

ISSUE #113



MARCH  
2024

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Victoria in 2014. A00615200N

## The “WOBBLE KNOCKER”



Badges of the cars at the Beveridge run 24/2/24.

BMC-Leyland Car Club Inc.

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

Phone number for all contact 0421841939



**OFFICE BEARERS**

<b>PRESIDENT.</b>	<b>(FOUNDER)</b>	Francis Borg
<b>VICE PRESIDENT.</b>	<b>(CO FOUNDER)</b>	Gary Turner
<b>SECRETARY.</b>		Christopher Pace
<b>TREASURER.</b>		Cheryl Sawyer

**ORDINARY COMMITTEE MEMBERS**

<b>MEMBERSHIP.</b>	Sue Wilson.
<b>EVENTS &amp; SOCIAL Coordinator.</b>	Sue Wilson
<b>REGALIA.</b>	Sue Wilson.
<b>EDITOR.</b>	Gary Turner.
<b>WEBMASTER.</b>	Francis Borg
<b>VICROADS CPS PERSON.</b>	Sue Wilson and Francis Borg.
<b>SUB COMMITTEE MEMBERS.</b>	Bryce Eishold, Russell Linden, Patrick Farrell, Vince Stok, Terry Sawyer, and Richard Simpson.

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

Francis Borg, Sue Wilson, Terry Sawyer, Vincent Stok, Russell Linden.

*The following members are authorized to sign Standard Declaration and Eligibility forms for the CPS.*

*These members are club scrutineers and Safety Officers.*

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.)*

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 get a certificate of roadworthiness.

The club scrutineer/official may inspect and declare the vehicle to be safe to use on the road.

**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.**

**The BMC-Leyland Car Club Inc; expressly deny liability for anything done or omitted to be done by any person in consequence with the contents of this publication. The Club and its Officers shall not be responsible for any transactions begun because of information published here in nor any misrepresentation made by an advertiser.**

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



## Presidents Report MARCH 2024.

Hi all,

Another excellent run organised by Richard and Carole. Travelling from Warrandyte to Beveridge, with a brief stop at the family home of Ned Kelly. The Beveridge hotel was excellent, with plenty of room, and the food was of a very high standard. I think we had about 16 cars, Mini's, MGB's a P76, Minor's, Triumph's, a Wolseley, and a Holden! What an eclectic range of vehicles, and with over 30 members it really was another good turnout.

Our next event, which is being organised by Alec and Sue, will be a pleasant jaunt on the Mornington Peninsula to Charlie's Auto Museum at Arthur's Seat, and then a café stop for lunch, which should also be one not to miss.

You will have seen that the Garage "Torque" day at Vince and Marion's has been postponed. Unfortunately, Vince has had to have a couple of unexpected surgical procedures, so I'm sure you will join me in wishing him well, and a speedy recovery.

The AGM is fast approaching. This year we are changing venues in an effort to be more central to the clubs membership. It is going to be held at the Sandown Park Hotel, Princess Hwy, Noble Park. As usual, we will be having our annual show and shine. With plenty of parking available, it will be great to see you all there.

Well, that's it for now, so until next time,

I look forward to seeing you on a run soon.

Francis.

**Current membership is 175 with 167 CPS cars– Sue.  
Real members 324.**



# UPCOMING EVENTS

Mark Your Calendars



## BMC-LEYLAND CAR CLUB 2024 RUN PROGRAM...

V. 16



S/EAST

**SUNDAY – MARCH 10<sup>TH</sup> – EXTRA RUN – TYABB AIR SHOW – LIMITED TO 10 FREE ENTRY TIX**  
10 British cars to display at Air Show – Convoy run from Baxter Freeway at 8am. C: Paul Buck

SOUTH

**SUN - MARCH 24<sup>th</sup> – Peninsula Run, Lunch & Car Museum.** From Peninsula Freeway BP to Arthurs Seat Car Museum, and onto lunch at the eclectic Blue Mini cafe: Co-ord's – Alec & Sue

WEST

**SUN - APRIL 21<sup>st</sup> – Daylesford Autumn Picnic Day Out** – Meet at 10am at BP Calder Racetrack outbound for coffee departing at 10.30am for a scenic back roads drive to beautiful Daylesford area for a picnic lunch at Jubilee Lake - and to explore the main street: Co-ord's: – Trevor & Lyn

