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The Wobble Knocker

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



Club members, club cars and Rover P4s and their keepers on the recent Tooradin-Inverloch run. All that British beef and beauty (the cars, that is ...)

**And as for the drivers and passengers, as Shakespeare memorably wrote,
"This happy breed!"**

Also in this issue: BMC-Leyland Breakdown Club update, more amazing vintage car advertising, read about Hydrolastic fluid, and check out our forthcoming runs. Be sure to book soonest for the Melbourne Cup lunch and the club Xmas lunch.

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President's report, September 2025

Hello members

It was great to catch up with fellow BMC-Leyland Car Club members and Raymond Island residents, Christine and Murray Johnson, during a trip to East Gippsland last month.

Christine and Murray are also members of the East Gippsland Historical Automobile Club and regularly make the trip up the Princes Highway from Raymond Island to attend club runs with the BMC-Leyland mob.

During my visit, I had the privilege of catching up with the pair about their plans to travel along the east coast of Australia, with intentions to return to Victoria for the three-day Goldfields run in October.

Christine and Murray own several club vehicles, including a well-presented black 1950 Austin A40 Devon (see the photo below) and a 1966 S-Type Jaguar, purchased from former member Yvonne Bennett following the death of her husband and fellow member, the late Alan Bennett.

Both vehicles have been on club runs this year.

Christine and Murray are very active members in both car clubs, especially considering their distance from Melbourne.

Their home, Raymond Island, is a small locality on the Gippsland Lakes, accessible only by ferry from Paynesville.

The island has a population of about 550 people, but that usually swells during holiday periods, with locals telling me the population can often double or triple overnight.



The island is most notable for its abundant population of koalas, well worth a trip for those who enjoy nature or a good bush walk.

And yes, you can take your classic car across on the ferry!

Thanks to Christine and Murray, pictured left, for inviting me into your home and being a part of the BMC-Leyland Car Club family.

I thoroughly enjoyed the catch up.

Other club news

In more member-related news, I'm pleased to inform that Chris Pace has renewed his membership after a two-year hiatus.

Chris, who lives west of Melbourne, is a former secretary of the BMC-Leyland Car Club, and recently purchased a red 1967 Spitfire MK2, which he has registered with the club.

Welcome back, Chris, and we look forward to seeing you on runs soon.

I'd also like to express my thanks to club members Michael and Jo Burton who led the South Gippsland run from Tooradin to Inverloch this month.

The run was well-attended and a full run report with photos can be found in this issue of *The Wobble Knocker*.

Meanwhile, Richard and Carole Simpson are putting the finishing touches on their three-day Goldfields run in October.

So far, 13 cars and 24 members have registered to attend the run.

The mid-week, three-day spring run has become a regular fixture on the BMC-Leyland Car Club calendar, visiting a new Victorian region in October each year.

This year's run will visit Maldon, Clunes, Maryborough and Castlemaine between October 15 and 17.

Should you be able to attend this run, contact Richard Simpson on 0419 528 130 for more information.

Quotable quote

"Some cars are just machines; British classics are characters in an ongoing drama." – unknown

Yours in motoring

Bryce Eishold
President
BMC-Leyland Car Club Inc.



BMC- LEYLAND CAR CLUB INC

The ROAD RUNNER!!

Hi all

Well, another cracker of a run was held in September organised by Michael and Jo Burton in conjunction with the Rover P4 Club. A lot of thought had gone into the route which meant we had the roads essentially to ourselves and such lovely vistas to enjoy along the way. The Gippy day was punctuated with a morning coffee stop at the lovely village of Loch and a fabulously generous lunch at the Wonthaggi pub before another delightful panoramic leg back to our starting point of Tooradin. Read all about it on page 12.

Not sure how they arranged this but NO rain in Gippsland in September is almost unheard of!

We were coincidentally in the same area the following weekend for a family three-day getaway at Kongwak and it poured constantly for most of the time, including periods of hail! If you think that's an exaggeration, ask Duncan Wellington who had retraced the run with his wife Ire the same weekend and we had a chat with them in Loch having morning tea, between showers. Small BMC world, eh!!

And just down the road I spotted this lovely BMC Austin at the local Mobil garage, very cute if a bit rusty! Some may be interested in the advertising livery being used decades ago!

Thanks for the effort, Michael and Jo, your 'dry runs' certainly paid off and I know were also appreciated by your Rover P4 colleagues.

Our next outing is the three-day Goldfields Run on 15–17 October 2025, based around Maldon. All the original accommodation at the Maldon Motel is now fully booked but if you are still interested in joining other club members for the drives, fun, dinners and so on you might source your own accommodation in the area and are welcome to come along. Get in touch with Richard Simpson if you'd like to join in, his contact details are on the Run Calendar page.



On 18 OCTOBER the club will be having a stand at the AOMC Club & Trade Expo, Dandenong South, manned by our own Paul Buck, Rees Williams and Terry Sawyer – bring your car along or call in to support our team who will be promoting our club on the day. Coffee and food available on site. See the flyer for details.

Entries for the East Gippsland Historic Auto Club Rally 31 Oct–4 Nov based in Bairnsdale are now officially closed but if you are still interested, contact BMC-L member Christine Johnson on 0428 380 744 who may be able to assist.

We all know Spring is really in the air when the Melbourne Cup rolls around, Jo Hawksworth is currently overseas but you can reserve your spot at the Club Cup Luncheon by contacting her in late October and offering to bring along a plate. Chicken lunch is provided by the club – see the Run Calendar for details.

