

ISSUE # 99



**JANUARY
2023**

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

The “WOBBLE KNOCKER”



Flinders cars at New Year run



HAPPY NEW YEAR TO YOU ALL.

A0061520N

Committee of Management

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Phone number for all contact 0421841939

PRESIDENT.	(CO FOUNDER)	Gary Turner.
VICE PRESIDENT.	(FOUNDER)	Francis Borg.
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TREASURER.		Cheryl Sawyer
MEMBERSHIP.		Sue Wilson.
EVENTS & SOCIAL Coordinator.		Sue Wilson
EVENTS		Richard Simpson
EDITOR.		Gary Turner.
WEBMASTER.		Francis Borg
VICROADS CPS PERSON.		Sue Wilson and Francis Borg.
COMMITTEE MEMBERS.		Bryce Eishold, Russell Linden, Norma May Ramy El Sukkari. Vince Stok, Terry Sawyer.
REGALIA.		Gary Turner and Sue Wilson.

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

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

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

These members are club scrutineers and Safety Officers.

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

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

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

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

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



Hi members.

Welcome to another edition of the club magazine, The Wobble Knocker for January 2023 number 99 and a very Happy New Year to everyone. I hope you all had a great Christmas and New year and look forward to catching up with you all very soon.

A few runs are soon coming up which requires you to notify the run organisers if you would like to attend. Bryce's run to the Thomson Dam with a wood fire pizza lunch requires you to let Bryce know you are attending. Bryce 0458 588 449. In March we have a weekend away at Bendigo with several interesting activities and an overnight stay which the club is subsidising. 9 out of 15 rooms have already gone so be quick. Sue 0421841939.

I have repeated the instructions about what to do with the Club Permit Scheme obligations and rules. But if in doubt ring Sue, she knows everything, just ask her!

On another great note Bryce is lending his Wolseley 24/80 (Graeme car) to the Museum Of Vehicle Evolution (M.O.V.E.). Also, another member, Shane Coutts, a friend of Bryce's is also lending his Low Light Morris Minor to the museum. They will be there for a short time and I'm looking forward in looking after the cars for them. The museum is doing a special section for Australian made BMC Leyland Australian section so this will be an excellent opportunity to show off our brand. Many months of hinting and nagging by me is starting to pay off.

This past month we have had several new members join the club and I must at this point thank Joe at Mini Makeovers for referring people to the club. People are getting fed up with the clubs they are in and are looking for a more honest, sharing, and cost-effective club that won't rip off their own members. Thanks Joe, we'll look after them for sure.

New members: Welcome to Steve Smith – Triumph Vitesse, Karolyn Connelly – Mini Moke's, Ross Bronson – Mini Moke, Danny Hume – MGB and Jackie Brooks – Mini.

Our membership has grown to 146 with 135 on the CPS.

Our first father and son members, Danny and Eddie Hume, welcome guys. Looking forward to meeting you all on a run soon.

Gary Turner

Editor

BMC-Leyland Car Club.

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UPCOMING *Mark Your Calendars* EVENTS



OUR NEXT OUTING

SAT - FEB 4TH – Thompson Dam and Pizza Picnic Run.

Details further in this newsletter.

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

Display as BMCL Club with hundreds of other beautiful cars. Meet at the venue at a time to suit.

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

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

SUN – 5th MARCH (Special event)

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

SUN - APRIL 23rd – Yarra Bend Park / Studley Park, Kew – Mini Golf and “Drive the Boulevard”

with lunch at the historic Studley Park Boathouse on the Yarra. Co-ordinator’s: – Craig & Scott.

SAT – SUN - MAY 20/21 – Bellarine Peninsula Circuit Weekend Run.

You Yangs to Geelong waterfront, scenic Bellarine drive, Club Dinner, Sunday historic Pt Lonsdale, return home via Geelong or take the Queenscliff ferry to Sorrento and drive up the Mornington Peninsula! Day only participation certainly welcome.

