

ISSUE #100



**FEBRUARY
2023**

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

The “WOBBLE KNOCKER”





Covers of some of the 100 magazines published.

A0061520N

Committee of Management

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WEBMASTER.		Francis Borg
VICROADS CPS PERSON.		Sue Wilson and Francis Borg.
COMMITTEE MEMBERS.		Bryce Eishold, Russell Linden, Norma May Ramy El Sukkari. Vince Stok, Terry Sawyer.
REGALIA.		Gary Turner and Sue Wilson.

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

Gary Turner, 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.

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.

The BMC-Leyland Car Club Inc; expressly disclaim 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.



Hi members.

Welcome to the 100th Edition of our club magazine, "The WOBBLE KNOCKER"

Who would have thought from those early days from when Francis first contacted me about starting up our own club it would have lasted as long as it has and is still growing, slowly, but growing all the same. We have had very few issues along the way, and what we have had has been fixed in a flash without any drama.

Looking at all the magazines on the front cover it sure does bring back a lot of very fine memories of runs we have had, people in the club and so many fun outings. I'm so very grateful for every one of our members for sticking with us and making the club what it is today, thank you so much. We can look forward to a very positive future for the club if the last nearly 9 years are anything to go by.

We have a stand in secretary to replace our last one and that is Christopher Pace. Chris has been a member of the club since the very early days, took a break for a short time while his beautiful girls were growing up and has come back again with his dream car, a MGBGT. Thank you, Chris, for your support.

The run to the Thompson Dam was by all indications a remarkable success with 33 members and guests in attendance. Well done and thank you Bryce for another exceptional run. A run report is further in this newsletter.

The weekend at Bendigo is almost full, with only three rooms in the motel available out of the 15 Sue has booked. So, if you haven't booked a room yet do it now or you'll have to make your own accommodation.

On a sad note, Billy Flaherty is suffering badly with health issues and can no longer drive his car. Billy has resigned from the club, but it wasn't necessary. I will still keep in touch with Billy and keep him up to date with our newsletter. He has been a member from the beginning and was the clubs inaugural club member of the year award. Miss you Billy.

Gary Turner

Editor

BMC-Leyland Car Club.

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bmcleylandcc@iinet.net.au



UPCOMING *Mark Your Calendars* **EVENTS**



SUN - FEB 26th. – RACV British & European Motoring Show – Caribbean Gardens.

Display as BMCL Club with hundreds of other beautiful cars. Meeting point details further in newsletter.

FRIDAY ,SAT, SUN 9-12th MARCH. PHILLIP ISLAND CLASSIC.

Paul Buck has 20 entry tickets for the weekend. There is an area for club. Contact Paul for details 0412627711.

SAT – SUN 25th & 26th MARCH. BENDIGO WEEKEND AWAY.

A weekend away to Bendigo with guided visits to the Central Deborah Mine and the Chinese Museum. Need to know numbers now so please contact Sue ASAP. Limited rooms available.

SUN – 5th MARCH (Special event)

The Geelong Morris Minor & BMC Vehicle Club is celebrating its 40th Birthday on Sunday 5 March and we invite your members to join with us for a get together and lunch.

SUN - 22nd of APRIL (Special Event)

Melbourne to M.O.V.E. Event.

SUN - APRIL 23rd – Yarra Bend Park / Studley Park, Kew – Mini Golf and “Drive the Boulevard” with lunch at the historic Studley Park Boathouse on the Yarra. Co-ordinator’s: – Craig & Scott.

SAT – SUN - MAY 20/21 – Bellarine Peninsula Circuit Weekend Run. You Yangs to Geelong waterfront, scenic Bellarine drive, Club Dinner, Sunday historic Pt Lonsdale, return home via Geelong or take the Queenscliff ferry to Sorrento and drive up the Mornington Peninsula! Day only participation certainly welcome.
Co-ordinator: Francis Borg

SUN - JUNE 18TH – 2nd ANNUAL “Battle of Waterloo” Picnic Run with British & French Car Clubs – combined run from Waverley Gardens Shopping Centre to picnic at Cardinia Reservoir - Host BMC L Club & CCOCA (Citroen) Co-ordinator for BMC-L : Paul Buck

SUN - JUL 23rd – Club AGM –Wallan Hotel as requested by members for lunch and the clubs AGM.
Run Co-ordinator: Gary & Sue

SAT - AUG 19th - Westernport Gippsland Run – Cranbourne to Tooradin Foreshore for coffee, then on to Poowong Country Pub by meandering country roads. Co-ordinator: Derrick Jones

SUN – SEPT 24th – WINE TOUR – Heathcote area.

This year our member Brett Huxtable will be taking us on a tour of wineries in and around the Heathcote area. Always a popular run this so get in early.

REGALIA

Car Club Banner	\$5.00
Embroidered Cloth Badge	\$10.00
Club Cap	\$15.00

CLOTHING

T-Shirt	\$25.00
Polo Shirts	\$30.00
Rugby Jumper	\$35.00
Club Dress Shirt S/S	\$35.00

Leather Bomber Jacket \$220.00

Contact Sue or Gary for orders on 0421841939.



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) **0414989822**

Russell Linden

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

Vincent Stok

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

Gary Turner

222, 65 Channel Rd, Shepparton Vic, 3630. (President) **0426951939**

(Also new vehicles)

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.

