

Issue 126
July 2025



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The Wobble Knocker

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



Club cars and Citroens of all kinds on our annual Battle of Waterloo run wize Frenchies. *Zut alors!* Story page 12.

Also in this issue: July AGM agenda and lunch details – we have a date extension to 9 July for lunch bookings! See page 7. Snort over a tale of the truth of old sayings, and marvel at preserving BMC historical drawings. And check out our forthcoming runs, book by 4 August for the Mornington Peninsula run.

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

President's report, June 2025

Hello members

The BMC-Leyland Car Club's annual general meeting is only a few weeks away.

Not only is the meeting a great way to keep up to date about the latest club developments, it's also a timely opportunity to catch up with fellow club members.

Dust off the classic and take it for a spin, or travel in your modern car for comfort.

A two-course buffet lunch will follow the AGM at Sandown Park Hotel, Noble Park. Pre-payment for this event is required for catering purposes, so please check the flyer in this *Wobble Knocker* as bookings are required by **9 July**. See page 7.

The meeting will start promptly at 11am so please ensure you arrive by **10.45am**.

Battle of Waterloo

On another note, my thanks goes to club member Paul Buck who recently coordinated the fourth annual Battle of Waterloo with the Citroen Car Club.

The run – which has become a staple in the club's annual run calendar – was attended by a broad selection of drivers in British and French classics. Images of the run and a full report can be found in this newsletter.

The club's committee is always looking at opportunities for new runs and we encourage members to take charge and lead a run, at least once!

If you have an idea that might make for a nice car club event, please drop a line to me or the Runs Coordinator and we would be only too happy to support you.

Reflecting on an idol

A new addition to the monthly *Wobble Knocker* will be the 'Quotable quote', included at the end of my president's report in each edition of this newsletter.

The concept for this quote followed the retirement of my old primary school principal, Henry Grossek, who retired in April after 56 years in public education.

Henry, who is 76, was the founding principal of Berwick Lodge Primary School in Melbourne's south-east in 1989 and notched up 35 years at the helm.

He is one of the people responsible for my pursuit of a media career. As a pupil of Henry's, I would always take great interest in the Quotable quote he included in his school newsletter each week.

It sparked my love of words and reading.



I hope the Quotable quote in *The Wobble Knocker* will amuse and entertain readers and bring a smile to the faces of club members, just like Henry's quotes did all those years ago.

Quotable quote

"Each scratch on a vintage car is a memory etched in time" - Unknown

Yours in motoring

Bryce Eishold
President
BMC-Leyland Car Club Inc.



Club members having a great time at the Battle of Waterloo lunch at the Naked Racer restaurant museum, a palace of motoring memorabilia. Story on page 12.



BMC LEYLAND CAR CLUB RUN CALENDAR



• 2025

SAT – JULY 19TH

Club Annual A.G.M. Lunch at Sandown Park Hotel

SUN – AUGUST 10TH

Mornington Peninsula Winter Lunch Run

SAT – SEPT 13TH

South Gippsland Run - Cranbourne to Inverloch

WED–FRI OCT 15-17TH

Club Annual Grand Tour - 3 day/2 night

Maldon, Clunes, Maryborough, Castlemaine & surrounds

TUES – NOV 4TH

Annual Melbourne Cup Day Club Lunch

SAT – DECEMBER 6TH

Club Christmas Lunch and Show-n-Shine @ Sandown Park Hotel

• 2026

THURS – JANUARY 1ST

Annual New Years Day Flinders Picnic Run

SUN – FEBRUARY 15TH

AOMC / RACV British & European Motoring Show @ Yarra Glen Racecourse

...pop them in ya diary now...!!!

***“More members in more cars
on more runs more often”***

BMC-LEYLAND CAR CLUB INC UPCOMING RUN DETAILS



SAT – JULY 19TH CLUB ANNUAL A.G.M. & ANNIVERSARY LUNCH SANDOWN PARK HOTEL

Rendezvous: Corner Princess Highway and Corrigan Road, Noble Park – 10.45 for 11am AGM

The Day: 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 :- BSB 633000 A/C 152525515

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

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...!

SUN – AUG 10TH MORNINGTON PENINSULA WINTER LUNCH RUN

Rendezvous: Meeting at BP Peninsula Freeway Southbound (near Baxter) at 9am for 9.30am departure – coffee and loos and fuel available.

