

**ISSUE #117**



**JULY 2024**

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Victoria in 2014. A00615200N

# The "WOBBLE KNOCKER"



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**OFFICE BEARERS**

PRESIDENT.	(FOUNDER)	Francis Borg
VICE PRESIDENT.	(CO FOUNDER)	Gary Turner
SECRETARY.		Jo Hawkesworth (acting until AGM)
TREASURER.		Cheryl Sawyer

**ORDINARY COMMITTEE MEMBERS**

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

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

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

*The following members are authorized to sign Standard Declaration and Eligibility forms for the CPS. These members are club scrutineers and Safety Officers.*

Francis Borg, Terry Sawyer, and Vincent Stok.

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

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

Get a certificate of roadworthiness at a roadworthy tester.

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

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



# President's Report



## Presidents Report July 2024

Hi all,

Further to my report of CPS renewals not being sent out, I saw some posts on another car club Facebook page, of it happening to their members. These guys hadn't noticed it for a year, and as a result they needed to get a RWC to renew their permits. They also commented that they were lucky that they had not been pulled over by the police. That last observation made me wonder why they hadn't noticed the error while filling out their logbooks.

**So, please be aware of when your permits are due.**

Most of us have smart phones, so put your renewal dates in your calendar with a reminder at least one week before the due date.

Well, the Battle of Waterloo was run. Unfortunately, I couldn't make it, and looking at the photos on our Facebook page, it was a great day, with good attendance, some fabulous cars, and fine weather. And to top of it, the British won. Hoorah for us. This year it was the French clubs turn to host, and the venue was the Balnarring bowling club, and combat was on the bowling green, and it looks like the combatants had a good time. It's our turn to host next year, and we get to choose the method of combat.

**Don't forget the AGM/10<sup>th</sup> Anniversary lunch is our next get together.**

Well, that's it for now.

I look forward to seeing you on a run soon.

Francis.

## Letter from the Editor



Hi everyone.

This is my last newsletter for the BMC-Leyland Car Club Inc.

I've decided that as this is my last one, I'd make it a bumper edition which includes the very first newsletter I did some 10 years ago.

Over the past 10 years and since the formation of the club I have written 117 newsletters virtually non-stop since the formation of the club in August 2014. Apart from when Covid hit, and lockdowns were forced upon us there has been a comprehensive newsletter put out every month. I've made a few mistakes over the years but that has been all apart of writing a monthly newsletter and learning along the way. There have been some really fun times also in researching articles, writing run reports and organising the many runs Sue and I have done. Prior to being editor, I was president and editor of the Morris Car Club Victoria for another 4 years so I can add another 48 newsletters to that total.

Now It is finally time for me to step down and let someone take over and make a fresh start. There are many people I wish to thank for their support over the years and the main person who has gone out of their way to help me is none other than Richard Simpson who took over as the run co-ordinator for the club. Without Richards help, the task of organising runs, doing run reports would have been pretty tough.

Don't forget also that while doing the many things for the club, Sue and I up to a few years ago worked at full time jobs so it hasn't been easy, but we've got through it. Until we retired a few years ago and moved up to Shepparton we thought we could carry on our roles from up there. Unfortunately, due to serious health issues last year and continuing issues for me it became clear to both of us that it was time to hand the club over to others to run.

The one thing that makes me very proud is the fact that from humble beginnings in 2014 when Frank founded the club with us it's kept its ethos and now have over 170 members. A membership I thought 10 years ago was unobtainable.

The whole purpose of starting this club in the first place was to have a club that was cheap to join, no joining fees, no formalities, keep everything very casual, meetings on runs where possible with little or no fuss. It was also decided that the club would give as much as possible back to the members who supported us on runs and outings. This has worked very well and as I have always believed that the money the club has doesn't belong to the committee, it belongs to the membership and should be given back by way of subsidised runs and functions where possible, and I hope that never changes in the future.

As Sue and I no longer own a classic car and have no intentions of getting another one we will still remain members of the club and look forward to watching the club grow and prosper in the future years under a brand-new committee now that all the hard work has been done.

Many thanks,  
Gary Turner.

## Letter from Gary Turner and Sue Wilson.

August 2014 a group of us got together including ourselves and our great friends Francis Borg and Norma May and we formed and founded the BMC-Leyland Car Club Incorporated.

It was here we decided to start the club which would be like no other club around. The number one issue was that we would give back to the members where possible. Plus, our ethos was that we would keep it simple, cheap for members to join, no formalities, no nonsense or bull shit, keep it casual and have a car social club with a common interest.

Many clubs around that have been in existence for many years would be so envious of how fast we have grown over the past 10 years and also very envious of the number of members we have on runs and outings.

With not many issues throughout the years, Sue and I have really enjoyed our time with the club and considering during the early years of the club we were both working at full time jobs but still found time to fulfill our committee obligations with very little help. It was our intention to just take on the duties for only a few years but due to members not willing to take on positions we had no choice but to keep going until now.

It has come to an end now that we will step down from all our committee positions as we feel we have taken the club to the position where it is today, so all the hard work has been done and the club needs a fresh approach and fresh ideas.

Sue will continue her role as a signatory for the member renewals, but I have stepped away from everything.

We no longer have a classic car and our passions have gone elsewhere but will still remain members of the club and will keep coming on runs and outings where we can and still promote the club to prospective members we come in touch with.

Sue has been knitting like crazy making knitted toys which she will sell at markets like she used to do for over 18 years in another life while we bought up our daughter, Chloe. I have recently been appointed as 'Outside Promotions' for MOVE, a new passion in my life, Museum of Vehicle Evolution M.O.V.E. up here in Shepparton. Apart from volunteering a few days a week guiding visitors around at MOVE, I also get odd jobs to do using my skills as a cabinet maker on various jobs around the museum which I absolutely love volunteering to help them out.

