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

The “WOBBLE KNOCKER”



Bryce Eishold, Club Member of the Year for 2021





BMC-Leyland Car Club Inc

A0061520N

Committee of Management

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VICROADS CPS PERSON.		Sue Wilson and Francis Borg.
COMMITTEE MEMBERS.		Bryce Eishold, Cheryl Sawyer. 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, Norma May, Sue Wilson, Terry Sawyer, Vincent Stok.

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

These members are club scrutineers and Safety Officers.

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

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

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

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

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



Hi everyone.

Merry Christmas everyone and welcome to another edition of the Wobble Knocker, the club magazine number 86.

Summer has arrived with vengeance, well up this way at least, so it is time we sorted out a few runs for the year and we need your help to do this. Some ideas are coming in and we have ideas and run confirmations which will take us down Gippsland way to up here in the northern paradise of the state. That is where we live!! Ha, Ha. So, if you have an idea for a run, please let me know and we will put it in the calendar for 2022.

Our Christmas Lunch and Show and Shine was held over last weekend and by all indications was a terrific day with a great three course meal which was subsidised by the club, and we had a bar tab so members could drink up for free. This was a reward for all our members being shut down for so long. As I have always said and we have always thought that the funds in the club bank account belong to the members of the club, not the committees.

Our show and shine was also a success with the awards being handed out as picked by the Kilsyth Manager for the day as is our tradition. Bryce Eishold was named as the most Valued Club Member of the Year for 2021 and COVID-19 being named for 2020. New member Mark Roper won the inaugural Graeme Williamson Show and Shine Award, "The bloody old Pensioner" with his 1962 Austin Healey. Congratulations to all. Graeme Williamson's Morris Major who is now owned by his daughter Kirsty also won one of the Show and Shine trophies. A very emotional moment.

A full run report is further in the newsletter.

We have had a number of new members join the club over recent months as well. Welcome to as already mentioned, **Mark Roper** who lives up our way in Avenal. He has a 1962 Austin Healey. **Wendy Boyle** with **David Rooks** have joined but do not yet a classic car but have a keen interest in our club and wish to join in our friendly and welcoming club. Our cars as we all know are very addictive, so it will not be long before a little BMC vehicle is save from the scrap yards. Our first member from overseas, Tasmania, **Lachlan Story** who has a number of Land Rovers. **Tracy Wilkinson** who has a Wolesley 24/80. **Shane Coutts** who has a Morris Minor Convertible a Rolls Royce and others. **Robert Bothwell** has returned to the club after an absence. Robert brings with him a Leyland P76. Today we welcome another new member from Euroa, **Bill Stanton** who has a red MGB Roadster. Welcome everyone to the friendly car club.

Membership stands now at 129 and with a few more members who have joined up from our Shepparton Chapter and surrounds we will start doing a few runs up this way to cater for them and any other members who wish to join in. These runs will be in the runs and outings coming up in the newsletter.

Sue and I recently sold our MGB. I saw a post on Facebook where someone was looking for an MGB and just as a bit of fun I put on a picture of our car. One other person who saw our car asked what condition it was in and after a couple of emails back and forth he made us an offer which we just could not knock back. So, it is now at a new home in NSW with a happy owner. So now we just have the Jag which will soon go onto the club permit scheme.

Member Greg Hocking needs some help to locate some Austin 7 parts. If you can help him, you can ring him on **0400457660**. Greg also has a Morris 8 he is selling if anyone knows of anyone who is looking for one or who wishes to check it out yourself. There is a picture in our buy and sell section (New) in this newsletter.

Gary Turner
Editor
BMC-Leyland Car Club.





1st JANUARY 2022.

New Years, Day. Now becoming a tradition with the club Kay & Rick Smith will be holding a get together at Flinders for Fish and Chips on New Year's Day.

Sunday 20th February 2022. (Shepparton Chapter can attend)

Yarra Glen Racecourse, British and European Motoring Show.

March the 13th. (Shepparton Chapter Run as well)

Swanpool Motor Festival for those members up Shepparton way. Richard Simpson will be organising a group from Melbourne to meet up at Lilydale for a drive up possibly on the Saturday for an overnight stay and attend the show on the Sunday. Let me know ASAP if you would like to attend so we can organise some accommodation.

April to be announced.

