ISSUE #103



MAY 2023

The official and registered Publication of the BMC-Leyland Car Club Inc in Victoria in 2014. A0061520ON

The "WOBBLE KNOCKER"



Yarra Bend Park / Studley Park attendees. Great day and turnout.

A0061520N

Committee of Management

Website: www.bmcleylandcarclub.org

Email for all contact bmcleylandcc@iinet.net.au

Phone number for all contact 0421841939

PRESIDENT. (CO FOUNDER) Gary Turner.

VICE PRESIDENT. (FOUNDER) Francis Borg.

SECRETARY. Christopher Pace

TREASURER. Cheryl Sawyer

MEMBERSHIP. Sue Wilson.

EVENTS & SOCIAL Coordinator. Sue Wilson

EVENTSRichard Simpson **EDITOR.**Gary Turner. **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 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.





Hi members.

Welcome to another Wobble Knocker number 102 for May 2023.

MEMBERSHIP 154 CLUB CARS (CPS) 140

lan and Sue James's eldest daughter, Gillian, died of cancer recently, she would have been in her mid-40's. Our condolences to lan and Sue and family.

Welcome to a couple of new members who have joined recently. Steve and Lynette Curtis who have a Rover MG and has bought a Triumph TR7. Stephen and Judi Brooks who have a nice MG1100. We also have another new member who has the paperwork, and we are waiting for it to come through and they have our first Leyland P76 to go on the CPS with our club. Welcome to everyone.

Winton Historic Races are coming, and we only have a couple of free entry tickets left. So, for those who are interested you'd better let Sue know ASAP to avoid and disappointment. Always a good day with lots to see and do. Just bring your own food and drinks if you don't want to buy from the many outlets. Also, it's always a bit on the cool side so bring warm clothing and a seat. We usually get a great vantage point so you can see the whole track. Make a weekend of it if you wish, you will not regret it.

With the cooler months coming and for some are already here, things start to slow down a bit as far as outings go. Please, if you are able, we'd really appreciate your attendance and as this club rewards it's members who do come on a run it doesn't take long to get your measly membership back. At just \$30.00 single and \$40.00 Family our club is one of the cheapest clubs you'll ever know plus it gives back to it's members like no other club does. We are basically a social club on wheels who all have a common interest. Tell your friends, they'll be pleased you did.

I am going through a few issues now and although I'm trying to not let it get to me, it's a very stressful time so next month's newsletter in June and possibly July will be basic until all this crap I'm forced to go through is finished. I do need help please. Not just the running of the club but more input by you the members when it comes to this magazine. I want it to be something you will look forward to receiving each month so any contributions would be greatly accepted. Thanks.

Gary Turner
President/Editor
BMC-Leyland Car Club.





SUN - MAY 28th. 46th HISTORIC WINTON.

This is a yearly event, and, in the past, it has been a brilliant day. Car Club displays, FREE entry tickets (Limited quantity of 10) as well as much more. Make a weekend of it if you wish.

SUN - JUNE 18TH - 2nd ANNUAL "Battle of Waterloo"

We will meet at the Stud Park shopping center car park (Stud Road Rowville) at 9am for a 9:30 departure to Montague's Cafe, at Lysterfield Lake for a rest and coffee break. From there we will cruise to Cardinia Lake spillway car park. Next stop is at Kangaroo flat picnic area. Bring your own food and drinks. BBQ's are permitted I hope everyone enjoys the day with members from two Criterion car clubs who are joining us for this run. Paul Buck.

SUN - JUL 23rd - Club AGM - Wallan Hotel as requested by members for lunch and the clubs AGM. Arrive 11.30 am. 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.

SUN – OCTOBER 8th – Mont De Lancey Historic Homestead – Wandin North. Hosts Alan and Yvonne Bennett. More details to further on in newsletter

TUESDAY- NOV 7th – MELBOURNE CUP DAY at Jo and Kel Hawkesworth at Caulfield.

SUN - NOV 19th - Western Wanderer Circuit Run.

We intend to try and avoid the major roads and stick to the "C" roads, where possible. Meeting at the outbound BP at Calder Park Raceway (on the left about 200m past the raceway main entrance) for a 10am-10:30am departure, fuel, food, coffee, and toilets available.

We will proceed up the Calder Freeway to Diggers Rest, and then onto Bacchus Marsh via

back roads. We will then take the Western Freeway for a short time to Ballan and using secondary roads on to Gordon and Wallace.

Wallace Hotel will be our destination for a great pub lunch.

Wallace is located just off the Western Freeway, so a quick return to Melbourne is assured.

Co-Ordinator's Rob and Anne Quinn.

