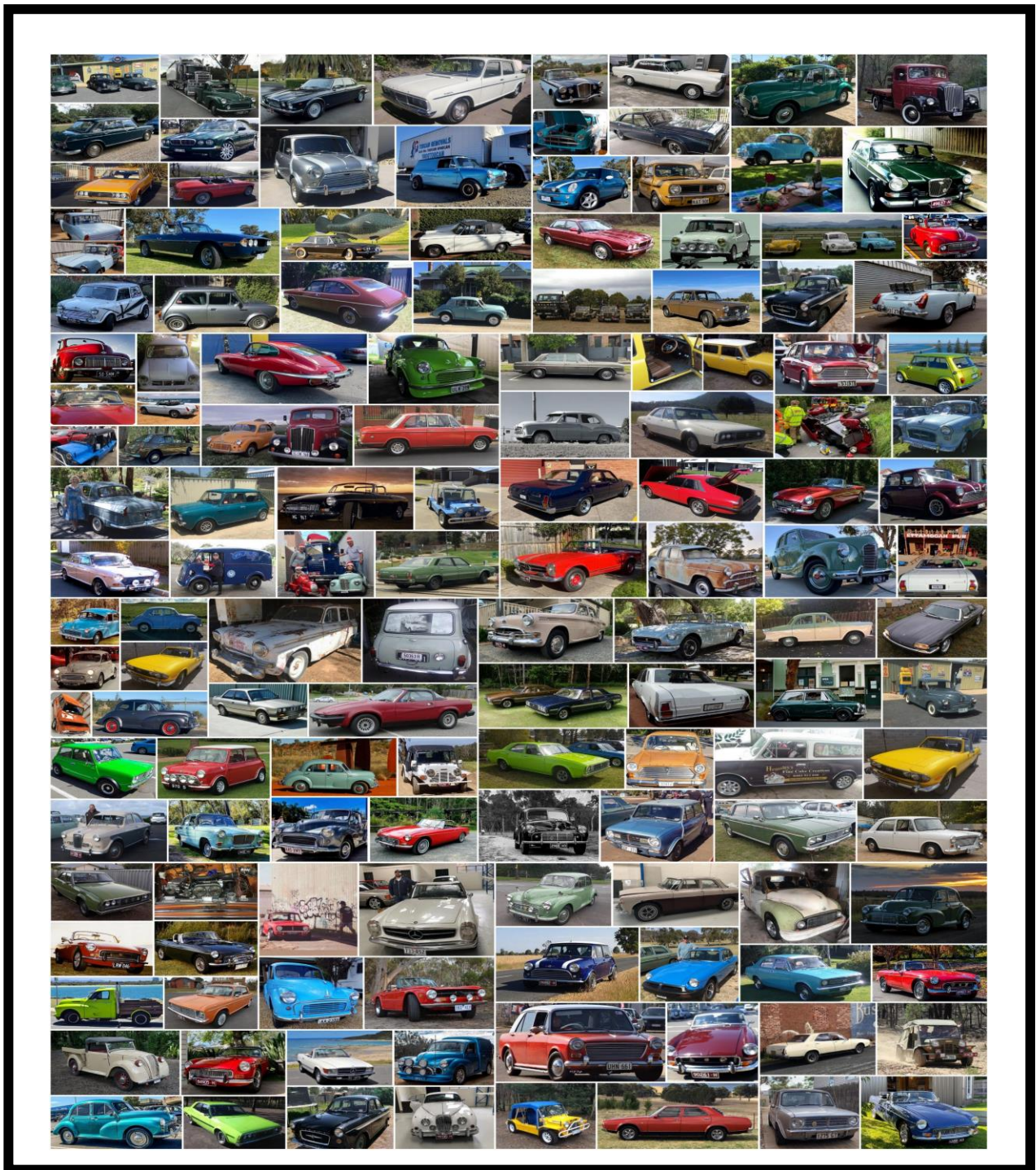


**ISSUE # 84
OCTOBER
2021**



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

The "WOBBLE KNOCKER"



Some of the many vehicles that entered our Online Facebook Show n Shine.

BMC-Leyland Car Club Inc

A0061520N

Committee of Management

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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 everyone.

Welcome all to another edition of our super club magazine, The Wobble Knocker number 84.

Although restrictions have really stuffed our club activities up over the past number of months it has given Sue and I a chance to reflect on the future of our club especially on the outings front, and we are getting increasingly excited on where the club is going. Once we are out of this covid situation, we intend to make it all up to you for sticking it out with us and so we have decided that when we are up and running, we will be subsidising more outings so you can at least get some value from your membership. That is of course if you attend our runs and events.

Most clubs have mega monies in their bank accounts, and it really puzzles me into what are they saving up for. Our club on the other hand look at the funds in the account and think that it is not our money we are sitting on, it is yours. So, our decision is to give back to you the members and reward you for supporting us and we, all the committee thank you sincerely. During this time of Covid and lockdowns I have been made aware of a number of clubs throughout Victoria who have shut down because their members have not supported them. You have and we are incredibly grateful.

Our club is held together by friendship, social outings with a common interest and that is our cars. But it is about the friendships we have made and I for one value that more than anything. Thank you all.

Our online Facebook Show and Shine was a hit this year having just a fraction over two hundred entries. Some had to be disqualified as they gave no information about their vehicle which was a requirement of entry. It was fantastic seeing the entries coming in over the weeks from all over our great Australia. Thanks to all who entered but I would have liked to have seen more of our members enter.

The Lifestyle Community Shepparton Classic Car Show and Shine I have organised has been given the go ahead by Greater Shepparton City Council and also by the Lifestyle management team in Melbourne. We have food trucks providing their goodies, Shannons will be attending, Lifestyle will have a marquee and our good friend Mikes Miniature Slot Car Raceway will be entertaining everyone with a model car display. Our good member and friend, Bryce will be our MC for the day as he did a wonderful job at the last one, we held at Caribbean Gardens a couple of years ago. So, with the gates being thrown open by Dan the Man at the beginning of November I look forward to catching up with as many of you as can make it. We will need help for Sue at the entry point, raffle sellers, parking marshals, Car judges and so on. We will have volunteers to work during the day from our Lifestyle residents, but I would prefer our own members as you have all done this before. Let Sue know if you can come up even if you already have so she can prepare a fresh list. You will not be forced to work on the day, only I will be under Sue's whip! The 14th of November is my birthday so I have reserved a spot for the tuck that will be bringing up all my presents and cake! Then I woke up!!!

Our Christmas Lunch and Show and Shine looks like it will be going ahead at the Kilsyth Club on Canterbury Road. As you know this is a fun time for us to get together and reflect on the past 12 months, good and not so good. This is when we hand out our awards and Sue organises those ever-popular raffles. As soon as we know numbers that are permitted, vaxed or un vaxed and cost etc, I will contact you and let you know all the further details.

That is, it from me,
Take care everybody and get vaccinated,
Gary Turner Editor
BMC-Leyland Car Club.

Calendar of Events



Next year is looking very empty with runs and although we haven't been able to plan anything because of bloody Covid, now that things are looking to opening up again, could you please put your thinking caps on and offer up some suggestions.

OUR NEXT RUN

NOVEMBER 14th Sunday

Lifestyle Shepparton Classic Car Show and Shine \$5.00 per car including passengers. Cars, 25 years and older. Many sponsored prizes and trophies will be available. Time: 9am-2:30pm. Details further in this newsletter.

NOVEMBER **(CANCELLED)** Moved to MARCH 2022

Geelong Revival Motoring Festival.

DECEMBER 11th- Saturday-Xmas lunch

BMC-Leyland Christmas lunch with Show and Shine.

Venue will be at the Kilsyth Club, Canterbury Road. From 11am.

Prizes, Member of the year, Free raffles, and other presentations to be announced.

1st JANUARY 2022.

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

WE NEED MEMBERS TO ORGANISE RUNS SO PLEASE PUT YOUR THINKING HATS ON AND GIVE IT A GO.

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.



HERALD

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

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

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

have more than enough go for regular use today.

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

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



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

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

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

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

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

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

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

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

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

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

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



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



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

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

An IMPORTANT Notice for all Club Permit Members and Officers.

INCOMPLETE CLUB PERMIT APPLICATIONS

VicRoads has been receiving an increased number of applications for club permits for which the Club permit application or Vehicle eligibility and standards declaration for Club Permit vehicles form was signed by the appropriate club official, but the permit applicant or vehicle details sections of the form were not completed. Because the form was not completed, VicRoads was unable to complete the club permit transaction.

