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The Wobble Knocker



AGM 2024

**Gary Turner and Sue Wilson, inducted as life members at our
10th anniversary lunch**

*See inside for our feature on Hector, a 1960 Morris Minor 1000, details of the
Wooden Spoon Award for 2024, the Tooborac Hotel run report, meet our new
members and their cars ... and check out our upcoming runs*

'More members and more cars on more runs, more often'

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LIFE MEMBERS: Gary Turner, Sue Wilson, Peter and Rae Luxmore

*The following members are authorised by the club to sign **VicRoads renewals**: Terry Sawyer, Vincent Stok, Francis Borg, Russell Lindon, Sue Wilson. See further details on last page of this issue.*

*The following members are authorised to sign **Standard Declaration and Eligibility forms** for the Club Permit Scheme (CPS): Terry Sawyer, Vincent Stok, Francis Borg.*

*These members are **club scrutineers and safety officers**: Terry Sawyer, Vincent Stok, Francis Borg.*

Roadworthiness requirements for club vehicles

A certificate of roadworthiness is required for all club vehicles manufactured on or after 1 January 1949, except street rod vehicles, light trailers and plant-based special purpose vehicles (e.g. tractor). Get a certificate of roadworthiness at a roadworthy tester.

It is optional for vehicles manufactured on or before 31 December 1948 to have a certificate of roadworthiness. Two nominated club scrutineers may inspect and declare the vehicle to be safe to use on the road.

Disclaimer

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- All copy to be sent to the Editor by email at kathy.hope@bigpond.com, as a Word document or email body copy.
- Supply images as jpegs. Images should be sourced from the original photographer when possible, or written/verbal permission obtained when using third-party photos.
- All copy will be edited for sense, style and clarity, including run flyers in the newsletter or to be distributed as a separate mailout.
- PDF is acceptable for material from other publications, with acknowledgement of the source.
- All club material and communications must be sent from the official email. Personal email accounts are not to be used.

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- Club members may advertise their vehicles, spare parts or memorabilia for sale free of charge. Please email the Editor at kathy.hope@bigpond.com with photos and details.
- Businesses that wish to advertise in *The Wobble Knocker* can email the Secretary for more information: bmcleylandcarclub@gmail.com

Deadline for copy and images is 2 weeks before the estimated publication date. This allows time for copy editing, layout and proofreading.

Please send your copy by the first week of each publication month. For the remainder of 2024, the publishing schedule will be **October and December**. In 2025, to be confirmed: February, April, June, etc.

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- Spring in the Dandenongs run: 14 September
- Tour de Mansfield: 16-18 October
- Melbourne Cup Day lunch and sweep: 5 November
- Christmas Hills to St Andrews run: 23 November

See the club run program and further details in this issue ...

President's report, August 2024

Hello members, Bryce Eishold here.

It is a great privilege to write to you as the newly elected president of the BMC-Leyland Car Club.

I joined the club in October 2016 after coincidentally meeting several club members at the Last Of The Chrome Bumpers at Lardner Park near Warragul. It was the first show where I displayed my 1956 Morris Minor, affectionately named Edna, days after passing her roadworthy and being registered for the first time in a decade.

Over the last eight years, I've had many memorable occasions with the club and its members.

One of the aspects that attracted me to the club was its welcoming nature, and members' can-do attitude to help one another in times of need. It's important we continue this ethos and celebrate the one common interest we all share – the love of classic vehicles and our desire to keep them on the road.

I'd like to thank those members who attended our 10-year anniversary at Sandown Park Hotel in July. In particular, I'd like to personally recognise committee members Terry and Cheryl Sawyer and Richard Simpson for their many hours of preparation to ensure the event's success.

Many of you will agree the most enjoyable aspect of the event was celebrating the induction of Gary Turner and Sue Wilson as life members of the club. Gary and Sue have worked tirelessly as loyal committee members since the club's inception, and it was an honour to formally recognise their contribution last month.

Gary and Sue were two of the members I met at Lardner Park in 2016 and have since become great friends on a personal level, and well-respected members within the club. They will now oversee club regalia, and plan to attend club runs where possible.

Appropriately, the pair feature on the front page of this edition of *The Wobble Knocker*, the first under the stewardship of new editor Kathy Hope.

Important changes

The BMC-LCC committee remains mostly unchanged for 2024-25, besides a few notable movements.

Patrick Farrell has retired from his position on the committee overseeing club regalia but is keen to continue attending club runs with his wife Sandra. Patrick celebrated his 81st birthday in early August. Happy belated birthday, Patrick!

Francis Borg, who founded the club in 2014, has stepped into the role of Vice President, while Vince Stok will sit on the committee as the club's Pre-1949 Vehicle Scrutineer. Vince will work closely with VicRoads Club Permit Scheme and Membership Officer Terry Sawyer.

Cheryl Sawyer and Jo Hawkesworth will remain on the committee as Treasurer and Secretary, respectively, while Richard Simpson will play a crucial role as Runs Coordinator.

Since the AGM, the new committee has met twice to discuss a range of issues important to the club.

Insurance

In response to members' enquiries about insurance, the committee has elected to adopt three policies presented by Marsh, a company that offers tailored insurance to car clubs, among many other organisations.



The three policies include public and products liability, associations liability and personal accident insurance. These insurance policies are effective immediately.

- The first policy will protect the club from paying compensation to a third party in the event of personal accidents.
- The second policy will cover the club and committee for claims made against it or them arising from an actual or alleged act, error, omission or breach of duty of the club.
- The third policy provides benefits if you are unable to work due to injuries sustained from an accident at a club event.

AOMC membership

Similarly, the club has opted to become a member of the Association of Motoring Clubs Inc (AOMC), whose purpose is “To support, protect and promote the interests of motoring enthusiasts and our member clubs”.

The AOMC, which has a long history of supporting car clubs like ours, offers support on a range of issues including CPS advice and legal, financial, management and governance guidance.

The insurance and AOMC membership fee works out at an average of about \$6 a member over a 12-month period, basically the cost of a cup of coffee.

It's a small cost for peace of mind.

On a side note, the club will use the email address bmcleylandcarclub@gmail.com – previous email addresses for the club have been deactivated.