Co-ordinator: Francis Borg

SUN - JUNE 18TH – 2nd ANNUAL “Battle of Waterloo” Picnic Run

with British & French Car Clubs – combined run from Waverley Gardens Shopping Centre to picnic at Cardinia Reservoir - Host BMC L Club & CCOCA (Citroen) Co-ordinator for BMC-L : Paul Buck

SUN - JUL 23rd – Club AGM

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

SAT - AUG 19th - Westernport Gippsland Run

– Cranbourne to Tooradin Foreshore for coffee, then on to Poowong Country Pub by meandering country roads. Co-ordinator: Derrick Jones

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

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

REGALIA

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

Contact Sue or Gary for orders on 0421841939



Authorised members who can sign your renewals are:

Sue Wilson

222, 65 Channel Road, Shepparton, Vic 3630. **0421841939**

Terry Sawyer

15 Kingfisher Court, Carrum Downs, Vic 3201 (Also new vehicles) **0417344371**

Francis Borg

1321 Murradoc Rd, St Leonards, Vic 3223 (Also new vehicles) **0414989822**

Russell Linden

70A Richelieu Street, Maidstone, Vic 3012. **0411445599**

Vincent Stok

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

Gary Turner

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

(Also new vehicles)

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

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

BRITISH & EUROPEAN
MOTING SHOW 2023

Presented by THE ASSOCIATION OF MOTORING CLUBS

Open to all Vehicles manufactured in UK and Europe

Incorporating

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

Supported by RACV

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

Event details 0473 832 277
For site plan and more info:
www.aomc.asn.au/
britishandeuropemotoring2023
fb.com/infoaomc
See over page for more details.

Sunday 26th February 2023
Event Central at Caribbean Park
Entry from Ferntree Gully Road, 1km north east of the Eastlink junction

SUN - FEB 26th.

RACV British & European Motoring Show Caribbean Gardens.

Members are invited to attend this Show and Shine but nothing or no one has put their hand to organise it as a club run.

We suggest that members interested simply meet at the venue at a time to suit.

Display cars are \$15 including all occupants.

Motorcycles are \$10.00.

Food and refreshments available plus children's entertainment.

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

Anything But Average: The Story of BMC/Leyland Australia.



Most people will be familiar with BMC/British Leyland, the company that produced two revolutionary cars, the Mini and Range Rover, and countless dreadful ones. Well during the 60s and 70s they had a truly disastrous Australian operation, known mainly for the large P76 sedan. The advertising slogan for the Leyland P76 was 'Anything But Average'. For most of Leyland Motor Corporation of Australia and its predecessor, BMC Australia's history, average would have been an improvement. They had some good ideas, but their parent company would never give them the resources to execute them properly.

In the early days BMC Australia was relatively successful. While nowhere near as popular as Holden, their affordable small cars sold in healthy numbers against other rivals of British origin from Ford and Vauxhall. But BMC wanted more. In 1960 Ford went into battle directly with Holden, replacing the Zephyr with the Falcon. BMC thought they could do the same, this marking the start of a series of failures that would ultimately kill the company in 1976.

BMC Australia's first attempt at a large car was the Austin Freeway, and they expected their small car success to be easy to replicate in a large one. It wasn't. Ford and Chrysler had it relatively easy because the compact American Falcon and Valiant happened to be the same size as the large Australian Holden. All they had to do was make it tougher to withstand the Australian roads at the time. BMC didn't have a car that size in their British line up, so they tried to modify one. The Freeway was essentially a six-cylinder version of the four-cylinder A60. The engine, known as the Blue Streak, was created by adding two extra cylinders to the 1.6L four. Another issue was the outdated styling, which had 1950s proportions and 1950s tail fins in in 1962. Unlike its successors, there isn't a single positive thing about the Freeway. It wasn't innovative, attractive, reliable, refined or more affordable than its competition. This was reflected in its sales figures. BMC perceived Holden as their main rival, but they sold fewer Freeways in the first year of production than the number of Holdens sold every week. The advertising urged Australians to make way for the Austin freeway, and they stayed well away from it.



