

ISSUE # 97



NOVEMBER  
2022

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# The “WOBBLE KNOCKER”



*Cars at the Tank Museum.*

A0061520N

## ***Committee of Management***

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<b>REGALIA.</b>		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 November 2022 number 97.

Warm weather, sunny skies and millions of mosquitoes are the environment we have up here in paradise, Shepparton. Unfortunately, in Melbourne it's been a little wet but that's life. Still a good time to get your cars out and go for a run.

We'd also like to pass on our best wishes to Kay Smith and Cheryl Sawyer, A speedy recovery to you both.

Welcome to a new member, Lee and Louise Watkins who are the owners of a 1959 Austin Westminster.

Cup Day at Jo and Kel Hawksworth's was a great day out despite the cold weather. Those who didn't come along missed out on a really fun and terrific day. Put Cup Day in your calendars for next year. We managed also to get some great toys for the disadvantaged children that we have been a part of over the years. So many in fact that Rick and Kay who came along in their MGB could just fit them in. Well done and thank you.

Our Christmas Lunch and Show and Shine is going along with a good number of members going along, but I would like a few more. Don't forget it's on the 3<sup>rd</sup> of December which is a Saturday. The cars for the show and shine should be parked along the fence line which is along Canterbury Road. Reverse parking is desired with your club banners on the windscreen. Please Park as close to each other as you comfortably can to make room for others.

Bookings must be paid for when you book. This is to save Sue and Cheryl standing at the front taking money and trying to find change. There will be door prize tickets handed out during the afternoon before the draw.

Thanks everyone, stay safe,  
*Gary Turner*  
Editor  
BMC-Leyland Car Club.

[www.bmcleylandcarclub.org](http://www.bmcleylandcarclub.org)  
[bmcleylandcc@iinet.net.au](mailto:bmcleylandcc@iinet.net.au)



## Run report

### Melbourne Cup Day Run

Tuesday 1<sup>st</sup> November.

Caulfield – Jo and Kel Hawkesworth.

Sue and I travelled down to Melbourne on the Monday from Shepparton and stayed overnight at our daughter's place in Northcote.

Arriving at Jo and Kel's the following day, we made ourselves at home while we waited for other members arrive.



Glenda and Lloyd from Shepparton had also come down along with Francis and Norma, Pat and Ron, Rick and Kay, Alec Robinson, Peter and Terry Nodzio, Vince and Marion, plus Wendy and David. All up a total of 19 which was just a nice comfortable bunch of people.

After arriving we all sat around, and we ran a couple of sweeps for the cup at a couple of dollars a horse. Once that was sorted and bets were in, Jo and Kel decided to run a trivia competition on the Melbourne Cup. After we all split up into four groups the questions started. Some were a bit tricky and some not so much. Jo brought out her teacher skills which was needed to stop the googling and keep the group in control, ha, ha. Alec Robinsons team won the trivia and walked away with some sweets for their win. Well done guys.

Next it was time for lunch, and we all had a feed of nice freshly cooked chicken and salads that some had bought along. Followed by some yummy sweets which filled everyone up. Sensational lunch and thanks to all who bought something along. Jo and Kel bought the chickens, and we thank them for that.

***“And they are off and racing”*** and we all sat around keeping an eye on our horses we had in the cup sweep. ***“Race over”*** and it was time to see who won what. The first sweep winners were, 1<sup>st</sup> Norma, 2<sup>nd</sup> Sue, 3<sup>rd</sup> Wendy and last Francis. In the second sweep, 1<sup>st</sup> Kay, 2<sup>nd</sup> Vince, 3<sup>rd</sup> Sue and last Wendy. Not big money but a hell of a lot of fun.

After the cup and an hour or so later everyone set off on their way home just as a downpour of heavy rain and hail hit making the drive home fun for some.

Fashions on the field. Terry Nodzio for her pink fascinator and for the gents, David Rooks.

We decided that next year we would do it again at Jo and Kel's in Caulfield and I personally would like to thank Jo and Kel Hawkesworth for opening up their house for members to enjoy what was a very enjoyable day. See you next year.