Make it your goal to attend a run!

As of August 15, the club has 172 memberships, which comprise 257 individual members.

The club has 169 vehicles on VicRoads' Club Permit Scheme, with three vehicles pending approval.

These statistics are nothing short of impressive, and are a credit to the hard-working volunteers, past and present, who have ensured the club's steady growth.

Richard Simpson, who oversees the coordination of car club runs, has recently adopted a new slogan for our events. The slogan is: "More members and more cars on more runs, more often".

One of the aims of the committee is to give back occasionally to members, whether that be a complimentary coffee on a run or subsidised entry to an event the club is attending, for instance.

I completely agree with Richard's sentiments and would strongly encourage every member to attend at least one run in the next 12 months. Whether you're a long-term member or relatively new to the club, we would love to see more members on runs more often!

The runs are extremely enjoyable, laid-back and a great way to meet like-minded people, who could very well become some of your best friends.

On another note, thanks to Rob and Anne Quinn for organising a successful run to the Tooborac Hotel, with more than 40 club members attending. It looked like an enjoyable day, and you can read the run report from Tooborac in this edition of *The Wobble Knocker*.

Yours in motoring,

Bryce Eishold
President
BMC-Leyland Car Club

AGM report 2024

Club inducts Gary Turner and Sue Wilson as life members

Congratulations to Sue Wilson and Gary Turner on their life membership of the BMC-Leyland Car Club.

Gary and Sue, along with outgoing 2023-24 president Francis Borg, started the group in 2014, and were recognised for their service at the club's 10-year anniversary in Melbourne on July 13, 2024.

Gary oversaw the club as president for nine years and has edited our monthly newsletter, *The Wobble Knocker*, over the last decade.

Sue (also known as Queen Bee) has filled many positions, including secretary and treasurer, regalia, membership officer, club permits and much, much more.

It was a fitting tribute for two respected leaders of our club.

During their classic car journey, the pair have owned a Morris Minor sedan and panel van, a Morris Marina, an MG and most recently a Jaguar.

Gary and Sue were behind many memorable events with the club, including the British Show N Shine at the Caribbean Gardens as well as many Christmas lunches held at various venues across Melbourne.

Today, the club has more than 260 members across Australia, and 170 mainly British cars on VicRoads' Club Permit Scheme. These incredible statistics are largely due to the tireless work of Gary and Sue.

On behalf of the club's members, the committee thanks Gary and Sue for their exceptional, loyal and outstanding service and contribution to the club over many years.

Gary and Sue will retain a position in the committee, overseeing the club's regalia, and hope to attend more runs in future in their modern vehicle.

See our cover for the presentation photo.

Morris truck, Triumph Stag win show and shine

Three classic vehicle owners were recognised by employees at Sandown Park Hotel for their ride of choice during the club's 10-year anniversary.

Ian and Sue James, Cranbourne South, were joint winners of the club's show and shine, along with John Smith, Baxter.

The award-winning vehicles included a Morris commercial truck, owned by the James family, and a stylish Triumph Stag owned by John.

For many years, the club has tasked employees of the location the club meets at to select the winners of its annual show and shine.

Ironically, club member Peter Bernardi also received a \$50 voucher to spend at the hotel for his well-presented Holden Premier, which placed third.

Opposite:

Top: John Smith's very chic Triumph Stag

Bottom: The James' family's charming Morris Commercial in colourful livery





The Peter Bernardi Holden ... shiny!

Introducing Kathy Hope, *Wobble Knocker* editor

Hello everyone, many of you have not met me so I thought I'd provide a bit of context for my appointment. I'm a writer, editor and desktop publisher and currently work in the health sector. I have more than 30 years' experience in various types of print and online publishing, including 10 years as the volunteer editor of the Art Deco and Modernism Society of Australia's quarterly print journal, *The Spirit of Progress*.

I learned to drive in the 1980s in a 1967 Morris 1100, doing hill starts on a mountainside in Aotearoa New Zealand – home of the cult of the 'Morrie Thou' (Morris Minor 1000), Mini, Austin/Morris ADO16 and Landcrab. I'm a foundation member of the BMC-Leyland Car Club and I drive the infamous Dinsdale, a souped-up, steel exhaust, Cooper-S spec 1970 Morris Nomad masquerading as a little old granny car. Until I hit the accelerator ... DEAFENING.

Also in the family stable is the Baroness, a 1969 Vanden Plas Princess 1300, very posh, very tatty and under restoration. She was one of the late Brett Tooke's cars and Tim Coronel and I are proud to be her new custodians. And Dame Zara Moneypitt, Tim's 1969 Daimler V8-250, also very posh and goes like stink but very quietly. (Tim is the former editor of the Daimler and Lanchester Car Club Victoria newsletter – another Word Nerd.)

I am chuffed to be taking on the role of newsletter editor and look forward to a long and fruitful collaboration with the committee and club members. Your contributions are welcome, please see the club's editorial and advertising policy in this issue. You'll notice some tweaks to the layout and style of the newsletter once I hit my stride (including template changes to allow page numbering).

Thanks again to Gary Turner for his stewardship and hard work on *The Wobble Knocker*, and here's to your restful retirement from it all, Gary!



Kathy and Tim in 2014 with the newly restored Scourge of Caulfield North. Butter wouldn't melt, etc.

Welcome our new starters

The BMC-Leyland Car Club has members across Australia and abroad. The club has 172 memberships, which includes 257 individual members. In each issue, we will introduce our new members and shed some light on why they chose to join the BMC-Leyland Car Club.

Craig Brooks and Anh Dang

Craig Brooks and his partner Anh Dang are keen to experience all the club has to offer after recently acquiring a completely restored 1972 Leyland Moke.

The pair live at Sydenham and were referred to the club by Mini Makeovers at Keilor East after the Moke had some recent mechanical work.

Craig said the light blue 1098cc Moke underwent a nut-and-bolt restoration by its previous owner, Ross Brosnan at Kyneton, before he purchased it in April this year.

"It was a rusted-out piece of junk that was sitting in a paddock," Craig said.

"The owner before me spent six months fixing the body alone.

