnic lunch. (café also on site) <i>Co-ord: Paul Buck</i>
METRO	SAT – JULY 19 – Club Annual AGM Lunch at Sandown Park Hotel – Returning to our now regular home for a wonderful lunch as another club year begins. <i>Co-ords: Cheryl & Terry</i>
SOUTH	SUN – AUGUST 10 – Mornington Peninsula Winter Lunch Run <i>Co-ord: Peter Nodzio</i>
STH-EAST	SAT – SEPT 13 – South Gippsland Run – Cranbourne to Inverloch <i>Co-ord: Mike Burton</i>
NTH-WEST	WED-FRI OCT 15-17 – CLUB GRAND TOUR – 3 day/2 night trip to RACV Goldfields Resort This is gonna be fabulous with full B&B accommodation included! Pop the dates in ya diary now – preliminary flyer with outline details in The Wobble Knocker. <i>Co-ord: Richard Simpson</i>
METRO	TUES – NOV 4 – Annual Melbourne Cup Day Club Lunch <i>Co-ords: Jo & Kel Hawkesworth</i>
METRO	SAT – DECEMBER 6 – Club Christmas Lunch and Show-n-Shine – Come All Ye Faithful to our fabulous end-of-year traditional Christmas breakup at the Sandown Park Hotel with all the trimmings. <i>Co-ords: Cheryl & Terry</i>
-2026- SOUTH	THURS – JANUARY 1 – ANNUAL NEW YEAR'S DAY FLINDERS PICNIC RUN – Always a great way to start the year with a meeting spot for coffee & laughter before motoring on to Flinders for a picnic or take-away leisurely cliff-top lunch. <i>Co-ords: Kay & Rick</i>
EAST	SUN – FEBRUARY 15 – AOMC / RACV BRITISH AND EUROPEAN MOTORING SHOW This is a great car show open to the public held at Yarra Glen Racecourse – our theme is gonna be based around everyone sharing a giant Scones, Jam & Cream Morning Devonshire Tea set amongst our beautiful cars! <i>Co-ords: Richard & Carole</i>

Have "you" got an idea for a run? Please send them in
as 2026 plans and ideas are already being discussed...

"more members and more cars on more runs more often"



FOX CAR MUSEUM & PUB RUN TO WILLIAMSTOWN

Saturday – 24th May, 2025



RUN DETAILS

Meet at **9.45am** sharp at FOX Classic Car Museum (s/w corner Collins St & Batmans Hill Drive). in Docklands with a **FREE** Car Park on site for our use.

Carpark entry via Batmans Hill Road (between Collins St and Wurundjeri Way, take the M1 Freeway Exit W3). You'll enjoy an exclusive Guided Tour at a discounted price of **\$10** for Club members commencing at **10am**

We then depart around **11'ish** for a short leisurely drive across the Westgate Bridge taking in the City Skyline before stopping on the banks of the Yarra River for that much needed coffee hit to admire the bay views and ships berthed at Webb Dock.

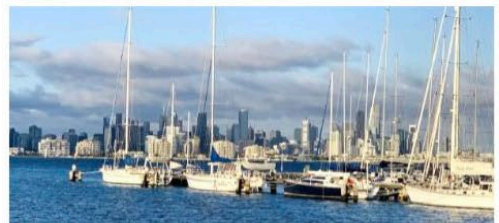
Just down the road along the scenic Strand Boulevard is our **FREE** parking for the day in central Williamstown - Melbourne's first port, established in 1837!!!

A short walk will away is the historic Customs House Hotel in central Nelsons Place who have reserved a room just for our club! Great food - and the only Pub in Williamstown with a weekend Seniors menu!!!

After lunch the afternoon is yours - across from the Pub is the historic Gem Pier – brilliant views of Melbourne's skyline & visit HMAS Castlemaine.

Wander Nelson Place for a coffee or ice cream. Or how about kicking your car into gear and do the scenic coastal drive around Hobsons Bay. View the Gellibrand Fort, Unique Time Clock Tower, Botanic Gardens and Main Beach before the short drive back to the Freeways along Melbourne Road.

Lots of fun social time packed into just 13k's... It's gonna be a ripper of a day...!