It is of concern to VicRoads that club officials are signing applications or eligibility declarations that are incomplete and handing them back to permit applicants. Not only does this place clubs at considerable risk as incorrect or false details could be added after signature, but it also creates concern about the club's processes and the ability of the club to uphold the integrity of the club permit scheme.

VicRoads is monitoring the submission of incomplete forms and should clubs continue to provide applications or forms that are signed but without all details being completed, the approval of clubs to participate in the club permit scheme may be revoked.

I trust clubs will ensure no further applications or forms are provided to members for submission to VicRoads without all details being completed.

John Lewis
Principal Practice Advisor – Registration and Licensing
VicRoads

CLUB PERMIT SCHEME SIGNATORIES.

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

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

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

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

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

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



T-SHIRTS

Just in time for summer.

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NOW.

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

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

LARGE measures 53cm chest

X-LARGER measures 61cm chest measured flat

Buyers will not be disappointed.

\$25.00 plus \$10.00 postage. Tracked,
anywhere in Australia.

HERALD 948 VS 13/60



HERALD 948 VS 13/60

Easy to tell apart at a glance but still very obviously from the same mould, these two models from each end of the Herald production run have surprisingly distinct characters and appeal

Words SIMON GOLDSWORTHY

HERALD 948 VS 13/60

Easy to tell apart at a glance but still very obviously from the same mould, these two models from each end of the Herald production run have surprisingly distinct characters and appeal

Words SIMON GOLDSWORTHY

As a model progresses through its production life, it will usually develop in three ways: it will become larger, more powerful and better equipped. The Herald did not follow all of those rules because from first to last it was 153in long and 60in wide. It certainly grew more powerful though, up from an initial 34.5bhp giving a top speed of 71.5mph (saloon) and a 0-60mph sprint of 30.4 seconds to final figures of 61bhp, 85mph and 17.7 seconds. As for becoming

better-equipped, I can't think of too much in the way of gadgets and gizmos that were added over the years. There were certainly some upgrades – disc brakes are one that spring to mind – but largely reflecting changing standards in the industry as a whole rather than any move upmarket.

Despite the basic similarities though, an early 948 Herald and a late 13/60 are different cars to buy and run. Let's start off with a few body basics. The 948 was launched in April 1959 as a

single-carb saloon and a twin-carb coupe. By the end of that year the saloon was also offered with a twin-carb option, followed by a convertible in March 1960 (though not available on the home market until September). The only other 948 model was the Herald S, a pared-down saloon aimed at the fleet market on which luxuries such as a heater were optional.

The 948 was replaced in April 1961 by the 1200, (actually a number that was rather generously rounded up from a cubic capacity of

1147cc), which kept the same basic body styles but quickly added an estate, followed by the Courier van version in 1962. Strictly speaking the 1200 range is outside the scope of this feature, but for the sake of completeness we should say that March 1963 saw the arrival of a more powerful 12/50 saloon, while 1964 saw the end of Herald S production in January, the Courier and the coupe following suit in October.

In August 1967 the 13/60 arrived with a yet more powerful 1296cc version of the engine. This was available in saloon, convertible and estate forms only, though oddly enough the 1200 saloon continued in production alongside the

“THE HERALD MAY BE FAMOUS FOR HAVING A WOODEN DASH, BUT NOT ON 948 MODELS - THEY HAD A COMPRESSED FIBREBOARD DASH PAINTED BLACK WITH GREY FLECKS”

new model until May 1970. The 13/60 survived for a further year before finally giving way to the new Toledo in 1971.

As you would expect, Triumph made numerous changes to trim details over the years, but we will have to concentrate here on the bigger differences. Bodywise that means headlights in chrome surrounds at the end of horizontal wing tops and a central grille on the 948, compared with a more angular nose on the 13/60 with single headlights under a sloping bonnet line with horizontal bars between them. The early cars also had painted bumpers on the UK market, whereas later cars had white rubber covers on theirs. (These were available as an accessory on the earlier cars, though.)

Inside the two models, the differences become more obvious. The Herald may be famous for having a wooden dash, but not on 948s – they had a compressed fibreboard dash painted black with grey flecks. They also had white faced dials, wisteria trim and grey for the switchgear, steering wheel and column. However, a Veneer Capping Kit was available as an accessory, so if you find that on a car, do not immediately dismiss it as wrong. By the time the 13/60 had arrived, Triumph had long since fitted their trademark veneered wooden dash as

standard, and changed to black for the fixtures, fittings and dials. On the 13/60 they also adopted T-shaped heads to the switches rather than the previous round ones, grouping these together in a recess in the centre of the dash and housing the dials in two equally-sized circular instruments ahead of the driver.

If all of this makes it appear that the only changes were cosmetic, then think again. 948 cars had the earlier Mk1 chassis, but cars built after May 1962 had a more substantial Mk2 chassis that had been developed to cope with the extra power of the Vitesse. Changes made in this redesign meant that on later Heralds there was room for an overdrive gearbox, and although this was never offered by the factory as an option, it can be of interest to owners today looking to upgrade their car for faster and/or more economical touring.

This brings us in to an interesting, if slightly subjective area of comment. Exact numbers are hard to pin down precisely, but there are only around 250 of the 948 Heralds currently registered with the DVLA as either on the road or on SORN, compared to approximately 2300 of the 13/60s (plus, incidentally, nearly 2000 of the 1200 and 12/50). This does have an impact on behaviour patterns, because the onus for →



13/60 models had a Vitesse-aping slanted nose. This is a 13/60 estate.

948 owners is almost invariably on preservation and originality, whereas 13/60 owners are generally much more comfortable with the idea of modifying.

This in turn can affect the way owners use their cars. We have already seen that the 948 cars are not the quickest things off the blocks, the 30.4 seconds they take to reach 60mph from rest contrasting markedly with the 17.7 seconds needed by the 13/60. However, that does

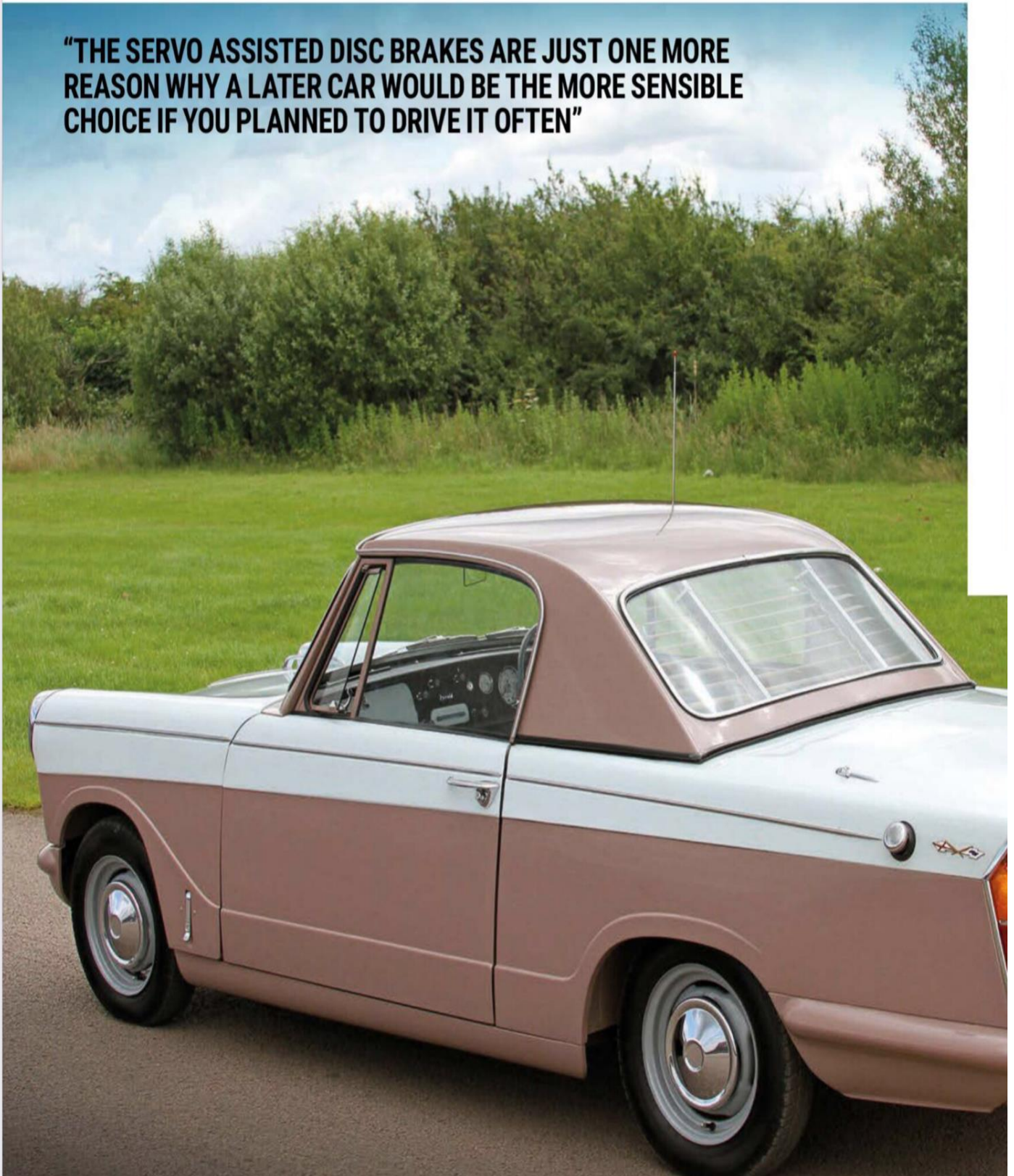
not tell the whole story because around town the differences are not nearly so marked. For example, the 948 required 24.8 seconds to cover 1/4 mile from rest, while the 13/60 only whittled that down to 20.9 seconds. In part that was down to the low-geared 4.875:1 diff ratio on the early cars (or 4.55:1 on those with twin carburettors) compared to a taller 4.11:1 on the 1200 and 13/60.

