

Issue 136
August 2026



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The Wobble Knocker



Here is your club committee for 2027.

Read the 2025-26 AGM report in this issue.

And check out our forthcoming runs, something for everyone.

‘More members and more cars on more runs, more often’

In this issue

President's report, July 2026 – a look back on the last financial year	3
Our upcoming runs – mark your diary	10
Gateway to Gippsland Rally 2026	13
The Road Runner reports	14
Run report: Battle of Waterloo	15
Old Sayings: Part Two	20
Making steering your classic so easy	22
Peter Riggall's latest finds	24
Vintage car advertising – the mighty Morris Major!	25
Club contact details, officials and roadworthiness requirements	29
Club banking details, editorial and advertising policy	31
Club regalia and clothing	32
Support our sponsors	33

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Cover image: BMC-Leyland Car Club Committee, 2027. Left to right: Vince Stok, Francis Borg, Alec Robinson, Kathy Hope, Jo Hawkesworth, Terry Sawyer, Bryce Eishold, Cheryl Sawyer, Rod Kirby and Paul Buck.

President's report, July 2026 – a look back on the last financial year

It was wonderful to see so many familiar faces in the room for the club's annual general meeting on Saturday 13 July as we looked back on what has been a memorable 12 months for the BMC-Leyland Car Club.

Our club thrives on passion – passion for our cars, yes, but more importantly, passion for the community we have built together.

This past year has been a testament to that spirit, marked by historic milestones, some of our best attendances on runs, and unforgettable stories – and breakdowns – shared on the road.

Here are the key points highlighted at this year's meeting.

In memoriam

In April this year, the club was sad to learn of the passing of Clyde Wilson, who died on 28 April.

Clyde and his wife Dianne joined the club in March 2018 and were regular attendees on club runs until Clyde's health declined.

Clyde was the proud owner of a fully imported Wolseley 6/110 MK II with optional power steering and finished in British Racing Green.

Clyde had been unwell for a very lengthy period but insisted on attending the Christmas party and the AGM last year, with the help of his adult children.

Vale Clyde Wilson.

The Christmas party and life memberships

If there was a defining moment of this past year, it was undoubtedly Saturday 6 December.

More than 70 of our members gathered at the Sandown Park Hotel for our annual Christmas party and Show and Shine.

It was a momentous occasion, as we formally inducted four incredibly deserving individuals into our ranks of life membership: Frank Borg, Norma May, and Terry and Cheryl Sawyer.

Making the moment even more special, the accolades were presented by two of our existing life members and club stalwarts, Gary Turner and Sue Wilson, who made the journey all the way from Shepparton to pass the torch.



A year on the road: looking back at runs over the last 12 months

Looking back at our calendar, the sheer variety of runs and events we enjoyed over the last 12 months is staggering.

August:

We kicked off the year with 21 cars and 40 members heading down to the Mornington Peninsula, beautifully organised by Peter and Terry Nodzio.

September:

Michael and Jo Burton led us through the scenic roads of South Gippsland, departing Tooradin in the morning and wrapping up with a fantastic lunch in Wonthaggi.

October:

Richard and Carole Simpson treated us to a spectacular three-day, mid-week run to the Victorian goldfields. Based around Maldon, it attracted 12 cars and 21 members who thoroughly enjoyed the history and the hospitality.

November and December:

Unfortunately, due to illness the annual Melbourne Cup sweep at Jo and Kel Hawkesworth was postponed, however, our annual Christmas party followed in December.

The arrival of the new year didn't slow us down.

January:

We shook off the holiday cobwebs with our traditional New Year's Day run to Flinders, overlooking Mushroom Reef. Organised as a flawless annual ritual by Rick and Kay Smith, we had 25 members turn out to start 2026 the right way.

February:

The club made a return to the Yarra Glen Racecourse for the AOMC British and European Motoring Show – an event we hadn't attended in several years. It was a massive success; we picked up a handful of new members, spread the word about our club, and a huge thank you to Paul Buck for coordinating our presence there.

March:

A busy month! Alec and Sue Robinson oversaw a fantastic trip to the Tyabb Airshow. We were also treated to an 'open house' at Vince and Marion Stok's home in Bentleigh East. Mother Nature turned on a perfect autumn day, and we are incredibly grateful to Vince and Marion for generously opening their doors to more than 30 of our members.

April:

We faced a disappointing setback when our planned ANZAC weekend Phillip Island run had to be cancelled due to a lack of numbers. A tremendous amount of effort goes into organising

these events and booking venues, and unfortunately, the interest level just wasn't there to justify proceeding.

We surveyed members to understand the low numbers; interestingly, while we initially thought fuel pricing might have been the culprit due to the conflict in the Strait of Hormuz, it turns out it was simply bad timing. Many of our regulars were away on holidays, and a large number noted they wanted to come but simply forgot to RSVP in time – even with prompts. We will look at rescheduling this run for 2027, but it serves as a vital reminder to us all: please RSVP early.

May:

Alec and Sue Robinson were at it again, leading a wonderful drive from Moorooduc to Cape Schanck and onto Rosebud. May also saw our traditional, scenic run to the historic town of Walhalla - that run was led by me and hosted by Simon and Louise Seear in the iconic Mechanic's Institute in the tiny, former goldrush town.

June:

We closed out the financial year with a spectacular finale – the fourth annual Battle of Waterloo run. Close to 60 members across both the BMC-Leyland and Citroen car clubs came together for a fantastic day of friendly rivalry and shared passion – darts at the Upwey-Belgrave RSL.

Members and memberships update

While I mention members, I'm pleased to share that the club has 182 memberships, which include 269 individual members. These figures represent a modest 5% increase year-on-year in membership growth.

In terms of VicRoads Club Permit Scheme, the club has 186 vehicles on the CPS with five pending, up 1% year-on-year.

2026 Members' Survey

I want to share some incredibly valuable insights from our recent 2026 Members' Survey.

An outstanding 60% of our membership – 107 people in total – took the time to answer 26 questions to help shape the future direction of our club.

The overall feedback was overwhelmingly positive, proving that our club is in a healthy, strong, and happy position. However, it also gave us a fantastic snapshot of who we are, what we want, and how we can improve. Here are a few key takeaways from the data:

Who we are:

Over half of our respondents (57%) are aged between 60 and 79, and 42% have been loyal club members for more than five years. Geographically, 75% of us live in Melbourne's south-eastern suburbs, regional Victoria, or the Mornington Peninsula, with another 11% representing the western and northern suburbs.

