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The Wobble Knocker

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



**Reminder: fees are due by June 30 and have increased by \$10 from last year.
Make sure you RSVP soonest for the AGM in July – see the details on pages 7 and 10.**

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Disclaimer

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Cover image: BMC-Leyland crew at Cape Schanck Lighthouse.

President's report, May 2026

Firstly, I would like to express my gratitude to the 30-odd members who made the journey from Melbourne to Walhalla recently.

The run toured through some of the most scenic roads in West Gippsland and finished with a barbecue lunch, organised by Walhalla residents and club members, Simon and Louise Seear.

It was great to host members in my home region and to show them some of what the Erica and surrounding district has to offer.

A special acknowledgement must go to Simon and Louise, who not only organised and donated the meat for the barbecue, but also negotiated the free hire of the iconic Mechanics Institute building in the historic gold mining town.

Two other members who must be applauded are Alec and Sue Robinson, who recently organised a sensational drive from Moorooduc to Cape Schanck and on to Rosebud for lunch. The run was well attended and full of variety, plus great views! A full report on both runs can be found in this Wobble Knocker.

Vale Clyde Wilson

I was saddened to hear of the death of Clyde Wilson, a member who regularly attended club events in the early days of the BMC-Leyland Car Club.

In more recent years, Clyde attended our Christmas party and annual general meetings with his wife, Diane, with help from their adult children, Nicole and Tim.

On behalf of the club, I express my deepest condolences to Di and Clyde's extended family.

Vale Clyde Wilson.

Membership fees now due

This is a reminder that membership fees for the 2026-27 financial year will be due by **1 July**.

Single memberships are \$40 and family/couple memberships are \$50.

An email reminder will be sent in the coming weeks.

Membership fees can be paid by direct transfer to the club's bank account or in cash to treasurer Cheryl Sawyer.

I'd also like to extend a warm welcome to new member Carly Beicek and her partner Chris from Daylesford who have joined the club in the last few weeks.

The couple own a silver 1978 Leyland Mini 1275 LS which is on club plates with our club. We hope to welcome Carly and Chris on a run in the very near future!



Future runs

As we enter the cooler part of the year, please don't let this be a deterrent from attending one or more of the great runs we have in the pipeline.

These include The Battle of Waterloo on Saturday 20 June, and the club's AGM at Sandown Park Hotel on Saturday 11 July.

More information about these runs can be found in this newsletter.

New regalia

The club has a range of new regalia, including umbrellas and keyrings.

The new merchandise is a direct response to feedback provided in the 2026 Members' Survey.

Photos of the new regalia and details of how to buy the new items can be found towards the back of this Wobble Knocker.

Quotable quote

"When something has foibles and won't handle properly, that gives it a particularly human quality because it makes mistakes, and that's how you can build a relationship with a car that other people won't get." - Jeremy Clarkson, broadcaster and motoring enthusiast.

See you on the road!

Bryce Eishold
President
BMC-Leyland Car Club Inc.



*Isn't she gorgeous!
See the story about
this Mini pickup on
the next page ...*

Welcome our new members: Jim and Kayleen Grover

Morris Mini pickup makes it to Melbourne

New club member Jim Grover – mechanic and business owner – tells the story of his Mini.

Growing up in the UK, my first car was a 1972 Mini 850 pickup. For many young drivers at the time, Minis were an ideal first car as they were affordable to purchase, economical to maintain and inexpensive to insure.

After relocating to Australia in 1998, I began searching for a Mini pickup with the intention of restoring one myself. However, I learnt that these particular models were never sold in Australia and therefore only available through private import. In early 2024, I came across a restored 1964 Morris Mini pickup listed in a classic car auction in the UK. As the auction was held in person, the auctioneer was able to bid on my behalf, and I was successful. Buying the vehicle was only the beginning of the complex journey to bring it to Australia.

The first step was to ensure the vehicle could legally be imported. I needed to obtain approval through the Register of Approved Vehicles (RAV) to confirm that the car met Australia's eligibility requirements for importation. Once this was confirmed, the freight company arranged for the vehicle to be prepared for international shipping.

Before it could be loaded into a shipping container, the Mini had to undergo asbestos testing. This precaution was required to verify that components such as the brake pads, clutch and gaskets were completely free of asbestos. After successfully passing these checks, the Mini was finally cleared for shipment.

Following an eight-week journey, the Mini arrived in Melbourne. Upon arrival it was transported to a quarantine facility in Altona, where it underwent an additional inspection and a thorough steam cleaning. Once this process was completed, I was finally able to collect the vehicle.

The final administrative steps were to obtain a roadworthy inspection, have the chassis stamped with a new 17-digit VIN to meet Victorian vehicle standards, and registering the car so it could be legally driven



on public roads. After completing these final requirements and receiving the number plates, the Mini was officially ready to be driven.

Below: Jim collecting the Mini from the freight company.



Congratulations, Jim and Kayleen – your Mini is a beauty and we look forward to seeing you and the pickup on many a run.

BMC-LEYLAND CAR CLUB INC

UPCOMING RUN DETAILS



SATURDAY – 20 JUNE: BATTLE OF WATERLOO!

Rendezvous: 10.00am for a 10.15/10.30am departure from Burvale Hotel, cnr Springvale Road and Burwood Highway, Nunawading.

The Trip: This is a combination event in conjunction with the Citroen Car Club to celebrate the long-time rivalry between Britain and France! Start with a drive to Kalorama stopping at the Destiny Point Cafe for morning tea. Then onto the Upwey RSL for a bistro lunch.

