



BMC-Leyland Australia Heritage Group Inc.

March 2022



www.bmclaheritage.org.au

A non-profit association of some hundreds of former employees and interested persons whose mission is to preserve the heritage of BMC-Leyland Australia and its associated companies as a significant part of Australia's automotive manufacturing history.

NEWSLETTER ISSUE 78



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Heritage Group Merchandise

DVDs
The Car Makers
Horses to Horsepower
Austin Freeway Around Australia & 9 ½ Days
Member Price all \$20 each.

CD
Heritage Group CD 3rd Imprint \$20
Photos, powerpoint presentations, reports and stories.

Books
Building Cars in Australia \$40
P76- The Inside Story (2nd Edit.) \$20
BMC-Leyland Australia Vehicle Reference 1950-1982
List Price \$85, Members @ \$45 limit of 1 per member
Secrets of Style \$30
Leyland Cars in Australia \$50
A Chronicle

For sales and details of postage contact Roger Foy on 02 9449 1524 or email *rogerfoy1@bigpond.com*

Or visit www.bmclaheritage.org.au

It's weird
being the same
age as old people!

From the President

Finally lockdowns seem to be a thing of the past and events can be planned with some sort of certainty. Some of the 2022 events that the Heritage Group has been involved with have had dates confirmed:

National Motoring Heritage Day will be on Sunday May 15th.

Shannon's Sydney Classic will be on Sunday August 14th.

All British Day, its 40th event, will be on Sunday, September 11th.

Heritage Group AGM will now be on April 27th at:

Tree Tops Cafe
Glenhaven Green Retirement Village
599-607 Old Northern Road, Glenhaven
at 11.00am. This is the delayed 2021 AGM and another AGM for 2022 will be held later this year.

A nomination form is on the last page of this newsletter or you can download it from our web site. There is also a proxy form on the web site if you would like to vote but can't attend. If you don't want to rip the back page off you can fill it out and then take a photo of it, then email the photo. Please call Kay if you have any other questions regarding the AGM. All her contact details are on the form.

A full calendar of all our events for the 2022 will be published in the next newsletter which will be published just after the AGM. We will be having a film afternoon and a Reunion Lunch and the AGM dates and venues will be confirmed.

Minis Down Under

This celebration of the launch of the Mini in Australia finally went ahead in March. The Heritage Group had a stand at the event and we sponsored 3 awards. Details of the awards, the winners and their cars will be in the next newsletter. At the event we signed up some new members, found some old ones who are going to renew, sold some books and also met some people who were associated indirectly with the factory. We had a large photo of the plant on display which drew a lot of attention as people wanted to see where their car was built. A really great event.

Greg Kean

Please note that the Heritage Group has a new mailing address:
12 Acacia Drive Glenhaven, NSW 2156

On the Cover

Set up day at the Minis Down Under event.

Inside

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It finally happened. The celebration of the 60th Anniversary of the launch of the original Mini in Australia.

BIRTHS

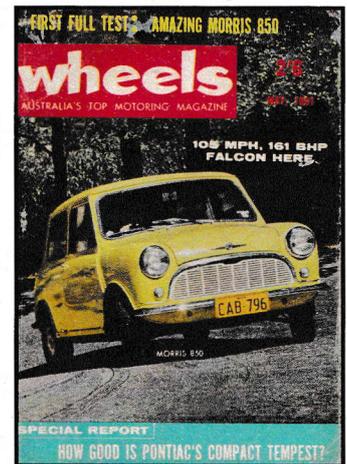
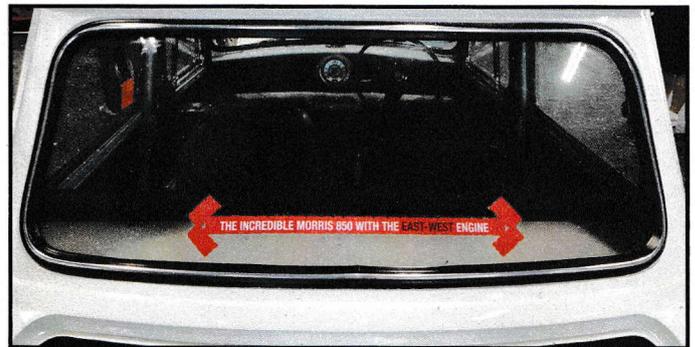
MORRIS (nec Mini-Minor):
Early this morning at the British Motor Corporation's Sydney Plant, after ten years' development a sturdy youngster.
(Name: Morris 850.)
—All wonderful.
Visitors welcome from tomorrow.