Driving habits:

While 18% of respondents are highly active – joining more than five runs a year – 42% haven't been able to attend a run in the last 12 months. When it comes to planning, 53% don't mind what day we drive, though Sunday remains the favourite specific day at 26%. In terms of distance, 50% prefer a relaxed 50 to 100-kilometre cruise, while 33% view 100 to 200 kilometres as the sweet spot.

Communication and permits:

The Wobble Knocker remains our lifeline, read by 81% of respondents and used by 59% as their primary source for upcoming event details.

On the administrative side, 60% of you believe that attending at least one run should not be mandatory to maintain club vehicle permits.

Club culture:

Most heartening of all, 89% of respondents say they feel completely welcome at club events, with the remaining 11% feeling "somewhat welcome".

While those numbers are fantastic, we always want to aim for 100%. To that end, members provided some wonderful, proactive suggestions and the data we've gathered has already begun shaping our priority areas. This includes where and how we will hold runs in the future, and additions to our merchandise offering.

These goals include:

Plan club runs primarily as day trips within a 50–200 km radius originating or ending in regional/rural hubs.

Avoid unsealed/gravel roads. A dominant theme in the open-ended feedback was anxiety over paint scratches, mechanical wear, dust, and tire damage on club cars.

Implement a subtle 'buddy system'. We plan to pair seasoned members with new attendees during runs to make sure they are included in conversations without making it feel forced or overly formal.

We will not mandate attendance. The written feedback explicitly warns that mandating attendance is 'insensitive' and 'onerous' for members who face chronic illness, are medically unfit to drive, work gruelling hours, or care for young families.

Stock keyrings, umbrellas, and stubby holders, as these were the most frequently requested regalia pieces in the survey.

In closing

When you look back on a list like that, it reminds you that a club is only as strong as the people who step up to drive it forward. Whether you organised a run or rally, opened your home for lunch, or simply polished up your car and turned up to support an event, on behalf of the committee, we send our sincere thanks.

I would like to recognise our 2025-26 committee members:

Vice President/Webmaster – Francis Borg

Treasurer – Cheryl Sawyer

Secretary – Jo Hawkesworth

Membership Officer/VicRoads CPS Officer – Terry Sawyer

Runs Coordinator/Risk Management Officer – Alec Robinson

Wobble Knock Editor – Kathy Hope

Pre-1949 Vehicle Scrutineer – Vince Stok

Regalia Officer – Rod Kirby

AOMC Delegate – Paul Buck

To my nine fellow committee members, thank you for your support and hard work behind the scenes.

I'm pleased to announce each committee member noted above was elected unopposed and unanimously to their respective portfolios for the 2026-27 financial year. That includes me, as president!

Quotable quote

"The old British motorcar has some magic. It is a feel, the smell of high-quality leather and warm oil, the feel of the wood-rimmed steering wheel, the unmistakable burble of a straight-six engine breathing via a series of SU carburetors." – Sunway Auto Parts

See you on the road!

Bryce Eishold
President
BMC-Leyland Car Club Inc.



And now for some photos of the wonderful array of club vehicles in the Sandown Hotel car park at our AGM ... a Kimberley, a P76, a lovely, rare Lowlight Morris Minor, Minis, Rovers, MGs including an MGC GT, Magnettes, a Daimler V8 250 ... not only do they show the great range of vehicles that are eligible for club membership, but they also show the broad and idiosyncratic tastes (!!) of our members and how every model is loved, driven and cared for.

Thanks to Tim Coronel for the photos, and apologies if we missed some cars. And you can find more photos from the AGM on the club's Facebook page.





BMC-LEYLAND CAR CLUB INC

UPCOMING RUN DETAILS



SUNDAY – 9 AUGUST: THE DANDENONGS RUN

Rendezvous: 9.00am for a 9.30am depart from the Stamford Hotel, cnr Stud and Wellington Roads, Rowville.

The Trip: A magnificent scenic drive along winding roads through Ferntree Gully, Ferny Creek and Sassafras before stopping at Olinda for loos and coffee – but no food available, so BYO eats and a chair and settle down under a large covered all-weather area. Then it's on through Monbulk, Emerald, Dewhurst and Beaconsfield Upper ending at Pakenham for lunch.

WARNING! – do not partake of too much of that morning tea, as you will be enjoying what is described by Peter and Terry as the most unbelievable, quality buffet they have ever experienced! All you can eat until 3pm including a comprehensive range of seafood, including prawns, scallops and mussels, a range of various beef and pork roast meats, pastas, pizzas, salads, veges, all sides, and desserts to die for!

All this for \$32.90 with your Seniors card (please advise Peter separately if you will stay on for lunch). Then load your much heavier self, back into your vehicle for the trip home.

PLEASE CONTACT PETER NODZIO BY **2 AUGUST OR EARLIER PLEASE!** ON 0410 479 140 WITH NAMES, MOBILE No., LUNCH BOOKING, TO HELP CO-ORD THE DAY OR IF YOU REQUIRE FURTHER DETAILS.

SUNDAY – 13 SEPTEMBER: YARRA VALLEY AREA

Rendezvous: Meet at Doncaster Hockey Ground carpark (corner Springvale and Reynolds Roads.) 8.30AM for a 9.00AM depart.

The Trip: A magnificent scenic drive through Yarra Glen to Kinglake where there will be a morning tea stop, then through to Flowerdale and on to Yea for an enjoyable meal at the Royal Mail Hotel. For those wanting to continue, there will be an after-lunch drive through Murrindindi to finish the day back at Yarra Glen.

PLEASE CONTACT ANDREW RATCLIFFE BY 5TH SEPTEMBER ON 0419 875 119 WITH NAMES and MOBILE No. TO HELP CO-ORD THE DAY OR IF YOU REQUIRE FURTHER DETAILS.

More runs on following page ... and keep an eye out for the Xmas party details in the next Wobble Knocker (October). We will also feature the provisional run calendar for 2027, with some exciting runs and combined events with other British car clubs. We need run ideas and volunteers!

WED-FRI – 28-30 OCTOBER: MARYSVILLE MEANDER

Rendezvous: Wednesday 10.00AM depart from the Doncaster Hockey Ground carpark, (corner Springvale and Reynolds Roads.)

The Trip: Another much anticipated multi-day club experience! Too much detail to mention here so see flyer in this edition with all the details on how to book accommodation etc at great rates. Five extra self-contained cabins now obtained so book now or miss out!

Some of the highlights will include lunch at Yea on the first day, some lovely scenery followed by our arrival in Marysville mid-afternoon in time to freshen up for the welcome dinner at the gorgeous local Marysville Golf Club.

