

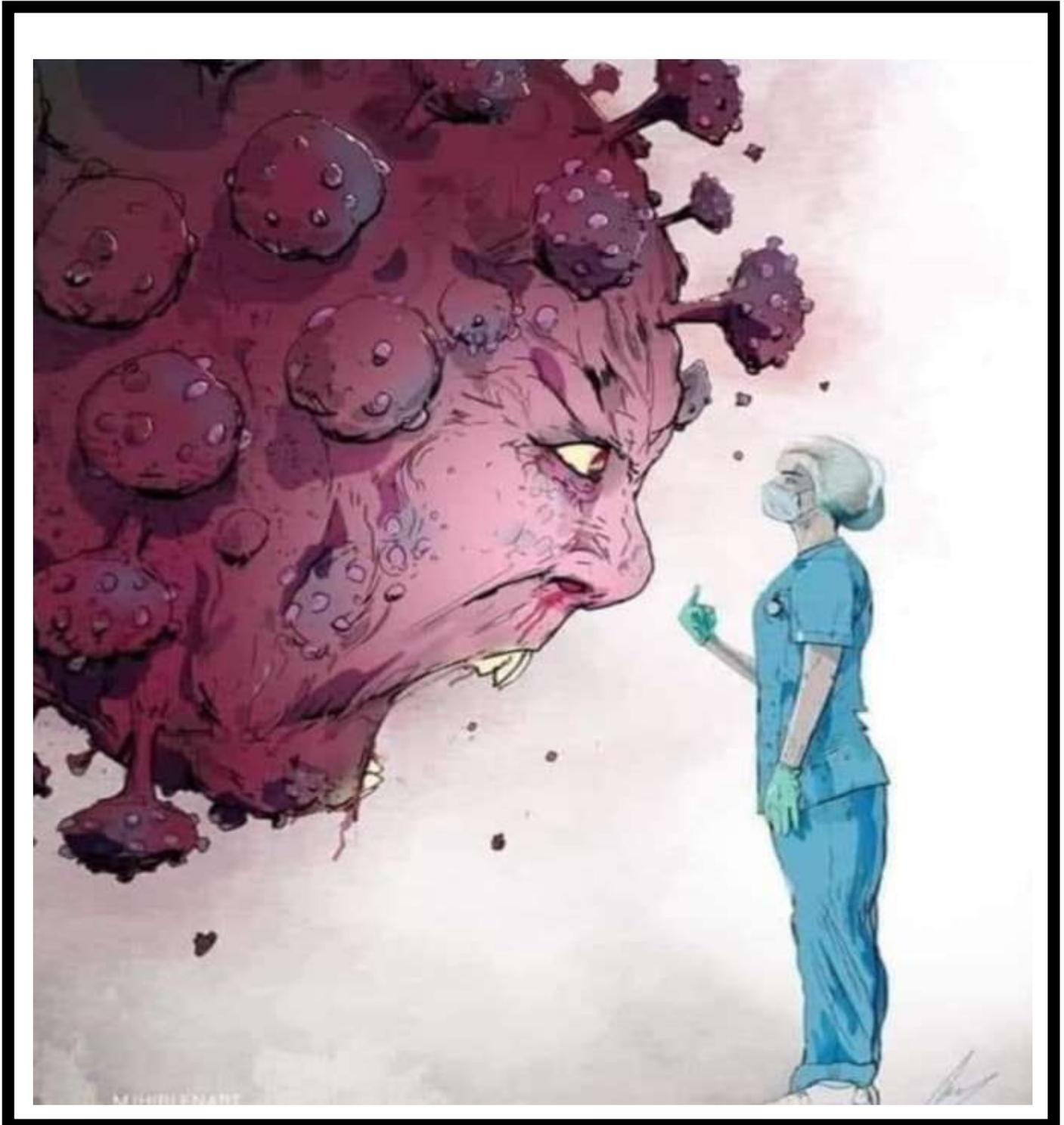
**ISSUE NUMBER
67/68**



**APRIL/MAY
2020**

THE “WOBBLE KNOCKER”

The official publication of the BMC-Leyland Car Club Inc. Registered in Victoria.



It's time this virus buggered off!

BMC-Leyland Car Club Inc

A0061520N

Committee of Management

Email for all contact bmcleylandcc@inet.net.au

Phone number for all contact 0421841939



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

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

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

The following members are authorised 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.

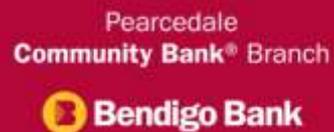
This publication contains general information, which does not necessarily reflect the views of the Club, its Committee or Editor and should not be relied upon without specific advice from a qualified professional. The BMC-Leyland Car Club Inc; expressly disclaim liability for anything done, or omitted to be done by any person in consequence with the contents of his publication. The Club and its Officers shall not be responsible for any transactions begun because of information published here in nor any misrepresentation made by an advertiser. Anyone wishing to reprint an article can do so as long as the source is acknowledged.





Presidents Report

APRIL/MAY 2020



PRESIDENTS REPORT

Hi everyone. I hope everyone is keeping safe during these unusual times the country finds itself in.

Most members of car clubs have to be more careful during these times because of the threat of us in our age group being more prone in catching this disease. So just take care and do everything the government advises.

As you can see I have combined April and May in this newsletter. With no runs to report and not much to report I thought I would keep you up to date with what is happening and throw in a couple of articles for you to read that we have been sent from other clubs and so on.

In club news, we have a new website which most of you would know. With the expiry of the old one and the fact that the company we had it with is closing down at the end of June, this left us in a position where we would no longer have a website. So after putting the call out for any members who are in that field for help, we had no response so I asked my tech-savvy daughter for help. With a bit of persuasion her and her partner, Jonnie came to the rescue.

Chloe and Jonnine set to work finding hosting places and so on and came up with the end result. Although it's not perfect it's the best we could do without paying out \$1,000 to \$2,500 for a website company to do it all for us. A couple of things will change on the site such as only holding onto 18months worth of back issues of our newsletter. The home page will be staying the same as will the font. Also we will be adding a regalia page which was always on the cards but we first have to work out payment and ordering details, and you will hopefully be able to pay your membership fees this way as well.

During these times it's probably a good time to read some books. Patrick Farrell has all the club library books and would be more than happy if he could off load some of them to members. If you need a particular book and there are plenty, give young Patrick a ring and he'll be happy to help you. Patrick lives in Boronia and his phone number is 0427 708 755.

EMAIL & PHONE NUMBERS. If you have changed your email address or phone number recently could you PLEASE let us know. We had a member complain that he hadn't received a magazine for quite a few months only to find that both his phone number and email had been changed and Sue had no idea. It's not rocket science, please let us know. Also some emails with "edu" and "gov" are bouncing back to us. If you have one of these please consider opening a personal email address as the server in both these cases don't like us send large attachments like the newsletter. When it bounces we often get the blame but we send out over 200 magazines per month and these ones are the only ones we have issues with.

Sorry guys for the rant but these small issues can become very frustrating for Sue when emails keep coming back and she can't contact you either way.

For those of you in the front line taking on this virus from pharmacy workers, nurses, doctors, firies, police and so on, we thank you. It's quite something to risk your own wellbeing to help others. Well done.

