

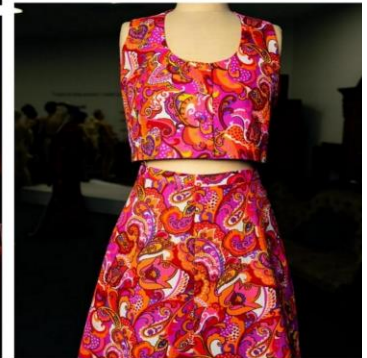
ISSUE # 83



SEPTEMBER  
2021

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

## The “WOBBLE KNOCKER”



**SOON TO OPEN, M.O.V.E.** *A must visit at our Show and Shine in November.*

**BMC-Leyland Car Club Inc**

**A0061520N**

**Committee of Management**

Website: [www.bmcleylandcarclub.org](http://www.bmcleylandcarclub.org)

Email for all contact [bmcleylandcc@iinet.net.au](mailto:bmcleylandcc@iinet.net.au)

Phone number for all contact 0421841939



<b>PRESIDENT.</b>	<b>(CO FOUNDER)</b>	Gary Turner.
<b>VICE PRESIDENT.</b>	<b>(FOUNDER)</b>	Francis Borg.
<b>SECRETARY.</b>		Norma May.
<b>TREASURER.</b>		Cheryl Sawyer
<b>MEMBERSHIP.</b>		Sue Wilson.
<b>EVENTS &amp; SOCIAL Coordinator.</b>		Sue Wilson
<b>EDITOR.</b>		Gary Turner.
<b>WEBMASTER.</b>		Gary Turner
<b>VICROADS CPS PERSON.</b>		Sue Wilson and Francis Borg.
<b>COMMITTEE MEMBERS.</b>		Bryce Eishold, Cheryl Sawyer. Ramy El Sukkari. Vince Stok, Terry Sawyer.
<b>REGALIA.</b>		Gary Turner and Sue Wilson

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

Gary Turner, Francis Borg, Norma May, Sue Wilson, Terry Sawyer, Vincent Stok.

***The following members are authorized to sign Standard Declaration and Eligibility forms for the CPS. These members are club scrutineers and Safety Officers.***

Gary Turner, Francis Borg, Terry Sawyer, and Vincent Stok.

*(No new cars will be admitted to the scheme unless the VicRoads CPS person, Sue Wilson, grants prior permission.)*

*Club Scrutineer's and Safety Officers are for signing off on the VicRoads Vehicle Eligibility and Standards Declaration Forms and for advice only. As of March 31, 2017, all cars must require a RWC including all those of pre-1949.*

This publication contains general information, which does not necessarily reflect the views of the Club, its Committee or Editor and should not be relied upon without specific advice from a qualified professional.

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



## President's Report



Hi everyone.

Finally, we have some nice weather giving us a taste of Spring, at least up here in Shepparton we have at least. This does not matter much though when we still cannot get active but at least our freedom to get out is getting closer.

I think at this stage we can **call off** most of our runs planned for September and also October. November is looking good at this stage so hopefully we will be able to catch up then, fingers crossed.

According to Dan's roadmap out of lockdown some things look like they will be in the clear by the **5<sup>th</sup> of November** which is one of the reasons I picked this month to hold a show and shine in Shepparton. Of course, this will depend on travel restrictions and if Melbourne people will be able to travel up here for it. At the minute it is restricted to 15km at this stage of writing but as we all know that will change according to how many people are vaccinated. I also have found out that some clubs are not letting their members attend meetings or runs unless they are double vaccinated. I hope we do not go down that track but if we do it is something the whole committee will have to look at. So please, get yourself vaccinated if you have not already.

The Lifestyle Shepparton Classic Car Show and Shine is still on even though many other events on at the same time have been cancelled. One thing in our favour is that the Show and Shine I have organised is on private land and although the Greater Shepparton City Council is incredibly supportive of our event it is up to us, not them, to be the ones to call it off. Please consider coming up and make a weekend of it as the new motor museum will be open by then and from what I have seen its super fantastic. Allow plenty of time to look around and the ladies will be impressed by the display of one hundred years of fashion on show.

Although there have been no runs this month, I have managed to fill the magazine up with some interesting reading that I have managed to scan into the magazine. I have been busy doing this so will have more articles in future magazines.

That is, it from me,

Take care everybody and get vaccinated,

Gary Turner

Editor

BMC-Leyland Car Club.



## OUR NEXT RUN (hopefully)

### NOVEMBER 2<sup>nd</sup> Tuesday – Cup Day.

Jo and Kel Hawkesworth are holding a cup day special. This will be held at their house in Caulfield. The club will be paying for the meat and it's BYO salad etc. **EXPRESSIONS OF INTEREST PLEASE. Please let Sue know if you can come along 0421841939.**

### NOVEMBER 14<sup>th</sup> Sunday

*Lifestyle Shepparton Classic Car Show and Shine* \$5.00 per car including passengers. Cars, 25 years and older. Many sponsored prizes and trophies will be available. Time: 9am-2:30pm. Details further in this newsletter.

### NOVEMBER **(CANCELLED)** Moved to MARCH 2022

Geelong Revival Motoring Festival. Details to follow.

### DECEMBER 11<sup>th</sup> - Saturday-Xmas lunch

BMC-Leyland Christmas lunch with Show and Shine.

Venue will be at the Kilsyth Club, Canterbury Road. From 11am.

Prizes, Member of the year, Free raffles, and other presentations to be announced.

### 1<sup>st</sup> JANUARY 2022.

New Years Day. Now becoming a tradition with the club Kay & Rick Smith will hopefully be holding a get together at Flinders for Fish and Chips on New Years Day. Details and confirmation to follow.

### ***How to organise and put on a run.***

Choose a month and a date that you can help

Once chosen, decide on a time and place to meet

Contact Sue and let her know so she can co-ordinate with the editor and committee.

Ask members to say if they are attending and make sure you have their phone number and give members yours. This will be possibly put in the newsletter anyway.

On the day get to the meeting point a few minutes early if you can.

Wait for members to arrive and leave at the designated time.

Try and travel in convoy. Do the right thing and if you cannot see the member behind you, stop and wait for them in a safe place. Another reason you need phone numbers.

Upon arriving check that everyone has arrived.

Take a note of who came, where you went, what happened, any story and any other details for doing a run report.

## **An IMPORTANT Notice for all Club Permit Members and Officers.**

### **INCOMPLETE CLUB PERMIT APPLICATIONS**

VicRoads has been receiving an increased number of applications for club permits for which the Club permit application or Vehicle eligibility and standards declaration for Club Permit vehicles form was signed by the appropriate club official, but the permit applicant or vehicle details sections of the form were not completed. Because the form was not completed, VicRoads was unable to complete the club permit transaction.

It is of concern to VicRoads that club officials are signing applications or eligibility declarations that are incomplete and handing them back to permit applicants. Not only does this place clubs at considerable risk as incorrect or false details could be added after signature, but it also creates concern about the club's processes and the ability of the club to uphold the integrity of the club permit scheme.

VicRoads is monitoring the submission of incomplete forms and should clubs continue to provide applications or forms that are signed but without all details being completed, the approval of clubs to participate in the club permit scheme may be revoked.

I trust clubs will ensure no further applications or forms are provided to members for submission to VicRoads without all details being completed.

**John Lewis**

**Principal Practice Advisor – Registration and Licensing  
VicRoads**

Also from VicRoads..... Vehicles over the age of 25 years will stay. 30 Years of age to be on the CPS has been shelved.



**The new “Museum of Vehicle Evolution” at night in Shepparton.**



**Bryce Eishold**

24 Jul • 📷

I've always been a big believer of the club permit system, and doing the right thing.

Too many people abuse the privilege of having club plates.

This morning, for the first time since owning a classic, I was pulled over.

The police wanted to check my log book, which, of course I had filled out before leaving home.