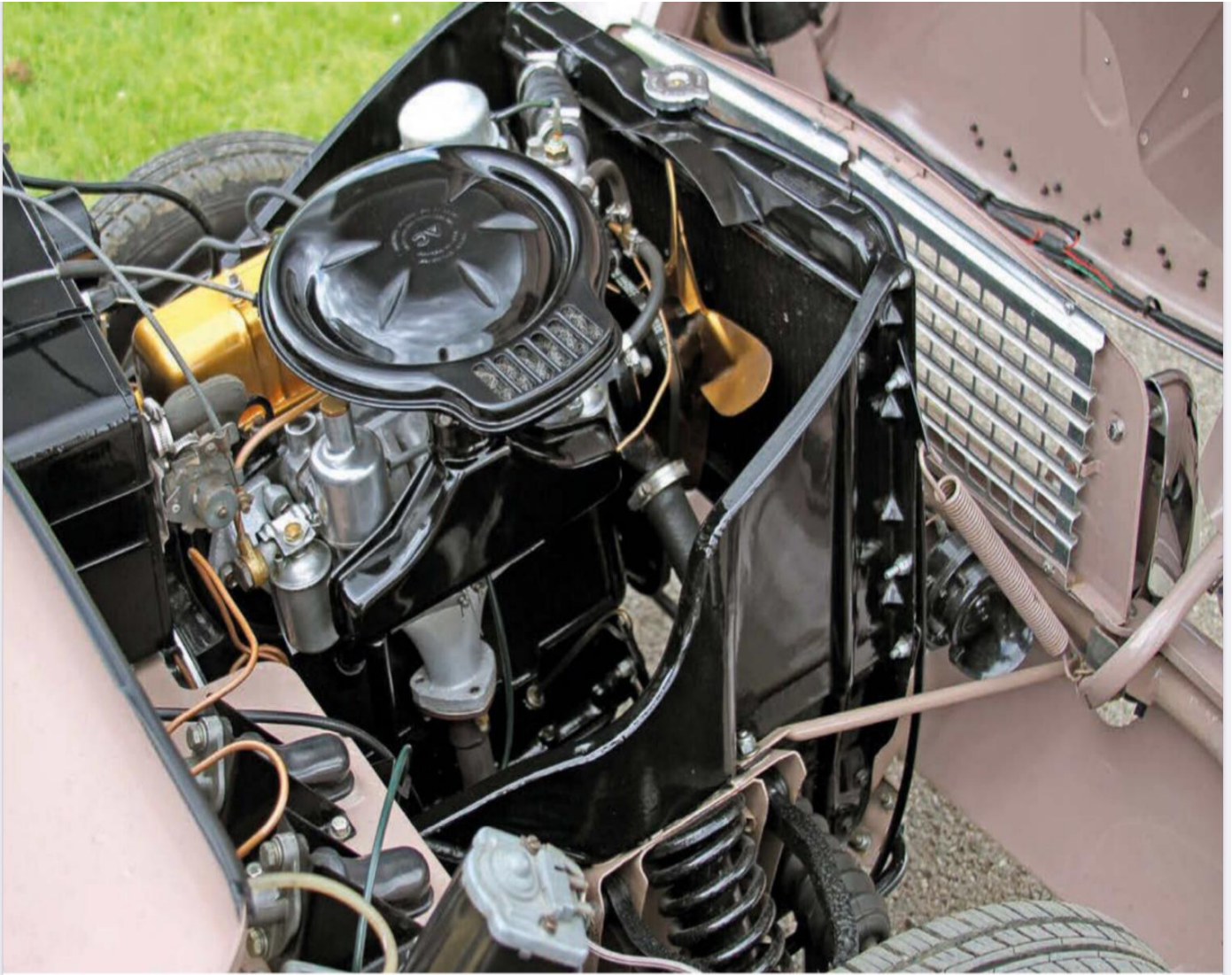
The net result is that the later cars are much more relaxed and capable on longer

journeys, although this is all relative and no Herald in standard trim can be considered a natural motorway cruiser. There is a similar difference in the braking department, the 948s making do with 8in drums on the front while the 13/60 got 9in discs. To be fair neither system feels brilliant by today's over-servo'd standards, but each is adequate for the power available in standard trim.

This is, however, just one more reason →

“THE SERVO ASSISTED DISC BRAKES ARE JUST ONE MORE REASON WHY A LATER CAR WOULD BE THE MORE SENSIBLE CHOICE IF YOU PLANNED TO DRIVE IT OFTEN”





Black dash is correct for 948
Heralds.



The estate also formed the basis of the Courier van.

“PROSPECTIVE BUYERS SHOULD NOTE THAT WHITE ANY HERALD IN GOOD CONDITION IS A VERY EASY CAR TO JUMP IN AND DRIVE IT WILL STILL BE A CULTURE SHOCK TO DRIVERS MORE USED TO MODERN MACHINERY”

why a later car would be the more sensible choice if you planned to drive it a lot. The thinly padded and unsupportive seats on the 948 are another, but rarity comes into it as well as the driving dynamics. Parts for the later cars are simply much easier to get hold of, whether new or secondhand. The parts supply for the earlier cars is arguably better now than it was in the past thanks to the efforts of people like Bill Davies from RareBits4ClassicCars, but they do take more searching out. And you have to be willing to do your homework first, as a lot of data out there classifies all Heralds as the same, when the early cars are different in so many minor details.

There are also practical issues that make the 13/60 a more obvious candidate for regular use. It has a full-flow oil filtration system for example, plus a more modern paper element air filter. Most of them also have a bigger fuel tank, up from the original 6.5 gallons to 8.75 gallons. On the other hand, a 948 will create more of a stir at classic car shows once people get past

the initial similarity of all Herald models and start to notice the differences – the interior trim in particular places it very firmly in the 1950s whereas the 13/60 has a 1960s feel through and through.