The Day: Run travels some quiet back roads in Mount Eliza and through Mornington southwards along scenic coastal drive to Safety Beach before heading inland to Merricks North and looping back around to the fabulous Mornington Sunday Market with lunch afterwards next door at Steeples Hotel serving terrific Seniors Meals (1 x course \$20, 2 x course \$25, 3 x course \$28)

REGISTRATIONS: DUE NO LATER THAN MONDAY AUGUST 4TH, 2025 - PLEASE PHONE OR TEXT THE NAME OF EACH PARTICIPANT IN YOUR CAR TO PETER NODZIO 0418.373.059

SAT – SEPT 13th SOUTH GIPPSLAND RUN WITH THE ROVER P4 CLUB

Rendezvous: Tooradin. Immediately after you cross the bridge on the South Gippsland Hwy turn right into Foreshore Road and drive 150 metres to the Picnic area/loos for 9.30 departure.

The Day: beautiful drive along country roads via Lang Lang and Poowong heading to the Village of Loch for morning tea – cafes available or BYO in the Picnic Grounds. We then continue south over the beautiful ranges for lunch at the fabulous Wonthaggi Workers Club! We'll depart just after 2pm and have another gorgeous driving route planned via Glen Forbes to help you head safely home..

REGISTRATIONS: DUE NO LATER THAN 6th SEPTEMBER (but preferably before) FOR CLUB CATERING PURPOSES! PLEASE PHONE OR TEXT THE NAME OF EACH PARTICIPANT IN YOUR CAR, AND TYPE OF THE VEHICLE TO MICHAEL BURTON MOB 0409-512546.

**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

EXTENDED DEADLINE NOW JULY 9TH

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, 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.

HOTEL HAS NOW GIVEN US AN EXTENDED DEADLINE OF JULY 9TH, 2025 TO BOOK!!!

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 July 9th...!**

BMC LEYLAND CAR CLUB INC

3 DAY / 2 NIGHT SPRING RUN

"GOLDFIELDS GRAND TOUR"

OCTOBER 15TH – 17TH, 2025

...LIMITED SPOTS LEFT - SO BOOK "NOW"



WE'RE OFF TO EXPLORE VICTORIA'S GOLDFIELDS

Already 20 members have booked for the clubs Spring mid-week "3 day / 2 night" trip away (Wed to Fri) to Victoria's historic goldfields!

CHANGE OF PLAN - AS WE'RE NOW

The Club has at last found a suitable place for our trip away!

UPDATE!!! The Motel Maldon is now fully booked by members...! But you're still welcome to come and already some members have booked cottages in Maldon – to see what's available check out... maldongetaways.com.au

TO BOOK YOUR DINNER is \$340. Excludes your own brekky supplies as each room has all you need...

We have exclusive use of the Motels beautiful grounds and newly built Garden Room with its open fire to gather in the evenings as our group social space and book for the Welcome Dinner only, etc! - -doesn't matter if you're staying elsewhere – everyone's welcome!

THE RUN PLAN....

Wednesday morning meet at 10am at the Doncaster Hockey Grounds carpark (Corner: Springvale & Reynolds Roads) from where we head out on scenic country roads via Hurstbridge, Whittlesea and Wallan to stop in Romsey for coffee, then past Hanging Rock and through Woodend to Kyneton for lunch (lots of cafes or b.y.o. picnic) before arriving in historic Maldon around 3-4pm to check-in with free time before our chef prepared 2 course "Welcome Dinner" on-site in the Garden Room...

Thursday is a run to historic Clunes for morning coffee, then onto the amazing Maryborough Railway Station Café for a long"ish lunch, and after on to Mount Tarrengower Lookout before an afternoon wander around historic Maldon! And you're all invited to our Club sponsored Cheese & Nibbles in the Garden Room tonight! (b.y.o. drinks)

Friday – after checking out we visit the Maldon Vintage Machinery museum, then drive for 30 minutes for leisurely morning coffee/bruch at the "Das Kaffeehaus" in Castlemaine (with free to explore Castlemaine if you wish) before an easy drive south towards the City **prior** to peak hour for a safe trip home...!