Make sure you do the same so all of us can continue to enjoy these lovely little cars.



*Great to see one of our youngest members, doing the right thing. Thanks Bryce.*

## ***CLUB PERMIT SCHEME SIGNATORIES.***

The authorised members who can sign your renewals are as per the following:

Sue Wilson, 222, 65 Channel Road, Shepparton, Vic 3630

Terry Sawyer, 15 Kingfisher CRT, Carrum Downs, Vic 3201 (also for new vehicles)

Francis Borg, 1321 Murradoc Rd, St Leonards, Vic 3223 (also for new vehicles)

Norma May, 1321 Murradoc Rd, St Leonards, Vic 3223

Vincent Stok, 27 Mawby Rd, East Bentleigh, Vic 3165 (also for new vehicles)

# Leyland P76.



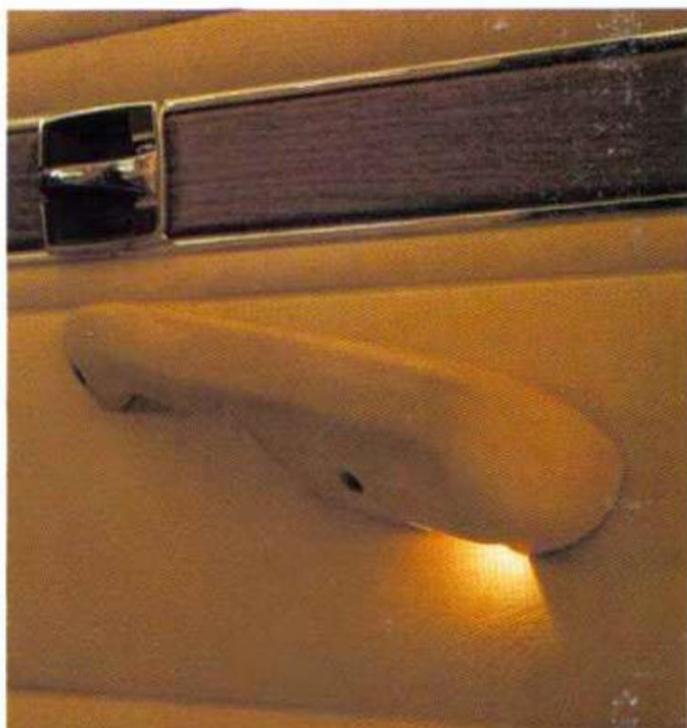
# P76 Deluxe



# P76 Super



# P76 Executive



# P76. Anything but average.



Voltmeter: Standard on Super & Executive.



Spacious 36 cu. ft. boot.



Heater controls: Fast and efficient.



Power disc brakes on all models.



Super wheel trim.



Side safety barrier, all four doors.



Recessed windscreen wipers.



3 speed automatic: Column or floor shift.



Recessed sun visors on Super & Executive.

## SPECIFICATIONS:

### P76 DELUXE

#### MECHANICAL

##### Engine:

OHC Six at 2623 c.c.—160.1 cu. in.  
Aluminium V8 at 4416 c.c.—269.3 cu. in.

##### Dimensions:

Wheel base 111.24 in. (2826 mm)  
Overall length 192.05 in. (4878 mm)  
Overall width 75.2 in. (1910 mm)  
Overall height 54.11 in. (1374 mm)  
Ground clearance 7.5 in. (191 mm)  
Kerb weight 2813 lb. (1279 kg)

##### Boot Compartment:

Boot capacity 36.0 cu. ft. (1.02 m<sup>3</sup>)

##### Suspension:

Front—MacPherson struts with coil springs, dampers and separate anti-roll bar.  
Rear—Four link with coil springs and dampers.

##### Steering:

Rack and pinion.  
Turning circle 37 feet (11.30 metres)

##### Brakes:

Power boosted 10 $\frac{3}{4}$ " (273 mm) discs on the front; 9" (229 mm) drums on rear.

##### Windscreen Washer and Wipers:

Full programmed wash; wipers activated with depression of washer button; screen wet prior to wipers operating.

##### Body Features:

"Through Flow" ventilation through rear quarter extractor vents with direct front footwell and face level ventilation.  
Body rust-proofed through "Rotodip."

##### Seating and Interior Trim:

Pressed steel frames, carrying Pirelli straps covered in full foam pads.  
Full width bench seat front and rear with sewn vinyl covers. Vinyl covered rear parcel shelf.

Woodgrained instrument fascia.

##### Exterior Trim:

Zinc diecast grille.  
Stainless steel windscreen and rear window mouldings.

##### Instruments:

Full range of instruments and warning lamps.

### P76 SUPER

#### MECHANICAL

##### Engine:

OHC Six at 2623 c.c.—160.1 cu. in.  
Aluminium V8 at 4416 c.c.—269.3 cu. in.

##### Dimensions:

Wheel base 111.24 in. (2826 mm)  
Overall length 192.05 in. (4878 mm)  
Overall width 75.2 in. (1910 mm)  
Overall height 54.11 in. (1374 mm)  
Ground clearance 7.5 in. (191 mm)  
Kerb weight 2838 lb. (1290 kg)

##### Boot Compartment:

Boot capacity 36.0 cu. ft. (1.02 m<sup>3</sup>)

##### Suspension:

Front—MacPherson struts with coil springs, dampers and separate anti-roll bar.  
Rear—Four link with coil springs and dampers.

##### Steering:

Rack and pinion.  
Turning circle 37 feet (11.30 metres)

##### Brakes:

Power boosted 10 $\frac{3}{4}$ " (273 mm) discs on the front; 9" (229 mm) drums on rear.

##### Windscreen Washer and Wipers:

Full programmed wash; wipers activated with depression of washer button; screen wet prior to wipers operating.

##### Body Features:

"Through Flow" ventilation through rear quarter extractor vents with direct front footwell and face level ventilation.  
Body rust-proofed through "Rotodip."

##### Seating and Interior Trim:

Pressed steel frames, carrying Pirelli straps covered in full foam pads.  
Bucket seats with moulded back panels.  
Front centre arm rest and stowage console.

Rear centre folding arm rest.

Colour keyed loop pile carpet.

Padded rear parcel shelf.

Recessed energy absorbing sunvisors.

Woodgrained dash and instrument fascia.

Padded door waistrail cappings.

##### Exterior Trim:

Zinc diecast grille.  
Stainless steel windscreen and rear window mouldings.

##### Instruments:

Full range of instruments and warning lamps.

Plus:

Clock.

Trip odometer.

Battery condition gauge.

##### Courtesy Lamps:

Front ashtray lamp. Boot lamp. Under bonnet lamp. Glove box lamp.

### P76 EXECUTIVE

#### MECHANICAL

##### Engine:

Aluminium V8 at 4416 c.c.—269.3 cu. in.

##### Dimensions:

Wheel base 111.24 in. (2826 mm)  
Overall length 194.3 in. (4935 mm)  
Overall width 75.2 in. (1910 mm)  
Overall height 54.11 in. (1374 mm)  
Ground clearance 7.5 in. (191 mm)  
Kerb weight 2905 lb. (1320 kg)

##### Boot Compartment:

Boot capacity 36.0 cu. ft. (1.02 m<sup>3</sup>)

##### Suspension:

Front—MacPherson struts with coil springs, dampers and separate anti-roll bar.  
Rear—Four link with coil springs and dampers.

##### Steering:

Rack and pinion.  
Turning circle 37 feet (11.30 metres)

##### Brakes:

Power boosted 10 $\frac{3}{4}$ " (273 mm) discs on the front; 9" (229 mm) drums on rear.

##### Windscreen Washer and Wipers:

Full programmed wash; wipers activated with depression of washer button; screen wet prior to wipers operating.

##### Body Features:

"Through Flow" ventilation through rear quarter extractor vents with direct front footwell and face level ventilation.  
Body rust-proofed through "Rotodip."