"It's basically a brand new car ... the chassis has been rubbed down and repainted, but besides that, it's a brand new vehicle."

Among the other cars in Craig and Anh's collection is a Holden HZ Kingswood sedan which is "ultra clean, with new interior and immaculate paintwork". He also owns a second Moke which is "perfectly drivable", plus a Mini.

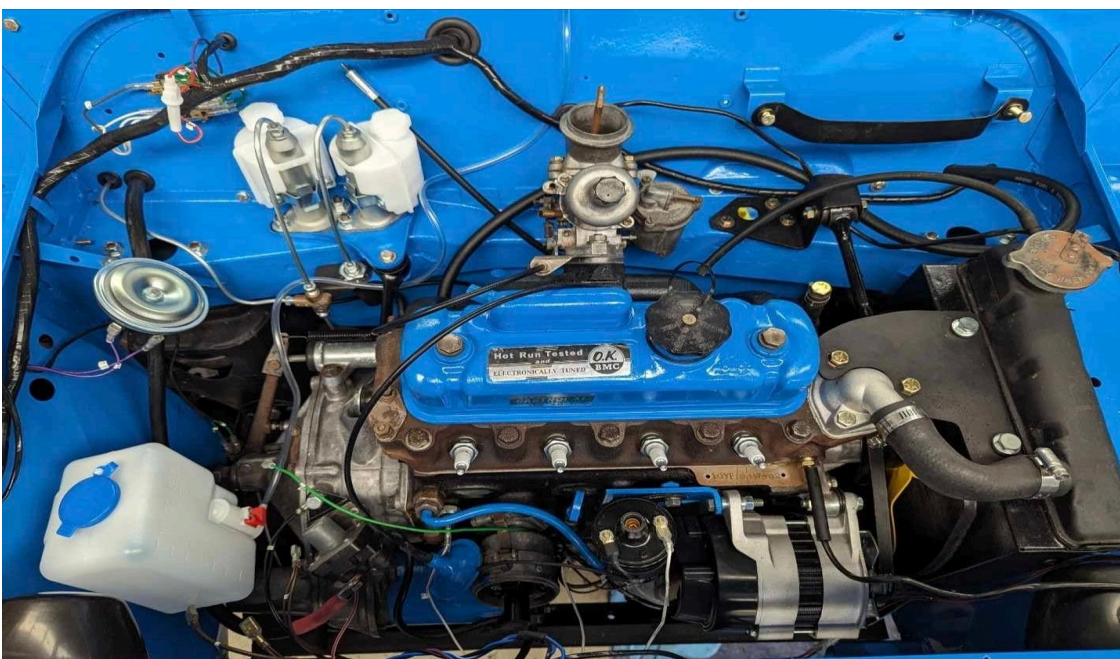
"The plan is to keep the new Moke and sell the Kingswood, the Mini and the other Moke I've got," Craig said.

"On top of that I've a four-wheel-drive, a campervan plus a motorbike, so I want to downsize."

Craig and Anh said they look forward to attending club runs once the roof is fitted to their new Moke.



Craig Brooks and Anh Dang's 1972 restored Leyland Moke



A look at the engine bay of Craig Brooks and Anh Dang's new Moke

Mark and Sharon Bradley

New member Mark Bradley had never laid eyes on an Austin 1800 Utility until a few years ago when he noticed one at a factory behind his civil construction equipment hire workplace in Clayton.

"As soon as I saw the ute, I fell in love with it and have wanted one ever since," Mark said.

After some time searching for the right buy, Mark and his wife Sharon, who live at Parkdale, came across an original 1800 ute at Mount Beauty.

"The guy had owned it on and off for about five years before me, selling it prior to COVID and then buying it back again," Mark said.

The Mark II 1969 ute has plenty of patina and Mark's short-term plan is to get it up to a roadworthy standard so he can get it registered and start taking it on club runs.

"It has few dents and you can see it has lived a rough life on a farm, but the long-term goal is to strip it down, panel-beat it and get back to its original condition," Mark said.

It is the second 1800 ute Mark and Sharon have owned.

"About two years ago I bought another 1800, but quickly realised it had too much rust in it for someone of my mechanical ability," Mark said. "The new resto all hinges on that Tattsлото win or a new job that pays more money!"

Mark found out about the BMC-Leyland Car Club after doing some research on Google, and eventually joined the club's Facebook group. He recently dropped into the Sandown Park Hotel before the club's 10-year anniversary in July, and opted to sign up as a member less than a week after meeting a bunch of existing members at the event.



Mark and Sharon Bradley's Austin 1800 ute

Don and Norma Harper

Don and Norma Harper from Endeavour Hills are no strangers to the BMC-Leyland Car Club, having attended the last three consecutive club Christmas parties.

Don is the brother of club member Kathy Harper, who owns a beautifully restored 1948 green Morris Minor sedan named Stanley. The Morrie was owned by Don and Kathy's late father Stanley when he lived in New Zealand.

"The car was brought over to Australia in the 1980s after dad had died and mum wanted to clean everything out in New Zealand," Don said.

"The car was never registered in Australia until it underwent restoration a few years ago by club member Terry Sawyer."

Don and Norma don't own a classic vehicle, but enjoy the friends and fellowship of the club.

"Everything is well organised and we thoroughly enjoy coming along to the club's events," Don said.



Stanley the 1949 Morris Minor, owned by Don Harper's sister, Kathy Harper

Wooden Spoon Award 2024

Yes, you read that correctly. For new members, this is an annual award given to the club member who owns what can only be described as the most unfortunate vehicle. And this year's winner is ... (drumroll) Andrew Ratcliffe! He received his award at the club's 10th anniversary lunch at Sandown Park Hotel on 13 July. Andrew has contributed the following article, which explains EVERYTHING.

The Most Unfortunate Vehicle

It was about four years ago that Rachel and I went to look at an MGB roadster that was for sale. We wanted to see if I would fit in it comfortably and if we would like to drive it. We bought it that day. Initially, buying the car was a great distraction from the COVID lockdowns and restrictions, with endless research and parcel deliveries to start the restoration process.