REGISTRATIONS NOW OPEN
LIMITED SPACES SO BOOK NOW!!!
INITIALLY REGISTER BY TEXT TO
RICHARD SIMPSON 0419.528.130



East Gippsland Historical Automobile Club Inc

CLAIMING THE DATE

MELBOURNE CUP WEEKEND

Friday 31st October to Tuesday 4th November 2025

Please join us again and enjoy the Triennial
East Gippsland Rally

Bring your Veteran/Vintage or Classic/Post
Classic vehicle and join in the fun

Register your interest with us now by-

Please note information below is for the Rally Contact ONLY

Rally Director
Mike Gaffney
By Post:- PO Box 120 Orbost
Victoria, 3888

Email:- triannualrally@gmail.com

Mikes Personal Mobile: - 0428 375 011

Entry forms will be available in June 2025

Entries will close on Monday 15th September 2025

PLEASE MARK THESE DATES ON YOUR CLUB'S CALENDAR NOW

**Our BMC-Leyland club contact on the organising committee is Christine Johnson:
you are welcome to call her on 0428 380 744**



BMC-Leyland Car Club 2024-25 Annual General Meeting	
Saturday, 19 July, 2025 at 11.30am	Location: Sandown Park Hotel, Corrigan Road, Noble Park

Item	Description	Responsibility
Business arising from the AGM minutes of 2023-24		Bryce Eishold (Chair)
President's report	To be presented at the AGM.	Bryce Eishold
Treasurer's report	To be circulated before the AGM.	Cheryl Sawyer
Club elections	Held in accordance with Consumer Affairs Victoria - Model Rules for an Incorporated Association - division three - Election of committee members and tenure of office. Positions to be declared vacant chair. Nominations from the floor will be sought for the following elected positions: • President • Vice-President • Secretary • Treasurer Members will also elect ordinary members: • Membership Officer • Runs Coordinator • VicRoads CPS Officer Non-committee positions include: • Wobble Knocker Editor • Regalia Officer • Webmaster • Safety Officer/Pre-1949 Scrutineer • AOMC Delegate	

Membership fees	In accordance with Rule 12 of Consumer Affairs Victoria - Model Rules for an Incorporated Association which relates to annual subscriptions (membership) and joining fees. Background: 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 will reinvest 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. Motion: BMC-Leyland Car Club members accept a \$10 increase to annual memberships. If accepted, the cost of a single membership will increase from \$30 to \$40 and family memberships from \$40 to \$50 from the 2026-27 financial year.	
Meeting close	The 2025-26 BMC-Leyland Car Club Annual General Meeting will be held in the second half of 2026 at Sandown Park Hotel, Corrigan Road, Noble Park at a date TBA.	



BMC - Leyland Car Club Annual General Meeting	
Saturday, July 17, 2024 at 11.30am	Location: Sandown Park Hotel, Corrigan Road, Noble Park
Attendees	Gary Turner, Sue Wilson, Alec and Sue Robinson, Andrew and Rachel Ratcliffe, Valda Burnham, Bill Emmett, Bryce Eishold, Anne Simmons, Cheryl and Terry Sawyer, Christine and Muray Johnson, Cliff Pritchard, Clive and Jill Millsum, Clyde and Dianne Wilson and family, Craig Ellis, Scott McDonald, Danny Hume, David and Annette Neish, Eddie Hume, Gary Davies, Glenn Sanderson, Greg and Nicole Wilson, Ian and Sue James, John Lees, John Smith, Gyula and Irena Pribil, Kath Harper, Don and Norma Harper and family, Kathy Hope, Tim Coronel, Kel and Jo Hawkesworth, Kirsty and Tim Cortese, Laurie and Denise Kirby, Michael Burton, Patrick and Sandra Farrell, Paul Buck, Paul and Lisa Maas, Peter Bernardi, Peter Peacock, Phillip and Josie Smethurst and children, Rees Williams, Richard Rigby, Richard and Carole Simpson, Rick and Kay Smith, Rob and Anne Quinn, Robert and Christine William, Rod Kirby, Ron and Pat Sinclair, Vince and Marion Stok, Wendy Boyle, Dave Rooks.
Apologies	Francis Borg, Norma May, Bob and Val Strobe, Alan and Yvonne Bennett, Nick and Ciana Scarff, Peter and Terry Nodzio, Lloyd and Glenda Newnham, Steve Curtis, Michael and Joanne Burton, Toby and Yvonne Tyler.