Also, a reminder the 33rd Rob Roy Historic and Classic Hillclimb this year will be celebrating the anniversaries of many MG types so it may be worth a visit to their event on 16 November 2025, held in Smiths Gully near Panton Hills in the Yarra Valley, a popular and busy event so get there early.

The annual Xmas Lunch flyer is also published in this month's edition so check it out, reserve the date and get in touch with Cheryl Sawyer to book your place – NOT TO BE MISSED!

Remember we are always on the lookout for run leader volunteers and suggestions for future runs to your favourite secret places. I am now looking to start filling in events from March 2026 onwards, so plenty of time to think and do some planning. Please contact me on 0410 479 140 if you would like to organise a run and remember there will be lots of support for potential run leaders so you won't be on your own. Keep an eye out next month for the new events we have planned for 2026!

Alec Robinson – Run Coordinator



Rover charm on the September run.

BMC-LEYLAND CAR CLUB INC UPCOMING RUN DETAILS



WED-FRI – 15-17 OCT GOLDFIELDS GRAND TOUR!!

3 Day/2 Night in & around MALDON AREA

Rendezvous: 10.00am Doncaster Hockey Grounds (Cnr. Springvale & Reynolds Rds.)

The Trip: A scenic country drive on Day 1 via Hurstbridge, Romsey & Kyneton for lunch before arrival in Maldon by 3-4pm in time for a Welcome Dinner!! Thursday is a planned run to historic Clunes and then onto the magnificent Maryborough Railway Station with its beautiful café for a lunch before wandering back to explore Maldon.

Day 3 and Friday with morning coffee at Castlemaine with lots of time to explore this interesting area before making your leisurely way homewards.

REGISTRATIONS NOW OPEN, NUMBERS MAY BE LIMITED TEXT RICHARD SIMPSON 0419 528 130

TUE – 4 NOVEMBER

MELBOURNE CUP DAY LUNCH

AT JO & KEL HAWKESWORTH'S HOME CAULFIELD

Rendezvous: 11.30-12.00 Noon - 183 Balaclava Road, Caulfield (on road parking only)

The Day: Join us for a day of fun, food & activities. BYO drinks and a plate please of either salad or sweets (contact Jo on 0490 875 905 to agree what's best to bring). Chicken will be supplied by the club at no charge for members. Ladies and men can dress up in their bright outfits for the day and prizes will be awarded for the best dressed. The annual fun Trivia Quiz will also be held with a coveted trophy to win!!

THIS IS A PRIVATE HOME SO RSVPs ARE ESSENTIAL FOR CATERING PURPOSES & NO LATER THAN 31 OCTOBER, 2025 - NUMBERS MAY BE LIMITED SO FIRST IN BEST DRESSED RESERVE YOUR PLACE & NOMINATE YOUR PLATE PLEASE WITH JO 0490 875 905

SAT – 6 DECEMBER BMC-L CLUB ANNUAL CHRISTMAS LUNCH

Rendezvous: 11 AM meet in East Carpark of the SANDOWN PARK HOTEL (Corner of Princes HWY & Corrigan Rd, NOBLE PARK) for the Annual Club SHOW & SHINE. Enter please from the Princes Highway to meet up with fellow members & view the array of vehicles on display.

The Day: Following the Show & Shine assemble into our private room for a 2 course Xmas buffet lunch subsidised by the club. Complimentary tea & coffee and stronger drinks at bar prices. Expect great food and a fun day to end the year on a festive note, Awards and Raffle prizes galore!! NOT TO BE MISSED. \$30 Members, \$35 non-members.

REGISTRATIONS: DUE NO LATER THAN MONDAY 24th NOVEMBER (but preferably before) FOR HOTEL CATERING PURPOSES! PLEASE PHONE OR TEXT THE NAME OF EACH PRE-PAID PARTICIPANT TO CHERYL SAWYER MOB 0400 252 431 (SEE FLYER FOR PAYMENT DETAILS!!

BMC LEYLAND CAR CLUB RUN CALENDAR



>2025

WED-FRI OCT 15-17TH

Club Annual Grand Tour - 3 day/2 night

Maldon, Clunes, Maryborough, Castlemaine & surrounds

SAT. 18TH OCT

AOMC Club & Trade EXPO 8.30AM-2.00 PM – bring your car along to support the BMC-L Club & visit our Stand (See FLYER for details)

TUES – NOV 4TH

Annual Melbourne Cup Day Club Lunch - Hawkesworth Home Caulfield

SAT – DECEMBER 6TH

HO HO HO!! Club Christmas Lunch and Show-n-Shine @ Sandown Park Hotel (see FLYER for details)

>2026

THURS – JANUARY 1ST

Annual New Years Day Flinders Picnic Run

SUN – FEBRUARY 15TH

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

THURS – SATURDAY MARCH 26TH-28TH

Melbourne to MOVE Rally (Museum of Vehicle Movement) Shepparton

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

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

AOMC Club and Trade Expo coming up!

Paul, Terry and Reece will be manning a table inside to promote the club.
Members, you are welcome to bring your cars along to show them off and maybe help out.



AOMC



CLUB & TRADE EXPO

PROUDLY PRESENTED BY
THE ASSOCIATION OF MOTORING CLUBS AND PENRITE OIL



18 OCT 2025

PENRITE OIL HEADQUARTERS
110/116 GREENS RD, DANDENONG SOUTH
8:30AM - 2PM | COFFEE & FOOD ON SITE

www.aomc.asn.au/club-trade-expo

BMC-LEYLAND ANNUAL CHRISTMAS LUNCH

Saturday – 6th December 2025



EVENT DETAILS

Meeting at 11am in the Carpark of the Sandown Park Hotel on the corner of Princes Hwy & Corrigan Roads, Noble Park. Please enter from the Princes Hwy entry so we can try to use the eastern end of the car park!