Our future wish for the club is that it continues to grow and have success, be friendly to one another and have fabulous outings and runs as we have been doing.

Gary Turner and Sue Wilson.



Mark Your Calendars  
**UPCOMING EVENTS**



**BMC-LEYLAND CAR CLUB**  
**2024/25 RUN PROGRAM** v. 19



**NEW TO THE CLUB - OR JUST NEVER BEEN ON A RUN...???**  
**PICK ONE AND COME ALONG - YOU'LL BE MADE MOST WELCOME!**

**METRO**

**SAT - JUL 13<sup>TH</sup> – BMCL 10<sup>th</sup> Anniversary Club AGM** – new central location at the **Sandown Park Hotel** (near the racetrack) and includes a Club Show-n-Shine and fabulous Buffet Lunch for a very special 10<sup>th</sup> Anniversary AGM & Party:  
*Co-ord: Cheryl Sawyer – “Don’t miss this one!”*



**NTH/WEST**

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

**EAST**

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

**NORTH**

**WED – FRI - OCT 16-18<sup>TH</sup> - Mansfield Midweek Country Trip away** –from Melbourne or Shepparton meeting in Wallan, then on the old Hume Hwy up “Pretty Sally” hill leisurely thru’ historic Kilmore to Broadford for coffee, then over the Murchison Gap to Flowerdale and Yea for lunch, arriving Mansfield to stay at the fabulous Alzburg Resort and Pub dinner. Thursday - run to historic Jamieson with lunch at the Jamieson Brewery & Grill, and a visit to Delatite Winery. Friday : A Mansfield main street wander, meet at Coffee Merchants, then a run to Marysville for lunch before heading home over the Black Spur... *Co-ord’s: David & Anette*

**METRO**

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

**EAST**

**SAT - NOV 23<sup>RD</sup> – Christmas Hills/St Andrews Circuit** – meeting in Warrandyte and travelling via Sugarloaf Reservoir for a BYO picnic morning tea or coffee – then scenic back roads through the Christmas Hills to lunch at the Panton Hill Hotel. *Co-ord: Richard & Carole Simpson*

**METRO**

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

**JAN 2025**

**2025 RUN CALENDAR**

**SOUTH**

**WED – JAN 1<sup>ST</sup> 2025 – Annual Club New Years Day Picnic Run to Flinders** – Rick & Kay are again inviting everyone to BYO Picnic & chairs or a rug (or buy Fish-n-Chips) for a summers coastal run from Hastings to Flinders Golf Club cliff top – *Co-ordinator: Rick & Kay*

**STH/EAST**

**SUN – JAN 19<sup>TH</sup> – RACV Festival of Motoring at Cruden Farm** – Details of where to meet prior so we can enter and park as a club will be advised in due courser... *Co-ord: Paul Buck*

**EAST**

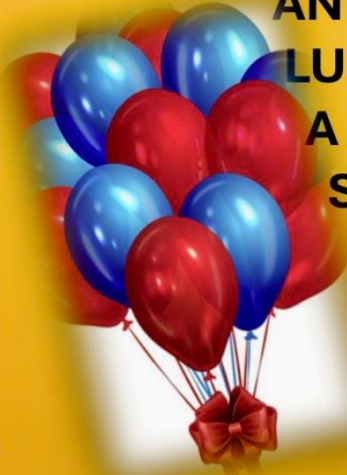
**SAT – FEB 15<sup>th</sup> – Yarra Valley Run to Healesville** - Another very scenic run winding through the vineyards of the Yarra Valley! It’s a BYO morning tea/coffee – then heading to the fabulous Healesville Terminus Hotel for a bistro lunch..! *Co-ord: Richard & Carole Simpson*

**Runs in all direction’s – Something for everyone!!!**



## OUR NEXT RUN/OUTING

IT'S YOUR CLUB'S "10<sup>TH</sup> ANNIVERSARY YEAR"  
AND INCLUDES A  
LUNCH, THE A.G.M  
A PARTY AND A  
SHOW-N-SHINE!!!



**SANDOWN PARK HOTEL**  
**SAT – JULY 13<sup>TH</sup> 2024**  
**11am for 12 Noon lunch !**  
**Crn: Princes Highway**  
**& Corrigan Rd, Noble Park**



***Don't miss the "party" – whatever you do... !!!***

Let's to celebrate for this magnificent little car club after just 10 years !

Come shiny & ready for a club show-n-shine, a quick AGM as we welcome a new committee, awards and presentation's , a great 2 course buffet and dessert meal, drinks at bar prices, cutting of the Birthday Cake to go with a free glass of bubbles and coffee.!!!

**BANK DETAILS :- NOTE !**  
**PRE-PAYMENT REQUIRED !!!**  
**BSB 633000**  
**A/C 152525515**  
\$30 each for members  
\$45 each for non-members

**MEET AT 11AM IN THE SANDOWN PARK HOTEL CARPARK READY TO SHOW OFF YOUR CAR!!!**  
**SEATING AND CATERING REGISTRATIONS WITH PAYMENT ARE ESSENTIAL AND FOR CATERING PURPOSES DUE NO LATER THAN WEDNESDAY 3<sup>RD</sup> JULY, 2024**



**PHONE OR TEXT THE NAME OF EACH PARTICIPANT IN YOUR CAR TO CHERYL SAWYER - 0400.252.431**  
**"Pre-Payment" is required on-line to confirm your booking by July 3rd...!**

**Bank details for payment prior to this event please.**

**BSB 633000**

**A/c 152525515**

**Please leave name and AGM as a reference.**



The following articles have been provided to us from our new honoured member:

## 'Tony Cripps'.

Tony has come to the club as a supporter of BMC and Leyland Vehicles, he's an author of some of the best BMC books written and is a member of the BMC Leyland Heritage Group in Zetland, NSW.