The challenge this year will be DARTS – surely our British Heritage Club should smash that challenge – I mean after all, it's not pétanque. The challenge is open to all members, get some practice in beforehand and let's become the UK Champs!

PLEASE CONTACT PAUL BUCK BY 3 JUNE ON 0412 627 711 WITH NAMES TO HELP CO-ORD THE DAY OR IF YOU REQUIRE ANY MORE DETAILS.

SATURDAY – 11 JULY: Annual General Meeting

Rendezvous: SANDOWN PARK HOTEL CARPARK. 10.45am cnr Princes Hwy and Corrigan Rd, Noble Park. Then an 11.00am SHARP AGM MEETING INSIDE.

The Day: Come and celebrate another epic year in BMC- L Clubland and meet your new Committee. After formalities a scrumptious 2 course buffet with free tea and coffee and drinks at bar prices.

\$35/per head or \$20 for kids under 11 years of age.

A detailed flyer is included in this newsletter with everything you need to know about how to make payment and bookings. Don't delay, booking early will be much appreciated to help co-ordinate what is one of our largest events of the year and always a fun time!

PLEASE CONTACT CHERYL SAWYER BY 30 JUNE LATEST ON 0400 252 431 WITH NAMES TO HELP FINALISE THE CLUB BOOKING OR IF YOU REQUIRE ANY MORE DETAILS.

See more on the following page!

SATURDAY – 9 AUGUST: THE DANDENONGS RUN

Rendezvous: 9.00am for a 9.30am depart from the Stamford Hotel, cnr Stud and Wellington Roads, Rowville.

The Trip: A magnificent scenic drive along winding roads through Ferntree Gully, Ferny Creek and Sassafras before stopping at Olinda for loos and coffee – but no food available, so BYO eats and a chair and settle down under a large covered all-weather area. Then it's on through Monbulk, Emerald, Dewhurst and Beaconsfield Upper ending at the final destination of Pakenham for lunch.

WARNING! – do not partake of too much of that morning tea, as you will be enjoying what is described by Peter and Terry as the most unbelievable and quality buffet they have ever experienced! All you can eat until 3pm including a comprehensive range of seafood, including prawns, scallops and mussels, a range of various beef and pork roast meats, pastas, pizzas, salads, veges, all sides and desserts to die for!

All this for \$32.90 with your Seniors card (please advise Peter separately if you will stay on for lunch). Then load your much heavier self, back into your vehicle for the trip home.

PLEASE CONTACT PETER NODZIO BY 2 AUGUST OR EARLIER PLEASE! ON 0410 479 140 WITH NAMES, MOBILE No. AND THE LUNCH, TO HELP CO-ORD THE DAY OR IF YOU REQUIRE FURTHER DETAILS.



**Just for
fun ... and
“What if”?**

Check this out! A car that could have been ... a contender? Member Tim Coronel found it on YouTube.

Link below.

[furiousdriving](#)

[youtube.com](#)

BMC LEYLAND CAR CLUB RUN CALENDAR



>2026

JUNE – Saturday 20 June, Battle of Waterloo – Annual Combination event with Citroen Car Club to celebrate old rivalries between Britain and France! Pleasant drive via Kalorama and then stopping at Upwey RSL for lunch. Challenge this year will be darts. – Paul Buck

JULY – Saturday 11 July, Sandown Park Hotel – BMC-L 2026 AGM
After admiring the range of club vehicles assembled in the carpark come and meet the new Committee and share a wonderful buffet with friends and fellow members, with complimentary coffee and tea and drinks at bar prices. (See separate flyer with further details on this major club event.) – Cheryl and Terry Sawyer

LONGER RANGE PRELIMINARY EVENTS (subject to change)

AUG – Sunday 9 August, Dandenongs run – Peter and Terry Nodzio

SEP – Sunday 13 September Yarra Valley area – Andrew and Rachel Radcliffe

OCT – Wed 28-Fri 30, Multi-day – Marysville – Richard and Carole Simpson

NOV – Saturday 14 November, Rob's British Butcher Brekky + Run – Kel and Jo Hawkesworth

DEC – Saturday 5 December XMAS PARTY, Show and Shine Sandown Park – Cheryl and Terry Sawyer

JAN 2027 – Friday 1 January New Year's Day Flinders Picnic – Kay and Rick Smith

This space is now waiting on you and available for your run suggestions or leader offers for 2027! Contact Alec 0410 479 140

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

IT'S YOUR CLUB'S "12TH ANNIVERSARY "

COME FOR THE AGM

AND A SUPERB LUNCH

SANDOWN PARK HOTEL

SAT – JULY 11TH, 2026

11am AGM - followed by a great lunch !!!

Crn: Princes Highway & Corrigan Rd, Noble Park



**** BOOKING DEADLINE JUNE 30TH ****

Lots to celebrate with another magnificent CLUB year !!

Join us at 11am sharp for our AGM as we welcome a new Committee and enjoy another great club sponsored 2 course buffet lunch & dessert with drinks at bar prices on the day - free teas & coffee.!!!

BANK PAYMENT DETAILS :-

PRE-PAYMENT REQUIRED



BSB 633000

A/C 152525515

ADULTS \$35 A HEAD

KIDS 5-11 \$20 A HEAD

NOT TO BE MISSED!!!

MEET AT 10.45AM IN THE
SANDOWN PARK HOTEL
CARPARK to be seated by 11am
for the AGM.

