

ISSUE # 89



**MARCH
2022**

MELBOURNE MEMBERS

SHEPPARTON CHAPTER

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

The “**WOBBLE KNOCKER**”



*Club runs could be getting expensive for some so please
bring your modern if it's more economical.*

BMC-Leyland Car Club Inc

A0061520N

Committee of Management

Website: www.bmcleylandcarclub.org

Email for all contact bmcleylandcc@iinet.net.au

Phone number for all contact 0421841939



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

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

Gary Turner, Francis Borg, Norma May, Sue Wilson, Terry Sawyer, Vincent Stok.

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

These members are club scrutineers and Safety Officers.

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

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

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

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

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



Hi members.

Well things have picked up again after Covid and there are runs and show and shines all over the place making selections for the club quite difficult. The one thing that is important for the club to continue to be an active club and survive into the future is having activities for all members to get involved in. This is why I need someone in the club to step up and start organising runs for the members in Melbourne. Sue and I have been residing in Shepparton now for two years and during this time only a handful of members have put their hand up to organise a run or outing. Sue and I can only do so much from up here so if you want our club to continue along as it has been we need people to take on rolls on the committee, especially when it comes to events and so on. Our membership is growing with more and more joining our Shepparton Chapter bringing our membership to over 130. New members expect certain things from the clubs they join, and I don't want to let them down so please help and get some local runs on the go.

Coming up we have a run to Tallarook, the old historic pub where we will have a nice drive and a get together for a pleasant lunch. Sue has sent a reminder out via email so please let us know if you can attend. Also coming up is the Tocumwal Air Show and also, we have a wine tour on the Mornington Peninsula to come which has always been a great day out. Apart from these few runs if you can do a quick run as Clive Millsum did recently, let me know and we will let everyone know. As with all our outings we really appreciate it when members can let us know if you are attending so we can organise the appropriate venue how many we expect to attend. This helps with catering and if anyone doesn't turn up, we can contact you to make sure you haven't had an accident or broken down. Our AGM has been set aside for the month of July and again because of the positive feedback we received we have decided to hold it again at the Wallan Hotel unless someone can come up with another venue that is more central for all members to attend. Dates and time to be advised. Don't forget if your classic car is off the road for any reason please consider coming along for a drive in your modern. Especially at this time when the cost of fuel is over the \$2.00 mark.

Club Permit Scheme permit renewals. Recently we have had a couple of members send in their renewals to be signed by Sue. Those members have just sent us part of the form to be signed. You must send the whole form, sticker attached for her to sign. Do not detach any part of the form until you have it signed.

JUNE. We need a run for June please.

No report this month on the restoration of the Austin A70 by the Three Stooges.

As you can see by the calendar there are quite a few runs and events up our way in Northeast Victoria. Why? Sue and I are seeing so many places where it would be a great run, lakes, rivers, parks and so on. No one in Melbourne of which there are over 100 members have suggested any runs. Bryce is coming to the party as he always does and will organise a run down his way, Gippsland. Jo and Kel are organising Melbourne Cup Day on the 1st November at Caulfield. Come on people, we need suggestions.

Gary Turner

Editor

BMC-Leyland Car Club.

www.bmcleylandcarclub.org

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APRIL 2nd. (Saturday)

Tallarook Pub for lunch.

Another run by Richard Simpson and this time the club is off to the TALLAROOK PUB for a good old country pub lunch.

Details further in this newsletter

April 10th (Sunday)

Tocumwal Air Show

Leaving from Shepparton we will travel up to Tocumwal to enjoy the air show just like we do at Tyabb every second year. Details further in this magazine.

April 15th (Good Friday)

Dookie Hotel, The Gladstone.

Family Fun Day Good Friday appeal.

Details further in this newsletter.

May 21st (Saturday)

Mornington Peninsula Wine Tour

Details further in this newsletter.

May 28th and 29th.

Winton Historic. Winton Motor Raceway.

Details to follow closer to the event.

June.

This month is open to suggestions.