Prospective buyers should note, however, that while any Herald in good condition is a very easy car to jump in and drive, it can still be something of a culture shock if your recent driving experience has all been based around modern machinery. That should come as no surprise given that the Herald was designed over 60 years ago, but it really is sound advice to try before you buy. Everybody will love the great visibility that makes it so easy to place the car's extremities on the road and the incredible turning circle that makes parking such a doddle, but not everyone can come to terms with the way the pedals are offset to the right or the lack of synchromesh on first gear. People can also take some time to adjust to the slightly dead feel of the unservo'd brakes and rush out to fit an aftermarket remote servo. However, if money is limited you may

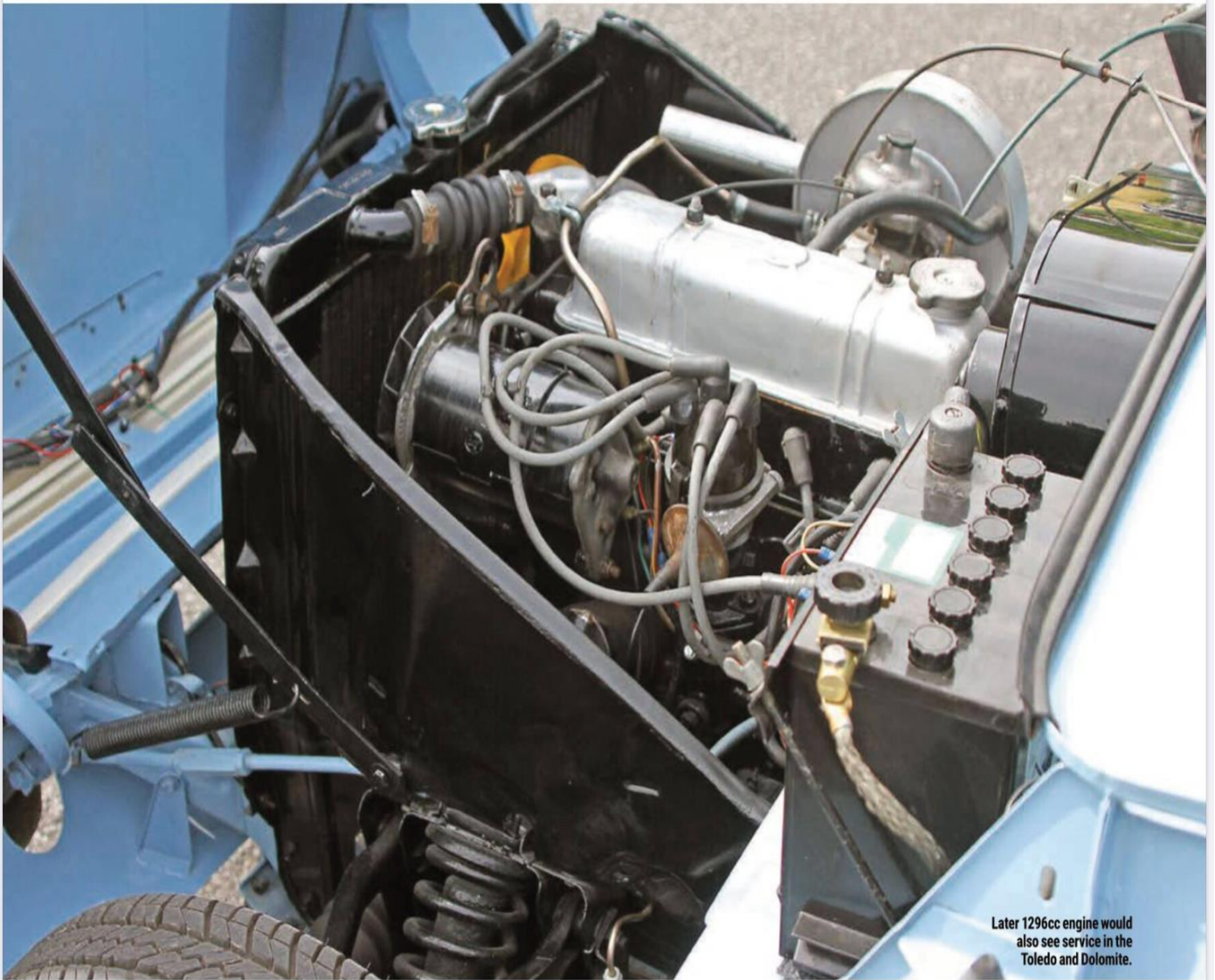
be better advised to adjust your expectations and splash the money on something like an electronic ignition instead where the ultimate gains may be more worthwhile. Not everybody will feel the same way and make the same choices about this kind of thing though, so talk to plenty of other owners and canvass opinion before doing anything drastic.

One final observation when comparing the two models concerns price. Supply and demand will always combine to find their own equilibrium, and values of the two cars are broadly similar. Our sister title, Classic Car Buyer, lists prices in three categories: Condition One being first class condition but not concours, Condition Two being good condition and on the road but requiring some TLC, and Condition Three being 'in need of work, usually major!' Under those categories it rates a 948 saloon at £5500/£2700/£900 and a 13/60 at £5500/£2500/£900, with convertibles naturally attracting a premium.

As always, those are only a very rough guide and placing an exact value on the early cars in particular is hampered by how few of them come onto the market. However, what I do take from those figures is that the greater usability of the later cars balances out the rarity and period novelty of the early cars. Your big problem if you have your heart set on an early car will be finding one for sale. 948s are rare on the market today, so you may be looking for some time ■



Two main dials and a wooden finish denote the later model's dash.



Later 1296cc engine would also see service in the Toledo and Dolomite.



ONLINE FACEBOOK SHOW and SHINE



During the past few months during this lockdown period, I have been looking for things to do car club related and to lighten things up a bit. So, with that in mind I decided to get our members and Facebook friends all together and run another show and shine. This was done over a number of weeks with people sending in photos of their pride and joy.

Easy to enter as it was just an effortless process, a photo of your car, running or not, with a required description, make, model, year and your postcode to enter.

Over the period we got over two hundred entries but unfortunately some entries had to be scrapped as they did not provide the information required.

Last year we ran a similar Facebook show and shine with just under one hundred entries. Every entry was printed off in a small thumbnail picture, then place in a large box which a total of six entries were drawn out by our Lifestyle Community Management.

So, this was the only fair way to do this with so many entries.

And the winners were:

Greg Bryant. 1973 Leyland P76 Super.



Club T-Shirt

Oliver Borg. 1950 Series MM Morris Minor Tourer.



Grille Badge

Phil Thomas. 1951 Morris Z Ute.



Club T-Shirt

Nick Shord. Morris Minor.



Grille Badge.

Ian Luke. 1971 Clubman GT.



Club T-Shirt

Steve Haralambous. 1966 Mercedes 250L



Grille Badge

Thank you to everyone who participated in this year's Online Facebook Show and Shine. Well, done to all the winners who will also receive a copy of this month's Wobble Knocker. Hopefully if we run it again next year we will try and beat two hundred cars as I absolutely love seeing all these vehicles around Australia being sent in.

Not many members entered this year so give it a go next year, please.

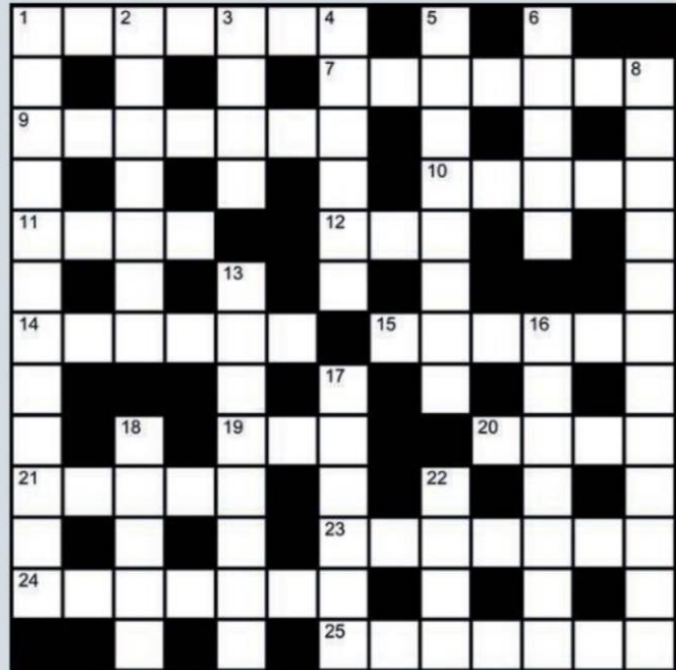
Classic Crossword 189

Clues Across

- 1 See 7 across
- 7 & 1 across Estate version of the R21 (7,7)
- 9 People carrier based on the Citroen Xsara (7)
- 10 Legendary designer Virgil (5)
- 11 As scarce as the Aston Martin DB5 shooting brake (4)
- 12 Company initials on the front of the DeLorean (3)
- 14 Definitive Jaguars which debuted in 1961 (1-5)
- 15 Mimosa _ , sole colour offered on the Dolomite Sprint, originally (6)
- 19 & 20 across A GT from the Rivolta stable (3,4)
- 20 See 19 across
- 21 This late 1950s Ford brand was a spectacular flop (5)
- 23 An improved version of the Lotus Europa that arrived in 1972 (7)
- 24 Grand tourer made in Thames Ditton (2,5)
- 25 _ doors, distinctive feature of the Lamborghini Diablo (7)

