



YOUR ABCCC NEWS

The Official Newsletter Of

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

Edition N° 203

January, 2017

2015 RACV GREAT AUSTRALIAN RALLY



A splendid Mk II Jaguar leads a Triumph TR-6 at the Hastings Start..

A HAPPY NEW YEAR TO OUR MEMBERS AND THEIR FAMILIES!



Associations Incorporation Registered Number: A0035462V



THE ALL BRITISH CLASSICS CAR CLUB VIC INC. – YOUR COMMITTEE

Executive Committee	Name	Telephone	E-mail Address
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AOMC Delegate	Mike Allfrey	(03) 9729 1480	editor@abccc.com.au
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The All British Classics Car Club Vic Inc. Website http://www.abccc.com.au			
2017 RACV Great Australian Rally Website: www.greataustralianrally.com.au			
2017 RACV Fly The Flag Alpine Tour Website: www.abccc.com.au/FTF .			
The Association of Motoring Clubs Website http://www.aomc.asn.au/			
The Federation of Veteran, Vintage and Classic Car Clubs Website http://www.federation.asn.au/			

CONTACTING THE ABCCC VIC INC.

On The Web <http://www.abccc.com.au>
 On Facebook www.facebook.com/AllBritishClassicsCarClub
 Postal Address PO Box 201, Chirnside Park, Victoria, 3116

CLUB INFORMATION

Visit the club's Website for information about how club matters are conducted. This Website also features information about how the Victorian Club Permit Scheme (VCPS) is operated by the All British Classics Car Club Vic Inc.

Our club does have one explicit rule – for those motor cars operating on the Victorian Club Permit Scheme (VCPS), using the auspices of the All British Classics Car Club Vic Inc., for the ongoing benefit of the VCPS, their owners must continue to be a financial member for the duration of the permit period, and attend a minimum of three club events during the permit's active year. Failure to respect this rule will result in the VCPS renewal being insupportable and void.

MEMBERSHIP SUBSCRIPTIONS

The annual membership subscription for the All British Classics Car Club Vic Inc. is \$45.00 per annum. This subscription fee also includes the club member's partner. In addition to that, there is a once-only \$30.00 Joining Fee. Please address membership enquiries to: Gordon Lindner, 9 Hagen Drive, Berwick, Victoria, 3806. Telephone Number 0418 540 920.

Note: Membership subscriptions are due before the end of December each year.

**The All British Classics Car Club Vic Inc. was founded by the late Frank E Douglas
on 19th September, 1997**

LIFE MEMBERS

The ABCCC Vic Inc. is proud to grant Life Membership to those who provide exceptional service to our club.

Current Life Members are: Pat J Douglas, Ross Wolstenholme

ABCCC EVENTS DIRECTORY

Event Organisers – please provide basic event-start details as soon as possible – Thank you.

January 2017

Sunday 22nd The ABCCC Annual General Meeting. Apologies To: Pat Douglas (03) 9739
Attendance Information: Maxine Pettigrew (03) 9739 1146
Venue – Chirnside Park Country Club, 68 Kingswood Drive, Chirnside Park, (Melway Map 37; Ref: K3).

February 2017

Sunday 5th 2017 RACV Great Australian Rally – A Major ABCCC Event Colin Brown (03) 5964 9291
Start Venues – Melbourne City, Stud Park and Hastings.
Display Venue – Mornington Racecourse, Mornington.

Sunday 19th RACV Classic Showcase – An AOMC Event (Supported By The ABCCC) Iain Ross (03)
Venue – Members' Car Park, Flemington Racecourse, Enter From Epsom Road

March 2017

Wednesday 1st Visit To A Trydell Museum – An ABCCC Event Rex Hall (03) 9795 7669
Venue – 30 Buchanan Road, Guys Hill (Beaconsfield). Mobile 0408 303 129

Sunday 5th AOMC American Motoring Show – Interest Only (03) 9890 0524
Venue – Members' Car Park, Flemington Racecourse, Enter From Epsom Road

Sunday 12th Yarra Glen Swap Meet – Vintage Drivers' Club (03) 9890 0524
Venue – Yarra Glen Racecourse, Enter From Armstrong Avenue (Melway Map 275; Ref: C1)

Sunday 19th to 2017 RACV Fly the Flag Alpine Tour – ABCCC Major Event Tony Pettigrew (03) 9739 1146
Saturday 25th Touring – Bairnsdale, Beechworth, Yarrawonga and Mansfield.