##### Seating and Interior Trim:

Pressed steel frames, carrying Pirelli straps covered in full foam pads.  
Bucket seats with moulded back panels.  
Front centre arm rest and stowage console.

Rear centre folding arm rest.

Colour keyed cut pile carpet.

Padded rear parcel shelf.

Recessed energy absorbing sunvisors.

Woodgrained dash and instrument fascia.

Padded door waistrail cappings.

##### Exterior Trim:

Zinc diecast grille.  
Stainless steel windscreen and rear window mouldings.

##### Instruments:

Full range of instruments and warning lamps.

Plus:

Clock.

Trip odometer.

Battery condition gauge.

##### Courtesy Lamps:

Front ashtray lamp.

Boot lamp.

Under bonnet lamp.

Glove box lamp.

Rear quarter reading/courtesy lamp with integral switch, rear door operated.

Kerbside illumination lamps in door arm rests, door operated. Door ajar lamp.

##### Audio Equipment:

Push button radio with fascia mounted speaker. Power aerial.

##### Boot Compartment:

Carpet floor covering. Spare tyre cover.

## SAFETY FEATURES

**Steering:** Offset steering column. Energy absorbing cylinder in steering column. Padded steering wheel hub and spokes.

**Brakes:** Split circuit—front/rear. Pressure proportioning valve in rear circuit.

**Fuel System:** Petrol tank mounted behind the rear axle.

**Body Features:** Uncluttered forward vision. Forward hinged bonnet. Full length door impact reinforcements. Zone toughened safety windscreen. Safety glass in side and rear windows.

Recessed exterior door handles. Door locks—anti-burst, double action internal locking with recessed handles. Right hand exterior rear vision mirror.

**Seating and Interior Trim:** Rear squabs—pressed steel pan. Separate adjustable front head restraints. Seat belts for all passengers. Padded door arm rests on all four doors. Energy absorbing sunvisors. Knock off safety interior anti-glare rear vision mirror (Deluxe only). Knock off

safety interior dual reflective rear vision mirror (Super and Executive). **Instrumentation and Warning Lamps:** Hazard warning indicator lamps. Rocker switch controls. Variable intensity instrument illumination. Door ajar lamp (Executive only).

**Windscreen Washer and Wipers:** Two speed wipers concealed beneath bonnet when parked, anti-glare finish. Four jet washers with concealed outlets. Non-lifting windscreen wiper blades.

**Exterior Lamps:** Front and rear turn signal repeater lamps. Reversing lamps. Two 7" diameter "Performance Range" headlamps (Deluxe only). Four 5 $\frac{3}{4}$ " diameter "Performance Range" headlamps (Super and Executive).

**Tyres:** E78Lx14 cross ply (6 cylinder). E78Sx14 cross ply (V8). 185SRx14 Radial Ply (Executive).

**Ventilation and Heating:** Two speed fan. Full width windscreen demisters.



# T-SHIRTS



## Just in time for summer.

We have a limited quantity of these T-Shirts available NOW.

Sizes **LARGE** and **X-LARGE**.

Superior quality Australian made shirt with our logo screen printed on the front as per the photo.

**LARGE** measures 53cm chest

**X-LARGER** measures 61cm chest measured flat

Buyers will not be disappointed.

**\$25.00 plus \$10.00 postage.** Tracked, anywhere in Australia.



Online on our Facebook page we are holding another Show and Shine. As of writing this newsletter I have received just over one hundred entries. All the entries will be printed off in thumbprint form, screwed up and drawn out of a bucket to make the whole thing fair. The management of Lifestyle where we live up here in Shepparton will be invited to draw out the winners.

Entries close on Monday the 27<sup>th</sup> of September at 1pm.

If you have not entered, please enter, anyone can win.

## BRIEF SPECIFICATION

**ENGINE:** 4 cyl., pushrod o.h.v., 58 m.m. bore x 76 m.m. stroke, 803 c.c. Comp. ratio, 7.2 : 1. 30 b.h.p. at 4,800 r.p.m. Torque, 40 lbs./feet at 2,400 r.p.m. 13.06 m.p.h. per 1,000 r.p.m. in top gear.

**TRANSMISSION:** Single dry-plate clutch, four-speed gearbox, synchromesh on top three ratios. Ratios 5.29, 8.88, 13.69, 21.68. Central control lever.

**BRAKES:** Lockheed hydraulic, two-leading shoe, handbrake lever between seats. 7" drums.

**BODY AND CHASSIS:** Monoconstruction, six-light, four seater. Bucket seats in front.

**SUSPENSION:** Independent front, by torsion bars and links; semi-elliptics at rear. Double-acting shock absorbers.

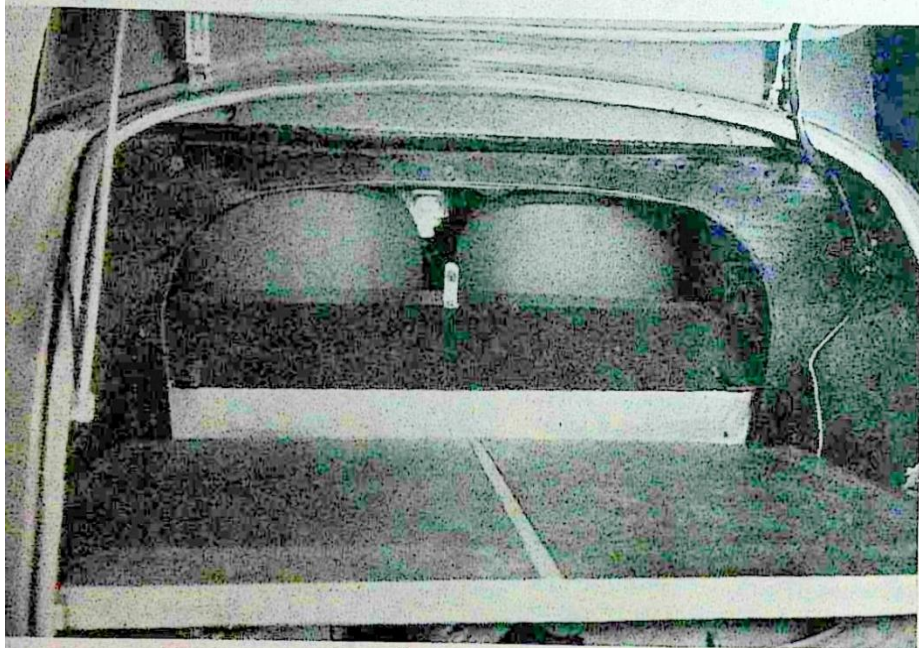
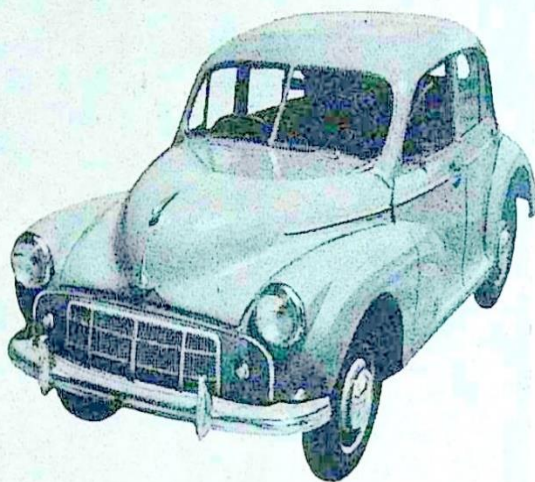
**STEERING:** Rack and Pinion, turning circle 33 feet, 2½ turns of wheel from lock to lock.