SOUTH  
/ EAST

**SAT – MAY 25<sup>th</sup> - Gourmet Gippsland Run** - From Cardinia Outbound BP to Longwarry for coffee, then Grand Ridge Rd onto Mirboo North and lunch at Café Escargot! Co-ord: Bryce E

METRO

**SUN - JUNE 16<sup>TH</sup> – 3<sup>rd</sup> Annual "Battle of Waterloo" Picnic Run** with British & French Car Clubs combining again for a picnic run and the Battle Cup to be decided over a game of Petanque or Bowl's !!! (or Darts when it's our turn!!) Co-ord's : Citroen Car Club (& Paul Buck)

METRO

**SAT - JUL 13<sup>TH</sup> – BMCL 10<sup>th</sup> Anniversary Club AGM** – new central location at the Sandown Park Hotel (near the racetrack) and includes a Club Show-n-Shine and fabulous Buffet Lunch for a very special 10<sup>th</sup> Anniversary AGM & Party:

Co-ord: Cheryl Sawyer – "Don't miss this one!" "10<sup>th</sup> year celebrations..!!!"

WEST

**SUN - AUG 18<sup>th</sup> - Western Winter Wander** – Starting at the Keilor Hotel carpark a scenic winter's drive for morning tea in historic Lancefield, and onto a warm pub lunch at the restored Toobarac Hotel & Brewery with its roaring open fires!!! Co-ordinators: Rob & Anne

EAST

**SAT - SEPT 14<sup>th</sup> – Spring in The Dandenong's Run** – Starting at Rowville Shopping Centre via Cardinia Dam for a drive in the beautiful Dandenong Ranges, with country pub lunch at The Paradise Hotel in Clematis with Puffing Billy "puffing" past... Co-ordinator: Paul Buck

NORTH

**WED – FRI - OCT 16-18<sup>TH</sup> - Mansfield Midweek Country Trip away** –from Melbourne or Shepparton meeting in Wallan, then on the old Hume Hwy up "Pretty Sally" hill thru' historic Kilmore to Broadford for coffee, then over the Murchison Gap to Flowerdale and Yea for lunch, arriving Mansfield to stay at the fabulous Alzburg Resort. Thursday - run to historic Jamieson with lunch at the Jamieson Brewery & Grill. Friday : A Mansfield main street wander, meet at Coffee Grinders, visit the railway museum, then a club B.B.Q. lunch in the park before wandering home – or stay a few extra days...?? Co-ord's: David & Anette

METRO

**TUES – NOV 5<sup>TH</sup> – Melbourne Cup Day Lunch** – Jo & Kel are again inviting members to their home in Cup Day attire for Cup Day lunch, a Cup Sweep and lots of fun ! Co-ord's: Jo & Kel

EAST

**SAT - NOV 23<sup>RD</sup> – Yarra Glen/Christmas Hills/St Andrews Circuit** – meeting in Warrandyte and travelling via Sugarloaf Reservoir into the Yarra valley visiting amazing Alowyn Nursery café for coffee – then scenic back roads to lunch at St Andrews Hotel. Co-ord: Richard Simpson

METRO

**SAT - DEC 7<sup>th</sup> – Club Christmas Santa Run and Lunch** – Pop some "tinsel on ya aerial & grill" and meet up for Santa's "run for fun" to the Annual Christmas Lunch at the Kilsyth Club with a Christmas "Show-n-Shine" ....! Co-ordinator: Cheryl Sawyer

**Runs in every direction – Something for everyone!**



## Occasional "Free Tickets" to events exclusive to BMC-Leyland Car Club members..!!!



From time to time the Club is offered **free tickets** to events which often Club member Paul Buck has offered to co-ordinate distribution to members on a first come / first served basis..!

In the past this has included air-shows such as Tyabb, historic car days at Sandown, Philip Island and Winton, and Show-n-Shine events!

Sometimes there are conditions that we are providing a static "mini show" and need to fill a quota to compliment a bigger event... And sometimes, the tickets are totally free entry , other times they are free entry for car & driver only with any passengers have to pay an entry fee...

