

ISSUE # 98



DECEMBER
2022

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Victoria in 2014. A00615200N

The “WOBBLE KNOCKER”



MERRY CHRISTMAS TO YOU ALL.

A0061520N

Committee of Management

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

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

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

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

These members are club scrutineers and Safety Officers.

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

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

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

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

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



Hi members.

Welcome to another edition of the club magazine, The Wobble Knocker for December 2022 number 98.

Merry Christmas and a happy 2023 everyone.

Another year has gone, and we have finished it off on a really positive note. Only better and more things are on the agenda for next year. As the club enters into another year which will be our ninth year, the club is in a really great place all due to a lot of hard work behind the scenes. Sue works her butt off vetting prospective new members and not everyone who applies is granted membership. This is one way we can keep the club running at it's very best and keep outside influences out and keep the club's ethos which is no formality, cheap membership, minimal cost to members and no bullshit.

The Christmas Lunch and Show and Shine was another successful celebration with our most valuable members named, Richard and Carol Simpson. As well as our car show and shine winners with Robert Bothwell's Leyland P76 winning the car of the show. Graeme Williamson would be happy for that pick. Many raffles were won by 15 lucky members as well as a delicious three course Christmas lunch which was heavily subsidised by the club. Future reference we've booked next year Sunday 10th December 2023, same place.

We have a number of good outings prepared for next year and I really hope that many of you can come along on as many as you can. You, the members, make the runs and outings what they are and the more that attend make them all the more enjoyable.

On the 15th of January I'm holding a run to the Dookie Hotel for a lunch. All members are invited especially our members from up north who couldn't make the Christmas Lunch at the Kilsyth Club in December. If you would like to attend, please ring Sue 0421841939 to confirm so we can book a table. Come in your modern if it's a warm day and travel in air-conditioning.

That's about all for now so behalf of Sue and myself, we wish you all a Merry Christmas and a safe and happy New Year.

Gary Turner
Editor
BMC-Leyland Car Club.

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Mark Your Calendars

UPCOMING EVENTS



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

Meet at Flinders Fish and Chips. See details further in this newsletter.

SUN – JAN 15th - Dookie Lunch

Dookie Hotel for the Northern members and anyone for that matter.

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

Details further in this newsletter.

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

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

REGALIA

Car Club Banner	\$5.00
Embroidered Cloth Badge	\$10.00
Club Cap	\$15.00
Grille Badge	\$35.00
CLOTHING	
T-Shirt	\$25.00
Polo Shirts	\$30.00
Rugby Jumper	\$35.00
Club Dress Shirt S/S	\$35.00
Leather Bomber Jacket	\$220.00



Contact Sue or Gary for orders on 0421841939

Authorized 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. **0411445595**

Vincent Stok

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

Gary Turner

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

(Also new vehicles)

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

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

NEXT Northern Run for everyone.

January 15th SUNDAY.

DOOKIE HOTEL LUNCH.

Meet in the service lane by Spotlight and Ken Muston Car Yard at 11am for a 11:30 departure. We will depart for Dookie and slowly travel to our destination along a route to be decided. Upon arriving we'll park the cars in the carpark opposite and cross the road to the Hotel. There will be a booking under the club's name or under Sue Wilson.

This run has been put on for those members who didn't or couldn't attend our Christmas Lunch and Show and Shine at the Kilsyth Club.

After lunch we can browse around the Dookie Emporium or drive your way home.

RSVP to Sue 0421841939 by Friday the 13th of January so she can book a table.

Visitors and guests are welcome and if it's a warm day please just come along in your modern and have some air-conditioning or just wind down the window.



RUN REPORT.

BMC-Leyland Car Club Inc

Christmas Lunch and Show and Shine.

Saturday 3rd December

Kilsyth Club, Canterbury Road, Bayswater.