April 2017

Sunday 9th Kurth Kiln Heritage Festival – ABCCC Visit Event Tore Pannuzzo 0413 941 502
Lunch provided if the ABCCC puts on a display of motor cars.
Venue – Gembrook, Victoria

Saturday 22nd & Como Open Gardens Weekend – ABCCC Volunteers Tony Pettigrew (03) 9739 1146
Sunday 23rd Venue – 79 The Basin–Olinda Road, The Basin Bill Allen (03) 9846 2323

May 2017

Friday 5th to Autumn In Daylesford – An ABCCC Event (Carried forward). Marj Pepper (03) 9439 7875
Sunday 7th Start Venue – TBA

Sunday 28th Rex's Big Day Out – An ABCCC Event Rex Hall (03) 9795 7669
Venue – TBA Mobile 0408 303 129

June 2017

Friday 9th to Hamilton Rally – An ABCCC Supported Event Tony Pettigrew (03) 9739 1146
Monday 12th Activity – Touring The Fabulous Western District, Hamilton, Victoria.

Sunday 25th TBA – An ABCCC Event

July 2017

Sunday 9th TBA – An ABCCC Event Bryan Tootell 0412 549 906

Sunday 30th TBA – An ABCCC Event Greg Anglin (03) 9876 3293 or 0419 882 155

August 2017

Wednesday 2nd Twilight Run – An ABCCC Event Peter McKiernan 0407 876 023

Sunday 20th Annual Luncheon – An ABCCC Event Colin Brown (03) 5964 9291
Venue – TBA

September 2017

Friday 8th to A Wonderful Weekend – An ABCCC Event Bryan Tootell 0412 549 906
Sunday 10th Activity – TBA

Sunday 24th The Interesting Trivia Luncheon – An ABCCC Event Marj Pepper (03) 9439 7875
Venue – TBA

October 2017

Sunday 1st An Interesting Outing – An ABCCC Event Christopher Constantine (03) 9898 4431
Venue – TBA

Saturday 14th & Como Open Gardens Weekend – ABCCC Volunteers Tony Pettigrew (03) 9739 1146
Sunday 15th Venue – 79 The Basin–Olinda Road, The Basin Bill Allen (03) 9846 2323

Sunday 29th A Sliding Pillars Run – An ABCCC Event Phil Cook 0468 680 538

November 2017

Tuesday 7th A Day At The Races – An ABCCC Event Colin Brown (03) 5964 9291
Venue – Yarra Glen Racecourse, Armstrong Grove, Yarra Glen, Victoria.

Friday 10th to The Famous Indulgence Weekend – An ABCCC Event
Sunday 12th Venue – TBA
Sunday 26th TBA – An ABCCC Event

Peter McKiernan 0407 876 023

December 2017

Sunday 10th Christmas Luncheon – An ABCCC Event

Maxine Pettigrew (03) 9739 1146

EDITORIAL NOTES – Issue N^o. 203

Thank you to those club members who have sent me Christmas greetings, posted cards or electronic greetings. With a few arriving after the festive event, there was proof that Australia Post does get there in the end. My greetings were conveyed on the front cover of Issue 202, hence, apologies for using the overall method.

In this issue there is an article about Austin at Longbridge that was 'borrowed' from one of the old *Autocar* magazines that have been lent to this magazine's desk. At the time of the article, June 1957, the then 'new' plant had been in commission for just four years. It obviously impressed those who visited in those times, little were they to expect the troubles that would endure at that car production facility – right to the end of MG Rover and finally, just recently, the closure by its Chinese owners to cease production assembly of the MG-F sports model. It is a little bit ironic that, while Chinese made F models were assembled there, it has been reported that the workers were very happy to work with the Chinese owners, compared with working under BMW ownership. It has to be wondered what their comments are now! Enjoy the bit of nostalgia from the article. I used to drive past the factory complex while using the A38 road from Bristol to Derby in my Jupiter, so there are some memories for me as well.