**Some upcoming "free tix" for members that are available at the moment – please note that both are over the March Long Weekend..**

– contact Paul Buck if you can go on mobile 0412.627.711 (first in / first served)



### TYABB AIR SHOW 10<sup>TH</sup> March, 2024

In this edition of the Wobbleknocker there is an Ad for an "extra club run" to the annual Tyabb Air Show with 10 free tix provided by our very own car club member Peter Bernadi who is also on the air-show organising committee. The Air Show are asking a number of car clubs to provide 10 cars for a series of displays around the site! We've made it a "club run" led by Paul Buck as we have to arrive early in convoy for entry and be escorted to our display location...

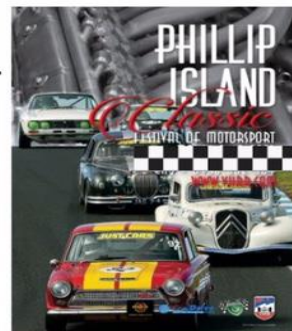
*Contact Paul if you can go...!*

### PHILLIP ISLAND CLASSIC FESTIVAL OF MOTOR SPORT 9<sup>th</sup> & 10<sup>th</sup> March, 2024

We also have free tix available for the Philip Island Historic's covering two days being the 9<sup>th</sup> and 10<sup>th</sup> of March, 2024.

**No club run is planned so this is for individual members who might like to go along !**

The tickets cover car and driver only with any passengers needing to purchase a ticket at the gate ! **Contact Paul..!**



Wednesday March 6th 2024.

"Club/Garage Get Together"

At Vince and Marion Stok's home.

Vince and Marion welcome members and partners to their home for a general get together.

Vince is happy to show his cars, motorbikes and projects to those who are interested.

11am onwards.

27 Mawby Rd. Bentleigh East.

Tea, coffee and light refreshments will be provided by the hosts.

No need to bring anything.

RSVP. 3rd March. Marion on [0411462380](tel:0411462380).

**"CANCELLED"**  
**DUE TO HEALTH ISSUE!**  
**NEW DATE TO BE ADVISED....!!!**



# EXTRA CLUB RUN !

## TYABB AIR SHOW

### SUNDAY - 10<sup>TH</sup> MARCH, 2024

#### WE HAVE 10 x FREE CAR TIX ENTRY – BE QUICK!



BE QUICK TO GET YOUR FREE CAR ENTRY – “FIRST IN –BEST DRESSED”

CLUB MEMBER PETER BARNADI IS ONE OF THE ORGANISERS FOR THIS GREAT DAY OUT.

THE SHOW HAS ASKED FOR 10 “CLASSIC BRITISH CARS” TO LINE UP UNDER OUR CLUB BANNERS AS ONE OF THE PUBLIC DISPLAYS.

ITS AN EARLY START AND WE MUST ARRIVE IN CONVOY BY 8AM...

#### RENDEZVOUS-EARLY

BP SOUTHBOUND TRUCKSTOP ON PENINSULA LINK FREEWAY AT BAXTER – MEET 7.30 AM FOR 7.45 AM DEPARTURE IN CONVOY...

**FOR YOUR FREE  
TIX CONTACT  
PAUL BUCK  
TODAY...!!!  
PHONE OR TEXT  
0412.627.711**



**ONLY A COUPLE OF TICKETS LEFT Contact Paul Buck.**



# Auto Museum & Blue Mini Café Peninsula Day Run

SUNDAY - 24<sup>TH</sup> MARCH, 2024



RENDEZVOUS AT THE BP TRUCKSTOP  
SOUTHBOUND ON PENINSULA FREEWAY AT  
BAXTER AT 9 AM FOR A 9.30AM DEPARTURE.  
FUEL, COFFEE AND LOO'S AVAILABLE !

Then we will head south before taking some scenic  
country roads to the lookout at Arthurs Seat (loo's &  
coffee available) , before arriving around 10.30am  
at Charlies "fabulous" Auto Musuem . Thanks to  
club "part payment" the entry fee is *discounted to*  
*just \$10 per person.* (cash payment preferred) with Charlie  
personally giving us an introductory talk...

Then it's just 15 minutes further along to the  
classic 1960's themed Blue  
Mini Café in the fully converted  
Rosebud 10 pin bowling alley....  
Lots of memorabilia! A great  
menu with delights for everyone!  
And for racing lovers you'll be home  
in time to catch the Grand Prix..!!!