The 1962 Austin Freeway

Some good news came in the form of the Mini and Land Rover. In the early 1960s, these cars had little genuine competition and were selling very well. BMC Australia were selling over 1000 cars a week, mostly Minis and Land Rovers. That was enough to give them a third-place market share of 13%, behind Ford and Holden, but still ahead of Chrysler. The Mini and Land Rover, however, were both expensive to build, so despite strong sales profits were low. In 1966 the Mini won Bathurst. The Morris Cooper S filled the first nine finishing positions. Race winners Rauno Aaltonen and Bob Holden was six laps ahead of the first car that wasn't a Mini, the Chrysler Valiant V8 Automatic of Jack Nougher and David O'Keefe.

The Mini's success was the start of BMC/Leyland Australia's undoing. In 1962 BMC rejected a proposal for a longer and wider version of the Freeway and established a study group to investigate building a uniquely Australian car. What the group recommended was a large sedan powered by the all-alloy Buick V8 that later became the Rover V8. While this was happening the Mini became successful. The British were already reluctant to let BMC Australia develop a large car (they didn't understand Australia and didn't see the point), and this didn't help their case. The Australian designed V8 sedan was dropped in favour of adapting existing front wheel drive British designs with six-cylinder engines.

Leyland's second attempt at an Australian family car in 1970 was better on paper but not in practice. By shoving an inline 6 into the front wheel drive Austin 1800 to create the X6, Leyland had accidentally created a car well ahead of its time. The FWD Mitsubishi Magna didn't arrive until 1985, so you could say it was nearly two decades ahead of its time. The car itself wasn't particularly good. It handled and rode well, and performance was reasonable, but that's about all of the positives. It was unreliable, prone to stalling and overheating, it had controls that didn't work, steering kickback, and poor ergonomics.



The 1972 Austin X6 Kimberly. The right car at the wrong time

It didn't really matter that the X6 wasn't a good car, people didn't like the idea of a large front wheel drive car. A restricted model range was also a problem in a period where the Big Three, Ford, Holden, and Chrysler, were diversifying into every possible niche. There were no wagon or Ute options, and no answer to the sports and standard and long wheelbase luxury models being introduced by the Big Three at the time. The Kimberly claimed to be upmarket but was hardly a match for the Fairmont, and there was no answer to the LWB Fairlane. Having a coupe wouldn't have hurt either, even if the Holden Monaro and Chrysler Valiant Pacer hardtop (Dodge Dart to Americans) were doing more for image than direct sales. They didn't care that it was better packaged and more fuel efficient than the Big Three contemporaries, it was 1969, the year we got the first Falcon GTHO and Monaro GTS 350. Power was everything. Consequently, Leyland's market share dropped to 8% in 1970. Despite the failures in timing and execution and its limited model range, Leyland should have had another go at the X6, because when it was replaced by the P76, people started turning to smaller cars.

In 1972, one year ahead of the P76's release, Leyland began producing the Marina in Australia, initially as a Morris, before switching to Leyland in 1973. It was rear wheel drive, which should have increased its appeal to Australians and offered as a sedan or coupe. It had a choice of three underpowered four-cylinder engines. In 1973, along with the name change, the power issue was solved by following the trend started by Holden's six-cylinder Torana and dropping the 2.6 litre inline six from the P76 in it. This hadn't gone well for the Falcon-engine Ford Cortina and Hemi Six Chrysler Centura, and it didn't work for the Marina. Leyland had improved performance but also added colossal understeer to a list of Marina faults that already included a lack of water tightness, a rough ride and poor interior build quality.



The Leyland Marina: Like a Morris Marina but worse

Work on the P76 began in 1968, two years after Ford had released the XR Falcon with its option V8 engine. Back then a large car like the P76 seemed like a great idea. Leyland desperately needed the P76 to be good. British Leyland was still opposed to the project and only gave them \$21 million to spend on developing the car almost from scratch. All they had to start with were the engines, and even they had to be heavily modified. To make things even worse, British Leyland made several attempts to cancel the P76 project. Leyland Australia's director of engineering, David Beech fought hard to keep the project alive and at times had to simply ignore British Leyland to get things done. The enthusiastic engineers kept going and did the best they could with limited resources. It was the same work ethic and sense of optimism that would keep the Australian car industry going for decades, stretched to its absolute limits.