May 28th and 29th. (Shepparton Chapter Run as well)

Winton Historic. Winton Motor Raceway. Details to follow closer to the event.

NO FURTHER RUNS AT THIS POINT. WE NEED SUGGESTIONS AND YOUR HELP NOW THAT IT IS ALL GO FOR SOCIAL OUTINGS. Com'on guys, thinking caps on.

How to organise and put on a run.

Choose a month and a date that you can help

Once chosen, decide on a time and place to meet

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

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

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

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

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

Upon arriving check that everyone has arrived.

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



(Shepparton Chapter)

(And Surrounds)

First of all, I would like to give a very warm welcome to our new and older Shepparton Chapter members. The Shepparton Chapter is part of the existing Melbourne club and is governed by the same committee and rules of the major club.

Members are entitled to have the same privileges as the main club and are welcome to attend any of the runs listed in the magazine.

Special runs will be organised for the Shepparton Chapter, and anyone can attend these.

As in the Melbourne based club meetings are held on runs and any report is available to any financial member.

The following members have been included in the new chapter and are welcome to attend any special runs and outings that we will have for them:

Lloyd and Glenda Newham, Wendy Boyle and David Rooks, Ray Jackson, Mark Roper, David and Annette Neish, Bill Stanton and Richard Simpson.

Some of these are Melbourne members but live up North and have been included in the list.

When we have a special run up this way an email will be sent out for those who feel like a quick run somewhere. A picnic, car show, a coffee run or the like. Or you are all welcome to attend any run , meeting, outing that is in the magazine.

Welcome and let us get together and have some fun outings.

Gary Turner, president.

BMC LEYLAND CAR CLUB New Year's Day 2022

Fish & Chips Run



It has become a tradition Each New Year's Day, where a number of club members enjoy a picnic lunch on Flinders Golf Course Above Mushroom Reef overlooking Bass Strait. This is a chance to enjoy a peaceful time looking out on the ocean, reflecting on the past year. Please join us if you have nothing else happening, to welcome in the start of the New Year with friends from the club.

Hopefully, the weather will be kind to us yet again. We usually either buy fish and chips from Flinders Fish and Chips opposite the pub or bring a picnic lunch whichever you prefer. The flinders fish shop also has the worlds' biggest vanilla slices and they are huge!

We will meet at Kay & Ricks house @1Tuerong Place in Hastings (Corner Henderson's Rd) at around 10:15 am for an 10:45 am departure, taking a slow and scenic drive to Flinders where we will meet up at the Flinders Fish and Chip Shop.

(Through roundabout opposite pub second exit) We will then drive on to the Golf Course. Bring chairs, table and so on.

Please bring umbrellas and sunscreen, last gathering became quite hot, and we had a lot of sunburned people. This will just be a relaxing day with good company among friends.

Let us know if you are coming so we can wait for you in case you are waylaid.

Last New Year's Day prior to our leisurely drive to Flinders we decided, impulsively, to join the street cruise through Hastings Precinct where Hastings Peninsula Cruisers had a Graffiti Cruise & exhibition. There were many hundreds of cars, vintage, hot, customised, SR's, you name it, it was there. It was a beautiful day, so we did a circuit of the street festivities then on to lunch at Flinders Golf Course at Mushroom Reef. If this is on again and you are interested, we can do this on the way.

Any questions phone Kay 0412813145



A post by Bryce Eishold on Facebook.

As some of our members will recall, I was privileged to drive Graeme Williamson's beautiful Wolseley 24/80 to his funeral earlier this year.

Graeme was among one of the first people I met when I joined the club several years ago. Everyone has a story about his kind nature, laid-back attitude and passion for a good laugh and chat about old cars.

Some weeks after his funeral, my friend and I approached Graeme's family about purchasing the car from his estate. After some discussion, we collected the car on the day Victoria entered its most recent lockdown.

Since then, this gorgeous classic has undergone a roadworthy (albeit it needed no work!) and is now re-registered in the BMC Leyland Car Club on the same plates Graeme had on the car after he had it transported to Victoria from its previous owner in Queensland.

As a journalist, I love the stories and history behind classic cars, and after some research I managed to track down the son of the owner who had the vehicle from the early 1980s to around 2015. The older photos are of the same car taken in the late eighties and early nineties. His name was Yves Gelle, and his son was incredibly pleased to hear the car was still well cared for.