Gary welcomed all the members and visitors and thanked everyone for coming along on the day and also everyone for their continued support and participation on club events. He then thanked all the Club Permit Signatories, Terry, Vince, Francis, Russell and Sue for their continued support and effort to sign off on new cars and renewals. Then went on to say that these members do this at no charge as there are clubs out there who do charge between \$20 and \$50 to do what our CPS members do for free. That won't change.

New members were then welcomed including Peter Flagg who has been a member for quite some time but today is the first time he's been able to attend an outing, Andrew and Sophanna, Scott, Craig and his daughter Samantha.

Apologies:

There were a number of apologies but instead of reading them all out Gary highlighted a few including Richard and Carole Simpson. Richard did himself an injury whilst camping and his hand got infected. So bad when Sue spoke to him a couple of days ago, he was in hospital on a drip..... get well soon Rich. Chris Pace and family including his cute girls had come down with a bad cold. Alec and Sue Robinson who were getting their driveway ripped up to be replaced. Peter Bernardi who was busy with the Peninsula Aero Club Toy Run and Rick and Kay Smith. Kay recently underwent back surgery and is still recovering which will take quite a while. We all wished Kay all the best and a speedy recovery.

Sue announced that the current membership stands at **144** and vehicles on the Club Permit Scheme was **128**.

General announcements.

Due to Kay and Rick being unavailable for our New Year's Day Fish and Chip Picnic Run to Flinders, it was asked if there was someone who could take that responsibility on, and Terry and Cheryl Sawyer would be happy to. There are further details in this magazine all about it. Bryce announced that the run he is organising for February 2023 will be going to the Thompson Dam in Gippsland with wood fired pizzas for lunch. He needs to know numbers for catering and there are details to be in the magazine. He said the dam was full and water is cascading over it, the first time for many years, a sight to behold.

M.O.V.E. which is the Museum of Vehicle Evolution in Shepparton asked Gary to find out if anyone had a Australian BMC made vehicle they could loan to the museum for a couple of months. Particularly a Wolesley, Austin Freeway or the like. Bryce suggested Graeme's Wolesley could be available and also Shane Coutts offered some cars from his collection.

Shane and Bryce to talk further with Gary on the subject. Gary went on to say what he did at M.O.V.E. and how much he enjoys it.

There were a number of old car calendars and magazines that were on the floor in the front that members could help themselves to.

Entre of soup was served and during the time between it and the main course was served Gary and the manager of the venue went outside to pick the show and shine winners. Instructions were to pick two cars that he would most like to drive home in and one car he thought was the best vehicle that represents the club best. This manager knew a bit about British Cars so picking the winners was easy for him to do.

Main course was served, and it came out like clockwork as usual.

Presentation Time:

First up were the Show and Shine winners to be announced that the manager picked.

First one picked was Derek Jones' Mini Cooper S in a stunning blue.

Second to be chosen was Craig and Samantha white Morris Minor which you could not fault.

Then it was time to announce the Graeme Williamson Award for the Car of the Show which this year was presented to Robert Bothwell for his Leyland P76, the epitome of a BMC-Leyland Car.

Next it was time to announce the **"Most Valuable Club Members of 2022"**. This award goes to the person who not only participates on runs, but organises events and writes run reports for the magazine. It was mentioned also that Richard had done a complete run calendar for 2023 which entails quite a lot of time and effort. Unfortunately, Richard and Carol were unable to attend so the trophies will be given to them at a time to be organised. Congratulations to you both and well done.

Along the same theme there was one couple who also deserved to be mentioned for coming along on the most club runs, and they were Jo and Kel Hawkesworth who had participated in 16 outings with the club and each time have come along on their ever-faithful Morris Minor which goes everywhere with them.

Gary presented them with a trophy in which they were very surprised. Thanks guys and well done.

Gary then had a special presentation to a club member who after parking his V8 MGB in the carpark and went inside the club. Unbeknown to him he had inadvertently left his car keys in the ignition. Peter Captain Peacock was the culprit and thanks to a couple of police officers who were admiring the cars, they handed them to Bryce who was in the carpark at the time. Good laugh was had by all, bet he won't do that again!

Raffle time.