## Charlie's Auto Museum



PLEASE "PRE-REGISTER" with the  
run leader for the museum & blue  
mini café bookings...

Call or text Alec Robinson 0410.479.140  
noting the names of "EACH" participant  
by WEDNESDAY 20<sup>TH</sup> MARCH, 2024







# DAYLESFORD AUTUMN LEAVES RUN !



## SUNDAY - 21<sup>ST</sup> APRIL, 2024

...it's an old fashioned *"b.y.o. picnic lunch"* on this run

at the "oh so beautiful" Lake Jubilee in Daylesford...



Meeting at 10am BP Thunderdome outbound car park on the Calder Freeway just past Keilor.  
Fuel, Coffee & Loos all available..!

Departing at 10.30am Trevor & Lyn have selected a very scenic sealed road route to drive to

Daylesford with a coffee stop along the way..!

We'll pull up at the historic Daylesford Train station before driving in convoy down the main street to enjoy your b.y.o. picnic at the beautiful Jubilee Lake Reserve !

*"bring some fold up chairs & table, or rug to sit on – might just be a prize for the best looking set-up!!*

*-indoors is also available should we have inclement weather*

*A kiosk is also available to you at the park...*

And afterwards lots of time at your leisure to explore the historic Daylesford or Hepburn Springs town centres before you free wheel home... *Do come...!*

*This is gonna be such a gorgeous run !*



**PLEASE "PRE-REGISTER"** with the run leader Trevor & Lyn Brown  
Please text Trevor mob 0407.545.076 noting the names of "EACH" participant in your vehicle  
by THURSDAY 18<sup>TH</sup> APRIL , 2024

*A kiosk, Toilets and BBQ facilities available at the park... some picnic tables available but recommend bringing your own on the day... Maybe even have a go on one of the canoes or paddle boats available for hire...*



# REGALIA

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

## CLOTHING

Polo Shirts	\$35.00
Rugby Jumper	\$40.00
Club Dress Shirt S/S	\$40.00

**Contact Sue or Gary for orders on 0421841939.**



**New Club Banner**



**New Grille Badge**



**Cloth Badge**



**Club Dress Shirt**



**Club Polo Shirt**



**Rugby Jumper**

All regalia must be paid for on ordering.  
All clothing can have your name embroidered at no extra charge.  
Contact Gary or Sue 0421841939.



**Club Caps**



# Did you know... ??????



## CLUB TOOL KIT

Did you know that your Club has a tool kit that makes it along to most runs..???

Current guardian of the tool kit is popular club member Terry Sawyer who lugs the tool kit in the back of his Morrie on most club runs...

Any member who needs a hand to carry out a roadside running repair is most welcome to ask for the equipment to assist solve the problem.

In fact on most runs there are often retired car mechanics (both real and well intentioned..!!!) just itching to lend a hand to get you up and running...

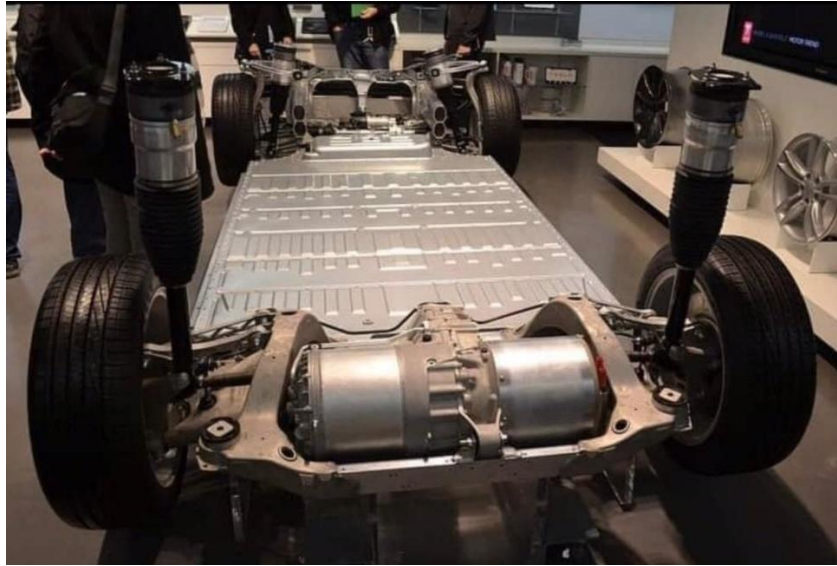


Never be afraid to ask for help – its often how we all learn a trick or two about our beautiful cars.....!