SUN – DEC 10th – Club Christmas lunch, annual Show and Shine. Kilsyth Club.

With award presentations and raffles.

Co-ordinators Gary and 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) **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)

<u>PLEASE.</u> 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.

Our new grille Badge \$40.00



BMC-Leyland Car Club Inc SUN - JULY 23rd Club AGM — Wallan Hotel.

All members are invited to the AGM held at Hogans Hotel in Wallan on the 23^{rd} of July 2023. There we will hold a brief meeting to discuss a few matters and afterwards hold our AGM to elect our committee for the 2023 - 2024 Financial year.

This period will lead us into our 10th year of association.

We will have lunch at the venue like previous years, so we do need bookings for seating.

This is your chance to have your say in how the club is going and help make decisions for the future of the club.

All committee positions will be declared vacant, and a new executive committee will be elected. Positions declared vacant will be:

President, Vice President, Secretary and Treasurer.

The positions of CPS Officer, Membership, Webmaster, Editor, Regalia and Events organiser can be put forward by the membership.

Event's Organiser or Club Captain is very important to keep the club active and provide interesting outings for the members. This does not have to be just one person but can be a sub-committee who will liaise with the editor so the magazine, website and Facebook page can be kept up to date.

I hope members will put some serious thought in stepping up to help the club go forward with some new and fresh ideas. Existing Committee members will be there to help anyone who takes a position on, so you won't have to do it alone.

Those attending the AGM in July must be current financial members of the club to vote if required to do so.

There will be an agenda published in further magazines so if you want anything discussed please let me know so I can add it to the Agenda for the day.



All enquiries please email Gary or Sue bmcleylandcc@iinet.net.au
Phone 0421841939

RUN REPORT

SUN - APRIL 23rd - Yarra Bend Park / Studley Park, Kew.

27 members attended, 19 classic cars in total.

Members met at McDonald's Kew with some getting food and refreshments whilst waiting for 10:30 departure.

The convoy departed at 10:40 as waited for some members running late. Arrived at Studley Park @ 10:45.

Samantha Ellis had cordoned off 16 parking bays wearing a hi vis vest looking very official. Scott McDonald guarded the rotunda and BBQ area.

Scott Samantha and Craig arrived at the site at 08:00 to secure the car parking rotunda and BBQ's. Most members bought a picnic lunch and some sausages onions on bread were handed out.

Scott supplied a home cooked by flourless orange cake made by himself. Members requested this recipe to be in the next newsletter as they enjoyed it so much.

The weather was mild, and we were very grateful for that. All vehicles ran well with just 1 slipping alternator belt on Richard Simpson's Triumph Dolomite Sprint; on closer inspection the belt was loose with one of the 3 mounting bolts suspected to be missing.

A low-key day with laughter and good conversation was had by all. Special thanks to Bryce Eishold for attending giving support and speaking to the members in-line with the club protocol / upcoming runs etc.

Special thanks to Samantha Ellis for willingly and enthusiastically helping. Thanks to Scott McDonald for organising the run sheet and researching the area on what's open and on offer.

Richard Simpson, Terry & Cheryl Sawyer, Paul Buck, Shane Coutts, Purd Kongtap, Bryce Eishold, Samantha Ellis, Craig Ellis, Scott McDonald, Glenn Sanderson, Pete Peacock, Sue and Alec Robinson, Peter and Cathy from Melton, Bruce Austin, Bob and Val, Reece Williams and Jo & Kel Hawkesworth.





Here is the recipe for Flourless **Orange Cake** that was so delicious on the run for Craig's birthday than we had many requests for. So, here we have it!



2 Large Navel Oranges. (Choose oranges with unblemished skins as the whole fruit is used in this recipe.)

5 Eggs.

1 1/4 cups (250g) caster sugar.

2 ½ cups (250g) Ground Almonds.

1 tsp Gluten-free Baking Powder.

Pure icing sugar to serve.

Step 1.

Preheat oven to 170°C. Grease and line base of a heart shaped pan.

Step 2.

Place the two whole oranges in a saucepan and cover with water. Bring to the boil and simmer, covered, for 1 hour, ensuring that the oranges are covered in water. Drain and cool. Chop the oranges into quarters, discard any seeds, then place the chunks into a blender and puree until smooth.

Step 3.

Beat the eggs with the sugar until thick, then add the orange puree, ground almonds and baking powder and mix well.

Step 4.

Pour into prepared pan and bake for 1 hour. Leave the cake to firm up in the pan for 20 minutes then turn out, remove the baking paper, and turn over to finish cooling right way up. This cake definitely mellows with a little time and can be prepared up to 48 hours in advance.

Step 5.

To serve, sift icing sugar on top and decorate with orange zest and almonds.