Clues Down

- 1 The Sunbeam Venezia featured this construction method (12)
- 2 An early-1980s 2.5 litre Vauxhall (7)
- 3 The front end of a car that smells? (4)
- 4 A Simca model released in 1951 (6)
- 5 Like the Escort XR3i in terms of fuel delivery (8)
- 6 A shining forecast for the Nissan! (5)
- 8 The Reliant Robin is a classic one - not on all fours (5-7)
- 13 Radford's famous Minis (2,6)
- 16 How the Subaru Leone was known in the UK (1-6)
- 17 Vauxhall hatchbacks launched in 1993 (6)
- 18 Aston V8 Vantage variant connected with India? (5)
- 22 _ elliptical, one type of leaf spring (4)



Answers to Crossword 189

Across 1. Trafford Park 7. Circuit 8. Z-Cars 9. Oils 10. Morattab 14. Thames 15. Braked 18. NSU Prinz 21. Mako 23. Build 24. Ireland 25. Hispano-Suiza
Down 1. TMC Costin 2. Aurelia 3. Four 4. Ritmos 5. Ascot 6. Korea 11. Aero 12. Bedford HA 13. Rear 16. Kyalami 17. Indian 19. South 20. Polos 22. Revs



Looks like a parking area for Morris Minors??

OUR NEXT EVENT.

Club Run

SUNDAY November 14th

Lifestyle Community Shepparton Classic Car Show and Shine.

65 Channel Road, Shepparton. (Just off Archer Street)

This month I can confirm that the Shepparton Lifestyle Community Classic Car Show and Shine will be proceeding as planned. A couple of days ago I managed to confirm with the Greater Shepparton City Council and Lifestyle Management in Melbourne gave the all clear for the event to proceed.

A large amount of work has been done to secure the patrons, visitors and residents of Lifestyle to be Covid Safe under the current Roadmap.

This means that under the current Roadmap by Dan the Man, Melbourne residents will have the ok to travel into regional Victoria from the 1st of November. Members from Melbourne will be able to finally leave home and attend this event in regional Victoria if you wish.

I definitely need some help from our members to be able to run this show successfully. I require members to not only volunteer as Parking Marshals, but I need some event judges for the twenty odd categories that we have and the \$6,000 in prizes that I've managed to secure.

I have one member who is a qualified Covid Marshal but could do with at least one or two more.

If you are able to attend and come up here, could you please confirm with Sue even if you have already, we need to make up a fresh list.

Accommodation can be arranged for you at Paradise Lakes Motel where we have been told that they are extremely strict with cleaning and bringing the rooms up to Covid Safe conditions.

Their details are Paradise Lakes Motel, 7685 Goulburn Valley Highway, Kialla, Phone (03) 5823 1888. Mention "Lifestyle Shepparton" for a good deal. The motel is situated right next door to Emerald Bank which is where the newly renovated motor museum is situated. M.O.V.E.

The itinerary for the weekend is as follows:

Leave Melbourne at any time so you can arrive in plenty of time to pay a visit to M.O.V.E. or the large antique centre at Emerald Bank.

That Saturday night unfortunately Sue and I have a special social club event in the main clubhouse at a request by management. They have decided to hold a car weekend and have requested we run another Slot Car event for the residents which we have organised.

I'm hoping that members will be able to attend this as well but that's up to management.

Further details will be sent by email as they come to hand.

Dinner is really nice at the GV Hotel in 223 High Street by the railway lines. Ask for a table upstairs, really nice. To book phone (03) 5821 9822.

Hope to see as many as can make it, until then, Gary and Sue.



Lifestyle
SHEPPARTON

Social Club presents

CLASSIC SHOW — AND — Shine

OPEN TO ALL VEHICLES 25 YEARS AND OLDER

\$5 Entry per Vehicle
(including passengers)

Opposite Lifestyle Shepparton
65 Channel Road, Shepparton
Sunday 14th November
9am to 2:30pm (Entry from 8am)
Contact Gary Turner 0426 951 939

Coffee truck and food trucks. Many categories and prizes!

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Proudly supported by the Greater Shepparton City Council.

All system's go for this Show and Shine.

Austin. The British People's Car.



Mini 850 and 1000 Saloons

Austin have always made outstanding small cars. Remember the original Seven, the world's first truly successful small car? The Mini is more than just a worthy successor. It's one of the most popular small cars in the world. For good reason. The brilliant layout of transverse engine and front-wheel drive makes it uniquely compact outside, and surprisingly spacious inside. So it's both easy and enjoyable to drive. And remarkably economical too, especially with the 848 cc engine. But if you want more power the 998 cc version has a lot to offer. Including automatic transmission (as an optional extra). With or without automatic transmission, the compact Mini is a lot of fun to drive. Can you think of a better reason for taking a test drive?

Engine: Four-cylinder, transverse, o.h.v. (850 Saloon): Bore 2.48 in. (62.9 mm.), stroke 2.69 in. (68.26 mm.); capacity 848 c.c., 34 b.h.p. at 5,500 r.p.m. Compression ratio 8.3 : 1. (1000 Saloon): Bore 2.54 in. (64.58 mm.), stroke 3.0 in. (76.2 mm.); capacity 998 c.c., 38 b.h.p. at 5,250 r.p.m. Compression ratio 8.3 : 1.

Clutch: Diaphragm-spring, 7.125 in. (0.18 m.) diameter.

Gearbox: Four-speed, all synchromesh. Ratios: first 3.525 : 1; second 2.218 : 1; third 1.433 : 1; fourth 1.00 : 1; reverse 3.544 : 1.

Final Drive: Front-wheel drive, open shafts with universals. Ratio: (850) 3.76 : 1; (1000) 3.44 : 1.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 5.20—10 cross-ply tyres (850); 145—10 radial-ply tyres (1000).

Brakes: Hydraulic with 7 in. (0.18 m.) diameter drums all round. Two leading shoes at front, leading and trailing rear.

Suspension: Cone-rubber springs and hydraulic dampers.

Electrical: 12-volt, 30-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch, and self-cancelling direction indicators.

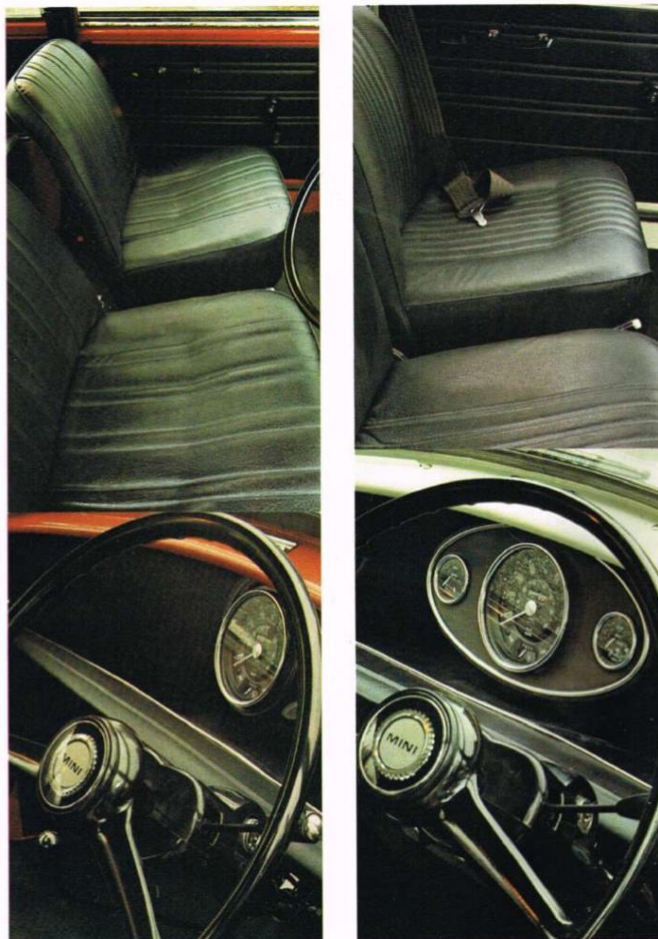
Instruments: Speedometer. Fuel gauge. Warning lamps to show low oil pressure (850 only), flashers working, headlamp high-beam, and no charge. (Separate gauges on 1000 Saloon for water temperature and oil pressure.)