# **“FOOD FOR THOUGHT!”**



**“The stupidity of the human being”.**

**HERE COMES THE TESLA BATTERY!**

**To produce ONE battery, you need to excavate:**

**12 Tons of rock for Lithium.**

**5 Tons of rock minerals.**

**5 Tons of Cobalt minerals.**

**3 Tons of mineral for Nickle.**

**12 tons of mineral for the Copper.**

**Need to move 250 tons of land to obtain:**

**12kg Lithium.**

**13.6 pounds of Nickels.**

**22 kg Manganese.**

**6.8 kg of Cobalt.**

**100 Kg of Rams.**

**200 kg of Aluminum.**

**The Caterpillar 994A used to move this earth consuming 1000 liters of diesel in 12 hours.**

**And here it is:**

**The ‘zero emissions’ car,**

**The Greenies don’t see this as it’s**

# **“THE BIGGEST SCAM IN HISTORY”**



# **VOLUNTERRING AT M.O.V.E.**

One of the most rewarding things I have ever done since retiring 4 years ago is being a volunteer at our local Shepparton Museum, the **Museum of Vehicle Evolution, M.O.V.E.** A brand new and state of the art facility up here in Shepparton, it's like a home away from home for me and although I only volunteer one day a week for a few hours I enjoy every moment of it.

It gets me out of the house, my ears get a rest from my wife (*Don't tell her I said that!*), I get to meet so many different people from all over Australia and the world and I get to see up close some rear and spectacular vehicles that I would otherwise never see. One special thing I love is when visitors open their phones and show me the vehicles they own, have owned, and restored over the years. I also like it when they are keen to see the cars I've had over the years and the feedback I get back means a lot to me.

Also, at the start of every shift the first thing is a quick tour around to see what has changed and what is new from the previous week, and this changes all the time, so you never ever get bored.

As an example, last Friday I did my normal Friday morning shift and apart from a couple of trucks that had been moved (*the trucks are spectacular by the way*) I came across a new addition, a 1967 Morris 1100. No big deal I hear you say, but this one is an electric one, yep, electric.

In 1978 a man by the name of Heil Harris, a retired engineer retrofitted this 1967 Morris 1100 to convert into an electric vehicle.

Why the 1100? He used it for its compact size and it being a front wheel drive. A total of 10 normal 12volt batteries allowed it to run at 120 volts, the deep cycle lead acid that it uses has a life span of about two and a half years giving the car a range of about 40 km new. Perfect for town use. The batteries are stored in the boot which surprisingly don't seem to take up much room but adds a lot of weight to the car as you can imagine.

The dash includes the addition of a volt and amp meter to keep an eye on energy use and availability, as well as a lever that changes the direction from forward to reverse. Other than the fact there are no gears there is little to differentiate the interior from the original.

The cars basic structure or function hasn't been modified, it met the standards and passed the inspections without any trouble.

The charging system that was developed has caught the attention of many enthusiasts. The car drives into its charging point and reverses out without plugs or leads. A visual guide assists the driver to line up and a wheel guide and bumper plate ensures the charging forks join in place. This connects the car to a transformer and rectifier that charges the batteries after its been plugged into the house power supply.



Driving the car isn't that much different from driving any car of that era. It's got good acceleration and a top speed of 100kph. The buzzing sound as it starts sounds a bit like a Melbourne tram, it runs very quietly once it gets going, so it's important to watch out for pedestrians who are often caught unaware. Sensible driving ensures a long life for the batteries, avoiding unnecessary braking and speeding up a little before inclines is advised.



So, with this vehicle you can probably understand that I as a fan of all British classic cars was so interested in this car as I would doubt very much if there's another one anywhere in the world.

This is just one of the things that can pop into the museum and it's just another item to talk about when visitors come into see the state of the art 10,000 square meters of area where everything from the cars, trucks, buses, Harley Motorcycles, retro and old fashioned radios and telephones, more motor bikes, vintage cycles including Penny Farthings and bikes without a chain but with a drive shaft, the evolution of slot cars just to mention a part of the museum. Then there is also the Loel Thompson costume collection from the First Fleet to today's fashion. The Furphy Museum is not to be missed either celebrating over 150 years of making steel water carts used in the First World War plus heaps of locally made items that are exported all over the world today.