We used the car on weekends for drives for brunch and weekends away, it also became our wedding car and was used to tour Tasmania on our honeymoon. We had worked through an extensive list of repairs that we adoringly called the 'character' of the car, and it became more reliable and refined.

We had worked through the mechanicals which included an engine rebuild, suspension upgrade and update of the interior and replacement of the soft top. It was now time to repaint the car. Our car was originally blue and was resprayed red in 1990, and we thought that it would be a good idea to paint the car blue again. This would require removing the engine and respraying the engine bay.

I began researching places to respray the car, talking with various people and looking for the right fit. I conducted an extensive internet search and paid particular attention to reviews. It was a fateful day in October 2023 I met a guy named Sam who had a workshop in Footscray: 'Sam the Man Car Care'. The shop was well presented and had many expensive cars that he was able to show that he was working on, including a Ferrari.

On this day Sam and I entered into an agreement for him to respray our car. The contract included a documented date of completion. Our car was supposed to be painted and ready for collection before Christmas 2023. The first red flag should have been the high price for the deposit, 60% (ouch – this is still being pursued via VCAT).

At the start Sam was answering calls and letting me know what progress was being made, then calls became less frequent, he would not return most calls. When I was able to make contact, he would be saying the car would be ready in two weeks, one week or three days. Each time a tentative date was made for handover I would never get a confirmation.

In April 2024 I contacted Consumer Affairs and they helped me draft a letter to demand the return of my vehicle within seven days. I sent the letter to Sam and did not get my car or a response. Now I had a legitimate reason for contacting the police and I attended the Footscray police station. I was astonished to discover that there was an investigation occurring and a small task force assigned to investigate the Sam the Man Car Care business.

Approximately a week after I contacted the police the business was raided and 20 vehicles were seized in one day. Here is the news footage:

<https://9now.nine.com.au/a-current-affair/cameras-capture-moment-police-catch-up-with-melbourne-car-detailee-accused-of-deceiving-dozens-of-customers/3ffa8106-7a56-4896-bbe6-4691643c2b3c>

My car was one of those and it was taken to a tow yard. I was informed by the Footscray police that my car had been deemed a stolen vehicle. I contacted Shannon's Insurance immediately, I found them extremely helpful. Our MGB was taken to Manheim where it was to be assessed for repairs. Shannon's Insurance contacted me after a few weeks and explained the car would be written off as it is not economical to repair.

My wife Rachel and I were extremely disappointed and upset at this stage. It wasn't the value of the car that made us upset as we were notified that there will be an insurance payout. We were extremely upset that a car that we enjoyed as a couple had been destroyed by someone that we trusted.

Over the next couple of weeks, we started to come to terms with the fact that we would not have our classic car. However, Shannon's called unexpectedly asking where we want the car delivered. I initially thought that they had the wrong information, and I explained the car was written off and I

didn't expect it back. The Shannon's representative informed me that I had 'salvage rights' and that the vehicle would be returned.

We are now very happy to enjoy our 'Most Unfortunate Vehicle' once again.

I would like to say thank you to club members who knew our situation for keeping in touch and those who have offered to assist in repairing our car. I suppose the main things we have learnt is don't trust what appears to be legitimate, do more research and talk with past customers or only use tradespeople that have been recommended, don't pay high-cost deposits, make more regular progress payments if required, and make sure you have a good insurance policy.



MUV in state as found ... and in glorious red livery on next page



Minis top the list for most common club car

Have you ever wondered what the most common vehicle is on our club's VicRoads' Club Permit Scheme database?

BMC-Leyland Car Club membership officer Terry Sawyer recently crunched the figures, revealing the most common decade of vehicles.

The club currently has 168 cars on the CPS, with an additional four vehicles from new members pending.

The most common vehicle in the club is the Morris/Leyland **Mini**, of which there are 25 registered.

The Mini follows the classic **MG**, with the club currently being home to 23 vehicles on the register.

The iconic **Moke** follows in third place with 18, while there are 17 **Morris** vehicles of different variants registered in the club. These include Morris Minors, Morris 1100s, Morris Nomads and Morris Majors, plus several commercial vehicles.

Interestingly, in fifth place, is a range of 13 European vehicles, including several Mercedes.

Other British makes include Austin, Daimler, Jaguar, Leyland, Rover, Triumph, Wolseley, and even a Rolls Royce!

The oldest vehicles on the database include a 1928 Oakland utility, a 1942 WLA motorbike, a 1946 Talbot tourer and a 1948 Morris J-Type van.

Twenty-four vehicles on the CPS were registered between 1950 and 1959, while 49 vehicles were registered between 1960 and 1969.

Sixty-three vehicles were registered between 1970 and 1979, while 15 vehicles were registered between 1980 and 1989.

Just 12 vehicles in the club were registered between 1990 and 1998, while only six vehicles were registered between 1940 and 1949.



Club member Paul Buck with his 1969 Morris Mini at the New Year's Day run to Flinders this year



Alec and Sue Robinson were captured adoring their 1972 MG GT at Flinders in January



New Year's Day run organisers Rick and Kay Smith pictured with their beloved 1973 MGB

The history of Hector the Morris Minor 1000

Club member Craig Ellis from St Kilda recalls how he came into possession of his iconic Morris Minor 1000, and how a nurse from northern Victoria kept it as her pride and joy for more than 40 years.

Hector was purchased by northern Victorian hospital matron (Director of Nursing) Jenefer Payne at the age of 49, then working and living at the Kyabram District Hospital in Fenaughty Street, Kyabram.

In April 1960, Jenefer ordered the two-door Morris Minor 1000 saloon in English Grey with red interior from Young's BMC dealer in Kyabram. A Smiths heater was ordered as an optional extra.

Hector, with UK car number 743158, left the Cowley plant on 1 August 1959 as a CKD kit bound for the Joynton Avenue Nuffield plant in Zetland, Sydney.

I managed to track down the original ledger now kept at the British Motor Museum at Gaydon in the UK. The UK car number corresponds with the number on the Nuffield plate.

The Minor was first registered on 1 April 1960 and delivered for ownership a few days later on 5 April 1960. The car received its name Hector from its original black and white registration plates, HCJ 060.

Hector remained with Jenefer until her death on 13 July 2002 at 91 years.