**FOR CATERING AND
SEATING BOOKINGS MUST
BE MADE BY JUNE 30TH**

**SANDOWN PARK
HOTEL**

PHONE OR TEXT THE
NAME OF EACH PARTICIPANT
ATTENDING TO
CHERYL SAWYER
0400.252.431

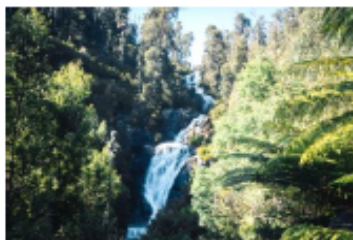
**"Pre-Payment" is required
on-line to confirm your
booking by June 30th....!**

BMC LEYLAND CAR CLUB INC 3 DAY / 2 NIGHT SPRING RUN

"MARYSVILLE MEANDER"

OCTOBER 28TH – 30TH, 2026

BOOK "NOW" TO RESERVE YOUR CABIN ...!!!



WE'RE OFF TO EXPLORE MARYSVILLE AND THE GOULBURN VALLEY!

The club's annual Spring mid-week "3 day / 2 night" trip away (Wed to Fri) this year is heading northeast to Marysville and the Goulburn Valley. Towering eucalypts, fern gullies, Lake Eildon and more...

ACCOMMODATION PACKAGE The Club has struck a discounted "FIXED PRICE" deal for two nights accommodation at the gorgeous Marysville Holiday Park at just \$300 for two people for the 2 nights. Each fully self-contained cabin has separate bedroom, bathroom, lounge and kitchenette.. Parking at rear opening onto garden with campfire circle, picnic tables and our own babbling brook...
TO BOOK PHONE MARYSVILLE HOLIDAY PARK ON 5963.3247 AND QUOTE "BMCC LEYLAND CAR CLUB" TO MAKE A BOOKING AT THIS DISCOUNTED PRICE.

Excellent safe on-site parking. Walking distance to supermarket, cafes, bakery and the pub... Bring your own brekky supplies as each room has all you need... **We have exclusive use of a section of the holiday park to make things just that bit special. 15 cabins have been reserved in the club's name, so book early to avoid disappointment !**

THE RUN PLAN....

Wednesday morning meet at 10am at the Doncaster Hockey Grounds carpark (Corner: Springvale & Reynolds Roads) from where we head out on scenic country roads via Yarra Glen for coffee, then over the Great Divide on the Melba Hwy for lunch in Yea! We will cruise through Murrindindi Shire arriving in beautiful Marysville around 3-4pm to check-in with free time before our "Welcome Dinner" at "The Pavilion" in the gorgeous Marysville Golf Course ...

Thursday is a run to the amazing Taggerty General Store for morning coffee & cake, then onto a fish farm along the Goulburn and over the Weir wall before arriving for lunch at the Eildon Hotel overlooking the Lake ! Returning via Skyline Road through Alexandra tonight's dinner is at "The Duck Inn" hotel in Marysville, finishing with a bevvv 'round the campfire!

Friday – after brekky its local sights - Keppel's Lookout, Stevensons Falls and Bruno's Sculpture park before lunch at The Bakery, and then a drive over the Black Spur to Healesville, heading homeward before peak hour !

REGISTRATIONS NOW OPEN

*** LIMITED SPACES SO BOOK NOW!!!**

**INITIALLY REGISTER NAMES BY TEXT
TO RICHARD SIMPSON 0419.528.130**

BMC-LEYLAND CAR CLUB INC

The ROAD RUNNER!!

Hi all

Well, how quickly does it now seem we left summer behind and that winter chill is rapidly approaching. It is easy to see when the weather changes – it's not the migration pattern of birds, it's not the changed behaviour of ants – it's the large number of club members who either head north or west for heat or to Europe for a second summer!

This edition of the Wobbly includes run reports for the Walhalla and Cape Schanck/Rosebud May runs. Have a look at the fun that was had, check out the Run Calendar and pencil in some runs to attend over the next few months, there are some good ones to check out and break the winter blues.

Unfortunately, there was no BMC-L member participation in the MOVE Rally to Shepparton this year. It was such a great cause helping out recent bush fire victims, so it was lovely to hear that despite the fuel crisis, it did end up as a successful event with more than 80 vehicles attending – well done to our members Gary Turner and Sue Wilson for your involvement in getting this up and running again in difficult times.

The Anzac Weekend run to Phillip Island (26 April) to visit the Vietnam Vets Museum and have lunch at the RSL was unfortunately cancelled due to very low numbers. Unusual for the club to have to make such a decision but we did ask members for feedback on their reasons for not attending. Our initial view was that it maybe was due to high price and shortages of fuel given the Iran war and given this, perhaps also the distance?

The feedback didn't show the fuel issue as a problem (as shown by the support for the much longer Walhalla run early the following month) but the two factors highlighted were a large number of regulars who would have attended, all just happened to be away at the same time (looking for that sun mentioned above) and some members would have come along but just forgot to respond in time!

This last factor was emphasised after we sent out an event email reminder mid-month – for my Cape Schanck run alone this prompter, only four days before RSVPs closed, pulled in another 14 attendees. I wonder how many would have forgotten to RSVP again without another prompt? I think this shows it's increasingly important to use interim email prompts for events. So put the **RSVP date of 3 June** for Battle of Waterloo immediately in your diary as well as the **30 June RSVP** for the AGM at Sandown Park – info contained in the Upcoming Runs, page 7. Early responses will make the run leader's life a little easier, so it's always better if you can reply before these final RSVP dates.

Remember also that **annual memberships are now due** and are required for you to vote at the AGM.