**PRE-REGISTRATION IS ESSENTIAL
FOR MUSEUM & LUNCH
BOOKING**

***TEXT ALEC ROBINSON
Mob 0410 479 140
noting the names of "EACH"
participant in your vehicle
AT THE LATEST - 5PM
FRIDAY 16TH MAY, 2025**

CCCV

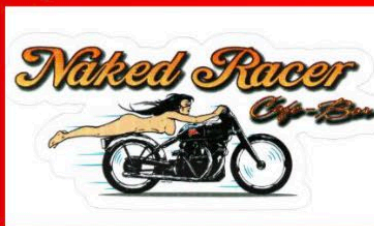


The BMC-Leyland Car Club and Citroen
Car Clubs invite you to join in the
4th annual “Battle of Waterloo”
joint car club day out...!
Sunday 15th June, 2025

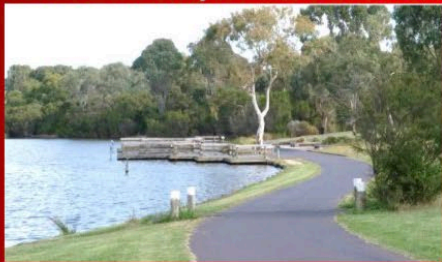


*It's on again – and this time it's our turn to
organise this annual event...!!!*
Our own Monsieur “Paul le Buck” has
selected a fascinating “bon voyage” for us to
enjoy as the convoy of British and French
cars take to the roads at the “grande depart”!

We're heading first to “*The Naked Racer*” in
Cheltenham for morning tea in their Café ,



Then we travel on in “le convoy” north & east
for a delightful picnic lunch at Jells Park..
BYO food & chairs! (*there's also a terrific
Café on site*)... **ALWAYS A GREAT DAY OUT!!!**



**MEETING AT 9am
FOR 9.30AM DEPART
SANDOWN PARK
HOTEL CARPARK
Crn: Princes Hwy &
Corrigan Road
NOBLE PARK**

**REGISTRATIONS
DUE NO LATER THAN
FRI JUNE 8TH, 2025**

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



**IT'S OUR CLUB'S "11TH ANNIVERSARY YEAR"
COME FOR THE AGM
AND A SUPERB LUNCH
SANDOWN PARK HOTEL
SAT – JULY 19TH, 2025**



11am AGM - followed by a great lunch !!!

Crn: Princes Highway & Corrigan Rd, Noble Park

Don't miss out whatever you do... !!!

Lots to celebrate with another magnificent year for the Club !

Join us at 11am sharp for our AGM as we welcome a new committee, present any awards, a lunch with rolls, a great 2 course buffet and dessert with drinks at bar prices on the day plus free teas & coffee.!!!

BANK PAYMENT DETAILS :-

NOTE:-

PRE-PAYMENT REQUIRED

BSB 633000

A/C 152525515

\$35 A HEAD

NOT TO BE MISSED!!!

MEET AT 10.45AM IN THE SANDOWN PARK HOTEL CARPARK to be seated by 11am for the AGM.

**BOOKINGS ARE ESSENTIAL
FOR CATERING PURPOSES NO
LATER THAN JUNE 30TH, 2025**

**SANDOWN PARK
HOTEL**

**PHONE OR TEXT THE
NAME OF EACH PARTICIPANT
IN YOUR CAR TO
CHERYL SAWYER 0400.252.431
"Pre-Payment" is required
on-line to confirm your
booking by June 30th...!**

BMC LEYLAND CAR CLUB INC
3 DAY / 2 NIGHT SPRING RUN
"GOLDFIELDS GRAND TOUR"
OCTOBER 15TH – 17TH, 2025
...ADVANCE NOTICE FOR YOUR DIARY...



WE'RE OFF TO EXPLORE VICTORIA'S GOLDFIELDS

This year's Spring mid-week "3 day / 2 night" trip away (Wed to Fri) is Victoria's historic goldfields



ACCOMMODATION...

The Club has struck a "FIXED PRICE" deal for two nights accommodation including daily sumptuous buffet breakfast at the RACV Goldfields Resort just south of Creswick with excellent safe on-site parking... Use the heated pool or spa, fitness centre, or play tennis or golf!

(You are also welcome to select alternative lodgings...)

Bookings will open soon with details to be advised !

Take a look at the RACV GOLDFIELDS RESORT website !

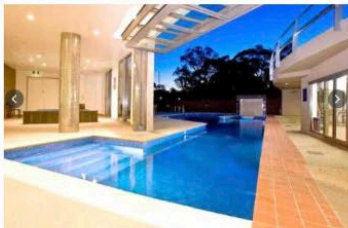
THE RUN PLAN....

Meeting Wednesday morning 10am in Doncaster we head off northwards via Hurstbridge, across to Whittlesea and Wallan to stop in Romsey for coffee, then past Hanging Rock and through Woodend to Daylesford for lunch - before arriving at the RACV resort around 3pm with dinner in the restaurant.

Thursday is a run to historic Clunes for coffee, onto the amazing Maryborough Station Café for lunch, then over to Mount Tarrengower Lookout before an afternoon wander around historic Maldon! And it's only an hours run south back to Creswick via Smeaton and the old Mill...

Hoping to again have a games night and enjoy Club sponsored Cheese & Nibbles in the lounge tonight!