Item	Description	Responsibility
Business arising from the AGM minutes of 2022-23	Member Paul Buck requested the minutes be amended to reflect he was in attendance at the 2022-23 AGM. The minutes stated he was an apology. The minutes were moved as a true and accurate reflection of the 2022-23 AGM.	All

	Moved: Terry Sawyer Seconded: Richard Simpson Carried unanimously.	
President's report, undertaken by vice president Gary Turner	<i>President Francis Borg made an apology. Vice president Gary Turner chaired the AGM in Francis' absence.</i> Gary Turner welcomed attendees. Gary spoke about the strong membership the club has after 10 years of existence. Gary extended his thanks for the best wishes sent to him during his period of ill health. It meant a lot to him. Gary Welcomed new members, who included Paul and Lisa Maas, Andrew and Rachel Ratcliffe, Eddie Hume, Danny Hume, Rob and Chris Williams, and Gyula and Irena Pribil. Gary advised members the club had 170 members and 170 vehicles on VicRoads' Club Permit Scheme.	Gary Turner
Treasurer's report	Balance at July 1, 2023 was \$9943.95 Balance at June 30, 2024 was \$14,148.28 As presented by Treasurer Cheryl Sawyer. Moved: Cheryl Sawyer Seconded: Anne Quinn The report was carried unanimously.	Cheryl Sawyer
Club elections	All committee positions declared vacant by vice president Gary Turner. Club member Richard Simpson oversaw the election of the president, before handing the coordination of the election over to new president Bryce Eishold. The 2024-25 committee was elected: President: Bryce Eishold Nominated by: Richard Simpson Seconded by: Terry Sawyer Vice President: Francis Borg Nominated by: Bryce Eishold Seconded by: Vincent Stok	Gary Turner Richard Simpson Bryce Eishold

Club elections continued	Secretary: Jo Hawkesworth Nominated by: Sue Wilson Seconded by: Terry Sawyer Treasurer: Cheryl Sawyer Nominated by: Sue Wilson Seconded by: Wendy Boyle Membership Officer: Terry Sawyer Nominated by: Sue Wilson Seconded by: Paul Buck Runs Coordinator: Richard Simpson Nominated by: Sue Wilson Seconded by: Tim Cortese VicRoads CPS Officer: Terry Sawyer Nominated by: Sue Wilson Seconded by: Richard Simpson All committee members were elected unopposed and unanimously. Members also unanimously elected to appoint Kathy Hope as the editor of The Wobble Knocker newsletter, Francis Borg as the webmaster, and Gary and Sue Turner as Regalia. Kathy introduced herself and spoke of her plans for The Wobble Knocker. She thanked Gary for the work done over the last 10 years. The newsletter will be published every second month, potentially moving to every six weeks in the future. Please email newsletter contributions to kathy.hope@bigpond.com.	
General business	Gary Turner and Sue Wilson were inducted by president Bryce Eishold on behalf of the committee and members as life members of the BMC - Leyland Car Club for their exemplary service to the club over the last decade. The award presentation followed a cake-cutting ceremony to celebrate the club's 10-year anniversary since forming in 2014.	Bryce Eishold
Meeting closed at 12.10pm	The 2024-25 BMC - Leyland Car Club Annual General Meeting will be held on Saturday July 19, 2025 at Sandown Park Hotel, Corrigan Road, Noble Park.	
Minutes prepared by BMCLCC secretary Jo Hakesworth bmcleylandcarclub@gmail.com		



BMC - Leyland Car Club - Treasurer's Report - 2023-24

Report prepared by BMCLCC treasurer Cheryl Sawyer

Saturday, July 13, 2024

Balance as of July 1, 2023: \$9943.95

Balance as of June 30, 2024: \$14,148.28

Expenses during 2023-24:

AGM Sandown Park Hotel deposit	\$500.00
Corporate fees	\$63.00
Club Kilsyth Christmas deposit	\$250.00
Website	\$384.09
Club Kilsyth Christmas party	\$2161.80
Name badges	\$324.50
Domaine name	\$136.24
Funds back to members (coffee on runs, raffles, etc)	\$1726.51
Printer ink	\$84.50
Styles/trophies	\$391.73
Floral tributes	\$188.85
Embroidery/regalia	\$467.50
Grill badges	\$345.00
Postage (including PO Box hire at \$211.25)	\$821.95

Moved: Cheryl Sawyer

Seconded: Anne Quinn

The report was carried unanimously by members at the BMC - Leyland Car Club AGM.