With help by Cheryl Gary started draw out the winners of the raffles. Gary mentioned that Sue had put them all together and the succulent pots were made by Gary with Sue organising the plants. There was also a few hampers as well as some glass bowls with succulents growing in them. Also, a container of heavy oil donated by Mark Roper.

Winners in no particular order were:

1. Vince.
2. Peter Flagg.
3. Jo.
4. Lorelly Sawyer.
5. Derek Jones.
6. Louise Chapman.
7. Laurie Kirby.
8. Kel.
9. Rees.
10. Annette.
11. Glenda.
12. Greg Hocking.
13. Cathy Harper.
14. Norma.
15. Craig.

A final thankyou to the staff at the Kilsyth Club and a big thank you to Sue for all her hard work that really does go unrewarded and goes unseen but does it in such a professional, no-nonsense way.

And a big thankyou to the committee who have helped with the club including Sue, Francis, Cheryl, Richard, Bryce, Russell, Norma May, Vincent and Terry. Much appreciate your work and keeping the club the way, it was formed, no nonsense, no formality and NO bullshit.







*From the top, left to right: Jo and Kel Hawkesworth for the most runs attended, 16.
Robert Bothwell for his P76 Car of the Show.
Middle left to right: Craig and Samantha white Morris Minor.
Derek Jones' Mini Cooper S in a stunning blue.
Bottom: Peter Captain Peacock getting presented with his keys!
Congratulations everyone.*

OUR NEXT RUN.

**Happy New Year Run.
Flinders Fish and Chips or Picnic by the Sea.
New Year's Day, 2023.**

Our first run for the year so let's make this a good one.

Let's Celebrate the New Year with a relaxing get together in Flinders. Kay and Rick have organised this outing for a number of year (with a huge success), so in her honour we will soldier on whilst she is recovering.

We will meet on Sunday 1st January 2023. 11.00am at Flinders Fish & Chips, 5/33 Cook Street, Flinders. (03 5989 0280).

We will then make our way to Flinders Golf Course overlooking Mushroom Reef, to enjoy lunch together.

You may like to bring you own picnic instead.

Bring sunscreen, hats, aeroguard, chairs, tables and anything else for your comfort.

If the weather is way too hot, we will postpone to a later date.

Please contact Terry- 0417 344 371. We don't want to leave anyone behind.



FEBRUARY RUN

Thomson Dam Run and Wood-Fired Pizza Lunch

Saturday, February 4, 2023.

Departure: BP Service Station M1 Outbound, Officer South

Time: 8.30am for a 9pm departure

Run Coordinator: Bryce Eishold

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

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

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

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



THE STORY OF THE WOLSELEY.

The sad story of the Wolseley brand is just another in the litany of British car company disasters. For Wolseley it was virtually all over by 1935, in what must rank as among the steepest upward and downward curves in automotive history. And it all started on the sheep's back.



Shearing at Jimbour Station 1895 - State Library of Queensland

The English business was founded by Frederick York Wolseley in London in 1889, to capitalise on the potential of his sheep-shearing invention that he'd patented in March 1877. English-born, but Australian-educated, Herbert Austin, who had worked on the product's development in Melbourne, Australia from 1887, was appointed its manager and received a share of its equity.

Both men had met Down Under. Wolseley, owner of a large sheep station, had set up a business in Sydney called the Wolseley Sheep Shearing Machine Company Limited. He manufactured the sheep shearing machinery largely by assembling bought-in components. Impressed by Austin, who managed one of his suppliers and made some machinery improvements, Wolseley employed him at this business.

Following wide demonstrations in eastern Australia and New Zealand in 1887–1888, a wool shed in Louth, NSW, was set up with the machinery and was the first to complete mob shearing with the Wolseley machines. Eighteen more wool sheds were equipped with Wolseley's invention in 1888.

Both men moved to the UK in 1893, to guarantee supply of quality sub-assemblies from UK suppliers. Trying to do that from remote Australia had proved impossible and the Australian-assembled machinery suffered as a result. They needed to be on the spot.