Friday is a relaxed long breakfast, use any of the facilities, head home early or visit St Annes Winery en-route at Myrniong - and finally before peak hour a safe trip home...!



REGISTRATIONS WILL OPEN IN JUNE
IF YOU HAVE ANY QUESTIONS IN THE
MEANTIME PLEASE CONTACT
RICHARD SIMPSON MOB 0419.528.130

Run report: Keilor to Gisborne, 13 April

Rob Quinn reports ...



Meeting at the Keilor Hotel at 9.30am on the Sunday morning for a 10.00am departure, we had 28 travellers set to go, as follows:

Rob and Anne Quinn (Morris Minor ute), Craig Ellis and daughter Samantha (Morris Minor 1000), Richard and Carol Simpson (big Jaguar), Paul Buck and Rod Kirby (Morris Mini van), Glen Sanderson and daughter Tess (VL

Commodore, with all cylinders firing this time, he needs a Morris really), Terry and Cheryl Sawyer (modern), Vince and Marion Stok (modern), Trevor and Lyn Brown (Morris Mini van), Rees Williams (MGB), Frank Borg and Norma May (Morris Minor panel van), Murray and Christine Johnson (modern), Clive Milsum and Kirsty Cortese (Morris Major), Duncan Wellington (Morris Mini), Andrew and Rachael Ratcliffe (stunning MGB).



At our morning tea stop, the Merrimu Reservoir, we picked up two of our new members, Simon and Louise Seear on their first club run, with a magnificently prepared Austin Healey (Big Six).

Simon also mentioned he is tinkering with an E-type, can't wait to see that!

Left and above: A car park full of colour and movement.

Our morning tea spot was in an elevated position, it gave great views over the reservoir. It was a little windy with a strong northerly blowing, but bright and sunny and certainly not cold.



Around 11.30 we departed for Castello's Victorian Tavern at Gisborne for lunch.

The route chosen was the Bacchus Marsh to Gisborne road, a high ridge road flowing along the Coimadai Ridge, which skirts the Lerderderg State Park, river, and gorge. It's a 35 km trip to Gisborne with great scenery on both sides of the road all the way.

Right: Now that's a good looking convoy!



Many of the farm properties along this route are studded with large homes and grand entrances. Most on the left side have spectacular views across the deep river valley to the Lerderderg State Park.

Approaching Gisborne, the road becomes a forested tunnel. This road is a great little Sunday outing route and try a visit to Gisborne Peak Winery for a light wood-fired lunch and a glass or two of wine. Anne loves their Duet, a blended white (Chardonnay and Semillon 50/50) ... easy drinking, Anne's score 9 out of 10!



Above: The troops at lunch (is Cheryl administering first aid??).

Our lunch venue was Castello's Victorian Tavern in central Gisborne. This place offers fine food and drinks, at very reasonable prices. The comprehensive menu offers a seniors' selection, and as a senior, you could also select from the main menu, with a 20% discount, highly recommended!

Kirsty Cortese's uncle, Ian Williamson, met us at the pub and joined us for lunch. He is the brother of the late Graemme Williamson, a much-loved member who is greatly missed.

We finished up mid-afternoon and headed home, the good thing being, you were only a couple of minutes from the Calder Highway for a quick return to Melbourne.

Thanks to our host and organiser, Rob Quinn, for a wonderful run. For more photos, see our Facebook page: <https://www.facebook.com/groups/1685948666437481>

Melbourne to MOVE – Shepparton rally



The 2025 Melbourne to MOVE rally drive was held in early April, and it's more than just a rally, it's a celebration of motoring heritage, bringing together a passionate community of drivers, collectors and enthusiasts for an unforgettable experience.

From the club, we had 12 members and six classic vehicles:

Francis Borg and Norma May – Sunbeam Rapier, Peter and Terry Nodzio – Mini Clubman, Michael and Jo Burton – Rover, Kathy Hope and Tim Coronel – Daimler V8 250, Christine and Murray Johnson – Jaguar S-type (the Daimler and S-type in matching claret colours), Andrew and Rachael Ratcliffe – MGB and joining them in Shepparton were Gary and Sue with local members Lloyd and Glenda Newnham.

Unfortunately, we, Gary and Sue, can only comment on the convoy of classic cars, trucks and buses arriving at the finish line at MOVE after they had travelled up from Melbourne. The total attendees were counted at 105 including some who had joined the convoy along the way. There were 85 vehicles that started from the start line.

Members told us that the breakfast at CMV Truck & Bus at Derrimut was a real feast with great coffee, bacon and eggs and so on. The huge convoy then left for the lunch venue at Fowles Winery at Avenal. The convoy (or rolling motorcade) was a magnificent sight, according to all.