Run report: Battle of Waterloo

Paul Buck reports ... with additions by your Francophile editor, who (sadly) 'failed to proceed' on the run. Pardon ma Franglais, mes amis!

The Battle of Waterloo is an annual British/French club run, lunch and sporting challenge, all in the friendliest spirit. And *plus de bonhomie!*

Starting off from Sandown Hotel on a fresh cold morning, around 30 assorted French and British cars from the BMC-Leyland Club and the Citroen Car Club departed for our first stop at the Naked Racer restaurant museum at Mentone. See our cover image for the amazing lineup of cars, and the President's report for a photo showing the full glory of that venue.

The magnificent array below includes a superb *Traction Avant*, beloved of French gangster movies and first encountered by many of us in Hergé's *Tintin* comics of yore ... driven hectically by beetle-browed, moustachioed, flat-capped villains in pursuit of Captain Haddock, Tintin, Snowy and possibly, the Thompson twins (to be precise).



What a chic lineup. And doesn't the big Citroen dwarf *les automobiles Anglais*! In France, she is known as *la Reine de la Route* (Queen of the Road).



Front and rear views of le Morris 1000 et le Citroen 2CV. Très charmant!

More adorable Citroens. Sadly, not one of these babies is transporting a goat.

The table which was prepared for us stretched from one end to the other and 45 seats were filled in no time, with some having an enjoyable breakfast or a coffee while others wandered around looking at the amazing memorabilia.

So much to take in!



After an hour or so we sent off for our next stop, Jells Park in Mulgrave. Here we had a nice warm room with tables and chairs. Some of the members from both car clubs made

themselves at home with their picnic lunches, while others ordered coffee and food from the café. After lunch and plenty of chatting, it was time for the club challenge. This time it was 'cornhole'.

Cornhole – an American tailgate classic

The game cornhole involves throwing bags, historically filled with corn kernels, into a hole on a slanted board. Cornhole is massively popular in the USA and regularly played as a 'tailgate' game at barbecues, in car parks and on and around the open tailgate of a vehicle before major sporting events and concerts. It's simple but such a satisfying and easy game to play – it requires nearly no learning and can be played easily with a drink in hand.



Some of us may look bewildered ... but guess what, the BMCI won! This is the fourth time our club has won.

Les Citroens have vowed to beat us next year ...

Thanks to all from both clubs who came on the run, our fourth run together and we are all looking forward to many more.

Next year *les amis* of the Citroen Car Club will run the event, *on y va à toute vitesse*.

Thanks to our host and organiser, Paul Buck, for a smashing run. For more photos, see our Facebook page: <https://www.facebook.com/groups/168594866643748T>

Old sayings

Terry Sawyer

I was motivated to write this article following a recent experience with our Morris Minor, affectionately known as Dorrie, and was reminded of several old sayings along the way. As many of you who have been on recent club runs would be aware, Dorrie is blowing a bit of smoke (much like the occupants) and having difficulty tackling hills (once again, like the occupants). This is partly due to the 4.2 ratio diff it is running and a tired 948cc engine.

A couple of options to remedy this became obvious, the first being to rebuild the 948 which unfortunately would put the car off the road while in the hands of others to get the necessary machining and so on done. The other option was to upgrade the power plant with a bigger engine. This option brought to mind the first old saying, *'There is no substitute for cubic inches'*. When a rebuilt Sprite 1100cc engine became available the decision was pretty much made for me, match the engine to the diff in the car and all would be good.

A simple engine swap and bolt up a reco gearbox I had on hand, and we should be back on the road in a weekend. Unfortunately, there is still enough boy racer left in me, and the decision was made to shout this thing extractors and twin SU carbies. This is where the next old saying comes into play, *'Don't assume anything because it makes an ASS out of U and ME'*.



The first assumption I made was that the gearbox would bolt straight up.

WRONG!! Because the engine had a 10CC prefix it meant that it had a crank with larger main bearings than the Morris 1098 equivalent, which in turn meant that only the Sprite 1100 pressure plate could



be used and that unfortunately fouled the side of the Smooth case box. No worries, I thought, I've got a spare Morris flywheel on an old motor, I'll just swap them over and use the smaller Morris clutch. WRONG AGAIN!! The two flywheels have a different bolt pattern.

After some research I discovered the solution was to relieve the inside of the gearbox casing with a die grinder and after doing a test case on a redundant casing did the alteration and proceeded to fit the two items together.