*Pictures next page.*





# The 1970s

## A Decade of Change for British Cars



The 1970s were a decade of change for British cars. The British Leyland Motor Company, then a national champion, faced internal rivalries and was handicapped by the arrival of rival new models. Its new products received mixed reviews from the motoring press. It also faced problems with suppliers and quality control. Additionally, it struggled to keep up with the growing competition from overseas manufacturers. Even so, British cars

continued to sell well in the UK but were less popular in other markets. In order to stay competitive, British car manufacturers continued to build several models for the same market segment.

One of the most popular British car brands is Aston Martin. The company's cars are still handcrafted in its St. Athan and Gayden factories, and it produces around 5,000 cars every year. James Bond would never be seen in any other car than an Aston Martin. Driving an Aston Martin is a thrilling experience.

The British Leyland company also introduced a new car in the 1980s: the Triumph Acclaim/Honda Ballade. The car merged the design of the Honda engine with a BL body. Other British cars that were successful during the decade included the Hillman Minx and the Vauxhall Viva.

Aston Martin and Jaguar are other popular British cars, but they are not the only cars available in the UK. There are many small sports car makers and heritage car makers. Alternatively, there are new electric car makers in the UK. Lister, for example, has designed a car based on the Jaguar F-Pace.

Despite a long tradition of British cars, the 1970s saw some significant changes to the way British cars were produced. BMC, for example, pioneered front-wheel drive on a number of its new cars, and it soon became the norm in family cars. The hatchback body style, too, was popular and many of Britain's best-selling vehicles were hatchbacks.

Jaguars were also successful in the 1960s, with a number of models becoming world-famous. Ayrton Senna won three Formula One world championships in McLaren, and Gordon Murray was credited with the design of the no-compromise F1. The Elva roadster was one of the most popular models and was produced under the sponsorship of Chinese investors.

The British automobile industry also produces commercial vehicles. The British motor industry is currently the 16th largest in the world. Its main products include commercial vehicles, electric vehicles, and passenger cars. However, most of the major car manufacturers have subsidiaries overseas. These companies use British plants to customize their vehicles. And many of them are actually British.

One company that has created a limited number of cars is Arash. This privately owned company has a distinctive logo featuring a swooping bird. This design is meant to convey heritage and sophistication.

## Popular British Car Brands

If you are looking for a cool car to cruise the country in, consider one of the classic British cars. A few of these are the Morris Minor, Mini Cooper and MG MGB Roadster. You can also find fast cars like the Jensen Interceptor and Jaguar XJS, which feature a large V8 and a four-speed manual transmission.

Many British car brands are popular around the world, and many top brands have branched out

overseas. Some of the most popular luxury cars in the world are British, including McLaren and Land Rover. Some people even seek out British cars exclusively. However, these cars are not the only kind of cars in the world.

Jaguar has long been a popular luxury car, producing the Jaguar XJ and the Continental Flying Spur. When Tata bought Jaguar, many of its executives decided to stay on, and the company continues to produce brilliant luxury vehicles. Whether you are looking for a futuristic range-topping saloon or a sleek grand tourer, Jaguar makes great cars.

Bentley is another high-end luxury car. This car was first made in Great Britain but is now owned by Ford and is one of the most iconic luxury cars. The DB9 has been ranked as one of the world's most beautiful cars, and it is a fine example of British luxury cars. This car starts at \$183,700, making it an excellent choice for anyone looking for a high-end luxury car.

Other British car brands are Jaguar and Land Rover. The logo of Land Rover features the company's name in a sans-serif font on a green background. The design is meant to inspire exploration. Another well-known British car brand is Lotus, which was founded in 1911. Like Lotus, the Jaguar logo shows a leaping Jaguar in silver against a circular background.

The Mini Cooper is one of the most iconic British cars, and it is a great car to drive. It combines retro charm with a modern style and is popular with motorists from all levels of society. With a range of personalisation options, Mini cars are fun and economical. Moreover, they provide the power and performance modern superminis demand.