Step 6.

Now eat it. The best part!

A Century of MG

By Nicholas Scarff, M.O.V.E. assistant curator and club member.

EARLY DAYS.

The company known as MG was started in 1923 as a promotional project of Morris dealer, Morris Garages in Longwall Street, Oxford. Morris Garages was where William Morris Motors was a decade earlier. Morris had expanded well beyond Longwall Street; however, cars were still sold at the site and in 1921Cecil Kimber became sales manager of Morris Garages in 1921 and was promoted to the role of General Manager in 1922. In 1922. In 1923 Morris Garages began fitting special bodies onto Morris Cars called Kimber Specials.

The famous octagonal MG logo appeared in advertising for MG's in 1923 and demand for these specials grew quickly. In 1925, MG manufacturing was moved to the same factory that produced the radiators for Morris cars. In 1927 demand had grown enough to move to the main Morris works at Cowley in Oxford where MG was given their own track.



The earlier MG cars were quite like the Morrises they were based on, however they had more sporting bodies, this sporting focus of the MG bodies cemented the MG as a manufactured of vehicles geared towards performance and leisure rather than utility or luxury. The first MG's were sold for a price of 350 pounds, around 100 pounds more than the equivalent Morris. The first MG that didn't share a chassis with a Morris was the 18/80 of 1928.

MG IN OZ.

MG has a long history in Australia. Like many cars in the 1920's, the first MG to arrive in Australia was privately imported. It is thought that this car was a 14/28 that arrived in WA in 1925. It is thought that a further two 18/80's arrived in Australia before 1930. The Great Depression, hit Australia particularly hard and cars sales reduced noticeably from 1928 through until the mid-1930's. MG's were imported through Morris agent Lanes Motors of Melbourne from 1931, however, Cheney's of Adelaide imported several new M-Type Midgets before 1931. One of the first MG's in Victoria was sold through Cheney's in 1930, a M-Type sold to Jim Cumming.



MG sales increased through the 1930's despite the Depression, it wasn't until the major post-war British export drives of the 1940's that MG really began to take off in Australia. The company's first post-war sports car was the TC Midget, which was popular in Australia and America and cemented the company as an affordable entry point to sports car motoring. The Y-Type was introduced in 1947

to replace the pre-war range of saloons and tourers of various sizes and provide a more practical form of motoring than the company's sports cars.

The NUFFIELD ERA.

When the company started, MG belonged to Lord Nuffield personally who owned the company, however, he transferred the brand Morris Motors which would later be known as the Nuffield Group. Lord Nuffield oversaw the Nuffield group, so he effectively maintained control of MG despite transferring it.

In 1929, the first MG Midget was released. The car was heavily based on the all-new Morris Minor. The M-Type Midget used lower suspension, wire wheels, and shock absorbers to help improve its handling. The car also used a single SU carburetor, which provided around 20 horsepower (15kw). Whilst these figures seem modest, the M-Type's lightweight provided the car with good performance for the time with a top speed of around 65mph (105kl/h).

Throughout the 1930's, MG produced several sports cars, tourers and saloons and was successful in racing, helping to establish its reputation as a performance at an affordable price. The outbreak of war in 1939 saw MG production stop until 1946.



BMC

In 1950, the TC Midget was replaced the TD Midget, a car that combined the chassis and independent front suspension of the Y-Type with the engine of the TC. Whilst arguably not as attractive than previous generations of the Midget, TD was the first proper post-war MG sports car offering superior handling over the TC. In 1952, the Nuffield group, including MG merged with Austin to form British Motor Corporation (BMC). BMC's Australian branch produced products aimed at the larger massmarket in Australia and imported more exclusive cars such as the MG from Britain for a time. The Y-Type was replaced in 1953 with the first BMC-designed MG, the Magnette saloon, which was designed by Gerald Palmer and was very similar to the Wolseley 4/44.

In 1955, the MGA was introduced. The MGA was the most modern MG sports car that had been produced by the company. It was the first MG sports car to have enclosed "ponton" wings rather than running boards or cycle guards. The MGA looked very modern but retained a separate chassis, which was becoming an increasingly uncommon method of body construction in Europe and Britain. The MGA was fitted with the 1.5liter BMC B-Series engine as standard, a twin overhead cam cylinder head was made available as an option improving performance from around 100mph (160km/h) to nearly 115mph (185km/h).

AUSTRALIAN AREA.