Other treats are a visit to Taggerty General Store for morning tea, looking in on a Goulbourn River fish farm, lunch at the Eildon Hotel on the lake and an evening meal at the renowned Duck Inn Hotel.

The return trip takes in Stephenson's Falls and the famous Black Spur drive to Healesville – all in time to return home for Derby Day on the Saturday. This tour has been well curated using the specialised knowledge of Richard and Carole Simpson who have a property in the Taggerty area – if you haven't visited this area before it will be full of local highlights.

PLEASE READ THE FLYER IN THIS ISSUE AND CONTACT RICHARD SIMPSON ON 0419 528 130 IF YOU REQUIRE FURTHER DETAILS.

SATURDAY – 14 NOVEMBER: ROB'S BRITISH BUTCHER BREKKY RUN

Rendezvous: Meet between 8.30-9.00 AM in front of Rob's British Butcher Shop, Service Road at 177 Lonsdale Street (being also Princes Highway) in Dandenong, just 50 metres north of intersection with Fosters Street on western side ... lots of parking but bring gold coins for the meters.

The Trip: Come hungry and bring your fold up chairs as we take over the undercover outdoor footpath area and you may also need these later for the run. Our hosts Rob and Jill are looking forward to seeing the line-up of British cars and will reward us with a discounted and generous line-up of their own British 'gourmet' brekky fare, including free tea and coffee.

After breakfast it's planned for a run up near Cardinia Dam and then onto a property at Narre Warren East where you can either have a BYO picnic lunch or why not buy some snags from Rob for a BBQ – your choice. The venue is owned by Jo's sister and has access to toilets, tables and plenty of parking, a bush setting teeming with wildlife and tracks if you feel like a stroll around the dams. If it rains, we can use the indoor areas of the home – so all avenues covered on this one! Thanks Jo and sister for their generous offer.

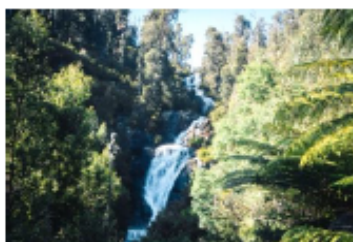
PLEASE CONTACT JO HAWKESWORTH BY 10 NOVEMBER ON 0490 875 905 WITH NAMES OF ATTENDEES TO HELP WITH CATERING OR IF YOU REQUIRE FURTHER DETAILS.

BMC LEYLAND CAR CLUB INC 3 DAY / 2 NIGHT SPRING RUN

"MARYSVILLE MEANDER"

OCTOBER 28TH – 30TH, 2026

BOOK "NOW" TO RESERVE YOUR CABIN ...!!!



WE'RE OFF TO EXPLORE MARYSVILLE AND THE GOULBURN VALLEY!

The club's annual Spring mid-week "3 day / 2 night" trip away (Wed to Fri) this year is heading northeast to Marysville and the Goulburn Valley. Towering eucalypts, fern gullies, Lake Eildon and more...

ACCOMMODATION PACKAGE The Club has struck a discounted "FIXED PRICE" deal for two nights accommodation at the gorgeous Marysville Holiday Park at just \$300 for two people for the 2 nights. Each fully self-contained cabin has separate bedroom, bathroom, lounge and kitchenette.. Parking at rear opening onto garden with campfire circle, picnic tables and our own babbling brook...
TO BOOK PHONE MARYSVILLE HOLIDAY PARK ON 5963.3247 AND QUOTE "BMCC LEYLAND CAR CLUB" TO MAKE A BOOKING AT THIS DISCOUNTED PRICE.

Excellent safe on-site parking. Walking distance to supermarket, cafes, bakery and the pub... Bring your own brekky supplies as each room has all you need... **We have exclusive use of a section of the holiday park to make things just that bit special. 15 cabins have been reserved in the club's name, so book early to avoid disappointment!**

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 Yarra Glen for coffee, then over the Great Divide on the Melba Hwy for lunch in Yea! We will cruise through Murrindindi Shire arriving in beautiful Marysville around 3-4pm to check-in with free time before our "Welcome Dinner" at "The Pavilion" in the gorgeous Marysville Golf Course ...

Thursday is a run to the amazing Taggerty General Store for morning coffee & cake, then onto a fish farm along the Goulburn and over the Weir wall before arriving for lunch at the Eildon Hotel overlooking the Lake! Returning via Skyline Road through Alexandra tonight's dinner is at "The Duck Inn" hotel in Marysville, finishing with a bevv 'round the campfire!

Friday – after brekky its local sights - Keppel's Lookout, Stevensons Falls and Bruno's Sculpture park before lunch at The Bakery, and then a drive over the Black Spur to Healesville, heading homeward before peak hour!

REGISTRATIONS NOW OPEN

*** LIMITED SPACES SO BOOK NOW!!!**

**INITIALLY REGISTER NAMES BY TEXT
TO RICHARD SIMPSON 0419.528.130**

Member **Christine Johnson** provided this flyer. She says, if any BMCL members are interested, she can provide them with tickets when available or any other details/info required: **0428 380 744**.



GATEWAY TO GIPPSLAND PROGRAM 2026

DAY 1 – Friday 30th October 2026

Registration at Club Rooms – Distribution of Rally Packs
4pm to 7pm (Tea/coffee/nibbles)

DAY 2 – Saturday 31st October 2026

Completion of Registration at Club Rooms – Distribution of Rally Packs

8am to 9am (Tea/coffee/nibbles)

8am-8.45am Breakfast at Clubrooms

9.30am Official Opening of the Rally by Hon Wayne Farnham, MP and Rally Instructions by Ian Troughton

Drive to Coal Creek Historic Park, Korumburra

12pm Picnic Lunch (Rolls/Sandwiches/Cold Drinks)

2pm Scenic Drive through Bena, Leongatha, Mardan, Mirboo North, Thorpdale, Narracan & back to Club Rooms – Afternoon tea during the trip (to be determined by weather outlook)

6pm Meet & Greet Dinner at Warragul Bowling Club – Pasta Night

DAY 3 – Sunday 1st November 2026

8am-8.45am Breakfast at Clubrooms

9.00am Travel from Clubrooms to Model Railway Club at Moe

10.30am Split into two Groups for drive to either the Old Brown Coal Museum at Yallourn North or PowerWorks at Morwell

12.30pm Lunch at the Top Pub in Morwell

2.00pm Groups go to other destination not visited in the morning

Travel back to Warragul individually when finished

6pm Pizza & Trivia Night at Warragul Bowling Club – including Supper

DAY 4 - 2nd November 2026

8am-8.45am Breakfast at Clubrooms

9am Show & Shine – Morning Tea & Barbeque Lunch provided

1pm Split into two Groups for drive to either Bob & Carol Hanson's or Jim & Carol Parry's. Afternoon tea at each venue

3pm Travel to other venue – when finished make own way back to Club Rooms

6pm Presentation Dinner at Warragul Bowling Club

9pm Band "Side Tracked" including Tony Desira at Club Rooms – Supper

DAY 5 - 3rd November 2026

8am-10am Breakfast at Club Rooms – Thanks to all who attended & volunteers

**Entry fee per Car \$50 & per Motorbike \$25
Plus Total Cost per person for events \$160**

BMC-LEYLAND CAR CLUB INC

The ROAD RUNNER!!