Suffice to say, the Wolseley is a legacy to not only its early owners, but also our mate Graeme Williamson who absolutely adored this car. Please think of the happy times Graeme had when you see it on the road next time.

All things going well and good, the car will be at our Christmas lunch at Kilsyth on Saturday. The most recent photo was taken by Robert Bothwell at Graeme's wake. As you can see, she has been well cared for over her life.

And for those who have asked, she is yet to be named but we are working on it.



This is another example of why we named Bryce the club member of the year.

CLUB PERMIT SCHEME SIGNATORIES.

The authorised members who can sign your renewals are as per the following:
 Sue Wilson, 222, 65 Channel Road, Shepparton, Vic 3630
 Terry Sawyer, 15 Kingfisher CRT, Carrum Downs, Vic 3201 (also for new vehicles)
 Francis Borg, 1321 Murradoc Rd, St Leonards, Vic 3223 (also for new vehicles)
 Norma May, 1321 Murradoc Rd, St Leonards, Vic 3223
 Vincent Stok, 27 Mawby Rd, East Bentleigh, Vic 3165 (also for new vehicles)



T-SHIRTS

Just in time for summer.

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

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

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

LARGE measures 53cm chest

X-LARGE measures 61cm chest measured flat

Buyers will not be disappointed.

\$25.00 plus \$10.00 postage.

Tracked, anywhere in Australia.

REGALIA

Car Club Banner	\$5.00
Embroidered Cloth Badge	\$10.00
Club Cap	\$15.00
Grille Badge	\$35.00
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



**Buy NOW or order NOW for Christmas – Contact Sue
 0421841939**

Run report.

Christmas Lunch and Show and Shine.

Saturday 11th December 2021.

16 Classic cars with fifty-seven members in attendance.



Sue and I left Shepparton on Friday the 10th to come down to Melbourne for our Christmas function and stayed at Dingley to get ready for the following day.

Saturday, we set off for Kilsyth and upon arriving we see that Bryce was already in the parking lot. Always first to arrive by an hour or more.

After checking in with the venue staff we took all our hampers and awards into our room and set up things before the members arrived. The venue staff had done a wonderful job of setting up the room and it looked very festive.

The staff there was extremely helpful and if members agree we will hold it there another year.

Members started to arrive and take their seats then the entree of a nice soup was served up to everyone.



While everyone was having that I got up, held a brief meeting, and thanked everyone for attending the day. I announced that there was a bar tab, so all the drinks were on the club for the day as a thank you for sticking with the club over the past 18 months or more during Covid and all the lockdowns.

Welcome. Everyone was welcomed especially Kirsty (Graeme's daughter) and Tim Cortese who are new members with Graeme Williamsons Morris Major which is now in the club. Bryce is the proud owner of Graeme's Wolesley.

Thanks to everyone who has stuck by the club over the lockdowns especially Cheryl Sawyer for her job as our treasurer, Norma May for secretary duties, Frank Borg for his support as VP and to the guys who have signed off on all the CPS renewals and new cars including Vince, Terry, Frank and of course Sue who has worked so hard keeping the club going and being very supportive of me during these times. Without a doubt the backbone of the club.

Apologies were Terry and Cheryl, Rick and Kay Smith, Jo and Kel Hawkesworth, Bill Flaherty, Bruce and Tina Austin, Clive Millsum, Gary Davies, Rod Kirby, Patrick and Sandra Farrell, Rob and Anne Quinn, Ross and Margo Nankivell and Stuart and Sally Benton.

Membership was 125 with 115 cars on the CPS.

New Members. Mark Roper – Austin Healey, Shane Coutts - Morris Minor Convertible, Lachlan Story who has a number of Land Rovers. Tracy Wilkinson who has a Wolesley 24/80. Robert Bothwell - Leyland P76. .Welcome everyone to the friendly club.

Future Runs.

Coming up as far as runs go, we have our next official club run is on New Year's Day. Rick and Kay Smith put this run on each year. Meeting at their house in Hastings. Details further in this newsletter.

Sunday 20th February 2022 Yarra Glen Racecourse, British and European Motoring Show. March the 13th Swanpool Motor Festival for those members up Shepparton way and for those coming up from Melbourne of which Richard Simpson will be organising. We need some more runs please.