The Australian government had been encouraging Australian car production for quite some time before the first MG's were built in Australia. Morris had begun assembly of cars in the late 1940's and Austin followed soon after. BMC was a major competitor in the Australian car

market, despite Holden sales eclipsing almost all other margues. The MGA was the first MG to be built in Australia when CKD kits were imported and assembled in Sydney from 1957. 2,040 MGA's were assembled in Australia at the Pressed Metal Corporation's factory in Sydney, however twin-cam and coupe models continued to be fully imported from Britain due to their low volume. The MGA was replaced with the iconic MGB in 1962 and Australian production soon followed in 1963. These cars had significant Australian content in the form of paint and electrical components amongst other things. The MGB was quite a groundbreaking small car. It was relatively affordable and offered good performance, it was light and easy to drive as well and was not as complex as more exotic cars such as the Jaguar. The MGB was updated with a MKII variant in 1967, however, these cars didn't begin to be assembled at BMC's Zetland plant in Sydney and offered overdrive for manual cars and the option of automatic transmission as well. During this time, the smaller MG Midget was assembled in Australia as well. Unfortunately, Australian government requirements changed in 1972 meaning that Australian assembled cars needed to have at least 85% local content, but the MGB produced at Zetland only had 45%. The decision was made to end Australian MG production with 9,000 MGB's having been built.



THE LEYLAND AREA.

After the end of Australian production in 1972, MG reverted to an import model in Australia. Back in Britain, MG's parent company, BMC, had become part of British Motor Holdings through a merger with Jaguar and Pressed Steel in 1966. BMH was merged with Leyland Motor

Corporation which also owned Standard, Triumph, and Rover. This formed the basis of the infamous company British Leyland, which was partially nationalized under Harold Wilson's Labor government in 1975. For all the companies involved, the Leyland era was characterized by industrial unrest and poor management, as well as poor quality due to frequent strikes, rushed research and development, and discontent amongst the workforce.

Despite these challenges, MG was able to weather the storm that was British Leyland, with the MGB being offered with the 3.5 litre Rover V8 from 1973-1976. The MGB finally went out of production in 1980. Between 1980 and 1995, no MG sports car was officially built, with MG's being rebadged models from the MG Rover Group.

POST BRITISH LEYLAND.

British Leyland was in dire straits in the early 1980's and Jaguar was privatized in 1984. In 1982 the car division of British Leyland was renamed Austin Rover and focused on producing mass-market cars such as the Austin Metro and executive cars under the Rover name. In 1986 Austin Rover became the Rover Group. During this period MG cars were nothing more than rebadged editions of other more pedestrian hatchbacks and saloons. During this period, MG had no market presence in Australia. From 1988-1994 the Rover Group was owned by British Aerospace before being sold to BMW. During BMW's ownership, MG released its first "real" MG since 1980 with the MGF going on sale in 1995.

The MGF was a mid-engine sports car that utilised the Rover K-Series four-cylinder engine. The car sold well amongst enthusiasts and gained a reputation for being comfortable and fun to drive. It was the first time in over a decade that MGs were officially sold in Australia. The MGF was joined by the Rover 75-based ZT in 2001. By 2001, MG was again under British ownership along with Rover. The ZT and the 75 were unable to compete against other cars in the executive class, such as the BMW 3 and 5 Series, the E-Class Mercedes, and the Jaguar X-Type. Despite this, MG released a V8, rear wheel drive version of the ZT. Unfortunately, the Rover Group had serious financial difficulties and in 2005 production ceased.

THE NEW ERA.

BMG was purchased by Chinese automaker Nanjing Automotive following it's financial collapse. The MG TF, a development of the MGF was put back into production at the Longbridge factory in England in 2007. In 2009 MG announced the MG6 which was available as a sedan and a hatchback and was built in the UK and China. The MG3 was announced to go on sale in Britain in 2013 and was sold alongside the MG6 in Australia. Neither the MG3 or the MG6 were a commercial success in Australia or Britain. In 2016, MG announced that all British production would cease and move to China.

Into the 2020's MG had experienced quite a revitalisation with the facelifted MG3 and the MG ZS SUV selling extremely well in Australia due to sharp pricing and comprehensive standard features. Nonetheless, the new MGs have divided opinion, with many not accepting them as "true" MGs. Despite this, MG's market share in Australia has exploded with the MG ZS SUV being the ninth best=selling car in Australia in 2022 and the MG brand being the seventh best-selling marque in Australia in the same year.

MG also currently sells the cheapest electric car on the Australian market making it a popular choice for people wishing to buy an EV.



RUN REPORT

Saturday 6th of May Gargarro Botanical Gardens Café. Girgarre (45 Minutes North of Shepparton)

12 Members met up and drove to the Café just 45 minutes northwest of Shepparton on quite a cool day but rather sunny all the same.

Along on the drive was Gary and Sue – Jaguar, Glenda, and Lloyd – MG Magnette, Neil, and Mo – Rover, Jo, and Kel – Morris Minor, Steve, and Lynette – Modern and the members who travelled the furthest, Ross and Margo – bicycle. (They live just up the road).