The next 'assumption' I made was that fitting extractors would be a simple task, which it was, but this led to problem with the twin SUs being too close to the pipes and a possible vaporisation issue. I got around this problem by fitting spacers between the carbies and manifold and fabricating a heat shield from aluminium plate.

It was finally time to fire it up and run it on the floor to make sure things were right before pulling the 948 out. Several more 'assumptions' were made at this point, the first being that the spare distributor I had was in good working order. Several attempts at running the thing failed miserably which led to the next 'assumption', the carbies must be stuffed because *'you only get what you pay for'*.



Somewhat disgruntled at this point I bit the bullet and purchased a Weber 45 DCOE and manifold jetted-up to suit the specs of the engine. This also remedied the proximity-to-extractor problem and all was looking positive. The thing would still not start after numerous attempts and at this point, I thought it prudent to check for spark. Guess what? No spark.

Not a problem, just pinch the electronic distributor out of the Morris, check the timing and finally got it firing, albeit backfiring (even set it on fire at one point).

Time to check the valve timing as the 'assumption' was made that this would be correct if the motor had been rebuilt. Once I got that corrected to suit the cam that had been fitted (140 Wade). The thing finally started and ran.

This is where the fun begins, believe it or not. After doing the engine and gearbox swap and a successful run around the block I discovered oil was haemorrhaging from the rear main area. Engine out again to fit an aftermarket seal kit that utilises a lip seal to the crank/flywheel flange and not just rely on the scroll seal that was damaged anyway.

Fitted the engine again only to discover the pressure plate was fouling the gearbox again due to a spacer required between flange and flywheel to relieve pressure on the face of the new seal. Pull engine yet again and grind out more of the side of the gearbox (probably more than required at this point) and refit engine yet again. Off we go, or so I thought.

After messing around trying to tune the Weber, I could not get it to idle and when it did it ran like a mongrel dog and completely undriveable due to the revs not dropping back when changing gears or approaching a corner. I finally cracked it and put the SUs back on (after applying some love). I hit the key, and it started immediately, idled and ran fine. This brings to mind the basic engineering principle of KISS (*keep it simple stupid*).

Several test drives around the local area confirmed in my mind that it was all worth it until it developed a top end ticking noise. No worries, I'll adjust the tappets and we'll be right. Alas, the noise did not go away and after taking it to a couple of reputable BMC mechanics we have been unable to diagnose it definitively.

At this point I decided to remove the 1100 and refit the 948 to the reco box (way better than previous one), hooked up extractors and SUs and finally *'off we choofed'* and took it on the recent run to the Fox Collection and went *'around the bay for a bob'* to Williamstown for lunch, then home without any issues. Most of the dramas I have encountered along this journey are my own stupid fault due to the numerous assumptions I made along the way, and they certainly made an ass out of me.

This brings me to the most important old saying, *'If it ain't broke, don't fix it'*. Closely related to *'leave well enough alone'*. I would like to acknowledge the assistance of all the fellow club members who came along for the journey, and I may call upon you again once I have pulled this 1100 apart and checked everything thoroughly.

At least I can enjoy the car in the meantime and let's face it, that's what it's all about.



Here is an image of the aftermarket rear seal showing the offending spacer.

Yours in motoring, Terry

The BMC drawings

– Tony Cripps

Introduction

Last month readers were introduced to the BMC Drawing Office where we discovered that the many thousands of technical drawings produced by the factory were destroyed. You can imagine the unwieldy bulk of the original paper drawings by having a look at British Motor Heritage in the UK: <https://www.bmh-ltd.com/drawings/>

BMH took delivery of four 40 ft containers of technical drawings from the then Rover Group and their website shows their efforts in feeding each one through the rollers of a plan scanner to produce a digital archive of the 1 million or so drawings they estimate to have.

Fortunately, in Australia, we have quite a different situation. In the early 1960s, a decision was made to microfilm the engineering drawings used by the BMC factory at Zetland. This practice carried on with the various changes in name of the companies involved up until the 1990s. Paper drawings were progressively destroyed as they became unusable and from then on, a drawing could be printed from the microfilm when needed, traced and redrawn as appropriate.

Upon the cease of manufacture of volume vehicles in Australia, there remained an ongoing responsibility to support the Land Rover vehicles supplied to the Australian Army. As a result of this, and because the Land Rover microfilms were stored intermixed with all the other BMC/Leyland drawings, the entire microfilmed collection was preserved. In about 2015, responsibility for the Army Land Rover vehicles ceased and the microfilmed collection progressed in an archival capacity along similar lines to BMH.