**WHEELS:** 14", 500 x 14 tyres, disc, pressed steel.

**ELECTRICAL SYSTEM:** 12 volt, 38 amp. hour battery.

**DIMENSIONS:** Weight, 1,728 lbs. Wheelbase, 7 ft. 2 ins.; track, 4 ft. 2½ ins.; overall length, 12 ft. 4 ins.; height, 5 ft.; ground clearance, 6½ ins.; frontal area, 18½ sq. ft.

The B.M.C. Engine (opposite page) is accessible and tidy. Note the S.U. carburettor with the inclined manifold. External appearance (below) is unchanged except for a new bonnet ornament. Capacity of the luggage locker (middle of page) is increased by the drop-down rear seat. Roomy for a car of this size, the interior admits plenty of light (bottom).



**A**N interesting new model now seen on Australian roads is the Morris Minor four-door saloon, powered by the British Motor Corporation push-rod o.h.v. engine.

The car, with this exception, is the same as the previous series, but the change is sufficient to alter the characteristics of the Minor considerably.

The conception of a scaled-down car offering accommodation for four people, with four doors, and a road-holding and handling which permits full use to be made of the not unsubstantial performance has been particularly well received in this country. The Minor, the most successful post-war small car, has introduced small-car motoring to an entirely new class of user because it does a much more efficient job than was expected of 8 h.p. cars before the war.

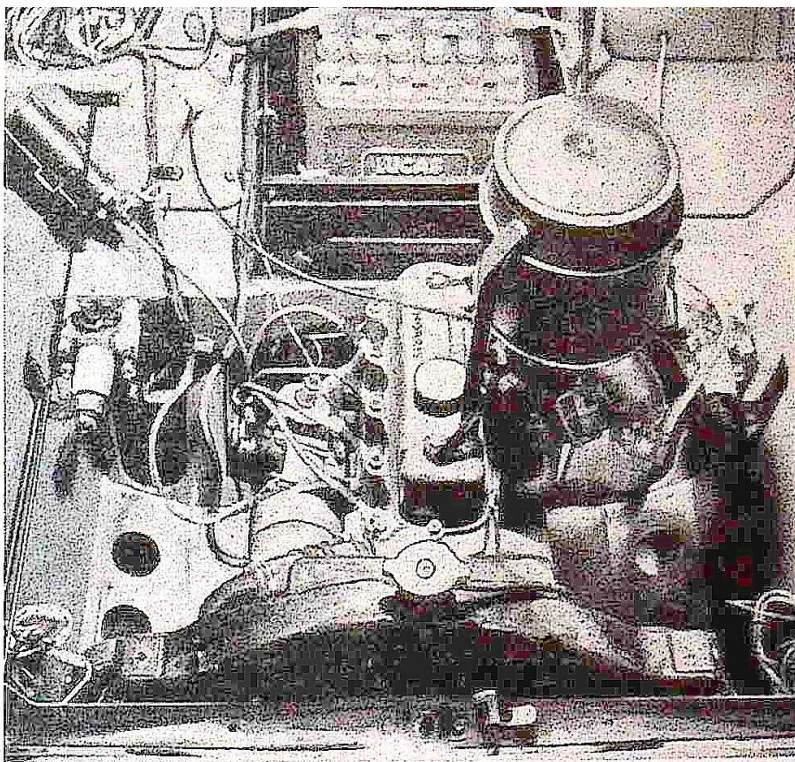
The advantages obtained from the new o.h.v. motor are twofold. Firstly, it offers performance characteristics more suited to the average user of the car. Again, because the engine is produced in large numbers it offers some protection to the consumer against the rising production costs which have so troubled the motor industry.

Although orthodox, the motor is interesting. It has push-rod operation of the valves from a chain-driven camshaft, aluminium pistons and lubrication by a vane pump driven from the end of the camshaft. An S.U. carburettor supplies the fuel.

The swept volume is 803 c.c.s.,

# A New Morris Minor

*An O.H.V. engine has replaced the side-valve unit in this four-door saloon, giving better acceleration and stronger climbing.*



against the 918 c.c.s. of the earlier model, but the newer engine develops fractionally more torque and 30 b.h.p. at 4,800 r.p.m. as against 27.5 at 4,400 r.p.m. for the side-valve unit.

The torque is 40 lbs. feet at 2,400 r.p.m., and the gearing is 13.6 m.p.h. per 1,000 r.p.m. in top.

To suit the characteristics of the unit the rear axle ratio has been lowered from 4.55 to 5.29. While increasing the acceleration and hill climbing ability, this alteration does not detract from the top speed because there is a greater engine speed available. In fact, in one test, the new version showed an improvement of 1 m.p.h. to a maximum of 62 m.p.h.

However, speeds available in the gears are curtailed, with a normal maximum in third of 34 as against a previous 38 m.p.h., and an ultimate in third of 42 as against 46 m.p.h. This loss of intermediate speed is offset by enhanced hill climbing.

The gain in acceleration has been quite marked.

The new figure, from ten to thirty in top gear, the most-used range, is 16 seconds, compared with the old time of 23 seconds—a gain of nearly one-third.

The overall effect is that liveliness and performance have been increased for traffic use without anything being taken away from the ability of the car to cruise at quite high speeds for its size.

There is a new gearbox, with the central gear lever mounted on a rear extension. No telescopic joint is used

on the propeller shaft. The front yoke is internally splined and slides on the gearbox driving shaft.

Although the other constructional features have not changed, it is worth reiterating them here.

Altogether, the car is well balanced. The body and chassis are combined in a mono-construction method used by Morris since 1938.

Independent front suspension by torsion bars, with rack and pinion steering, give a roadholding and handling well above the standard expected of touring cars.

The driving position is comfortable, aided by the individual seats, and visibility is good although the right-hand windscreen pillar is a noticeable obstruction. All the controls fall well to hand, and the gearbox is pleasant to use. The clutch is smooth, and quite fast changes can be made although it is possible to beat the synchromesh.

Riding comfort is very good. A little pitching is noticed but the ride is not harsh, nor is it sloppy. There is very little roll on corners, even when they are taken at speeds worthy of a competition car.

The brakes are powerful and do not fade under severe use. The handbrake is the usual Morris pull-up type between the seats, a pleasingly direct method of operation. The adjustment of the brakes at each wheel automatically adjusts the handbrake.

Passenger seating is within the wheelbase, and the upholstery is in vynex.

The interior fittings are plain, but adequate and attractive. The impression gained is one of neatness, and certainly not cheapness.

Detail equipment is quite complete. There are two ashtrays, pile carpets, twin bucket seats adjustable on the driver's side, a glove box and a full-width parcel shelf. Twin sun visors are fitted, together with hinged ventilating panels in the front windows and flush, pull-out door handles. Demisting ducts are built-in and provision is made for fitting a radio and heater.

Again, the electrical equipment is quite comprehensive. There is a main headlight beam indicator on the fascia, separate side lights, twin windscreen wipers, trafficators with automatic cancelling and a roof lamp in addition to the normal equipment.

Instrumentation is adequate. There is a speedometer, fuel and oil gauges and a warning light for the ignition.

Provision is made for heating equipment and a radio, and demisting ducts for the windscreen are built into the car.

The luggage locker is of useful size, with the spare wheel housed in a separate compartment underneath and accessible through the boot lid.

The car examined and photographed by "Wheels" was supplied by the manufacturers, Nuffield (Australia) Pty. Ltd. A "Wheels" road test of the car will be given at a later date.

The price of the Morris Minor saloon is £710, plus £117/1/5 sales tax, giving a total of £827/1/5.