BRITISH & EUROPEAN MOTORING SHOW 2023

Presented by THE ASSOCIATION OF MOTORING CLUBS (AOMC)

Open to all Vehicles manufactured in UK and Europe

Incorporating

- The MG annual concours
- 100 years of Triumph cars
- 125th anniversary of Riley cars
- 40 years of the Peugeot 205
- 50 years of the Volvo Club of Victoria
- 60 years of the Rover P5 & Triumph 2000

Supported by RACV

Gates open- Display vehicles from 9am Spectators from 10am

Event details 0473 832 277

For site plan and more info: www.aomc.asn.au/britishandeuropemotoring2023

fb.com/infoaomc

See over page for more details.

Sunday 26th February 2023

Event Central at Caribbean Park

Entry from Ferntree Gully Road, 1km north east of the Eastlink junction

SUN - FEB 26th.

RACV British & European Motoring Show Caribbean Gardens.

Members are invited to attend this Show and Shine and Paul Buck has suggested a meeting point

We suggest that members interested meet at Stamford hotel Wellington rd. entrance 8.30 for 8.45 departure.

Display cars are \$15.00 including all occupants.

Motorcycles are \$10.00.

Food and refreshments available plus children's entertainment.

If anyone from our club attends, could you send some pictures to me for the magazine or post them on our Facebook page.

MARCH RUN

25th and 26th MARCH 2023.



Staying overnight on the Saturday night the club has organised several things to do both days.

Saturday:

For those who want to travel in convoy meet Calder BP at 10am for a 10.30 depart and travel the 1 ½ hours up to Bendigo meeting at the Eaglehawk Motel, 401 Eaglehawk Road, by 1pm. Otherwise meet at Motel.



Approximately 1:30 we will all travel the 6 Kilometers to the Bendigo Central Deborah Gold Mine where at 2pm we will be going on a guided tour.
You must wear closed shoes, no open top shoes. Boots or sneakers would be perfect.

After the mine we will return to the motel and prepare to go out to dinner at a place to be determined.



Sunday.

Breakfast in Bendigo then we will board to Bendigo Historic Tram and travel into Bendigo to visit the central gardens and the Golden Dragon Museum where we will have a guided Tour.

Afterwards we will have lunch, also at a place to be selected then you are free to travel back home.

Costs: Motel \$130.00 Club subsidy \$30.00 You will pay **\$100.00**

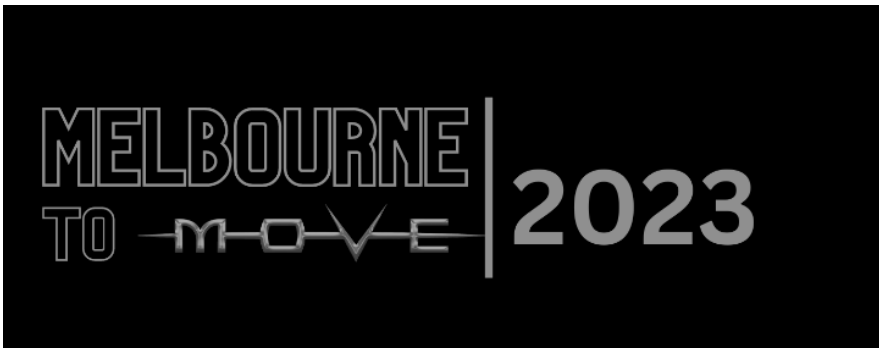
Mine Tour for seniors \$30.00 Non seniors \$35.00

Tram is FREE.

Golden Dragon Museum \$10.00 Con or \$12.00 Full price. Group T.B.A.

At the time of writing this out of the 15 rooms booked only 3 are left. Be quick and let Sue know so you don't miss out.

RSVP ASAP to Sue 0421841939.



EXPRESSIONS OF INTEREST

The very first Melbourne to MOVE event will be held on Saturday the 22nd of April 2023.

Spots are now on sale. Spots are limited so don't miss out.

Join the procession of rare, collectible, and historically significant vehicles, as they make their way from Melbourne's Northwest suburbs through the fantastic Victorian countryside, and lesser travelled roads to the sunny Goulburn Valley, home of the world-class MOVE museum. In the spirit of the "Bay to Birdwood" and the other great classic car runs of the world, we have little doubt that "Melbourne to Move" will build to be a must-do for every classic car enthusiast and be a cornerstone of Victoria's motoring landscape.

The event will start at CMV Truck and Bus in Derimut (NW Melbourne) and the cavalcade will make its way North through small towns and stops then onto Nagambie for lunch and then onto Shepparton and the Finish line Festival at MOVE.

Your entry will include lunch by the lakeside in Nagambie, and dinner at MOVE, and full access to the museum and the Finish line Festival at MOVE. The festival will include the run participant's cars on display, live music, food trucks, local wine and produce, and heaps more. MOVE will provide manned, secure parking for vehicles overnight as part of your entry fee.

Prices:

Vehicle Entry (Includes (1) Driver

\$280+ GST

Passenger

\$110+ GST

Passenger (under 17)

\$40+ GST

The cost of this Melbourne to M.O.V.E. will include lunch at Nagambie, Dinner that night at M.O.V.E., Security overnight undercover for cars if required, free entry into the museum plus heaps more. **WORTH EVERY DOLLAR from what I have seen and heard, come up!!!!**

Motel is next door to M.O.V.E. and have a special deal on the rooms for entrants.

Come and join in this inaugural Melbourne to M.O.V.E. run and see some of the beautiful Goulburn Valley.