After it's launch in the UK in 1959, Australian buyers had to wait until 1961 before they could get their hands on one. And it sold like the proverbial hotcakes, with people from all classes buying, personalising and modifying the little brick. The Mini had a successful race and rallying career, was even a movie star and set a benchmark for how cars could be built. So, 60 years later it was appropriate to celebrate the legend's achievements but, like nearly all events in the last two years, the original date and subsequent dates were subject to Covid lock downs. So downunder, ironically, we had to wait a year before we could celebrate the Mini's milestone.

Michael Benton is a long time Mini enthusiast and a member of the Mini Car Club. He and his wife Lynne have attended international Mini meets and celebrations over the years, and it was these and local events that seeded the idea of celebrating the icons 60th Anniversary of production commencing in Australia. The Mini Car Club's Committee supported the concept, and a date was fixed, May 2nd 2021. That date became August 1st, then November 21st and finally March 21st, 2022. It could be argued that it was now too late but to Michael and the Mini Car Club's credit they continued



Advertising for the event with the original date.



Wheels announces the Mini's arrival May 1961 edition



to work on the event. As Michael told me, 'If the 2020 Olympics could be held in 2021 we can move as well'.

As there were several interstate entries, the delays and lock downs created an uncertainty of who would be able to attend. In fact, as late as January this year the event was still hovering around another date change. Finally, it was confirmed that the event would go ahead on the March date.

The week before the rains opened across the eastern states and tried to put a dampener on the show - but it didn't work. Over 140 Minis arrived at the Rosehill Gardens venue and around 1000 people turned up to view the spectacle. On the day, based on the number of volunteers assisting, it was clear that the whole Mini Car Club was behind the event.

As can be seen by the photos on this page, it really was an excellent show, with a wide variety of Zetland and Enfield built Minis on display including Mokes and vans. Added to this were current BMW MINI as well as BMC and later Rover versions privately imported into Australia.

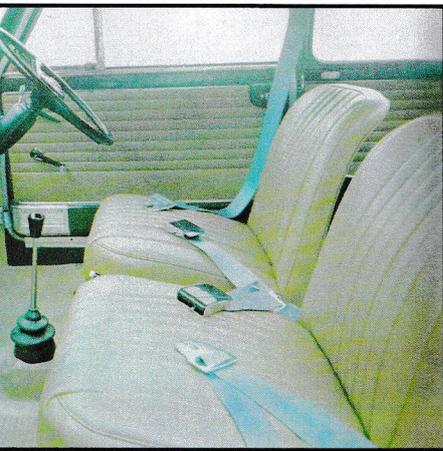
Despite the weather and the delays, Michael and the Mini Car Club put on a spectacular, professional show which achieved its aim- to celebrate the Mini's 60th birthday down under.

Greg Kean

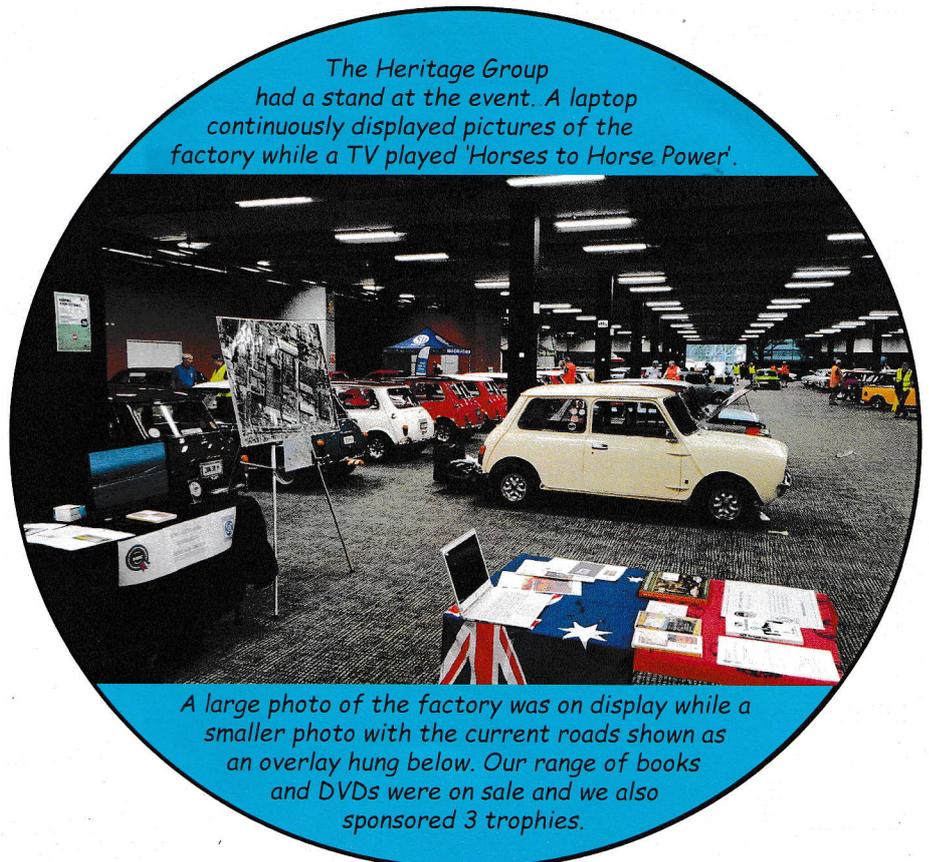


Admiring a couple of ADO16s, the Mini's younger brother, both UK builds.