Then we have a Kenworth truck you can sit behind the wheel of, and it will take you for a tour on a big screen through the streets of Shepparton and a huge 'Mack' Truck which you can go upstairs to the cabin, sit in the driver's seat, and see what a truck driver sees when driving. Then there is a large gift shop in the front and next door is the Milestone Café where the coffee and food is to die for.

So, with all this you may understand why I am so passionate about M.O.V.E. and as soon as I get healthier, I'll be doing more shifts if they have me.

If you ever get the opportunity to volunteer anywhere you will be more than rewarded.

***By Gary Turner.***



The CPS Officers of the club are under **NO obligation** to remind you to pay your **VicRoads Club Permit**.

Up to now it has been a courtesy to send you a friendly reminder, this now **STOPS**.

You get a reminder in the post to pay from VicRoads, **PAY It**.  
It's that simple.

Your utilities providers don't contact you to pay a bill, neither should we.

It is illegal to drive your car any time after the expiry date on your permit.

Yes, you may have a couple of months grace to pay but as of the date of expiry you **must not** and **cannot** drive your classic car, no excuses.

There have been members recently that have just forgot, **NOT GOOD ENOUGH**.

You need to be more responsible to pay your club permit without the CPS officer reminding you.

Thanks, Sue.

**Authorised members who can sign your renewals are:**

**Sue Wilson**

222, 65 Channel Road, Shepparton, Vic 3630. **0421841939**

**Terry Sawyer**

15 Kingfisher Court, Carrum Downs, Vic 3201 (Also new vehicles) **0417344371**

**Francis Borg**

1321 Murradoc Rd, St Leonards, Vic 3223 (Also new vehicles) **041498982**

**Russell Linden**

70A Richelieu Street, Maidstone, Vic 3012. **0411449955**

**Vincent Stok**

27 Mawby Rd, East Bentleigh, Vic 3165 (Also new vehicles) **0411416912**

**PLEASE.** 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.

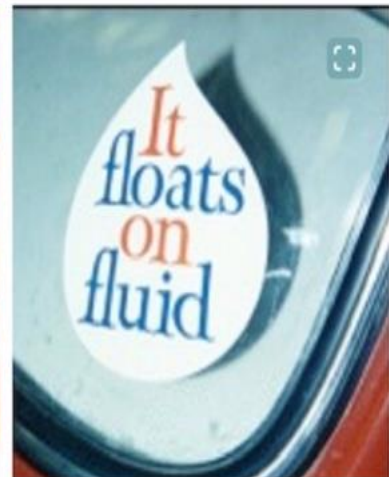
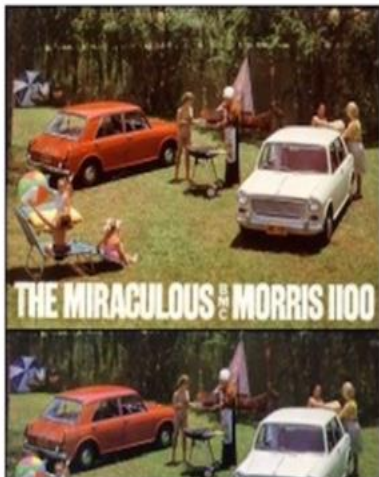
## Member Article: 60 years of the Morris 1100 in Australia

📅 16 HOURS AGO ⌚ READ TIME: 6 MINUTES



February 17th 2024 marks an important milestone in the motoring calendar. It's not Bathurst, nor Formula 1, it's the 60<sup>th</sup> Anniversary of the release of the Morris 1100 in Australia.

The 1100 was released in the UK on 15<sup>th</sup> August 1962. In development it had the code name ADO16 (Amalgamated Design Office, Project # 16). BMC were looking for a replacement for the Morris Minor and needed a new, innovative, and modern car with high levels of refinement, comfort and presentation for a 4 door front wheel drive car to fill a gap. Alex Issigonis was first chosen to lead the project but BMC Engineer Charles Griffin took over at the end of the 1950s to complete the work.