Leyland contacted several designers to submit proposals and selected a design from a young Giorgetto Giugiaro. Beech went over to Italy to sign the contracts, but when he got there, he didn't like Giugiaro much. He instead hired Michelotti. Michelotti was a talented designer with a well-established reputation, so this wasn't necessarily a bad thing. He designed a good-looking car, but Leyland ruined it. Beech had been in Michelotti's studio for three months supervising the design and had become bored. He complained so much about the front end of the car that Michelotti gave him the pencil and told him to do it himself. The same thing happened again when the body engineer came over and complained that the boot was too small. Michelotti had designed an elegant sloping tail, but Leyland insisted that the P76 must have the biggest boot in its class. The body engineer resolved this by simply drawing another line above Michelotti's boot line. That's what gave the P76 its bulbous rear end.



Aside from the fussy grille and too big rear, the P76 was an attractive car.

In many ways the P76 launched in 1973 was a good car. It was spacious, comfortable, aerodynamic, and technically advanced. It featured a 4.4L version of the alloy Rover V8 and had a boot big enough for a 44-gallon drum, something they were rather boastful of. The V8 version even won the Wheels Car of the Year award in 1973. Then Wheels editor, Peter Robinson, described the P76 as being a mile or two ahead of the big three competition. It was lighter, more powerful and had standard four-wheel disc brakes. making it easily the better performing car. So, what was wrong with it? Well, it was enormous, people didn't warm to the styling, it was prone to rust, it had panel gaps so large the cabin was draughty, it leaked, the poorly insulated exhaust burnt the carpet, the interior fell to pieces, the windows shook themselves loose on rough roads, the six was slow and the V8 overheated in traffic. All this earned it the nickname P38 because it was only half the car it should have been. The P76 lasted just 16 months and brought about the end of Leyland as a major manufacturer in Australia. Robinson summed up the P76 nicely in 1995. "It performed better, rode better, steered better. It took the Australian car two or three steps forward, but the way the subsequently threw the thing together ruined all that effort". The \$21 million was enough to design a good car, but not enough to build it.



It's only redeeming feature wasn't a particularly useful one

There was a coupe version of the P76 known as the Force 7. It was due to go on sale just as Leyland Australia shut its doors in 1974. Only 60 cars were produced and all but 10 of them were crushed. The Force 7 had the same Rover V8 as the P76 and a unique hatchback body.

It was also the only large Australian coupe with unique body panels from nose to tail. But the Force 7 wouldn't have saved Leyland. Style, brand loyalty, motorsport pedigree and image were more important to coupe buyers than sedan buyers, and the Force 7 fell short of its rivals on all fronts. It would have been launched into a shrinking market segment with a reputation for unreliability and styling that, while an improvement on the sedan, had nothing on the Falcon, Monaro, and Charger. Taking sales away from its competitors would have been difficult.



Three of the 10 Leyland Force 7s that weren't crushed when production was cancelled

Even if they'd built it properly and given it more appealing styling, the P76 was destined to be a failure. Leyland thought that what they needed was a proper, large RWD sedan with a six cylinder or V8 engine. They did, but they needed it five years earlier. The P76 was a bigger car than the Falcon, Holden and Valiant of the time and they launched it in the middle of an oil crisis. If Leyland hadn't wasted all those years adapting small and medium British cars to appeal to Australian large car buyers and got the P76 out earlier against the XR Falcon and HK Holden, then it could have been a success.

One theory is that if Leyland had used an existing brand for the P76 and Marina like Austin, then sales would have been helped by brand recognition. The counter argument to this is that mainstream British brands were recognised, but for the wrong reasons. Shortly after the second world war, Australians had two choices of car. If you were moderately wealthy you had a big American car, if you were poor, you had a small British car. The Holden 48-215 came along and slotted in between and became massively popular with middle class Australia. If you were young, you knew Austin as weird and unreliable, if you were old, you remembered

Austin, as well as Morris and Vauxhall as poverty pack cars as well. In recent years Hyundai-Kia has managed to turn its reputation around but they had low prices, home market popularity and a strong industrial machinery business to lean on while they did. Leyland had none of these things. The P76 was a make-or-break car so they took a gamble on a new name, and the car was well publicised and received glowing reviews. Brand recognition wasn't an issue.