2 x course Christmas Lunch in a private room is from 12 noon onwards...

(please advise Cheryl by text of any dietary requirements when booking with payment)..

Great food, buy drinks at the bar, with awards and fellowship to end another successful year as we enjoy a buffet lunch and complimentary tea & coffee...

\$30 each members

\$35 each non-member

NOT TO BE MISSED!!!

The Club is once again part sponsoring the lunch cost for its members...

It's your clubs Xmas gift to YOU..!

So, Ho Ho Ho - don't miss out!

**MEET AT 11AM in the Carpark
of the SANDOWN PARK HOTEL
Crn: Princes Hwy & Corrigan Rd
For the annual Show-n-Shine
POP SOME TINSEL ON YA GRILL!**

**NOTE !!!!
REGISTRATIONS "WITH PAYMENT"
ARE ESSENTIAL AND FOR CATERING
PURPOSES DUE NO LATER THAN
MONDAY 24TH NOVEMBER, 2025**

**BANK DETAILS for PRE-PAYMENT
BSB 633000
A/C 152525515**

**PHONE OR TEXT THE NAME OF
EACH PRE-PAID PARTICIPANT
ATTENDING WITH YOU TO
CHERYL SAWYER - 0400.252.431
"Pre-Payment" is required on-line to
confirm your booking by NOV 24TH**

Run report, Sunday 13 September: South Gippsland

Run leader Michael Burton reports ...

Being a member of two car clubs opened the door for BMC-Leyland and the Rover P4 Guild to come together for the South Gippsland Drive through the rolling hills between Bass Strait and the Strzelecki ranges.

Having spent many hours zigzagging in this area between the two major highways, Bass and South Gippy, most of it on motorbike, I knew that even though previous runs with the BMC Club had covered some of this area, there would be smaller secondary roads which would fit the bill provided they were well maintained and would provide spectacular vistas to the south.

So, with the area decided, the invite went out to both clubs and pleasingly, the attendance sheet at time of departure had blossomed to 22 cars and 33 attendees comprising five pristine Rover 100s with the balance a mix of fine machinery from the motherland strongly represented by MGs.

All that lovely tin below!



With enthusiasts coming from all directions and distances, Tooradin was the ideal starting point and by 9.15am most were huddled around coffee mugs in the overcast conditions Jane Bunn had promised. For once the predictions were spot on but the 14 degrees did little to dampen the spirits of even Andrew and Rachel in the silver MGB open wheeler with the pretty wheels.

Unfortunately, some had missed the message that the revised meeting point was to the LEFT of the bridge, not the right as originally mapped but with the oversight corrected, Lord Sanderson in the VL and Clive Millsum (MG Midget), once given the route map by hostess with the mostest Jo, were back on track and we headed off in tandem with me in 'Jennifer' at the helm and Alec and Sue in the modern Rangy heading for McDonalds track out of Lang Lang through Nyora and Poowong. Dropping down into Loch for morning tea, we sat with Olive on Loch's till chinking away with the orders of coffee and for some, their delicious pies and savoury muffins.

For those unable to get a seat inside the historic building, the local craft shops provided the distraction till departure at 11.30.

On the road again skirting the little-known locality of Jeetho, we rolled along nicely as a group at a respectable pace on to the Bena-Kongwak Road, a gorgeous ridgeline perfectly sealed road which twists its way around 45 ks from Kongwak down to Wonthaggi with views as far as Inverloch to the South East. It's hard to believe that the main use of this undiscovered tourist drive is by the resident farmers! Hopefully it will stay that way.



A ravishing vista of rolling pastures.

The day is running to plan as we rolled in to Wonthaggi Town Centre and to the Wonthaggi pub, otherwise known as the Whalebone Hotel, our timing impeccable before the lunchtime crowd. What a meal and I mean 'what a meal' - it was leaving no one looking for more as the two course Seniors Special filled even the deepest hollow.



Unfortunately, P4 members Dane and wife Noreen who joined us at Poowong, were not computer savvy and not only missed the departure convey from Loch, but also the change of lunch venue from Wonthaggi Club to the Whalebone, driving aimlessly around Wonthaggi looking for British classics eventually giving up and heading back to their hometown, Korumburra. What a pity.

‘What’s up, Terry?’ asked one of the members, noticing a forlorn look on a concerned face amidst a cloud of smoke.

“Dorrie’s sick”, and so with the notification, Reece with a team of 15 (most of whom had little idea of mechanics) stood around the little Morrie offering unqualified support to maestros Terry and Reece as they operated, attempting to get some life into the little pale girl ... but to no avail as she spat fuel out of the SU and failed to fire on 25% of her cylinders. RACV Total Care got the call and by nightfall, Dorrie was back home awaiting further outpatient care. The issue turned out to be a bent pushrod on Pot 3 keeping the inlet valve open, thus no compression ... we all knew that was the problem! *Read all about it in Alec’s Breakdown Club report.*

Nobody likes abandoning a fallen soldier, but the show must go on, and despite the delay we reconvened, heading out of town to Dalyston for Stage 2 of the run taking us again through what locals call the Gap (Dalyston-Glen Forbes Road), up through Glen Forbes over magnificent ranges and rainforest-like valleys on unoccupied secondary roads, exiting at Grantville for the run back in to Tooradin.