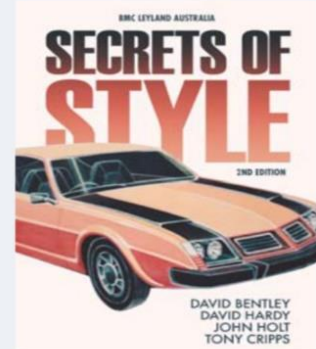
Tony will be a regular contributor to our 'WOBBLE KNOCKER' from now on.



**LEYCARS**  
BMC Leyland Motor Cars in Australia



Ever had that feeling that a motor car's appearance just doesn't look right, but can't put your finger on it? Take, for example, Australia's most controversial car: the Leyland P76. From some angles, it looks superb, even decades after it was designed. From others, it looks an ungainly embarrassment. In this book, the history of styling at the British Motor Corporation (BMC)/Leyland Australia's factory at Zetland is recounted by those who were involved. Here, David Bentley, David Hardy and John Holt reveal the details of their work while recalling their experiences with their now-departed colleagues Bill Moody, Romand Rodbergh and Mark Cassarchis. Never-before-published pictures show what happened during the Company's turbulent history and give an indication to what might have been had things turned out better. More than a historical record, this book educates the reader's eye so that you may look upon both modern and classic vehicles with a new understanding and appreciation of the art of motor vehicle styling.



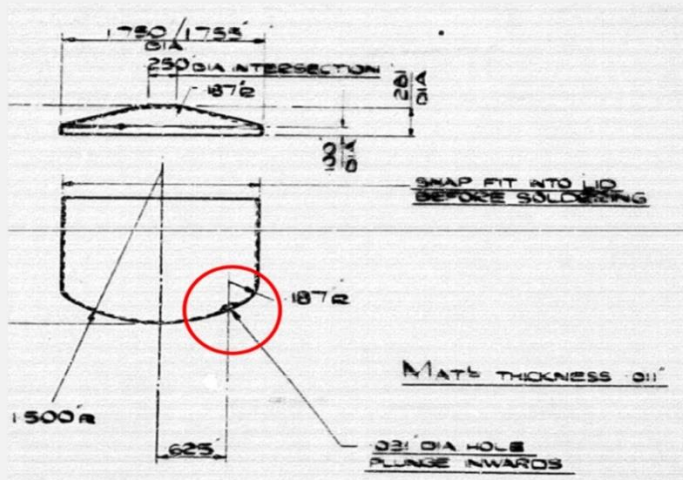
Colour edition. \$65 includes postage within Australia

[www.leylandaustralia.com.au](http://www.leylandaustralia.com.au)

### Did you know ?

Prior to about 1963, the float in an SU carburettor fitted to our BMC engines was made from brass and floated freely in the float chamber. Later models had a nylon float fixed to a hinge which operated the needle valve.

What is curious is that the drawings for the brass float show a 0.031" dia hole in the bottom surface as shown below.



So, you might ask, what is this hole for? It is an air bleed so that when the two halves are soldered together, hot air might escape, and when the assembly cools down, room temperature air might be drawn in – both circumstances preventing the thin 0.011" thin walls from buckling. When the assembly has cooled, a dab of solder is then quickly put over the hole to seal the interior space. When next you examine your float, you will see the soldered spot in the position shown.

– Tony Cripps



Back in February 1974, it was decided to enter a P76 in the 1974 World Cup Rally which was to be held from 5th to 25th May. The vehicle was crewed by Evan Green and John Bryson. The car began as a crystal white Executive and heavily modified for the event. All the modifications were completed in a 20-day period with two full-time helpers (Brian Hope and Paul Crotty) at the Shell Auto Centre in Roseville. Brian Hope also serviced the car during the event. Additional time was found to do a 700 km shakedown in outback NSW and a final styling paint dress-up before air freighting to UK. Additional preparation was then done at Special Tuning in Abingdon prior to scrutineering.

The image below shows the timing of various stages up to the start of the event.

The body came in for substantial stiffening and strengthening. A full cabin aluminium roll cage, and fibreglass bonnet and boot lids were fitted and secured with Moke rubber straps. Door trims and window winders removed, rear seats removed and the production fascia and bulk head fittings removed, and a full steel fascia welded to the bulk head with custom instrument layout and Halda navigational aid. No floor coverings, no sound deadening, radiator grille removed, and a light weight bull bar with driving light mountings fitted with a mesh screen.

Front and rear bumper bars removed and replaced by two parallel "jump" bar and towing eye. Front cross member towers were gusseted. Lower arms strengthened with a stiffener welded to the forgings. Tie bars stiffened; rear lower link plated with steel. Rear shock absorbers re-valved to P76 wagon specifications. Front strut mounts had additional spot welding and the struts themselves re-valved.

Limit slip differential and balanced propeller shaft. A special 16:1 unboosted power steering gear was manufactured by TRW with solid pinion of welded construction, steel thrust plate, and a revised yoke load setting with all pipes, seals and internal piston removed (not required for "Manual" mode). A leather steering wheel was fitted in lieu of standard.

A larger capacity radiator and mounted directly to the body. Rear brakes had stiffened back plates and lower friction shoes to give better wear rate. Handbrake cable reworked to operate via a Mini central pull up lever. The front brakes had lower friction pads and no dust shields. Two 20-gallon fuel tanks fitted one above the axle and one in the boot well and an electric fuel pump was used to pump fuel from the bottom tank to the top tank when required – the top tank being the one which fed the carburettor.