The fallout from the Leyland closure was immense. The Australian government ended up buying the Zetland plant in Sydney, while the Enfield plant continued to build Minis and Land Rovers for a few more years. 6000 Leyland employees lost their jobs, plus another unknown number of supplier's employees. Prime Minister Gough Whitlam labelled the P76 a dud and Bill Hayden called it a lemon. Leyland Australia would survive until 1983 building Minis and Land Rovers from completely knocked down kits, as well as Peugeot 505s and Rover Quintets (a rebadged Honda). In 1983 Leyland Australia was replaced by Jaguar Rover Australia Limited.



The Rover Quintet was the last Leyland product built in Australia

Today the P76 owners club full of enthusiastic members keen to defend their cars at any opportunity. Their enthusiasm is understandable. The P76 had its merits but was a victim of its time and Leyland management. Go to a classic car show in Australia and you'll most likely find at least one Leyland product, usually a P76, Mini or Moke. Despite this, the P76 still can't shake its lemon image. Because although the P76 was a good idea, it was just as half-baked as its predecessors.



MARCH RUN

25th and 26th MARCH 2023.



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

Saturday:

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



Approximately 1:30 we will all travel the 6 Kilometers to the Bendigo Central Deborah Gold Mine where at 2pm we will be going on a guided tour.

You must wear closed shoes, no open top shoes. Boots or sneakers would be perfect.

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



Sunday.

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

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

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

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

Tram is FREE.

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

At the time of writing this out of the 15 rooms booked only 6 are left. Be quick and let Sue know so you don't miss out.

RSVP ASAP to Sue 0421841939.

OUR NEXT OUTING

Please confirm with Bryce if you are attending for catering needs.

Thomson Dam Run and Wood-Fired Pizza Lunch

Saturday, February 4, 2023.

Departure: BP Service Station M1 Outbound, Officer South

Time: 8.30am for a 9pm departure

Run Coordinator: Bryce Eishold

Members of the BMC-Leyland Car Club are invited on a trip to the Thomson Dam in central Gippsland. The Thomson Dam is Victoria's largest water storage facility and supplies most of the Melbourne's water. For the first time in 26 years, the dam has reached 100 per cent capacity and is spilling for the first time since the 1990s. It's unclear if the dam will still be spilling in February, but it will still be an impressive sight regardless.

Members will meet at BP Service Station M1 Outbound, Officer South, and take a scenic route through some iconic Gippsland towns to get there. The trip will include a mix of freeway and country road driving. After a visit to the Thomson Dam, members are invited to attend Assaggio del Forno at Coopers Creek for lunch. Based at Coopers Creek, the Italian restaurant is run by two long-term locals and offers delicious wood-fired pizzas and homemade cakes and desserts. It's regularly frequented by locals and offers a great country atmosphere.

For those wishing to stay overnight on Saturday, the Erica Caravan Park run by Bec, and Trev has some lovely country self-contained cabins. The Walhalla Star Hotel at Walhalla run by Michael and Russell is also another lovely place to stay for those who would like to make a weekend of the trip.

Please confirm your attendance for catering requirements as soon as possible by phoning or texting Bryce Eishold on 0458 588 449.



About The Mini Moke

Far from being a generic term for a boxy, very fun, open vehicle; “Mini Moke” or “Moke” means only one thing: a specific piece of motoring history built by the British Motor Corporation and British Leyland between 1964 and 1993. Contrary to uninformed belief, Mini Mokes were *never* available in kit form, but have always been factory produced using a steel monocoque body tub mounted on Mini sub frames and powered by an “A” series Mini engine/gearbox unit. Be it from England, Australia or Portugal, Mokes have always left the factory fully assembled.



The Mini Moke was designed by Sir Alec Issigonis at the same time as the Mini Saloon. The first pre-production prototypes were produced in 1959. Other variations were made and offered to the military of several countries up until 1964, including a couple of four-wheel-drive versions with *two* engines. Some of these prototypes are still in existence.