After lunch, which was a delicious buffet in the sunny back garden, and wine tasting for some, the convoy left for MOVE which is at Kialla, just south of Shepparton. On arrival at around 3:30pm everyone, after parking all vehicles, went in for a tour of the magnificent museum taking in all the things the museum has to offer visitors. It was fantastic for me to catch up with our members and show them my 'happy place' where I volunteer three shifts a week since moving up here from Somerville five years ago.

The stock in the museum changes daily and visitors can enjoy something different and special every time they visit. For the Finish Line Festival, there were also food trucks, live music, and car displays in the carpark. Members left the museum at around 5pm and checked into their free motel, then we all got together with local members Lloyd and Glenda for dinner and a chat at the Peppermill Hotel Bistro. We all departed at around 9pm and everyone went back to their motel rooms for a well-deserved sleep.

On behalf of the Museum of Vehicle Evolution-MOVE, EXO, the Board, the Curator and I as a volunteer and in charge of all the museum's off-site promotions, sincerely thank the club for their participation in this event and hope we can do it all again next year.

Gary Turner (BMC-Leyland Car Club Life Member) is Museum of Vehicle Evolution-MOVE Off-site Promotions Manager. Thanks to Gary and Sue for coordinating this excellent run for the club members.

See the following pages for a selection of photos (and some familiar cars).





You could scarcely imagine a more gorgeous display of vehicles large and small ... the retro buses were especially charming. See the MOVE Facebook page for more images.

Thanks again to the rally organisers and volunteers, and to Gary and Sue for their legendary hospitality in Shepp.

Speaking of retro charm ...

See the next page for a feature on the fabulously posh yet ridiculously small Vanden Plas Princess 1100/1300 from 1964. Thanks to Shannons for the text and images.

The VDP Princess 1100/1300: small luxury

1964 Vanden Plas 1100 Princess: Small Luxury

TODAY'S SMART CAR IS THE
Vanden Plas Princess 1100



Cars such as the Mercedes A class, Audi A1 and BMW 1 series are often said to have “invented” the small car luxury niche. I have a different opinion. The successful pioneer in this category was BMC’s Vanden Plas Princess 1100/1300.

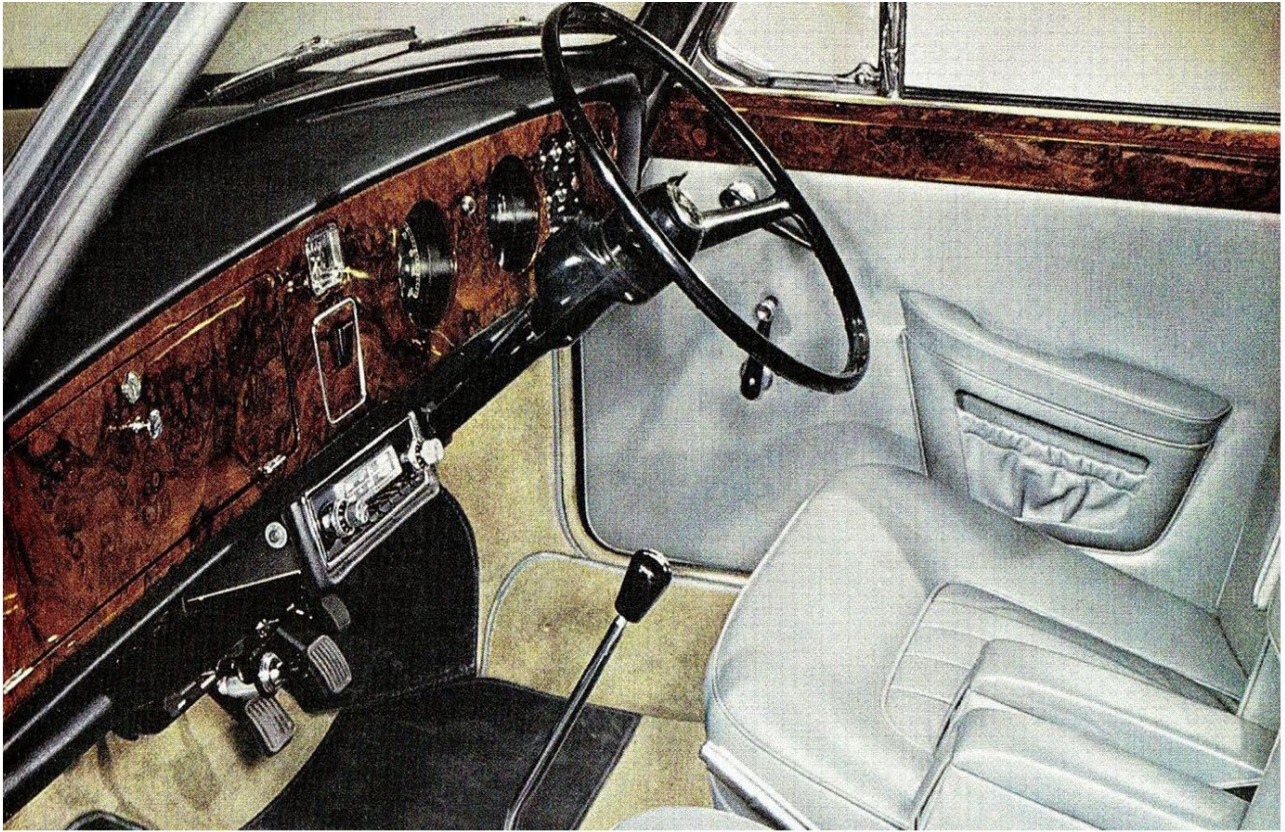
The idea for the Princess originated with two one-off cars. The first was a special-order luxury Morris 1100 for Fred Connolly, of Connolly Leather fame. It was fitted out by BMC’s in-house coachbuilders, Vanden Plas.