Meeting closed as the main course was served. Ham and Turkey with a nice compliment of vegetables.

Presentations.

After the main course it was then time to hand out our awards and show and shine winners for the day.

First up I announced the Most Valuable Club Person of the Year Award. As no award was presented for 2020 it was named COVID-19 for the year. Then for 2021 it was presented to one of our most conscientious and keenest members, Bryce Eishold who with a mouthful of food looked surprised. I presented Bryce with a glass trophy and perpetual shield and Bryce made a really nice speech accepting the award. The members in attendance were happy with our selection for the year.



Next, we had the presentation of the Show and Shine Awards for the day in which we had four. As a tradition in our club to prevent any biased I called on the duty manager of the Kilsyth Club to wander around past the cars and pick four cars she would most like to drive home in.

The first one was presented to Ramy for his burgundy VW. I knew it would be a bit of a controversial pick, but we stick by our members, and he also has a couple of Minis with the club.



Next, she chose Ron and Pats Morris Six for its size and as she said it reminded her of a car her grandfather owned. (Sorry Ron).

Then as she walked up past some of the cars, she walked past Graeme's Morris Major that now belongs to Kirsty Cortese, Graeme's daughter, when she just turned around and said to me "I cannot walk past this car, I am just drawn to it,



that's number 3". *The bloody old pensioner* was there pushing her to his car, I am convinced of that!

With one more to go I asked her to pick what she thought, was the car of the show and she picked Mark Roper's Austin Healey, she loved the colour, avocado green colour.



We then went inside to present the trophies to the winner who were very much surprised. I must admit at the point to present Tim Cortese with his award for the Morris major I almost lost it as all I could think of was Graeme and how excited he would have been on winning another Show and Shine with his cars. Last time it was the Wolseley, this year the Morris Major. Tim came up to present our new award, "The Graeme Williamson Show and Shine Award" *"The bloody old pensioner"* to our winner and new member Mark Roper who was incredibly surprised and honoured to receive it for his Austin Healey.

Dessert was served during the presentations and then it was time to wind things up.

With that everyone was thanked for attending and again the winners were congratulated. The Kilsyth Club staff were thanked, and they did a fantastic job of looking after us all.



Sue then went up to settle the account and members would be interested to know that the bar tab came to **\$477.50**.

One of the many benefits of belonging to such a bloody generous and fantastic club.





Member **Greg Hocking** is selling this fine example of this Morris 8.

This car has been thoroughly looked after and he would like to get around the \$20,000 mark. Please phone him on **0400457660**. If anyone knows of anyone who is looking for one or who wishes to check it out yourself.

Greg Hocking is also looking for some Austin 7 parts for a new restoration job he has on the go.

If you can help in any way, please contact him on **0400457660**

Bob Strode is looking for a Morris Minor motor in good condition to put inside his new project, a Morris Minor Ute. If you know of one sitting around that no one needs or wants please give him a ring and he will be extremely happy to let you know what he needs. Bob's number is **0414240020**.



HERALD

Launched in 1959, the Triumph Herald was bodily a clean sheet design for Standard Triumph. By this time the Standard Eight was looking decidedly austere, as well as out of date and – dare we say – slightly dumpy. The company needed a swish new successor, and the sporting Triumph badge heralded a new age.

Launched in 1959, the Triumph Herald fitted perfectly into Prime Minister Harold Macmillan's world of glossy magazines, and for a country which had never had it so good the Herald was the perfect companion. By the time production ended in 1970, 510,064 had been built. There are four basic models – the 948, 1200, 12/50 and 13/60 – and five body styles: saloon, convertible, coupe, estate and van. The earlier cars all look broadly similar, but the 13/60 is identified by a more aggressive nose, akin to a Vitesse but with single headlamps.

You hear lots of horror stories about Herald handling, and while it's true that the rear suspension design can induce positive camber in extreme situations (and even lift a wheel), the fact is that in normal use you won't experience this. Even so, modifications do exist, which we will cover later. The turning circle more than compensates – capable of shaming a London cab, the Herald remains one of the easiest classics to manoeuvre in a small space. The 948 is perhaps a little underpowered, but 1200, more powerful 12/50 and most powerful later 13/60 Heralds

have more than enough go for regular use today.