Also to the four police officers who were killed last month on the freeway. We also thank them for putting their lives on the line to keep the rest of us safe. No one deserves to go to work and not come home because of something so avoidable. May they all R.I.P.

CPS RENEWALS.

There are a number of renewals coming up over the next couple of months and it is YOUR responsibility to check when they are due. If you haven't got you CPS renewal from VicRoads you will have to contact them to make sure you get it in time. Sue has a good idea when your CPS is due and will send you a reminder by text or email.

Just a reminder of who you can send your CPS renewals to.

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

0421 841 939

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

0417 344 371

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

0414 989 822

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

0419 881 732

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

0411 416 912

I'll leave it to that for the time being.

Stay safe out there people and stay 1.5 meters away from each other.

Gary Turner
President/Editor
BMC-Leyland Car Club Inc.



RUNS FOR 2020

Below is a suggested run schedule for members that had put up their hands to organise a day out for 2020. We still have a couple of months to spare if anyone can help thanks.

JUNE	Bryce Eishold to do a run down Gippsland way. CANCELLED
JULY	AGM for 2020/2021 Gary and Sue with Cheryl Sawyer. Carrum Downs Hotel. CANCELLED
AUGUST	TBA
SEPTEMBER	Richard and Carol Simpson BMC Spring Run. TBA
OCTOBER	TBA
NOVEMBER	Caribbean Gardens Show and Shine with the Triumph Car Club Vic. TBA
DECEMBER	Christmas Lunch and Show and Shine by Gary and Sue. TBA

In the meantime while we are all at home doing very little, now is the time to put your thinking caps on and come up with a run or a place that you think members would like to see after all this is over. Just think of something/somewhere and we can do the rest. Please do something new and not re-hash runs we have already been on.

How to organise and put on a run.

Choose a month and a date that you can help

Once chosen decide on a time and place to meet

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

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

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

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

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

Upon arriving check that everyone has arrived.

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

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

GOLDEN OLDIES.

Whilst scrolling through a Facebook page at my home town of New Plymouth, New Zealand I came across a few photos that could be of some interest to members. Some of the cars pictured are BMC vehicles and others I have no idea. Anyway I found them interesting. I came out to Australia in 1978 and only been back a couple of times since then. Some of the photos I remember where they were taken so it was a bit of a trip back in time for me.







IMPORTANT NOTICE.

Club Permit Scheme.



Rules regarding putting vehicles on the BMC-Leyland Car Club Inc Club Permit Scheme.

BMC-Leyland Car Club Inc CPS (Club Permit Scheme), the committee has decided that as of now, the following rules will now apply:

1. A vehicle that is BMC, Leyland, British or European will be admitted to the clubs CPS providing that the vehicle is 25years or older and is classified as a classic vehicle.
2. A non-BMC, Leyland, British or European vehicle can be admitted with the permission of the CPS Person and the committee only if that member already has a BMC vehicle with the club. This rule excludes all Japanese, Ford, Holden and the like, subject to Committee approval.
3. For any new vehicle on the CPS, permission must first be obtained by the full committee with the club CPS person having the final say.
4. Any vehicle in dispute will be submitted to a committee vote and the ruling is final.
5. Any breach of these conditions will mean that the vehicle will not be renewed at its renewal date.
6. Please check at the front of the newsletter to see who is available to sign renewals and new vehicles or contact our CPS Person.

BMC-Leyland Car Club Inc CPS person is:

Sue Wilson.

Contact number is 0421841939



The following advice appeared in the Jaguar CC newsletter, noting its source the Jaguar Daimler Heritage Trust Twitter feed.

By starting your car up once a week you not only help the battery but also your engine. Once running, it allows engine oil to be pumped around the vital engine parts to keep them lubricated. A running engine also helps circulate coolant.

But don't just run it for a minute or so. You need to run it for long enough to get fully up to temperature. Lots of cold starts can end up with excess fuel being flushed down the bores and diluting the oil. Running it hot will make sure the fuel burns off.

You need to get the cooling system fully up to temperature. If the car has electric cooling fans run it until these cut in and out a couple of times. Turn the heater to the HOT position so hot coolant goes everywhere.

If your car has air-conditioning, make sure this runs for a while as well as the gas in the system actually acts as a lubricant as well.

Even if you can't take the car out on the road try and drive it up and down your drive at the very least this will make sure the grease in the bearings moves around and keeps the gearbox working properly.

Member Profile

BRETT HUXTABLE

Give me a paragraph about you.... what do you do for work, tell me about your family life, do you have any pets...?

I work as a wine waiter in a restaurant at a winery on the Mornington peninsula. Paringa estate. I have been with my partner, Jerome for 16 year this year and married for 10 months. We have 2 cats, Shiraz (white pure-bred ragdoll) and Piper (all black tabby).

We live a very much happily married domestic life down in Cranbourne. Have built the house 4 years ago, built the shed just after to house all the cars.

How did you get involved in the Motafrenz Car Club?

I got involved with Motafrenz after I returned back from being overseas for 7 years. I found out they had a gay car club and signed up shortly after returning. It must be about 10 years now. I wanted to meet new friends that have a passion for cars and happen to be gay as well. Ticked 2 boxes.

What does your role on the Committee entail?

I am the membership officer. My role entails checking our membership is current and correct; process new applicants, report every month on new members and any items relevant to my role to the committee, prepare a report for the AGM every year; and contribute and attend committee meetings every month.

Over the last couple of years, we have migrated to a pure online processing system. So, before there was a lot of checks and balances with the role. Now it is much simpler.

Give a timeline of the vehicles you've owned in your lifetime, and the back story to them, maybe a short review for each...

My first car was given to me by my Dad. It was a 1968 Morris Mini Deluxe. It needed a bit of work, so I helped him get it on the road. This is when my interest in working on (old) cars began. I gave it a thorough clean first, changed seats, doors, boot, bonnet over to better ones. I think something was wrong with the engine, so we ripped it out and replaced the 998cc engine with a more powerful and bigger 1100cc engine. Dad happen to have a later model "rod change" gearbox and we put this with it. Dad modified the brakes from drum to disc and bigger ones at that! They were off a Morris 1100, so big 8" stopping power now! I only had this for a brief amount of time, probably 4 or 6 months and then my Dad bought another mini for me to use.

Next car that I had was a 1978 Leyland Mini 1275 LS. This was a great fun car. Best fun on 4 wheels. This model only came in hi-ho silver or nugget gold. I had a nugget gold. This car was comfy, roomy (for its size) and fast. The 1275cc engine would out drag a lot of cars with bigger engines. I had loads of fun in this. It was in very good condition, so I was always washing it and cleaning it. I treated it as if it was my own. I used this mainly for the last years of my (high) schooling and for a year or 2 with my first job.