She owned it for 42 years and later moved from the hospital after buying a home at 46 Lake Road, Kyabram. The Morris had its own lock-up timber garage and was always kept out of the elements.

Being local to the hospital, Jenefer would mostly walk to work unless she was planning on using the car after finishing her shift. The longest journeys were to Benalla to visit her sister.

In later years the Morris was used less and less.

In Jenefer's retirement, she mended garments from home and her clients recalled the Morris sitting in the garage in retirement too. She covered the car with blankets in the garage and would be protective of the car when people enquired about buying it.

When she died, Jenefer's will stated the Morris should be auctioned off through the Kyabram auxiliary and funds donated to the hospital.

In search of the car's history, I placed pictures and details on the Lost Kyabram Facebook page and connected with a colleague of Jenefer's, and her niece who rode in the Morris as a young woman. The niece was involved in clearing and selling items after her aunt's passing and said Jenefer refused to let the Morris go right up until her death.

I confirmed Jenefer's address through Ancestry.com and viewed old electoral rolls with many entries beginning at the hospital, then onto Lake Road.

I believe the car was then purchased by Rob Tobias, Woodend, where the vehicle enjoyed a car-club life and languished in a barn for many years.

The car was sold on to an elderly man named Clyde Oldis, of Canterbury, where the car was mainly resting in his garage while he reminisced about times when he used to drive it.

That's when I found it advertised one morning.

I'd been looking for a Minor for a few years and had to act very fast with this one. It had an original 54,000 miles on the odometer with the original owner's handbooks. The paint is original along with the interior.

Some sympathetic upgrades have been carried out which makes for a great car on today's roads, capable of being driven long distances.

Clyde was sad to see Hector the Minor go. However, he was very comfortable with the new custodian. Clyde died 12 months after I bought the car from him in 2020. He was in his early 90s.

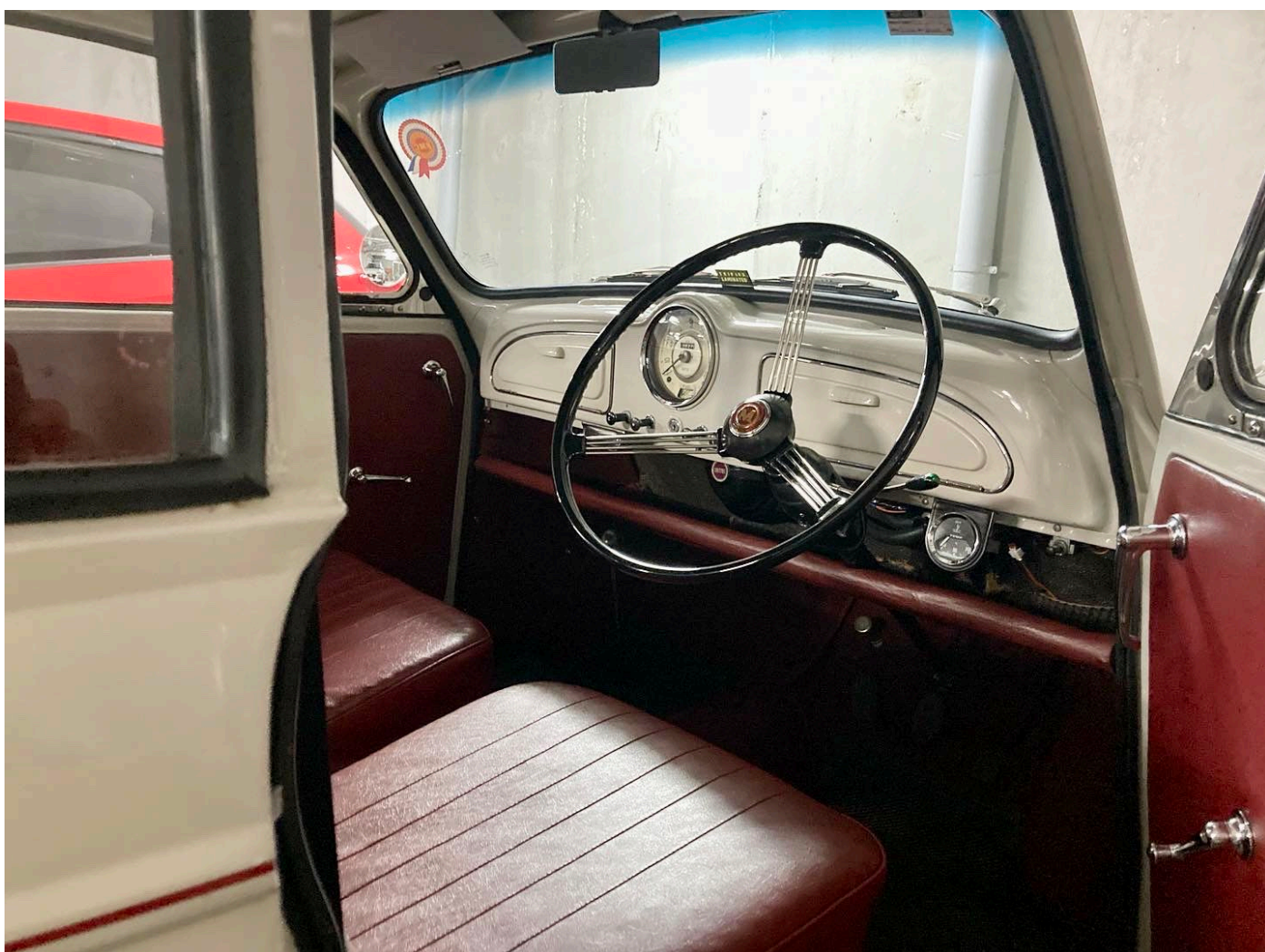
Hector lives in a secure basement in Melbourne and can be seen regularly on car club outings when nice weather permits.

And ... here's Hector!