Standard 6-inch road wheels were used, and (somewhat curiously given the efforts to reduce weight), air conditioning fitted. An engine oil cooler was fitted, special VDO capillary gauges for water temp and oil, and a special wiring harness. Hella QH lamps and additional driving lights on the front mounting bracket with additional positions located in the roof panel. 55 A alternator was hand built by Lucas and fitted with an external control box to prevent over-heating. The windscreen wiper motor was modified to prevent parking, so that they would provide an instant wiping operation.

The engine was a standard 4.4L V8 which was stripped down, crack tested, balanced, and reassembled using production clearances, with a dynamometer test to check. Welsh plugs were locked in place with self-tapping screws, and a hardened steel alloy sump guard bolted onto the body front longitudinal.

The cylinder heads were "carefully selected" from production, having good support under the valve seats and good casting finish. They were reworked by Lynx Engineering for matched

combustion chamber volume and mild polish on ports. A set of “crack free” valves were selected and lapped in to the seats, and valve springs of the highest stiffness selected from production. A lightened flywheel and high clamp load clutch fitted, all balanced and crack tested. Also fitted were a hand-built dust proof starter motor from Lucas, standard B-W 4 speed gearbox (stripped and checked by BW), hand-built distributor from Lucas, and gear selector pins lock wired.

Maximum power was recorded as 158 BHP and max Torque 258 lbs ft. David Hardy was responsible for adding the broad spear-shaped stripe in dark metallic navy which followed the profile of the upper body-side, then turned up at the rear and carried across the boot lid. Gold outlines, as well as a large “AUSTRALIA” with a little southern cross behind it, and the names of the drivers: Evan Green and John Bryson, were then applied over the dark blue. Next came the bonnet. Hardy gave “Big Brut” something different to the usual black bonnet seen on most rally cars by adding flatting base to the dark metallic navy, thereby creating a metallic matte navy blue. A large Southern Cross was cut from the gold sheet and applied it diagonally across.

The vehicle performed remarkably well, being placed officially 13th out of 52 starters. There were a few mechanical problems, the most serious being the failure of the front suspension struts due to a sideways over-bending resulting from insufficient clearance between the top pivot plates and the rebound security washers.

Tie bar washers failed in fatigue and had to be modified. Carburettor fuel blockage (dirt). Front brakes cracked on two pads, the strut failure put additional load on to the lower control arms which then kinked and had to be replaced. This in turn caused both inner guards to be punctured and an inner and outer skin were fitted. Shock absorber fluid boiled and leaked. Windscreen washer failed. Starter motor relay failed; alternator failed bearing.

This event gave Leyland, and the car, a massive boost in esteem and even though the buying public would not have been aware of the extensive modifications. So outstanding was its performance in the Targa Florio section that a special edition of the model was released later in the year. Evan Green subsequently wrote a book about the whole thing “A Book Full of Right Arms” – now an expensive collector’s item.

I haven’t been able to find exactly where this Shell Auto Centre is at Roseville – there are only two petrol stations in Roseville that I know about, and one is at the top of the hill near Roseville Bridge – which used to be owned by Barry Antella and has a large workshop area underneath. The final disposition of the car would be interesting. Perhaps some P76 enthusiast can fill us in on what happened to it.

All up, an outstanding effort by the car, the drivers, and the mechanics. Given the gruelling nature of the event, it did show that despite its many problems in the hands of the customers, the basic vehicle design was capable of putting in a world class performance for reliability if given enough care and preparation.

***Tony Cripps.***



TIMING SCHEDULE - VEHICLE PREPARATION

Date - 1974	Activity
22nd Feb - 24th Feb	Vehicle complete strip down, Shell Auto Centre, Roseville.
25th Feb - 3rd March	Body welded and strengthened at Leyland. Roll cage fitted.
3rd March - 10th March	Vehicle rebuilt with supplied reworked components, Shell Auto Centre, Roseville.
11th March - 14th March	Vehicle preparation - Leyland
14th March - 28th March	Vehicle Preparation - Leyland/Roseville
29th March	Brake Test - Hardie Perodo. Leyland/A & G Personnel.
30th March - 4th April	Preparation for/and 700 mile "shakedown" run.
4th April - 19th April	Final Preparation - Leyland/Roseville
20th April	Air Freight to U.K. - British Airways
23rd April - 4th May	Final preparation prior to scrutineering.
5th May	Rally Start - London









# WINTER WANDER CLUB RUN TOOBARAC HOTEL BREWERY SUNDAY 18<sup>TH</sup> AUGUST

SCENIC COUNTRY RUN TO THE “OLDEST” LISTED NATIONAL TRUST  
COUNTRY PUB IN VICTORIA! *“Whatever you do - don’t miss this run”!*

A GREAT WINTERS DAY OUT... *warmed by friends and open  
log fires!* Meet at the Keilor Park Hotel Carpark at 9am for  
9.30am Depart (Corner: Old Calder Hwy & Arabin Street, Keilor)



From Keilor we will travel in convoy taking beautiful back country sealed route towards Romsey and Lancefield with a morning coffee and loo stop along the way before arriving at the recently fully refurbished (and fabulous) Toobarac Hotel and Brewery and Pie Shop. It is the oldest National Trust listed Country Pub in Victoria !

This historic bluestone country pub has been beautifully restored and enhanced all its country charm... They have a great dining menu so there’s something to please everyone.... Easy trip back to Melbourne Freeways to get you back home...!

**PLEASE NOTE \*FOR PUB BOOKING YOU MUST REGISTER**

Please TEXT the name of “each participant” in your car to Robert & Anne Quinn on mobile 0419.368.813 by TUESDAY 13<sup>TH</sup> AUGUST, 2024



**I** LOVE electric vehicles — and was an early adopter. But increasingly I feel duped.

Sadly, keeping your old petrol car may be better than buying an EV. There are sound environmental reasons not to jump just yet.