No 3 is the first one that I owned, even though it was free. The rego was in my name at least! 1970 Morris 1500 LP ((zircon?) white paint with blue interior). Somehow, I fell into this. Someone was getting rid of it and not sure if something was wrong with it, but I got it. Little back story to how I got it though. I always loved minis, but I just thought that 2 doors, sheer size and the lack of top end cruising was lacking. I

thought the Morris 1100 was a much better car, especially with the 1275cc engine as an option., but I wanted a little more. I found out about a sister car to the 1100, which was the 1500. Different engine, options for a 5-speed gearbox, 4 doors, rear adjustable suspension, all independent suspension (same as the 1100 too), big powerful 75bhp engine to boot! So, I thought this was a better option. This is how I came to get, as opportunity would come to pass, a Morris 1500. I was VERY fortunate to get the LP version WITH a 5 speed. Both were and are pretty rare.

I should explain about the LP. This was a Luxury Pack (hence LP!). The upgrade from the base 1500 was it had bucket seats (base had a bench seat), carpet (rather than vinyl), chrome surrounds around the doors, and a faux wood grain dash (rather than a one colour base fascia/dash). You also got a very small round sticker on the front fenders with L/P on it. Very rare to see them as most fell off or faded very quickly.

I had the Morris 1500 for a couple of years. I was a good car and went on lots of adventures. It had a tendency to run hot (and since owning a couple it seems to be a common trait!) but was very economical, great cruiser with a 5 speed and very practical with 4 doors and a decent sized boot (compared to the a mini). I kept it neat and clean for the most part, but the paint had faded, the carpet was a bit tatty and wasn't loved over the years.

Along comes another 1500 but this time in my better nick! Next car was a Morris 1500 LP (green duco with a green interior. This was basically the same car as before but in a lot better condition. My dad was a fireman and an old man donated this car to the fire service to be cut up for training purposes. Dad spotted it and asked if I wanted it, so, I got it. Amazing that it was a freebie! I could have driven it home (with a permit) but dad insisted I tow it home. Can't do this these days! I kept this for many years, but I suspect a head gasket went and I had all sorts of trouble starting it, especially when hot. I ended up putting it down in the back yard at my parent's place waiting for me to fix it up. I would probably still have it to this day, however my dad wanted to tidy up the back yard (when I was living overseas) and though I would never get around to fixing her up. He ended up filling it up with metal and sold it for scrap metal. Gone forever. Sad.

Whilst I owned the 1500, I happen to come across a 1971 Austin Kimberley. I LOVED this car, more so in hindsight. I bought it for a \$1000. It was immaculate. It had a blue interior. Manual too. This was a lounge on wheels. It was and is the most comfortable car I have ever driven in in a straight line. Very smooth, comfortable and absorbed very bump, pothole and speed hump you drove over. I used to drive over (long) speed humps at 60km/h and not feel or jump out of the seat. I remember having a full car with my sister and her friends and they all couldn't believe how much room was inside it. It really was a lounge on wheels. Unfortunately, as a 20 something I tended to over rev it and one day in the wet I must have bent a valve and it was running shockingly after that. I had also damaged the front driver side fender whilst reversing from a driveway and forgot to check and look for the fence post. Ouch. I am kicking myself for what I did to that car. As I had moved overseas the car was relocated to my dad's friends' yard where it lived until I would save it. But alas my dad only saw money in that metal, and I wasn't there when I returned home from living overseas. I truly miss that car and long for another. This car performed very well. It was only a 2.2lt but it did have twin SUs. It had (I think) 117BHP. It would keep up and be of equal match to my friends VH commodore with a 173ci (2.85lt) engine. Personally, I think this was a very stylish and good-looking car. It's a shame they had to use the Austin 1800 doors on the car (to reduce costs) but the front and rear styling was well executed in my opinion.

About halfway through my ownership of my Morris 1500 I got redeployed to another restaurant that was 55kms away. In the early 1990s and in Adelaide this was a huge drive! Basically, another end of the city for me. So, I was encouraged to buy a more reliable and modern car. I looked around for a while and eventually found a suitable car that I liked! Next car I bought was a 1987 VL Commodore executive. I paid \$6000 for it from a police officer. This is a unique car. I was a company car from Bob Jane T mart (tyre place). It was factory ordered with a unique colour, sunburnt orange! I have always loved it, no plain silver

or black or white. boring. If you look at the old colours of their buildings, you would see a small thin strip of orange and that was the colour for their company cars. The cars came with power steering, air con and 4-wheel disc brakes. Cream/brown interior too (I like light interior colours). The police officer changes the wheels/rims to 15" (over the standard 14") and they do look a treat. My dad, soon after buying it, converted to run on LPG gas too. Much better for economy considering the distances I was travelling a week. Over 500kms a week back then which is nothing considering where I live now!

I have many amazing trips, memories and good times in this car. Two unfortunate things I did to this car was, I crashed the front into a barrier fence and secondly, I cooked the engine and scorched the bore. I was travelling to see my grandma on the Yorkepeninsula, and it was a 38C day and running on LPG they always run a tad hot. Well this day it was too much and about 20kms from her house TOB died. I towed it to her house and contemplated my fate. In the end I put a reconditioned engine in it. After a mechanic pulled the engine apart, he showed me I scorched the bore. Lots of work was needed but suggested a cheaper option was to put a recon engine in. So about \$3000 later a brand-new running engine.

I took it up with me to Uluru (Ayers rock) for a year and then drove it home back to Adelaide via the east coast. I drove 12,500kms in a month to get home. I took my time but drove some massive days where I just needed to cover distances. (I think I drove 2 X 1100kms, 1 X 1000 and a several 800 or 900km days) Whilst in the NT they had no speed limits, so I drove at about 150km/h (average) on the Stuart highway for a good portion of it. It sucked on the juice a bit but having 2 tanks of fuel I was all ok. I travelled and lived overseas for 7 years so TOB (the orange beast) went into storage in a shed on my parent's farm. It lived there till I returned. No dad didn't sell or crush this one! I wasn't planning to live overseas for as long as I did so hence that's why I kept it. My dad would periodically start the engine and he would always comment "it starts every time, first time. Never misses a beat!" Eventually I returned back from OS and I retried the car and drove it back over here to Melbourne. I used it for about 3 years before I upgraded to my current daily car. I was having issues with the crank angle sensor (a known problem with the Nissan engines) so I wanted something a little more modern again and much more reliable. I still own my VL commodore, I have had it now for 23 years. I don't think I will sell it. I just need to spend the time and money to get it back to where I remember it. The car has done 300,000kms. It is the original transmission and needs an overhaul, but the engine is only about 150,000kms old. Many more years left in the old girl! I love driving this car too. Very comfortable and a great cruiser. Good on fuel too.

Next car was a bit of a sidestep from my dream car. I have always loved the Subaru WRX Impreza's since they were released in 1992. I have always longed for one however, every gen 1 and MY04 WRX had been modified, thrashed my teenagers, or high mileage. Trying to find an unmolested low kilometre WRX that wasn't trash was a tough ask. So, my search led me to the bigger Liberty. After some research I fell in love with the gen 4 liberty wagon. At the time in 2012 I wanted something that was about 5 years old, reliable and low kilometres. After about 3 months searching, I found exactly what I wanted. In sept 2012 I was the new proud owner of a MY07 Subaru Liberty 3.0lt wagon! This the Liberty 3.0 R with a premium pack. It took me a while to track down this one with a cream (they call it Bone) interior. I really dislike the all black interiors of cars (personal) and much prefer light colours. Black in and on a car in Australia is asking for hot hot hot. This car has the SI drive, full sunroof, flappy paddle transmission, 17" alloys, full leather, 6 stacker Macintosh CD player, driver/passenger/side curtain airbags are all standard with this model.