In total, 161 kilometres were covered during the day, which in a modern car could comfortably be covered in 2 hours 16 minutes. But why rush! This is spectacular country, and we are so lucky to have it on our back doorstep.

Thanks to all those who attended the day. It's so encouraging to have club members who are passionate about 'using' their vehicles for what they were intended.

Thanks also to the Rover P4 Guild for joining the drive day in their treasured 'Auntie' vehicles. They are a quirky little car but maintained correctly will give years of loyal service to their owners.

Michael Burton

Attendees

Driver	Partner	Vehicle	Club
Michael Burton	Joanne	1961 Rover P4	P4 Club
Alec Robinson	Sue	Modern	BMC
Gratted Fitzgerald	Lucielle	P4	P4 Club
Ray Wilkins		P4	P4 Club
Reece	Miller Kirby	MGB	BMC
Terry Sawyer	Cheryl	Morris	BMC
Paul Buck	Rod Kirby	Mini 1150	BMC
Dane Hawley	Noreen	1950 P4 Cyclops	P4 Club
Clive Millsum		MG Midget	BMC
Andrew Radcliff	Rachel	MGB	BMC
Peter Nodzio	Terry	Mini Clubman	BMC
Richard Simpson		Triumph Dolomite	BMC
Rick Smith	Kay	MGB	BMC
Paul Maas		MGTF	BMC
Ira Pribil	Jules	MGB Roadster	BMC
Duncan Wellington		Mini 1275GT	BMC
Andrew McGrath	Alan Travell	P4	P4 Club
Glen Sanderson		Modern	BMC
Tim Cortese	Kirsty Cortese	Morris Major	BMC
Steve Garrett	Pam	Austin Healey Sprite	BMC
Kevin Baker		Modern	P4 Club
34 Attendees		21 Vehicles	

Check out the BMC-Leyland Car Club Facebook page for more fab photos of this run.

The BMC-Leyland Breakdown Club

There are probably a few of our members who may not be aware of, or have forgotten the existence of, an exclusive sub-category of membership – The BMC-Leyland Breakdown Club!



This sub-branch started its existence some 12 months ago when Vincent and Marion Stok broke down in their Rover on the way back from the Mansfield run and had to be rescued by an RACV Tilt-Truck to return home.

Vince's criteria for membership stipulated that you had to be towed home from a run. Luckily for the club there have been very few instances since that met these entry conditions. In fact, only two additional incidents have occurred:

- Terry and Cheryl Sawyer in their 'Dorrie the Morrie', fuel pump gone, also on the Mansfield run
- Terry and Cheryl Sawyer in Dorrie the Morrie again, bent pushrod on the Gippy run! See photo above.

As Michael Burton mentions in his September run report, the car was stranded and escorted home courtesy of the RACV from our lunch stop at Wonthaggi. The reason for highlighting the unfortunate breakdown of Terry's beloved Morris 1000 is threefold:

1. The car was running the best it ever had into Loch for morning tea brandishing its newly refurbished Austin Healey 1098 CC engine ... and then ... you never know when a SEVERE BREAKDOWN CAN OCCUR and it's a great comfort to have something like RACV Total Care to get you out of a fix miles from home.
2. The club has provided a reasonably extensive basic toolkit to carry on runs to help members with difficulties – ironically Terry and Cheryl are the nominated custodians and even with the kit some problems can't be solved!!
3. As Terry said to the RACV Driver – "I had 300 years of cumulative BMC experience standing around my car and if they couldn't fix it I don't think you can – best to just arrange a tow!" So, many hands sometimes DON'T make anything work!!

It all ended well, Terry and Cheryl had conveniently broken down 30 metres from a pub! So, no complaining how long the RACV takes when you have a Red or two in hand and know you don't have to drive home!

When home, the problem was also quickly diagnosed, rectified and we will be seeing the Sawyers and Dorrie again real soon at the Goldfields event in October.

Alec Robinson – Run Coordinator

Pictures of the Unfortunate Failure to Proceed on following page.



Editor's note: *Dinsdale the Morris Nomad and I may have joined the Breakdown Club. Here is our tale of woe.*

While we weren't actually on a club run, Dinsdale and I did have to endure the ignominy of going to Link Automotive in Mitcham on a tow truck on Saturday 27 September after a Very Embarrassing Incident on St Kilda Rd. He was driving perfectly on Saturday morning when I headed off to my weekly Broadway Jazz dance class. An hour later, after busting some strenuous moves from Chicago and A Chorus Line, I staggered back to the car to drive to the local plant nursery for garden supplies. Started fine, went into Drive but then Something Went Horribly Wrong.

The accelerator stuck the whole way down and I found myself lurching onto the highway at top speed with a horrendous graunching sound and standing on the brakes at the lights as the AP transmission could not find its way into lower gear, nor could I fix it by operating the gears manually. Putting it into neutral caused further screeching and smoke! I managed to swing left around the corner into Carlisle St, Balaclava, turning off the engine and coasting into a convenient car park outside The Local Taphouse (my fave pub). By this time, the accelerator pedal was a floppy thing with no connection to anything, and I surmised that it had parted company with the cable. TRAUMA is hardly the word ...

The RACV technician arrived within 20 mins and confirmed that the spring connecting accelerator and cable had gone twang (after only 55 years, sooo disappointing) so we had to call the towie. Link Automotive was already expecting Dinsdale on 30 September for a service and to fix an oil leak Terry discovered recently, so the poor wee Nomad got deposited there several days early, on Grand Final Day! Here is the culprit on the truck ...



