British & European Automobile Club
(Southern Highlands NSW) Inc.
PO Box 1020, Bowral NSW 2576
Website | **http://beac.org.au/**
Email | info@beac.org.au
Bank Account | British & European Automobile Club
802-101 100073721

BEACon December 2022

President: Geoff Wood, email: president@beac.org.au
Secretary: email: secretary@beac.org.au
Treasurer: Peggy Pollock, email: treasurer@beac.org.au
Membership Registrar: Rob Stenvert, email: registrar@beac.org.au
Historic Plates Registrar: Rob Stenvert, email: registrar@beac.org.au
Webmaster: Anne Wood, email: webmaster@beac.org.au
BEACon Editor: Phil O'Regan, email: editor@beac.org.au
Events Co-ordinator & Information: Ross Pollock, email: events@beac.org.au

Camden Valley Inn 2/11/2022

I think the conversation between the weather gods went like this: "All that rain that we sent down doesn't seem to have deterred that car club mob from doing their outings." "Yeah, well let's see how they go when they have a cold, blasting wind to contend with." And so it came to pass that in spite of the sunshine at the assembly point for the run to Camden Valley Inn, the biting wind made life difficult. But we came, we saw, we leaned into wind, and we got on with it.

Once again, red cars seem to be the order of the day.

The Stenverts' MGB GT contrasts with the predominance of red vehicles .

Anne shows off the new regalia.

Nice to see the Tutins' Mini Cooper back with us.

At the assembly Anne Wood was able to showcase the new club regalia (see article in this edition). They were very well received, with a number being purchased on the day.

The briefing revealed a very late change to the advertised route. Due to road works on Old South Road, we ended up going through Bowral and Mittagong centres to the expressway, taking Picton Road into Picton and from there up the Old Hume Highway to the Inn. Not the most scenic route, but the best under the circumstances.

Upon arrival at the Inn, it was immediately obvious that someone has spent a lot of money setting the place up. Extensive indoor, outdoor and semi-outdoor seating areas were available (and the place is still being extended). The latest electronic ordering from your table systems were in use (although the electronics at the bar were playing up at the time I ordered our drinks). Anyway, we got stuck in and ordered what we wanted from the reasonably extensive menu.

MGs and the TR frame the entrance to the Inn.

The Atkinson's Excel always looks the business.

The Stenverts' and Pyatts' GTs rest after the journey.

I (and I think numerous others) ordered the Guiness Pie. It turned out to be very nice indeed. Geoff Wood next to me complimented his pie with of course, a Guiness to drink. I am not a Guiness fan, so settled for a nice on-tap pale ale that I hadn't seen before.

Part of the courtyard Photo: Jenny O'

The atmosphere was very conducive to chatting, and we heard some good stories from the Brian Cox lead tour of the Central West that had recently concluded. (Look for an article on it in the January BEACon).

Again, thank you people from the pest with a camera.

A Guiness pie with, what else, a Guiness!

Another big, beautiful Parmi.

All in all, it proved to be a top destination for a club run. I fully expect we will be back there next year at some point. On behalf of the club, I say 'thank you very much' to Peter and Dorothy Pyatt for getting this run on the calendar.

Phil O'

New Regalia

The club has a new set of regalia for you to buy and wear. The very smart cap is $15, the scarf is also $15 and the patch which can be sewn on a garment of your choice, is $10. They were very well received at their first appearance at the Camden Valley Inn run. To obtain, contact our treasurer Peggy Pollock – mobile 0411 303 329, or see her at the assembly point before club runs.

And after buying them, don't neglect your car. We have the Club Car Badge for $15 and the Window sticker for $2.

The cost of producing the new regalia was donated by Pam Payne, in memory of her husband Bob, the highly regarded ex President of BEAC. I for one will be proud to wear the new gear in Bob's memory.