I attended the Walhalla run led by Bryce Eishold (President) and it was fascinating revisiting the historic township and enjoying a BBQ lunch in the Mechanics Hall on a rainy day. We 'mislaidd' a few members who missed the rendezvous point, but managed to reconnect with them at Nar Nar Goon, no names, but they retained the title of the 'Three Goons' for the rest of the day!

Also pleasing to see Regalia Rod (Kirby) selling the new club merchandise from the back of his van – looked a little suss to passers-by, but good to see a trade in the new umbrellas and keyrings. Rod always carries stock on all our runs, so perfect timing with winter approaching.

You may be surprised to see we are now listing 2027 events in the Run Calendar; mind you Christmas is only six months away! For those that indicated a willingness to lead a run, or would do so but with assistance and support, and for those who have led runs in past years – put your thinking caps on and look to nominate a month and event concept that you think members will enjoy. Doesn't have to be fancy!

Contact Alec if you want to chat or require assistance. We are particularly looking for volunteers for the north and west of Melbourne to balance the geography if possible. Even if you aren't available to lead a run, we are always open to great suggestions.

Well, that's it – hope to see you at Waterloo or the AGM, will be back in the August 2026 edition of the Wobbly.

Alec Robinson – Run Coordinator 0410 479 140



Alec Robinson reports ...

Well, yes, you guessed it, another run and unfortunately another Flat-Top breakdown to report, these are now becoming more frequent than anyone would like ... problem with old cars, I hear you say!

Our club fleet of Minis has been quite reliable to date, but that luck came to an end with Derek Jones's 1970 Mini Cooper S on the recent Walhalla run.

The car was starting to show issues with overheating at our Tarrago Reservoir rest-stop, but after a little break all seemed fine. However, 8 kms or so further on, the temp gauge started rising again and Derek took the safe option of pulling over at Apex Lookout, probably a wise move with the mountain roads still ahead of us.

Support tail-enders Terry and Cheryl Sawyer and Murray and Christine Johnson pulled out of the convoy to make sure everything was OK and then hightailed it to catch up with the rest of the pack. The RACV recovery vehicle duly arrived and escorted Derek and his Mini back to the wilds of Somerville!

The back story as told by Derek was that his car had been leaking water from its radiator for a little while now and he just recently changed to a new radiator cap. The sensor for the thermo fan was soldered onto the radiator top tank and this broke and came adrift, limiting the Mini's cooling capabilities, hence overheating and a breakdown.

The Mini is in the garage as we speak for a new top tank, and fingers crossed ... hopefully Derek had stopped early enough to prevent any associated engine damage. He intends to be back on the road for Cape Schanck!

Left: Little culprit on large carrier.



**Alec Robinson –
Run Coordinator**

Run report: Gippsland Walhalla tour, 3 May

Bryce Eishold, Run Leader, reports ...

Close to 30 members took part in the Gippsland run from Officer South BP to the historic gold mining town of Walhalla on Sunday 3 May.

We met for a quick coffee break before departing at 9am bound for the Longwarry Ampol service station. It was there where members Rod Kirby, Rees Williams and Paul Buck met the rest of the members after small hiccup about where to initially meet.



After refuelling, we headed towards Labertouche and Jindivick before stopping briefly at Tarrago Reservoir.

Walhalla lineup at Willow Grove – impressive.

From there, we headed through Neerim South shortly before member Derek Jones was forced to abandon the run at Apex Lookout due to overheating issues in his 1970 Mini Cooper S. (See the Breakdown Club report.)

Derek organised a tow truck as we carried on, heading through Noojee and out onto the Mount Baw Baw Tourist Road, and eventually turning onto the Willow Grove Road, passing through the towns of Hill End and Willow Grove.

Beautiful misty mountain weather at the Mechanics Institute.





The first 10kms of the Willow Grove Road made for some superb driving conditions with winding stretches and tight corners putting drivers through their paces. The rain held off for most of the trip, until we reached Thalo, south of Erica, where light mist started to fall.

After passing through Rawson, we hit the Walhalla Road where the lush, green tree ferns met the steep hills and low gullies of the iconic gold mining area.

On arrival in Walhalla, members drove through the town before returning to the Mechanics Institute where members Simon and Louise Seear had organised private car parking for club cars.

Lovely Wolseley rear with other club cars looking gorgeous in the rain.

Check out the open fire and welcome message on the next page (we know Simon meant Lucas, Prince of Darkness).

Simon and Louise had worked hard to prepare the old building, including lighting the open fire and cooking the barbecue before we arrived in the town.

During lunch, Simon gave a fascinating talk about what it was like to live in Walhalla and some of the quirky stories the town is most well-known for.

He also recounted what it was like to fight some of the fires that came close to wiping the town out completely, and a bit about his classic cars, an Austin Healey 3000 BT7 Roadster (the Big Healey) and an E-Type Jaguar.

The Seears generously donated the meat for the barbecue, and in return to the club made a small donation to the Mechanics Institute for the loan of the building.





After lunch, some members decided to head home, while about 12 people opted to stay in Erica for dinner at the local pub.

A special thanks to Simon and Louise for their work in preparing the Mechanics Institute, and to those members who braved the conditions – the opportunity to drive more than 200 kilometres – to take part in the run.