Axon is another British car brand. This British manufacturer specializes in motorcycles and automobiles. Its logo features a deep blue "A" shape, and the company's name appears at the bottom of the logo. Another modern British brand is Arrival, which was founded in 2015. Its focus is on electric cars and hopes to electrify commercial transport. The logo of Arrival has minimal embellishments, while it is intended to convey modernity.

The Range Rover is another iconic British vehicle. While it is more expensive than some of the other brands, it is a great car for a family. It is an extremely popular SUV and occupies the second place in the list of the best automobiles in the world in 2014. Aston Martin, a British sports car, is another popular model.



*A couple of articles I found while browsing the internet. Not sure how relevant they are but enjoy the read anyway – Gary.*

## RUN REPORT

### Sandown Historic Race Meeting.

SATURDAY NOVEMBER 5<sup>th</sup> & 6<sup>th</sup>.

Due to the recent wet weather, I went down on Friday to the track to locate our display area as there was no parking on grassed areas.

We were allocated a spot on the ramp up by the grandstand.

Saturday morning, I, Paul Buck - Mini, Rees Williams - Mg, Brad Castle - Mini, Skender Taipi - Mini, and Andrew Ratcliffe - Mg, met at the Sandown Hotel at 8am and then drove down to the track.

Tickets were sorted at the gate then through the traffic to our allocated spot. We were surrounded by MG's which was interesting.

Time to have a look around. Trade Stands and the Pits. There was a large variety of competing cars, and a considerable number of racing cars. There were some "rocket ships" amongst them.

A walk around the vast number of display cars. At the end of the day, we had another two laps of driving the track which was a real highlight.

Sunday, Andrew Ratcliffe - MG, Paul - Mini, Lou and Derek Jones (Minis) met at the Hotel carpark. Back to our allocated spot at the track. Same as Saturday, but only one-track parade. This time over one hundred cars took part. It would have looked good from the grandstand.

With plenty of sunscreen all enjoyed watching the racing and the weekend.





# UPCOMING EVENTS

Mark Your Calendars



**SATURDAY DECEMBER 3rd.** (Note change of date)

**BMC-Leyland Car Club Inc Christmas Lunch and Show and Shine. KILSYTH CLUB**

Awards and annual presentations to be handed out.

Information, menu and details further in this newsletter.

**All our club runs, and outings are open to all members. If you feel some runs are a bit too far for your classic to come, please feel free to attend in your modern. Everyone is welcome to attend in a classic car or not. If you have and friends, they are also welcomed to come along.**

## 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 – 042184**

### 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. **0407537067**

**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.



**The BMC-Leyland Car Club Christmas Lunch and Show and Shine is proceeding as usual on Saturday the 3rd of December.**

**Venue:** Kilsyth Club, 1 – 15 Canterbury Road, Bayswater.

**Time:** 11:30am to 3pm.

**Details:** Three course sit down meal.

**Cost:** **\$20.00** members.  
**\$35.00** (Non-members)

Bookings and full payment required before the end of November.

No refund for non-attendance.

Bank Details are:

Bendigo Bank

BMC-Leyland Car Club Inc

BSB 633000 Account # 152525515

Leave your surname as reference.

**MENU NEXT PAGE.**

**Any dietary needs please inform Sue.**

Please let Sue know **0421841939** that you have booked so she can get numbers.



## Christmas Lunch Menu

**COST:** Members \$20.00

Non-members \$35.00

RSVP and  
Full payment required by 30th November.

### 3 Course Meal

Soup - Pumpkin

Main - Traditional Roast Turkey

Dessert - Plum Pudding

RSVP 30th November  
along with full payment

Sue 0421841939

For any dietary needs you must let Sue know ASAP.





## Proposed Outings and Runs for 2023.

All dates and destinations to be confirmed.

# 2023

**SUN - JAN 1st – Hastings to Flinders Annual “Fish-n-Chip” Run!** Meet

at Hastings Harbour for coffee, then beautiful run to Flinders. Co-ordinator’s: – Rick & Kay Smith.

**SAT - FEB 4TH – Neerim South Pub Back Roads Run** . Start at Cardinia, then quiet country roads all the way to Neerim South. Co-ordinator” – Bryce Eishold

**SUN - FEB 26th . – RACV British & European Motoring Show** – Caribbean Gardens. Display as BMCL Club with hundreds of other beautiful cars.