The Herald's separate chassis means that minor rust in the bodywork needn't worry the prospective buyer beyond the cosmetic woes, given that it will all unbolt and replace with little more than a socket set. Do not, though, fall into the trap of underestimating the work involved in removing an entire bodyshell, not the time and patience it will take to line everything back up afterwards. The floorpans, boot floor and spare wheel well are worrying places to find rust, but as with everywhere else panels are available to repair these areas. The bulkhead is structural, likewise the windscreen pillars, so these should be checked thoroughly. Chassis outriggers and perimeter rails do rust, but replacement is not especially difficult. The main rails where they dip around the diff are also vulnerable, but effecting a neat and strong repair here is more difficult.

Like the Spitfire, Heralds have long been considered perfect entry level classics and although prices are rising along with everything else, two grand is enough to get you into a shabby Herald 13/60 – saloons are least valuable,



convertibles priciest with the estate in the middle. Earlier Heralds tend to be more valuable because the frontal styling is more 'classic,' while an early 948 is more of an acquired taste that is less practical on a daily basis but more prized by aficionados – a convertible one of those can be anywhere up to £14,000, but generally £7000 should get you a very respectable choice of models and conditions.

Pre-June 1962 cars are harder to modify without structural work to the chassis, so we'd leave these cars totally standard and, if you want to uprate your Herald, buy a later car. It's common to see later Dolomite and Spitfire 1300 or 1500cc engines fitted to Heralds, which

SIX OF THE BEST



improves their driveability but won't add to their value. Overdrives are a common fitment too, typically the D type used in the Spitfire which can be found used for around £300 or refurbished for £500. Fitment will make your Herald far nicer and more relaxed at speed, and can be allied to a taller diff from the Spitfire range for even more relaxed cruising, though the speedo will need recalibrating. If going down the OD route, we'd recommend a steering column mounted overdrive switch rather than the gearstick-mounted unit from 1970s cars.

Simply put, the wiring on gearstick switches can fracture and cause issues, while the column mounted setup is longer lasting with less risk of fire. It also looks more period, having been used on the Vitesse.

The swing spring from MkIV Spitfires is also often fitted to reduce the effect of positive camber at the back – all bar the lower leaf of the leaf spring can pivot, improving grip at the back. Lowering blocks fitted between the spring and diff can also have the same effect, as can an uprated rear spring from a Herald estate if

you want to retain the original precise feeling of the car. Be wary though – reproduction estate springs aren't as good as originals.

It's also possible to buy front suspension upgrades which eliminate the need for greasing the trunnions every 3000 miles or so. These are available from Canley Classics for £339.98. These are well worth the money given that you can never be certain how well previous owners have lubricated the front suspension, and represent a clean slate. That said, there is nothing wrong with the original set-up in good condition, with thousands of cars covering millions of miles without issue.

The Herald is one of the cheapest classics you can run. A 4.7 litre sump means a 5l can of oil will have plenty left for topping up, and filters are around a fiver. Oil changes can thus be carried out for around £21 every 3000 miles. NGK BP6ES plugs are shared with the 2000, and less than a tenner should get you a set of four. Air filter elements – one needed, but the 948 has a unique filter – will cost no more than £11.04 from Rimmer Bros, while fuel filters are cheap and easily available. £25 should thus be enough to deal with most regular services, though it's essential to grease the trunnions on a regular basis too.

You'll easily get 35mpg from most Heralds, and while they shouldn't be unleaded friendly, most have been fitted with hardened valve seats over the last 20 years. We'd still recommend an additive like Millers VSP-e for its ethanol inhibitors, but it shouldn't be necessary for lead replacement. (Incidentally, although we are focusing on the Herald range here, the similar but more powerful six-cylinder Vitesse uses broadly the same drivetrain as the larger 2000 saloon, so if you're looking for servicing information and costs on that, we suggest you read our guide to the 2000 range.)

Herald owner and enthusiast William Davies said: 'For those looking to upgrade, the 1296cc engine from the 13/60 comes in two flavours. Earlier cars have the GE prefixed engine, meaning it has the same small crankshaft journals as the 1147. Later GK engines have the same larger crank journals as the 1500 unit. This means the former revs rather better, though there's not a huge difference in normal use. Unless you're fitting a 1500 engine, keep the standard 4.11:1 differential. Any longer ratios will disappoint in terms of pickup. There's disagreement over many aspects of Herald improvement, but my experience is based on owning over 100 Heralds of all types over the past 31 years.'