CLUB CALENDAR – November and December 2022

- **Runs start at 10 am from the Botanical Gardens Car Park on the corner of Old South Road and Kangaloon Road, unless otherwise noted.**
- **Please Note: all PDF files and links are available on the club's Events Web Page**

DECEMBER 2022

Wednesday 14 December 2022 | Club Christmas Lunch
• Meet | 10am, Southern Highlands Botanic Gardens car park,
1 Old Road South Bowral – at the roundabout Cnr Kangaloon and Eridge Park Roads
. Venue The Robertson Hotel, Fountaindale Rd. Robertson
• Christmas lunch menu and details. Christmas
• Contact | Ross Pollock | m | 0412 734 825
e | events@beac.org.au

Sutton Forest Inn 16/11/2022

Well, this run had 'success' stamped on it right from the start. A well liked venue, a scenic drive through some of the Highlands' best countryside (on roads selected to minimise potholes stress), and a short drive home for many of us afterwards – all it needed was the weather to cooperate to top it off. And the weather did take pity on us, so it was no surprise when no less than 40 people turned up to participate.

Chris and Jenelle Brangwin put this run together for us and we are grateful to them for their efforts.

The line-up at the Bot Gardens assembly point featured a good selection of the cars that make BEAC such a good club to be in if you appreciate variety in your classic vehicles. And there were two new interesting additions to the line – Brian Cox's immaculate MINI which he assessed during the club's recent tour of the Central West, and the gorgeous Bristol of two gentlemen who were visiting us for the very first time. (I didn't get to talk to them, so I can't tell you anything about the car).

So off everyone went through the very well-known loop (this time in the reverse direction) of almost to Robbo, Pearsons Lane, Myra Vale Road, Fitzroy Falls and back to Sutton Forest via Exeter.

The Inn's big open carpark was a good setting for displaying our vehicles.

Once inside we had our fill of the good pub food on offer, and settled in for a social afternoon with good friends. Judging by the hubbub of conversation going on around us, I'd say everyone was having a very relaxed time and enjoying the occasion.

While this outing was very close to the 'default' BEAC run formula, our next run to HARS will be quite a different experience. It will be interesting to contrast the features of the two runs.

Phil O'

HARS 30/11/2022

All neatly lined up ready to go.

Most BEAC runs involve driving for an hour or so to some salubrious (I love that word) place for lunch. But the other format we use is to go to a place for the primary purpose of checking the place out (such as the Campbelltown Steam Museum run in June). Today's run to HARS was in this category. HARS is acknowledged worldwide for its excellent work in preserving and restoring classic aircraft, both civilian and military. Club member Ken Davis is a volunteer at HARS, and organised for us to tour the facility.

Merv Dunlop's latest discovery – a very rare Austin Tasman

Transverse 6 cylinder donk of the Tasman.

A view to inspire!

Ken not only set the run up, but then acted as a guide as we toured the extensive facilities at HAR's Albion Park base. The commentary he provided was top notch, presenting little known facts about the history of many of the exhibits which made the tour interesting for those who are not necessarily aeroplane nerds. And the number and variety of the aircraft preserved was outstanding.

The big fella – the 747 that holds the record for the shortest commercial jet flight ever – 10 minutes from Sydney to Albion Park.

Jenny ready to go round and round.

A peek at the $100 747 cockpit tour.

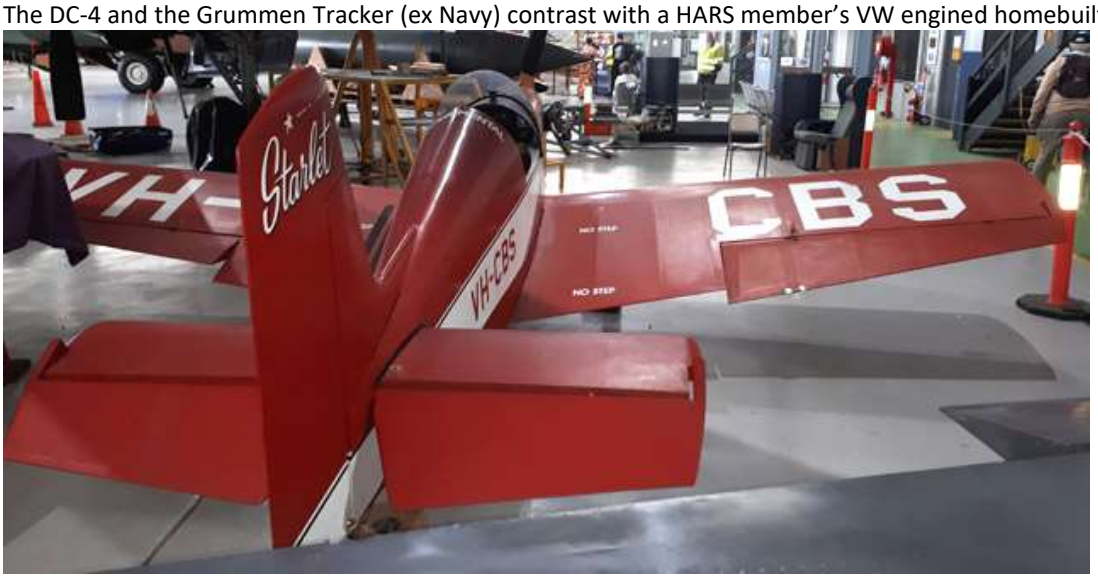
The stairs that the Beatles came down on their 1960s arrival in Sydney.