This time, there is also a lengthy report, not minutes, about the AOMC's November, 2016 Delegates' Meeting. The length of the report shows our readers what goes on at these meetings. It also shows that, over the holiday break, our magazine does not get thinner, and fuller with self-promotion, each year, as does the *Melbourne Age* newspaper!

I have been putting this magazine together since *Issue 65*, so, I will leave it to you to work out the number of issues that have been pushed through my word processing software *via* my clumsy fingers. My thanks go to Heather Cannon, Mary Cheng, Betty Taylor, Ed Bartosh and to Rick and Gill Lloyd for assisting with getting the magazine out to the membership in a readable state. I have firmly decided, in writing, to step aside at the Annual General Meeting and, for our next Editor, provided will be some unused items and a disc with all of the magazines put out under my stay in the task. These will be in both MS Word and Adobe Reader PDF formats, for reference purposes. In addition to that, I will be happy to prepare articles from old magazines and reports about events that I have attended, for the new Editor.

Inside *Issue 202 of Your ABCCC News*, there is a membership renewal form. This was a new innovation for the completion of by members, using their keyboards to enter information on screen, then print and send in using an easily read format. That form is not in this issue, but its objective is here as a reminder for you to retrieve it. Please send your membership renewal to the Membership Secretary, details are on the form.

And so, here's to a great New Year and we hope it lasts a bit longer than the previous one did! Enjoy this issue . . . and please, the next Editor, come forward at our AGM.

Mike Allfrey – Editor.

A LETTER OF APPRECIATION

To: The All British Classics Car Club
Attn: Tony Pettigrew – President
16 Lawler Lane
Coldstream
VICTORIA 3770



79 The Basin-Olinda Road
The Basin
VICTORIA 3154
18th November, 2016

Dear Tony,

Please find enclosed a cheque in favour of your organisation for \$1,000.00.

Please convey our appreciation to those club members who participated in our November 'Open Garden Weekend' for their strong support to the event.

Best regards,

A handwritten signature in blue ink that reads 'George Netzel'.

NOTICE: MEMBERSHIP RENEWALS

Please note that 2017 membership year cards will be handed to those who have renewed, at the Annual General Meeting on Sunday 22nd January. So, for those who have not yet renewed, get your renewal forms and payments in prior to the meeting to receive your 2017 membership card. We look forward to another successful year.

Gordon Lindner – Membership Secretary.

MAJOR EVENTS NEWS

2017 RACV Great Australian Rally

We are still appealing for volunteers who can assist with marshalling at the 2017 RACV Great Australian Rally, at both the Hastings Marina start and at the Mornington Display. As has been mentioned before, this is one of those events where many hands make light work so that others can enjoy the fun factor of our Mornington display. Because we are in the process of preparing a schedule for marshalling posts and times of duty, we urgently require a reliable indication of who will be assisting us on the 5th February, 2017.

This event, as well as raising funds for the Peter Mac folk, also helps our club to provide its membership with small benefits from time to time throughout the year.

For Mornington, please contact Rex Hall on mobile number 0408 303 129 or, E-mail to: rha41579@bigpond.net.au

For Hastings, please contact Mike Allfrey on (03) 9729 1480, or, E-mail to: michael.allfrey@bigpond.com

Thank you for any assistance given.

2017 RACV Fly The Flag Alpine Tour

We are pleased to announce that the 2017 RACV Fly The Flag Alpine Tour has been filled to the extent that there is a waiting list in case of late cancellations.

We also owe a huge thank you to Val Jeffereyes. Our club members in the USA, Peter and Joanne Schneider, will be joining us on the Tour and Val has graciously lent them her Jaguar XJ-6 to take part in the Tour. A wonderful gesture that will make Peter's and Joanne's visit a memorable experience! One caution though, in this country, we drive on the correct side of the roads – tongue in cheek. Maybe we can present our visitors with a currently proposed 'T' plate?