Hi all

My, we have just passed the Winter Solstice and the shortest day of the year, celebrating with the Annual Battle of Waterloo Run on 20 June in conjunction with the Citroen Car Club, many thanks to Paul Buck for organising this on our behalf (you can read the run report on following pages).

It was a wild weather day for sure, with pouring rain just after our start that accompanied us all the way to the RSL lunch at Upwey – great weather for ducks and selling our newly minted club umbrellas, but rubbish for the normally excellent views of the Dandenongs, which were completely blanketed with low cloud!

There seems some dispute over which club won the Darts challenge, our own Jules Pribil brought his own set of darts so surely BMC-L was favourite – I think though as our members made more visits to the bar, our scoring dropped off, and we were just pipped in the end!

Now, while the BMC-L Club has Christine and Murray Johnson's BEAST – the Upwey RSL has its own TANK! An Australian Army Leopard Tank (1977-2007) weighing in at 42.2 tonnes, ARN 27765 is powered by a Daimler Benz V10 putting out 880 horsepower – now that's a BEAST we don't want to see on our runs, eh!



Great to see so many of you at the recent AGM and Bryce Eishold, President, presented an excellent summary of the findings from our earlier Members' Survey. Much of that feedback is already being incorporated into our run events, so thank you all for your responses.

Unlike in Upwey, the normal AGM rain curse wasn't present this year.

An excellent lunch was also provided by the Sandown Hotel, such positive comments, so a big thank you to Cheryl and Terry Sawyer for their grand efforts yet again! See photos of the AGM on the club's Facebook page.

As mentioned on the day, we are now developing our 2027 RUN CALENDAR and slots are filling fast, so if you would like to organise something for next year or just have some suggested runs you think members would enjoy, please contact Alec Robinson (0410 479 140), particularly if you require some assistance or support.

Finally, don't forget to register with Peter Nodzio for our next run through the Dandenongs on **Sunday 9 August**: 0418 373 059, for what sounds like a cracker buffet lunch and drive (details in the Upcoming Runs calendar). Hope to see you then.

Alec Robinson – Run Coordinator 0410 479 140

Run report: Battle of Waterloo

Paul Buck reports ...



The day began cool and dry as around 60 members from the BMC-L and Citroen car clubs met at the Burwood Hotel car park for the start of the Battle of Waterloo run to the Upwey-Belgrave RSL.

After a short briefing we headed along Burwood Highway when the rain arrived. It was a wet trip along the Mt Dandenong Tourist Rd to Kalorama.

The drive would have been much more pleasant if the weather had been fine!

We stopped at the Destiny Point Cafe for a coffee break. The cafe is small and it was rather cramped inside, so some of us stood outside under the veranda out of the rain. Terry Sawyer proudly displayed our new club umbrella as he stood in the rain. Check out the umbrella on our Regalia page!

After around half an hour it was off to the Upwey RSL for lunch. Some of the cars in the car park will look familiar, others will look ... FRENCH. The chic and spaceship-like DS, the lovely wedgy CX (see following page), and of course the Tin Snails by contrast ...



Around 60 meals were served as members from both clubs mingled and chatted. The food was good and the banter even better.

The inter-club challenge this year was darts. With an RSL Darts Club team member to assist, and very helpful and knowledgeable he was, the challenge began. It all became a bit chaotic as teams were formed and reformed, but the spirit was willing even if the flesh was weak!

Some had never thrown a dart before and others were old hands, but no one was injured by a flying dart, and we all had a high old time.

This year the challenge was won by the Citroen Club.

Thanks to all their members for another Grande Day Out, and to the RSL staff for their friendly service.



A great day except for the weather!

Darts, innit.

Expert tuition available.

This calls for another trip to the bar ...





The BMC-L Team plotting strategy ... I think this calls for another trip to the bar ...



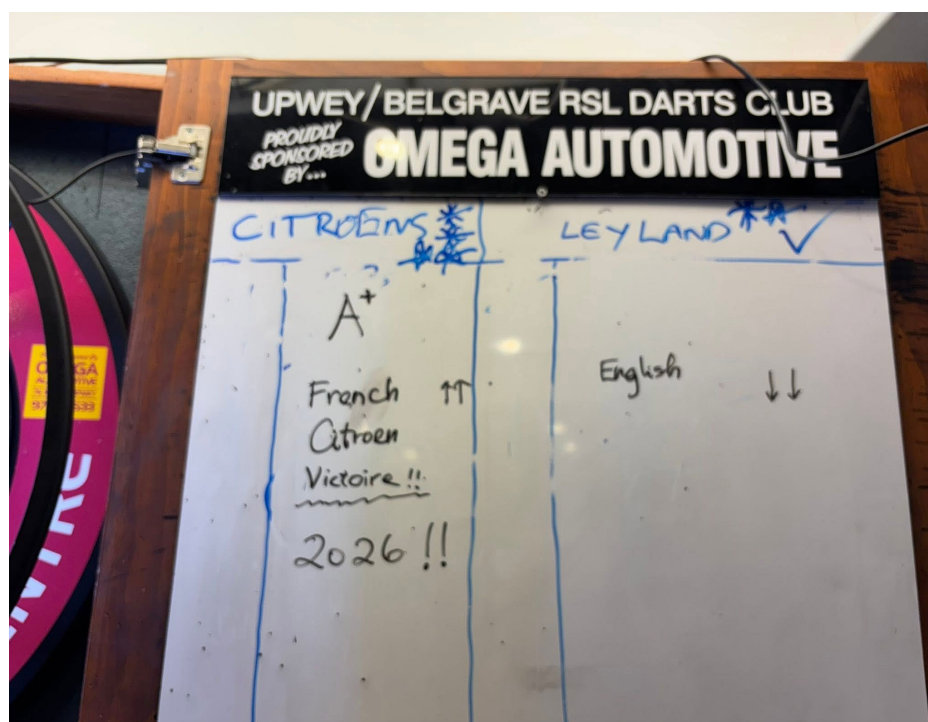


Photo above shows the combined clubs with our RSL darts expert in the centre, in the red-sleeved jumper. He had his work cut out for him ...