Details contact Gary 0426951939

OUR NEXT OUTING

Special Event for all members to attend.

The Geelong Morris Minor & BMC Vehicle Club is celebrating its 40th Birthday on Sunday 5th March and we invite your members to join with us for a get together and lunch.

We have kept it simple to encourage attendance.

PROGRAM:

Date: Sunday 5 March

Meet: 10 am for 11 am departure - Corio Shopping Village Car Park, Bacchus Marsh Rd, Corio.

Drive: 11 am Leave for short drive via Geelong Waterfront to Leopold Sportsman's Club, Kensington Rd. Leopold.

Lunch: Car display at Club followed by 12 noon lunch in private room with some short speeches, awards, raffles etc.

*Cost: Pay for your own meal and drinks from menu at Club.
No other cost.*

Come for lunch only if that suits you better.

Early finish for benefit of those who have travelled.

An indication of numbers in due course will assist us in our planning.

Thanks, and hope to see some of you for a great fun day!

Keith Winter Secretary Geelong Club 0431 830 315

Sounds like a great day so please come along.



PHILLIP ISLAND CLASSIC FRIDAY,SAT,SUN 9-12TH MARCH 2023.

Our member Paul Buck 0412627711 has entry several tickets to give to members if you wish to attend for the Weekend

There is an area put aside where our club can park and display.

If you would like to attend, please contact Paul for further details like day, meeting point time and so on.



(Re-print)

CLUB PERMIT SCHEME

Renewals, Transfers and New Permit Instructions.

RENEWALS

VicRoads will post you out your renewal for approximately one month before it is to be renewed for another year. It is YOUR responsibility to ensure you receive it in time to have it signed.

Take or post the form, intact with the sticker untouched to your nearest club member who is authorised to sign it. The list of Club Permit Scheme Officers is in every newsletter. If you would rather post it, please make sure you include a self-addressed and stamped envelope so they can get it back to you without delay.

This is a free service we provide.

TRANSFERS

To transfer your car to the BMC-Leyland Car Club from another car club if the car is on the club permit scheme.

Contact Sue with the details that are provided by VicRoads which you will find on the inside of your logbook. The car must still be current, and not be expired or a RWC will have to be provided. You will also need a VR Vehicle Eligibility and Standard Declaration form (signed).

Sue will then send you both forms with the details of your car/s and that you are a current financial member of the BMC-Leyland Car Club Inc which you then send to VicRoads along with your logbook. They will send it back to you with a new sticker in the front of your logbook. You will not get a new logbook with a fresh start of 45 or 90 days, just the balance of days left.

NEW VEHICLE PERMITS.

The BMC-Leyland Car Club will admit any vehicle to the scheme so long as it qualifies under the VicRoads requirements. The club will allow any make of vehicle including motor bikes onto our scheme under certain circumstances so long as that member already owns a club permit vehicle already with us. Certain vehicles such as vintage, rare, and special vehicles and bikes are welcomed into the club providing that they have been fully approved by the committee. These are usually exceptional circumstances. Sue Wilson and Francis Borg will have the final say.

New Permit Applications.

To put a car onto our club permit scheme there are two forms to fill out from VicRoads.

Firstly, you must have a current Road Worthy Certificate which is only valid for 30 days.

You will then have to have a VicRoads Vehicle Eligibility and Standards Declaration Club Permit Form and also a VicRoads Club Permit Application Form. You can download and print them off the VicRoads Form website or contact Sue and she will send them to you.

Fill out the form where noted and Sue plus one of the new vehicle club permit officers will sign them off. It does not matter if each form has a different signature on it as signatures are registered with VicRoads.

Then it is a matter of visiting your nearest VicRoads office where you hand over the forms and you will be presented with your new logbook and number plates if available.

On receiving your logbook with your club permit number, you MUST send Sue the details as well as a series of photos as required by VicRoads. See below.

Six (6) recent photos of the vehicle, namely,

Front, Rear, Driver's side, Driving position (side-on with driver's door open), Chassis number or ID plate. Engine Bay.

Your Obligations under the Club Permit Scheme.

There are obligations involved in holding a club permit for your vehicle.

You must carry and fill in the logbook every day you drive it.

If you don't, then your vehicle is deemed to be an unregistered vehicle.

You cannot drive your vehicle in an un-roadworthy condition on any Australian road.

You must not use your vehicle for commercial gain. i.e. You cannot use your vehicle for Hire, advertising or to carry items to Swap Meets or anywhere where the items carried are for sale.

Any breach of these conditions will lead to your vehicle being invalid and will be reported to the VicRoads Club Permit Scheme.

A message from Sue.

Please keep an eye open for your Club Permit Scheme Renewals from Vic Roads. We have had a few members where VR has not sent it out so keep in mind when its due.

Make sure you pay your CPS renewal after it's been signed. Some people haven't or have thought they had. This could be a very costly mistake for you.

Yes, you do have a *3-month* grace period but don't drive your car in that time. The day your CPS is due to be paid is the day it expires so if you do forget you will be fined over \$800.00 and will need to get a new RWC to put it back on the CPS.

Just don't forget and write down your due date on a calendar or something else you see often.

The club is not responsible for sending you out reminders although we sometimes do.

On another note, **PLEASE** keep your contact details up to date especially your email address. It's important that we can contact you at any time.

Thanks, Sue.