Attendees	Vehicles
Simon and Louise Seear	1994 Nissan Patrol
Bryce Eishold and Gemma Duncan	Wolseley 24/80
Paul Buck and Rees Williams	1962 Mini 850
Alec and Sue Robinson	1972 MGB GT
Duncan Wellington	1980 Mini 1275 GT
Kay and Rick Smith	modern
Christine and Murray Johnson	1989 Toyota Landcruiser
Rod Kirby	1970 Mini Van

Terry and Cheryl Sawyer	modern
Clive Millsum	modern
Francis Borg and Norma May	1954 MG Midgette
Peter Nodzio	1977 Leyland Mini Clubman
Derek Jones	1970 Mini Cooper S
Tim and Kirsty Cortese	modern
Steve and Pam Garrett	1966 Austin Healey Sprite
Paul and Lisa Maas	modern



Club members enjoying a drink at President Bryce Eishold's place in Erica.

Bonhomie! Beer!

Check out more photos of the day on the club's Facebook page.



Left: Members Tim and Kirsty Cortese on the quaint main street of Walhalla.

Below: Kirsty with 'Grandfather' Clive Millsum on the famous Walhalla historic train journey through the mountains.

For those who have experienced this, it can be a chilly and somewhat perilous excursion... but it is absolutely worth it!



Run report: 'Round the Twist' Cape Schanck to Rosebud, 30 May

Alec Robinson, Run Leader, reports ...

On the last Saturday of the merry month of May, club members gathered to take a trip down the wilder side of the Mornington Peninsula, to the Cape Schanck Lighthouse perched upon the windswept cliffs of Bass Strait.



A spectacular shot of the famous lighthouse.

Our meeting point was the Mustard Café at Moorooduc, a historic but small weatherboard building which was once Moorooduc's first Post Office and now serves as a popular local café. Declan and his crew made everyone welcome, serving up some excellent coffee and bakery items to get us fuelled up for the drive.

Lovely lineup below.



A good complement of members, some travelling from as far away as the Bellarine Peninsula, others from distant West Gippsland and some from the Yarra Valley – a very broad geography indeed. There were 35 people travelling in 21 cars and it was also very nice to see some new faces come along for the event.

It also raised a lot of interest seeing El Presidente Bryce Eishold and Gemma Duncan arrive in a 1977 ROLLS ROYCE Silver Shadow no less – a borrowed car for the day, either that or he just won a lottery!

Right: Lighthouse tour guide in period costume, and the Rolls.

At one point we were on track for over 40 members attending but we had some cancellations. Notable apologies were Michael Burton and Peter Nodzio, whose return flights from Europe were delayed given the Gulf issues, and they only arrived home on the Saturday afternoon, at least they are now safely back in good old Oz!

All the participants were provided with a route guide and briefing before we started – the aim was to avoid all major arterials, to provide an even paced, not fast run, to be able to take in the wonderful scenery and sights of the rural aspects of the Mornington Peninsula AND to do this avoiding all unmade or gravel roads (which still exist in parts!) – I think the trip managed to tick all these boxes on the day!

A number of members were booked into a lighthouse tour, so these cars were bunched directly behind run leaders Alec and Sue Robinson to get priority parking and check into the tour. Rick and Kay Smith (who know the Peninsula well) planted themselves in the middle of the pack to guide any stragglers and Clive Millsum and Murray and Christine Johnson volunteered as Tail End Charlies in case of any breakdowns.

We truly had some wonderful scenery to admire along the way. A lot of people are still surprised at just how rural the central areas are outside the larger bayside towns that sit along the shores of Westernport and Port Philip Bays. This was all made even better by the appearance of sunshine and blue skies to highlight the emerald-green fields. Horse agistment paddocks and cattle abounded and as we approached the Red Hill area the wineries and vineyards made their appearance as we started our climb up the hills toward Arthurs Seat. The weather was kind, forecast of rain never eventuated, and the roads chosen were very quiet, enhancing our drive. I personally only saw a single vehicle ahead of me for the whole trip – and that was a Woolworths home delivery van!





As we left Red Hill, we took the Main Creek Road which commenced our slow descent down toward Flinders and the Bass Strait coast with glimpses of Westernport Bay and Phillip Island. The Flinders-Rosebud Road then provided us with some really nice curves to negotiate as the land undulated before we headed on toward Cape Schanck and the lighthouse.

We managed to arrive in nice time for the start of the tour and Sue led the climbing party of Paul Buck, Rod Kirby and Miller, Jo and Kel Hawkesworth, Derek Jones and Bryce Eishold and Gemma Duncan. They reported having a very informative guide – Cape Schanck Lighthouse commenced operation in 1859 and is still used today; the reflector panels are the original ones made in Birmingham over 170 years ago!

Right: the intrepid crew who climbed the lighthouse steps to the top.





A buzz to get onto the external gantry for the impressive views and group shots, although I believe Bryce and Rod had to hunch down at the top floor due to their height to avoid the low ceiling – I guess people were built much smaller in those days! *See our cover photo.*

For those not climbing there was the attraction of Andrew's Coffee Van in the parking area, with knock-out homemade muffins, biscuits and cakes to enjoy.

The Old Lighthouse Keepers Museum was also open to visit and browse through and of course you could walk around the historic area and take in some stunning coastal views, including the famous Bushrangers Bay (yes, there were actually bushrangers who had landed there from Tasmania after stealing a schooner (ship NOT drink!) in 1853 no

less and then terrorised the homesteads of the Peninsula – they were eventually captured and hanged at the Melbourne Gaol).

After a lovely time mixing and mingling at the Cape we reassembled and headed off again on the short 20-minute hop along Boneo Road to arrive at the Rosebud Country Club (RCC) for our booked lunch. The food was reported to be most enjoyable, and it was interesting to see they had their own RCC lager on tap – must serve a lot of the stuff to justify their own golf club brand eh, maybe an idea for BMC-Leyland?!