However, Wolseley resigned in 1894 because of poor health.

Austin had been searching for other products for WSSMC, because sheep-shearing machinery was a highly seasonal trade. During 1895-96 he made his own version of a car design by Léon Bollée that he had seen in Paris and persuaded the directors of WSSMC to invest in the necessary machinery.



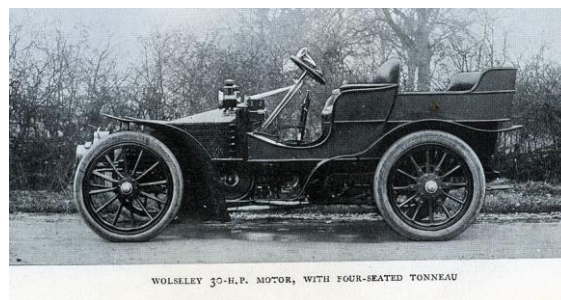
1903 Wolseley – Peter Trimming

In 1897 Austin's second Wolseley car, the *Wolseley Autocar No 1* was revealed. It was a three-wheeled, tricycle design featuring independent rear suspension, mid-engine and back-to-back seating for two adults. It was not successful and although advertised for sale, none were sold.

The third Wolseley car, a four-wheeled *Wolseley Voiturette*, followed in 1899 and another four-wheeled car was made in 1900. The 1901 Wolseley Gasoline Carriage featured a steering wheel instead of a tiller.

The first Wolseley cars sold to the public were based on the *Voiturette*, but production did not get underway until 1901, by which time the board of WSSMC had lost interest in the nascent motor industry.

The inventor of the machine gun that bears his name, Hiram Maxim, of Vickers Sons & Maxim, had consulted Herbert Austin several times about designing aero and automotive engines and the outcome was the formation of the Wolseley Tool and Motor Car Company of Adderley Park, Birmingham.



1903 Wolseley 30HP four-seater Tonneau – Richard

The new company was incorporated in March 1901, to manufacture motor cars and machine tools and the managing director was Herbert Austin, who carried on the original Wolseley name. The association with Vickers helped in general design and in the speed of production and provision of special steels.

The original plan was for two models of 5hp and 10hp, powered by horizontal engines that kept the center of gravity low, as well as having the crankshaft positioned across the car, allowing a simple belt or chain-drive to the rear axle. Cylinders were cast individually and arranged singly, in a pair or in two pairs which were horizontally opposed.

Austin's other reasons for choosing horizontal engines was that they were better lubricated than vertical engines and that because his Wolseley engines ran at only 750rpm, they would outlast competing engines that ran between 1000rpm and 2000rpm.

The Wolseley range from 1904 included 5hp, 6hp, 7½hp, 8hp, 10hp, 12hp, 16hp, 20hp and 24 hp models.

They were available with *Tonneau* or *Phaeton* bodies, or specialised coachwork and with pneumatic or solid tyres. In 1904 Queen Alexandra bought a 5.2-litre 24hp Landaulette with coil ignition, a four-speed gearbox and chain drive.



Wolseley 24/30hp Colonial - Peter Turvey

By 1906 Wolseley had built more than 1500 cars, making it the largest British motor manufacturer and Austin's reputation was made.

However, Herbert Austin absolutely refused to countenance new vertical engines for his Wolseley's, regardless of what the directors wished, so he handed in his resignation, a year before his contract ended and founded the Austin Motor Company Limited, where, oddly, he soon employed vertical engines.



1902 Siddeley 8hp two-cylinder Tonneau - Dominic Alves

Before Austin's departure, Wolseley purchased the goodwill and patent rights of the Siddeley Autocar Company, owned by John Siddeley, First Baron Kenilworth. This company had a dozen Peugeot-designed models for sale and some of them were built at Vickers' Kent factory.

Siddeley was appointed manager of Wolseley in Austin's place and added 'Siddeley' to the badge on the Wolseley cars, apparently without board approval. He also replaced Austin's horizontal engines with the now conventional upright engines.