CURRENT MEMBERSHIP 147

CARS ON THE CLUB PERMIT SCHEME 135

(With another 5 cars getting ready to come onto the scheme)

Run Report.

Thomson Dam Report by Bryce Eishold.

Thirty-three BMC - Leyland Car Club members braved winter-liked conditions to make a 170-kilometre trek through the hills of West Gippsland to the Thomson Dam.

Members assembled at the Officer BP Outbound, several opting to take their modern cars due to the wet conditions.

After brief stops at Yarragon and Erica, members arrived at the Thomson Dam, which supplies all of Melbourne's water.

Club member Sue Robinson spoke about her late uncle, a former chairman of the Border Works, who oversaw the construction of the dam and whose name was printed on a plaque near the viewing area.

Members who drove classics were also filmed driving across the dam wall in order of oldest to newest car. The video for those who missed it is on our Facebook page.

Cars then ventured to Assaggio del Forno for lunch. One member escaped unharmed after driving over a dead wombat!

Members were treated to a delicious lunch, and in the process raised \$191 for Ambulance Victoria's local community ambulance branch which opened at Rawson in mid-2022. Thanks for your support!

I'm also pleased to report, despite the inclement weather, not one member pulled out of attending the run-on

Saturday morning. Thanks to those who persisted with the ordinary conditions.

The members who attended, in no particular order, were:

- ✓Peter and Terry Nodzio - Modern
- ✓Tim and Kirsty Cortese - Morris Major
- ✓David and Annette Neish - MGB
- ✓Vince and Marion Stok - Modern
- ✓Murray and Christine Johnson - Austin A40
- ✓Shane Coutts & Purd Kongtap - Rolls Royce
- ✓Ron and Pat Sinclair - Wolseley 1500
- ✓Alec and Sue Robinson - MGB GT
- ✓Terry & Cheryl Sawyer - Modern
- ✓Bryce Eishold & Anne Simmons - Morris 1100
- ✓Richard & Carole Simpson - Jaguar
- ✓Jo & Kel Hawkesworth - Morris Minor
- ✓Craig Ellis and Scott McDonald - Modern
- ✓Laurie & Denise Kirby - Mercedes
- ✓Bill Emmett - Range Rover
- ✓Rob & Robyn Russell - Triumph Stag
- ✓Glenn Sanderson & Joe Piscopo - Holden

I would like to particularly acknowledge a few members who made a mammoth effort to

take part in the run.

The first was Bull Emmett in his Range Rover who left Combienbar, in far East Gippsland near Cann River, before 5am to rendezvous with us in Yarragon.

Murray and Christine Johnson, also East Gippslanders, made the trek west and boarded the 5:11am ferry at Raymond Island to meet us in Yarragon!

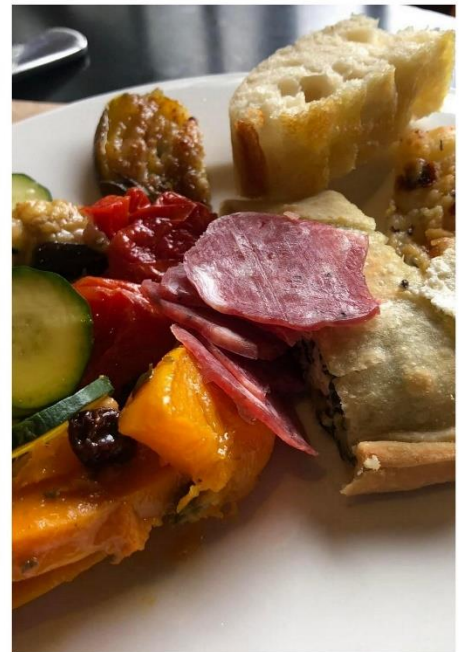
The pair trailed their A40 to Christine's father's place in Trafalgar, where they unloaded before meeting us in Yarragon.

Thanks to those who took part in the run, and to the crew at Assaggio's for the lovely country hospitality.

*P.S. Richard Simpson also reported that we ran a small raffle for the Erica Walhalla Volunteer run Community Ambulance Service and the members on the day managed to raise **\$190.00**. Thanks.*







Issue Number 1 of the WOBBLE KNOCKER.

"THE WOBBLE KNOCKER"

Number 1, September, 2014.

The official Newsletter of the:

BMC-Leyland Car Club Inc.

A0061520N



"The Wobble Knocker"

Our 1st meeting will be held on our inaugural run on the 28th September.

"FROM THE FRONT COVER"

A durability driver tang around from one night. He was not best pleased. A steering arm on a prototype car had failed – alongside a deep railway cutting near Thirlmere.

Next morning, having retrieved the car, we found that the other three steering levers (there were two prototypes) were cracked – it was six months to production. Perseverely, finding all these cracked was good – there was no doubt that we had to do something. The Experimental Department was only nine months old and we were operating in a temporary area. We urgently needed a fatigue testing machine.

Reg Fildes, from his experience with fatigue testing at Holden decided on the machine concept and the ingenious Clay Turner designed and built the "wobble-knacker" within a week.

Clay subsequently built machines to test a wide range of component and systems. An example was his trailer dynamometer which employs an aeroplane propeller that had to be guarded so it would not ingest mud and debris beside the road – a story in itself.

The wobble-knacker comprised a vertical oscillating arm actuated by a rotating out-of-balance mass at the top and driven through a variable speed drive unit, a belt and pulleys. A link to the steering arm through standard steering ball joint and tie rod loaded the part correctly. Deflection (and hence load) was measured by eye using the pointer on the ball joint and a steel rule – crude perhaps but we got usable results.