The cockpit of the ex-Qantas Super Constellation 'Connie'.

We can only give a hearty vote of thanks to Ken, who by the end of the day was feeling the effects of a strained voice and weary legs!

The Douglas DC-4 and Lockheed Super Constellation make a good pairing out on the apron.

The DC-4 and the Grummen Tracker (ex Navy) contrast with a HARS member's VW engined homebuilt (below).

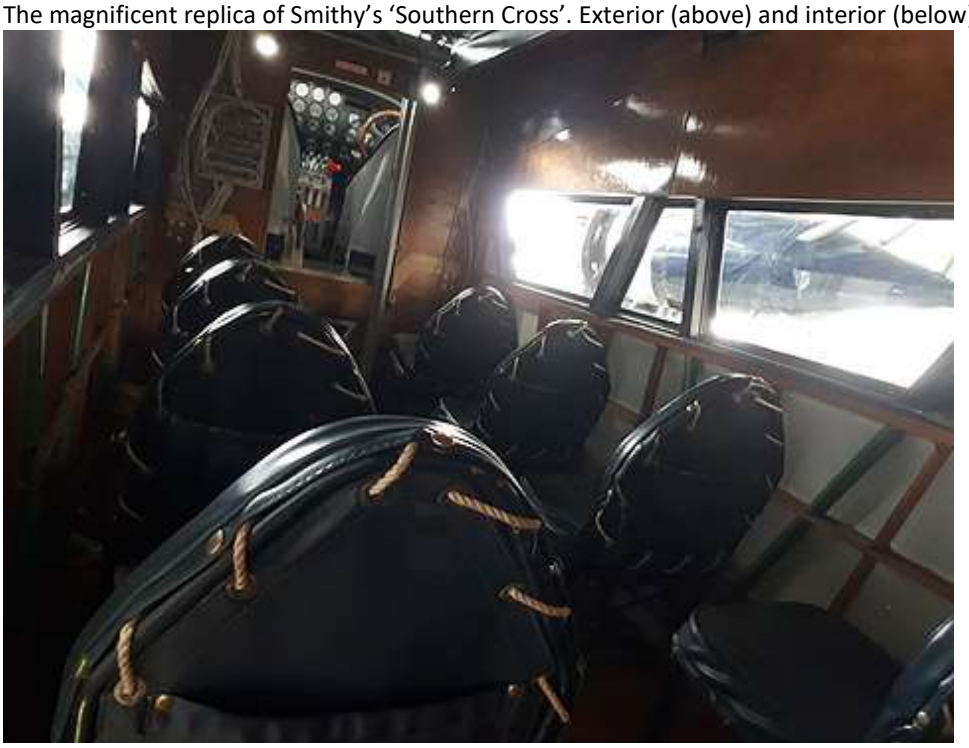


My mugshot in the F-111, which has a few more dials in it than my Mini!

Two great Korean War adversaries – the CAC Sabre and the Mig-15.

A later MIG variant.

The magnificent replica of Smithy's 'Southern Cross'. Exterior (above) and interior (below).



The DHC Caribou which served the RAAF so well.

The immortal DC-3, of which HARS have 3 or 4 examples

The Fokker Friendship – HARS have two of them.

World's only working Scottish Aviation Twin Pioneer.

Walking down the flight line.

A classic car departs the classic aeroplanes.