*Lifestyle*  
SHEPPARTON

Social Club presents

# SHOW CLASSIC — AND — Shine

OPEN TO ALL VEHICLES 25 YEARS AND OLDER

**\$5** Entry per  
Vehicle  
(including passengers)

Opposite Lifestyle Shepparton

65 Channel Road, Shepparton

**Sunday 14th November**

9am to 2:30pm (Entry from 8am)

Contact Gary Turner 0426 951 939

*Coffee truck and food trucks. Many categories and prizes!*

## OUR SPONSORS



SHARE THE PASSION



**Ken Muston Automotive**

03 562 6666 - [www.kenmuston.com.au](http://www.kenmuston.com.au)



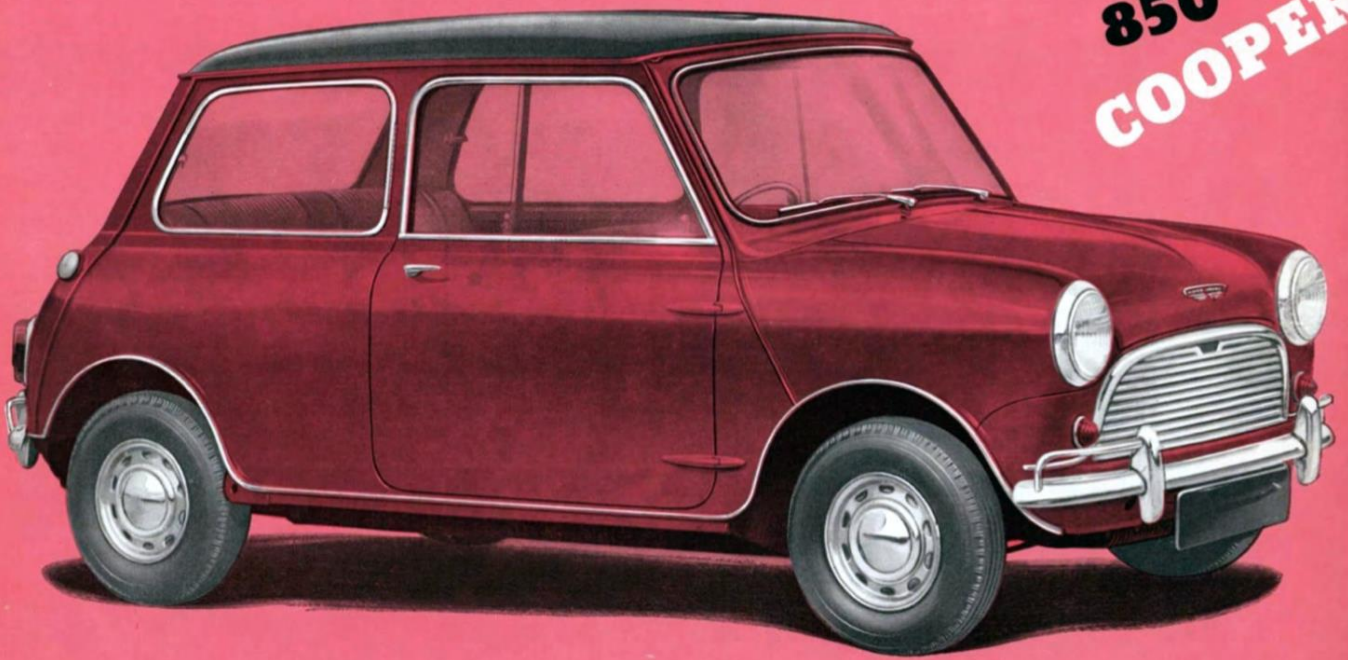
Proudly supported by the Greater Shepparton City Council.

***All system's go for this Show and Shine.***

*For Superperformance!* **AUSTIN  
850  
COOPER**



**AUSTIN  
850  
COOPER**



## ...for the enthusiast!

Based on the revolutionary Austin 850 sedan, this latest newcomer to the range has been specifically designed for turn-pike travel. For the person who enjoys the maneuverability and park-easy characteristics of this type of car, but who also needs quick, inter-city coverage, the 997 c.c. Austin Cooper 850 is the undisputed answer to the problem.

This 2-door sedan has an all-day cruising speed in the seventies, yet there is power enough in hand to achieve a maximum speed of 90+ m.p.h.! To the super-safe system of all-round independent suspension, transversely mounted engine, and front-wheel-drive transmission — already proven in practice as being years in advance of its time — is added an additional safety factor . . . disc brakes installed on the front wheels! Specially developed for the Austin Cooper 850, it is the only car of its class in the world to be so equipped!

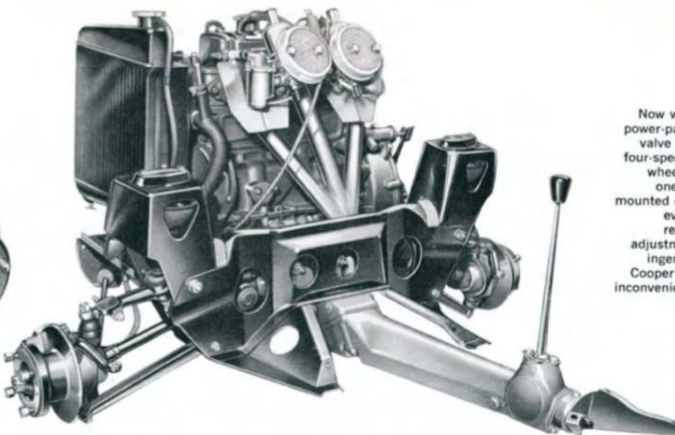
A truly remarkable combination of 'big-car' comfort and performance with 'small-car' convenience and economy, the Austin Cooper 850 sedan offers unrivalled value for money.



Centrally placed on the dash, the instrument panel contains three easy-to-read instruments. The speedometer contains a fuel gauge, while separate gauges are provided for water temperatures and oil pressure.



A fast car must be able to stop — fast! 7 in. front disc brakes provide the necessary confidence for high-speed travel.



A super-luxury interior — and all the comfort and space for which the Austin 850 is famous! Being trimmed in a washable, vinyl-treated fabric, the upholstery can be kept spotlessly clean. Both front seats are adjustable and there is ample out-of-the-way storage space to supplement the luggage trunk in the rear. Each door has a large open pocket, and on each side of the rear seat is a companion box capable of taking quite big parcels.

To prevent windshield reflections certain parts of the dash are trimmed in black vinyl, and an ashtray is included in the center of the top surface.

Completing the interior appointments is a deep-pile fitted carpet which is carried through to the floor of the lockable trunk compartment, beneath which is the spare wheel.



Trailing tubular levers have been employed in the construction of the independent rear suspension. Maintenance-free solid rubber 'springs' promote rock-steady, constant, road-holding characteristics, and telescopic, hydraulic shock absorbers insure smooth anti-sway cornering. The trailing arms also carry the stub shafts for the wheel hubs and the complete rear suspension is assembled on a sub-frame which is mounted to the body at only four points.

## Specification

**ENGINE:** In-line, water-cooled, overhead-valve, 4-cylinder. Three-bearing counterbalanced crankshaft. In unit with clutch, gearbox, and final drive. Installed transversely at front of car. Bore 2.458 in.; stroke 3.202 in.; cubic capacity 60.85 cu. in. (997 c.c.); compression ratio 9:1; maximum b.h.p. 56 at 6,000 r.p.m.; maximum torque 54.5 lb. ft. at 3,600 r.p.m.

**Fuel System:** Two S.U. carburetors, type HS2 with pancake-type air cleaner. S.U. electrical fuel pump, type SP, mounted under tank at rear. Fuel tank capacity 6.5 U.S. gallons. Fuel filters in pump and fuel tank.

**Lubrication System:** Full pressure to engine bearings; sump forms oil bath for gearbox and final drive; internal gear-type pump driven by camshaft; full-flow oil filter with renewable element; gauze strainer in sump; magnetic sump drain plug; oil capacity, including transmission, 9 U.S. pints approximately, plus 1 pint for filter.

**Ignition System:** 12-volt coil, and distributor with automatic and vacuum control.

**Cooling System:** Pressurized radiator with pump, and thermostat; capacity approximately 6.3 U.S. pints, plus 1 pint for heater.