Italian-assembled Wolseley cars were branded 'Wolsit'.



1907 Wolseley-Siddeley-Wolsit 22 Coppa Floria Racer

Siddeley and his associate, Lionel de Rothschild, as members of the Wolseley board, gave the business a new lease of life. At the November 1905 Olympia Motor Show, two small 6hp and 8hp horizontal-engine cars were exhibited, but there were also Siddeley's new 15hp, 18hp and 32hp cars with vertical engines.

This switch to vertical engines brought Wolseley a great deal of publicity and their products soon lost their old-fashioned image, but 'Siddeley' started override 'Wolseley' in publicity material and that displeased the board.



Wolseley-Siddeley badge - Buch T

Also, it was determined that manufacturing was too diversified, and the board decided to drop some of Siddeley's models. After heated discussions, Siddeley resigned in the spring of 1909 and Rothschild went, as well.

The Wolseley range in 1909 included: 12/16hp, 16/20hp, 20/24hp, 24/30hp, 30/34hp, 40hp, 40/50hp and 60hp models.



1912 Wolseley 16/20hp Landaulette – German Medeot

After 1911 the name on the cars was again just 'Wolseley'.

Rationalisation led to a revival in profits and a rapid expansion of Wolseley's business. The Adderley Park factory was greatly extended in 1912, but even then there was not sufficient space for the new Stellite model that had to be produced by another Vickers subsidiary, Electric and Ordnance Accessories Company Limited.

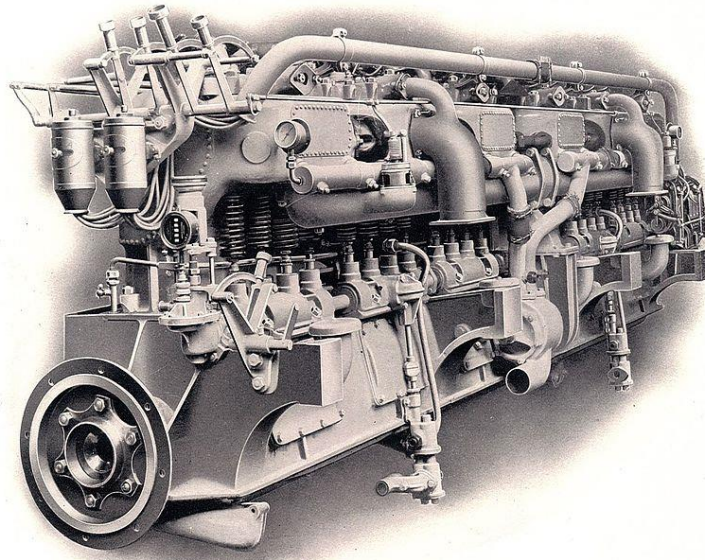


1914 Stellite by Wolseley – Howard Burrows

The Stellite model had a 1.1-litre F-head engine and a wooden chassis.