July 10th (Sunday). AGM Wallan Hotel

BMC-Leyland Car Club Inc.

August September, October are open for suggested runs or outings.

November. 1st Tuesday

Cup Day

December.

BMC-Leyland Car Club ***Christmas Lunch*** and Show and Shine with presentations for the past year. (Possibly at Kilsyth club again)

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 details - 0421841939

How to organise and put on a run.

Choose a month and a date that you can help

Once chosen, decide on a time and place to meet

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

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

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

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

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

Upon arriving check that everyone has arrived.

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

Forward your notes to Gary so he can write up a run report for the magazine

CLUB PERMIT SCHEME SIGNATORIES.

The authorised members who can sign your renewals are as per the following:

Sue Wilson, 222, 65 Channel Road, Shepparton, Vic 3630

Terry Sawyer, 15 Kingfisher CRT, Carrum Downs, Vic 3201 (also for new vehicles)

Francis Borg, 1321 Murradoc Rd, St Leonards, Vic 3223 (also for new vehicles)

Norma May, 1321 Murradoc Rd, St Leonards, Vic 3223

Vincent Stok, 27 Mawby Rd, East Bentleigh, Vic 3165 (also for new vehicles)

OUR NEXT CLUB RUN

SATURDAY - APRIL 2nd , 2022

Whatever you do, do not miss this Club convoy lunch run to the historic
“TALLAROOK PUB”

Let us know if you would like to join us in this event, please. Sue 0421841939



A great day out for members and any guests/potential new members you would like to invite to come along and join us...!

Melbourne based Rendezvous/Starting Point :

Yarra River end of Stiggants Street in Stiggants Reserve , Warrandyte.

Meet at 9.15am for a 9.30am departure.

Country members might like to arrange a convoy from Shepparton via Gary & Sue or come down to Pheasant Creek (Kinglake West) for 10.30am, or simply meet at 12.30pm at Tallarook.

Warrandyte starters will drive in club convoy for around 50 minutes via Kangaroo Ground St. Andrews and Kinglake to the Pheasant Creek **“Flying Tarts & Bakery Café”** for a morning tea/loo stop (or feel free to B.Y.O. morning tea!). *(Some members may wish to join the group there around 10.30am if that is more convenient from their home address!!)*

Then **around 11.15am** we will continue our easy drive for approximately 1 hour along the very scenic route through Flowerdale and Strath Creek towards Kerridale, after which we follow the Goulburn River westwards to **Tallarook township around 12.30pm for country lunch at the fabulous Tallarook Hotel.**

You can free wheel home the same way, or straight down the Hume Freeway...!

So, overall, there is just under 2 hours of quieter scenic country road driving time, a couple of good stops to refuel both yourself and the car - and a terrific lunch to enjoy!!!!

NOTE:

FOR THE PUB PLEASE “REGISTER BY WEDNESDAY MARCH 30th” YOUR PARTICIPATION AND NUMBERS TO RICHARD SIMPSON BY TEXT OR PHONE TO 0419 528 130



AN EPIC AIRSHOW EXPERIENCE NOT TO BE MISSED

WARBIRDS, AEROBATICS, STUNTS, GROUND DISPLAYS, FOOD TRUCKS AND PLENTY MORE!

The airborne entertainment is set to be a must-see spectacle, with over 5 hours of non-stop flying displays.

Catch rare and unique Warbirds that once called Tocumwal home, turn back the clock to World War 2 with exciting displays you may not see again!

Witness unbelievable aerobatics from some of Australia's top champion pilots. From spine-tingling solo performances to hair-raising formations, we have got it all!

We will be meeting at M.O.V.E. Shepparton's Motor Museum 7.30 am, GV Highway and travel in convoy to the air show. Tickets can be purchased on-line. Accommodation available in Shepparton. Get in ASAP.



Meeting Point and time.

**Meet at M.O.V.E. at 7.00 -7.30 for the hour-long drive to Tocumwal.
Air Show starts at 9am and you want to be there for that.**

RUN REPORT

February 20th. (Sunday)

The BIG Strawberry at Koonoomoo.