Upon arriving we were all seated in this brand-new café surrounded by a very new and young botanical garden which in years to come will be beautiful.

We all ordered our meals and shortly thereafter we were served with a delightful mixture of dishes to delight.

After our meals and after long chats between us all I decided to shout everyone a tea or coffee on behalf of the club which was most appreciated by those in attendance.

Then for the drive home through the countryside of the Golden Valley highway's which is a real sight with corn and produce being grown as far as the eye could see. Wonderful.











Mini Marcos racing

Round 3 VHC Mount Leura 25th-26th March.

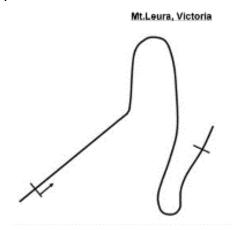
By Phillip Smethurst.

After a nearly spectacular fail at the last round at Bryant park when the car didn't even get to the event due to a mishap with car/cut straps and trailer winch combining, the result being a few fortunately only minor repairs, we had an entry in and our fingers crossed for a much better weekend at The Ballarat light car clubs Mount Leura hill climb out at Camperdown, for Round 3 of the Victorian Hill climb championship. Unlike previous years where Saturday was a half day meaning we only needed digs for Saturday night, this year it was a full 2-day event and with an early start on the Saturday, the weekend started a few days prior by going cap in hand to 'the chief finance controller' with my best Oliver twist "please Miss can I have some more...accommodation money for Friday night".

My supporting evidence was that the poor pit crew was whinging that he didn't want to do the 3am early get up if we didn't stay overnight. The verdict was duly handed down in the form of some muttered comments that car racing was a waste of money.... which team Grid Filler took to mean that we were ok to 'waste' some more!

With this battle won we felt the hardest bit of the weekend was surely behind us! The car had been driven down to the Phillip Island classic the weekend before representing the BMC club on our display and had behaved perfectly so all seemed well. The new wheels and tyres (the reason for the cut straps!) were put in with luggage/spares and were to be changed at the event to save any more mishaps and the car was loaded onto the trailer early Friday evening and we set off into the evening sunset... Fortunately the predicted Friday city traffic delays didn't materialise and we were up the peninsula and through the city and out past Geelong without too much delaya happy pit crew (Son, Sam) spotted the giant Maccas sign by the freeway and decided it was dinner time so 20 nuggets (negotiated down from a requested 24!), some fries and a drink later (who the heck can eat 20 nuggets?!?!he must have hollow legs and steel guts or something?!) we were back on the road and a couple of hours later pulling into our little motel, appropriately named the Manifold Motor Inn.

Saturday dawned nice and early and I was channelling my inner Lightning McQueen...."I am speed!"



By 7:15 am we were heading the 5 minutes down the road to Mount Leura cricket oval which served as the paddock for the weekend with the Volcanic cinder cone look out road serving as the racetrack venue. Other early birds were setting up already. Luke and Laurie Patterson were into the bacon rolls and Steve and Pete W-W were unloading their little green Mini Cooper S Group Nb rocket ship already too.

An 803m climb used for the Victorian Hillclimb Championship. We rolled the Grid Filler entry off the trailer, pleasingly the pit crew was helping this time rather than the normal 'see you dad I'm off to check out the other cars!'. I think it might have something to do with being embarrassed that he'd been told his little sister Evie had winched the car onto the trailer after the repairs had

been made last week and that I was thinking of sacking my current pit crews. Either that or the thought of not being allowed to go away racing and missing out on chicken nuggets as a consequence!



7:30 Saturday morning, too cold and too early for Pit crew Sam!

Pit crew Sam and I set about changing the wheels over to the new 'racing wheels' a set of 4-off bargain 50 quid genuine 13 x 6" revolutions complete with 16-wheel nuts that I'd bought and repainted then fitted with Yokohama A048 tyres to replace our now solely road going and previous dual-purpose road/racing 13×7 Minilites and Nankang NS2R's.

We checked into the event and received our little sticker to say we'd been scrutineered and with drivers briefing done we were lined up in group 1 for our first run. We'd only run one time previously at Mount Leura in 2021 but I roughly remembered the track layout but none the less took it a little steady on the first run whilst I re-familiarised myself and the car with the layout. The time of 45.04 was only 0.5 away from our best time of 44.54 in 2021 so things looked good initially for improving during the day/weekend.