Of course, I just had to let Terry know about this misdemeanour and he informed me that we had indeed joined the BMC Breakdown Club.

However, Vince is the ultimate arbiter of membership as he developed the criteria for this dubious privilege, so I shall await his pronouncement on the matter.

Kathy Hope

Rover advertising brochures – posh and sleek

Peter Rigall, a club member from Tasmania, continues his series of features on period car advertising brochure.

This time, he presents the Rover 3 1/2 litre: what a feast of poshness, power and sleek, up-to-the-minute styling.

Peter has more treats in store for the next issue of *The Wobble Knockers*.

Editor's note: Members, if you have any vintage advertising material for your club cars, or other eligible cars, please send me images (preferably as JPEGs) or scans of the pages so I can include these as visuals in future issues of *The Wobble Knockers*.



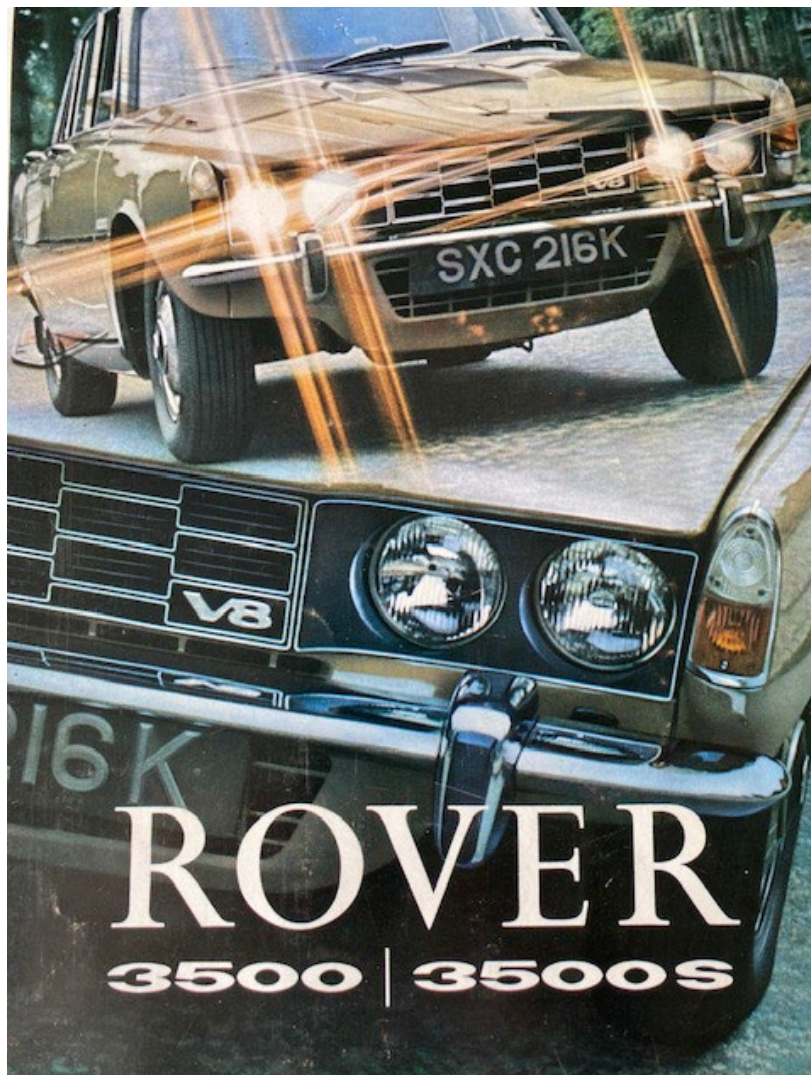
ROVER 3½ LITRE COUPÉ

Below. There is separate heating for the rear compartment of the Saloon and Coupé. A conveniently-located switch, which also incorporates the speaker control when radio with front and rear speakers is fitted, can be operated independently of the main system. Vents below the seat cushions circulate warm air around passengers' feet and legs.



If you prefer a low, sleek line and sporting appearance, and do not normally require accommodation for more than four people, the 3½ Litre Coupé will be your natural choice. Few cars carry greater elegance and fewer still can compare as a straightforward value for money investment. In the Coupé, two separately-shaped seats are offered at the rear, with a padded portion between to accommodate an occasional third passenger. This is, however, basically a four-seater car. The folding centre armrest is shown in the down position (extreme right) to indicate the armchair effect that can be achieved in Saloon or Coupé. Comprehensive instrumentation in the Coupé (extreme right, bottom) gives the driver all the information he needs by night as well as by day. An engine revolution counter is included next to the speedometer. An ammeter, water temperature, fuel and oil pressure gauges are mounted separately below the main panel. Switches and indicator lights are conveniently grouped and clearly marked.







Headrests for front and rear seats can be supplied as optional extras. These provide an additional safety factor in minimising the risk of neck injury in the event of impact from behind. Front headrests are adjustable up and down as well as forward and backward. A further option provides the fitting of a reading light within the rear headrests so that rear passengers can read or work during an evening journey without disturbing the driver.

Heated Rear Window

An electrically-heated rear window is available as an extra. It quickly clears frost and mist from the glass and keeps the window clear for safe rearward visibility.



Through-flow Ventilation

Hidden valves, fitted as standard in the rear quarter panels, extract stale air and tobacco smoke and provide a through-flow of fresh air even when the windows are closed.