With the success of the Mini they decided to keep the front wheel drive concept. As a further cost cutting exercise they continued with the A series engine that was used in previous Austin's and Morris's. It worked well in the mini and carried over the same engine, but with a larger sized car and the extra weight they initially only came with 1100cc engines (1098cc). Pininfarina was commissioned to style the car, but all running gear and fit out was under the BMC company. Having been impressed with Citroens pneumatic suspension, mainly used in the DS, Issigonis and Moulton sort inspiration to create a Hydrolastic suspension for the new car in development. Other manufactures were using disc brakes and they decided to use these for the first time on the 1100.

With the initial success of the 1100 in the UK and demand increasing, BMC Australia needed a mid-sized car to slot in their market line up. The Morris Minor was discontinued in 1961 and a gap was highlighted. In 1963 BMC UK sent nine 1100's to Australia for evaluation for the Oz market. The cars were put through their paces and test driven around Australia, from Mt Kosciusko, to Uluru, to the outback and beyond. They covered all the states with various condition from heat to snow to dust. All the cars travelling over 186,000 miles (almost 300,000 kms!). One car travelled over 75, 000 miles (120,700 kms). Quite impressive in 1963 with a new British car.



After the road trial and before putting the car into production it was recommended that 37 modifications were made to the design to meet the conditions of Australia not seen or experienced on English roads. Additionally, changes were made to conform to the tastes of Australian motorists but would also stand up to the extremes of climate and the worst of outback roads. Some notable mods are: bench seat, relocated handbrake from centre to door side, new rubber sealing in all doors, boots and engine seals to prevent dust entry, stone guard for fuel tank and pump, different boot handle and number plate, NVH changes, steering modifications and gearing was reduced to improve acceleration and top end pull.

With the final sign off, production went ahead at the Zetland plant in Sydney NSW. An immediate success and one fortnight after going on sale buyers face a six week waiting list as BMC struggled to keep up with demand. The most popular colours of white and green were still wait-listed 2 weeks till the end of the year despite BMC raising the price by £19 in August. With a total of 17,701 sales, it is second only to the Volkswagen (with 22,291 sales) for the year in the 4 cyl market/class. By the end of May 1965, the Morris 1100 is outselling all its rivals except the Volkswagen 1200 beetle and clocks up its best year with 20,378 sales – no doubt helped by all the publicity, and actually eclipsing VW by the end of the year. Interesting to note that BMC Australia held 3 of the top 5 positions of cars sales in the 4cyl class. Quite an achievement!





Another milestone, is that the Morris 1100 was awarded *Wheels Car of the year* in 1964. This was the second year it was awarded. The award was originally conceived to give local car makers something more to strive for than simply the most sales. Cars eligible for consideration in 1964 had to be wholly made in Australia or assembled here from imported components and must have been announced in Australia in the 12 months prior to the award announcement. Wheels summed up its decision in 1964 as follows:

*"As its 1964 Car Of The Year, WHEELS Magazine has selected the British Motor Corporation's Morris 1100. Few cars apart from its baby brother, the 850, have made such an impact on the Australian motoring public. The 1100 has been bought by people aged from 17 to 70; it has been bought for fun, for work, for its interior room, its functional nature, its looks, its ride and its handling. Its winning this year's award is an incidental recognition of the immense work done by the British Motor Corporation in building up its part in the Australian motor industry from an extremely low ebb to its present state of excellent health."* -Wheels Magazine.



In 1966 the 1100 continues to outsell the Mini, Cortina and Volkswagen maintaining its place at Number One in its class despite clocking up only 14,746 sales for an 8% market share, giving BMC 13% share of overall car sales.

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The BMC advertising campaign boasts that it is "Now Australia's most wanted family car"

In 1967 saw come cosmetic and engine changes to the car. In August 1967 a 1275cc version was an option called the 1100 S. To signify this massive power upgrade option a fancy "S" badge appeared on the boot lid. In November a 1100 automatic became available for an extra \$250. This continued until 1969 when the 1100cc engine discontinued for the automatic, making it the "1100 S automatic". Other cosmetic changes around then included: removal of the bumper over-riders, chrome bonnet strip, upholstery changes, Morris logo removed from rubber floor, hub caps went from chrome M centres to plain steel design, and door card style changed.