The first production Mini Moke with 10” wheels were manufactured in January 1964 at BMC’s Longbridge factory in Birmingham, England. Production continued until late October 1968 when around 15,000 English Mokes had been produced, 90% of which were exported.

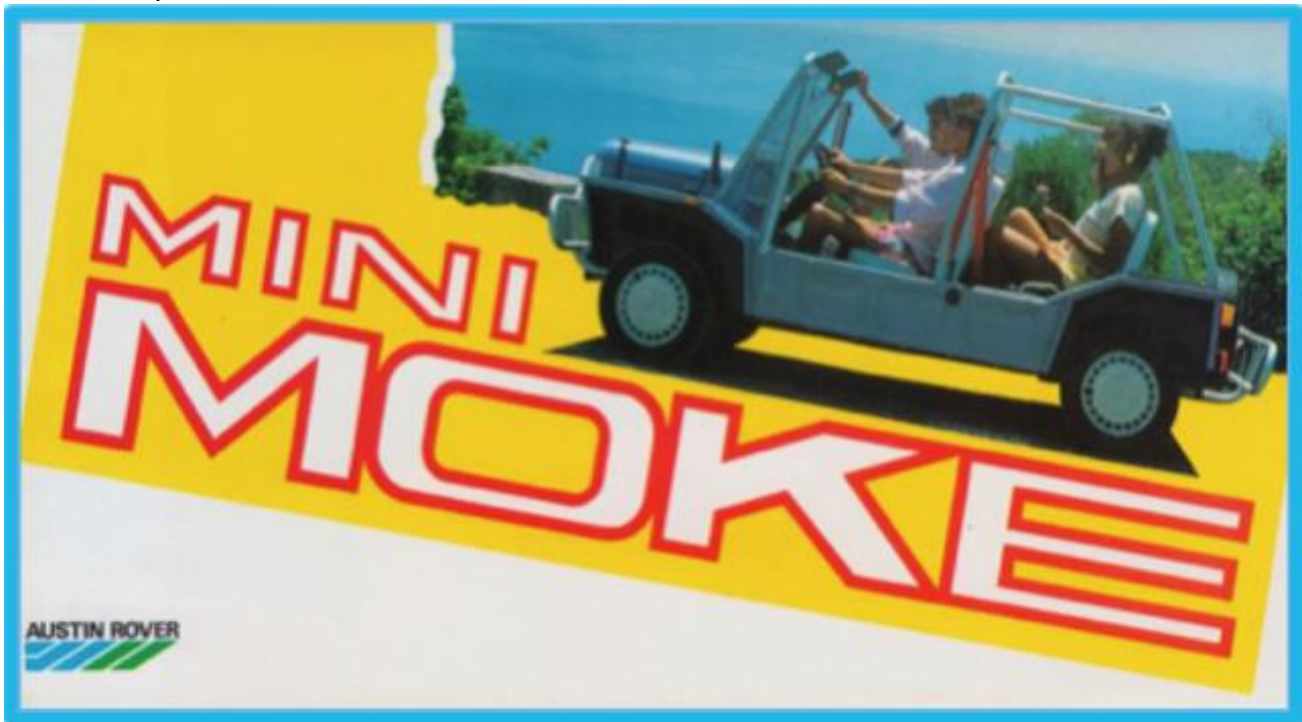
AUSTIN MINI-MOKE



**New, versatile,
big wheel Moke.**

Production then switched entirely to BMC's factory in Sydney, Australia, where Moke assembly had taken place since 1966. Several specification changes, including 13", wheels were made to suit local conditions, commercial requirements & the potential leisure market. The Leyland Moke to various specifications continued to be manufactured in Australia until early 1982.

In 1983 production was restarted in Portugal by British Leyland. Initially the final Australian specification was used, but this was substantially revised in 1986 using 12" wheel sub-assemblies from the Mini City car. Under the control of Austin-Rover Portugal, this Moke continued in production until mid-1989.



The manufacturing rights for the Moke were sold in 1990 to the Italian company Cagiva, which produced practically identical, but cosmetically enhanced, Mokes in Portugal from 1991 through to early 1993, when the last Mini Moke was made.

RUN REPORT.