We were pitched as usual in the 'B2 sportscars open/closed up to 2L' class and with our usual nemesis in the form of the rapid yellow peril Mini Moke - a car run and driven like it's been stolen by Andy and Jye Preston and Scott Markby. The Moke runs a similarly spec'd and tuned engine and horsepower to us but via a short final drive so with them having less weight and better gearing we've become accustomed to finishing 4th in our class!

This time we had another car, the TR3 of Michael Daley making us 5 cars in B2. We'd seen Michael before and he drives a bit more sedately than us or the Moke so it looked like another weekend of finishing 4th for us but knowing that final gearing didn't have quite the negative impact at Mount Leura as other places and having put more negative camber into the Marcos all round (now at -2 all round) we were keen to give it a crack and see if we could get a bit nearer to the stolen Moke trio!

The 2nd run on Saturday saw us go a little bit quicker and drop to a 44.35 but we were having a big lean out on the uphill straight after turn 2 as we were trying to go from 2nd to 3rd at 6,000rpm. I had recently done a slightly better road needle for the HIF44 carb that was a little less rich and the car felt good everywhere else and was bang on with a solid AFR of 12.2/12.3 off the line in 1st, 2nd and into 3rd so I was a bit frustrated. I didn't make any adjustments before Run 3 to see things stayed the same and was slightly quicker again in run 3 at 43.75 but with a big hesitation/lean out in the same spot meaning we had to do something before run 4. I thought maybe the incline was causing us to run on a slightly different section of the needle so filed/emery taped a little off the end of the needle to see if it would ritchen up at

5K rpm and above. We were attacking the 1st and 2nd corners better and bringing a bit more speed off turn 2 into the straight, meaning we again dropped in time to 43.35 but frustratingly the big lean out was still there. Time to pack up for Saturday and we'd done sufficiently well to have the Moke boys worried enough to be unbolting mud flaps and anything else they could. After 4 runs on Saturday, we were ahead of one Moke driver and only 0.13 behind the 2nd so were heaps closer than we had ever been to them and really hoping to fix the lean out and apply some more pressure on them during Sunday.



Grid Filler racing parked at the top of the hill with other Group 1 cars after the final run-on Saturday.

Being road registered still, we drove the car home and gave it a thrash in 1st, 2nd, 3rd with no issue at all and a nice rock steady 12.0-12.2 on the AFR so determined we would have to be more aggressive with changes tomorrow as the incline of the hill must be pushing us onto a part of the needle that didn't show the fault on flat roads?

We retired to the Motel and parked up and set off for a walk down to the pub for dinner. The Pit crew decided it had been such a successful day that a beer was in order.... Ginger beer in his case! but a nice apple cider for the hard worked driver, two as the first didn't touch the sides! A nice home-made schnitzel and chips with gravy hit the spot for dinner too and left us drifting off to sleep back at the hotel with full tummies and feeling reasonably content and dreaming of better things and better/faster times to come tomorrow!

On Sunday morning we made some more adjustments to the needle and lined up for run 5. I was now a bit distracted looking for the AFR reading rather than picking lines and braking points so was a bit scrappy and posted a 44.26 and still had the same big lean out which was really starting to annoy me.

I was scratching my head a bit now as we didn't seem to be improving the lean out duration or level at all and I thought of increasing the fuel pressure on the regulator but decided against this as we'd never had any issues with fuel pressure as far as I knew and instead I got really harsh on the needle in the hope that if it was a bit rich everywhere it wouldn't hurt it and it might just get us over the lean section.



Grid Filler racing Mini Marcos at the start line Sunday – about to run up the volcanic lookout road at Mount Leura.

Run 6 was even more scrappy than run 5 and the car that had felt to be pulling well from the line yesterday and this morning was no way too rich and not happy at all, so we were even slower at 44.78, and now I wasn't sure if I had damaged the engine with lean outs or if it was just running badly due to the over rich needle.

Fortunately, I pack every spare I own when going racing and having done a few needles whilst working the AFR's out last year, I had a few spare older 'almost right' needles. I just wasn't sure which were good enough to use and if they would be any better than the great road needle that I'd just carved up in desperation and ruined so I put a needle in that was labelled "BDL modified" and went out for run 7. The car pulled ok off the line again in 1st, 2nd, 3rd so I knew we weren't far off and decided to try to refocus on better lines again, but then suffered the same (maybe bigger) lean out, so although the time was better at 43.74 we had not even got down to yesterday's time so I was feeling a bit dejected and confused about the issue and the Mokes 3rd driver had now come past us and although only 0.5 seconds in front of us, we were again 4th in class.