The second was a luxury 1100 show car, also built by Vanden Plas, which BMC commissioned for the 1963 Earls Court Motor Show. It was given an impressive upright grille and named “Princess”. The enthusiastic reaction convinced BMC to release a production version.

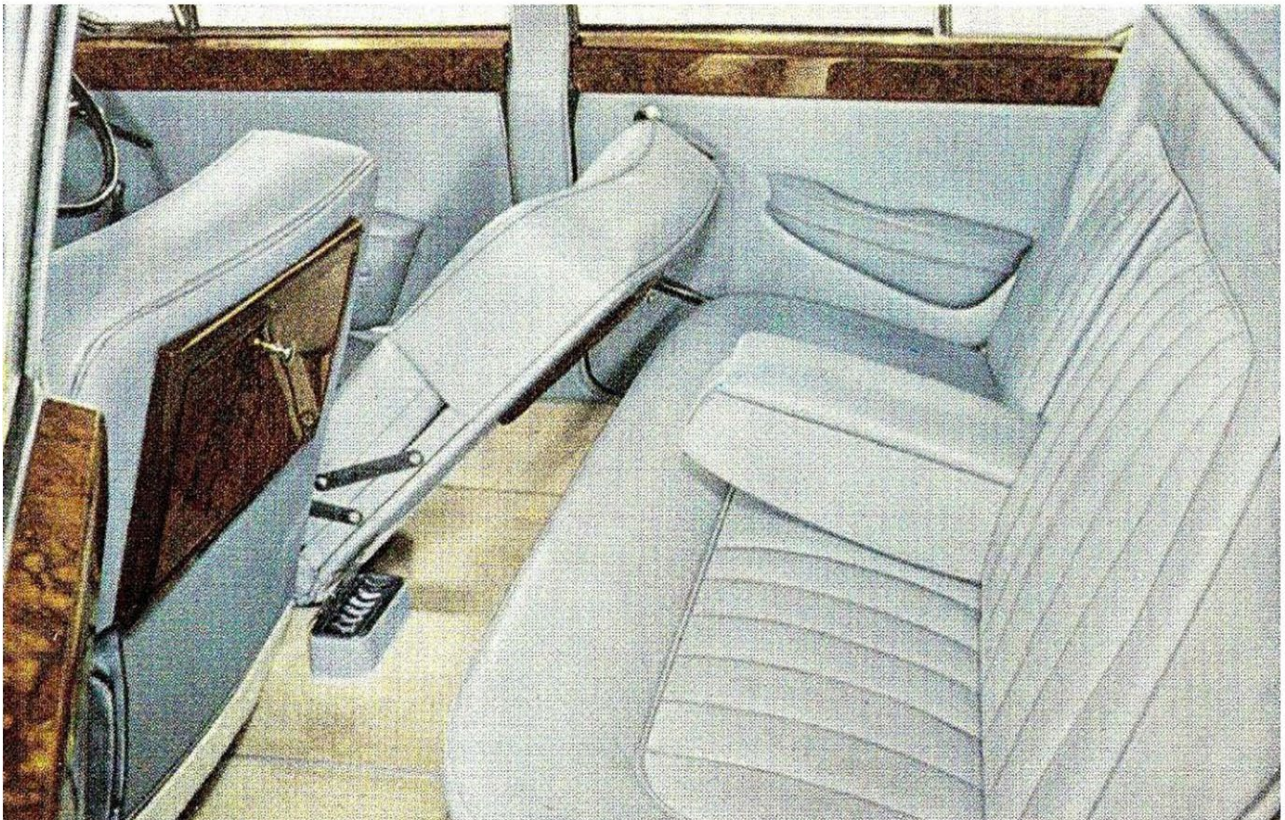


This PR image sums up the car's target market.