I really really love this car. It goes! It always surprises me how fast it is and when the "V.V.C." kicks in at 3000rpm... does it really sing! It handles amazingly, it stops on a dime, I am surprised what I can fit in this car, how economical it can be, how fast it can be and just a good all-round car. I am very reluctant to upgrade from this. I've had it for 8 years now and I will drive this into the ground. I has been so reliable for the time I have had it. I am the second owner. (First owner was the arch diocese (catholic) of Melbourne!) I have no idea what I would buy to replace this. Very big shoes to fill!

What is the history of the car(s) you currently have on club plates – how did you find?, what did you have to do to get it on the road?, what was it about *that* car that you *had* to have it...

I have 2 cars on club plates (not with MF). These cars are registered in SA and I split the time they are here and in SA.

I have a 1964 Morris 1100 in porcelain green. Funny story with this one. I won it on eBay. It was for sale and I bid on it, but the bidding went above what I was willing to pay. So, I forgot about it. About a month later I saw it again for sale. I assume the sale fell through, so I put my original bid on it and totally forgot about it. About a month later I got an email from eBay "Congratulations you have won the bid on a Morris 1100!!" O shit. OK. I'll take it. I rang the guy to discuss details. I was leaving to go on holidays 2 days after I won the bid. I said I would get the money to him after and arrange pick up. However, he lived close to Swan Hill!!! I found out he was the mayor of Swan Hill. He used to live next door to the original owners of the 1100 and he bought it off of them. The dear old lady had bought it new in 1964 and kept it and rove it till she could no longer drive. Knowing its history and its condition he bought it saving it from ill repute. He had it for a year but wasn't in love with it and just wanted it to go to a good home. He offered to deliver it to Adelaide for me and that's where it got sent. My parents were away, and my sister took receipt of it. I gave him \$150 to cover cost for the transportation, he was most appreciative of the gesture. My parents returned back home from holidays and on opening their roller door they were greeted with a nice new cute car. Mum rang and ask, "What have I bought?". Having explain what had happened she said that I got a bargain. She went on to say that it came with a folder, that I didn't know about. It had the entire history of this car. From the first purchase order, rego papers, maintenance logs, cost for anything etc. it has a full-service book history since 1964! AMAZING.

Soon after getting "Ellen" one displacer went and I had to replace that. I did enter the car in the Bay to Birdwood car rally in Adelaide in 2017 and we discovered it had a slipping clutch. So, a couple months later I went back to fix this. Other than these 2 things no major dramas with it. It's a quirky quaint car. It's not the fastest car however it is fun to drive. You definitely bounce along the road. Remember "floats of fluid". It has amazing all round visibility, easy to park, very economical and a good conversational starter. It brings a smile to my face when driving. I am just surprised at how much of a good condition of a car it is, with a full-service history all for what I paid. Amazing. Definitely bang for your buck and the cheapest entry level classic car you could ever own!

My latest purchase was a 1970 Morris 1500 LP. Yes, another one. In 2016 someone was advertising, on FB marketplace, this car. I had spoken to him a couple months earlier about it and I was interested but not urgent to buy it. He contacted me again and asked if I was interested in a lower price. I was interested but still a little high for what I wanted to pay. Eventually I said to him a couple weeks later if he would accept a lower price and he said yes. So, a trip to Adelaide ensued. The car was located in a rural town called Yorketown at the bottom of the Yorke peninsula, about 3hours drive or 260kms. So, road trip with my bestie to collect the car. So, after driving there, checking out the car, not even taking it for a test drive I decided I'll take it. Got all the paperwork, went to the local authorised rego place and after about 30 mins, paperwork done and completed. Now to drive it back to Adelaide. It was fun and easy. It has a 5 speed so cruised beautifully at the limit and economical too! My best friend followed me in my Subaru back home. After 260km it was at my parent house. Another car to surprise them! I wanted to bring the car over here for a while, so I decided to drive the car the whole way from Adelaide to Melbourne. My thoughts were that if families and people use to drive all the cars in the 70's, 80's, and 90's all over Oz why can't I still do this now. If it was to break down, I would just put it on the side of the road and collect it the next day! Who know what would happen! My good friend Bruce came with me to Adelaide to collect the car, just in case something broke down en route. I had planned a 2-day drive just to pace things out and not put too much strain on the car. In the end I could have driven the car all the way in one go! It cruised beautifully on the highway. Very comfortable for such a long distance. A 5 speed to cruise at with low revs and floaty suspension for comfort. I was please and surprised at its ease. I plan to make the return trip back to

Adelaide this September for the Bay to Birdwood. I can't get them out of my blood. I love them. Cool, funky cars that bring a smile to my face.

I had to replace a displacer bag at one point and the welch plugs need doing (leaking). I have some ideas of what I would like to do with this car so will see how I go in the future.

I do have 3 other cars, that aren't on the road. I have a 1970 Morris 1500 Nomad, another Morris 1500 LP (green) and a Morris 1500 (red) wreck. The wreck I saved from scrap and I have just used it as a parts car. The other 1500 LP is a complete 100% car that I saved again from the scrap heap. I have this undercover and see how funds and my interest are in restoring this to a pristine condition.

The Nomad is a rare car. For those that don't know what it is. it's a 5-door hatch back of the 1500 (and 1300). It was only made in Oz. You can fold all the seats down to form a bed. The rarest models are a 1300 auto nomad. As these were the most expensive at the time and no one bought them unless they really wanted an auto. We estimate it is one of only 15 left on the road in Oz. I bought this from an old Maltese man out in Bundoora. It was his daughters and she was using it as a daily. Until she hit something and put a huge hole in the sump. He tried to patch it up and fiberglass over it, but it kept on leaking. He was trying to sell it for years. I think he just wanted to get rid of it out of his garage/shed. So, I offered him a price and he accepted. I trailered it home to my place Camberwell. I found a 1500 (mustard yellow) wreck in Adelaide and joined my Dad is stripping it and removing the engine, as I needed a new gearbox. Eventually I returned back to Melbourne with a carload of parts, but most importantly a gearbox! I then removed the engine from the Nomad and switched gear boxes. I was lucky to change it over with another 5 speed! Very lucky. Spray painted the engine and wacked it in. And Voila. it works and runs, plus it doesn't leak oil!! I did take it for a road worthy, but it has a couple of rust issues that I need to get fixed. I'm not very good with body panels so I will need to invest in someone else help. So, it is in my shed.

It's not short. but there is a story to be told!!

Brett Huxtable has been a member of the BMC-Leyland Car Club Inc for a number of years and Sue and Gary have known Brett for almost 10 years. Brett has organised a few events for the club, the most memorable was a wine tasting trip through some special wineries in the Yarra Valley. Hopefully he maybe able to organise a run up our way, north of the city for another wine tasting tour in the near future.

Thanks Brett.

CLUB MEMBER OF THE YEAR AWARD.

This year the Club Member of the Year will be selected on a points system as follows.