**SAT - SUN - MARCH 25<sup>th</sup>, 26<sup>th</sup> – Bendigo Tour** of the old Gold Mines and surrounds. TBA

**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 10th – Spring in The Dandenong’s Run** - Start in Berwick driving the beautiful Dandenong Ranges, with lunch at the Beaconsfield Hotel. . Co-ordinator’s: Alan & Yvonne

**SUN – SEPT 24<sup>th</sup> – 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

**OCTOBER – DATE TO BE ADVISED.** A RUN TO Parliament House and picnic with Chris Pace.

**SUN - NOV 19th – Western Wander Circuit Run** – visiting Brisbane Ranges, country towns heading towards Ballarat – Country Café or Pub lunch. Co-ordinator’s: Rob & Anne Quinn

**SUN - DEC 10th – Club Christmas Run and Lunch** – Meet at East Ringwood for “run for fun” to the Annual Christmas Lunch at the Kilsyth Club. Co-ordinator’s: Gary & Sue.

## NORTHERN Run ideas for 2023.

*These outings are to be confirmed.  
Just an idea for members of what we have planned.*

**Glenrowan** tour and picnic, BBQ or café lunch.

**Chiltern** historic township. Drive and lunch.

**Yarrowonga** Lunch Cruise on the MV Mary Anne. Lunch, BBQ, approx. \$32

**Albury.** Cruise to Albury for a day of browsing and shopping.

**Mulwala** Cheese Factory for a drive and lunch.

**Bonnie Doon** visit, look around and lunch.

**Dookie** lunch/picnic in the park with a brief tour of the region.

**Euroa.** Leisurely drive and tour of surrounding area.

## MEMBERS CAR.



*Francis Borg's 1947 Sunbeam Talbot*

# Australian Mini Cooper

## A MINI HISTORY



The Mini is as youthful as the day that Sir Alec Issigonis first sketched its simple lines on a restaurant tablecloth. In four decades, it has become an icon and is destined to live on as one of the great legends of the world motor industry. The modern motor car was born on 26 August 1959. On that day, BMC (British Motor Corporation) launched the Mini. BMC had been formed in 1952 by the merger of the Austin and Morris companies, so the Mini was

originally launched in two versions – the Austin Seven (sometimes written “Se7en”) and the Morris Mini-Minor. According to the original publicity, the Austin was “The Incredible Austin Seven” while the Morris was “Wizardry on Wheels.” Alec Issigonis (1906 – 1988, knighted in 1969) had been born in Smyrna in present day Turkey, the son of a Bavarian mother and a Greek father who became a nationalized Briton. After the war between Greece and Turkey where Greece lost her possessions in Asia Minor, young Alec and his by then widowed mother arrived in London in 1922. Here he pursued studies of engineering and eventually began his career in the motor industry. In 1936, he joined Morris Motors at Cowley.



Under the impact of the Suez crisis in 1959 which for a brief period brought gasoline rationing back to Britain, Leonard Lord decided that BMC really needed a new small car. He asked Issigonis to design this and gave him a free hand only stipulating that it must use the existing A-series engine.

And so Issigonis, with a small team of assistants, began the design of the Mini. His vision was of the smallest possible car that would accommodate four adults and some luggage. Having established the basic

dimensions for this package, he then looked at how the engine could be fitted into the car, which he saw as a box, little more than ten feet by 4 feet by 4 feet. Before leaving Morris in 1952, he had already built a special Morris Minor with front-wheel drive and a transverse engine, and this idea was now applied to the new car. The masterstroke that made this engine installation possible was the idea of putting the gearbox in the sump of the engine. Other important space saving measures were the tiny 10-inch wheels, and the compact all independent suspension with rubber elements.

In the summer of 1958, Issigonis took Lord for a quick drive round the factory in one of the early prototypes. Lord was quickly convinced and told Issigonis to have the car in production within a year. And so, it happened – the production lines at both Longbridge and Cowley, for



Austin and Morris respectively, began to roll in the spring of 1959, in readiness for the August launch date.