And so, in April 1964, the Vanden Plas Princess appeared. The interior was sumptuous. Walnut was inlaid across the dashboard and capped each door. The front seats had individual arm rests built in, and picnic tables were fitted to their back. All seats were covered in Connolly leather. Thick pile carpet covered the floor. The rear passengers benefited from reading lamps. Extra sound deadening suppressed road noise.



Luxury, 1964 style. Arm rests have map pockets.



A small number of Princesses made it to Australia. Shannons Club contributor, Nairn Hindhaugh, who worked in BMC Australia's PR department, and has owned a 1971 model, recalls that:

"They were never part of BMC Australia's range, but they were quietly offered from time to time on special order. People could also buy them in the UK, though BMC Australia, use them for a year and bring them over here under an export scheme. BMC Australia imported a couple for evaluation. One was tested in 1965 by Wheels, Modern Motor and Motor Manual magazines."

The July 1965 edition of *Wheels* began its test with a dismissive observation:

"Why does it exist? Not for the wives of cabinet ministers or St Ives or Toorak matrons looking for the ultimate status symbol, surely?"



The test car was the company car of BMC Australia's sales boss Lindsay Shimmin. The car is now owned by a member of the Vanden Plas club.

Writing in Modern Motor's September 1965 issue, Barry Cooke offered a more balanced and gender-neutral introduction:

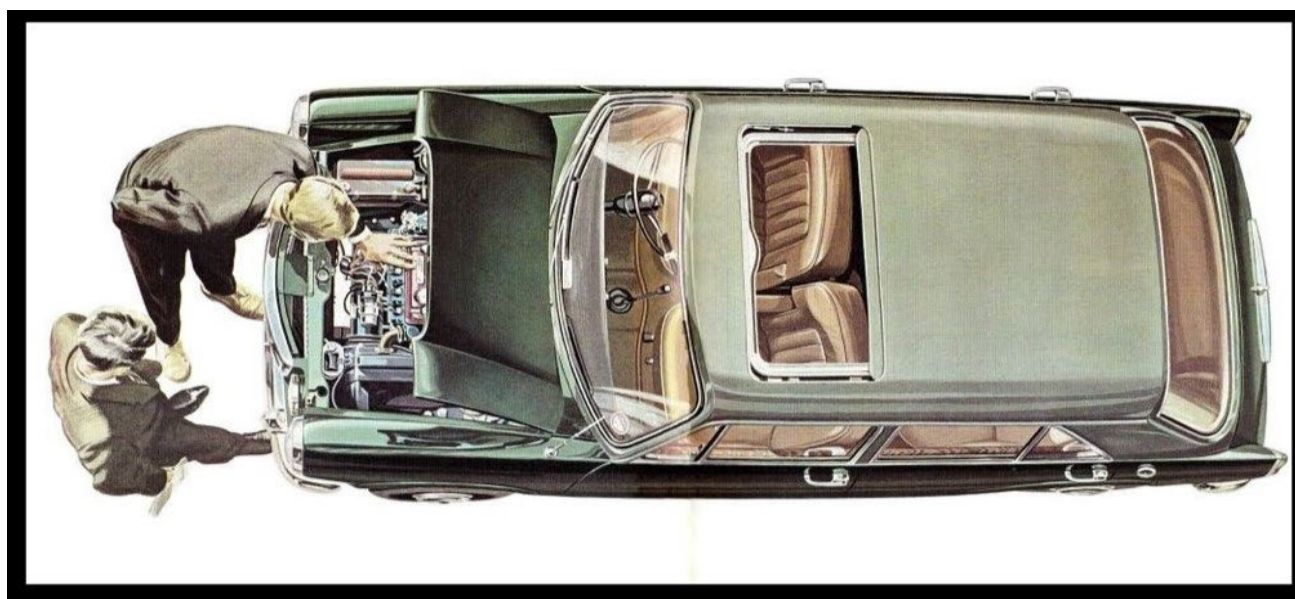
"Top people's version of BMC's 1100 has elegant fittings and a price to match."



In the UK the Vanden Plas was priced around 35% higher than the Morris 1100. In Australia the difference was 60+%.

And a high price it certainly had, as Nairn explains:

"In 1965 its price was £1,627. For the same money you could buy a Valiant Regal Safari, Falcon Squire, Holden Premier wagon, Vauxhall Cresta, Triumph 2000 or two Minis."



TODAY'S SMART CAR IS THE



Vanden Plas Princess 1100

Now on display at our Hurstville Showroom:

VAUGHAN & LANE

41 Treacy Street, Hurstville. 57-0333

THE HOME OF B.M.C. PRESTIGE CARS — PRINCESS "R" — PRINCESS 1100 — COOPER "SS"

Sydney BMC dealer advertisement for the Vanden Plas and other low volume BMC luxury cars, available on special order. The location is now a car park.