Rex Hall and Mike Allfrey.

NEW MEMBERS

A hearty welcome to the well-oiled machine that is the All British Classics Car Club Vic Inc. Our club is one of the fastest growing motoring interest clubs in this country. We hope to be able to welcome you and, in actual fact, your British classic motor car, at one of our events soon. Our club aims to have two motoring events each month, so there are plenty of fabulous events for you to select from. Welcome!

Name	Car	Model	Year
Craig and Tina Holdsworth	MG	MG-B	1967
	MG	Magnette	1958
	Mercedes-Benz	380SEL	1984
	BMW	328i	1995
David Lean	Land Rover	S1 86" Wheel-base	1955

Gordon Lindner – Membership Secretary.

CHURCH LADIES WITH TYPEWRITERS

Some Wonderful Church Bulletins – Thanks To The Church Ladies Who Type These Notices

- ◆ The Fasting and Prayer Conference includes meals.
- ◆ The sermon this morning: 'Jesus Walks on the Water'. The sermon tonight: 'Searching for Jesus'.
- ◆ Remember in prayer the many who are sick of our community. Smile at someone who is hard to love. Say 'Hell' to someone who doesn't care much about you.
- ◆ Don't let worry kill you off – let the Church help.
- ◆ Miss Charlene Mason sang '*I Will Not Pass This Way Again*', giving obvious pleasure to the congregation.
- ◆ For those of you who have children and don't know it, we have a nursery downstairs.
- ◆ Next Thursday there will be tryouts for the choir. They need all the help they can get.
- ◆ Irving Benson and Jessie Carter were married on October 24th in the church. So ends a friendship that began in their school days.
- ◆ At the evening service tonight, the sermon topic will be 'What Is Hell?' Come early and listen to our choir practice.
- ◆ Eight new choir robes are currently needed due to the addition of several new members and to the deterioration of some older ones.
- ◆ Scouts are saving aluminium cans, bottles and other items to be recycled. Proceeds will be used to cripple children.
- ◆ Please place your donation in the envelope along with the deceased person you want remembered.
- ◆ The church will host an evening of fine dining, super entertainment and gracious hostility.
- ◆ Potluck supper Sunday at 5:00 pm – prayer and medication to follow.
- ◆ The ladies of the Church have cast off clothing of every kind. They may be seen in the basement on Friday afternoon.

- ◆ This evening at 7:00 pm there will be a hymn singing in the park across from the Church. Bring a blanket and come prepared to sing.
- ◆ Ladies Bible Study will be held Thursday morning at 10:00 am. All ladies are invited to lunch in the Fellowship Hall after the B.S. is done.
- ◆ The pastor would appreciate it if the ladies of the Congregation would lend him their electric girdles for the pancake breakfast next Sunday.
- ◆ Low Self Esteem Support Group will meet Thursday at 7:00 pm. Please use the back door.
- ◆ The eighth-graders will be presenting Shakespeare's Hamlet in the Church basement on Friday at 7:00 pm. The congregation is invited to attend this tragedy.
- ◆ Weight Watchers will meet at 7:00 pm at the First Presbyterian Church. Please use large double door at the side entrance.
- ◆ The Associate Minister unveiled the church's new campaign slogan last Sunday: 'I Upped My Pledge – Up Yours'.

Via Colin Brown.

SPACE FILLER

A policeman pulls up two Irish drunks, and says to the first, "What's your name and address?"

"I'm Paddy O'Day, of no fixed address."

The policeman turns to the second drunk, and asks the same question.

"I'm Seamus O'Toole, and I live in the flat above Paddy."

Anon.

EVENT REPORTS

WHAT WE HAVE BEEN DOING – WELL?