Phil O'

For sale

MGB GT Spares

All numbers given are from Moss Parts Catalogue (MGB-09A)

Starter Motor (GXE441z)

Rocker cover (2 of)

Brake discs (2 of)

Exhaust system to manifold clamps (2 of)

Cluster gear – new

Clutch master cylinder - new (GMC1007)

Clutch release bearing – new

Axle bearing seals – new (GHS101, GHS211)

Carburettor gaskets (6 of)

¼ window seal (part 050307)

'Snap-on" DZUZ driver

Vacuum advance pipe

Steering rack gaiters (new) (GSV1155)

Manifold gasket (new) (GEG602Z)

Rocker Cover Gasket (new) (2 of) (AJM402)

Carburettor needles and springs (standard)

Clutch and brake pedal rubbers (new) (2 of)

King pin bearings (new) (2 of) part 030269

Door striker plates (new) 1 pair (AHH7758, AHH7759)

Bumper overrider (used but good condition)

Tail light to body gaskets (new) (2 of)

Bumper supports (2 of) “Distance piece” AHH6216

Rear bumper mounting bracket (1 of) AHH6335

Bonnet hinge (2 of) HZA364

Front bumper spring bracket (pair) AHH6209, 6210

Battery support and clamp set AHH6353SSK

Rear bumper spring bar (4 of) AHH6250

Box of various nuts, bolts and screws

Glazing rubber (1 of) 37H4297

Contact Brian Cox on 0416 209 538

For sale

Vintage Car Badges

Contact Phil Davies on 0418 169 536

HISTORIC VEHICLE SCHEME

• For members with BEAC Primary Historic Vehicle Registration, on a club run you must keep either a Club BEACon Newsletter or BEAC Events Web Page print-out in the car to justify the use.

HISTORIC CONDITIONAL REGISTRATION - 60 DAY LOG BOOK SCHEME

A reminder that it is a condition of the 60 Day Log Book Scheme to sign off on your RMS Log Sheet **BEFORE** making a non-club run journey. Severe penalties apply.
Members with cars registered under the Historic Vehicle Scheme are expected to attend a minimum of **four** Runs / Events per year.

Additional information covering the Historic Vehicle Registration 60 Day Log Book Scheme can be found on the BEAC website https://www.beac.org.au/historic-vehicle-scheme/historic-vehicle-scheme-60-day-log-book-scheme/

Please note: if you sell a car that is noted on the BEAC Member's Register, please inform our Membership (and Historic Plates) Registrar of the sale. If in doubt whether the car is on the Register, tell him anyway at registrar@beac.org.au (he won't be offended)!

Way to Go

Jenny and I were on holidays recently in Ulladulla, and we decided to go up to the visitor's information bureau in Ulladulla Civic Centre. As we approached, we could see a crowd of people up on the veranda, many of whom were dressed in black. It seemed that a funeral had just taken place, and the reception was in the civic centre. It was then that we saw the hearse – an immaculately presented 1927 Chevrolet, still used by Milton Ulladulla Funeral Services. Well for my money, if you want to go out in style, the Chevvy beats a modern day hearse hands down!

Mini

This is the last in a series of articles on the four notable small cars from the middle of the twentieth century - the Volkswagen Beetle (1938), the Citroen 2CV (1948), the Fiat 500 (1957) and the BMC Mini (1959). This month we look at the Mini, sometimes affectionately called the 'roller skate' or 'go-kart'.

The Mini began life in 1959, just in time to become an icon of the swinging 60's in England, along with miniskirts, the pop/rock and roll music revolution lead by the Beatles, and other youth driven cultural sects such as the Mods and the Rockers. But of course the Mini was aimed at a far wider market than just youth. Like the other three icons looked at in this series, it was intended for everyone, particularly those who had not had their own car before.

The Mini went on through numerous versions and variants for 41 years in the UK. It also had a long life here in Australia, being built here from 1961 to 1978. At its height, even the highway patrol had Minis, and it was a source of much merriment watching a burly police sergeant getting into a Cooper S.

My long involvement with Minis is well known to many within the club. Back in the late 60s I used to go down to Brian Foley's dealership in Caringbah of a night and press my nose up against the glass, eyeing off his selection of low mileage used Coopers and Cooper S's. My first car was a Cooper from Foley's – red with black roof, walnut dash, lovely thing. It lasted three months before it was stolen and found later burnt out in National Park. I wanted to get an S with the insurance money, but couldn't afford one, so got a Mini Deluxe, but it wasn't the same. Twenty years later I got the Cooper S that I still have and that was 32 years ago. (Well OK, I haven't 'had' it for the last 15 months, but we won't talk about that)!

My S.