The microfilms

The microfilm collection comprises many metal drawers each containing about 2000 cards. The cards are a mixture of ‘aperture cards’ (containing a mounted 35mm microfilm), and what are called ‘index cards’ which are of a similar size but contain cross-references between part numbers and drawing numbers for those parts whose part number does not correspond with a drawing number. The cards are in excellent physical condition and are stored in a somewhat obscure numeric sequence.

Approximately 90% of the microfilms are readable and good quality with the remainder in various stages of readability resulting from over- or under-exposures during the original filming process, and a small number where there is some deterioration of the film composition. A very small number of cards are missing, having been borrowed over the years and never returned.



Fig. 1 Drawer containing aperture cards intermixed with index cards.

ENGINEERING RELEASE NOTE					ISSUE	DATE	ECS	PART N°	AYH. 2045
MODEL	QTY	P/LIST	S/CE	ROUTE	PART NAME			DRG. N°	T
MASTER DESTROYED					MAT'L SPEC.			DRG. ISS	10360
								11-11-59	
								B.M.C. (Aust) Pty. Ltd.	
								PRODUCT ENGINEERING	
INTROD. POINT.									
P.E. SAMPLE									
REASON									
REMARKS									

MMM 1-603 "FILMSORTER" BRAND APERTURE CARD PRODUCT OF 3M CO. ST. PAUL, MINNESOTA 55119 U.S. PAT. NOS. 2,512,106; 2,587,022 PRINTED IN U.S.A.

Fig. 2 An aperture card with a microfilmed drawing.

There are four main categories of cards:

1. Drawings for Australian parts where they are either unique to Australia or a redrawn UK part. These typically have a drawing number of the form 'AYA0054' with the Y character indicating a drawing of Australian origin. Approx number 82,000 cards.
2. Drawings of UK origin (e.g. 22G2543) which include BMC/Leyland UK-designed parts, Pressed Steel Fisher drawings and even some Morris Motors drawings. Approx 140,000 cards.
3. Superseded drawings of Australian drawings. Approx 38,000 cards.
4. Selected drawings from outside companies such as Lucas, Smiths, Borg Warner and the like. Approx 6,000 cards.

A drawing of a particular part may exist on an assembly drawing or included on another drawing which has a different number or, of course, be a drawing all of its own.

Although the continued existence of these microfilms is extremely fortunate, and quite exciting for those interested in historical material like this, there were some major impediments to address before any efficient use could be made of them.

To start with, there was no index or catalogue of what drawings were in there. Although the drawings were stored in sequence, you had to know the drawing number of the desired part to locate it. There was no opportunity to search for say 'head gasket for a Morris Major', or any other textual information, only the part number, and you had to search for the card in the hope that someone had not previously put it back in the wrong place – since placing a card more than about 50 or so out of sequence more or less meant it was lost.

At the factory, an engineer would go cap in hand to the drawing office and put in a request (probably in triplicate) for a drawing and specifying the number. The clerk in the drawing office would locate the card, and any additional cards where a drawing extended over more than one 'page', scan and print, then it could be collected by the engineer sometime later in the day. In more modern times, once a card was located, it could be viewed directly with a microfiche reader, but (for those old enough to remember), using such a device was akin to doing an eyesight test at the local Roads and Traffic Authority office.

Clearly there was a need to have all of this material digitised, searchable and printable – but such facilities were not available to those at the time and only with today’s technology could these possibilities be realised. But what a job! At least it didn’t involve feeding rolls of yellowed and brittle paper through a scanner like at BMH, but with an estimated 200,000 cards to process, not to be sneezed at.

The scans

There are two aspects to this – a digital scan of the microfilms, and then a computerised catalogue of what’s actually there.

For the past 10 years, I have had the pleasure of undertaking these activities and with very worthwhile results. For digital scanning, I used a very old Wicks and Wilson aperture card scanner which runs only on Windows XP using an old style of interface card. Somehow I’ve kept this thing going (already some 30 years old when I got it on Ebay) and it has scanned about 200,000 cards and still going, but you really need to know what you are doing with it and be willing to repair gears, drive belts, circuits, and make adjustments to the optics and so on to get it to produce something good. The files are TIFF format, and it can scan up to 400 dpi, but due to the nature of the software, once a file gets larger than about 12 MB it crashes and then you have to reduce to 300 dpi – still more than adequate to allow significant zooming in.