How things change, at left a Mini Deluxe interior while on the right a Mini Sunshine.



The Heritage Group had a stand at the event. A laptop continuously displayed pictures of the factory while a TV played 'Horses to Horse Power'.

A large photo of the factory was on display while a smaller photo with the current roads shown as an overlay hung below. Our range of books and DVDs were on sale and we also sponsored 3 trophies.



A great Mini van and a great Mini trailer down from Queensland.

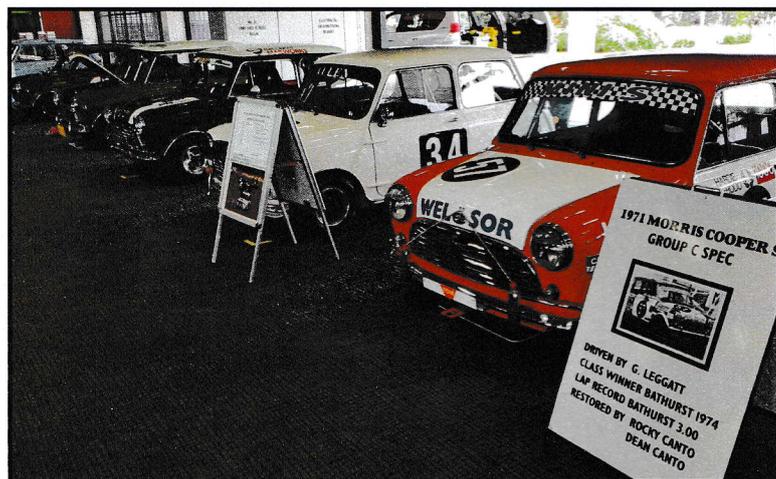
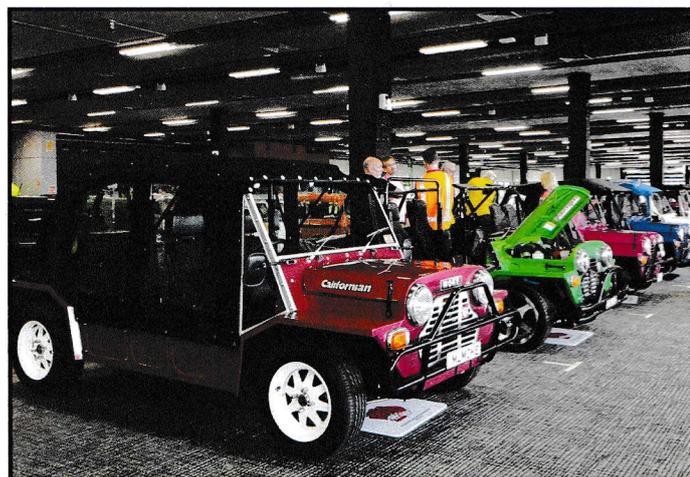


Setup day and the early arrivals were putting the final touches on their entries, and yes it was worth it. This is Kylie and her 1972 Clubman GT won best 'Best Clubman in Show'



CKA 721 is a rare original 1961 Mini 850. That is the original Araluen Blue paintwork you can see gleaming in the light. With just over 5100 miles on the clock it still has the original everything right down to the tyres. It was the first Mini sold at Armidale Motor Service.

Some on display were well used.



Moke in Defence

While Alex Issigonis was developing the Mini he planned to build a more basic model using the same mechanicals but a more rugged body with the aim of breaking into the military market.

So in 1959, BMC had working prototypes of just such a vehicle, codenamed 'The Buckboard'. The vehicle was designed to be parachute-droppable, but its poor ground clearance and inadequate performance from the engine meant it did not meet the most basic requirements for an off-road vehicle. The Royal Navy did show some interest but only as a vehicle for use on the decks of aircraft carriers.



Mokes on Parade at the Corowa Military Vehicle Gathering

That vehicle became the Mini Moke and was released as a civilian model in 1963. In 1966 Moke production was moved to Australia. The Australian Moke did have some military success with the Australian Army testing an initial 8 vehicles starting in 1969. These vehicles were fitted with the Morris 1100 engine and larger 13" wheels. The test led to 111 Mokes delivered in 1973, 47 in 1976 and 78 in 1980. The 1976 and 1980 batches would have had the 998cc engine.