Wikipedia is the place to tell the story (well, part of it anyway).

The **Mini** is a small, two-door, four-seat car, developed as **ADO15**, and produced by the British Motor Corporation (BMC) and its successors, from 1959 through 2000. Minus a brief hiatus, original Minis were built for

four decades and sold during six, from the last year of the 1950s into the last year of the 20th century, over a single generation, as fastbacks, estates, and convertibles.

The original Mini is considered an icon of 1960s British popular culture. Its space-saving transverse engine and front-wheel drive layout – allowing 80% of the area of the car's floorpan to be used for passengers and luggage – influenced a generation of car makers. In 1999, the Mini was voted the second-most influential car of the 20th century, behind the Ford Model T, and ahead of the Citroën DS and Volkswagen Beetle.

This distinctive two-door car was designed for BMC by Sir Alec Issigonis. It was manufactured at the Longbridge plant in England located next to BMC's headquarters and at the former Morris Motors plant at Cowley near Oxford, in the Victoria Park/Zetland British Motor Corporation (Australia) factory in Sydney, Australia, and later also in Spain (Authi), Belgium, Italy (Innocenti) Chile, Malta, Portugal, South Africa, Uruguay, Venezuela, and Yugoslavia (IMV).

The Mini Mark I had three major UK updates: the Mark II, the Clubman, and the Mark III. Within these was a series of variations, including an estate car, a pick-up truck, a van, and the Mini Moke, a jeep-like buggy.

Mini Estate Photo: Dennis Elzinga 1970 Mini K

The performance versions, the Mini Cooper and Cooper "S", were successful as both race and rally cars, winning the Monte Carlo Rally in 1964, 1965, and 1967. In 1966, the first-placed Mini (along with nine other cars) was disqualified after the finish, under a controversial decision that the car's headlights were against the rules.

BMW acquired the Rover Group (formerly British Leyland) in 1994, and sold the greater part of it in 2000, but retained the rights to build cars using the Mini name. Retrospectively, the car is known as the "Classic Mini" to distinguish it from the modern, BMW influenced MINI family of vehicles produced since 2000.

The very first Mini 1959.

The Mini came about because of a fuel shortage caused by the 1956 Suez Crisis. Petrol was once again rationed in the UK, sales of large cars slumped, and the market for German bubble cars boomed, even in countries such as the United Kingdom, where imported cars were still a rarity. The Fiat 500, launched in 1957, was also hugely successful, especially in its native Italy.

Leonard Lord, the somewhat autocratic head of BMC, reportedly detested these cars so much that he vowed to rid the streets of them and design a 'proper miniature car'. He laid down some basic design requirements – the car should be contained within a box that measured 10×4×4 feet (3.0×1.2×1.2 m); and the passenger accommodation should occupy 6 feet (1.8 m) of the 10-foot (3.0 m) length; and the engine, for reasons of cost, should be an existing unit.

Alec Issigonis, who had been working for Alvis, had been recruited back to BMC in 1955 with a brief from Lord to design a range of technically advanced family cars in the same innovative spirit as his earlier Morris Minor to complement BMC's existing conventional models. The team that designed the Mini was remarkably small; in addition to Issigonis, John Sheppard (who had worked with Issigonis at Alvis), Jack Daniels (who had worked with him on the Morris Minor), Chris Kingham (also from Alvis), two engineering students, and four draughtsmen worked on the project. Together, by July 1957, they had designed and built the original XC9003 prototype, which was affectionately named the "Orange Box" because of its colour. Leonard Lord approved the car for production on 19 July and XC9003 became project ADO15.

The ADO15 used a conventional BMC A-Series four-cylinder, water-cooled engine, but departed from tradition by mounting it transversely, with the engine-oil lubricated, four-speed transmission in the sump, and by employing front-wheel drive. Drive was taken down to the transmission via a conventional clutch coupled to a set of primary gears on the end of the crankshaft which gave rise to the characteristic transmission "whine" for which the Mini became famous. Almost all small front-wheel drive cars developed since have used a similar configuration, except with the transmission separately enclosed rather than using the engine oil and mounted directly onto the end of the crankshaft, but with unequal length driveshafts. Early prototypes used the existing 948-cc A-Series unit, but this provided the ADO15 with performance far greater than its price and purpose required – a top speed over 90 mph. The engine was reduced to a new 848-cc capacity with a shorter stroke. This reduced power from 37 to 33 bhp and caused a significant drop in torque, so provided more realistic performance. Even so, the ADO15 had a top speed of 75 mph, which was better than many other economy cars of the time.