The road failure was reproduced – an essential first step in fatigue testing – and the standard part's life established – around 800,000 cycles. Three different "stronger" materials were evaluated, two having road shorter lives than the standard part while the third had about the same life. So, after months of effort we were back where we started. Time was running out and tests were done on arms with the diameter 1/8 inch larger. These ran for over five million cycles without failure. There was a scramble and the change was introduced before first production – just – and the Experimental Department had proved its first fatigue testing machine. It was subsequently redesigned to run much faster with proper instrumentation. In this form it was still being used 40 years later.



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PRESIDENTS REPORT

September, 2014



Hello everyone and welcome to my first Presidents Report of the 'new' BMC-Leyland Car Club Inc.

The process of starting a new club here in Victoria has been a bit of a challenge but from the first email I got from Francis Borg to now it has only taken about 2 months to get everything up and running.

A brief profile of the foundation committee members.

For those of you who don't know who Francis Borg is I can let you know that he is the founder of this new club and he asked Sue Wilson/Turner and myself if we could start up this club on his behalf due to time constraints. Francis has been involved with car and historic motorcycle clubs for many years including the Morris Minor Car Club of Victoria and also the Sunbeam Car Club. He has been associated with the AOMC, Association of Motoring Clubs, for some time and was the AOMC editor. He is also a drummer with a band called 'City Sharps'.

Francis takes on the role of Vice President and also the assistant editor and his partner Norma May is also a member. Secretary of the club is Martin French. Martin and his wife Cindy have restored many classic cars between them and currently have about 13 fully restored cars sprinkled around their suburban home in Somerville. I bought my first Morris Minor from them some years ago, that's how we met. He also belonged to other car clubs and has worked hard at each and every role.

Our Treasurer is Peter Luxmoore or 'Luxy' as he is fondly known as. Peter has had his own business for many years as a 'dumb arse grass cutter', his words, not mine, prior to that he was an accountant. He has a fully restored Morris Minor as his club car and is now a retired gentleman who along with his wife Rae, also reside in Somerville.

Then there's myself I suppose, Gary J. Turner. I have been involved with a number of clubs besides car clubs over the years. My youth was as a surf life saver at our local beach in New Zealand where I grew up. Then many years later I was involved with my local lawn bowls club here in Somerville. I was the editor of their magazine for members and also as assistant secretary for a few years. I went onto becoming an A Grade coach and Umpire for Lawn Bowls Victoria but gave the sport away shortly after my father passed away some years ago. Then after a short ride in a 1958 Morris Marshall by a friend of ours I was hooked on these classic cars and had to get myself one. That's when I met Martin and Cindy French and the rest they say is history.

Last but certainly not least is my wife Sue Wilson or sometimes known as Sue Turner. Depending on if I'm in the good books or not! Sue a few years ago would have laughed if someone had suggested she would be involved in a car club. Now, not only is she involved in it she would know a hell of a lot more about cars than I would and probably many out there. Probably due to a photographic memory she has. She did a fantastic job as membership officer in a club we used to belong to and managed the paperwork involved with the Victoria Club Permit Scheme wonderfully. She will be putting her expertise into this club and has also taken on the role as the social secretary where she will be organising runs for those of who can come along.

Then of course there are you guys, the members of the BMC-Leyland Car Club Inc. The first person I'd like to welcome is our first International Foundation member, Mr. Carlos Costa Ramalho from Lisbon in Portugal.

Welcome also Gus Shea, Terry and Cheryl Sawyer, Ian Kiernan, Patrick & Sandra Farrell, Chris Pace, Debbie and Ken (Dad) Blair and Robert Bothwell.

FROM THE EDITOR.

My apologies for our Interstate and International members if this newsletter is Victorian and Australian based. At the moment I am doing what I can with the information that I have. If you would like to let other members know of what is going on in your part of Australia or the world please let me know as I'm sure many members would be very interested.

I will endeavour to put as much information in the newsletter as possible and as many technical and interesting articles as I can find.

As more members join and transfer their cars to this club I will ask that you contribute with a few stories of your own telling us all about your cars, how you found them, the restoration process you've had to do and other such facts that would interest members. This is your magazine so please contribute to it as I'm sure you will get bored with all my dribble. Thanks, hope you enjoy and I welcome your feedback. bmcleylandcc@iinet.net.au

Minutes of the first general meeting of the BMC-Leyland Car Club Inc; Held at the Somerville Hotel, 20/07/2014.



Minutes of the:

First General Meeting of the BMC and Leyland Car Club

20/7/14

Members: Gary Turner, Sue Wilson, Frank Borg, Norma May, Martin French, Cindy French, Peter Luxmoore and Rae Luxmoore.

Committee of the BMC-Leyland Car Club was formed and elected into their positions were:

President: Gary Turner

Vice President: Frank Borg

Secretary: Martin French

Treasurer: Peter Luxmoore

Membership/ CPS/Social secretary: Sue Wilson

Founding members: Frank Borg membership no. 1, Gary Turner no.2, Sue Wilson no.3, Martin French no.4, Cindy French no.5, Peter Luxmoore no. 6.