For a Herald 13/60 covering 6000 miles per year, the cost breakdown is therefore in the region of £25 for a service, approximately £900 in fuel and £45 in additives, £42 in oil changes, and £79.08 for insurance – a grand total of £1091.08.



The 13/60 got a twin dial dash in place of the earlier car's single dial, but no rev counter.



"HERALDS HAVE MORE THAN ENOUGH GO FOR REGULAR USE TODAY, BUT THEY ARE NOT BUILT FOR MOTORWAYS"

Those stainless steel bumper covers are from a Vitesse. Heralds had white covers on all cars except the 948, Courier van and the Herald S.

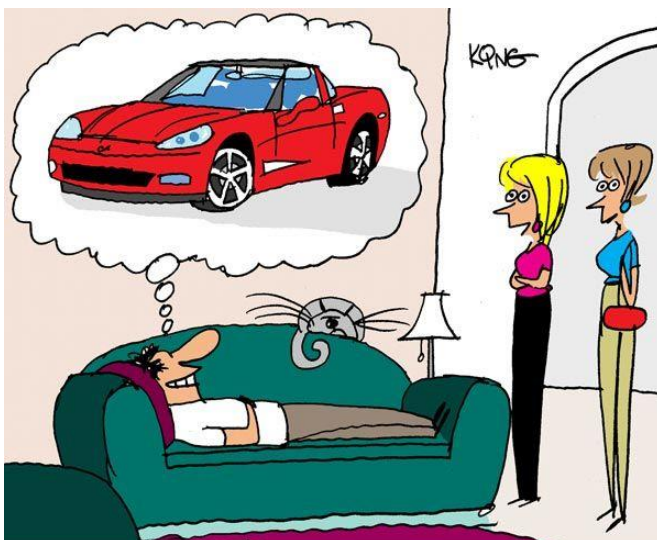
Goodbye 2020 and 2021

Hopefully, it is a goodbye to lockdowns as well.

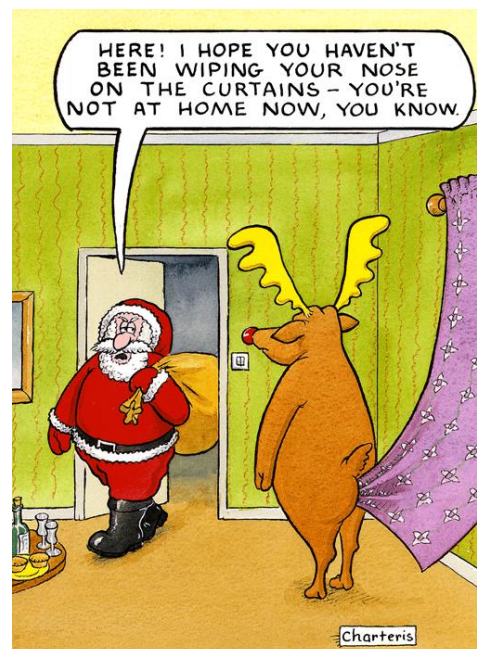
This is what we think of the past couple of years.



Santa will not be calling on me with these!!



“How sweet, he’s smiling. He must be dreaming about me.”



Charteris

MORRIS MINOR

With prices of some of its contemporaries having increased quite dramatically, the ubiquitous Minor offers seriously good value in today's market

There was a time when buying a Morris Minor saloon meant spending a bit more compared with some of its in-period rivals. Back in the 1980s, an excellent Minor would have been slightly dearer than a Ford Anglia 105E in the same condition; but the tables are now turned, with Fords of the '60s having seen dramatic increases in value over the last decade or so, while saloon versions of the Minor remain relatively static price-wise.

This doesn't apply to all versions of the Issigonis-designed Morris, of course, as rarer versions will always attract a premium price tag, including some of the less commonplace saloons. You'll usually pay more for a Series MM Morris Minor from the early years than you will for a later Minor 1000 in similar condition. Nevertheless, around £10,000 should buy a very smart MM model that's either original or restored to a high standard, with the very best cars likely to be £12,000-£14,000 (such as for an immaculate low-headlamp car).