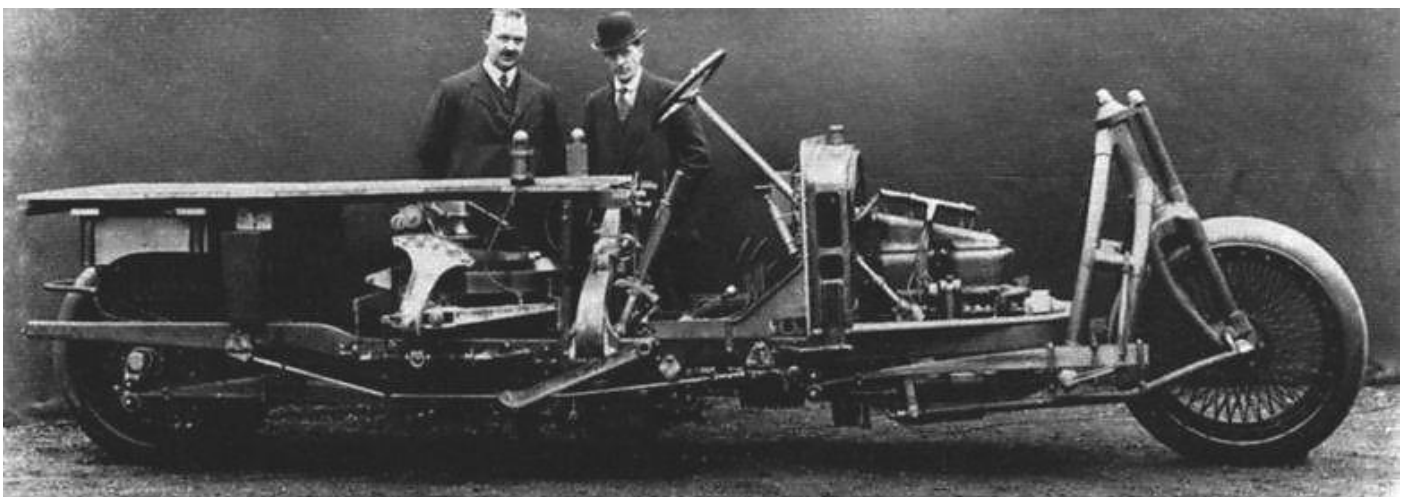
Wolseley did not specialise in only car production, but also acted as general engineers for the Vickers Group. Wolseley built double-decker buses, fire engines, War Office vehicles, electric lighting sets and motor-boat engines.

Large engines were made to power petrol-electric railcars, the Delaware and Hudson railroad and narrow-gauge railway locomotives.



Wolseley 12-cylinder 360hp petrol or oil marine engine – Rankin Kennedy

The Brennan mono-rail truck that gave rides at the Japan–British Exhibition at Shepherd’s Bush in 1910 used a 20hp Wolseley engine, to power its gyroscopic stabilisation system, plus an 80hp Wolseley engine for the petrol-electric propulsion of the 22-ton vehicle. In 1914 Wolseley produced a two-wheeled gyroscopically balanced car for the Russian lawyer and inventor Count Peter Schilowsky. This resembled a huge motorcycle surmounted by a car body, but with the ability to balance when stationary due to the gyroscopic stabilisation mechanism.



It made several demonstrations runs, but unfortunately with the onset of World War I the project was put to one side. It was discovered again in 1938, when workmen uncovered its well preserved remains and it was then transferred into the Wolseley Museum. By 1913 Wolseley was again Britain’s largest car manufacturer, selling 3000 cars that year and was renamed Wolseley Motors Limited in 1914 and set up a Canadian subsidiary. Entering Wartime as Britain’s largest car manufacturer, Wolseley initially contracted to provide cars for staff officers and ambulances, but that commitment grew rapidly.



Wolseley ambulance - 'The Madonnas of Pervyse'

By War's end Wolseley had produced 3600 cars and lorries; 4900 aero engines; 760 aeroplanes; 600 spare wings and tailplanes; 6000 propellers; firing gear for 200 warships; 1200 naval gun mountings and sights; 10 transmission mechanisms for rigid airships; 2,650,000 18-pounder shells and 300,000 Stokes Bombs.

One of the aero engine products was a licence-built Hispano-Suiza OHC model and that gave Wolseley experience with making overhead-camshaft engines.

In 1918, Wolseley began a joint venture in Tokyo, with Ishikawajima Ship Building and Engineering. The first Japanese-built Wolseley car rolled off the line in 1922. After World War II the Japan venture was reorganised, renaming itself Isuzu Motors in 1949.



Wolseley Ten 1.2-litre - Charles 01

During the war, Wolseley's manufacturing capacity had rapidly developed and expanded, allowing the Vickers directors to order the manufacture of cars in large quantities at relatively cheap prices.