Meeting point was at the new motor museum (M.O.V.E.) at Kialla, Shepparton at 10:30 for an 11am start for the cruise up the highway. Meeting us there were Gary and Sue – XJ6 Jaguar, Lloyd and Glenda – Volvo, Mark and Debbie – Austin Healey, David and Annette – MGZT and Ross and Margo in their modern.

So, we all set off up the GV Highway towards Koonoomoo and all was going well. We were following Mark in his when we saw him run over what looked like a big chunk of clay in the road and it flicked out to the side of the road just in front of Sue and me. It turns out it was a rock about the size of a large mango. Upon arriving at the BIG Strawberry Mark discovered the rock had hit his exhaust pipe and compressed it so much that it was almost closed over he found when getting the car home and inspecting it fully.

We went into the restaurant, sat down and checked out the various strawberry items for sale and ordered our strawberry lunch. Most people ordered the twin pancakes stuffed with fresh strawberries, strawberry ice cream with strawberry topping. Mu God it was beautiful and filling. Sue and I decided that the club would buy all the members Their drinks in appreciation of them making the effort of attending.

While the ladies looked around all the strawberry items for sale some of us decided to go out and check out the owners 'Man Shed' which was full of motorcycles as well as a lot of motoring memorabilia that he had gathered over many years. Also, the fact that many years ago there was a speedway in the area with lots of photos of it around the walls.

Shortly after we all said our goodbyes and set off for the drive home.



Peninsula Wine Tour and Lunch.

SATURDAY MAY 21st

This year our good friend and wine expert, Brett Huxtable, is taking us on a wine tour of the Mornington Peninsula.

Some may have gone to the previous tours over the past couple of years, but it is time to rotate destinations and return to the Peninsula.

In previous years we have been taken to the Yarra Valley and last year to the Bellarine Peninsula which was really enjoyable.

We are running this run, in conjunction with **Motafrenz** who will be coming along for the ride as they have done in the past. The more, the merrier!

The day will start meeting at the BP Peninsula Link (outbound) petrol station from 9:30.

From here we will meet and chat with fellow members over a coffee or breakfast.

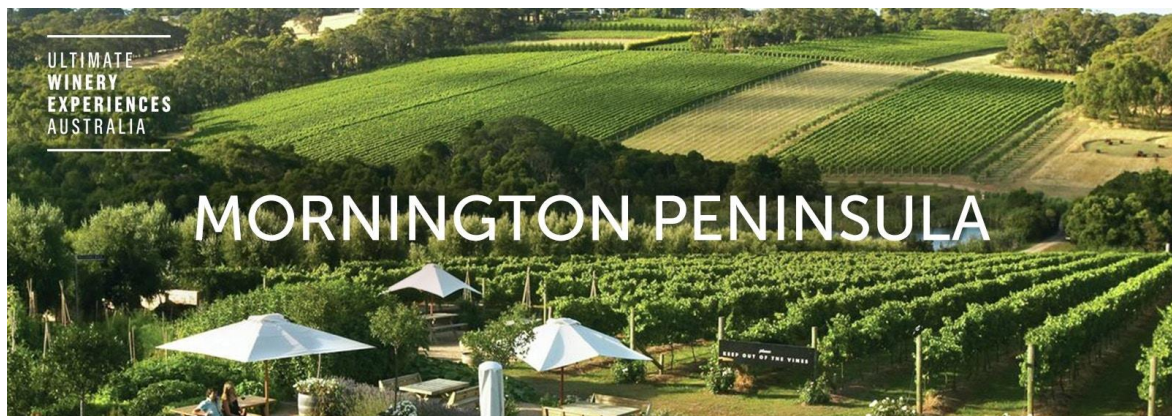
Now depending on numbers on the day we will initially split into two smaller groups for the wineries to cope with numbers, space and Covid restrictions.

We will be visiting three wineries which will be confirmed closer to the day.