1 POINT: For participating on a run.

2 POINTS: For organizing and participating on a run.

1 POINT: For doing an article or a run report that is published in the magazine.

1 POINT: Supplying photos, editorial, jokes, etc that is published in the magazine.

1 POINT: For introducing a new member who signs up with the club.

This excludes me as the President.

BMC-Leyland Car Club Inc REGALIA.

Some items we have in stock. Clothing we order in for members which takes one week.

Car Club Car Banner	\$5.00
Club Embroidered Cloth Patch	\$10.00
Club Cap (One size fits all)	\$15.00
Grille Badge	\$30.00
Polo Shirt Navy/Red (Embroidered Logo and name)	\$25.00
Bomber Jacket, Black with leather sleeves (Embroidered Logo)	\$200.00
Rugby Jumper Navy/Red Trim Denim Collar	\$35.00
Club Dress Shirt (Short Sleeve Embroidered Logo and name)	\$35.00

Available from Sue or Gary.

Clothing must be ordered and will take about 10 days.

All sizes available.



GRILLE BADGE

\$30.00 for members and \$35.00 for non-members.
(Out of the 50 ordered we have already sold half.)



Another which way am I going??

FOR SALE BY MEMBER.

MGB

Contact seller

Hi all, I am selling my MGB 1964 I have had the B for about 4yrs, I have spent about \$3000 on her to many thing to list, She is in good condition, original engine & gearbox, drives well but could still do with a couple of tweaks here & there,if any one is seriously interested then just message me. Price \$18,000 with a roadworthy. Cheers



CONTACT: Gary or Sue for details.

JOKE (Only in Queensland!)

Two Queensland Police Officers were conducting speeding enforcement on the Cunningham Highway, just west of the Amberley Air force Base at Ipswich.

The officers were using hand held radar devices to check speeding vehicles approaching the crest of a hill. The officers were suddenly surprised when their radar guns began reading 500 kms per hour.

The officer attempted to reset the radar guns, but they would not reset and then turned off. Just then a deafening roar over the treetops revealed that the radar had in fact locked on to an RAAF F/A-18F Super Hornet which was engaged in a low flying exercise near the location.

Back at the QLD Police Headquarters the Patrol Sergeant fired off a complaint to the RAAF Base Commander.

The reply came back in true RAAF style:

Thank you for your letter. We can now complete the file on this incident.

You may be interested to know that the tactical computer in the Hornet had detected the presence of, and subsequently locked on to your hostile radar equipment and automatically sent a jamming signal back to it, which is why it shut down. Furthermore, an Air-to-Ground missile aboard the fully armed aircraft had also automatically locked on to your equipment location. Fortunately, the Senior Pilot flying the Hornet recognized the situation for what it was, quickly responded to the missile system alert status and was able to override the automated defense system before the missile was launched to destroy the hostile radar position.

The pilot also suggests you cover your mouths when cursing at them, since the video systems on these jets are very high tech.

Sergeant Johnson, the officer holding the left radar gun, should get his dentist to check his left rear molar. It appears the filling is loose. Also, the snap is broken on his holster.

Thank you for your concern.
Wing Commander Brown, SFO
RAAF. Amberley. Ipswich, Qld.



FOR SALE BY MEMBER

Morris Minor Convertible

Contact seller.

1953 Morris Minor Series II, Split Screen Convertible.



This car was assembled in Australia at Nuffield (Australia) P/L at Zetland in Sydney.

The car was found in Morris Minor Australia's warehouse quietly rusting away and being used for parts when I purchased it. The former registration was AXZ324 and it expired around 30 years ago. At some time the car was used as a paddock bomb due to the amount of mud found in the rails, guards and sub frame when I took the whole thing apart, bit by bit.

The car took 4 ½ years of fastidious hard work to restore it to original condition.

The floor sections, boot floor, lid sections of the doors, guards, rails, ¼ panels and inner guards had to be cut out and replaced. The seats, door cards and carpets all had to be remade. A full re-spray and a new vinyl roof was also fitted. Numerous electrical and mechanical faults had to be repaired or replaced especially a lot of the wiring.

Over all the car has been rebuilt from the ground up and is ready for someone to enjoy.

CONTACT Bill Flaherty on 0407 119 778 for any further details.

Many of us have wondered who is Jack Shit?

Jack Shit is the only son of Aww Shit who married Oh Shit, owners of Knee Deep in Shit Inc.

Jack Shit married No Shit. The couple had 6 children: Holy Shit, Giva Shit, Fulla Shit, Bull Shit, the twins Deep Shit & Dip Shit. Deep Shit married Dumb Shit, a college dropout. After 15 years, Jack & No Shit divorced. No Shit married Ted Sherlock and became No Shit Sherlock.

So, the next time someone says you don't know Jack Shit, you can say, "Yes, I do"



FOR SALE BY MEMBER.

Bob Strode.

This beautifully turned out and restored MGB GT is up for grabs for one lucky buyer. With an asking price of \$19,500, the buyer will get a car that will give them many years of problem free driving.

Currently on a Club Permit with the BMC-Leyland Car Club (Not transferable) this vehicle is ready to go.

Contact Bob Strode direct on 0414 240 020.

No time wasters or tyre kickers please.

Advertised elsewhere.



(Sorry about the quality of the photo)

ROVER: the beginning ...

This article has been sourced from the Rover Car Club of Otago (New Zealand) April 2020 newsletter.

The trade name Rover was first introduced in 1884 for a tricycle, but it was the 1885 Rover Safety Bicycle that was to make Rover a household word. By the end of production in 1924, the company had manufactured 426,530 bicycles – of which today there exist only a handful, mainly in transport museums.

The bicycle industry evolved primarily in Coventry. It owed most of its development to the Starley family. Self-taught inventor James Starley began his industrial career with sewing machines, some of which today fetch high prices as rare, fancy antiques. The Smith & Starley Queen of Hearts machine, derived from the 1870s, was an ornate & intricate piece of engineering. But James next turned his hand to bicycles, modelled initially on the French Michaux velocipede, which was pedalled by the front wheel.

The low gearing available from this arrangement was a serious limitation. The first attempt to tackle this problem led to Starley's "penny farthing", with its giant front wheel.

Further difficulties then arose. In its first form, the Ariel of 1870, this bicycle suffered from undue strain on its plain radial spokes.

In a stroke of genius, James in 1874 patented the solution: the tangent-spoked wheel, which so correctly managed the torque in combination with the suspension of the wheel rim that the design has remained unchanged to this day.

However, James was unable to envisage a remedy to the difficulty of mounting and balancing these cumbersome machines, other than by adapting the design to the construction of tricycles.

An incidental advance here was the re-invention of the differential gear. The "penny farthing" became a solely recreational vehicle for the rather athletic male rider.

It was James' nephew John Kemp Starley who made the final leap in engineering innovation by combining known mechanical principles into one practicable machine. His essential and brilliant achievement in 1885 was the realisation that the drive should go through chain-and-sprocket gearing to the rear wheel, which could then be made the same diameter as the front wheel.

The resultant Rover Safety Bicycle is recognised by historians as the key invention in personal, self-powered mobility. The first Rover bicycles had solid tyres, but John Dunlop's pneumatic tyre was adopted in 1888.