Hector strutting his stuff on the racetrack



A welcoming interior



First owner Matron Jenefer Payne (centre front) with Kyabram District Hospital nursing staff



Former owner Clyde Oldis with Hector

(Editor's note: I knew Clyde Oldis well as he was a longtime member of the Daimler and Lanchester Car Club Victoria, AKA DLCV. When I bought Dinsdale the Nomad about 10 years ago from a Morris Car Club member, Clyde gave me some Morris ephemera he'd had for years, including an original full-colour advertising brochure for the Nomad 1300 automatic and 1500 manual version. A true gentleman and greatly missed in DLCV circles.)

What is it? A bible of BMC-Leyland in Australia

Honorary club member and motor engineering author Tony Cripps sent us this fascinating information about the company's Aussie cars and the iconic Landcrab ute.



LEYCARS



Interested in BMC/Leyland vehicle identification? This incredible book is your bible of BMC cars in Australia. Written by Peter J. Davis, Administration Manager for Product Engineering at the factory, it is the definitive guide to model codes and engine fitments for all BMC/Leyland cars produced at Waterloo and Enfield from 1950 to 1982. Absolutely packed with information. \$95 includes postage within Australia.

BMC-Leyland Australia Vehicle Reference 4th Edition

Available from the website: www.leylandaustralia.com.au

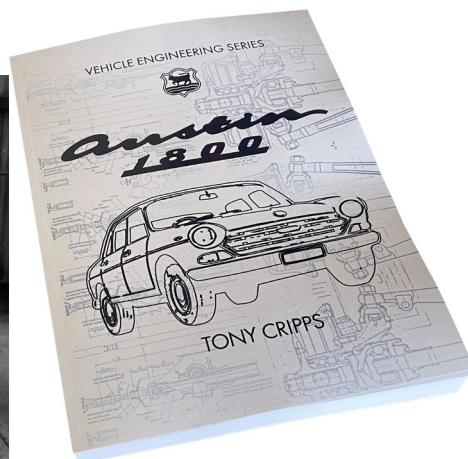
Tony's vehicle engineering series book on the Austin 1800 Landcrab is also available from the website (along with many others). See the image on following page.

Did you know? The Austin 1800 Utility

The Austin 1800 Utility is an Australian design (well, from the cabin backwards) and was intended to compete with utilities offered by Ford, Holden and Chrysler. A projected 20,000 odd were envisaged, but only just over 2,000 were made before the model was cancelled. What is unusual about these cars, apart from them being utilities, is the fitment of torsion bars to the rear radius arms. Being a load-carrying vehicle with interconnected hydroelastic suspension, the headlight aim differed appreciably when load was carried – even worse than carrying rear seat passengers in the saloon. Even with larger diameter hydroelastic units, a stiffer rear spring rate was needed.

To understand the significance of the torsion bars, it is necessary to know that the springing medium in a hydroelastic unit is still a rubber spring (same as dry suspension) – the fluid connection just reduces pitch fore and aft. Unlike a wire wound spring, rubber has a non-linear mechanical response which is why Issigonis went to Moulton for his dry suspension for Mini and 1100 – so that a relatively light car would not sag excessively on its haunches from empty to full load condition.

If one examines the setting procedure for the torsion bars, it is somewhat mystifying at first when one discovers that instead of supporting the load in the tray, the torsion bars work against the hydroelastic units pre-compressing them. This is done so that they are further into the non-linear range of deformation and are thus stiffer in response compared to the case where there is no pre-load. Only when the suspension travel passes through the “neutral” position of the bars do they then support any payload.



The Austin 1800 utility shown above has the rear guards removed so that the rather narrow wheelboxes are visible. This car is fitted with cross ply tyres to meet the desired payload but cross plies have a taller aspect ratio compared to the standard radials fitted to saloons, and so the final drive ratio had to be increased to compensate – a frustration for modern day owners who fit modern radials which not only result in a woeful highway experience, but their fatter width fouls those wheelboxes.

Run report: Tooborac Hotel, Sunday 18 August

A Grand Day Out, ably hosted by Rob and Anne Quinn, started at the car park of the Keilor Hotel where 14 cars gathered with their keepers to set forth at 9.30am. Happily, the sun was out and despite some threatening dark clouds here and there, it stayed and shone on us all day.



Look at all the gorgeous colours!

Brilliant dawdle travelling in convoy from Keilor to Romsey and Lancefield. Captain 'Compass' Quinn led us, deviating only once from navigational perfection, and the scenery and greenery were spectacular.

First stop: Coffee at the Lancefield Lost Waterhole Brewery and café, a delightful spot with a toasty fire and comfy armchairs that were very hard to vacate when the time came. Coffee excellent. Next time we'll try their famous German-style beers.



Fireside enjoyment



Lovely Lancefield lineup

We meandered up hill and down dale among the enormous boulders and rocky outcrops in the fields along the way, sometimes mistaking smaller boulders for sheep and mistaking sheep for boulders (*boulders got LEGS?!?*).



On the road

Lunch at the historic and charming bluestone Tooborac Hotel, with its famous beer and pies. Delicious reputation deserved. Nine cars and 18 members joined us there, including Karolyn Connelly and Michael Clemente on their first run.

All up, 45 attendees, a quarter of the club's membership!



The venerable Tooborac pub, with our lot adding colour and movement

The raffle was a resounding success, raising over \$120 for the local Tooborac CFA. Winners Wendy Rooks and Neil Yeomans (an old mate of mine from the Rootes Group Car Club – Ed.) took home bottles of wine donated by the publican.

Publican's choice

Chris the publican inspected all the cars and awarded prizes of Tooborac Brewery's beer to his faves – Carole and Richard Simpson's shiny yellow Dolomite (seen above) and Paul Buck's fab 1969 Morris Mini (shown in the **Most common club cars** feature). Congratulations!

Cars that 'failed to proceed'

We had a couple of casualties – Glenn Sanderson's splendid maroon Holden Commodore lost a cylinder not long after leaving Keilor and had to limp home, blowing clouds of black smoke. And Peter Nodzio's gorgeous blue Mini had to go home from Tooborac on the back of a tow truck after suffering a blown head gasket. Commiserations!

Thanks to our hosts and organisers, Rob and Anne, for a really enjoyable day out.