Theoretically, you load up the hopper with a handful of cards and the machine feeds them through automatically. Unfortunately, the index cards are a different thickness to the aperture cards and so this meant essentially feeding every card through individually. Worse, when these drawings were originally scanned, it seems that the outside contractor tasked with this job just used one setting and so some scans are overexposed, some underexposed, and some have heavy smudges over parts (usually

the edges) with the central part too light. So, some fine adjustment to the exposure of the card scanner is often required. In some cases, I had to hold an optical filter in the light path while scanning proceeded to lighten up some of the dark spots and quickly remove it for a light patch. Above: **Fig. 3** Aperture card scanner.

The cards themselves are usually plain cardboard with handwritten drawing numbers on them. The scanned files just come out SCAN0001.TIFF and so on. So, to get all this into a usable state, you have to examine every card and write down the part number and match it against the digital file name. I think it took me about five years to get to this point – scans with filenames that matched the part number.

What is even more useful is to have a description of the part, the date of the drawing, and the model to which the part applies. Unfortunately, this is only on the actual drawing and so you

have to page through each image file, zoom in, rotate, flip, invert, squint, and write this down against the part number – another five years.

Once I had the scans done, and a database of parts compiled, I wrote an application in Visual Basic which allows any drawing to be located quickly based upon a simple search of part number, description and model, and then displayed on the screen. The catalogue can also be searched using SQL language statements for complicated searches. A list of part numbers could be read in and files produced within seconds. The images can be zoomed, rotated, panned, clipped, saved to JPG, copied to clipboard, etc. Imagine if this had been available to those at BMC?

What now?

Now, should all this be made public access? Yes! you say – but there are some problems. The whole thing takes about 100 DVDs to back up, and this gives you an idea of the storage space needed on a server. An app is required, with a web interface which requires ongoing maintenance, let alone its initial development. The IP of the content is undetermined and there could be liability problems arising from the manufacture of parts from the drawings, and once a drawing is downloaded, it might as well be given away to everyone.

For the moment, the best I can do is produce my series of Engineering Drawings books for some popular models which contain snippets from what I think are the most interesting drawings. So far, I've done:

- Book 1. Morris 850
- Book 2. Morris Mini Deluxe
- Book 3. Morris Cooper S
- Book 4. Morris Mini Clubman
- Book 5. Morris Mini Moke
- Book 6. Leyland Mini
- Book 7. Leyland Moke
- Book 8. Austin 1800
- Book 9. Leyland P76

The drawings are presented in the same order as the Service Parts books – which I have used as a reference for extracting the part numbers of interest. You can download and view sample content from the website: www.leylandaustralia.com.au

There is much to learn from these drawings, especially when you wish to know exactly what the correct fitment for your car is where, often as not, some previous kind owner had modified the car to suit their tastes.

Where to now?

While I think it is important that the physical cards be preserved for historical reasons, and they are the closest version to the original paper drawings we have, access by interested persons unsupervised, without the required equipment, is probably not workable. The only way the original cards can be used is if a small number of dedicated people have complete control over the whole thing to ensure they are properly stored and looked after.

For some time now I've been trying to find a permanent home for the microfilms, but without much success. Gaydon showed some interest, which quickly faded once they realised they would have to pay transport costs. I've approached just about every technical museum or archive in Australia, but all politely decline. So for now, they remain under close supervision in storage until an enlightened facility is willing to preserve them indefinitely.

While it is useful to re-scan a card every so often to improve the quality of the image, at least with the software versions, they are there and likely to last for decades as the original films will most assuredly decay as does all photographic media. Imagine if we had the original drawings from the chariots of ancient Rome? In some hundreds of years' time, some enthusiast may pore over these scans with relish and wonderment (perhaps someone doing a PhD on the Leyland P76?).

What a wonderful resource, and how farsighted of Peter Davis, Engineering Administration Manager (now deceased) to have gone to such lengths and which must have cost a fortune at the time.

Tony Cripps

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Club contact details and roadworthiness requirements

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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:

Terry Sawyer

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

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

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- Businesses that wish to advertise in *The Wobble Knocker* can email the Secretary for more information: bmcleylandcarclub@gmail.com

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Rugby Jumper

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