Of his Vanden Plas 1300, Nairn says that:

"Mine was privately imported, as most are. It was one of those restoration jobs I never got around to doing. The rust underneath was beyond me so I sold it to someone in South Australia for a full restoration."



Nairn Hindhaugh's Princess. The tray table is being put to proper use.

During its ten-year production run BMC sold 37,000 Princesses and upgraded it twice, including a 1.3 litre version. Many second-hand examples were exported to Japan in the 1990s, where they had a cult following.

Editor's note: Our Tasmanian correspondent Peter Riggall sent us this Shannons newsletter article about the small but perfectly formed Vanden Plas Princess 1100/1300. Thanks Peter!

Your Editor (also minuscule) is chuffed to have one of these baby Bentleys in the family stable (The Baroness, named in honour of her former owner, the late Brett Tooke; she's a white 1300 with navy leather upholstery and all walnut trappings. Under restoration ... watch this space).

Part numbers

– Tony Cripps, mail@leylaustralia.com.au

Introduction

Nearly every owner of a BMC vehicle is familiar with various part numbers used by the company – there being two main types:

- The ‘BMC’ system, comprising three letters followed by four numerics (e.g. HYL2910)
- The ‘Austin’ system, comprising a prefix of two numerics, a letter, and then four numerics (e.g. 12A1451).

A good question to ask is, how are these part numbers formulated?

The BMC system – the letters

The BMC system is the easiest to understand. Let’s look at the three-letter prefix first.

For the first letter, characters A to F (omitting G) signify the category Mechanical items. H to Z (omitting I, O, Q and S) are for Body items.

For both body and mechanical items, the second letter signifies the origin of the part. For example, L for Fisher and Ludlow (UK), U for SU Carburettors. For most parts we encounter it is Y, for Australian production.

For Body items, the third letter may indicate the model in some cases, e.g. C for Leyland P76, D for Marina, E for Leyland Mini and Moke.

For mechanical items, the third letter indicates the model range (usually classed as engine capacity) for which the part was first created, and so A is for 800 to 999cc, G for 1000 to 1399cc, H for 1400 to 1999cc, B for 2000 to 2999cc and others.

So, a part beginning with AYA would indicate this is for a mechanical item, for Australian production, for a vehicle with an engine 800 – 999cc.

There are of course some exceptions to the above for special cases for parts created by the Experimental Department (EXP), Experimental Rigs (EXR) and you’ve probably noticed that standard items like springs, clips, washers, etc often begin with MYH – meaning ‘Miscellaneous Australian Hardware’.

The Austin system – two numerics and a letter

The details of the Austin system are not so easily understood, and even the standards engineer at BMC Australia didn’t really know the precise details. However, it is found that the two numeric characters puts the part into a category like Engine, Chassis, Body.

The third position is a letter which has a similar meaning to that in the BMC system – indicating model range (engine size). This is why most UK parts for your Morris 850 might have a letter A in a part number, but a Cooper S would have a letter G in that position.

The numerics

OK, what about the numbers? These range from 0000 to 9999. There was once a push for people to use the full format, so something like AYA34 would be written AYA0034, but no one followed the rules.

The four numeric characters 0001 to 9999 are divided into groups:

0001 – 1999	Engine
2000 – 2999	Engine accessories
3000 – 3999	Gearbox
4000 – 4999	Front suspension
5000 – 5999	Chassis, Handbrake, Controls
6000 – 6999	Steering
7000 – 7999	Rear axle
8000 – 8250	Road wheels
8251 – 8999	Continuation of 5000 – 5999
9000 – 9999	Electrical components

Example

Let's say there's a part number AYA0120. Just going on this alone, can we say what it might be? This would be a mechanical part, of Australian origin, for a vehicle with an 800-999cc engine, and is an engine component. And, yes indeed, it is a main bearing for a Morris Mini Deluxe, 998cc.

Registers

Fascinating! you say. But you might well ask just who allocated these numbers. There are thousands of parts, and someone had to be in control of the issuing of the appropriate part number and at the same time, avoiding duplicates. This job fell to the Product Engineering Department, headed by Peter J Davis (now deceased). Part numbers were recorded in various hand-written registers – most of which have not survived.

However, one has survived, and that is the 'HYL' register – that used by any part handled by the Parts and Accessories Division (P&A) where that part was not a standard production item. For example, parts issued as service spare parts were often packaged differently to those used on the production line. Production line workers did not rip open plastic sealed packets of gaskets,

but P&A would have sold these items in a packet or a box. Any part beginning with HYL was a service part sold by P&A.