The new car was offered for just under £500 (approximately US\$786.75) in its least expensive, standard form in the home market. It took a while for the Mini to find its place in the market, and production in 1959 was only around 20,000 cars, although by 1962 BMC turned out over 200,000 cars per year and went on doing so for the next 15 years.

Originally seen just as another small family car, the versatility and charm of the Mini made it a favorite with the jet setters of the swinging sixties. The car quickly became something else altogether – a fashion/lifestyle statement, an icon.



Many different variations were to follow the original saloon. The period 1960 to 1964 was especially fruitful, first with estate car and van versions, then a pick-up, and in 1961 the badge-engineered luxury versions of the Mini under the Wolseley Hornet and Riley Elf badges, featuring miniature versions of the classic radiator grilles of these brands, and also expanded trunks with increased luggage space. More importantly, 1961 saw the launch of the first Mini Cooper, a high-performance version developed jointly with the racing car

constructor John Cooper. The standard Mini's 848cc engine with 34bhp was replaced by a 997cc engine developing 55bhp, and the Cooper for the first time had front disc brakes. In 1963 the Cooper was followed by the even more potent Mini Cooper S with a 1071cc engine and a top speed of close to 100mph. While the standard Mini and the Mini Cooper had already been used in rallying by BMC's competitions department, the Mini Cooper S became an outstanding rally car. The car won the prestigious Monte Carlo Rally three times for BMC, in 1964, 1965 and 1967, apart from many other important victories, in the hands of famous drivers such as Paddy Hopkirk, Rauno Aaltonen, and Timo Makinen. From 1964, the Mini Cooper S was fitted mostly with a new 1275cc version of the A-series engine while there was also a short lived 970cc version. The non-S Mini Cooper received a 998cc engine which had already been introduced in the Wolseley and Riley models. At the other end of the Mini range, the utilitarian Mini Moke was introduced, a simple lightweight vehicle originally intended for military applications. Also in 1964, many Minis received the interconnected Hydrolastic gas/fluid suspension system.

By 1967, a small face lift was deemed to be in order, and the Mark II Mini range, introduced at the Motor Show, had new radiator grilles, bigger rear windows, and other cosmetic changes. The standard models now became available with the 998cc engine as an alternative to the 848cc size. The new range for the first time lost the traditional Austin and Morris names – Mini now became established as a brand in its own right. Compared to the original models, improvements across the board included wind down windows in place of the original sliding door windows, and new concealed door hinges. The entire bodyshell was an additional model range featuring an alternative front-end design, the Clubman saloon and estate car models, as well as a new 1275 GT model. Riley and Wolseley versions were however

discontinued, and of the Mini Cooper models only the 1275cc S lived on briefly in a Mark III version before being discontinued in 1971. Van and pick-up models were continued, but the Mini Moke had been dropped from the UK line-up in 1968, although production continued in Australia, and later in Portugal.

The first millionth Mini was made in 1965, with the second millionth in 1969. The highest annual production figure of more than 318,000 Minis made worldwide was reached in 1971 and in 1972, the third millionth car was made, followed in 1976 by four million. After several abortive attempts at replacing the Mini, the BL company now had a new small car under development, to be launched as the Austin Mini Metro in 1980. The Clubman models, including the estate car and the 1275 GT, and the van and pick-up versions all disappeared. The 850 saloons also disappeared, leaving only the 1000 saloon to carry on.

A special anniversary model was also produced, becoming the first of many Mini-based limited editions. In 1986 the five millionth Mini came off the Longbridge production line.

In 1986, the BL company became the Rover Group, under Graham Day's management, and Day personally authorized a new campaign to revitalize the Mini, with famous slogans such as "You never forget your first Mini" and "Minis have feelings too." These efforts bore fruit particularly in export markets, notably in Japan where Mini sales rose from 1,000 cars in 1985 to a remarkable 12,000 in 1990, helping the Mini to achieve its best recent production figure of 46,000 cars.