And here is the somewhat dodgy-looking final tally board ... plainly Les Français are jubilant about their victory!

Les Anglais will have another crack at it next year. Make sure you join us!

Check out the club's Facebook page for more photos of the event, and the Citroen clubs have posted photos and videos too. Vive la France!

Attendees	Vehicles
Paul Buck	Mini 850
Bryce Eishold	modern
Michael Burton and Peter Nodzio	Rover P4
Steve Curtis	Triumph TR7 V8
Rees Williams	MGB
Alec and Sue Robinson	MGB GT
Duncan and Hana Wellington	Mini 1275 GT
Kay and Rick Smith	MG
Jo Burton and Terry Nodzio	modern
Rod Kirby and Miller	Mini Van
Terry and Cheryl Sawyer	Morris Minor
Kathy Hope and Tim Coronel	Daimler V8 250
Vince and Marion Stok	Rover
Richard Simpson	Triumph Dolomite
Derek Jones	Mini Cooper S
Michael Clark	Rover
Clive Millsum	modern
Jules and Ira Pribil	MGB
Glenn Sanderson	Holden Commodore
Peter Bernardi	modern
Patrick Rose	Austin A30

Old Sayings: Part Two

In which Terry Sawyer entertains us with more motoring mechanical trials and tribulations ...

Now where were we, that's right, pulled the 1100 out for inspection. The first thing that comes to mind is the old saying "*Never judge a book by its cover*". Having disassembled the 1100 it was soon discovered that all was not as it seemed. My initial inspection when I purchased the engine consisted of pulling the head to inspect the bores etc. Yes, they were pristine, brand-new, flat-top pistons fitted, so the '*assumption*' was made that, yes, it had been rebuilt.

This time around I completely disassembled the entire thing and found what I believe was causing the mysterious ticking noise, namely a loose camshaft drive gear. Now this may or may not have been my fault but no need to go there. I also discovered that the camshaft and cam bearings were shot due to moisture in that area for however long this thing had been sitting around since rebuild.

The brand-new bearings, both big end and main were scored as the oil galleries had not been cleaned out when the block was machined. Unfortunately, this also compromised the crank.



The camshaft and lifters were sent off to Clive Cams in Wendouree for regrind and reface. Unfortunately, the cam was deemed unserviceable, but they were able to source another core unit which they ground to 104 Wade specs (not 140 as previously thought). Lifters were refaced successfully.

Block and crank were sent off to engine rebuilders for hot wash, and reground block was decked, new cam bearings fitted, crank reground and new bearings supplied.

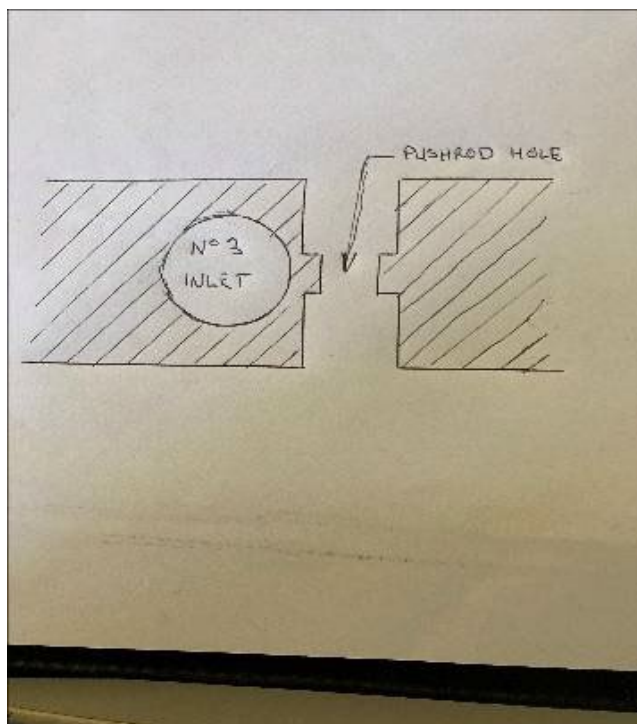
Reassembly was done with great care and a lot of help from the boys at Tovan Auto in Seaford to ensure that valve timing etc was 100% correct.

Now contrary to the '*Kiss theory*' previously mentioned, I decided to install 1.5:1 ratio rockers to give me additional lift and a new set of forged rockers along with specially wound valve springs to avoid coil bind.

Everything now back together and running fine, we took it for its first run on the Wonthaggi outing. The rest is now 'Breakdown Club' folklore. Cheryl and I made the fatal mistake of commenting on how unbelievably good the car was running as we cruised into Wonthaggi. Almost on cue it started missing badly and running on three cylinders, requiring some fancy heel and toe work to make it to the pub.

Several hundred years of combined expertise could not remedy the problem so on the flatbed it went. The only upside to the situation was that we were outside the pub and going home in the truck (I'll leave the rest to your imagination).

A compression test the following morning confirmed nothing in number 3 cylinder, so off with the head and believe it or not it had a broken pushrod jammed in the head (number 3 inlet) After some consideration I decided the only thing that may have caused it was the 1.5:1 rocker ratio which may have altered the geometry enough to be a problem.



The drilling through the head at this position is a bit weird as it closes up halfway down the hole to avoid breaking into the enlarged inlet ports either side of it (see diagram to left).

Careful measuring showed that this was the position the pushrod had snapped. So off with the 1.5 and back to the standard 1.3, a new head gasket and away we went the same day. Once again, "if it ain't broke, don't fix it".

Perhaps I was a bit hasty fitting the new head gasket or just out of luck, but we all know what happened at Yarra Glen, but hey, Cheryl likes chatting to the truck drivers on the way home. Fingers crossed this is the end of it ...

Commiserations, Terry. We have all experienced some form of totally incomprehensible mechanical catastrophe (or 'catastastrophe', if you remember the late, great Jimmy Durante - AKA The Schnozz) ...

All tall tales and true of such shemozzles are welcome, please send to the Editor and your stories will feature in a future Wobble Knocker. Plus photos, if available.



Making steering your classic so easy

Club member Jensine Hough has a great, practical story that will help any member looking to improve their classic's steering and make it lighter and easier. You need ... electricity!