Electric motoring is, in theory, a subject about which I should know something. My first university degree was in electrical and electronic engineering, with a subsequent master's in control systems.

Combine this, perhaps surprising, academic pathway with a lifelong passion for the motorcar, and you can see why I was drawn into an early adoption of electric vehicles.

I bought my first electric hybrid 18 years ago and my first pure electric car nine years ago and (notwithstanding our poor electric charging infrastructure) have enjoyed my time with both very much.

## Panacea

Electric vehicles may be a bit soulless, but they're wonderful mechanisms: fast, quiet and, until recently, very cheap to run. But increasingly, I feel a little duped. When you start to drill into the facts, electric motoring doesn't seem to be quite the environmental panacea it is claimed to be.

As you may know, the Government has proposed a ban on the sale of new petrol and diesel cars from 2030. The problem with the initiative is that it seems to be largely based on conclusions drawn from only one part of a car's operating life: what comes out of the exhaust pipe.

Electric cars, of course, have zero exhaust emissions, which is a welcome development, particularly in respect of the air quality in city centres. But if you zoom out a bit and look at a bigger picture that includes the car's manufacture, the situation is very different.

In advance of the Cop26 climate conference in Glasgow in 2021, Volvo released figures claiming that greenhouse gas emissions during production of an electric car



## by Rowan Atkinson

are nearly 70 per cent higher than when manufacturing a petrol one.

How so? The problem lies with the lithium-ion batteries fitted currently to nearly all electric vehicles: they're absurdly heavy, huge amounts of energy are required to make them, and they are estimated to last only upwards of ten years.

It seems a perverse choice of hardware with which to lead the automobile's fight against the climate crisis.

Unsurprisingly, a lot of effort is going into finding something better.

New, so-called solid-state batteries are being developed that should charge more quickly and could be about a third of the weight of the current ones — but they are years away from being on sale, by which time, of course, we will have made millions of overweight electric cars with rapidly obsolescing batteries.

Hydrogen is emerging as an interesting alternative fuel, even though we are slow in developing a truly 'green' way of manufacturing it. It can be used in one of two ways. It can power a hydrogen fuel cell (essentially, a kind of battery); the car manufacturer Toyota has poured a lot of money into the development of these.

Such a system weighs half of an equivalent lithium-ion battery and a car can be refuelled with hydrogen at a filling station as fast as with petrol.

If the lithium-ion battery is an imperfect device for electric cars, concerns have been raised over their use in heavy trucks for long distance haulage because of the weight; an alternative is to inject hydrogen into a new kind of piston engine.

JOE, the company that makes yellow diggers, has made huge strides with hydrogen engines and hopes to put them into production in the next couple of years.

If hydrogen wins the race to

power trucks — and as a result every filling station stocks it — it could be a popular and accessible choice for cars.

But let's zoom out even further and consider the whole life cycle of an automobile.

The biggest problem we need to address in society's relationship with the car is the 'fast fashion' sales culture that has been the commercial template of the car industry for decades.

Currently, on average we keep our new cars for only three years before selling them on, driven mainly by the ubiquitous three-year leasing model.

This seems an outrageously profligate use of the world's natural resources when you consider what great condition a three-year-old car is in.

When I was a child, any car that was five years old was a bucket of rust and halfway through the gate of the scrapyard. Not any longer. You can now make a car for £15,000 that, with tender loving care, will last for 30 years.

## Reliance

It's sobering to think that if the first owners of new cars just kept them for five years, on average, instead of the current three, then car production and the CO2 emissions associated with it, would be vastly reduced.

Yet we'd be enjoying the same mobility, just driving slightly older cars.

We need also to acknowledge what a great asset we have in the cars that currently exist (there are nearly 1.5 billion of them worldwide).

In terms of manufacture, these cars have paid their environmental dues and, although it is sensible to reduce our reliance on them, it would seem right to look carefully at ways of retaining them while lowering their polluting effect. Fairly

obviously, we could use them less.

As an environmentalist once said to me, if you really need a car, buy an old one and use it as little as possible.

A sensible thing to do would be to speed up the development of synthetic fuel, which is already being used in motor racing; it's a product based on two simple notions: one, the environmental problem with a petrol engine is the petrol, not the engine and, two, there's nothing in a barrel of oil that can't be replicated by other means.

Formula One is going to use synthetic fuel from 2026. There are many interpretations of the idea but the German car company Porsche is developing a fuel in Chile using wind to power a process whose main ingredients are water and carbon dioxide.

## Longevity

With more development, it should be unable in all petrol-engine cars, rendering their use virtually CO2-neutral.

Increasingly, I'm feeling that our honeymoon with electric cars is coming to an end, and that's no bad thing: we're realising that a wider range of options need to be explored if we're going to properly address the very serious environmental problems that our use of the motor car has created.

We should keep developing hydrogen, as well as synthetic fuels to save the scrapping of older cars which still have so much to give, while simultaneously promoting a quite different business model for the car industry, in which we keep our new vehicles for longer, acknowledging their amazing but overlooked longevity.

Friends with an environmental conscience often ask me, as a car person, whether they should buy an electric car. I tend to say that if their car is an old diesel and they do a lot of city centre motoring, they should consider a change.

But otherwise, hold fire for now. Electric propulsion will be of real, global environmental benefit one day, but that day has yet to dawn.

■ *FIRST published in The Guardian*



# SPRING IN THE DANDENONG'S RUN

Saturday – 14<sup>th</sup> Sept, 2024

**B.Y.O.PICNIC MORNING TEA - & PUB LUNCH..!!!**



## RUN DETAILS

Meeting at 8.45am Stud Park Shopping Centre in the carpark behind the “Chemist Warehouse” approx’ 150 metres south of the intersection of Stud Road & Fulham Road, Rowville.