An enjoyable and leisurely lunch completed the day and after much chatter among our crew, people drifted off homeward bound. A very easy connection onto the M11 Freeway northbound, just a shame resurfacing works meant you had to leave at Mornington and get back on at Moorooduc – right where we started!



See you again soon – the Battle of Waterloo on 20 June awaits our final victory over the French!

Check out the club's Facebook page for more photos of the event.

Attendees	Vehicles
Alec and Sue Robinson	MGB GT
Paul Buck	Mini 850
Rees Williams	MGB
Rick and Kay Smith	MGB
Terry and Cheryl Sawyer	Morris
Rod Kirby and Miller	Mini Van
Jo and Kel Hawkesworth	Morris 1000
Derek Jones	Mini Cooper S
Vince and Marion Stok	Rover P5
Duncan Wellington	Mini 1275 GT
Francis Borg and Norma May	MG Magnette
Clive Millsum	modern
Christine and Murray Johnson	Landcruiser
Bryce Eishold and Gemma Duncan	Rolls Royce Silver Shadow 1977
Josh and Sophie Mann	Morris 1000
Ian and Jill Mann	Range Rover 1993
Craig Ellis	Morris 1000
Jules and Ira Pribil	MGB
Toby and Yvonne Tyler	modern
Andrew and Rachel Radcliffe	MGB
Peter Bernardi	Austin Kimberley

BMC-Leyland in Aotearoa New Zealand – the Nelson Classic Car Museum

Kathy Hope reports ...

On a recent trip across the Ditch, I was lucky enough to spend two weeks in beautiful Nelson, a small English-style cathedral city in Marlborough, the sunny winegrowing district at the top of the South Island (Te Wai Pounamu, land of precious greenstone).

Nelson sits on glorious Golden Bay, a fishing, freight and tourism port with spectacular scenery and golden sand. It was home for many years to the Nelson Vehicle Assembly Plant, which put together British cars for the NZ market (and some for export to Australia). Among these were Triumph, Leyland, Rover, Jaguar, Daimler, Austin and Land Rover.



The Nelson assembly plant was one of several in NZ; in Christchurch (Standard-Triumph, Wolseley, Land Rover) and in Auckland (Morris, Mini – including Riley Elf – plus Austin and Wolseley), and in Wellington/Hutt Valley – Austin Motors Factory in Petone, across the harbour from Wellington (Morris, Mini, Tasman, as well as Austins, also the Leyland P76), Todd Motors (Chrysler, Dodge, Hillman, Humber and Sunbeam), also in Petone, and Ford Motors at Seaview, Lower Hutt, which imported CKD kits of the famous Dagenham Fords (Prefect,

Anglia, Consul, Zephyr and Zodiac, Cortina and Escort). These were places well known to me as a child and teenager growing up locally.

In the 1980s, under new, relaxed trade laws and reduced tariffs, NZ started importing Japanese cars, then assembling them. The Nelson assembly plant switched to Hondas in 1988. In 1998, it closed, reopening in 2002 as the [Nelson Classic Car Museum](#) in the last remaining building of the original plant. It is handily located close to Nelson Airport and just a 15-minute drive from the city. Check out the amazing 2-minute video tour of 150 classics on the website!

While the museum has an enormous range of classics, some of them very rare and exotic beasts, I was more interested in the familiar, everyday cars of my childhood and teen years, including Austins, Morrisies and other BMC-Leyland models. There were so many on the road back then that we took them for granted.

That's one reason there are so many left, despite the effects of salt spray in our many coastal areas. Also, in NZ every car must pass a Warrant of Fitness/WOF (Roadworthy) once a year, and for cars over 25 years old the test must be done 6-monthly. And then there's the legendary ability of Kiwis to fix anything with a piece of four-by-two and some No. 8 fencing wire ...

And of course, the Morris Minor was for many years considered NZ's national car (immortalised by Peter Jackson in his early film *Bad Taste*) and many great examples survive.

A bit of background here ... Our family car was first, a late 1950s Ford Prefect in the 60s, then around 1970, a 1961 Ford Zephyr 6 bought from my grandfather, who had fitted it with a little blue light on the roof above the front windscreen, lit up when towing the caravan. We three girls, slithering around on the slippery vinyl back seat with a packet of Minties, used to pretend it was a Z-Car, from the famous British police-procedural telly series (I can still whistle the theme tune).



Our neighbours had a Vauxhall Velox, then a Viva. The lady over the road had what was fondly termed an Anglebox (see pic on left). Our uncle the vicar had a white Triumph 2000 with tan velour interior – posh. And the bloke around the corner from us had an Armstrong Siddeley Sapphire, two-tone blue, which he used to wash carefully in his driveway of a Sunday.

Then I learned to drive in a 1960s Morris Mini and my first car was a tatty blue 1967 Morris 1100, largely composed of rust. But it went up hills (Wellington is almost solely hills, so the 'hill start' is the first thing you learn) and was fun, nippy and cheap to run.



So, wandering around the Nelson car museum was a nostalgic experience and I was most gratified by the number of familiar front and back ends on view. Adding to the nostalgia was the carefully created period setting for the cars: street scenes, service station, shops, a cinema, and the Rovers Return pub from *Coronation Street* (still showing on NZ TV).

The most interesting – to me – was the recreation of the assembly plant itself, in its heyday. Looking at the enlarged photo background (following page), I could see the actual building I was standing in, full of people working on cars on the assembly line.



Easy to imagine yourself there ...





And this car is a VERY famous Mini!

As well as this highly recommended museum, there is a classic car dealership and testing station on the way into the city.