With the change to curved front forks, and a strengthening of the frame by a diagonal supporting tube (the seat bar) from saddle to bottom bracket, the Rover settled into a form which has endured for 130 years and seems unlikely to change much further.

Besides Rover, many other bicycle makers all over the world came to try their hand at manufacturing motor cars; they included Hillman, Singer, Sunbeam, Morris, Leyland, Darracq, Peugeot, Pierce-Arrow, and Olds. The internal combustion engine was first installed in a velocipede by Gottlieb Daimler in 1885.

The Rover motorcycle appeared in 1902. Bicycle makers Wilbur and Orville Wright produced no engineering advances on two wheels, but applied their experience of lightweight frames and economy of structure successfully at Kittyhawk in 1903.

It can certainly be concluded that the Starleys had made a very substantial contribution to the birth of twentieth century technology.

The historical basis for this account, which has been adapted from Queensland Rover Feb 1990, was an article in Scientific American (March, 1973) by S.S. Wilson, lecturer in engineering at the University of Oxford. Peter Fama. Havelock North



An 1886 Starley
Rover safety Bicycle.



FOR SALE BY MEMBER.

ROSS NANKIVELL

0439 632 805

Ross is selling his Mk 11 Kimberley for around the \$3,500 mark.
The car is situated in the Goulburn Valley near Shepparton.
This is a well kept, very tidy car.
Any further information please contact him.



(Sorry about the quality of the photo)

Restoration of Leyland P76

1973 Executive

Thanks to Brian Crocker and the CACMA editor, Helen Phillips & Secretary, David Fox (the article author)

Leyland Australia produced the P76 at their Zetland plant in Sydney in 1973 & 1974.

My parents purchased this car from Arthur Pulfer of Pulfer Motors in Bendigo. Dad had previously purchased a Morris Minor 1000 four door, a 1960 Morris Oxford series V and a 1964 Wolseley 24/80 Mk 2 from Arthur. Pulfer Motors had been in Bendigo for decades as a Morris Dealer then BMC, BLMC, Leyland Australia and after the demise of Leyland became Bendigo's Mazda dealership.

The 1973 Leyland P76 Executive was Chrystal White in colour with a Casino Blue interior. The Executive came standard with power steering and automatic. The only option available was air conditioning. Rubber floor mats and carpet floor mats were also purchased as genuine accessories. The car was much loved and proved a competent family car including the ability to tow caravans, boats and trailers.

Below is the breakdown of the total numbers built for all 13 P76 sedans.

Deluxe Column Manual 6 (2N26) - 2342

Deluxe 4 Speed Manual 6 (2M26) - 516

Deluxe Column Auto V8 (2C44) - 1532

Deluxe Column Manual V8 (2N44) - 1281

Deluxe 4 Speed Manual V8 (2M44) - 380

Deluxe Total - 8169

Super Column Auto 6 (3C26) - 1132

Super T-Bar Auto 6 (3A26) - 380

Super 4 Speed Manual 6 (3M26) - 719

Super Column Auto 6 (3C44) - 1928

Super T-Bar Auto V8 (3A44) - 2256 (including Targa's)

Super 4 Speed Manual V8 (3M44) - 1047

Super Total - 7462

Executive - 2376

Total 4 door sedan P76 Production – 18007

Plus 650 were made in NZ from parts shipped from Australia.

In addition, there were:

52 X 2 door Force 7 Coupes

3 X Station Wagons



As can be seen in this photo (without compliance plate), the compliance number is P76 076 B4S4 A44 1252 with a build date of 7/73. The engine number is 4404/1259 and as you can determine came without air conditioning.

All major components are still as they emerged from the factory i.e. Engine, gearbox, rear axle, power steering and seats; although they have all been reconditioned.

I owned the car from the early 1980's and drove it daily for years as a family car in conjunction with a Bold As Brass Super V8 4 speed manual I also purchased from Pulfer Motors. Both cars ended up languishing in my garage as a succession of newer cars took their place. In 2007 I decided that my dream of fully restoring one of my Leyland's

should be turned into reality and finally set about dismantling the Executive. The dream has been interrupted by the stark reality of family life and was completed in 2018.

My Executive was built in July 1973 and was one of 126 Execs built that month. There was a total of 1483 P76's built that month and assuming 5-day weeks probably came down the production line on or about the 25th July 1973. Enough trivia now back to the story!

Stripping the car was easy with just the usual difficulties associated with working in a home garage without a car hoist. I had decided to undertake a complete restoration, so every part was removed from the body. I made a wooden frame with trolley wheels to support the body and also have the ability to move it about the workshop and transport to panel beater etc.

In order to keep originality, I carefully removed the original firewall insulation and the insulation under the parcel shelf. This was a fortuitous decision as I haven't seen anything resembling the original material. I would recommend using a large paint scraper and some patience and you will be able to keep the original material. At the same time, I made a decision which I now regret; removing the Executive only engine bay sound deadening. My decision to remove the sound deadener was based on Leyland's decision to glue the material to the inner wings and then paint the body. My reasoning was to ensure that there was no rust under the material on the primer only steel. As it transpired the steel in the engine bay was perfect except for some damage under the battery tray.



The brown in these photos is glue not rust. The glue held the sound deadener in place.



Original positioning of sound deadener under the window wipers. Firewall showing haphazard placement of yellow glue and luckily no signs of rust.



Front of car shows surface rust in panel under bumper bar and evidence of work carried out by dealer to get front indicator lights and associated panels to fit properly.

As discussed previously I had decided to undertake a complete restoration and hence having the body blasted seemed the natural extension of that decision. I also decided to media blast the floor pan to ensure the sound deadening material did not hide any rust. As can be seen from the photographs there was minimal rust in the body shell.



Some surface rust in the stone tray

The only rust in the engine bay was under the battery tray.

The front and rear guards were mostly free of rust except for some in the front and rear wheel arches.

The floor pan and roof and boot area were free of any rust.



All rust was removed, and new steel welded into place. The body was sanded and cleaned and then given a protective coat of etch primer. There are reasons both for and against media blasting. You need to choose an operator who is experienced as an inexperienced blaster can warp panels or even worse destroy panels. The person who blasted my car was very experienced and caused no damage to the body shell. I also had all suspension components, cross members etc. blasted to remove mostly oil grease and dirt. When restoring the alloy wheels, I used Soda Blasting as this can be gentle on components. We made sure that the wheels were carefully washed before painting and polishing as the wheel restorer explained that any residue would destroy the painted finish.

Thanks to Brian Crocker and also CACMA editor, Helen Phillips & Secretary, David Fox (the article author)

Restoration of 1973 Leyland P76 V8 Executive Continued



Observations at this stage of restoration.

1. Take plenty of photographs
2. Make notes to accompany photographs
3. Carefully bag with notes all screws, nuts, bolts, washers etc.
4. Make sure the panel beaters don't remove parts as they will become lost
5. Carefully wrap parts to avoid damage in transit
6. Keep everything until you have a replacement in hand as you will be surprised at the parts that are difficult to obtain.
7. Be very careful in removing trim and insulation as 40 years induces fatigue.
8. Whatever time you set aside to do a job will never be enough.
9. Leyland Australia used an amazing array of bolts, nuts, screws and washers. Even the speciality fastener suppliers have difficulties in obtaining correct size and plating colour. I have replaced most bolts, nuts and washers with the next higher grade of high tensile fitting.
10. Invest in a high-quality UNC & UNF tap and die set to clean every thread.