Way back in 2007, while we were still living in Buckinghamshire, England, I bought my first classic, an Old English White 1959 MGA, as a reward for rebuilding the back of my parents-in-law 1893 terrace railwaymen's cottage (another, but non-car, story!). It was a delight and my daily drive, both locally as well as sometimes much further afield (try Holland, Spain and Italian lakes via the Stelvio Pass) and much admired locally. But after a few years the dreaded osteoarthritis set into my shoulders, making driving off often very hard work, especially moving out from the garage, off from a parallel park or manoeuvring at slow speed.

My darling husband took the hint and, as a birthday present one year, we headed down to Cornwall to have a steering upgrade. It was a good little earner for the chap doing it as we had to stay a couple of days in his wife's B&B too! The upgrade to the steering was a simple swap of the whole steering column to one that was identical except for a box of electrics on it and a rheostat tucked discreetly under the dash. So, home we went with the original steering column safely tucked away behind the seat, to be passed onto whomever was to buy it when we made the decision to 'come home' to Australia, should they be silly enough to want to reinstall it!

It turned out that the steering kit came from a company in the Netherlands, EZ Electric Power Steering (not to be confused with any UK rip offs!).

Finally, back in Oz, and to Melbourne for the first time, in mid-2019 I found myself a tartan red 1969 MGC GT. Its steering was pretty good, not THAT heavy, so all's fine. But then, having had my right knee replaced and finding that I could now crawl out of an MGA again, I decided I had to have another one – actually my 3rd, having owned one for 20 months in Perth 2009–2011 too (eventually sold in favour of a long wheelbase Ford Transit motor home for a 65K drive not quite around Australia).



I soon realised that the person I bought the MGA from had made sure the test drive was on the open roads and not in town. It had competition tyres, so a lot of rubber on the road, and various other non-goodies that made it a cow to move out of the garage into the lane, and especially out of a parallel park! But hey, at least I knew a way out.



A few checks online suggested that, at that time, the only installer was in Sydney. And, of course, that was just a tad expensive, as well as pretty inconvenient. I also found I could source the kit from the UK but, if I'm going to do that, I may as well go straight to EZ in the Netherlands. Too easy!

EZ were fantastic to deal with and, after a couple of emails back and forth, I

followed their online instructions and bought the correct kit for the MGA, but also for the MGC, as my shoulders were now telling me they weren't that happy. So, in early January 2024, the money paid to EZ in the Netherlands on a Tuesday, the kits landed on our front veranda that Friday, complete with clear and detailed installation instructions for each car, probably quicker than if you paid the extra and got it from someone in Oz.

If you can take out a steering column and put it back in then there seems no reason why this shouldn't be a DIY job for you, at worst you'd need an auto electrician or a friend who's good at that if electrics is not your scene. But for us, not being that mechanical, I started to look around for somewhere to have it installed. So that was January 24, and the answers on cost were not great. Either they were not sure, depends on how many hours; haven't done it before; oh, yes, of course, that will be X thousand dollars!

Fortune favours the brave, and the brave turned out to be our (young to us) mechanic Sean Herlihy, who had recently started his own business, Immersive Automotive, in Carrum Downs. Having asked his advice as to who to turn to, Sean very modestly asked if I'd mind if he could install them both as he wanted to learn how to do that. His initial offer to me was too generous but we did agree a deal and the results were everything I knew I was going to achieve, especially for the MGA which was now driveable!

So, there are now two original steering columns sitting on a high shelf in our garage (one of which Sean borrowed to sort out another C which had been sold in bits and he was helping put back together, but with the rip-off UK power steering kit that absolutely didn't fit!).

As for me, I've now got the stage that I simply couldn't go for any drives in the MGC or the A if I hadn't had the electric power steering installed. But now I can happily drive well, just about anywhere and any distance. Unfortunately, I'm not sure that getting rid of the clutch and gear change could be quite so eeee zzzzz, but anyway I love having real cars to drive with real gears to change!

And, as a bit of a postscript. You might ask what happens if the electric part of the steering stops working? Here I have to fess up. The A had a little bump into the back of Colin's Daimler SP250 and, after it came back from its face-lift, the steering had gone back to the original! Perfectly driveable but ***! So back to Sean who simply pulled all the leads off and put them back on again – yes, a total cure!

For anyone who is thinking of doing this upgrade, and looking for an experienced installer, we suggest contacting Sean Herlihy at Immersive Automotive, in Carrum Downs.

Peter Riggall's latest finds

Our Tasmanian member, Peter Riggall, manages to find something quirky and interesting for every issue of the Wobbly. This time, it's some fascinating YouTube videos ...

https://youtu.be/Mq5AXU4Z_3Y?si=pUee6iwlaiEK3UG1

You have probably seen this car before, but this video is new. What a car. Testament to the original Landcrab rigid shell and great suspension.

1966 VANDEN PLAS 1100 PRINCESS | Mathewsons Classic Cars | Auction: 29, ...

<https://youtu.be/x88puXg6NKM?si=fzZxNOaKNmbJk7PW>

Is This Vanden Plas Too Far Gone? | Full Episode S01 E02 | Bangers & Cas...

https://youtu.be/rJ9oNCl_4sA?si=8qCY-lm6T1KkgP7q

Editor's note: And regarding Peter's last article, he says: "I have had some great feedback on my old school project from 1968". In the next issue, we'll feature some more of his school projects on cars, with delightful illustrations. If you have anything like this that you'd like to share with other club members, please shoot me an email (kathy.hope@bigpond.com) and attach your photos (as jpegs) or web links.

Just for fun

Here is another photo from the Editor's January/February trip to the Shaky Isles.

The Nelson Classic Car Museum contains some rare beasts, including this very shiny Leyland P76. (Everything is very shiny!)