ROVER THREE THOUSAND FIVE



By Appointment to Her Majesty Queen Elizabeth II
Manufacturers of Motor Cars and Land Rovers
The Rover Company Limited



THE QUEEN'S AWARD
TO INDUSTRY 1970
TO MOTOR CARS AND
LAND ROVERS

THE ROVER COMPANY LIMITED

SOLIHULL · WARWICKSHIRE · ENGLAND

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Rover

Power for the THREE THOUSAND FIVE is supplied by an overhead-valve, all-aluminium, V8 engine of high-performance capability. It develops 184 gross brake horse-power at 5,200 rev./min. and has a gross torque of 226 lb. ft. at 3,000 rev./min. This engine, which is basically the same as the power unit of the Rover 3.5 Litre models, gives the car a performance superior to many sports cars. Figures like those in the table below, the result of independent testing, tell their own story. They are, of course, subject to some variation depending on the driver and driving conditions, nevertheless, they do provide a useful guide to a combination of speed, acceleration and fuel economy that will be appreciated by lovers of fine motor cars.

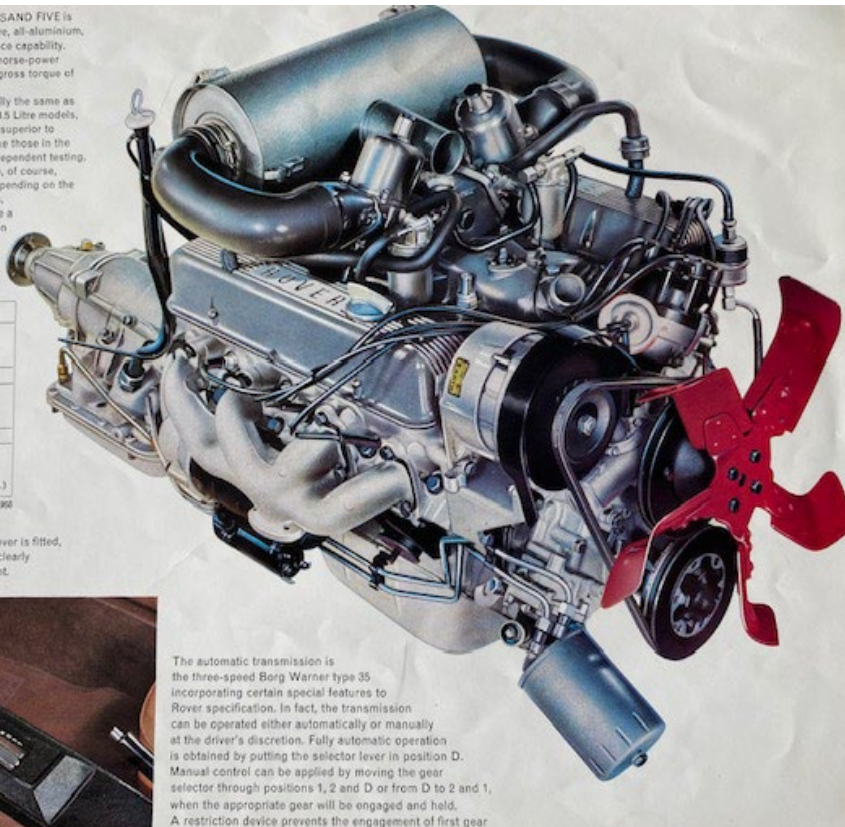
PERFORMANCE—M.P.H.	
0—50 in 7.0 secs.	0—70 in 13.1 secs.
Maximum speed 116	
PERFORMANCE—K.M.H.	
0—80 in 6.8 secs.	0—100 in 10.1 secs.
Maximum speed 187	
FUEL CONSUMPTION	
Touring (midway between 30 m.p.h. and max. speed, less 5% for acceleration)	
21.6 m.p.g. (13.1 Litre/100K.m.)	

From MOTOR week ending April 20th 1968

A centrally-mounted selector lever is fitted, with the appropriate positions clearly labelled, and illuminated at night.



The automatic transmission is the three-speed Borg Warner type 35 incorporating certain special features to Rover specification. In fact, the transmission can be operated either automatically or manually at the driver's discretion. Fully automatic operation is obtained by putting the selector lever in position D. Manual control can be applied by moving the gear selector through positions 1, 2 and D or from D to 2 and 1, when the appropriate gear will be engaged and held. A restriction device prevents the engagement of first gear.



Hydrolastic fluid

– Tony Cripps

Many BMC cars have hydrolastic suspension (sometimes unkindly referred to as hydrostatic suspension). Last month we had a look at the inside of a hydrolastic unit, but this month, let's review what we know about the actual fluid used.

Hydrolastic fluid

Officially, there are four grades of hydrolastic fluid and the characteristics of these are:

- A water-based fluid for use in frost-free conditions in tropical territories where sanction has been granted in writing by the factory.
- A low alcohol/water base fluid for use in light frost conditions in mainland Australia and in territories where sanction has been granted in writing.
- An alcohol/water base fluid for use in severe frost conditions (restricted use in some export vehicles).
- An alcohol/water base fluid of controlled viscosity developed as a special purpose fluid. The use of this fluid is subject to approval from B.M.C. Product Engineering Department.