Wolseley's planned car programme consisted of a 10hp, four-cylinder, two or three-seater touring car, based on the Wolseley-designed Stellite model; a 15hp, four-cylinder, four-seater touring car and a 20hp, six-cylinder chassis to be fitted with a variety of carriage work. Examples of all these models were exhibited at the Olympia Show in November 1919. The 10hp and 15hp engines were both overhead camshaft designs, but there was a later side-valve 10hp engine to provide a lower-cost alternative.



1923 Wolseley Fifteen Tourer - SV1ambo

Wolseley's coffers were full after the War, but then the wheels fell off. Government contracts finished while there was a retrospective tax levied on Wartime earnings. Then Wolseley spent twice its annual profit on a magnificent new office and showroom in Piccadilly.

A lengthy strike in 1919-20 ended on the eve of a general trade slump that saw nearly every Wolseley car order cancelled. Then in 1922, Morris brought in a massive price reduction on its cars that swept up what little business was on offer.



1929 Wolseley 16/45 - Peter Turvey

Wolseley was haemorrhaging money and, by 1926, it was all gone...and more. When Wolseley went, it went big-time, to the tune of two million pre-Depression pounds. It was described as, 'one of the most spectacular failures in the early history of the motor industry'. When Wolseley was auctioned by the receivers in February 1927 it was purchased by William Morris, later Viscount Nuffield. Other bidders included the Austin Motor Company and Herbert Austin, Wolseley's founder, was said to have been distressed that he was unable to buy it.

It is said that Morris acted to stop General Motors, who subsequently bought Vauxhall, but another attraction must have been Wolseley's two-litre, six-cylinder 16/45, because Morris' six-cylinder efforts had been unsuccessful.



1934 Wolseley 21/60 County – Steve Glover

Morris quickly changed Wolseley's 'cheaper car' policy and kept the 16-45 *Silent Six* and introduced a four-cylinder version called the 12/32. Then an eight-cylinder, 21/60 was developed.

In September 1928, a six-cylinder, 21/60 Wolseley Messenger was aimed at the export market and remained in production until 1935. The Messenger was noted for its robust construction that incorporated a deep-section frame that flared out to the full width of the body, providing the sill between running board and body.



1935 Wolseley Wasp – Steve Glover

Wolseley's post war engines were all single overhead-camshaft, with the camshaft driven by a vertical shaft from the crankshaft. The eight-cylinder 21/60 had that vertical shaft in the centre of the engine, with the crankshaft and camshaft divided at their midpoints.

The smallest 847cc engine was designed for Morris's new Minor, but it proved expensive to build and prone to oil leaks, so it was modified to a conventional side-valve layout by Morris Engines.



Wolseley Hornet – Alf van Beem

Wolseley's small six-cylinder, single OHC engine announced in September 1930 powered the Wolseley Hornet and several famous MG models. This tiny engine was made in three different sizes and its camshaft drive evolved to become an automatically-tensioned, single-roller chain.

Morris transferred his personal ownership of Wolseley to Morris Motors Limited as of 1 July 1935 and soon after, all Wolseley models became badge-engineered Morris designs.



1938 Wolseley Twenty Five Super Six - Steve Glover

After World War II, Morris and Wolseley production was consolidated at Cowley, from where the first post-War Wolseley 4/50 and 6/80 models used overhead-camshaft Wolseley engines but were otherwise based on the Morris Oxford MO and Morris Six MS, with the traditional Wolseley radiator grille.

The Wolseley 6/80 was the flagship of the company and was well balanced, with excellent roadholding for its time. The British police used these as squad cars into the late-1960s.



Wolseley 6/90 UK Police Cars

Following the merger of Austin and Morris into the British Motor Corporation (BMC), Wolseley, MG and Riley sedans shared common BMC engines, bodies and chassis, so the 4/44 (later 15/50) and 6/90 were closely related to the MG Magnette ZA/ZB and the Riley Pathfinder/Two-point-Six.

In 1957, the Wolseley 1500 was based on the planned successor to the Morris Minor, sharing a body shell with the Riley One-Point-Five. The next year, the Wolseley 15/60 debuted the new mid-sized BMC saloon design penned by Pinin Farina. It was followed by similar vehicles from five marques within the year.