**CHASSIS:** Transmission: Clutch, 7½ in. diameter, hydraulic operation by pendent pedal. Gearbox, 4-speeds with synchromesh on second, third, and top; in unit with engine and final drive; remote control central floor gear change lever. Final drive to front wheels via helical spur gears, universal joints, and open shafts; drive casing in unit with engine and gearbox.

Gear Ratios	Final Drive	Overall	Road Speeds at 1,000 r.p.m.
Reverse 3.200:1	—	12.048:1	—
1st 3.200:1	—	12.048:1	4.633 m.p.h.
2nd 1.916:1	—	7.214:1	7.739 m.p.h.
3rd 1.357:1	—	5.109:1	10.92 m.p.h.
Top 1.000:1	3.765:1 (17/64)	3.765:1	14.824 m.p.h.

**Steering:** Rack and pinion; 2½ turns lock to lock; 2-spoke, 15¼ in. diameter steering-wheel; turning circle 31 ft.

**SUSPENSION:** Front (includes final drive)—Independent with levers of unequal length. Swivel axles mounted on ball joints. Rubber spring and shock absorbers mounted above top levers. Top levers roller bearing and lower levers rubber-mounted at inner end. Fore and aft location by rubber-mounted tie-rod. Rear—Independent trailing tubular levers with rubber springs and shock absorbers. Levers carry stub shafts for hubs, which have twin dual-purpose bearings. Telescopic hydraulic shock absorbers all round.

**BRAKES:** Foot—All 4 wheels hydraulically operated by pendent pedal. 7 in. diameter disc brakes at front and 7 in. diameter x 1¼ in. wide drum brakes at rear. In order to achieve efficient and positive braking, a hydraulic intensifier is superimposed in the line between the master cylinder and the front disc brakes, while a pressure limiting valve is introduced between the master cylinder and the rear drum brakes for the purpose of eliminating rear wheel lock up in emergency application. Hand—Central pull-up lever which operates on rear wheels.

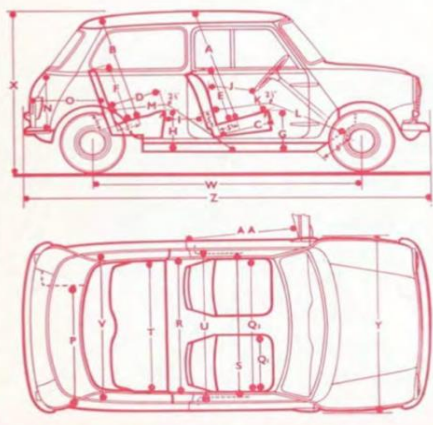
**ROAD WHEELS:** Pressed-steel, 4-stud fixing. 5.20—10 tubeless tires.

**ELECTRICAL:** 12-volt, 30-amp.-hr. capacity battery at 10-hr. rate (34 amp.-hr. at 20-hr. rate), located under floor of boot. Sealed beam unit headlights with foot-operated dip switch; rear lights, stop lights, reflectors, and flashers are all combined in single units; rear number-plate illuminating light; roof light with integral switch; separate front flashers, self-cancelling switch under steering-wheel with warning light in the end of the lever. Twin-blade electrical windshield wipers. Single horn, with push in center of wheel. Concealed instrument illumination.

**INSTRUMENTS:** Speedometer, with fuel gauge and warning lights to show generator not charging and headlight high-beam position. Separate gauges for oil pressure and water temperature. The various switches, including combined ignition/starter switch, are mounted on a panel in the center of the parcel shelf.

**COACHWORK:** Four-seater, two-door sedan of all-steel unitary construction. Hood top hinged at rear edge and supported in open position by pivoted rod. Hood lock and safety catch incorporated behind radiator grille. Curved, laminated-glass windshield with twin-jet windshield washer. Each door has a large inside pocket and is fitted with 2 independently adjustable sliding glasses. The doors are opened from inside by chromium-plated, lever-type handles. Hinged quarter windows. Wide, curved rear window. Rear luggage compartment contains spare wheel and tire, and has drop-down, luggage-carrying lid with hinged number-plate and lockable handle. Bright plastic external finishers fitted to windshield and rear window. Door window frames and lower panel sills have bright metal finishers. Chromium-plated wheel embellishers, rear number-plate light, fuel filler cap, also front/rear bumpers with over-riders and tubular extensions. Entire interior trim completed in washable vinyl-treated fabric; windshield bottom rail and side cappings trimmed black to eliminate windshield reflections. Ashtray incorporated in dash. Large oval instrument panel, trimmed black, contains speedometer with oil pressure and water temperature gauges. Full-width parcel shelf runs beneath and contains central switch panel. Interior anti-glare mirror and dual sun visors. Adjustable front seats. Front and rear seat cushions upholstered with foam rubber. Companion box on each side of rear seat includes ashtray. Interior roof light fitted. Parcel shelf behind rear seat and supplementary luggage space beneath. Kicking protectors fitted to doors and door sills. Entire floor, including spare wheel cover in luggage compartment, covered in hard-wearing carpet, with under-felts. Extensive sound-deadening is applied to the main body panels.

**OPTIONAL EXTRAS:** Heater, whitewall tires.



## Dimensions

AA 2 ft. 8 in.	A 3 ft. 1½ in.	B 2 ft. 10½ in.	C 1 ft. 6 in.	D 1 ft. 5 in.
E 1 ft. 7 in.	F 1 ft. 8 in.	G 1 ft. 1½ in.	H 1 ft. 1 in.	I (max.) 11½ in.
J (min.) 7½ in.	J (max.) 1 ft. 4½ in.	K (min.) 1 ft. 0½ in.	K (max.) 6½ in.	L (max.) 3 ft. 7½ in.
M (min.) 3 ft. 5 in.	M (max.) 3 ft. 8½ in.	N (min.) 3 ft. 2½ in.	N (max.) 1 ft. 6 in.	O 1 ft. 10 in.
P 3 ft. 2 in.	Q1 1 ft. 8 in.	Q2 3 ft. 7½ in.	R 3 ft. 5 in.	S 3 ft. 5½ in.
T 3 ft. 5 in.	U 3 ft. 10 in.	V 3 ft. 8½ in.	W 6 ft. 8 in.	X 4 ft. 5 in.
Y 4 ft. 7½ in.	Z 10 ft. 0¼ in.	Trunk Area 5½ cu. ft.	Track (Front) 3 ft. 11¾ in.	Track (Rear) 3 ft. 9¾ in.



**For the man with the Octagon Spirit...**

magic in a new shape **MGB MG GT**



# Here is true elegance . . . plus classic M.G. performance . . . the octagon spirit in a new shape

A Grand Touring car, in the spirit of the official definition, is a car with the performance of a sports model, the comfort and ease of a saloon, and the ability to cover hundreds of miles non-stop without fatiguing the driver or passenger. The MGB GT admirably fulfils these qualifications and maintains the style and traditional quality of M.G. Personal pride of workmanship, inherent in the name, is manifest in many ways—luxurious fully appointed interior with hand-made English leather bucket seats, careful attention to coachwork assembly and finish, and the many other details of perfection that make a truly great motor-car.

The wire wheels illustrated throughout this catalogue are optional equipment. (Standard for Export.)

## The MGB GT

Those who want the truest test of 310 cc just that is the MGB GT.

Performance and comfort have been combined in this magnificent coupe. It is fitted out with functional elegance and engineered with M.G. care. Specially designed to suit all kinds of weather, the MGB GT is designed to do as good a job of hard, wet, cold motoring as any sporting gentleman—or his lady—could wish to require.

M.G. have mastered certain geometrical problems. Among them is suspension design that gives a car the certain ability to corner extremely fast in safety. The MGB GT achieves independent front suspension by coil spring with wishbone-type links, with hydraulic damping, rear suspension by live axle with semi-elliptic springs. Front-wheel disc brakes with 10½-inch discs and rear brakes with 10-inch diameter drums give the steel construction for hard, fade-free braking. Low-speed lock-up and self-parking. The GT has positive direct steering by rack and pinion with 2.9 turns lock to lock.