Lunch will be at the Flinders Golf Club which has something for everyone plus amazing views.

We will finish at approximately 4:30 for your return home.

Enquiries phone Brett 0405445849 or Sue 0421841939.



RUN REPORT

13TH MARCH SUNDAY

SWANPOOL Motor Show and Shine

This was a perfect day to drive our old classic cars with a cool morning and then cooling off for the drive home. Some members from Shepparton and surrounds Bill Stanton and Ray Jackson went direct to Swanpool and the others drove to Richard's meeting point at Yarck.

Sue and I arrived at Yarck in our Jaguar and pulled up to see that Peter Nodzio and his friend Jim in Peter's Mini, Richard and Carroll in their Moke, David Neish MG ZT. Friends of Richards Greg and Diane in a nice XJ6 Jaguar where we all had a coffee and a snack.

We then set off for Swanpool, some 50 minutes further on towards Benalla where when we arrived after a beautiful scenic drive, we were able to all park together. Joining us shortly after were Jo and Kel Hawkesworth in their Morris Minor which they take everywhere, fantastic little car, and shortly after Helen Campbell-Smith turned up with her friend Lois in Helens Morris Major Elite.

There were over 300 classic vehicles in attendance, many motorcycles and also commercial vehicles were also there. After checking out all the vehicles and displays we found a nice shady spot under some trees and sat down for a bite to eat and a chat. Presentation time came along so some of us went over to the stage which was just as well. We were lucky enough to receive a few prizes. First up Sue was called up for her entry of our Jaguar and was lucky enough to win two tickets for the 3day weekend at Winton Raceway for the V8 Supercars worth \$300. Next David Neish won a Repco car care pack for his MG ZT which was worth \$150. Helen was also called out for her Morris Major Elite but unfortunately Helen had already gone home by that time, so it was given to some other person. Last of all, poor Richard had his fingers crossed and then they called out his name and he won a spanner set worth \$100 for his Moke. There was over \$6,000 worth of prizes handed out on the day. The only criticism was that the prizes weren't handed out until 2pm and on a warm day it was to longer wait for those who got there at 8:30. Prizes should have been given out at around 1pm before people got bored and left. Overall, it was a great and a rewarding day.



Winners are grinners.



**Lots of cars and people at the Swanpool Show and Shine.
Well worth the trip.**





Historic Winton Weekend.

I'm working on getting tickets for this weekend of historic racing so please keep an eye open for further details. We have done this pre-covid and it's turned out a great weekend away. Let me know if you wish to attend and we will try and get accommodation for those who wish to come up from Melbourne and as we have also done in the past the club will be supplying breakfast on the Sunday plus other things to be discussed further depending on the numbers.

Let Sue know if you'd like to attend and if you'd like accommodation for the Friday and/or Saturday night. Dinner Saturday night will be organised.

Sue 0421841939 or email the club.

Notice: To advertise any vehicle in this magazine I need the following. If not provided it will not be included in this magazine, Facebook pages or website.

At least six pictures of the vehicle, a complete description including year, make and model, repairs done, overall condition and a price.... Be realistic in pricing.

You are the one that knows your vehicle, not me, so do not just tell me what you want to sell or buy. I need all the details as required above or it is not being published.

WATCH THIS SPACE

Coming soon for all members.

David Rooks, Lloyd Newnham, and I will be organising a good old fashioned car rally. We haven't got a venue yet, but it will have all the usual rally type excitement including finding items on the way, mystery roads, time trials plus heaps more. It's been discussed that the rally will last around one and a half hours with possibly a coffee break halfway. Points will be awarded for items collected, items found, plus more. So please, keep an eye open for when this rally will be on. There will be plenty of prizes including a booby prize for someone.

A lot of planning must be done yet but it's hopeful we will run it in the next few months. Points off for speeding. Points on for getting back within the calculated time frame.

Heaps of fun and you'll have to concentrate and use your brain for some of the cryptic clues along the way.

Will keep you posted.