You can see loads more photos of the day, and many others, on the club's Facebook page:

<https://www.facebook.com/groups/168594866643748>

Attendees and their cars

Anne and Rob Quinn – Morris Minor (Grommet)	Glenn and Bindi Sanderson – Holden Commodore VL Calais 1986
David and Annette Neish – MGB (Belle)	Karolyn Connelly and Michael Clemente – Leyland Mini
Neil and Jennifer Yeomans – Triumph 2000 Mk 1 MD (Donald)	Kathy Hope and Tim Coronel – Daimler V8 250 (Dame Zara)
Carol and Richard Simpson – Triumph Dolomite	Laurie and Denise – Mercedes Benz 1989
Paul Buck, Rees Williams and Rod Kirby – Mini	Sue and Gary Turner – modern
Steve Curtis – Triumph TR7 V8	Nick and Ciana Scarff – modern
Frank Borg and Norma Mays – MG Magnette	David and Wendy Rooks – Jaguar XJ 8 1998
Peter Nodzio and Michael Burton – Mini Clubman	Trevor and Lyn – modern
Murray and Christine Johnson – Toyota Landcruiser station wagon 1989	Margo and Ross – modern
Craig Ellis and Scott McDonald – Morris Minor 2 door (Hector)	Jo and Kel Hawkesworth – Morris Minor
Steve and Pam Garratt – modern (Julie the Austin Healey Sprite was off sick)	Lloyd and Glenda – modern
Peter and Kath Windley – Mini Clubman LS (Little Greyman)	



Our raffle was a real winner for the Tooborac CFA ... thanks all for your generosity!

BMC-LEYLAND CAR CLUB RUN PROGRAM 2024-25



NEW TO THE CLUB OR JUST NEVER BEEN ON A RUN? NOW'S THE TIME TO PICK ONE AND COME ALONG – YOU'LL BE MADE MOST WELCOME!

SAT SEPT 14 – Spring in The Dandenongs Run – Starting at Rowville Shopping Centre via Aura Vale and coffee at the Menzies Creek Railway Museum for a drive in the beautiful Dandenong Ranges, with a pub lunch at The Paradise Hotel in Clematis! *Co-ord: Paul Buck*

WED 16–FRI 18 OCT – Mansfield Midweek Country Trip Away – From Melbourne or Shepparton meeting in Wallan, then on the old Hume Hwy up Pretty Sally hill leisurely thru' historic Kilmore to Broadford for coffee, then over the Murchison Gap to Flowerdale and Yea for lunch, arriving Mansfield to stay at the fabulous Alzburg Resort, and pub dinner. Thursday – run to historic Jamieson with lunch at the Jamieson Brewery & Grill, and a visit to Delatite Winery. Friday – A Mansfield main street wander, meet at Coffee Merchants, then a run to Marysville for lunch before heading home over the Black Spur. *Co-ords: David & Annette*

TUES NOV 5 – Melbourne Cup Day Lunch – Jo & Kel are again inviting members to their home in Cup Day attire for Cup Day lunch, a Cup Sweep and lots of fun! *Co-ords: Jo & Kel*

SAT NOV 23 – Christmas Hills/St Andrews Circuit – Meeting in Donvale and travelling via Sugarloaf Reservoir for a BYO picnic morning tea or coffee – then scenic back roads through the Christmas Hills to lunch at the Panton Hill Hotel. *Co-ords: Richard & Carole Simpson*

SAT DEC 7 – Club Christmas Santa Run and Lunch – Pop some tinsel on ya aerial and grille and meet up for Santa's run for fun to the Annual Christmas Lunch at the Kilsyth Club with a Christmas Show-n-Shine. *Co-ord: Cheryl Sawyer*

2025 RUN CALENDAR

WED JAN 1 – Annual Club New Year's Day Picnic Run to Flinders – Rick and Kay are again inviting everyone to BYO picnic and chairs or a rug (or buy Fish-n-Chips) for a summer's coastal run from Hastings to Flinders Golf Club cliff top. *Co-ords: Rick & Kay*

SUN JAN 19 – RACV Festival of Motoring at Cruden Farm, Langwarrin – Details of where to meet prior to enter and park as a club will be advised in due course. *Co-ord: Paul Buck*

SAT FEB 15 – Yarra Valley Run to Healesville – Another very scenic run from Donvale winding through the vineyards of the Yarra Valley. It's a BYO morning tea/coffee – then heading to the fabulous Healesville Terminus Hotel Bistro for lunch. *Co-ords: Richard & Carole*

SAT MARCH 15 – South Gippsland Run – Bryce has grabbed this date so watch out for details shortly – 'Save the Date' as Bryce's runs are always terrific! *Co-ord: Bryce Eishold*

SUN APRIL 13 – Mt Macedon Run – A beautiful country roads meander just north of the City, a BYO picnic morning tea, and lunch at the famous Mt Macedon Hotel. And just a quick 30 min run down the Calder Freeway to the Ring Road. *Co-ords: Rob & Anne Quinn*

SAT MAY 24 – Full English Brekky Run – Meeting at the amazing Rob's British Butcher Shop in Dandenong for a cooked English brekky to begin with, then a run to the beautiful Cranbourne Botanical Gardens for coffee. Something very different! *Co-ord: Richard Simpson*

'More members and more cars on more runs, more often'

SPRING IN THE DANDENONGS RUN

Saturday 14 September, 2024

**A LAKE, A TRAIN, A FOREST,
A PICNIC MORNING TEA – AND A PUB LUNCH!**



RUN DETAILS

Meeting at 8.45am Stud Park Shopping Centre in the carpark behind the Chemist Warehouse approx. 150 metres south of the intersection of Stud Road and Fulham Road, Rowville. *Fuel, coffee and loos available close by.*

Departing at 9.15am Paul has selected a gorgeous scenic route via beautiful Aura Vale Lake to see Puffing Billy at Menzies Creek. Then it's on to Johns Hill Trig Lookout to enjoy your BYO picnic morning tea, followed by a beautiful hilly drive through Sherbrook Forest to end up at the fully refurbished Clematis Paradise Hotel.

Great pub, bistro menu and setting with Puffing Billy chuffing past at the back as we enjoy lunch and each other's company, before an easy *free wheel* drive home...

This will be a terrific day out!