From the final report:

"The vehicles were used for driver training in the Pacific Island Regiment. This resulted in the training period being reduced by 5 weeks; however, there are several vehicle components which are highly vulnerable when used for this task: handbrake, trafficators, bumperbar."

"Recovery of the vehicle presents no problems as the vehicle when bogged can easily be extracted manually by two soldiers lifting the rear or four soldiers lifting the front."

Australian Mokes were exported around the world and local production ceased in 1981.

From the FINAL REPORT ON TRUCK LIGHTWEIGHT $\frac{1}{4}$ TON CL (BMC MOKE) AND $\frac{1}{4}$ TON CL (BMC) TRAILER 30 OCT 70

In 1969 the Australian Army procured eight BMC "MOKE" vehicles and four matching BMC $\frac{1}{4}$ ton trailers, to gain direct experience in their employment.

Two vehicles and one trailer were issued to the Tropical Trials Establishment (TTE), for evaluation over a twelve month period. The remaining vehicles; and trailers were issued to Papua New Guinea Command (PNG Comd).

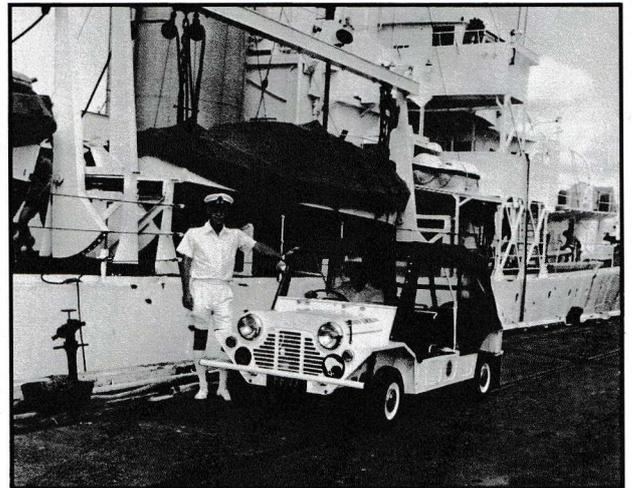
Both TTE vehicles completed in excess of 20,000 miles during the evaluation period and the general performance in the tropical environment was satisfactory; however, reliability could be improved by incorporating some modifications to the suspension and exhaust systems.

The trailer, which was used for some 10,000 miles during the evaluation period, proved unreliable and too small.

The vehicles and trailers issued to PNG Comd were examined by a representative from TTE at the end of the evaluation period and their condition and the results obtained are compatible with the TTE findings.

The results of the trial show that the vehicle, with some modifications, is suitable for use in the Australian Army as a self-drive runabout with a limited cross-country performance.

The trailer should be rejected.



Mokes were used by the New Zealand Navy on their Leander Class Frigates from the 70s through to the early 80s. The Mokes served as shore transport, admin duties and as the Captains port runabout. Above is HMNZS Lachlan's Mini Moke

Coming in 2022

60 Years of the Austin Freeway.....



50 Years of the Morris Marina



Our own Kay De Luca and Tony De Luca receive an OAM for services to motoring clubs and the community.

**BMC-Leyland Australia Heritage Group Inc
Notice of Annual General Meeting (AGM) 2021**

The 2021 AGM will be held at Tree Tops Café at Glenhaven Green Retirement Village, 599-607 Old Northern Road, Glenhaven at 10.00 am on Wednesday 27th April 2022. Sandwiches/tea/coffee to be served after the Meeting. (This is a delayed 2021 AGM.)

Please RSVP: Kay De Luca, 12 Acacia Dr, Glenhaven 2156 (Phone 0410 688 886 or email tonkay@optusnet.com.au) by 21/04/2022 to ensure adequate seating.

Agenda:

1. Minutes of last meeting. Motion: That these be accepted.
2. Financial statement for F/Y 2021. Motion: That this be accepted.
3. Election of members of Committee
4. General business
5. Close.

**BMC-Leyland Australia Heritage Group
Nomination Form for Positions on the Committee – 2021/2022 Year
If you wish to nominate anyone, please forward completed form to:
Kay De Luca, 12 Acacia Dr, Glenhaven 2156 (Email tonkay@optusnet.com.au)**

Positions to be filled are:

Position	Person Nominated	Nominator	Nominee Agrees
*President			
*Vice President			
*Secretary			
*Treasurer			
*Committee – 1			
*Committee – 2			
*Committee - 3			
#Committee – 4			
#Committee – 5			
#Committee – 6			
#Committee - 7			

* = Position required by constitution # = Optional position by constitution

**BMC-Leyland Australia Heritage Group
Proxies for the 2021 AGM**

A member who wishes to nominate a proxy for this meeting should use the form attached to the constitution – available on the club’s website. Alternatively, the member may contact the secretary, Kay De Luca at 12 Acacia Dr, Glenhaven (Phone 0410 688 886) who will provide a form.