Coachwork: Two-door, four-seater Saloon.

Dimensions:
Overall length: 10 ft. 0.25 in. (3.05 m.)
Overall width: 4 ft. 7.5 in. (1.41 m.)
Overall height: 4 ft. 5 in. (1.35 m.)

Optional Extras: 850 Saloon: Fresh-air heater. Electrically-heated rear window. Passenger's sun-visor. Radial-ply tyres. 1000 Saloon: Automatic transmission. Electrically-heated rear window. Face-level ventilation.

ADDENDUM: Radial-ply tyres are now standard equipment on 850 Saloon models. Cross-ply tyres are alternatively available—see Price List for details.





Mini Clubman Saloon

All the features that made the Mini great—and a lot more besides. Like the elegant shape. And the inside story continues the luxury theme. Contoured seats that are softer and even more comfortable. A stylish fascia with recessed instrument cowl and face-level fresh-air ventilation. And the final touch—carpets throughout to complete the air of luxury. The Clubman isn't just another compact car. It's a lot of luxury in a compact car.

Engine: Four-cylinder, transverse, o.h.v. Bore 2.54 in. (64.58 mm.), stroke 3.00 in. (76.2 mm.); capacity 998 c.c. 38 b.h.p. at 5,250 r.p.m. Compression ratio 8.3 : 1.

Clutch: Diaphragm-spring, 7.125 in. (0.18 m.) diameter.

Gearbox: Four-speed, all synchromesh. Ratios: first 3.525 : 1; second 2.218 : 1; third 1.433 : 1; fourth 1.00 : 1; reverse 3.544 : 1.

Final Drive: Front-wheel drive, open shafts with universals. Ratio 3.44 : 1.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 145—10 radial-ply tyres.

Brakes: Hydraulic with 7 in. (0.18 m.) diameter drums all round. Two leading shoes at front, leading and trailing at rear.

Suspension: Cone-rubber springs and hydraulic dampers.

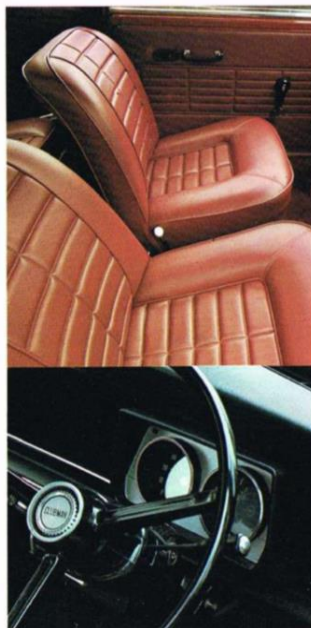
Electrical: 12-volt, 30-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch and self-cancelling direction indicators.

Instruments: Speedometer. Fuel and water temperature gauges. Warning lamps to show flashers working, low oil pressure, headlamp high-beam, and no charge.

Coachwork: Two-door, four-seater Saloon.

Dimensions:
Overall length 10 ft. 4-64 in. (3.17 m.)
Overall width 4 ft. 7-5 in. (1.41 m.)
Overall height 4 ft. 5 in. (1.35 m.)

Optional Extras: Electrically-heated rear window. Road wheel trims. Automatic transmission. Rake adjusting front seats.



Mini 1275 GT

The little Mini with a change of shape, and a lot more luxury, became the Clubman. To transform the Clubman we added a lot more performance, and all the GT extras. The result: a superlative little GT Saloon, with all the luxury you need in GT motoring. Make the most of the 60 b.h.p. thrust, relaxed in the comfort of deeply contoured seats. Triple GT instrumentation keeps you in touch with the high-powered engine. Front-wheel drive, and radial-ply tyres on Rostyle wheels keep you firmly in touch with the road. Of course, any car with all that extra go has to be extra good at stopping. The Mini 1275 GT servo-assisted disc/drum brakes are superb. It's everything a GT should be: high performance you can enjoy in superb comfort.

Engine: Four-cylinder, transverse, o.h.v. Bore 2.78 in. (70.61 mm.); stroke 3.20 in. (81.28 mm.); capacity 1275 c.c. (77.8 cu. in.). S.U. HS4 carburettor. 60 b.h.p. at 5,250 r.p.m. Maximum torque 69 lb. ft. at 2,500 r.p.m. Compression ratio 8.8 : 1.

Clutch: Diaphragm-spring, 7.125 in. (0.18 m.) diameter.

Gearbox: Four-speed, all synchromesh. Ratios: first 3.33 : 1; second 2.09 : 1; third 1.35 : 1; top 1.00 : 1; reverse 3.35 : 1.

Final Drive: Front-wheel drive, open shafts with universals. Ratio 3.44 : 1.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc (Rostyle), 145—10 radial-ply tyres.

Brakes: Hydraulic, servo assisted. 7.5 in. (0.19 m.) diameter discs at front, 7 in. (0.18 m.) drums at rear.

Suspension: Cone-rubber springs and hydraulic dampers.

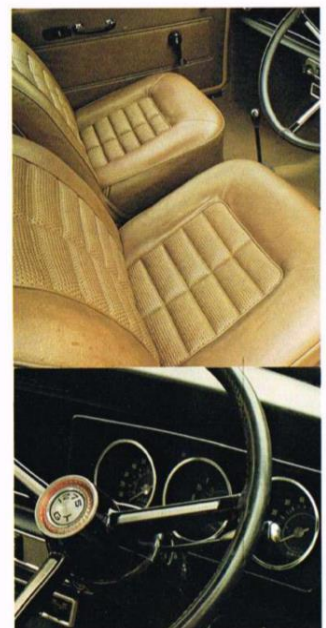
Electrical: 12-volt, 40-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch, and self-cancelling direction indicators.

Instruments: Speedometer. Fuel and water temperature gauges. Tachometer. Warning lamps to show flashers working, headlamp high-beam, low oil pressure, and no charge.

Coachwork: Four-seater Saloon of all-steel unitary construction. Adjustable spherical fresh-air vents, wind-down windows.

Dimensions:
Overall length: 10 ft. 4-64 in. (3.17 m.)
Overall width: 4 ft. 7-5 in. (1.41 m.)
Overall height: 4 ft. 5 in. (1.35 m.)

Optional Extras: Rake-adjusting front seats. Electrically-heated rear window. Laminated windscreen.





Mini Clubman Estate

All the smartness and comfort of the Clubman with a lot of extra carrying space when you need it. Performance and handling are practically identical. But fold forward that rear seat and you'll get a voluminous 36 cubic feet—a load of difference! And see how accessible it is through those wide-opening double rear doors. Only the Clubman Estate gives you this wonderful combination of small car compactness and running costs with big car carrying capacity. The more you go into it, the better sense it makes.

Engine: Four-cylinder, transverse, o.h.v. Bore 2.54 in. (64.58 mm.), stroke 3.00 in. (76.2 mm.); capacity 998 c.c. 38 b.h.p. at 5,250 r.p.m. Compression ratio 8.3 : 1.

Clutch: Diaphragm-spring, 7.125 in. (0.18 m.) diameter.

Gearbox: Four-speed, all synchromesh. Ratios: first 3.525 : 1; second 2.218 : 1; third 1.433 : 1; fourth 1.00 : 1; reverse 3.544 : 1.

Final Drive: Front-wheel drive, open shafts with universals. Ratio 3.44 : 1.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 145—10 radial-ply tyres.

Brakes: Hydraulic with 7 in. (0.18 m.) diameter drums all round. Two leading shoes at front, leading and trailing at rear.

Suspension: Cone-rubber springs and hydraulic dampers.

Electrical: 12-volt, 36-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch and self-cancelling direction indicators.

Instruments: Speedometer. Fuel and water temperature gauges. Warning lamps to show flashers working, low oil pressure, headlamp high-beam, and no charge.

Coachwork: Dual-purpose passenger/goods carrier. Four-seater with folding rear seat to provide extra load carrying capacity.

Dimensions:
Overall length 11 ft. 1.92 in. (3.40 m.)
Overall width 4 ft. 7.5 in. (1.41 m.)
Overall height 4 ft. 5.5 in. (1.36 m.)