By now the Mini had celebrated its 30th anniversary. In 1990 Rover, again with the enthusiastic help of John Cooper, brought back the Mini Cooper, first as a limited edition, soon after as a standard production model. The new Mini Cooper quickly became the best-selling Mini version. The 1275cc engine from the new Mini Cooper was eventually also fitted, in a less powerful form, to the standard Mini saloon, while in 1992 the first Rover produced Mini convertible appeared – after numerous aftermarket conversions over a period of 30 years. At £12,000 (approximately US\$18,882) this was the most expensive Mini ever but still found a niche in the market.

In 1994, BMW acquired the Rover Group, thus adding the Land Rover, Rover, MG and Mini brands to the BMW Group portfolio. There was also a new much-modified 1997 Mini range of two models, Mini and Mini Cooper, both sharing the same engine, a 1275cc A series with multi-point fuel injection and 63bhp. Both models cost £8995 (approximately US\$14,153.60) on the road in the UK, but potential customers could easily spend a lot more on a Mini, choosing special equipment, accessories and paint and trim schemes from a wider options list. With these new models, Rover gave a clear signal that the Mini now and for the future would be positioned as a specialized more up-market type of small car, not as a mass-produced entry-level model. The image of the Mini brand was reinforced and sharpened with a new badge, and a special set of brand values defined as "energy, escapism, excitement, individuality and innovation."

*Information and most content from Google.*

## **Run Report** (*Puckapunyal*)

Mid-week Lunch run.

Thursday the 17<sup>th</sup> of November.

**Australian Army Tank Museum and Lunch.**

On the run were Jo and Kel – Morris Minor, Glenda, and Lloyd – MG Mquette, Mo and Neil – Rover V8, Mark – Austin Healey, Gary and Sue – Jaguar, Rob and Anne – Modern and visiting us from the Museum of Vehicle Evolution in Shepparton, Nicholas Scarff – Jaguar.

Leaving Shepparton at around 9am we drove to Nagambie where Mark met us in his Austin Healey, then we drove off to the Tank Museum at Puckapunyal where upon arriving we had to produce our identification and were presented with our visitor passes. When we entered the museum, we were greeted by Rob and Anne who had arranged to meet us there.

After a brief talk by the staff, we entered and looked around all the displays and were amazed by the standard of all the many tanks on display. There were armored vehicles and huge tanks everywhere from the first World War to Desert Storm which was eye opening to see where the tank crews sat and operated these massive war machines.

Interesting to note that in two weeks after our visit the Tank Museum is to close for two years, and a brand-new museum is to be built nearer to the main gates. Good job we went when we did as it was going to be organised for next year.

The photos I took really don't give you a sense of the size of these tanks and it was well worth the trip there to see. When it reopens in a couple of years, we will make a day of it as it should not be missed and is a real experience.

After leaving the museum we then drove into Seymour to the Seymour Club for lunch where we were met there by Nic who was very interesting to chat to. Nic, who works at M.O.V.E. where I volunteer is a young guy, 26, and there isn't anything he doesn't know about cars and especially his pet subject, Jaguars.

Overall, it was a fantastic day, good company, good food and a very informative day. Not just at the museum but listening by young Nicholas.

Thanks to those who came along, and I know you all enjoyed the experience, thank you.

Gary Turner, president.





Mark having a go at machine gunning the members!

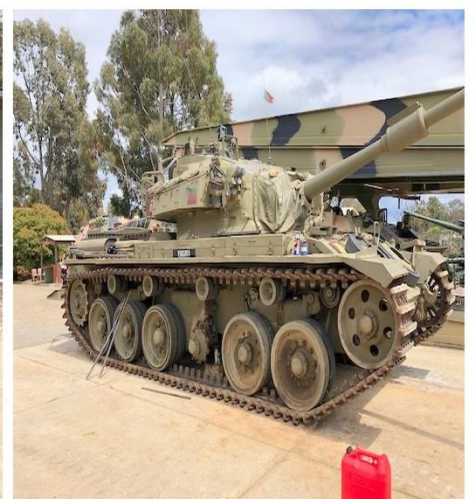


Australian Light Horse.



A Tank cut in half. Left and Right sides.







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