The suspension system, designed by Issigonis's friend Dr. Alex Moulton at Moulton Developments Limited, used compact rubber cones instead of conventional springs. This space-saving design also featured rising progressive-rate springing of the cones, and provided some natural damping, in addition to the normal dampers. Built into the subframes, the rubber cone system gave a raw and bumpy ride accentuated by the woven-webbing seats, but the rigidity of the rubber cones, together with the wheels' positioning at the corners of the car, gave the Mini go kart-like handling.

How it all comes together.

As launched, the Mini had a simple suspension made from conical springs of solid rubber. These were compact, saving on intrusion into the cabin space, and required no maintenance. The conical shape gave the springs a progressive action, becoming stiffer at greater degrees of compression. This gave the ADO15 a smooth ride over small bumps, but minimised roll and pitch on more uneven surfaces. It also allowed the springs to cope with the huge variance in load between an unladen car (about 600 kg or 1300 lb) and a fully laden one (just over 1000 kg or 2240 lb, or a 70% increase).

Ten-inch (254 mm) wheels were specified, so new tyres had to be developed, the initial contract going to Dunlop. Issigonis went to Dunlop stating that he wanted even smaller, 8 in (203 mm) wheels (even though he had already settled on 10-inch). An agreement was made on the 10-inch size, after Dunlop rejected the eight-inch proposition.

In 1964, the suspension of the cars was replaced by another Moulton design, the hydrolastic system. The new suspension gave a softer ride, but it also increased weight and production cost. In 1971, the original rubber suspension reappeared and was retained for the remaining life of the Mini.

From October 1965, the option of the unique Automotive Products designed four-speed automatic transmission became available. Cars fitted with this became the Mini-Matic.

In 1959, BMC and Alec Issigonis won the Dewar Trophy, for the design and production of the Mini.

The Mini shape had become so well known that by the 1990s, Rover Group – the heirs to BMC – were able to register its design as a trademark in its own right.

Mini 60th Anniversary in the UK

Slow at the outset, Mark I sales strengthened across most of the model lines in the 1960s, and production totalled 1,190,000. Ford purchased a Mini and dismantled it to see if they could offer an alternative. Ford determined that the BMC must have been losing around £30 per car, so decided to produce a larger car – the Cortina, launched in 1962 – as its competitor in the budget market. BMC insisted that the way company overheads were shared out, the Mini always made money. Larger profits came from the popular De Luxe models and from optional extras such as seat belts, door mirrors, a heater, and a radio, which would be considered necessities on modern cars, as well as the various Cooper and Cooper S models.

The Mini entered into popular culture in the 1960s with well-publicised purchases by film and music stars. "I love my Mini Cooper," remarked Madonna in 2003. "I was too scared to drive a big car in London."

The Cooper S version was also used by some British police forces as both a uniform and plainclothes car.

Production ended on 4th October 2000, with a total of 5,387,862 having been produced.

Wolseley Hornet and Riley Elf (1961–1969)

Riley Elf

Wolseley Hornet

Released in 1961 as more luxurious versions of the Mini, both the Wolseley Hornet and the Riley Elf had longer, slightly finned rear wings and larger boots that gave the cars a more conventional three-box design. The wheelbase of the Elf and Hornet remained at 2,036 mm (80.2 in), whereas the overall length was increased to 3.27 m (10.7 ft). This resulted in a dry weight of 638 kg (1,407 lb)/642.3 kg (1,416 lb) (rubber/hydrolastic suspension) for the Elf and 618 kg (1,362 lb)/636.4 kg (1,403 lb) for the Hornet. Front-end treatment, which incorporated each marque's traditional upright grille design (the Hornet's grille with a lit "Wolseley" badge), also contributed to a less utilitarian appearance. The cars had larger-diameter chrome hubcaps than the Austin and Morris Minis, and additional chrome accents, bumper overriders and wood-veneer dashboards.