The HYL register is a large hand-written book where part numbers HYL0001 to HYL9999 were booked out on a sequential basis as required. It turns out that HYL0001 is a carburettor gasket set for a Solex carburettor. HYL9999 is a roll of rope. When the HYLs ran out, the system dictated that the next number would be JYL, but by that time (in the days of JRA), no one had remembered the system and so it went to HYM – which unfortunately overlapped with some parts used on trucks, and so some duplication occurred. Here is a picture of the HYL register and a short snippet from it.



A curious misstep occurred about halfway through this register where at HYL5099, the next entry is HYL6000 – evidently the clerk got confused and so there is a hole from HYL5100 to HYL5999.

I am the present custodian of the above register, which has now been transcribed into a spreadsheet, with the original to one day go to a museum or archive. In my next article, I will write about the related issue of the BMC technical drawings – most of which still survive in microfilm form. Amazingly, after cataloguing these drawings (over 200,000 of them), I only found one duplicate part number where someone in Experimental issued a part number without checking the appropriate register (and of course the later mix-up with HYL HYM).

Overall, the system worked very well and is a nice testament to Peter's iron discipline with these clerical matters that held the company together at a fundamental level.

Club contact details and roadworthiness requirements

Website: www.bmcleylandcarclub.org

Email for all contact: bmcleylandcarclub@gmail.com

Phone number for all contact: 0400 252 431 (Cheryl Sawyer)

OFFICE BEARERS

PRESIDENT	Bryce Eishold 0458 588 449
VICE PRESIDENT	Francis Borg 0414 989 822
SECRETARY	Jo Hawksworth 0490 875 905
TREASURER	Cheryl Sawyer 0400 252 431

ORDINARY COMMITTEE MEMBERS

MEMBERSHIP OFFICER	Terry Sawyer 0417 344 371
RUNS COORDINATOR	Richard Simpson 0419 528 130
REGALIA	Gary Turner and Sue Wilson 0421 841 939
WEBMASTER	Francis Borg 0414 989 822
VICROADS CPS OFFICER	Terry Sawyer 0417 344 371
PRE-1948 VEHICLE SCRUTINEER	Vincent Stok 0411 416 912

If you wish to contact a member of the committee by email, please email
bmcleylandcarclub@gmail.com.

NON-COMMITTEE

NEWSLETTER EDITOR	Kathy Hope 0412 873 111 kathy.hope@bigpond.com
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LIFE MEMBERS: Gary Turner, Sue Wilson, Peter and Rae Luxmore

See following page for details of authorised members and scrutineers.

- The following members are authorised by the club to sign **VicRoads renewals**: Terry Sawyer, Vincent Stok, Francis Borg, Russell Lindon, Sue Wilson (Northern Register).
- The following members are authorised to sign **Standard Declaration and Eligibility forms** for the Club Permit Scheme (CPS): Terry Sawyer, Vincent Stok, Francis Borg.
- These members are **club scrutineers and safety officers**: Terry Sawyer, Vincent Stok, Francis Borg.

Roadworthiness requirements for club vehicles

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

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

VicRoads renewals

Authorised members who can sign your renewals are:

Sue Wilson (Northern Register)

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

Terry Sawyer

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

teznchez@robsawyer.com.au

Francis Borg

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

francis.borg@gmail.com

Russell Linden

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

russelllinden@hotmail.com

Vincent Stok

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

enigmas09@bigpond.com

If posting your renewal to be signed, **send the whole form**, and do not detach any part of it until it has been signed.

Also please send a **STAMPED ADDRESSED ENVELOPE** so it can be returned immediately.

Editorial and advertising policy

- All copy to be sent to the Editor by email at kathy.hope@bigpond.com as a Word document or email body copy.
- Please supply images as jpegs. Images should be sourced from the original photographer when possible or written/verbal permission obtained when using third-party photos.
- All copy will be edited for sense, style and clarity.
- PDF is acceptable for material from other publications, with acknowledgement of the source.
- All club material and communications must be sent from the official email. Personal email accounts are not to be used.

Advertising

- Club members may advertise their vehicles, spare parts or memorabilia for sale free of charge. Please email the Editor at kathy.hope@bigpond.com with photos and details.
- Wanted ads are also welcome if you are looking for spares.
- Businesses that wish to advertise in *The Wobble Knocker* can email the Secretary for more information: bmcleylandcarclub@gmail.com

Deadline for copy and images is 2 weeks before the estimated publication date. This allows time for copy editing, layout and proofreading. *Exemptions apply for run reports.*

Please send your copy by the third week of each month.

Club regalia

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

Bumper stickers sporting the club's logo and slogan – *More members and more cars on more runs, more often* – are available for purchase.



New Club Banner



New Grille Badge



Cloth Badge



Club Dress Shirt



Club Polo Shirt



Rugby Jumper

Club Caps - navy or black



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

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