Hydrolastic fluid has a specified composition. The official specifications for each grade are given below:

	Grade 1	Grade 2	Grade 3	Grade 4
Commercial Ethyl Alcohol* %vol./vol.	-	33.0 ±0.5	50.0 ±0.5	50.0 ±0.5
Bensotriazole** %wt./vol.	0.045 – 0.052	0.045 – 0.052	0.045 – 0.052	0.045 – 0.052
Technical Sodium Borate Na ₂ B ₄ O ₇ ·10H ₂ O %wt./wt.	0.5 ±0.1	0.5 ±0.1	0.5 ±0.1	0.5 ±0.1
Colour	Flourescent Green	Green	Blue	Flourescent Green
(a) Dye	Sodium Flourescein	ICI Procion Brilliant Green H4GS	ICI Chlorozal Blue	Sodium Flourescein
(b) Concentration %t./vol.	0.0005	0.0005	0.0005	0.0005
Water (distilled, demineralised or boiler condensate)	Remainder	Remainder	Remainder	Remainder (after lubricant additive**)

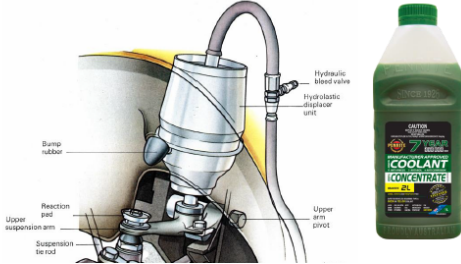
* This material must be denatured to conform to statutory requirements

** The lubricant for Grade 4 shall be an approved lubricant to give a final mix viscosity of 15.6 to 16.5 sS at 100F. Approved lubricant concentration: Union Carbide Ucon 50HB660 40% vol./vol. Or Union Carbide Ucon 50HB5100 22% vol./vol.

Under no circumstances should any mineral based oil product be used. Do not use brake fluid, engine oil, auto transmission oil, hydraulic jack oil, or even silicon fluid. If no proper hydrolastic fluid is available, use water with some anti-freeze if temperature is likely to be low.

What's out there

Surprisingly, getting your hands on genuine hydrolastic fluid is not as easy as one might think for us Australian motorists. Here's a selection from the marketplace as of Sept 2025:

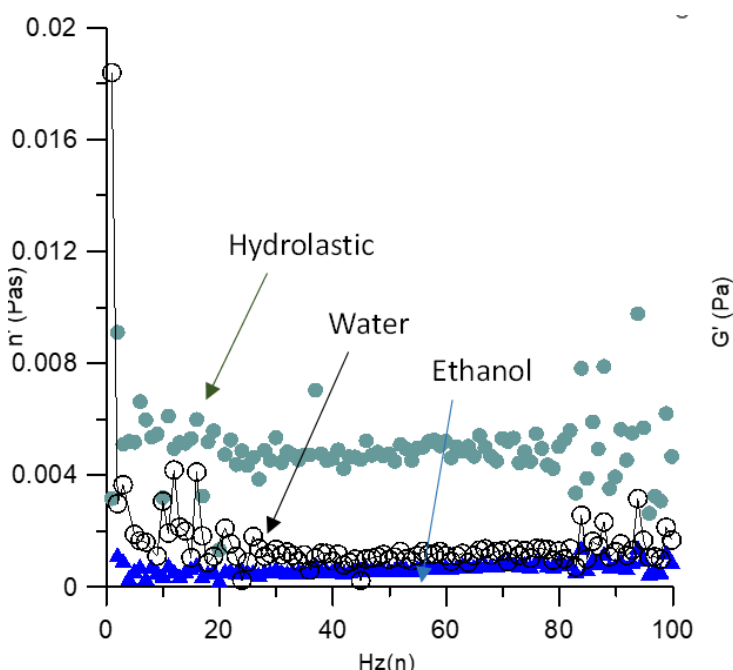
 TECHNICAL BULLETIN HYDROLASTIC SUSPENSION FLUID Issue: July 2015 SUSPENSION FLUID FOR MORRIS / AUSTIN / LEYLAND / BMC / WOLSELEY VEHIC Suspension Fluid. Hydrolastic suspension is a "fluid" system that was used on a numi derivatives, Austin & Morris 1800s, Minis between 1964 and 1971 and Wolseley 18/85s produced from 1995 to 2002. The system used fluid displacer units fitted to each wheel. The front and rear units were the front and rear nearside form one connected pair and the front and rear offside form pair. The units were made from sheet-steel and rubber. Each unit consisted of an upper housing containing a diaphragm, reinforced by nylon, and a compressed conical rubber were filled with a mixture of alcohol, water and additives to prevent corrosion. A valve in separating chamber replaced the conventional damper of other systems. When either wi the car hit a bump in the road, the fluid was displaced and caused the unit on the other wi way a bump at the front made the rear of the car rise to a corresponding height and the c: level.  Penrite: not really hydrolastic fluid, but sold as a replacement. It's just their anti-freeze product.	 Unbranded, Minisport, 4L, \$59.95 (\$15/L)
 Unbranded, Mini Makeovers, 20L \$275 (\$13.75/L)	Hydrolastic Fluid 4  Unbranded, Minis Plus, 4L \$55 (\$13.75/L)
 Hydrolastic fluid Anglomoil (no longer available on their website)	

Owners in the UK appear to be better served with a variety of branded products.



Whether or not the available products are really hydroelastic fluid or just anti-freeze mixture is unknown, but it would be nice to know one way or the other.

I performed some scientific measurements on the Anglomoil fluid which I had purchased some years ago. I compared the viscosity of the fluid against that of ordinary water and also ethanol.



The picture above shows the viscosity of hydroelastic fluid, water, and ethanol as a function of frequency (the frequency being the rate of deformation – most fluids exhibit rate-dependent viscosity which is why paint can flow easily off your brush when you apply it but doesn't sag once you leave it alone on the surface).