Panel Beating was undertaken by a highly experienced professional who restored every panel to better than factory condition. Hammers and dolly's, then hand filing, slide hammers to pull out dents,

Spray putty, guide coats, hand sanding etc. etc. until all panels were perfect.





Rust holes in the lower guards were drilled out and butt welded and then hand filed and sanded.

The front lower panels were removed, and NOS panels welded into place.



As this car is an earlier example of the marque the body panels and bolt on panels such as the indicator light panels had to be “massaged” by the dealers to get shut lines etc. looking half decent.

The panel beating process and some new panels have ensured that I will have to once again need to massage the closures on bolt on panels.

Painting

I thought about changing the paint colour from Crystal White to either Aspen Green or Dry Red. The painter found the original colours listed on “Car Refinishes Australia” computerised catalogue and painted a beer can in Aspen Green and another in Dry Red.



Both of these colours still look good today, but I decided that the extra effort involved in changing the interior colour (Casino Blue) meant that the car would be as it left the factory.

The under body was sprayed with a sound deadening black paint. The next pictures tell the rest of the story.



Home at last! Now comes the hard part!!

Rebuilding

Like the decision I had to make about the paint colour I now had to make another fundamental decision. Should I restore the car to the factory standard (concourse) or subtle modifications or complete change (modified). This decision confronts all car restoration projects and the arguments are endless in all car clubs. I don't wish to enter into any arguments on the subject in this forum. My decision was based upon a few facts namely:

- The car would be driven on public roads 40 to 50 years after it was designed and I wanted the car to be safe, reliable and enjoyable.
- After the effort and money that has been expended, I didn't wish to ever touch the car again, except for services.
- I wanted to preserve the car as it came from the factory for future generations of enthusiasts.

The points listed above can be in conflict, but I decided to build as close as possible to concourse with subtle improvements to safety, reliability and enjoyment.

I was confronted with racks, shelves, boxes, cupboards of parts mostly covered in oil and grease and dirt. I took all the suspension parts, cross members, engine mounts etc. etc. to the sand blaster. Upon return I etch primed, primed and painted all parts in KBS paint. KBS manufacture (expensive) coatings for all automotive needs and they match the matt, semi-gloss and gloss finishes found in the p76. The coatings are very hard and should preserve this car for another 40 years. I cleaned the petrol tank both inside and out and also used KBS coatings to enhance and preserve.



Rear Cross member after sand blasting.



Front Cross member after blasting.

I decided to replace all nuts, bolts, washers and screws with new equivalents. I also decided to upgrade the nuts and bolts to the next level of high tensile i.e. from grade 5 to grade 8. Interestingly I couldn't find all imperial bolt and nut sizes in the original 'gold' colour but had to settle for some black and some silver.

All suspension bushes were replaced by nolathane equivalents. Rear shock absorbers and front struts were NOS items. This will probably be a mistake as after 40 years they may not work effectively. If after driving the car I find them to be ineffective then I will replace with newly manufactured items.

I purchased new springs from King Springs in Sydney and new brake disks from DBA.

Drive Train

The major components of the drive train i.e. engine, gearbox and rear axle/differential were the next components to be restored. The rear axle was stripped of all extraneous componentry and cleaned. The original yellow paint stripe and part number were intact under the grime. I found a specialist differential workshop who restored the entire component with new seals, gaskets, bearings etc. He also setup all backlash and preload settings etc. After further cleaning they also spray painted the unit.

Fitting the rear suspension was the next task with new components such as springs, shock absorbers and bushes. New high tensile nuts, bolts and washers completed the operation.



I have previously disassembled the engine to determine if there was any damage. One piston had a crack but everything else looked reasonable for a 40-year-old 100k Miles engine. Interestingly the engine builder found that the bearings were original Leyland but 10 thou undersize.

I asked the engine builder to build me an engine that would:

- run on unleaded high octane;
- look original but all new components;
- last well beyond my lifetime;
- run smoothly; and
- The only major nod to modernity was to be electronic ignition.

The block was cleaned and inspected to determine whether there was any hidden damage. All core plugs were removed. Luckily the block was in good order so was decked and bored and honed. The crankshaft was also cleaned, checked, machined and balanced. The engine builder chose Range Rover pistons which fitted P76 conrods and the top face machined to get the compression ratio and fuel mix flow correct.

The pistons and conrods were assembled and balanced individually and later balanced as a whole. The engine was assembled with all new components. The heads were cleaned, checked for cracks, machined and new valves, springs and saddles fitted. The oil pump was new as were the gears. A new camshaft, bearings and tappets were fitted along with new timing chain and gear set.

All new bolts, washers and nuts were used.

The exhaust manifolds were sand blasted and painted with KBS high temperature paint in "Cast Iron colour". The cork gaskets on the tappet covers were replaced with Range Rover silicon gaskets to ensure no oil leaks. Scorch Ignition in Melbourne built a new distributor based upon a Ford V8 Bosch electronic distributor. This will ensure that a very large spark goes to each sparkplug and that dwell angles and timing can be expertly set and will not change.



The core plugs in the back of the engine were replaced with Rover screwing components.

New components also included thermostat housing, PCV valve and fittings, engine mounts, temperature sensor, oil pressure sensor, oil filler cap and many other parts that I have forgotten.

Rebuilding an engine is expensive

The BW 35 auto gearbox was rebuilt by a specialist transmission shop. The shop hadn't worked on a BW35 for some time but assured me that the shift points and quality would be identical to original.

The driveshaft was blasted and repainted. A NOS sliding yoke and universals were installed. Engine and gearbox were re-united with new nuts and bolts. I resisted the temptation to paint the gearbox although I did paint the sump.



After 40 years I was concerned with the state of the braking system. As my intent is to never do any major work on the car after the restoration I decided to replace or refurbish the entire braking system. I have been using a local mechanic for 33 years and he undertook all services and mechanical work on my Leyland's. He is a specialist Brake Repair shop, so the work was entrusted to him. The owner decided to undertake the work himself which was very pleasing. All components were replaced or refurbished including the Vacuum unit, master cylinder, proportioning valve, rear slave cylinders, pads, shoes, hand brake cable etc. He also replaced all the brake lines including flexible hoses.

I would strongly recommend renewing your braking components after 40 years. This is a major safety issue and I can almost guarantee that your brake proportioning valve is not working properly if you have the original unit installed. The flexible hoses have reached the end of their life and should be replaced.

As I am building a concours car or as (close as possible) I cleaned and reinstalled the original firewall insulation.



Engine bay ready for braking system



Leyland used standard PBR brake components and they are the same as XW Falcons & HQ Holden's.

Installing the Engine and Gearbox.

I fitted the power steering pump to the engine before it went into the engine bay. I used a heavy-duty engine hoist to lift the power pack into the engine bay. We managed to accomplish this task without any damage to the car or power pack. I also fitted the reconditioned steering rack before we fitted the engine.

The only problem was a strange one involving the rear gearbox mount. The arms on which the cross-member sits appear to have spread so judicious use of force by 2500kg ratchet straps pulled them into place. New engine mounts were used along with new bolts, nuts etc.