WHAT WE ARE ABOUT TO DO

ANNUAL GENERAL MEETING OF THE ABCCC VIC INC. – Sunday 22nd January, 2017

The All British Classics Car Club Vic Inc. will be conducting its Annual General Meeting (AGM) at the Chirside Park Country Club, 68 Kingswood Drive, Chirside Park (Melway Map 37; Ref: K3/K4). There will be a lunch commencing at 12:00 noon, with the meeting commencing at 2:00 pm. The lunch will cost \$10.00 per person. Please advise the Secretary that you will be attending the lunch and AGM as soon as possible. Should you decide to only attend the meeting, plan to arrive before 2:00 pm. This information is required for printing and catering purposes. Payment for lunch will be received as you enter the country Club, please do not send payment in advance.

The Annual General Meeting follows the protocol that only financial members of the ABCCC Vic. Inc. are eligible to cast votes. Protocol also rules that there can only be one vote per member couple.

Nominations for Committee positions will be called for at the Annual General Meeting. The Minutes of the 2016 Annual General Meeting were distributed in the November issue of *Your ABCCC News*. Late requests for tabling at the meeting cannot be placed on the Agenda.

Pat Douglas – Secretary.

AUTUMN IN DAYLESFORD – Friday 5th to Sunday 7th May, 2017.

We are pleased to announce the above dates for the previously postponed weekend away at beautiful Daylesford and Creswick and surrounds. The weekend is now planned for Autumn 2017.

The weekend will include some of Daylesford's best 'to do' attractions along with the famous Silver Streak Food, Wine and Music Train pre-dinner on Saturday evening (numbers permitting), and of course time to relax and browse the Mill markets and Daylesford specialty shops.

The booked accommodation is limited so if you are interested in coming along please be sure to contact us quickly for details, so that you can book and secure your accommodation within our group reservation.

We look forward to a fun, relaxed weekend and we hope you can join us. Please contact; Marj and Brian Pepper on mobile number 0407 392 330 or, E-mail; bmpepper1@bigpond.com

Marj Pepper.

CLASSIC CARS – BETTER THAN MONEY IN THE BANK

From Footman James (Insurance, UK)

Over one in five people are now considering buying a classic car. The majority of classic car buyers in the last year were influenced by low interest rates and stock market volatility. Prices have increased across the classic car market – with the Ferrari Dino surging ahead by 113% in the past year.

Investors are increasingly turning to classic cars as an alternative source of investment, according to new research by classic car insurance broker Footman James, part of the Towergate group. The survey, which polled 2,000 UK adults,

found that over one in five people are now considering purchasing a classic car as a new investment. The findings come amid ongoing concerns of stock market volatility and with the Bank of England giving no clear indication that interest rates will rise any time soon, investors are looking instead to classic cars as an alternative asset to invest in.

Footman James's research found that 59% of people who bought a classic car in the past year said that low interest rates on saving accounts influenced their decision, followed by stock market volatility by 42%. While 51% of people who have purchased a classic car in the last twelve months said that a lack of trust or confidence in other investments influenced their decision to buy a classic car.

In a further sign, investors are turning away from more traditional asset classes, just 15% of people have invested in stocks and shares in the past year, followed by property (9%), bonds (8%), fine art, antiques & jewellery (6%) and stamps (4%). And it's not just stereotypical middle aged men who are buying classics, as 17% of women are considering buying a classic and 16% of people between twenty-five and thirty-four years old now own a classic.

For those people who have invested in classic cars, they would have done well to pick a vintage Ferrari Dino as the model has seen one of the largest increases – surging by 113% in value over the past twelve months. Other classics that have seen values soar include Lamborghini Miura (62%) as well as more modest classics such as 1980s favourite the Peugeot 205 (44%) and the Morris Traveller (35%).

Other value increases include:

Land Rover Defender 43%	VW Golf MK1 GTI 43%	Jaguar E-Type 29%
Ferrari 275GTB 28%	AC Cobra 28%	Aston Martin DB4 19%
Porsche 911s 15%	Volvo P1800 11%	Triumph Stag 8%

Across all British car marques Aston Martin has seen the greatest increase, rising by 80% across all models over the past four years since 2012. Jaguar is in hot pursuit, rising by 68% over the same period, followed by Austin-Healey at 52% and Bentley by 39%.