Optional Extras: Road wheel trims. Automatic transmission. Rake-adjusting front seats.

ADDENDUM: The rear half of the sliding side window is now fixed.



1300 Countryman

You want a compact car with good economy. You want comfortable space for four, even five at times. You enjoy your driving and you want good, responsive handling. Yet there are occasions when you need extra space, lots of it. Do you really have to venture into the realm of big car costs? Not if you go for the Countryman. Tip forward the rear seat, and your four-seater is transformed into a two-seater with 37.7 cu. ft. of load space. It's been specially designed for people like you.

Engine: Four-cylinder, transverse, o.h.v. Bore 2.78 in. (70.61 mm.), stroke 3.2 in. (81.28 mm.); capacity 1275 c.c. 60 b.h.p. at 5,250 r.p.m. Compression ratio 8.8 : 1.

Clutch: Diaphragm-spring, 7.125 in. (0.18 m.) diameter.

Gearbox: Four-speed, all synchromesh. Ratios: first 3.53 : 1; second 2.22 : 1; third 1.43 : 1; fourth 1.00 : 1; reverse 3.54 : 1.

Final Drive: Front-wheel drive, open shafts with universals. Ratio 3.65 : 1.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 145—12 radial-ply tyres.

Brakes: Hydraulic: 8.4 in. (0.21 m.) diameter discs at front, 8 in. (0.20 m.) drums with leading and trailing shoes at rear.

Suspension: *Hydrostatic displacers interconnected front to rear.

Electrical: 12-volt, 40-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch, and self-cancelling direction indicators.

Instruments: Speedometer. Fuel and water temperature gauges. Warning lamps to show low oil pressure, headlamp high-beam, flashers working, and no charge.

Coachwork: Dual purpose passenger/goods carrier, four/five-seater with folding rear seat to provide extra load carrying capacity:
Four occupants—14 cu. ft. (0.40 m.³) capacity

Two occupants—37.7 cu. ft. (1.07 m.³) capacity

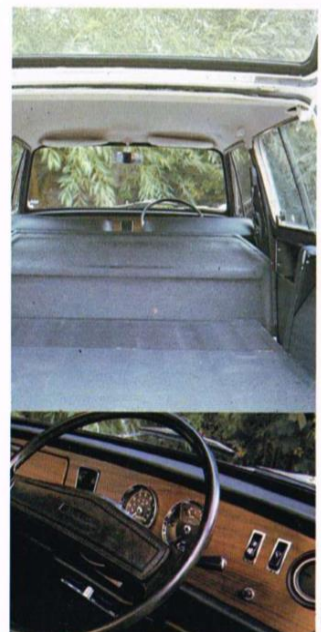
Dimensions:
Overall length: 12 ft. 1.813 in. (3.69 m.)
Overall width: 5 ft. 0.375 in. (1.53 m.)
Overall height: 4 ft. 5.875 in. (1.37 m.)

Optional Extras: Automatic transmission. Reclining front seats.

* "Hydrostatic" is a registered Trade Mark

ADDENDA: A single rear view mirror mounted on the driver's door replaces the wing mounted mirrors previously fitted.

An electrically heated rear window is now available as an extra cost option.





1100 2-door Saloon

The innovator. The family saloon that sent competition hurrying back to the drawing board. Now we have some imitators, but the 1100 shrugs them off with a smile. It scores with its handsome, low slung line. Its interconnected *Hydrolastic suspension flattens the bumps but holds you firm on corners. As for the transverse engine layout that drives the front wheels, it gives you space, compactness and brilliant handling. Small wonder the 1100 so firmly retains the leadership of its class.

Engine: Four-cylinder, transverse, o.h.v. Bore 2.54 in. (64.58 mm.), stroke 3.29 in. (83.73 mm.); capacity 1098 c.c. 48 b.h.p. at 5,100 r.p.m. Compression ratio 8.5 : 1.

Clutch: Diaphragm-spring 7-125 in. (0-18 m.) diameter.

Gearbox: Four-speed, all synchromesh. Ratios: first 3.53 : 1; second 2.22 : 1; third 1.43 : 1; fourth 1.00 : 1; reverse 3.54 : 1.

Final Drive: Front-wheel drive, open shafts with universals. Ratio 4.13 : 1.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 5.50—12 cross-ply tyres.

Brakes: Hydraulic: 8.4 in. (0.21 m.) diameter discs at front, 8 in. (0.20 m.) drums with leading and trailing shoes at rear.

Suspension: *Hydrolastic displacers interconnected front to rear.

Electrical: 12-volt, 40-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch, and self-cancelling direction indicators.

Instruments: Speedometer. Fuel gauge. Warning lamps to show low oil pressure, headlamp high-beam, flashers working, and no charge.

Coachwork: Four/five-seater, two-door De-Luxe Saloon.

Dimensions:
Overall length: 12 ft. 1.813 in. (3.69 m.)
Overall width: 5 ft. 0.375 in. (1.53 m.)
Overall height: 4 ft. 5.875 in. (1.37 m.)

Optional Extras: Electrically-heated rear window. Reclining front seats. Radial-ply tyres.

* 'Hydrolastic' is a registered Trade Mark



1100 4-door Saloon

When you've got such an original package as the 1100, it makes a lot of sense to have more than one version of it. In Super De-luxe form the 1100 comes with four doors, deep pile carpet, simulated woodgrain fascia and glove box, even little details like a water temperature gauge. And if you really want to pamper yourself, there's optional automatic transmission.

It all adds up to something rather special at a very ordinary price. Where's the competition for that?

Engine: Four-cylinder, transverse, o.h.v. Bore 2.54 in. (64.58 mm.), stroke 3.29 in. (83.73 mm.); capacity 1098 c.c. 48 b.h.p. at 5,100 r.p.m. Compression ratio 8.5 : 1.

Clutch: Diaphragm-spring 7-125 in. (0-18 m.) diameter.

Gearbox: Four-speed, all synchromesh. Ratios: first 3.53 : 1; second 2.22 : 1; third 1.43 : 1; fourth 1.00 : 1; reverse 3.54 : 1.

Final Drive: Front-wheel drive, open shafts with universals. Ratio 4.13 : 1.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 5.50—12 cross-ply tyres.

Brakes: Hydraulic: 8.4 in. (0.21 m.) diameter discs at front, 8 in. (0.20 m.) drums with leading and trailing shoes at rear.

Suspension: *Hydrolastic displacers interconnected front to rear.

Electrical: 12-volt, 40-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch, and self-cancelling direction indicators.

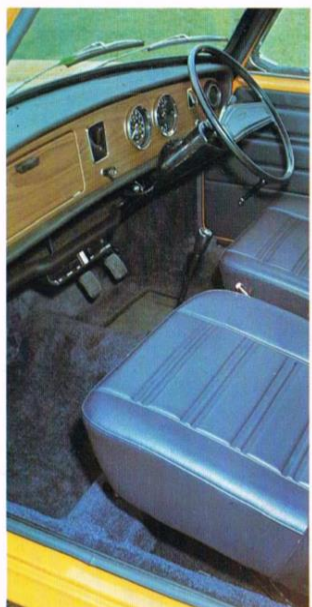
Instruments: Speedometer. Fuel gauge. Water temperature gauge. Warning lamps to show low oil pressure, headlamp high-beam, flashers working, and no charge.

Coachwork: Four/five-seater, four-door Super De-Luxe Saloon.

Dimensions:
Overall length: 12 ft. 1.813 in. (3.69 m.)
Overall width: 5 ft. 0.375 in. (1.53 m.)
Overall height: 4 ft. 5.875 in. (1.37 m.)

Optional Extras: Automatic transmission. Electrically-heated rear window. Reclining front seats. Radial-ply tyres.

* 'Hydrolastic' is a registered Trade Mark





1300 Saloon

Here's the only car that can challenge the 1100, and that's on performance! With the 12 extra b.h.p. hills become a few degrees less noticeable and motorway cruising a few decibels more restful. Otherwise, the formula remains its brilliant self—transverse engine to cut space outside, expand space inside. Front-wheel drive to pull you safely round corners. And *Hydrolastic suspension to make every road a smooth one. And of course, fully automatic transmission is available as an extra cost option.

Engine: Four-cylinder, transverse, o.h.v. Bore 2.78 in. (70.61 mm.), stroke 3.2 in. (81.28 mm.); capacity 1275 c.c. 60 b.h.p. at 5,250 r.p.m. Compression ratio 8.8 : 1.