By comparison, a very well-presented Minor 1000 saloon can be picked up for £5000-£6000 (dealers will often charge more), with solid, usable cars sometimes available for £4000 or less – particularly if you're thinking of buying at auction. In recent months we've seen a tidy looking 1967 Minor 1000 sell via Matthewsons for £3300,



Respectable convertibles start at £7000, but conversions will be valued £1000 lower.

while another good-looking example from 1959 achieved £3240 with Anglia Car Auctions. Equally though, there have been immaculate looking Minor 1000 saloons selling at top bids of £7500-£8500, which proves that even at auction there are buyers who'll pay for quality.

Minor Travellers (introduced from the Series II onwards) are in high demand on today's classic scene, with superb cars attracting price tags of £12,000-plus depending on their history, mileage and standard of preservation. Meanwhile, a useable and structurally sound Traveller with good woodwork can be picked up for £6000-£8000, which isn't bad value for a period classic that offers so much versatility.

Talking of versatile, let's not forget the Minor vans and pick-ups – which, like so many other car-derived commercials of the 1950s and '60s, have seen major increases in value over the last few years. Again, survivors are relatively few in number (though more are being renovated thanks

to today's values), and so rarity has a role to play in their asking prices. It's not unusual to see very well restored examples with asking prices of £13,000-£15,000, particularly for the now rare pick-up version. Even a down-at-heel project van or pick-up is likely to set you back up to £5000, depending on how much restoration is required.

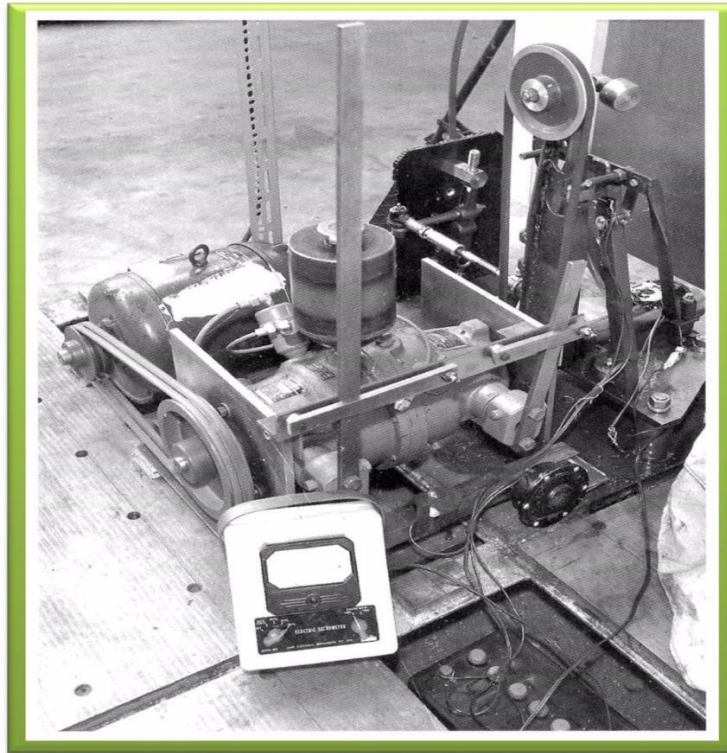
Finally, if you crave arguably the prettiest of all the Minors, you'll be looking at the soft-top Tourer, with original cars in excellent order going for £10,000-£12,000 (or more), while solid but not immaculate examples can achieve around £7000-£8000 at auction. Bear in mind, however, that a good proportion of soft-top Minors have been converted from saloons rather than being genuine factory-built cars, so remember this when buying – and make absolutely sure that the conversion has been done to a high standard. You'll inevitably pay less for a later conversion, with £6000-£7000 being a reasonable guide for a very well-presented car that's for sale privately.

CCM



Van and pick up values have been strong for a while and the Traveller has followed them more recently.

How the magazine got its name.



“The Wobble Knocker”

A durability driver rang around 8pm 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. Perversely, finding all three 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 Fulford, from his experience with fatigue testing at Holden decided on the machine concept and the ingenious Clay Turner designed and built the “wobble-knocker” within a week.

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

The wobble-knocker 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 a 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 useable results.

The road failure was reproduced – an essential first step in fatigue testing – and the standard part’s life established – around 900,000 cycles. Three different “stronger” materials were evaluated, two having much 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 $\frac{1}{8}$ 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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