**REGISTRATION IS ESSENTIAL FOR
PUB LUNCH BOOKING**

TEXT Run Leader PAUL BUCK

0412 627 711

***noting the names of EACH participant in
your vehicle***

by TUESDAY 10 SEPTEMBER, 2024

BMC LEYLAND CAR CLUB INC 2 NIGHT / 3 DAY SPRING RUN TOUR DE MANSFIELD OCTOBER 16–18, 2024



REGISTER NOW! BOOK RESORT HOTEL NOW!



Yes – the trip’s definitely on!

Now more than 12 cars/couples are booked ... but still room for more! PLEASE add your name to the list for what will be a fabulous mini holiday! A Spring midweek 3 day/2 night trip away (Wed to Fri) to beautiful north-east Victoria.

ACCOMMODATION



The club has struck a special 10% discounted group pricing deal at the Alzburg Resort in Mansfield where everyone can stay with excellent, safe onsite parking.

BOOK YOUR ROOM NOW. Hotel Spa Room (our price \$138 p/night) – or do your own brekky, etc in a kitchenette Studio Apartment (our price \$148 p/night).

Check out the Alzburg website at alzburg.com.au

USE PROMO CODE FOR DISCOUNT: BMC2024



RUN PLAN

Meeting Wednesday morning 10am in Wallan, we head off on the old Hume Highway northwards through historic Kilmore to Broadford for coffee, then east over Murchison Gap for lunch in Yea, and after onto Mansfield via Bonnie Doon.

Thursday is a run to historic Jamieson and coffee, lunching at the Jamieson Brewery and Grill on the shores of Lake Eildon, then visit to the Delatite Winery. And tonight, enjoy Club- sponsored wine, cheese and nibbles in the Alzburg lounge.



Friday is time to explore Mansfield, with coffee at The Coffee Merchant, before driving home via Marysville for a lunch stop at the bakery or pub. Then crossing the Black Spur and a run down to Healesville, and then onwards and a safe trip home.



TO REGISTER FOR THIS TRIP

**PLEASE TEXT NAMES ASAP OF ALL
PARTICIPANTS IN YOUR CAR TO
DAVID NEISH - 0412 790 392**



**BMC-LEYLAND CAR CLUB INC
MELBOURNE CUP DAY
LUNCH AND SWEEP
5 NOVEMBER 2024
At Jo and Kel's home in Caulfield North**

Yes – Cup Day lunch is on again. Dress to impress!

Jo and Kel Hawkesworth are hosting another CUP DAY LUNCH at their home in Caulfield.

It's now a regular event on the club calendar! Heaps of fun, food, and activities.

Ladies and gents, dress up in your brightest outfits for the day. Prizes will be awarded for the best dressed male and female. A sweep will be held so start studying the form guide beforehand!

Plenty to eat with roast chicken and nibbles supplied by the club.

Please bring your own drinks, and a platter to share of either salad or dessert (but please contact Jo on 0490 875 905 beforehand to see what she needs).

WHERE: 183 Balaclava Road, Caulfield Nth. Parking opposite on Balaclava Road.

TIME: 11:30am until after the big race!

Please note this is a private residence. And PLEASE, NO just turning up on the day – registration is essential.



TO REGISTER FOR THIS LUNCH

PLEASE TEXT NAMES OF ALL PARTICIPANTS WISHING TO ATTEND TO YOUR CUP DAY HOSTS JO AND KEL c/-

Jo on 0490 875 905 by FRIDAY 1 NOV 2024

(and remember to liaise with Jo about a platter to share)

BMC-LEYLAND CAR CLUB INC CHRISTMAS HILLS – ST ANDREWS RUN *BYO PICNIC MORNING TEA AND PANTON HILLS PUB LUNCH* Saturday 23 November, 2024

RUN DETAILS

Meet 9.30am at Mullum Mullum Reserve car park on east side of Doncaster Hockey Club Ground - corner Springvale Road and Reynolds Road, Donvale (use Reynolds Road entrance).
Loos available.

Departing at 9.45am we will head off via Warrandyte to Kangaroo Ground Memorial Tower, then onto Sugarloaf Reservoir for a BYO Picnic Morning Tea - *please bring fold-up chairs, your flask and eats.*

Then it's back into the cars for a beautiful drive through the Christmas Hills and St Andrews to end up at the fully refurbished Panton Hill Hotel for lunch.

Great country pub, bistro menu with a room reserved just for our group as we enjoy lunch and each other's company, before an easy freewheel drive home.

Gonna be a good one ... Don't miss out!

REGISTRATION IS ESSENTIAL FOR PUB LUNCH BOOKING

TEXT Run Leader Richard Simpson
0419 528 130

*noting the names of EACH participant in
your vehicle AT THE LATEST by
WEDNESDAY 20 NOV 2024*



Club regalia

Car Club Banner	\$10.00
Embroidered Cloth Badge	\$10.00
Club Cap	\$20.00
Grille Badge (New)	\$40.00

Contact Sue Wilson for all regalia orders: **0421 841 939**. Clothing is made to order.



New Club Banner



New Grille Badge



Cloth Badge



Club Dress Shirt



Club Polo Shirt



Rugby Jumper

All regalia must be paid for on ordering. Postage extra.
All clothing can have your name embroidered at no extra charge.

Contact

SUE WILSON
0421 841 939



Club Caps

VicRoads renewals

Authorised members who can sign your renewals are:

Sue Wilson (Northern Register)

222, 65 Channel Road, Shepparton, Vic 3630 **0421 841 939**

Terry Sawyer

15 Kingfisher Court, Carrum Downs, Vic 3201 (Also new vehicles) **0417 344 371**

teznchez@robsawyer.com.au

Francis Borg

1321 Murradoc Rd, St Leonards, Vic 3223 (Also new vehicles) **0414 989 822**

francis.borg@gmail.com

Russell Linden

70A Richelieu Street, Maidstone, Vic 3012 **0411 449 955**

russelllinden@hotmail.com

Vincent Stok

27 Mawby Rd, East Bentleigh, Vic 3165 (Also new vehicles) **0411 416 912**

Enigmas09@bigpond.com

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.



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Simon Greig Shannons Shepparton Region Development Officer



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