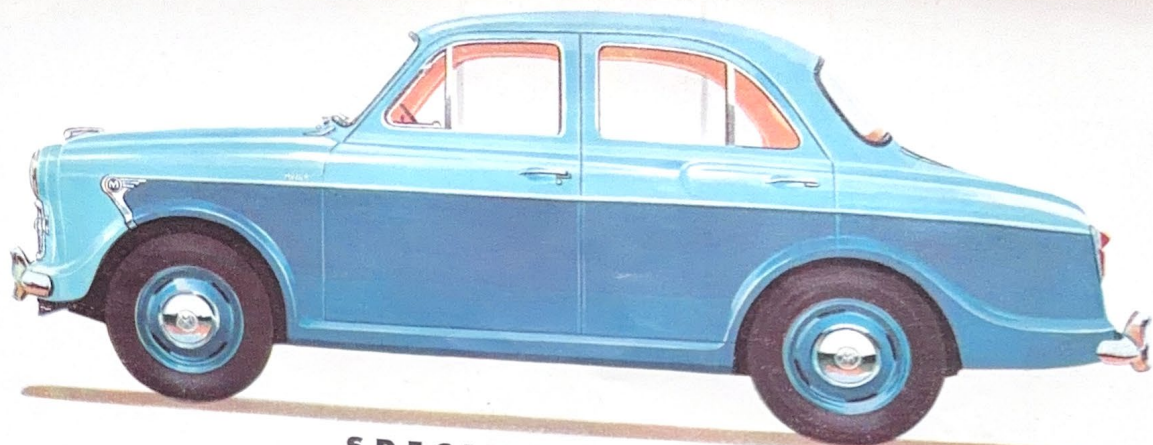
There will be more photos from the seemingly endless array as I find spaces to put them in ... including many tasty examples of BMC and Leyland products.



Vintage car advertising – the mighty Morris Major!

Club member Craig Ellis has some tasty examples of period advertising. Here is the brochure introducing the 'lusty big brother' to the Morris Minor ... CORRRRR!





SPECIFICATIONS

ENGINE: Four cylinders; bore, 2.875 ins.; stroke, 3.5 ins.; cubic capacity, 1,489 c.c. (90.88 cu. ins.). Compression ratio, 7.2:1, developing 50 brake horse-power at 4,200 r.p.m. Overhead valves operated by push-rods from three-bearing steel-backed whitmetal bearing liners; three-bearing crankshaft; renewable element external full-flow oil filter.

COOLING: By pressurised system assisted by impeller pump and fan; circulation thermostatically controlled.

IGNITION: Battery and coil; automatic advance and retard with centrifugal and vacuum control.

CARBURATION: S.U. automatic semi-down-draught carburettor fed from rear tank by rear-mounted S.U. electric fuel pump; oil-bath air cleaner; tank capacity, 7 gallons.

TRANSMISSION: Borg and Beck single-plate dry clutch with hydraulic actuation; four-speed gearbox with synchromesh engagement on second, third and top gears, giving overall ratios of: first, 13.56; second, 8.25; third, 5.12; top gear, reverse, 17.73; central remote-control gear-change lever; final drive reverse spline-type sliding joint with needle-bearing universal joints and wheels by Lockheed hydraulic fully compensated brakes, operated on all four rear shoes through simple compensating system employing open cables.

BODY AND CHASSIS UNIT: The mono-construction body incorporates the bumpers front and rear with over-riders. Deep, well-sprung upholstery with foam-rubber seat cushion overlays on spring cases; P.V.C. trimmed. Glove box in fascia; wide, one-piece curved windshield and large curved rear window.

SUSPENSION: Independent front suspension by long torsion bars with vernier adjustment, long king pins and hydraulic piston-type shock absorbers with mounted springs and piston-type shock absorbers by semi-elliptic rubber-tube suspension.

WHEELS AND TYRES: Ventilated disc-type wheels with four-stud fixing, equipped with 5.00-14 tubeless tyres. Spare wheel carried in separate compartment in boot.

STEERING: Rack-and-pinion steering gearbox with deep-sunk-centre three-spoke safety-type steering wheel; diameter, 16½ ins. Finger-tip control for flashing direction indicators and horn.

ELECTRICAL EQUIPMENT: High-output generator with compensated voltage control; 12-volt 51 amp./hr. battery; double-dipping headlights with prefocused bulbs; ignition warning light; oil pressure warning light; headlamp main beam warning light and flashing signal warning light in speedometer dial; foot dipping switch; separate side-lights, twin stop and tail-lamps incorporating parking indicators; roof lamp with independent and automatic switches.

INSTRUMENTS: Speedometer with total distance recorder; fuel gauge; engine temperature indicator.

CONTROL PANEL: Panel light switch; windshield wiper switch; two-position front doors.

VENTILATION: Winding windows to all doors; hinged ventilating panels to front doors.

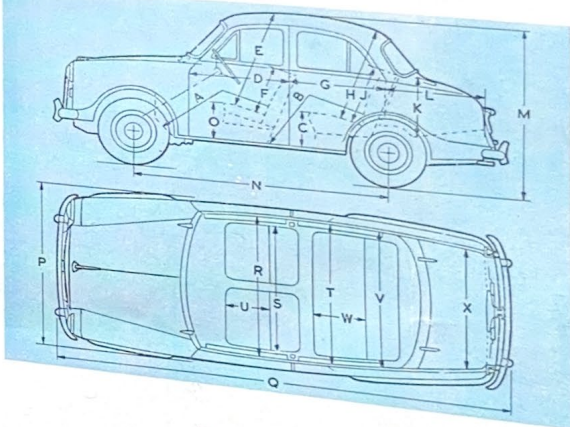
GENERAL EQUIPMENT: Safety glass all round; ashtray in each front door with central ashtray for rear compartment; anti-glare driving mirror; door locks with fixed handles and push-button lock release; all doors lockable from inside; both front doors lockable from outside; pile carpet in rear—rubber floor on front doors; both front bucket seats adjustable; loop-type door pull jack with side-latching point. Provision for fitting B.M.C. car radio.

OPTIONAL EQUIPMENT: Windshield Washer. B.M.C. Radio. Heater. External Sun Visor. Venetian Blind. Wheel Trims.

The goods manufactured by Nuffield (Australia) Pty. Ltd. are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute or otherwise. PRICES: The Company reserves the right to vary the list prices at any time. SPECIFICATION: The Company reserves the right on the sale of any vehicle to make before delivery, without notice, any alteration to or departure from the specification, design or equipment detailed in this publication. Under present supply difficulties such alterations are likely at any time. The issue of this folder does not constitute an offer.

UNLADEN WEIGHT: 17cwt. 2qrs. 15lbs.

LUGGAGE BOOT CAPACITY: 11 cu. ft.