It would appear that hydroelastic fluid is not simply a mixture of water and alcohol as evidenced by the significantly higher value of viscosity throughout the frequency range. It is the lubricity additive that makes the difference here and is why the fluids with the high concentration of additive give a harder ride since the fluid does not flow from front to rear as easily as would water. Hydroelastic fluid does indeed feel quite oily when rubbed between the fingers.

Much more detail about hydroelastic fluid, the history behind it, and the suspension system is written up in my *BMC Engineering Companion* book for those wanting to know more.

Tony Cripps

mail@leylandaustralia.com.au

Club contact details and roadworthiness requirements

Website: www.bmcleylandcarclub.org

Email for all contact: bmcleylandcarclub@gmail.com

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

OFFICE BEARERS

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

ORDINARY COMMITTEE MEMBERS

MEMBERSHIP OFFICER	Terry Sawyer 0417 344 371
RUN COORDINATOR	Alec Robinson 0410 479 140
REGALIA	Rod Kirby 0439 933 116
WEBMASTER	Francis Borg 0414 989 822
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 email bmcleylandcarclub@gmail.com.

NON-COMMITTEE

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

See following page for details of authorised members and scrutineers.

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

Roadworthiness requirements for club vehicles

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

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

VicRoads renewals

Authorised members who can sign your renewals are:

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 (Northern Register)

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.
- All copy will be edited for sense, style and clarity.
- PDF is acceptable for material from other publications, with acknowledgement of the source.
- All club material and communications must be sent from the official email. Personal email accounts are not to be used.

Advertising

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

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

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

Club regalia

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

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



New Club Banner



New Grille Badge



Cloth Badge



Club Dress Shirt



Club Polo Shirt



Rugby Jumper

Club Caps - navy or black



Contact Rod Kirby: 0439 933 116

Clothing is made to order.

- All clothing can have your name embroidered at no extra charge.
- All regalia must be paid for on ordering. Postage extra.

For sale

1948 Morris Minor

Debbie and Barry Clapperton approached Peter Nodzio on a run recently, enquiring about the club and they thought club members might be interested in a fab restored Morrie convertible they have for sale. **Interested? Contact them on 0472 706 968.**

Details

Not totally original, has a Datsun 120Y engine conversion. Has done 300km since conversion.

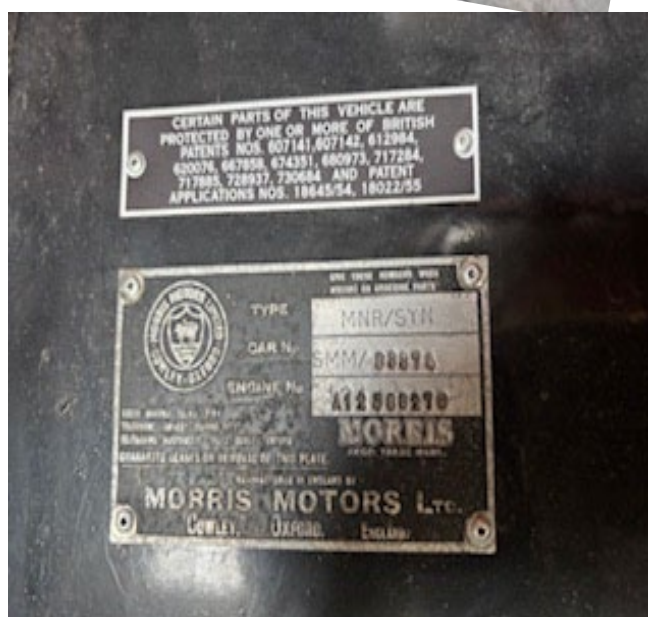
Framework for the soft top and the soft top itself are there, just never put together.

New paint, new upholstery front and back seats.

No longer registered.

Spare car and parts: 1960 Morris Minor:

- All guards have been undercoated and the bonnet and boot.
- Front wheels, axles and brake hub have been done up.
- New brake cylinders.
- Many more spare parts.





For sale: an amazing collection of spare parts!

Darryl Beauchamp, son of an expert car restorer, writes:

My father (101 years old) is now in aged care, and we are selling his spare parts accumulated over the last 70 years. Not 100 per cent sure which parts fit which vehicles, but he restored predominately:

- Morris Minor 1000s
- Austins
- Wolseleys
- MGs

Included in the parts are:

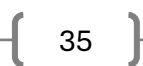
- front uprights, hubs, steering components
- Morris front panel chrome work, bump overrides
- various badges
- gear clusters, etc.
- various door handles
- MG clutch / pressure plate - not in photo (clutch plate, a week's use)
- early pressure plate (possibly GM)
- jack.

Dad would greatly appreciate any assistance with selling the components, and any funds received will go to future daily-rate aged care shortfall.

Hoping to achieve a couple of hundred dollars. The parts are located in Mornington VIC to inspect.

See photo on following page.

Interested? Please call Darryl Beauchamp on 0400 880 187.



For sale: immaculate Jaguar Sovereign

Denise Kirby is selling the late Laurie Kirby's beautiful 1989 Jaguar Sovereign six cylinder. It is in immaculate condition.

Details

- Speedo reading at last RWC on 17/8/2024 was 210487 kms.
- The last reading was 210677 on 7/7/2025.
- The vehicle is on club plates.
- Price \$7,500

Interested? Please call Denise on 0419 114 193.



For sale: 10-inch x M 5-inch ROH mags with nuts and washers to suit Mini.

Interested? Please call Paul Buck on 0412 627 711.



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Address: 111 Munro Avenue

Sunshine North Vic 3020

enquiries@minimakeovers1275.com.au

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