*Fuel, Coffee & Loos all available close by..!*

Departing at 9.15am Paul has selected a very scenic sealed road route to drive to Cardinia Reservoir for a BYO Picnic Morning Tea - *please bring fold up chairs, your flask and any eats...!!!*

Then its back into the cars and a beautiful hills drive to end up around noon at the “Paradise Hotel” , Clematis !

Great Pub, Bistro menu and setting with Puffing Billy puffing past at the back as we enjoy lunch and each others company, before you free wheel home...



## PRE-REGISTRATION IS ESSENTIAL FOR PUB LUNCH BOOKING

\*TEXT Run Leader PAUL BUCK  
Mob 0412.627.711

*noting the names of “EACH” participant in your vehicle*

by TUESDAY 10<sup>TH</sup> SEPTEMBER, 2024





# FOR SALE FOR SALE FOR SALE FOR SALE

Alan and Yvonne Bennett are selling their beautiful Triumph Stage Mk1, 1972 due to health issues.

This car, which most members have had the pleasure of seeing on runs is a real gem.

The Stag is the 2<sup>nd</sup> oldest Mark I still registered in Australia.

Inca Yellow with a black soft roof with a hardtop that needs a bit of finishing.

The car is totally rebuilt 4.4 V8 P76 motor with an engineer's certificate for the conversion.

It has a 3 speed Borg Warner transmission.

The car has been re-built inside and out. Currently on club plates but will be sold without an RWC or registration.

The car has been garaged all its life in Melbourne suburbs.

Price is \$22,500, first to see is sure to buy.

**Phone Alan Bennett on 0407 545 992.**





# BMC LEYLAND CAR CLUB INC 2 NIGHT / 3 DAY SPRING RUN TOUR DE' MANSFIELD

OCTOBER 16<sup>TH</sup> – 18<sup>TH</sup>, 2024

**REGISTER NOW! BOOK RESORT HOTEL NOW!**



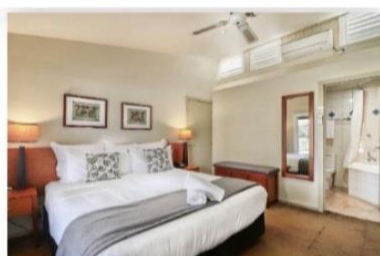
## **Yes – the trips definitely on...!!!**

We now easily have a minimum quorum - PLEASE add your name to the list for what will be a fabulous mini holiday!  
A Spring mid-week “3 day / 2 night” trip away (Wed to Fri) to beautiful north-east Victoria

### **ACCOMMODATION...**



The Club has struck a special “10% discounted group pricing” at the Alzburg Resort in Mansfield where everyone can stay with excellent safe on site parking...



**BOOK YOUR ROOM NOW - Hotel Spa Room (our price \$138 p/night) – or do your own brekky, etc in a kitchenette Studio Apartment (our price \$148 p/night).**

Check out the Alzburg website at [alzburg.com.au](http://alzburg.com.au) -

**USE PROMO CODE FOR DISCOUNT: CODE : BMC2024**



### **THE RUN PLAN....**

Meeting Wednesday morning in Wallan we head off on the old Hume Highway northwards through historic Kilmore to Broadford for coffee, then east over Murchison Gap for lunch in Yea, and after onto Mansfield via Bonnie Doon....



Thursday is a run to Jamieson visiting the Delatite Winery and lunching at the Jamieson Brewery & Grill on the shores of Lake Eildon.

Friday is time to explore Mansfield and coffee at The Coffee Merchant, before driving home via Marysville for a lunch stop at the Bakery or Pub before crossing the Black Spur and run down to Healesville, and onwards to home...!



### **TO REGISTER FOR THIS TRIP**

**“PLEASE TEXT” NAMES OF ALL PARTICIPANTS IN YOUR CAR TO DAVID NEISH - 0412.790.392**



# 2024 BATTLE OF WATERLOO

## The Run- Fought and Won...!!!

In reality absolutely everyone's a winner on this fantastic joint club outing between our French Citroen Car Club cousins, and the BMC Leyland Car Club...!! Now in its 3<sup>rd</sup> year, this annual event is going from strength to strength !

Thanks to Citroen members for organising this years run from Mornington to a great coffee café and stop in Dromana, followed by the climb up Arthurs Seat, then a glorious run to Flinders and onto Balnarring for lunch and the "battle" at the Balnarring Lawn Bowls club ! Thanks also to Paul Buck who was club co-ordinator again for BMCL.

14 cars and 23 participants from BMCL, and 18 cars with 31 participants for Citroen enjoyed the day. 5 teams were formed and battle on the green commenced with BMCL's "The Shufflers" team just beating Citroens Pink Panthers by a point !

Whatever you do - don't miss 2025's run... Ooh-la-la !!!



**BMCL 2024  
INAUGURAL  
WINNERS !!!**









## FIRST MEETING OF THE BMC-LEYLAND CAR CLUB INC

Francis Borg opened the meeting a little after 7pm.

The club is now registered with Corporate Affairs Victoria.

Registered number A0061520N 28<sup>th</sup> July 2014.

### **BMC-LEYLAND CAR CLUB INC.**

The BMC-Leyland Car Club was formed under the following guidelines at a meeting of the following founding members.

Francis Borg, Norma May, Gary Turner, Sue Wilson, Peter Luxmore, Rae Luxmore, Martin French, Cindy French at the Luxmoore's premises in Somerville in August 2014 at 7pm.

The club was formed under the proviso that the club will be a no nonsense, no formality, no bullshit, cheap to join, generous to members, **social club** with members having an interest in BMC, Leyland, and British cars.

Under the Corporate Affairs Victoria rules, the club elected to adopt the Model Rules as per the CAV website as well as the Statement of purpose.