Annual fees are set at \$30 each member and additional \$10 for their partner. (Per couple \$40.00) New members will have to be nominated by 2 financial members to be accepted, they can only apply if they have a BMC / Leyland car or a make of a car that was taken over by the BMC name. Members can then put their other historic car or motor cycle of another make onto club CPS. Current R.W.C. will only be accepted for application of club permit as per VicRoads laws. Members must also agree to be an active member of the club. Country, Interstate & International membership at \$15.00.

Club will adopt model rules for its constitution, members will have allocated membership numbers given to them upon acceptance.

Meetings will be held on a monthly basis on a club run.

Frank Borg will initiate the club onto the internet for public perusal and the newsletter will be called "The Wobble Knocker", the newsletter will delivered by email only.

Gary Turner (President) and Peter Luxmoore (Treasurer) to open an account with Bendigo Bank under the club name. Cheques, two to sign. Internet banking.

Meeting closed.

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 disclaim 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 as a result of information published herein nor any misrepresentation made by an advertiser. Anyone wishing to reprint an article can do so as long as the source is acknowledged..

Details of the Inaugural
BMC-Leyland Car Club Inc;
Club run.

To be held on the 28th September, 2014.
Sugarloaf Dam at Christmas Hills.



Meeting points;

Peninsula and Southern members can meet at Gary & Sue's place, 15 Majestic Drive, Somerville for an 8:30am depart to the East Ringwood meeting point.

East Ringwood Reserve car park meeting point at 9:30am (off Mt. Dandenong Road) MELWAYS 50 B 6/7.

Northern members take Eastlink, through tunnel and take the first left, take the Ringwood By-Pass. Continue straight ahead onto Mt. Dandenong Road and the park is on the left. Toilets are available.

Southern members. Turn off Eastlink at Ringwood By-Pass and follow on as above.

At approximately 10am we can all leave in convoy for our destination.

Any problems please phone Gary or Sue on 59775686 M. 0421841939.

What to bring. Picnic lunch, BBQ. Francis Borg will supply the sausages, you guys bring the rest. A brief general meeting will be held during lunch.

Other BMC-Leyland Car Club runs.

October 12th. Peninsula Antique Run. Meet at Gary and Sue's place in Somerville at 9:30am and proceed to the Tyabb Coolstores for morning tea and a general look around this huge antique centre. Then into the cars and a run towards Mornington with a stop off at another antique centre on Mornington/Tyabb Road. Afterwards we can go into Mornington for lunch at a café to be decided. Then it's off again for a cruise along beach road with a stopover at Mount Martha for a snack and coffee. Bring yourself and some spending money.

November 2nd. Day of the Morris Minor at Morris Minor Garages, Harcourt, Victoria.

November 15th and 16th. Bendigo Swap Meet, Prince of Wales Showgrounds, Bendigo.

November 23rd November. Coffee run. A trip to Montrose to have a coffee and see the internal workings of a coffee machine hosted by Martin's brother, Ashley French.

December we will have a Christmas run and lunch somewhere and sometime to be decided.

Any ideas for a run in your area? Let me know.

History of the Morris Car

By Martin French.

Morris Motors began in 1912 when bicycle manufacturer William Morris moved on from the sale, hire, and repair of cars to car manufacturing. He planned a new light car assembled from bought-in components. In this way he was able to retain ownership by keeping within the bounds of his own capital resources.

A factory was opened in 1913 at former Oxford Military College at Cowley, Oxford, United Kingdom where Morris's first car, the 2-seat Morris Oxford "Bullnose" was assembled. Nearly all the major components were bought-in.

In 1914 a coupe and van were added to the line-up but the Bullnose chassis was too short and the 1018 cc engine too small to make a much-needed 4-seat version of the car. White and Poppe, who made the engine, wanted more money than Morris was prepared to pay for a larger version, so Morris turned to Continental of Detroit, Michigan for the supply of a 1548 cc engine. Gearboxes and axles were also sourced in the US.

In spite of the outbreak of the First World War the orders were maintained and, from mid-1915 a new larger car, the 2-seat and 4-seat Morris Cowley was introduced.

After the war the Continental engine was no longer available so Morris arranged for Hotchkiss of France to make a near-copy in their Coventry factory. This was used to power new versions of the basic Cowley and more up-market Morris Oxford cars.

With a reputation for producing high-quality cars and a policy of cutting prices, Morris's business continued to grow and increase its share of the British market overtaking Ford to become in 1924 the UK's biggest car manufacturer, holding a 51% share of the home market and remaining enormously profitable.

Possessed of a very large cash income Morris had a policy of personally buying up suppliers' businesses. For example, in 1923 he bought Hotchkiss's Coventry business which later became Morris Engines branch. He also bought F G Woollard which became Morris Commercial Cars to lead the re-organization of their engine

production from batch to flow, thus increasing output from less than 300 units per week to 1200. By 1924 the factory was making 2000 units a week with only a small increase in work space and labour force.

Cecil Kimber, head of Morris's own original 1909-founded Morris Garage sales hire and repair operation in Oxford, began building sporting versions of Morris cars in 1924 labelling them MG. They were so successful a separate MG factory was soon established south of Oxford in Abingdon, Oxfordshire.

Having admired Budd's all-steel bodies Morris founded The Pressed Steel Company of Great Britain Limited in 1926 as a joint venture with Edward G Budd Manufacturing Company - Budd International of Philadelphia, USA. Pressed Steel's factory was located over the road from Morris's factory at Cowley and supplied Morris and many other motor manufacturers. Morris withdrew from the venture in mid-1930. Budd sold their share to British interests at the beginning of 1936.