Mini Van (1960–1983)

1963 Austin Mini Van

The Mini Van was a commercial panel van (in US English, a sedan delivery) rated at ¼-ton load capacity. Built on the longer Traveller chassis but without side windows, it proved popular in the 1960s UK as a cheaper alternative to the car: it was classed as a commercial vehicle and as such carried no sales tax. A set of simple stamped steel slots served in place of a more costly chrome grille. The Mini Van was renamed as the Mini 95 in 1978, the number representing the gross vehicle weight of 0.95 tons. 521,494 were built.

Mini Moke (1964–1989)

1967 Austin Mini Moke

A utility vehicle intended for the British Army was built with a twin-engined 4-wheel-drive. Although the 4WD Moke could climb a 1:2 gradient, it lacked enough ground clearance for military use. The single-engined front-wheel-drive Moke enjoyed some popularity in civilian production. About 50,000 were made in total, from 1964 to 1968 in the UK, 1966 to 1982 in Australia and 1983 to 1989 in Portugal. The Moke was marketed in holiday locations such as Barbados and Macau, where they were also used as police cars. "Moke" is archaic British slang for a donkey.

Mini Pick-up (1961–1983)

Mini Pick-up.

A pick-up truck (technically a coupé utility by definition, 11 ft (3.4 m) in total length was built on the longer Mini Van platform, with an open-top rear cargo area and a tailgate. The factory specified the weight of the pick-up as less than 1,500 lb (680 kg) with a full 6 imperial gallons (27 l; 7.2 US gal) tank of fuel.

As with the van, the pick-up had stamped metal slots for airflow into the engine compartment. The Pickup was basic, although the factory brochure described a "fully equipped Mini Pick-up is also available which includes a recirculatory heater". Passenger-side sun visor, seat belts, laminated windscreen, tilt tubes and cover were also available at extra cost. Like the van, the pick-up was renamed as the Mini 95 in 1978. A total of 58,179 Mini pick-up models were built.

Morris Mini K (March 1969 – August 1971, Australia only)

Morris Mini K

Built in the Australian British Motor Corporation factory at Zetland, New South Wales, using 80% local content, the Morris Mini K was advertised as the "great leap forward". The Mini K ('K' standing for Kangaroo) had a 1098 cc engine and was the last round-nosed model to be produced in Australia, originally priced at A$1780. The Mini K was offered in 2-door saloon and 2-door van body styles. It was distinctive in having wind-up windows and a swivelling quarterlight in Mk.I-style externally hinged doors. A small round sticker with a kangaroo logo was placed on the triangular panel between the door and the front body seam. The "Kangaroo" name was supposedly coined because it is claimed that a kangaroo can go all day without drinking which the advertisers used to emphasise the frugal fuel consumption and, possibly, larger fuel tank.

Mini Coopers

Issigonis' friend John Cooper, owner of the Cooper Car Company and designer and builder of Formula One cars, saw the potential of the Mini for competition. Issigonis was initially reluctant to see the Mini in the role

of a performance car, but after John Cooper appealed to BMC management, the two men collaborated to create the Mini Cooper. The Austin Mini Cooper and Morris Mini Cooper debuted in September 1961.

The 848 cc (51.7 cu in) engine from the Morris Mini-Minor was given a longer stroke to increase capacity to 997 cc (60.8 cu in) increasing power from 34 to 55 bhp (25 to 41 kW). The car featured a race-tuned engine, twin SU carburettors, a closer-ratio gearbox and front disc brakes, uncommon at the time in a small car. One thousand units of this version were commissioned by management, intended for and designed to meet the homologation rules of Group 2 rally racing. The 997 cc engine was replaced by a shorter stroke 998 cc unit in 1964. In 1962, Rhodesian John Love became the first non-British racing driver to win the British Saloon Car Championship driving a Mini Cooper.

A more powerful Mini Cooper, dubbed the "S", was developed in tandem and released in 1963. Featuring a 1071 cc engine with a 70.61 mm bore and nitrided steel crankshaft and strengthened bottom end to allow further tuning; and larger servo-assisted disc brakes, 4,030 Cooper S cars were produced and sold until the model was updated in August 1964. Cooper also produced two S models specifically for circuit racing in the under 1,000 cc and under 1,300 cc classes respectively, rated at 970 cc (59 cu in) and a 1,275 cc (77.8 cu in), both had a 70.61 mm (2.780 in) bore and both were also offered to the public. From 1966 onwards Cooper S models featured twin fuel tanks as standard. The 1,275 cc Cooper S models continued in production until 1971. The Cooper S achieved the car's greatest sporting fame as a rally winner in the 60's.