The club magazine was to be sent out monthly, **12 copies per annum** and was to be called 'The Wobble Knocker'.

Francis said that he would contact VicRoads to get the club registered for the Club Red Plate Scheme.

Gary was happy to do the club magazine.

Martin chose the secretary position and Peter chose to be the treasurer.

Francis said he wanted Gary to be president and he would be vice president.

The executive committee was then voted in by all in attendance.

Sue was to do membership and other committee positions will be filled at the first AGM of the clubs membership.

Fees to join the club would be \$30.00 for a single person and \$40.00 for a couple. This is to review at each AGM.

The key to the club being formed was that Gary and Sue was to manage the club on behalf of Francis and keep the club as simple as possible. After what Gary and Sue had endured at the Morris Car Club (Vic) Gary said he would not go through all that again and if it did Gary and Sue would stand down and become ordinary club members. Francis said that this would not happen in his club and that was the reason he asked Gary and Sue to help him start up his own car club. Any discontent or conflict will be disciplined heavily by the club with no exceptions and the club has the right to expel a member at its discretion without explanation.

The meeting closed at 9:20pm.



# *“THE WOBBLE KNOCKER”*

Number 1, September, 2014.

*The official Newsletter of the:*

**BMC-Leyland Car Club Inc.**  
**A0061520N**



**“The Wobble Knocker”**

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

#### "FROM THE FRONT COVER"

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 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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## BMC-Leyland Car Club Inc. Committee of Management

### PRESIDENT

**Gary J. Turner**

gazturn@netspace.net.au

03 5977 5686

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0414 989 822

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### TREASURER

**Peter Luxmoore**

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### MEMBERSHIP/CPS

### SOCIAL SECRETARY

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### EDITOR

**Gary J. Turner**

**Email address:**

**bmcleylandcc@iinet.net.au**



## PRESIDENTS REPORT September 2014



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

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

A brief profile of the foundation committee members.

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

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

Our Treasurer is Peter Luxmoore or 'Luxy' as he is fondly known as. Peter has had his own business for many years as a 'dumb arse grass cutter', his words, not mine, prior to that he was an accountant. He has a fully restored Morris Minor as his club car and is now a retired gentleman who along with his wife Rae, also reside in Somerville. Then there's myself I suppose, Gary J. Turner. I have been involved with a number of clubs besides car clubs over the years. My youth was as a surf life saver at our local beach in New Zealand where I grew up. Then many years later I was involved with my local lawn bowls club here in Somerville. I was the editor of their magazine for members and also as assistant secretary for a few years. I went onto becoming an A Grade coach and Umpire for Lawn Bowls Victoria but gave the sport away shortly after my father passed away some years ago. Then after a short ride in a 1958 Morris Marshall by a friend of ours I was hooked on these classic cars and had to get myself one. That's when I met Martin and Cindy French and the rest, they say is history.

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

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

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

My apologies for our Interstate and International members if this newsletter is Victorian and Australian based. At the moment I am doing what I can with the information that I have. If you would like to let other members know of what is going on in your part of Australia or the world, please let me know as I'm sure many members would be very interested. I will endeavour to put as much information in the newsletter as possible and as many technical and interesting articles as I can find. As more members join and transfer their cars to this club, I will ask that you contribute with a few stories of your own telling us all about your cars, how you found them, the restoration process you've had to do and other such facts that would interest members. This is your magazine so please contribute to it as I'm sure you will get bored with all my dribble. Thanks, hope you enjoy, and I welcome your feedback. [bmcleylandcc@iinet.net.au](mailto:bmcleylandcc@iinet.net.au)

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



Minutes of the:

First General Meeting of the BMC and Leyland Car Club

20/7/14

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

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

President: Gary Turner

Vice President: Frank Borg

Secretary: Martin French

Treasurer: Peter Luxmoore

Membership/ CPS/Social secretary: Sue Wilson

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

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

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

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

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

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

Meeting closed.

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

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

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



# Details of the Inaugural BMC-Leyland Car Club Inc.

Club run.

To be held on the 28<sup>th</sup> of September 2014.

Sugarloaf Dam at Christmas Hills.



## Meeting points.

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

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

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

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

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

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

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

## Other BMC-Leyland Car Club runs.

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

**November 2<sup>nd</sup>**. Day of the Morris Minor at Morris Minor Garages, Harcourt, Victoria.

**November 15<sup>th</sup> and 16<sup>th</sup>**. Bendigo Swap Meet, Prince of Wales Showgrounds, Bendigo.

**November 23<sup>rd</sup> November**. Coffee run. A trip to Montrose to have a coffee and see the internal workings of a coffee machine hosted by Martin's brother, Ashley French. **December** we will have a Christmas run and lunch somewhere and sometime to be decided.

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

# History of the Morris Car

## By Martin French.

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

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

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

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

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

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

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

their engine

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

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

Having admired Budd's all-steel bodies Morris founded The Pressed Steel Company of Great Britain Limited in 1926 as a joint venture with Edward G Budd Manufacturing Company - Budd International of Philadelphia, USA. Pressed Steel's factory was located over the road from Morris's factory at Cowley and supplied Morris and many other motor manufacturers. Morris withdrew from the venture in mid-1930. Budd sold their share to British interests at the beginning of 1936. The small car market was entered in 1928 with the Leonard Lord-designed Morris Minor using an 847 cc engine from Morris's newly acquired Wolseley Motors. This timely spread into the small car market helped Morris through the economic depression of the 1930s. At the 1934 London Motor Show the Minor was replaced by the Morris Eight, a direct response to the Ford Model Y and, though Leonard Lord's handiwork, heavily based on it. Production restarted after World War II, with the pre-war Eight and Ten designs. In 1948 the Eight was replaced by what is probably the most famous Morris car, the Morris Minor designed by Alec Issigonis (who later went on to design the Mini) and reusing the small car name from 1928. The Ten was replaced by a new 1948 Morris Oxford, styled like a larger version of the Minor. In 1952 the Nuffield Organisation merged with its old rival the Austin Motor Company to form the British Motor Corporation (BMC). Nuffield brought the Morris, MG, Riley and Wolseley marques into the merger. Leonard Lord was in charge, which led to Austin's domination of the organisation. Badge-engineering was important to BMC and for many years the several marques would be seen on several families of similar vehicles.