Clutch: Diaphragm-spring, 7-125 in. (0.18 m.) diameter.

Gearbox: Four-speed, all synchromesh. Ratios: first 3.53 : 1; second 2.22 : 1; third 1.43 : 1; fourth 1.00 : 1; reverse 3.54 : 1.

Final Drive: Front-wheel drive, open shafts with universals. Ratio 3.65 : 1.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 5.50—12 cross-ply tyres.

Brakes: Hydraulic: 8.4 in. (0.21 m.) diameter discs at front, 8 in. (0.20 m.) drums with leading and trailing shoes at rear.

Suspension: *Hydrolastic displacers interconnected front to rear.

Electrical: 12-volt, 40-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch, and self-cancelling direction indicators.

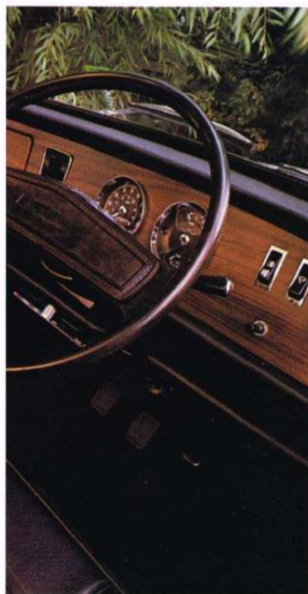
Instruments: Speedometer. Fuel and water temperature gauges. Warning lamps to show low oil pressure, headlamp high-beam, flashers working, and no charge.

Coachwork: Four/five-seater. Two- and four-door Super De-Luxe Saloons available.

Dimensions:
Overall length: 12 ft. 1.813 in. (3.69 m.)
Overall width: 5 ft. 0.375 in. (1.53 m.)
Overall height: 4 ft. 5.875 in. (1.37 m.)

Optional Extras: Automatic transmission. Electrically-heated rear window. Reclining front seats. Radial-ply tyres.

* *Hydrolastic' is a registered Trade Mark



1300 GT

Motoring experts always said the 1100/1300 family handled so well they could use more power, and the Austin engineers agreed with them completely. The result is the GT, with 70 b.h.p. on tap and many other exciting features besides. You get a more sporty style. Radials are standard. There's a racing-type steering wheel. A rev-counter. The front seats recline and there's a centre arm-rest at the rear. All set off handsomely with contrasting trim. So the 1300 GT isn't merely a faster version of a highly successful design. It gives you full GT comfort too!

Engine: Four-cylinder, transverse, o.h.v. Bore 2.78 in. (70.61 mm.); stroke 3.20 in. (81.28 mm.); capacity 1275 c.c. 70 b.h.p. at 6,000 r.p.m. Max. torque 74 lb. ft. at 3,250 r.p.m. Compression ratio 9.75 : 1. Twin S.U. HS2 carburettors.

Clutch: Diaphragm-spring, 7-125 in. (0.18 m.) diameter.

Gearbox: Four-speed, all synchromesh. Ratios: first 3.33 : 1; second 2.09 : 1; third 1.35 : 1; fourth 1.00 : 1; reverse 3.35 : 1.

Final Drive: Front-wheel drive, open shafts with universals. Ratio 3.65 : 1.

Steering: Rack and pinion.

Road Wheels: Pressed-steel disc, 145—12 radial-ply tyres.

Brakes: Hydraulic, servo-assisted. 8.4 in. (0.21 m.) diameter discs at front, 8 in. (0.20 m.) drums with leading and trailing shoes at rear.

Suspension: *Hydrolastic displacers interconnected front to rear.

Electrical: 12-volt, 40-amp. hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch, and self-cancelling direction indicators.

Instruments: Speedometer. Revolution counter. Fuel and water temperature gauges. Warning lamps to show low oil pressure, headlamp high-beam, flashers working, and no charge.

Coachwork: Four-seater, four-door Saloon.

Dimensions:
Overall length: 12 ft. 1.813 in. (3.69 m.)
Overall width: 5 ft. 0.375 in. (1.53 m.)
Overall height: 4 ft. 5.5 in. (1.36 m.)

Optional Extra: Electrically-heated rear window.

* *Hydrolastic' is a registered Trade Mark



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A red classic Mini car is shown in the center of the advertisement.

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Lifestyle Social Club presents
SHEPPARTON

CLASSIC SHOW - AND - Shine

SUNDAY 14TH NOVEMBER | 9AM TO 2:30PM

A blue circular logo with a white hand icon and the text 'COVIDSAFE'.

SHARE THE PASSION

There can be little doubt the motoring landscape is changing. In less than a decade, you will no longer be able to go out and buy a car powered by just petrol, and many manufacturers plan to make them a thing of the past before then.

Now, we're not saying it will spell the end of new cars being fun. Electric vehicles can be mind-blowingly fast, but the raw analogue experiences that many of us find so exhilarating when we get behind the wheel are likely to be rather more tempered. And with hands-free driving aids now on the horizon, the way most people drive is fundamentally set to change.

So, is that an end to the pure, raw cars that we just want to go and drive for the sheer hell of it? Not if we delve into the world of classics, where there are plenty of gems from across the decades that offer the chance for a last blast of raw excitement. And why don't we believe that the internal combustion engine is going to leave the face of the earth anytime soon, there's no time like the present when it comes to enjoying them. Here, then, are our top choices for a performance blowout.

TRIUMPH TR6

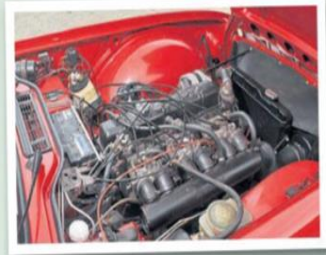
When it comes to raw sports car thrills, us Brits do it very well. One of the obvious choices for a big-engined hero is the pioneering 'big' Healey. Launched in 1953 as the 2.6-litre, four-cylinder Austin-Healey 100/4, it was an immediate success and could do more than 100mph. The later 100/6 further cemented the big Healey's reputation as a burly roadster, initially despite not being any faster, and in 1959, the iconic 3000 then took over the baton. It got progressively more powerful until it was discontinued in 1967, by which point it was delivering an impressive 150bhp from its 2912cc engine.

Although a remarkably good mile-eater, especially in later years, the big Healey has earned a reputation for its animalistic, engaging drive. Yes, you can probably go faster in a modern diesel hatch, but not with anything like as much theatre. The snag is, you'll pay handsomely for a Healey – in excess of £50,000 is common. That's not surprising, with its attractive swooping lines and competition pedigree adding to the desirability.

That's why the Triumph TR6 would get our nod. As the Healey faded into

the distance, 1969 saw the newly-launched TR6 become heir apparent. Indeed, it was remarkably similar in its make-up – a compact, rear-wheel-drive roadster with a humble but powerful six-cylinder power unit.

The TR6 doesn't quite have the pedigree the Healey has, but it's still a looker. When it was launched it looked like a new car, but in truth it was really a very clever Karmann facelift of the TR5, with a cleaner, more modern front end and a contemporary squared-off Kamm tail design at the rear. It didn't matter that the doors and windscreen were still from the TR4, nor the underpinnings, as here was one of the most effective automotive facelifts of all time. Some roadsters have a hard time looking tough and assertive, but the TR6 still manages it even now, with those deep-dish steel wheels only adding to its road presence. It looks totally different from the four-cylinder, wedge shaped TR7 that followed, and in that sense it joins the Healey in



being the last of a distinct breed.

Behind the wheel, the 150bhp, fuel-injected TR6 is marginally quicker than the quickest big Healey on paper and can be hustled along with more gusto thanks to



its independent rear suspension and its rack and pinion steering. Back at launch, Autocar magazine suggested that the TR6 "could be dubbed the last of the real sports cars... and is tremendously exhilarating to drive anywhere." We'd suggest there's still truth in that now.

Perhaps the most appealing thing is the price. Whereas the Healey is no longer affordable for many enthusiasts, the TR6 will cost you a lot less to experience. Some 91,000 were made – more than double the big Healey – and although the vast majority were exported, many have made their way back to Britain. A decent example can still be had for £20,000, and in many cases £15,000 will get you something respectable.

Membership to the BMC-Leyland Car Club Inc is just \$30.00 a year for a single or just \$40.00 a year for a couple or family.

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