I went past DS Auto Ltd several times before I got a chance to stop and meet the owner and take a few shots of some of the amazing cars on display. Here are some of them ... both familiar and exotic.

And of course, there were classic Minis all over the place ... everywhere I went, some little blighter would turn up ...

Happy days!





Peter Riggall reports ... Austin 1800 time capsule

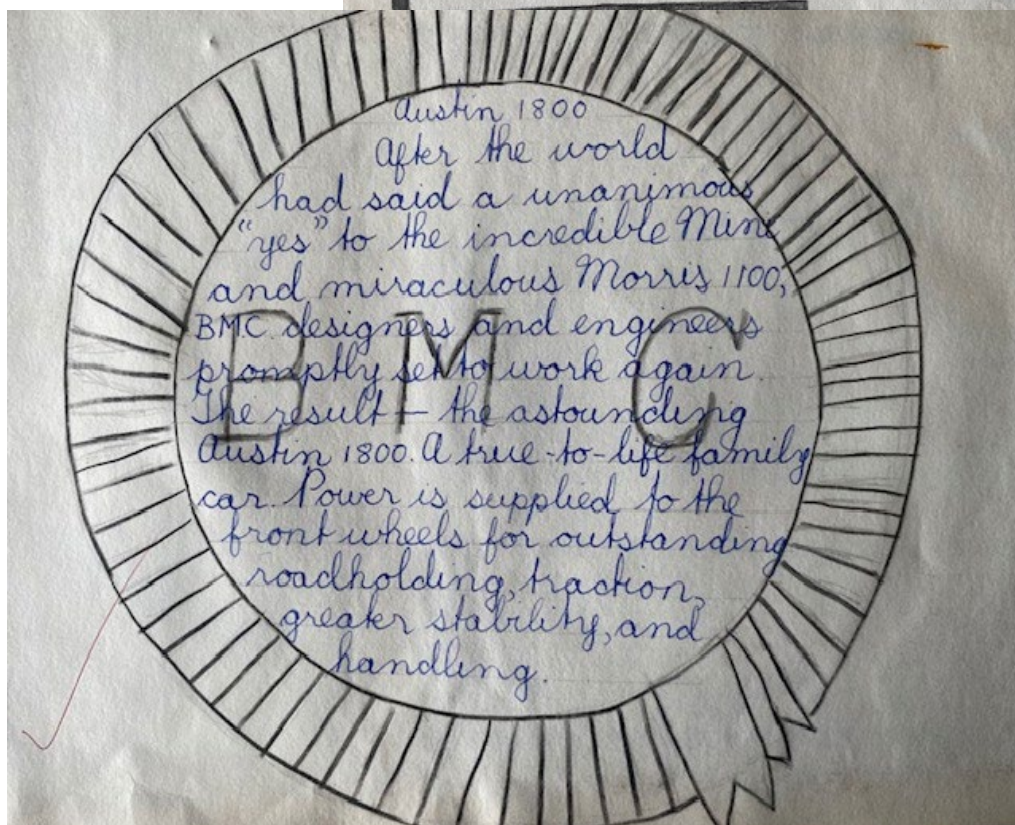
Our Tasmanian member, Peter Riggall, manages to find something quirky and interesting for every issue of the Wobbly. This time, it's ... HIS SCHOOL PROJECT!

Hi all. Dug this out. It's from a school project on cars when I was 12 years old and in grade 6 in 1968. I chopped up a lot of period brochures for this project. Shows my interest in BMC right from childhood.

Peter's project even has the business card of the local BMC dealer in Launceston. A real labour of love.

I think it's obvious that Peter was smitten with these cars from an early age.

I really like the way he used the design elements from the brochure to frame his copy and illustrations.



All hail, the mighty Landcrab!

And I hope that Peter got top marks for all the thought and effort he put into his project. (In NZ, we got a gold star, an elephant stamp, and a chocolate fush.)

Front compartment tailored for driver and passenger. Comfort seating, well-supported, with controls ready to hand. Neat, easy-to-read instruments. Full-width tray below fascia for travel items and personal effects. Padded dash covered with black vinyl to reduce glare.



ASTOUNDING SPACE

All four doors have open pockets to contain guide books, maps, flashlights, cameras, etc. Keeps car interior free from items that usually clutter floors and seats. Rear doors have child-proof safety locks. When set, they allow doors to be opened only from the outside.



ASTOUNDING 1800



Capacious 17 cubic foot boot, free from spare wheel or fuel tank intrusion. Is equipped with automatic interior light. Other new lighting features include: pre-focused double-dipping headlamps; turn indicator flashers on wings as well as front and rear; day/night stop lights with variable brightness.



Behind the rear seat rests 5½ square feet of more space. Just the spot for travel rugs, hats, umbrellas. Or the kind of items you collect on short trips as well as long ones. Safety glass is fitted all round, with zone-toughened windscreen for greater driving safety.



ASTOUNDING COMFORT



The 1800 is a very attractive lady. Its modern styling is a delight to the eye. Its modern design will remain in character for many years. Fittings are lavish, with deep padded seats, covered with leather-like, easy-to-clean vinyl.

THE CAR OF THE CENTURY

The 1800 is a performance car. Present-day motoring demands brisk acceleration, sustained high speeds, and a reserve of power for unexpected demands. This is the kind of performance the 1800 has been designed to give, all at an astoundingly low fuel consumption.

ASTOUNDING AUSTIN 1800

Behold ... an Army Moke!

And in a place you'd least expect it.

Kathy Hope reports ...