Mini Clubman and 1275 GT: 1969–1980

In 1969, under the ownership of British Leyland, the Mini was given a facelift by stylist Roy Haynes, who had previously worked for Ford. The restyled version was called the Mini Clubman, and has a squarer front, protruding some 10cm / 4in further forward, using the same indicator/sidelight assembly as the Austin Maxi. The Mini Clubman was intended to replace the upmarket Riley and Wolseley versions. At launch all Clubmans were powered by the 998cc engine as already used in the Mini 1000, with 38bhp. A more sporting model with the 1275cc single-carburettor 59bhp engine, dubbed the 1275 GT, was slated as the replacement for the 998 cc Mini Cooper (the 1,275 cc Mini Cooper S continued alongside the 1275 GT for two years until 1971). The Clubman Estate replaced the Countryman and Traveller. The original "round-front" design Mini remained in production alongside the Clubman and 1275 GT.

Australia

The Mini was released in Australia as the Morris 850 in 1961 and immediately mirrored the success of the car in the UK. In 1963 the Mini was the third best selling car in Australia, 20,911 units were sold grabbing 7% of total passenger car sales. Complete Australian production started in late 1961 and locally built cars began to differ from their British counterparts as local components were used.

The Mini Cooper was launched in October 1962 and the Cooper S in September 1965. In 1966 a Mini Cooper S driven by Rauno Aaltonen and local hero Bob Holden led a pack of Cooper S's home to snare the first nine places outright in the Bathurst 500 mile race, a record which still stands.

Variations of the basic Mini concept were also built in Australia, namely the Mini Van and the Moke. In 1971, the Mini was facelifted with the square-front Clubman treatment.

The Leyland Mini LS was produced by Leyland Australia from 1977 to 1978

All Minis including the Van gained the Clubman front in 1971 although the car was still basically a Mk I behind the A-Pillar. The Australian van thus became the only Clubman Van produced anywhere in the world. From mid-1971 to the end of 1972, a Clubman GT version of the saloon was produced. This was essentially a Cooper S in Clubman body, equipped with the same 7.5-inch (190 mm) disc brakes, twin fuel tanks, and twin-carburettor Cooper S 1,275 cc engine. Australian Clubman saloons were marketed under the **Morris Mini Clubman** name when introduced in August 1971, and as the **Leyland Mini**, without the Clubman name, from February 1973.

To end Mini production in Australia, a limited-edition runout model was produced – the 1275LS. Fitted with a pollution control 1,275 cc engine sourced from Europe, the LS had a single 1.5-inch (38 mm) carburettor and 8.4-inch (210 mm) disc brakes. Production of this model commenced in July 1978 and concluded in October 1978 with an approximate total of 810 vehicles produced.

The Mini in the Media

The Mini became an icon of 1960s British popular culture, and featured in the 1969 caper film *The Italian Job*.

The Italian Job is a 1969 British comedy caper film, written by Troy Kennedy Martin, produced by Michael Deeley, directed by Peter Collinson, and starring Michael Caine. The film's plot centres around Cockney criminal Charlie Croker, recently released from prison, who forms a gang for the job of stealing a cache of gold bullion being transported through the city of Turin, Italy in an armoured security truck. In addition to Caine, the film's cast also included Benny Hill, Raf Vallone, Tony Beckley, and Noël Coward; the film was Coward's last before his retirement from acting. The soundtrack was composed by Quincy Jones, featuring the songs "On Days Like These", sung by Matt Monro over the opening credits, and "Getta Bloomin' Move On" (usually referred to as "The Self-Preservation Society", after its chorus) during the climactic car chase, which featured Caine among its singers.

The film proved a success upon its release, earning critical acclaim amongst critics for the performances by Caine and Coward, the film's reflection of British culture from the period, and the film's climactic car chase featuring three red, white and blue Mini Cooper S's. *The Italian Job* became a cult symbol of British filmography and was ranked favourably in the top 100 British films by the British Film Institute. Several elements from the film became symbolic cult features, including the cliffhanger ending, and Caine's infamous line from the film ('you're only supposed to blow the bloody doors off').

And of course, just about everyone is aware of Mr Bean's 'baby cack green' Mini.

MOTORING MIRTH

Thank you to all contributors to this edition