In 1968, in further rationalisations of the British motor industry, BMC became part of the newly



formed British Leyland Motor Corporation (BLMC), and subsequently, in 1975, the nationalised British Leyland Limited (BL).

The *Morris* marque continued to be used until the early 1980s on cars such as the Morris Marina. The

Morris Itallast Morris -(badged passenger car, with production essentially a facelifted Marina) was the ending in the summer of 1984. The last *Morris* of all was a van variant of the former Morris buildings now exist, British Aerospace sold the site in 1992, it was than demolished and replaced with the Oxford Business Park. The adjacent former Pressed Steel site (now known as "Plant Oxford") is owned and operated by BMW, who use it to assemble the new MINI.

Austin Metro.

In the early 1980s, the former Morris plant at Cowley and its sister site the former Pressed Steel plant, were turned over to the production of *Austin* and *Rover* badged vehicles. They continued to be used by BL's Austin Rover Group and its successor the Rover Group, which was eventually bought by BMW, and then by a management consortium, leading to the creation of MG Rover. None of the



## CONVOY PROCEDURE



Trip leader is to call a group meeting prior to start and remind

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

***Remember you are responsible for the vehicle behind you!***

## Time line for Leyland Australia, Zetland Plant in Sydney.

- 1950 Mar CKD Plant opened by Premier McGirr and Lord Nuffield
- 1951 Nov BMC founded by Austin/Morris merger in the UK.
- 1954 Aug BMC Australia formed. G.A. Lloyd managing director.
- 1958 J.W. Buckley appointed managing director.
- 1958 Mar CAB starts production of DO1101 series.
- 1958 Apr Ruskin Body Works, Dudley St. Melbourne, closed.
- 1958 Sep Austin and Morris service departments merged.
- 1958 Feb J.W Buckley resigns. G.A. Lloyd and H.J. Graves appointed joint managing directors.
- 1959 Aug AD015 Mini launched in the UK.
- 1959 Jul Morris Major Series II launched with 96 per cent local content.
- 1959 Dec H.J. Graves appointed managing director.
- 1961 Mar Morris 850 released in Australia.
- 1962 Mar Freeway/Wolseley 24/80 and Major Elite launch
- 1962 Sep Mini 998cc launched.
- 1963 Sep R.L. Abbott appointed managing director. H.J. Graves appointed deputy chairperson.
- 1964 Feb AD016 Morris 1100 launched.
- 1965 Feb YD04 Mini launched.
- 1965 Mar YD05 Hydrolastic Mini Deluxe launched.
- 1965 May G.A. Lloyd retires as director.



1965 Jul Parts and Accessories Division opened in Liverpool.  
 1965 Oct YD06 Mini Cooper "S" win Bathurst (Armstrong 500).  
 1965 Oct AD017 Austin 1800 Mk I launched.  
 1965 Dec Foundation stone of Nuffield Village, Castle Hill, laid.  
 1966 Mar YD07 Mini Moke launch.  
 1966 Nov New offices, South Dowling St., opened.  
 1966 Dec BM Holdings formed in the UK-BMC, Jaguar, P.S., Fisher.  
 1967 Feb F J truck launched.  
 1967 May R.L. Abbott commits to government Plan "A."  
 1968 Jan Announcement of BMC/Leyland merger.  
 1968 Jan YD010 Austin 1800 utility launched.  
 1968 May British Leyland Corporation formed.  
 1968 Aug J.H. Plane appointed chair, BLMC. R.L. Abbott appointed managing director, BLMC Australia  
 1968 Oct ADO17 Austin 1800 Mk II launched.  
 1968 Dec Moke production ceased in UK, continued in Australia.  
 1969 Apr Model "B" (P76) proposal to UK board  
 1969 Jun YD09 Morris Nomad, Morris Nomad (1300) launched, YDO15 Morris 1500, Morris 1300 launched.  
 1969 Jul J.O. Martin appointed managing director: Enfield plant purchased.  
 1969 Nov P76 program approved by UK board.  
 1970 Jan First use of P76 as model name  
 1970 Nov YDO13 Tasman/Kimberley launched.  
 1972 Jun YDO19 Tasman/Kimberley MKII launched.  
 1971 Dec Company name change to Leyland Motor Corporation of Australia  
 1973 Jan J.O. Martin appointed deputy chair; P.J. North appointed managing director.  
 1973 Feb Buyer Protection Plan launched.  
 1973 Feb YDO25 Marina red six cylinder launched.  
 1973 Jun P76 launched.  
 1974 Jun J.D. Abell appointed managing director; P.J. North resigns.  
 1974 Oct Closure of Zetland plant  
 1975 Mar Mini production starts at Enfield plant.  
 1975 Mar J.D. Abell returns to UK; G. King appointed managing director.



**The end.**

# REGALIA

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

# CLOTHING

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

Contact Sue or Gary for orders on 0421841939.



New Club Banner



New Grille Badge



Cloth Badge



Club Dress Shirt



Club Polo Shirt



Rugby Jumper

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



Club Caps



**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**

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

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



**Joe.**

**Gate 3, Unit 5, Thor Court East Keillor VIC 3033**

**03 7038 0739**

**0411 170 413**



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