The small car market was entered in 1928 with the Leonard Lord-designed Morris Minor using an 847 cc engine from Morris's newly acquired Wolseley Motors. This timely spread into the small car market helped Morris through the economic depression of the 1930s. At the 1934 London Motor Show the Minor was replaced by the Morris Eight, a direct response to the Ford Model Y and, though Leonard Lord's handiwork, heavily based on it. Production restarted after World War II, with the pre-war Eight and Ten designs. In 1948 the Eight was replaced by what is probably the most famous Morris car, the Morris Minor designed by Alec Issigonis (who later went on to design the Mini) and reusing the small car name from 1928. The Ten was replaced by a new 1948 Morris Oxford, styled like a larger version of the Minor. In 1952 the Nuffield Organisation merged with its old rival the Austin Motor Company to form the British Motor Corporation (BMC). Nuffield brought the Morris, MG, Riley and Wolseley marques into the merger. Leonard Lord was in charge, which led to Austin's domination of the organisation. Badge-engineering was important to BMC and for many

years the several marques would be seen on several families of similar vehicles.

In 1968, in further rationalisations of the British motor industry, BMC became part of the newly formed British Leyland Motor Corporation (BLMC), and subsequently, in 1975, the nationalised British Leyland Limited (BL).

The *Morris* marque continued to be used until the early 1980s on cars such as the Morris Marina. The Morris Ital (essentially a facelifted Marina) was the last Morris-badged passenger car, with production ending in the summer of 1984. The last *Morris* of all was a van variant of the Austin Metro.

In the early 1980s, the former Morris plant at Cowley and its sister site the former Pressed Steel plant, were turned over to the production of *Austin* and *Rover* badged vehicles. They continued to be used by BL's Austin Rover Group and its successor the Rover Group, which was eventually bought by BMW, and then by a management consortium, leading to the creation of MG Rover. None of the former Morris buildings now exist, British Aerospace sold the site in 1992, it was then demolished and replaced with the Oxford Business Park. The adjacent former Pressed Steel site (now known as "Plant Oxford") is owned and operated by BMW, who use it to assemble the new MINI.



CONVOY PROCEDURE



Trip leader is to call a group meeting prior to start and remind members of convoy procedure.

If your car is on the CPS please fill out your logbook and show it to the team leader for the day.

- ☐ Leader is to inform all members of the route to be taken. If necessary hand out maps.
- ☐ Leader is to appoint a "Tail end Charlie". Normally this will be the most reliable vehicle.
- ☐ Drive at your COMFORTABLE speed. The convoy speed will be set at the comfortable speed of the slowest vehicle.
- ☐ Observe road rules at all times.
- ☐ Drivers are responsible for the vehicle following at all times, especially at traffic lights, when turning off the road, at intersections and at cross-roads.
- ☐ If a vehicle should stop for any reason the vehicle in front must also stop at a safe place in order not to inhibit the traffic behind.
- ☐ Keep a safe distance behind the vehicle in front of you. Drive at a safe braking distance, especially when wet. Normally 4-6 car lengths distance. Be aware that modern faster vehicles will need to overtake and require a safe space to do so.
- ☐ In the event of an accident or mishap on a trip, all vehicles stop and render assistance.
- ☐ Comply with instructions given by the trip leader or emergency personnel.
- ☐ Drivers are responsible for their passengers at all times.

The following is how one can transfer their current Victorian CPS vehicle to this club from another car club before renewal time. I have a letter if you want to do this so ask and I will send you one.

Can a financial member of a CPS club transfer their CPS vehicle to another CPS club if required?

A. Yes. Normally this could be done at renewal time by deleting the club noted on the renewal form and inserting the proposed club and having the "new" club authorise the renewal before payment at VicRoads. In the event of a change being required at another time, the owner should approach the proposed club (of which they are already a member) to request the change. A letter to VicRoads from the "new" club's CPS Officer / Secretary detailing the change, with supporting information, should allow the member to obtain a revised CPS logbook insert to be fixed to the inside front cover from VicRoads. As this is an administrative change only and the vehicle is already in the CPS with the same owner there should not be a requirement for a club inspection or Roadworthy Certificate. The "old" club would need to advise VicRoads of the deletion of the CPS vehicle from "old" club listing.

Time line for Leyland Australia, Zetland Plant in Sydney.