True performance and comfort can go hand in hand with economy. The MGB GT is the lowest-priced true GT Coupe you can own—test, as with all M.G.s, it will be worth more longer.



## SPECIFICATION

**ENGINE:** Four-cylinder c.v.h. operated by push-rods from 3-bearing camshaft with roller-chain drive and automatic chain tensioner. Five-bearing, counter-balanced crankshaft with renewable bearing liners. Solid-steel, aluminium-alloy pistons with 1 scraper ring and 2 compression rings. Connecting rods with renewable, steel-backed, lead-indium bearings. Bore 3.15 in. (80.26 mm). Stroke 3.5 in. (88.9 mm). Capacity 1798 cc. (109.9 cu. in.). High-compression engine develops 95 b.h.p. at 5400 r.p.m. (standard). Compression ratio 8.5 : 1. Maximum torque 110 lb. ft. at 3000 r.p.m.

**Fuel System:** Twin 5 U.I. semi-downdraft carburettors fed from rear-mounted S.U. H.P.-type electric fuel pump. Air cleaner fitted to each carburettor. Tank capacity 12 gallons (14.4 U.S. gallons, 54.4 litres).

**Lubrication System:** Full-flow external oil filter with renewable element. Oil cooler.

**Ignition System:** Oil-filled coil. Automatic advance and retard with centrifugal and vacuum control.

**Cooling System:** Pressurized radiator with impeller pump and fan. Circulation thermostatically controlled. Capacity 9½ pints (10 pints with heater).

**TRANSMISSION:** Clutch: Borg & Beck single-plate dry clutch with hydraulic actuation.

**Gearbox:** Four-speed all-synchromesh. Central remote-control gear change.

**Optional Overdrive:** Electronically controlled from switch on fascia; ratio in top gear 0.82 : 1.

**Fully Automatic Transmission:** Combines over-riding manual control and is available as an optional extra.

**Propeller Shaft:** Hardy Spicer, with needle-bearing universal joints.

**Rear Axle:** Tubed with hypoid final reduction gears. Axle ratio 3.909 : 1.

**Overall Gear Ratios:** First 33.446, second 8.470, third 3.40, top 3.909, and reverse 12.095 : 1. With optional overdrive—third 4.43, top 3.20 : 1.

**Road Speed at 1,000 r.p.m. in Top Gear:** 18 m.p.h. or when optional overdrive is fitted 22 m.p.h.

**STEERING:** Direct rack and pinion with large-diameter, spring-spoke clear-view steering-wheel, 2.9 turns lock to lock.

**SUSPENSION:** Front: Independent by coil springs and wishbone-type links controlled by hydraulic dampers and anti-roll bar. Rear: Semi-elliptic springs controlled by hydraulic dampers.

**BRAKES:** Lockheed hydraulic system employing discs at front and drums at rear. Front disc diameter 10½ in. (27.3 cm.), rear drum diameter 10 in. (25.4 cm.). Cable-operated, centrally positioned hand brake lever actuating brakes on rear brake-shoes.

**ROAD WHEELS:** Dunlop 5J 14 well-bell disc-type wheels with 4-stud fitting fitted with Dunlop 500-14 nylon tires with tubes. Wire wheels optional for Home market, standard for Export.

The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at any time without notice. Sales are made subject to and with the benefit of the standard Conditions of Sale and Warranty given by the Distributor or Dealer by agreement with The British Motor Corporation Limited.



The British Motor Corporation Limited  
Birmingham, England

## ERRATUM

**ELECTRICAL:** belt-driven dynamo should read 11 AC alternator.

**ELECTRICAL:** Twin 6-volt batteries mounted in belimed position under rear seat; suppressor equipment; belt-driven dynamo; compensated voltage control; dual-controlled ignition and starter switch; electric tachometer; self-parking, twin-blade windscreen wipers; stop tail lamps incorporating flashers and reflectors; twin reversing lamps; double-dipping headlights with sealed-beam units; foot-operated dip switch; side-lamps integral with flashers.

**INSTRUMENTS:** Large speedometer with dead-beat reading; headlights high-beam warning lamp; large electric revolution indicator with ignition warning lamp; oil pressure, fuel, and water temperature gauges. Fuel warning indicator lamps on fascia panel; map-reading lamp and switch; windscreen wiper switch; mixture control; lighting switch; starter/ignition combined switch; panel lamp and switch with rheostat; direction indicator switch on steering-column with combined headlamp flasher switch; windscreen washer operating control; horn-button in steering-wheel centre.

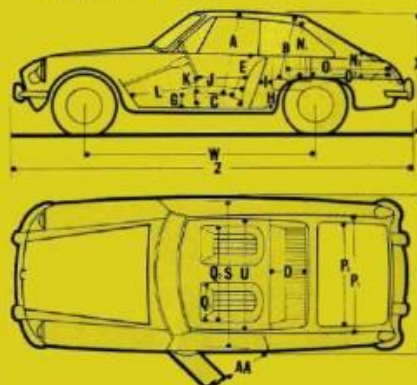
**COACHWORK:** Two-door, 2-seater GT Coupé of all-steel mono-construction; cold-air ventilation to cockpit from grille in front of windscreen away from exhaust fumes; adjustable bucket-type seats over-riding at rear seating; leather upholstery with leathercloth on non-wearing parts; fitted carpet over gearbox tunnel; P.V.C.-coated rubber mats on floor; one-piece bonnet hinged at rear; large rear compartment with carpeted floor and hinged quarter-lights. Access by large upward opening spring-assisted counterbalanced tail-lift with concealed hinges and safety-glass window. Rear seat squab folds forward to extend luggage platform; curved, laminated safety-glass windscreen; fully winding door windows with hinged quarter-lights; windscreen washers; wide, rear-opening doors fitted with outside handles and anti-bulb locks; flush-fitting interior handles; front and rear over-riders; driving-mirror; spare wheel, tools, and jack housed beneath hinged floor at rear compartment; provision for fitting radio, BMC seat belts, and fresh-air-type heater.

**OPTIONAL EQUIPMENT:** Automatic transmission; overdrive; fresh-air heater and demister; SP tyres; Whitewall tyres; wire wheels; ashtray; electrically heated rear window.

**SELECTED ACCESSORIES available from your Distributor or Dealer:** Seat belts; switch panel; touch-up paint; five extragrip; individual hand tools; rubber mats; seat covers; travel rug; fog and driving lamps; badge bar; twin horns; wing mirror; wheel discs; cigar lighter.

**EXPORT SPECIFICATION:** To suit overseas market requirements the following production alternatives to the above specification are available at no extra cost: Engine: Compression ratio 8 : 1 or 8.5 : 1. Low-compression engine develops 91 b.h.p. at 5,400 r.p.m. (standard); maximum torque 105 lb. ft. at 3,000 r.p.m. Electrical: Double-dipping headlights without sealed beam. Standard Equipment: Oil cooler; wire wheels; front and rear over-riders; m.p.h. or km.p.h. speedometer; twin horns; L.H.D. R.H.D. Optional Equipment at extra cost: Automatic transmission; fresh-air heater and demister units; radio; chromium wire wheels; Whitewall and SP tyres; ashtray; cigar lighter; overdrive; electrically heated rear window.