Tim and I attended the biennial Daimler Lanchester Club Victoria (DLCV) Display Day on Sunday 24 May. Longstanding members, we motored there in Dame Zara, our Daimler V8 250 (1969), often to be seen on BMC-L club runs too.

Coming in through the gates of Como Landing Park in South Yarra, the usual Display Day venue, we spotted in the distance what at first we took to be a [Daimler Ferret Scout Car \(1952-1971\)](#),

a British military vehicle (also used by Australian military) that we'd never seen 'in person' before. Such a contrast to the (admittedly gorgeous and posh) Daimler Darts, Consorts, Conquests, limousines and so on.

On closer examination, it proved to be an almost equally rare Australian Army Moke (1975), totally original plates, numbers and livery, and with its own matching trailer. Owner and Morris Register of Victoria member John Brooksmith explained that this was one of very few known survivors out of hundreds built at Zetland, Sydney for the Army in the 70s.

It's been repainted in original camo grey-green, and the canvas roof has been replaced, but everything else is original and to spec, with all sorts of accessories supplied at the time.

Of course, I mentioned the BMC-Leyland club to John and partner Annette Pijpstra. Check out their blog: <http://aq62uumrcool.blogspot.com.au/> They would find Moke friends and have a whole gang of fun on runs and at other events. And their Moke sounded just the business as they drove off later in the afternoon!

Cross-fertilisation among British classic car clubs is becoming more common now that there are so many 'orphan marques' around and any opportunity to gather more people and cars into the fold is only going to benefit all clubs.



As a follow-up, John sent me some more information about their collection of vehicles.

John says, “The Morris Register was invited by DLVC to show off some cars at the open day, but we were the only Morris members to attend. We are also members of VMVC (Victorian Military Vehicle Corps).

“We used to have a Morris J Van. J Vans were made by Morris, and some were badged as Austin 101. Our van had both grilles and displayed as either.

“We bought an Austin Pathfinder pedal car and an Austin J40 pedal car to display with the van – we sold the van but kept the pedal cars – very collectable. Even King Charles III has a J40!”



Above: Annette and John with the Morris/Austin J Van and their adorable grandsons in these awesome little Austins. How much fun would that be! (Envious – maybe I could fold myself into the J40 version ... ???)

And here is King Charles’s J40 pedal car on the following page – courtesy of Facebook. I’m sure we could find many old photos of HM the K hurtling around in the pedal car as a little boy if we went searching on the interwebs

Many thanks to John and Annette for the photos and information, and we will feature more on the Military Moke and its adventures in a future issue of *The Wobble Knock*.



J40 pedal car presented to the Queen for prince Charles

Club contact details

Website: www.bmcleylandcarclub.org

Email for all contact: bmcleylandcarclub@gmail.com

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

OFFICE BEARERS

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

ORDINARY COMMITTEE MEMBERS

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REGALIA	Rod Kirby 0439 933 116
WEBMASTER	Francis Borg 0414 989 822
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VICROADS CPS OFFICER	Terry Sawyer 0417 344 371
PRE-1948 VEHICLE SCRUTINEER	Vincent Stok 0411 416 912

If you wish to contact a member of the committee by email, please use
bmcleylandcarclub@gmail.com.

NON-COMMITTEE

NEWSLETTER EDITOR	Kathy Hope 0412 873 111 kathy.hope@bigpond.com
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LIFE MEMBERS: Gary Turner, Sue Wilson, Peter and Rae Luxmoore, Frank Borg, Norma May, Terry and Cheryl Sawyer

Authorised members and scrutineers

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

Roadworthiness requirements for club vehicles

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

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

Authorised members who can sign your renewals are:

Terry Sawyer

15 Kingfisher Court, Carrum Downs, Vic 3201 (Also new vehicles) **0417 344 371**
teznchez@robsawyer.com.au

Francis Borg

1321 Murradoc Rd, St Leonards, Vic 3223 (Also new vehicles) **0414 989 822**
francis.borg@gmail.com

Russell Linden

70A Richelieu Street, Maidstone, Vic 3012 **0411 449 955**
russelllinden@hotmail.com

Vincent Stok

27 Mawby Rd, East Bentleigh, Vic 3165 (Also new vehicles) **0411 416 912**
enigmas09@bigpond.com

Sue Wilson

222, 65 Channel Road, Shepparton, Vic 3630 **0421 841 939**

If posting your renewal to be signed, **send the whole form**, and do not detach any part of it until it has been signed.

Also please send a **STAMPED ADDRESSED ENVELOPE** so it can be returned immediately.

VicRoads renewals

Club banking details

BMC-Leyland Car Club Inc

BSB: 633000

Acct: 152525515

Editorial and advertising policy

- All copy to be sent to the Editor by email at kathy.hope@bigpond.com as a **Word document or email body copy**.
- Please supply images as **jpgs**. Images should be sourced from the original photographer when possible or written/verbal permission obtained when using third-party photos. You can include jpeg images in your email if you are supplying copy that way.
- All copy will be edited for sense, style and clarity, at the Editor's discretion. Any questions will be sent you for resolution before publication.
- PDF is acceptable for material from other publications, with acknowledgement of the source.
- All club material and communications must be sent from the official email. Personal email accounts are not to be used.

Advertising

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

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

Changes to publication schedule in 2026

- In 2026, the club newsletter will be published **every second month**. We aim to publish in the first week of each publication month. Email reminders for runs etc. will be sent between issues.
- Please send your copy by the **second week of July for the August issue**.

Thank you, we appreciate your interest and contributions.

Club regalia and clothing



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