SUNDAY 15th January

Run to Dookie Pub for a lunch and Tour.

On a rather very warm Sunday morning we met outside Ken Muston Motors on Benalla



Parking under the shade of a tree!

Road in the service lane and along for the ride were members: Gary and Sue – Jaguar, Lloyd, and Glenda – Volvo, Neal, and Marilyn (Mo) – Rover and Ross and Margo – modern. Also, along for the ride we had some visitors and prospective new members.

They were Michael and Sue – modern. Mike is our friend who hosted our slot car competition when members attend the Silo Tour a year or so ago. He hasn't got a classic but lots of classic slot cars! Another friend of ours who hitched a ride with Lloyd and Glenda was Maria who

thoroughly enjoyed herself. Steve and Annette came along in their MG 1998. A nice little car and he also owns a 1912 Napier which is in the museum where I volunteer. An English car so I guess it qualifies.



Steve's 1998 MG.

It was a pleasant cruise to Dookie and just to be a little different we went via Mt. Major where getting up a bit higher we overlooked the valley where the Canola and Grain fields spread out as far as the eye could see. Very brown, almost white, after a recent harvest. Really quite spectacular in the growing season when the Canola fields are in flower. It looks like a bright yellow patchwork quilt, beautiful to see.

After lunch we headed for home in what was a very pleasant day with some friendly nice people. Thank you everyone who came along.



THE LEYLAND MINI

One of the greatest cars ever produced – the Mini.

The Mini is a two-door compact city car that was produced by the British Motor Corporation (BMC) and its successors from 1959 until 2000. The original Mini is considered an icon of 1960s British popular culture. Its space-saving transverse engine and front-wheel drive layout – allowing 80% of the area of the car’s floor pan to be used for passengers and luggage – influenced a generation of car makers. In 1999, the Mini was voted the second-most influential car of the 20th century, behind the Ford Model T, and ahead of the Citroën DS and Volkswagen Beetle. The front-wheel-drive, transverse-engine layout of the Mini was copied for other “supermini” designs including the Honda N360 (1967), Nissan Cherry (1970), and Fiat 127 (1971). The layout was also adapted for larger subcompact designs.

This distinctive two-door car was designed for BMC by Sir Alec Issigonis. It was manufactured at the Longbridge plant in England located next to BMC’s headquarters and at the former Morris Motors plant at Cowley near Oxford, in the Victoria Park/Zetland British Motor Corporation (Australia) factory in Sydney, Australia, and later also in Spain (Authi), Belgium, Italy (Innocenti) Chile, Malta, Portugal, South Africa, Uruguay, Venezuela, and Yugoslavia (IMV).

The Italian version of the Mini which was sold under the Innocenti marque was produced in Lambrate, a district of Milan.



The Mini Mark I had three major UK updates – the Mark II, the Clubman, and the Mark III. Within these was a series of variations, including an estate car, a pick-up truck, a van, and the Mini Moke, a jeep-like buggy.

The performance versions, the Mini Cooper and Cooper “S”, were successful as both race and rally cars, winning the Monte Carlo Rally in 1964, 1965, and 1967. In 1966, the first-placed Mini (along with nine other cars) was disqualified after the finish, under a controversial decision that the car’s headlights were against the rules.

On its introduction in August 1959, the Mini was marketed under the Austin and Morris names, as the Austin Seven and Morris Mini-Minor. The Austin Seven was renamed Austin Mini in January 1962[20] and Mini became a marque in its own right in 1969. In 1980, it once again became the Austin Mini, and in 1988, just “Mini” (although the “Rover” badge was applied on some models exported to Japan).

BMW acquired the Rover Group (formerly British Leyland) in 1994, and sold the greater part of it in 2000, but retained the rights to build cars using the Mini name. Retrospectively, the car is known as the “Classic Mini” to distinguish it from the modern, BMW influenced MINI family of vehicles produced since 2000.

Special Event for all members to attend.

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

We have kept it simple to encourage attendance.

PROGRAM:

Date: Sunday 5 March

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

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

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

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

Come for lunch only if that suits you better.

Early finish for benefit of those who have travelled.