## DIMENSIONS



Front seat head room	A	37 in.	93.88 cm.
Rear seat head room	B	36 in.	91.43 cm.
Front seat cushion depth	C	15 in.	38.10 cm.
Rear seat cushion depth	D	15 in.	38.10 cm.
Front seat squab height above cushion	E	31 in.	78.74 cm.
Front seat cushion height above floor	G	9 in.	22.86 cm.
Rear seat cushion height above floor	H	13½ in.	34.29 cm.
Distance between front and rear seats—max.	I	6 in.	15.24 cm.
Steering-wheel to squab—max.	J	22½ in.	57.15 cm.
Steering-wheel to squab—min.	J	14½ in.	36.83 cm.
Steering-wheel to cushion	K	6 in.	15.24 cm.
Front seat leg reach—max.	L	46 in.	116.83 cm.
Front seat leg reach—min.	L	36½ in.	92.70 cm.
Rear compartment height—max.	N1†	19 in.	48.26 cm.
Rear compartment height	N2	10 in.	25.40 cm.
Rear compartment depth—max.	O1†	37 in.	93.98 cm.
Rear compartment depth	O2	28 in.	71.12 cm.
Rear compartment width—max.	P1	57 in.	144.78 cm.
Rear compartment width	P2	36½ in.	92.70 cm.
Front seat cushion width—in-curved	Q1	18 in.	45.72 cm.
Front seat cushion—over-all width	Q2	44 in.	111.76 cm.
Width between front doors—max.	S	50½ in.	128.27 cm.
Shoulder width over front seat	U	46½ in.	118.10 cm.
Wheelbase	W	46 in.	116.83 cm.
Over-all height	X	49½ in.	125.70 cm.
Over-all width	Y	59½ in.	151.14 cm.
Over-all length with over-riders	Z	153½ in.	389.10 cm.
Front door entry width	AA	30 in.	76.20 cm.
Track at front		49 in.*	124.46 cm.
Track at rear		48½ in.*	123.09 cm.
Turning circle—left- or right-hand lock		32 ft.	9.75 m.
Ground clearance		8 in.	20.32 cm.
Weight		2,190 lb.	993 kg.
† With rear seat folded flat			
* With wire wheels—49½ in. (125.09 cm.)			



Fashioned with finesse . . .  
finished with care . . . a new classic

## MGB GT

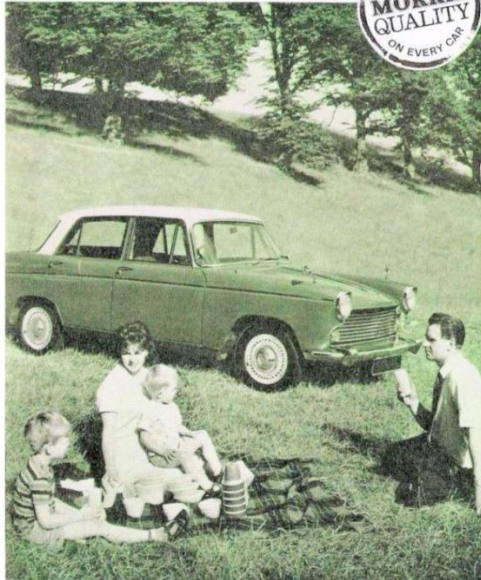
**PERFORMANCE.** With a long racing and rally history, the competition-proved M.G. power unit is a rugged five-main-bearing engine of sparkling performance. Twin carburettors enable its 1798 c.c.'s to develop an easy and reliable 95 b.h.p. A full 28 miles per gallon is not unusual. Top speed is in excess of 105 m.p.h. Power transmission is through a single-plate hydraulic clutch and all synchromesh four-speed close-ratio gearbox. The gear ratios are ideally spaced for high-speed motoring on motorways or powerful acceleration on twisting side-roads. Overdrive is optional and works on third and high at the flick of a switch. Automatic transmission is also an optional extra with a convenient selector lever on the gearbox tunnel.

**COMFORT.** The touch of luxury and careful attention to detail is everywhere evident in the G.T.'s cockpit. Twin bucket seats hug driver and passenger on fast corners, ample padding keeps you contoured and comfortable, even after many hours fast motoring. Seat backs are adjustable for rake and the sliding adjustment provides leg room to spare for over-six-footers. The main instruments—speedometer and engine revolution counter—are in front of the driver, with auxiliary instruments for fuel, water temperature, and oil pressure to each side. Minor controls, including flick switches for lamps and windscreen wipers, are placed within easy reach. The glovebox is lockable and holds plenty of maps and gadgets. Anchorage points are built in, to which your Distributor or Dealer can fit BMC approved accessory seat belts.

**CONVENIENCE.** Behind the seats you will find plenty of room for baggage or occasional seating for children, and the flat floor lifts for access to the spare wheel. Rear seat back tips forward allowing the full rear compartment to be used for luggage. The interior is richly carpeted and upholstered throughout. Vision comes in for special attention in the MGB GT. The windscreen—wide and deep—wraps round at the sides to eliminate blind spots. Big side windows wind out of the way quickly, quarter-lights swivel for ventilation. The rear window is enormous—gives full rearward vision and opens wide for quick and convenient loading.



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**Mini-Minor.** The most revolutionary car in years. Now fitted with the fantastic 'Hydrolastic' suspension. Masses of space. Sparkling performance, real economy, and easy parking. Available in Standard, De-luxe, or Cooper versions.

**Morris 1100.** Destined to be a world beater, already acclaimed by many as the car of the sixties. Seating for four or five within compact overall dimensions. Sparkling performance with excellent economy. Brilliant 'Hydrolastic' suspension, smooths away all road bumps and ensures stability on corners.



**Mini-Traveller.** A practical, versatile, and compact vehicle with a giant-sized capacity is the Mini-Traveller, another variety of the world-renowned Mini saloon. Available in wood or steel versions.

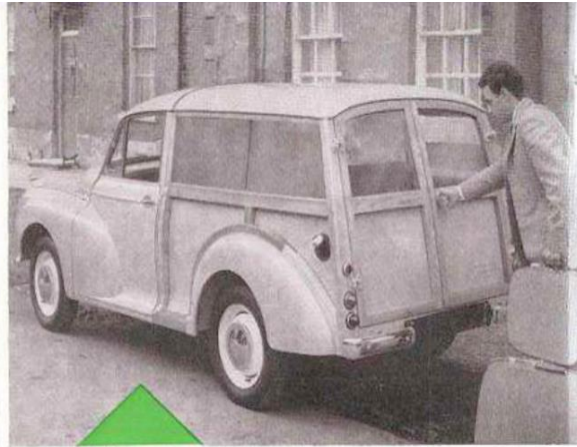
**Oxford.** A large four-door saloon offering luxurious seating, extensive luggage accommodation, and smooth, powerful performance. A quality car chosen by many as the best all-round family car. Roomy, quiet, and well appointed. Available with a diesel-powered engine for the owner with an eye on economy.





**Minor 1000.** Britain's most successful small car with nearly 1,500,000 friends. A roomy, reliable, and highly proven car obtaining ample power from a 1096-c.c. engine. Available as a two- or four-door saloon or a convertible.

**Oxford Traveller.** The Oxford Traveller has all the qualities of the saloon, plus the all-purpose usefulness of the extra carrying space. With the rear seats folded there is enough room to sleep in the extensive luggage area. When the seat is erected the car transforms to a luxurious four- or five-seater with ample luggage space.



**Minor 1000 Traveller.** The most consistently favourite estate car today. Ideal for the family man, the small trader, or the business representative. Smart, versatile, and hard working, provides for years of reliable motoring.

Morris the name for family motoring. From the exhilarating Mini to the luxurious Oxford, sized, powered, and priced to meet your exact requirements. Choose the car that suits you, whether a saloon, traveller, or convertible, and enjoy the best of everything with comfort, economy, and lively performance. Whatever your family needs, it needs a Morris.

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MANAGING DIRECTOR

10 Pickering Road, Mulgrave Victoria 3170, Australia  
Tel: 9545 0111 Fax: 9545 0968  
Email: [mgworkshops@primus.com.au](mailto:mgworkshops@primus.com.au) [www.mgworkshops.com.au](http://www.mgworkshops.com.au)

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