Wolseley Hornet - Charles 01

The Wolseley Hornet was based on the Austin and Morris Mini with a booted body style which was shared with Riley as the Elf. The 1500 was replaced with the Wolseley 1100 in 1965, which became the Wolseley 1300 two years later. Finally, a version of the Austin 1800 was launched in 1967 as the Wolseley 18/85.



1972 Wolseley Six - Charles 01

After the merger of BMC and Leyland to form British Leyland in 1969, the Wolseley badge was stuck on the front of the Wolseley Six of 1972 – a six-cylinder version of the Austin 1800. That ignominy ended three years later, and the final insult was the hideous, wedge-shaped, 18/22 series saloon that was sold for only seven months.



1975 Wolseley 18/22 saloon - DeFacto

Thus died the Wolseley marque after 74 years. On a brighter note, the Wolseley Sheep Shearing Machinery Company continued trading as Ferguson plc, a plumbing supply company.

WANTED



The MUSEUM of Vehicle Evolution requires some Australian Made British Cars for a display at the museum in Shepparton. If you have or know of a car that would be available to lend the car to them for a couple of months, please let me know.

They are particularly interested in a Wolesley, Austin Freeway, Morris Minor, Morris 1100 or any of the '00' or any other Zetland made cars.

The cars will be well cared for under your instructions to the curator. They will be started weekly, cleaned and maintained in a caring manner. Each vehicle is roped off and the public can not touch or get too close to the exhibits.

Each car has a brief description and anything unusual, or anything the car has been used for specifically will be prioritised such as been in a movie, advertising or the like.

Contact myself, Gary Turner, on 0426951939.

They are also looking for a *Morris Minor* to purchase to be used as advertising the museum and will be driven around the area on a regular basis. The museum is a non-for-profit organisation and as such would appreciate it if it could be part donated, part bought. Acknowledgement of the seller will be confidential or can be noted in the museum.

Your help and generosity will be much appreciated.

Grille Badge Display.

Gary Turner.

How many of you have over the years collected, won, or been given the odd grille badge? I have and I've always wanted to display them instead of putting them in a cabinet or a drawer somewhere until you forget you've got them.

Recently I was gifted an MGB Grille in which to display my badges on it. Went to a great deal of effort to properly restore the grille and then added all my grille badges onto it. It looked great, and I was so pleased with it and hung it up in my garage. Great I thought.

Then, out of the blue the person who gave me the MGB Grille as a gift decided he wanted it back. No problem I thought, I'll simply remove the badges as best as I could without damaging the grille in the process and I'll give it back.

Then with the thanks of another person, a member who wants to remain anonymous, he sought out another grille for me but this time it was perfect, an XJ6 Jaguar Grille which was in near perfect condition.

So away I went again and attached the badges to it but before I did, I was told under no circumstances would they want it back. On went the badges and the result is I think perfect, better than the previous one for sure.

So, if you want a great place to display your grille badges this is the perfect way. Grills can be obtained at most Wreckers.





CLUB PERMIT SCHEME

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

RENEWALS

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

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

This is a free service we provide unlike a lot of clubs who will charge for this service.

TRANSFERS

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

Contact Sue with the details that are provided by VicRoads which you will find on the inside of your logbook. The car must still be current, and not be expired or a RWC will have to be provided.

Sue will then send you a letter with the details of your car/s and that you are a current financial member of the BMC-Leyland Car Club Inc which you then send to VicRoads along with your logbook. They will send it back to with a new sticker in the front of your logbook. You will not get a new logbook with a fresh start of 45 or 90 days, just the balance of days left.

NEW VEHICLE PERMITS.

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

New Permit Applications.

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

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

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

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

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

Front,

Rear

Driver's side

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

Chassis number or ID plate

Engine Bay.

Your Obligations under the Club Permit Scheme.

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

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

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

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

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

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



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Simon Greig Shannons Shepparton Region Development Officer



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