In frustration I took to the needle again at the lower end/high revs section, but the needle was getting too thin and rolling it in less-than-ideal conditions against a trailer guard whilst filing and perhaps being more than a little annoyed I then bent the very tip of the needle – I was about ready to bust! I tweaked it and fitted the needle anyway to see what the damage was and to no surprise it was a dog at idle and super lean/off the gauge but revved cleanly and the AFR's came back in to the 12's above 2,000rpm. I was about ready to trailer the car and give today up as an opposite of yesterday, with only steadily bigger backwards steps being taken but pulling the choke out gave me a 2,000rpm tick over and AFR's in the 12's so a bit like John Cleese in Faulty towers, I determined I was going to give the car a 'damn good thrashing' to teach it a lesson! We lined up with the car revving its nuts off and once on the line shoved the choke in and gave it a heap of revs and dropped the clutch and set to with the cars said thrashing. I decided not to bother looking at any AFR's and carry as much speed into/through turn 1 and was bit brutal on the box dropping into 2nd and then hung it right out into the weeds on the exit of turn 2. I held 6,000 rpm in 2nd along the straight had a big lean out and a bit of fluffing and big drop taking 3rd gear but just kept pedalling it into the cutting and a hard left between the bedrock stone the road is carved through and then hung on to 2nd at 6,000 rpm again as it leaned out/fluffed just before/across the line. It felt quick but that wasn't saying much when I'd been rubbish compared to yesterday, so I wasn't really expecting much more than another high 43 at best and I felt better that I'd released some

pent-up frustration and given the car the thrashing it deserved and was even happier that it hadn't repaid me by blowing up! We lined up until the group 1 cars had all run through and then trundled back down the hill waving to the Marshalls to say thanks for a great weekend of motorsport and arrived back at the paddock and put the car back on the trailer. I gave pit crew Sam my best excuses about how the car just hadn't behaved or responded how we'd hoped today and searching for any positives from a dismal day we agreed that at least we had seen an improvement on our previous best here, and the car and engine was still in one piece for some more fettling and the next round of the championship in April. We went to check times in the paddock, but no new times were up as they wouldn't print them until all Group 1, 2 and 3 cars had run but other times as outlined above didn't make for good reading and our name appeared 4th on the list in class B2 (again!).

Once fully packed up we watched the last couple of cars in group 3 go up the hill and then as usual hung around to congratulate the various class winners and to say thanks to the organisers before everyone headed off. We then got to B2 class awards and were amazed to hear "3rd in class B2 in the Mini Marcos with a time of 42.50 on his final run, Philip Smethurst!!"



WHAT!?!? YOU LITTLE BEAUTY!!......what a great surprise! And a nice medallion to hang up at home.

It turned out we'd beaten Andy in the Moke by 0.31 seconds but looking at the times when they were pinned up a few minutes later, we were equally pleased and frustrated to see that we had finished just 0.35 seconds off 2nd place and just 0.51 off a class win!.....if only I'd gotten over that lean out and now that we're home we think it's a fuel pressure issue exacerbated by the high revs and incline affecting the shallow fuel bowl in the base of the HIF44...so maybe IF I'd just tried an increase in pressure for one of the runs before carving up and ruining the good needle!!! Who knows??

Oh well - it's our first-class medal in the Vic Championship so we've got to be happy with that and the new suspension settings and tyres had worked well so maybe next time!! Unfortunately, more work overseas beckons in the coming weeks so whilst we might just get to round 4 at Bryant Park where our 3.44 road going final gearing hurts us against the

Moke's 4.2, we will miss Round 5 that returns to Mount Leura again so that 2nd or even top step of the class podium will elude us a little longer it seems. Onwards and upward though!

Phil and Sam Smethurst (Grid Filler racing)

p.s – if any members are interested in getting into motorsports, hill climbing is a great way to go. It's just you against the clock and you only need a CAMS speed license approx. \$130 (valid for 12 months and applied for online), an approved helmet and a basic dated fire extinguisher (mine came from Bunnings for about \$30). You can run a standard road car or any modifications you choose and go as fast or slow as you like and it's a great friendly crowd

and BMC cars are well represented – particularly minis. Event entry is typically \$100 for a single day event and \$120 for a 2-day event so it is do-able on a small budget by driving to and from the event and there are always cars of all types from mild like us to wild so it's great fun (if you don't break it!)

Ask Gary or Sue for my email or number if you want to know more or take the plunge and just come and have a go!
Phillip Smethurst.

REGALIA

Car Club Banner	\$10.00	CLOTHING	
Embroidered Cloth Badge	\$10.00	Polo Shirts	\$30.00
Club Cap	\$15.00	Rugby Jumper	\$35.00
Grille Badge (New)	\$40.00	Club Dress Shirt S/S	\$35.00
Contact Sue or Gary for orders on 0421841939.		Leather Bomber Jacket	\$220.00



New Club Banner



New Grille Badge



Cloth Badge



Club Dress Shirt



Club Polo Shirt



Rugby Jumper



Leather Bomber Jacket



Details of a future run in October.