DIMENSIONS

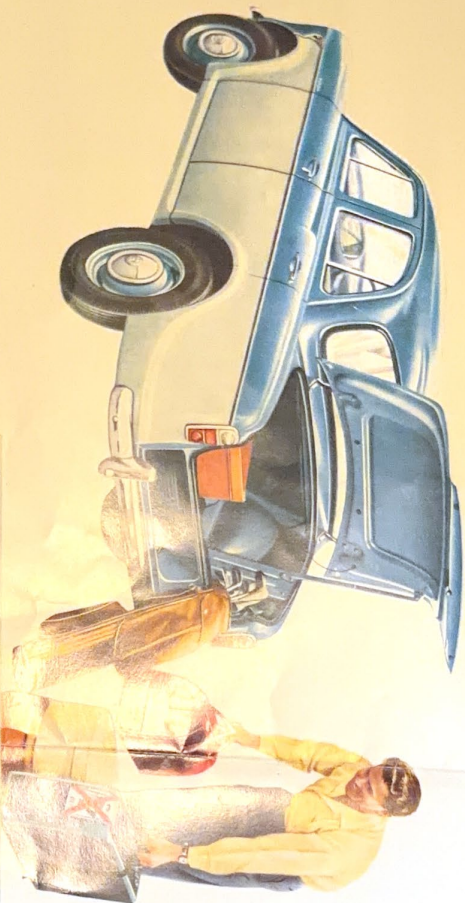
A Max. 3ft. 9ins.	A Min. 3ft. 4ins.	B Max. 3ft. 10ins.	B Min. 3ft. 6ins.	C 1ft. 1in.	D 2ft. 6½ins.
E 3ft. 3ins.	F 1ft. 9ins.	G 2ft. 3ins.	H 3ft. 1in.	J 1ft. 11ins.	K 1ft. 7ins.
L 2ft. 9ins.	M .5ft.	N 7ft. 2ins.	O 11½ins.	P 5ft. 2ins.	Q 12ft. 8ins.
R 4ft. 4ins.	S 3ft. 11½ins.	T 4ft. 2ins.	U 1ft. 6ins.	V 3ft. 10ins.	W 1ft. 7ins.
X 3ft. 4ins.	Unladen weight 17cwt. 2qrs. 15lbs.			Luggage boot capacity 11 cu. ft.	

The goods manufactured by Nuffield (Australia) Pty. Ltd. are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute or otherwise. PRICES: The Company reserves the right to vary the list prices at any time. SPECIFICATION: The Company reserves the right on the sale of any vehicle to make before delivery, without notice, any alteration to or departure from the specification, design or equipment detailed in this publication. Under present supply difficulties such alterations are likely at any time. The issue of this folder does not constitute an offer.



Don't you just love the muscly bronzed lifesaver and colourful beach scenes, soooo Aussie ... BMC certainly knew how to pitch their advertising for the Australian market.

Craig has found some more vintage advertising that we will feature in a forthcoming issue. You can also check out the period advertising brochures featured on our Facebook page.



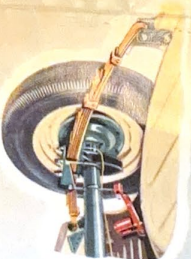
Major ROADABILITY AND STRENGTH

Here's surefootedness and strength that splendidly back the "Major's" comfort! Get behind the wheel, head the "Major" along the open road, and you'll thrill to the most superb "excitement" you've ever known! You'll find surgically precise steering... impeccable handling qualities... perfect weight distribution—a combination that whips the "Major" through the tightest corner, surefooted as a cat!

And the "Major" laughs at the roughest road—you glide overhead as though on a cloud, while a tremendously strong, mono-constructed chassis and wonderfully agile suspension combine to beat the biggest bump. B.M.C. engineering skills reached their peak to make this car more than a match for the toughest Australian conditions!



Independent torsion-bar front suspension absorbs every bump.



Advanced rear suspension with long leaf springs means a smooth ride on every road.



Safety is the keynote of the super-efficient "stop-on-a-dime" disc brakes.



B.M.C. "Monocoque" type body is the same as the "Major's" shell... has enormous impact resistance, immense strength and minimum weight.



Henry 11 on. It's built with room to spare for all the family's baggage.

This is a car that more than any other approaches the motoring ideal. It's a car packed with new experiences, splendidly powered, superbly appointed, yet economical to the core. It will take you places swiftly and surely. It will take you places in luxury and style. It will take you places with cut-throat roadholding and surprising economy. It's the "Minor's" Big Brother—a triumphant new star from The British Motor Corporation of Australia!



THE SPECTACULAR NEW MORRIS

Major

It's the biggest motoring event ever! The "Minor," the world's best-loved, most-driven light car gets a Big Brother. And what a Big Brother! When you get behind the wheel of the spectacular new Morris "Major," you're holding motoring history in your hands! Here's the one car in the world the world has been waiting for—a triumphant new concept in Power and Pace from the most successful car stable ever. What do you want in a car, power? The Morris "Major" has power to burn. It has the most forceful power-weight ratio in its class. It has the best-muscle motor that ever flattened a hill. Here's all the dynamism of our satellite age, surging triumphantly at the touch of your foot. What do you want in a car, economy? The new Morris "Major" delivers more power at less cost than any new car on the road. What do you want in a car, comfort? The new Morris "Major" is loaded with luxury; it's comfort-planned from bonnet to boot. It's *The British Motor Corporation of Australia's answer to the challenge of progress!*



**It's the "Minor's" Big Brother—a triumphant new star
from The British Motor Corporation of Australia!**

Club contact details

Website: www.bmcleylandcarclub.org

Email for all contact: bmcleylandcarclub@gmail.com

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

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TREASURER	Cheryl Sawyer 0400 252 431

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REGALIA	Rod Kirby 0439 933 116
WEBMASTER	Francis Borg 0414 989 822
NEWSLETTER EDITOR	Kathy Hope 0412 873 111
AOMC DELEGATE	Paul Buck 0412 627 711
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 use
bmcleylandcarclub@gmail.com.

LIFE MEMBERS: Gary Turner, Sue Wilson, Peter and Rae Luxmoore, Francis Borg, Norma May, Terry and Cheryl Sawyer

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.
- 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

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

Sue Wilson

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

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.

Club banking details

BMC-Leyland Car Club Inc

BSB: 633000

Acct: 152525515

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. You can include jpeg images in your email if you are supplying copy that way.
- All copy will be edited for sense, style and clarity, at the Editor's discretion. Any questions will be sent you for resolution before publication.
- 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 (also free for members) are welcome if you are looking for spares.
- Businesses that wish to advertise in *The Wobble Knock* 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.*

Changes to publication schedule in 2026

- In 2026, the club newsletter will be published **every second month**. We aim to publish in the first week of each publication month. Email reminders for runs etc. will be sent between issues.
- Please send your copy by the **second week of September for the October issue**.

Thank you, we appreciate your interest and contributions.

Club regalia and clothing



Cap Navy
\$20.00



Beanie
\$20.00



Puffer Vest
\$78.00



Polo Shirt
\$40.00



Charcoal Shirt
\$50.00



Tshirt
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