Even with some minor cost savings with aforementioned cosmetic changes sales of the 1100 still held firm for the start of the year in 1967. Ford Cortina was nipping at the heel of the 1100 and by year end the Cortina just beat the 1100 with 700 more care sales. What did help with sales for the year was the introduction of the auto and the 1275cc which did help achieve 15,803 sales.



In 1968 not much was happening with the 1100. Waiting in the wings was a new model around the corner. Back home at mother England, changes were happening with the model and the company. In October '67 the Mk II was released with minor cosmetic changed to inside and out. Call it "revised styling". One notable change was the chopped fins of the Mk I now followed the rear window screen and the boot line. Ventilated rims and different grill combos



where the main obvious changes. Additionally, BMC became British Motor Holdings (12/1966) and then became British Leyland in 01/1968. Because BMC Oz was a division of this company changes would ultimately trickle down the line. Even though they initially kept the Morris and Austin trading names, these eventually got faded out in 1973.

Well in June 1969 the Morris 1100 was superseded by the Morris 1500 and the 1300 automatic. After 5 and a half years and over 90,000 sales the 1100 was no more. With rivals wanting a more powerful engine and revise of the line-up put the little 1100cc engine at risk. A bigger and more powerful engine was needed and the UK had one ready to go. It was a matter of making it fit. The story of the 1500/1300 will be for another article in the future.



In reflection the car was pretty amazing, well in my opinion anyway. A practical roomy 4 door sedan, whilst still compact for its class, and with plenty of room to seat 4 adults comfortably and luggage to boot. A revolutionary independent suspension system, economical engine with upgrades in its history, automatic option also, stylish, easy to work on and reliable. The model range spawned many variants and also manufactured around the world. In the UK they produced over 2.3 million vehicles! When you talk with people you will always find someone with a connection to a 1100. Family members owning one, or learning to drive in one, or the adventures of them driving somewhere. They might have been in the shadow of the mini, I think they were a mini but only more practical

*This article was written by member Brett Huxtable which was posted on the BMC Leyland Car Club Australia Facebook page. Thanks Brett and well done.*



## RUN REPORT – SAT 24<sup>TH</sup> FEBRUARY

### DONCASTER ALONG BACK ROADS RUN TO BEVERIDGE

What a great way to spend a Saturday – meeting up with like minded club members in Doncaster all ready for a great day doing what our cars do best...!

Heading off from Mullum Reserve we passed through Warrandyte, crossed the Yarra River as we climbed towards Kangaroo Ground, before heading easterly to Pantom Hill. Then it was country lanes as we headed north towards Cottles Bridge and Arthurs Creek.

Hardly a car on these beautiful sealed quiet country roads we soon had a wonderful convoy of members cars – MG's, Mini's, Austin, Triumphs, Morris's, Wolsley and an Austin Healey, and a Leyland P76. And not only members but the next generation with a son, a daughter and even a grand-son along for the ride!!! Thanks for coming Riley !!!

We met up with even a few more members as we motored into the picnic ground and lookout at Yan Yean Reservoir. A carpark picnic morning tea was underway in no time, and heads were under bonnets and members chatting about their cars! Just a terrific atmosphere amongst friends... Weather conditions were just perfect as the sun broke through....



After an hour it was time to use the Park facilities, then head off westwards past farms and golf courses, before turning right and driving north again through the rolling countryside of the beautiful Eden Park area... and then along Glenburnie Road (almost no member had travelled this route before) which took us across the Eden Hills with a glimpse of city views before descending into the upper Merri Creek catchment, and on towards our final destination of Beveridge...



## BEVERIDGE RUN REPORT *continued....*

As we approached Beveridge the scale of it fast becoming one of Melbourne's new outer suburban areas became apparent.

And yet hidden away in a quiet corner is the recently restored birthplace and childhood home of the Kelly family, and their infamous son "Ned Kelly". Next it was onto a remnant part of the old Hume Highway to the Hunters Tryst Beveridge Hotel.

A beautiful circa 1845 bluestone construction this pub is a delight to discover – and perfect for car clubs as a destination. with both indoor and outdoor seating we enjoyed lunch, a wee tippie ot two, and plenty of chat!

And it was fabulous to have Gary & Sue motor down to join in for lunch and a good catch-up!!!

thanks to everyone who came along – what a great bunch of people you all are, see you on the next run...

cheers, Richard & Carole Simpson















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