1950 Mar CKD Plant opened by Premier McGinn and Lord Nuffield
1951 Nov BMC founded by Austin/Morris merger in the UK
1954 Aug BMC Australia formed. G.A. Lloyd managing director
1958 J.W. Buckley appointed managing director
1958 Mar CAB starts production of DO1101 series
1958 Apr Ruskin Body Works, Dudley St. Melbourne, closed
1958 Sep Austin and Morris service departments merged
1958 Feb J.W. Buckley resigns. G.A. Lloyd and H.J. Graves appointed joint managing directors
1959 Aug AD015 Mini launched in the UK
1959 Jul Morris Major Series II launched with 96 per cent local content
1959 Dec H.J. Graves appointed managing director
1961 Mar Morris 850 released in Australia
1962 Mar Freeway/Wolseley 24/80 and Major Elite launch
1962 Sep Mini 998cc launched
1963 Sep R.L. Abbott appointed managing director. H.J. Graves appointed deputy chairman
1964 Feb AD016 Morris 1100 launched
1965 Feb YD04 Mini launched
1965 Mar YD05 Hydrolastic Mini Deluxe launched
1965 May G.A. Lloyd retires as director
1965 Jul Parts and Accessories Division opened in Liverpool
1965 Oct YD06 Mini Cooper "S" win Bathurst (Armstrong 500)
1965 Oct AD017 Austin 1800 Mk I launched
1965 Dec Foundation stone of Nuffield Village, Castle Hill, laid
1966 Mar YD07 Mini Moke launch
1966 Nov New offices, South Dowling St., opened
1966 Dec BM Holdings formed in the UK-BMC, Jaguar, P.S., Fisher
1967 Feb F J truck launched
1967 May R.L. Abbott commits to government Plan "A"
1968 Jan Announcement of BMC/Leyland merger
1968 Jan YD010 Austin 1800 utility launched
1968 May British Leyland Corporation formed
1968 Aug J.H. Plane appointed chairman, BLMC. R.L. Abbott appointed managing director, BLMC Australia
1968 Oct AD017 Austin 1800 Mk II launched
1968 Dec Moke production ceased in UK, continued in Australia
1969 Apr Model "B" (P76) proposal to UK board
1969 Jun YD09 Morris Nomad, Morris Nomad (1300) launched, YD015 Morris 1500, Morris 1300 launched
1969 Jul J.O. Martin appointed managing director. Enfield plant purchased
1969 Nov P76 program approved by UK board
1970 Jan First use of P76 as model name
1970 Nov YD013 Tasman/Kimberley launched
1972 Jun YD019 Tasman/Kimberley MKII launched
1971 Dec Company name change to Leyland Motor Corporation of Australia
1973 Jan J.O. Martin appointed deputy chairman; P.J. North appointed managing director
1973 Feb Buyer Protection Plan launched
1973 Feb YD025 Marina red six cylinder launched
1973 Jun P76 launched
1974 Jun J.D. Abell appointed managing director; P.J. North resigns
1974 Oct Closure of Zetland plant
1975 Mar Mini production starts at Enfield plant
1975 Mar J.D. Abell returns to UK; G. King appointed managing director

Classifieds



BMC-Leyland Car Club Inc

Anything to SELL, SWAP or BUY?
Do it here for free.

MEMBERSHIP ENQUIRIES

Contact Sue Wilson

0359775686

bmcleyaldcc@inet.net.au



Sorry for the clarity of the magazine but I lost the original years ago and only had these photos. Gary.

New Members

The club would like to welcome a couple of new members to the club.

Firstly, I would like to welcome **Nicholas and Ciana Scarff** from Kilmore. Nick has a 1958 Jaguar 3.4 Mk1 and is soon to get a 1955 MG Magnette from one of our members in Queensland which he intends to restore. I know young Nick very well as he and I both are associated at M.O.V.E. where I volunteer and Nick is the assistant curator at the museum.



Young Nick as I call him is only 26 but his knowledge on most vehicles, especially the Jaguar is faultless. He has been brought up with Jaguars in his blood from his family especially his dad who is also a Jaguar fan.

Apart from working at M.O.V.E. he studies at university and is doing a paper on the history of the Jaguar, of course.

When you meet him and his lovely wife Ciana you will be impressed with his knowledge on not only Jaguars but cars in general.



Secondly, I welcome **Michael Barrow** from up here in Shepparton. Mike hasn't a classic vehicle at the moment but we are working on him. Members would know of Mike on the Silo Weekend we had a couple of years ago when he bought along his mobile slot car track that everyone enjoyed so much. Lloyd and Glenda as well as Sue and myself have become very good friends and Lloyd and myself race our slot cars on his track at his place along with a group of us every Monday night. Mike has become a social member and we welcome him and his wife Sue to join us on any outings and add to the fun.



Here is a photo of Mike who in 2022 took out first place in an Australian Slot Car Competition held in WA.

The motor museum up here at M.O.V.E. have asked him to display the Evolution of Slot Cars. Like myself Mike and Sue are Kiwi's, but I came out here in 1978 which is close to when he was born! (Not)



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Simon Greig Shannons Shepparton Region Development Officer



SHARE THE PASSION

Here is a membership form for those of you who would like one. Just in case you find someone who could be interested in joining our fantastic little club.



Please fill out and email to:
bmcleylandcc@inet.net.au

Post to:
Sue Wilson,
BMC-Leyland Car Club Inc,
Membership,
222, 65 Channel Road
Shepparton,
Victoria, 3630
0421841939

Membership Application Form.

☐

Single. \$30.00

☐

Couple/family \$40.00

BMC-Leyland Car Club Inc. Bendigo Bank BSB 633000 A/c 152525515

Member details. (Please print clearly)

First name Family name
(Spouse)

Name Family name

Address

..... Postcode

Phone Number/s

Email Address

Date of Birth Spouse

VEHICLE DETAILS:

Year Make Model

Colour Registration/Club Permit Number

If more than one, please write down on a separate page.

Do you want to put your vehicle onto the VicRoads Club Permit Scheme? YES NO

Signature Date

By signing this form, you agree to uphold our constitution and the terms and conditions of all the VicRoads Club Permit Scheme requirements at all times and make sure your logbook is properly filled out before the use of your CPS vehicle. I also agree to notify the CPS Officer of any changes to the permitted vehicle and to supply photographs as required when the vehicle is added to our CPS. You also agree to attend as many events or outings as possible as an obligation to you joining the club.

Office Use only. Member number CPS Expiry

Our club financial year is from July 1st to June 30th.