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

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

Keith Winter

Secretary Geelong Club

0431 830 315

Information for BMC-Leyland Car Club members.

Please let Sue know on 0421841939 so we can let them know how many of our members are attending.

Sounds like a great day so please come along.



(Re-print)

CLUB PERMIT SCHEME

**Renewals, Transfers and New Permit Instructions.
Instructions and Information for all members.**

RENEWALS

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

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

This is a free service we provide.

TRANSFERS

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

Contact Sue with the details that are provided by VicRoads which you will find on the inside of your logbook. The car must still be current, and not be expired or a RWC will have to be provided. You will also need a VR Vehicle Eligibility and Standard Declaration form (signed). Sue will then send you both forms with the details of your car/s and that you are a current financial member of the BMC-Leyland Car Club Inc which you then send to VicRoads along with your logbook. They will send it back to with a new sticker in the front of your logbook. You will not get a new logbook with a fresh start of 45 or 90 days, just the balance of days left.

NEW VEHICLE PERMITS.

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

New Permit Applications.

To put a car onto our club permit scheme there are two forms to fill out from VicRoads. Firstly, you must have a current Road Worthy Certificate which only is valid for 30 days. You will then have to have a VicRoads Vehicle Eligibility and Standards Declaration Club Permit Form and also a VicRoads Club Permit Application Form. You can download and print them off the VicRoads Form website or contact Sue and she will send them to you.

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

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

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

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

Front,

Rear

Driver's side

Driving position (side-on with driver's door open)

Chassis number or ID plate

Engine Bay.

Your Obligations under the Club Permit Scheme.

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

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

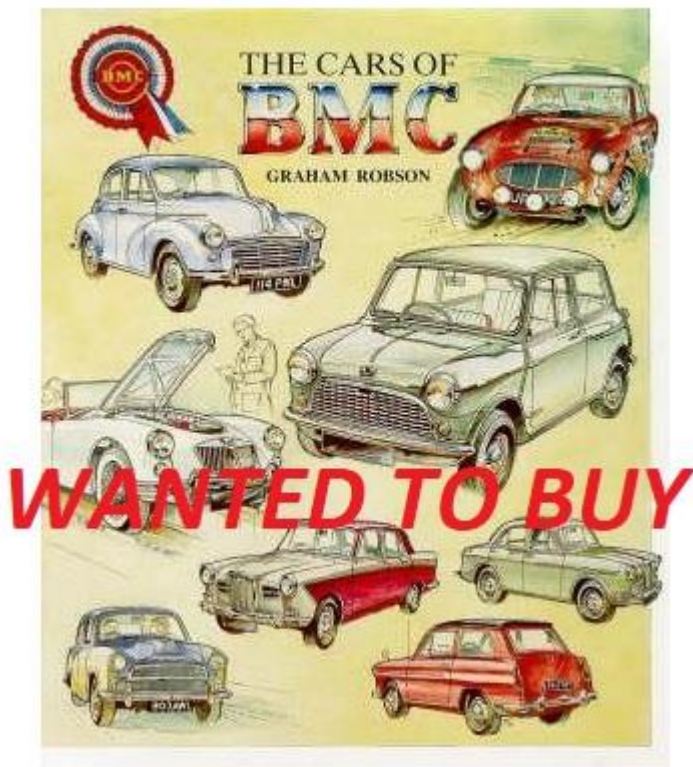
If you don't, then your vehicle is deemed to be an unregistered vehicle.

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

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

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





WANTED TO BUY.

One of our younger new members wishes to buy a BMC project car which he really wants to restore to use as a daily. He's a young guy with around \$3,500 to spend.

If anyone knows of something, could you please contact me and I'll pass his details onto you. This is genuine and I really want to help him as much as I can.

Gary 0426951939

MEMBERSHIP FORM.

If you would like a membership form to give to a prospective member, please click on this link and it will take you to one

[569f58_f20836105a63477799f0e00b78183046.pdf \(bmcleylandcarclub.org\)](https://www.bmcleylandcarclub.org/569f58_f20836105a63477799f0e00b78183046.pdf)

A message from Sue.

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

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

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

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

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

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

Thanks, Sue.

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