VACANCY

VACANCY

The club needs a member to take charge to organise runs and outings for all Melbourne members. With of course the help and communication between yourselves and Sue. Not a hard thing to do as Clive Millsum proved when he held a picnic at Lysterfield Lake.

Only a few months are required each year as special events come along which we can organise from up in Shepparton.

If you can help or need more information, please contact me on 0426951939, Gary.

Motoring: BMC/Morris 1100 - 1963



This little car should be listed among the best, most innovative cars of the 1960s, but instead is relegated by many as a dud because of it being a great design with flaws that were never addressed on its way from the drawing board to production line. When British Motor Corporation (BMC) released the Mini in 1959, it replaced the Morris Minor which, both inside and out, was a bigger car and left a large gap in the model range between the mini and the A60. Following his success with the Mini, Sir Alec Issigonis, who designed the Mini, set out to design a more sophisticated car which incorporated even more advanced features and innovations.

The ADO16 (Austin Drawing Office project number 16) had much in common with the Mini. It was designed around the BMC A-Series engine, mounted transversely and driving the front wheels. As well as disc brakes at the front, which were not common on mass produced cars in the early 1960s, the suspension system used was the Hydrolastic interconnected fluid system designed by Alex Moulton. Pininfarina, the Italian styling studio which had worked with BMC before on the Austin A40 Farina, were asked to do the styling. It was a masterpiece of packaging having comparable interior space to the much larger Ford Cortina. BMini designer Sir Alec Issigonis was therefore commissioned to come up with an intermediate car based on the Mini (a wheel at each corner) but with more room. The result was the 1100 series, codenamed ADO16 bearing a close resemblance to the A40 Farina which it replaced in its Austin guise, the 1100 became Britain's bestselling motor car ever. In 1964 the 1100 was Wheels magazine's Car of the Year.

The original Mark I models were distinctive for their use of a Hydrolastic suspension. Marketing material majored on the spacious cabin when compared to competitor models which in the UK by 1964 included the more conservatively configured Ford Anglia, Vauxhall Viva HA and BMC's own still popular Morris Minor. Throughout the early and mid-1960s, the ADO16 was consistently the UK's best-selling car. Sadly, within a few years of its introduction, it became Britain's most unloved car as tales emerged of self-destructing gearboxes and driveshafts, high engine oil consumption, rear suspension arm failures and rusting subframes and bulkheads. Thousands of examples of the car around the world began disintegrating before their owner's eyes. The 1100 was brilliant on paper, but

Issigonis had refused to consult with others, especially those in production who anticipated many of the problems before the car's release, like the bodyshell's rust traps. Issigonis ignored their warnings and customers paid dearly.



Vanden Plas Princess

BMC, which by now was realising it had under-priced the Mini and was struggling to recoup its investment, took the cheaper option and covered warranty claim costs rather than fix the problems on the assembly line. A plethora of models were released with Austin, Morris, MG, Riley, Wolseley and Vanden Plas badges, all with different trim and features - like Rolls Royce style grills and fold down picnic tables for the Vanden Plas Princess and the two-tone paintwork for the MG - but all attempts to save the brilliant but flawed automobile were only partially successful.

The Mark II versions of the Austin and Morris models were announced in 1967, with a larger engine and a number of the problems of the first series having been addressed. The Mark III models were introduced in September 1971 as a further attempt to arrest sliding sales. The range was gradually reduced, with the MG 1300 dropped in 1971 and the Wolseley 1300 in 1973 so as to minimise losses. Sadly, the upgrades were too little too late, and the car's reputation eventually brought production to an early end.

The vehicle was in production from August 15, 1962, to June 1974. The range was expanded to include several rebadged versions, including the twin-carburetted MG 1100, the Vanden Plas Princess (from October 1962), the Austin 1100 (August 1963), and finally the Wolseley 1100 and Riley Kestrel. In Australia, the ADO16 formed the basis of the Australian Morris 1500 sedan, Morris 1300 sedan and Morris Nomad five door, which were developed from the 1100 but with modifications to make the car better suited to Australian driving conditions.

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