Dressing the engine with all pipes, hoses, linkages, carburetor, alternator etc. was the next task.

I had the radiator rebuilt by a specialist company in Canberra. I knew I had gone to right place when I walked in the door with old radiator and the person said "Ah P76 I have seen one of them for years".

My father had fitted a huge core in the early days of the car because it constantly overheated. We had also run twin Davis Craig fans to ensure the car was always cool.

The professional advice this time was to make it look factory but ensure it never overheated in any situation. He asked advice from the radiator manufacturer and they had a 2-pass core for the P76 with more fins per inch than standard. The radiator needed a new top tank so in effect is a new unit. He also fitted new brass fittings for the auto Transmission cooler lines and repainted the lot. The radiator looks magnificent and I think the best piece of individual work I have had done.



The Interior



The floor was covered in acoustic deadening sheeting including underneath the dash panels and over the gear selector housing. All unnecessary holes in the sills etc. were also covered to prevent water / dust ingress. I then used a car acoustic underlay and finally a new carpet set.



The seats were sun damaged and worn and required a complete restoration. The seat bases and Pirelli straps were able to be reused but new foam was added. I had purchased the last Casino Blue Executive cloth and had some Casino Blue Vinyl so was able to have all seats restored to their original grandeur.





NOS Seatbelts were fitted

All the original sound insulation from the boot was cleaned and reglued in place. The original spare wheel cover was also cleaned along with all the original tools



The dash, glove box, dash pad and radio were the next components to face restoration and installation. Luckily all components were in good condition as the car had been garaged most of its life. The Wood Grain had lifted and shrunk over 40 years but was in good condition. The only exception was the wood grain around the Transmission lever which needed replacement.

After 40 years the wood grain material is brittle so requires very careful handling. I used a heat gun on low settings to restore some pliability to the material. Judicious use of glue and some spring clamps have given an original finish. I had searched for years for woodgrain material that looked the same as the original and eventually found some that is slightly lighter but similar thickness and pattern. I used some of this material to redo the console for the Transmission lever.

I used a NOS Radio and speaker and radio surround to complete the centre dash.

The original instruments were in good order, so I cleaned them and replaced some globes. I used NOS Light and window wiper switches to complete the instrument panel.

Some repairs were required for the dash wiring and the Kopex tubing on the heating and demisting ducting.



Finished Product



Postscript.

I am currently rebuilding my 1974 Super V8 Manual which I also purchased from Pulfer Motors in Bendigo. The car is Bold as Brass in colour and I am fitting Power Steering and factory air-conditioning; so maybe in a few years I can include an article in this magazine.



The BMC-Leyland Car Club Inc sincerely thanks Brian Crocker and the CACMA Editor, Helen Phillips & Secretary, David Fox (the article author)- to reproduce the article in the Wobble Knocker car club magazine.

P76: What the papers say

Just how good has been Press reaction to the P76? Rather than try to tell you what was said, we have presented below extracts from stories filed by the motoring writers.

Stories containing comments like the ones below have appeared in every major metropolitan newspaper in Australia.

Judge for yourselves:

Leyland Australia's new big car, the P76, is probably the best thing that has happened for the motoring public since the first locally built car 25 years ago.

. . . and the whole car gives a secure feeling of being properly integrated from its fat-tyred wheels to its shapely Michelotti styled body.

Sunday Telegraph

Buyers are going to like the P76. In many respects the car is an object lesson to rival manufacturers.

**Mike Kable,
Daily Mirror, Sydney.**

And it's a beauty. The P76 is a car that . . . is a step ahead of its rivals.

**Evan Green,
The Sun-Herald.**

. . . this writer emerged with a genuine enthusiasm for 'this Australian-sized' car. It is not a cheap car, but the advantages it offers in ride and handling make it value for money.

Sydney Morning Herald.

I drove both six and eight cylinder versions of the P76 and I cannot remember a more favourable first impression from a medium-priced vehicle.

**John Butler,
The Courier-Mail, Brisbane.**

The car is taut, a light car to throw around, an excellent handler, exceptionally well braked, and among the most comfortable cars around.

**Murray Nicoll,
The News, Adelaide.**

The new Leyland P76 shines, in its handling, stability and braking.

**Chris Defraga,
The Age, Melbourne.**

The steering, ride and handling are decidedly better than on the Big Three cars.

**Mike Kable,
The Australian.**

It's a continental-style suspension in terms of comfort, handling and road-holding, with the ruggedness to handle Australian conditions.

**Sean Moylan & John Keran,
The Sun, Sydney.**

The P76 is bigger all round than the current Holden, yet it handles as if it were half its size and weight.

**Bryan Hanrahan,
The Herald, Melbourne.**

The petrol figure for the test car (a V8 — *Ed.*) over 830 miles was more than 21 miles a gallon, which is about 20 per cent better than for five-litre cast-iron engines.

**Bryan Hanrahan,
The Herald, Melbourne.**

. . . we subjected it to five severe braking tests in rapid sequence from 70 miles an hour on bitumen. On the fourth and fifth, smoke poured away from the ventilated front wheel discs, but the car stopped surely and swiftly with no deviation from a straight line. . . .

**Peter Layton,
The Sunday Mail, Brisbane.**

The cars are marvelously appointed and finished. Even the base model, the Deluxe, is of a standard not previously attained in this country.

Bench seats . . . give correct support to all parts of the body.

**Peter Layton,
The Sunday Mail, Brisbane.**

Both the fixed and reclining buckets are excellent.

**Bob Jennings,
The Advertiser, Adelaide.**

We suffered virtually no fatigue after many hours at the wheel . . .

**Mike Kable,
The Australian.**

It offers more headroom and legroom in the rear and more legroom in the front than any other comparable car.

**Peter Gavaghan,
The Sun, Melbourne.**

ENOUGH SAID.



With so many members sitting at home in self isolation, maybe it would be a good time to consider putting pen to paper and writing up a story for your club magazine. This month I am extremely thankful for Phil for send me a couple of stories on his recent outings in his Mini Marcos. Surely some members have something to share with other members on a restoration, a car story or even a few photos that you can put a word or two to.

If you have please email it to me for next months or next time we put a magazine out.

Email: bmcleylandcc@inet.net.au

Please support the
Bank that supports our club.



Bendigo Bank

Pearcedale
Community Bank[®] Branch



Bendigo Bank

BANK DETAILS

For all payments and deposits. Make sure you leave a name....PLEASE.
BSB 633 000 Account 152525515
BMC-Leyland Car Club Inc.

Minor parts? Think... Minor Magic

Minor Magic was created out of a passion for all things Morris Minor.

*The world's first Morris Minor parts supermarket!
1000's of new and used parts in stock.*

We believe in offering quality parts at the best possible prices. I am a licenced mechanic and only sell products that are suitable for your pride and joy. We have a full range of new and used parts for restorations. We also have a number of kits available to upgrade your Morris Minor. Overnight delivery in most cases.



MINOR MAGIC
Suppliers of new and used parts
for all Morris Minors



Darren Goff 02 4334 4123
sales@minormagic.com.au

Order with our easy user-friendly website
minormagic.com.au

The End