Sunday October 15.

(Expressions of interest – contact Sue)

Suggested itinerary is meet at York on Lilydale - travel through the edge of the Dandenongs/Yarra Valley - a scenic route with fruit tree blossom likely. Arriving at Mont De Lancey, Wandin North for a guided tour of the historic 1880s homestead and many other buildings. We can enjoy a BYO lunch in the magnificent gardens and individuals can browse through the working blacksmith, wood turner and vintage machinery sheds. The expansive museum is also part of the area with more than 5000 pieces of memorabilia. The tour/entry costs \$10 per person (I will be the volunteer guide). I can arrange for a dedicated area for us to park/picnic where other visitors can view the cars if wanted.

There is a cafe on site where takeaway can also be purchased but I thought a sit-down lunch could be a problem as it can be busy with people not on tours etc.

Regards

Yvonne and Alan



This will be a regular event on our calendar as it has been so popular in the past. Members are invited to come up and Sue and I can find some affordable accommodation for you if you wish to do both days. Free tickets (10) to enter can be arranged but these are a limited number.

If you want to attend and we enter as a group, we will meet at the Benalla McDonalds at 8.30 am and we can all travel together.

Please contact Sue for further details on **0421841939** for another great weekend.

MINI MAKEOVERS

Just want to shout out to a friend of the BMC-Leyland Car Club Inc.

The owner of Mini Makeovers, Joe Parnis.

They are situated at Gate 3, Unit 5, Thor Court East Keillor VIC 3033

03 7038 0739 0411 170 413

Website: Mini & Moke Parts Supplier in Australia | Mini Spares Australia (minimakeovers1275.com.au)

Joe at Mini Makeovers has referred several new members to our club from existing clubs where they were not getting much satisfaction or service from their committee and so on.

So to all our members, if you need a good mechanic or mechanical advice, please contact him and have a chat.

Let's support those who support us.



Morris Minor motor wanted.

One of our young members and newly joined requires a motor for a 1954 Morris Minor. It has an 803 OHV in it but its borderline stuffed. Nick wants to replace it with a 1000 motor if anyone has one.

Obviously, a motor that is in good working condition.

If anyone can help this young guy, please let me know and we will arrange to get it picked up.



Let me know. Cars must have Photos, full description, and PRICE. Supply as many details as possible with a contact number.







TRUST YOUR MOST PRIZED POSSESSIONS WITH SHANNONS

Shannons have designed Home & Contents insurance specifically for motoring enthusiasts, including \$10,000 worth of enthusiast cover. Plus extra features like a 10% Multi policy discount when you add a home and/or contents policy to your existing Shannons car or bike policy. You can even pay your premium monthly at no additional cost.

When it comes to insurance for your home, there's only one person you should talk to – a fellow enthusiast at Shannons.

So call Shannons for a 🖚 🆚 👚 quote 0438 848180

Simon Greig Shannons Shepparton Region Development Officer SHARE THE PASSION

WHY JOIN THIS CLUB?

CHEAP.

\$30 Single \$40 Family

NO JOINING FEES.

NO NONSENSE

NO FORMAILTIES.

MEETINGS ARE HELD ON OUR RUNS.

FRIENDLY.

FEMALE FRIENDLY.

TERRIFFIC LOCAL OUTINGS AND RUNS.

SUBSIDISED OUTINGS (We give back to our members)

VICROADS REGISTERED.

NO COST FOR SIGNING RENEWALS FOR THE CLUB PERMIT SCHEME.

NO COST FOR PUTTING VEHICLES ON THE CPS.

NO WAITING PERIOD FOR CPS.

FREE NAME BADGES.

FREE HELP and ADVICE.

CHEAP, AT COST REGALIA.

MONTHLY EMAILED MAGAZINE.

The "WOBBLE KNOCKER".

PLUS, HEAPS MORE.

VEHICLES WE CATER FOR:

ALL BRITISH, MORRIS, MORRIS COMMERCIAL, AUSTIN, ASTON MARTIN, MG, MGB, EUROPEAN, VOLVO, MERC, JAGUAR, TRIUMPH, ROVER, MINI, MOKE, LEYLAND, RIELEY, RANGE ROVER, WOLSELEY

PLUS, MANY MORE.

IF IT'S BRITISH, WE'LL LOOK AFTER YOU AND IT.
A SOCIAL CLUB WITH A COMMON INTEREST, OUR CARS AND BIKES.

*CPS, Club Permit Scheme by VicRoads.





Tell your friends.

Membership forms are on the website.

www.bmcleylandcarclub.org