Liam Lloyd from Footman James comments:

“The classic car market has been picking up speed in recent years, with many people moving away more traditional investments – especially in the face of rock bottom saving rates. The popularity of mainstream television shows and car events has also introduced a whole new array of people to the world of classics, reflected in an uptick of younger and female buyers. Nowadays a classic car is no longer the just the preserve of middle aged men. For any buyer it's important to keep a few top tips in mind. Look to buy the best, seek expert advice, don't be afraid to ask questions and monitor the market, using tools such as www.getpatina.com . Also while it's natural to focus on potential increases in value – it's just as important to make sure it's a car you actually like. After all there's a reason it's often called a passion purchase. Once you are the proud owner it is important you ensure your vehicle is adequately covered, as rising values – while of course positive news – could also leave you underinsured.”

THE AUSTIN POWER HOUSE



When times are hard and competition is fierce, the Midlander scores advantage. He is shrewd and unsentimental, tough and adaptable; his character is reflected in his cities and their surroundings, and in the great factories in which most often he works. These are the suburbs of craftsmen rather than artists; these are factories in which men and management are geared to high-output machine tools, to the common benefit of themselves and humanity, rather than to idealistic doodling at the drawing board. I do not think it uncomplimentary to include the Austin Motor Company under that heading, for success is implicit in the formula, given the current economic conditions. And sentiment has played its part; for many years there hung in Lord Austin's office the motto, 'Most everything worthwhile is born of some dreamer's dream.'

Chairman – Sir Leonard Lord.

Today the dream is being worked out in A.35s at the rate of one every two minutes; in the continuous evolution of new models throughout a wide range; in considerable hand assembly of Austin-Healeys and in the phenomenal transfer machining of cylinder blocks and heads. In the production of the Nash Metropolitan originally an outside order paid for in dollars, and of the two-pedal Princess for a little over three thousand British pounds when there are cars in that class which cost twice as much . . .

And perhaps something of the dream has actually been captured up on the hill in Lowhill Lane, for if you leave A38 at the roundabout in front of the factory, carry on for about a quarter of a mile and then turn left, you enter the main gate and climb up to the circular foyer at the right-angle formed by two new buildings – the Exhibition Hall and the Visitors' Dining-room, which is also a cinema. These are as proud as the 'Austin of England' script which slants across the facade under the flying flag, and they cap the green turf to face, in the distance across the lane, the fringe of Scots pines on the Lickey hills, for the latest Austin additions take the factory right to the edge of Longbridge.

I do not know what Lord Austin would have made of the Exhibition Hall, with its polished floors, tropical plants and superb lighting; but there is no doubt about what it does to the B.M.C. cars on display – it gives them a setting such as they deserve and that must reflect in sales figures, for it is impossible not to be impressed.

B.M.C. . . . the initials intrude, and the choice of the verb is deliberate. At Longbridge, as at Cowley or Abingdon, the individual make is dominant, so that the first sight of an Isis, or a Magnette in the Exhibition Hall, tends to make one wonder what it is doing here. For Longbridge is Austin first and B.M.C. second, just as Cowley is Morris first and B.M.C. second; and as the visitor is also the potential customer, that is exactly how he should feel about the relationship. He is

going to buy an Austin, not a B.M.C. As long as the parent organisation serves the individual makes, I think the relationship is right. "Of course" I was told, "nowadays our top personnel think B.M.C. rather than Austin or Nuffield." Maybe they do; but they have done it so unobtrusively that the customer has lost none of his partisanship for Austin or Morris.

Perhaps the stamp of each founder is indelible. Lord Austin had the rare combination of designing genius plus singleness of purpose; and as if that were not enough, he had superb organising ability. As a consequence, Austin cars and Austin methods took on the imprint of his character, so deeply that they are unlikely to lose it. The present chairman will see to that, for he is cast in a similar engineering mould, besides being a true disciple of the founder.

Right: Frontispiece – 'Proud as the Austin of England script'.

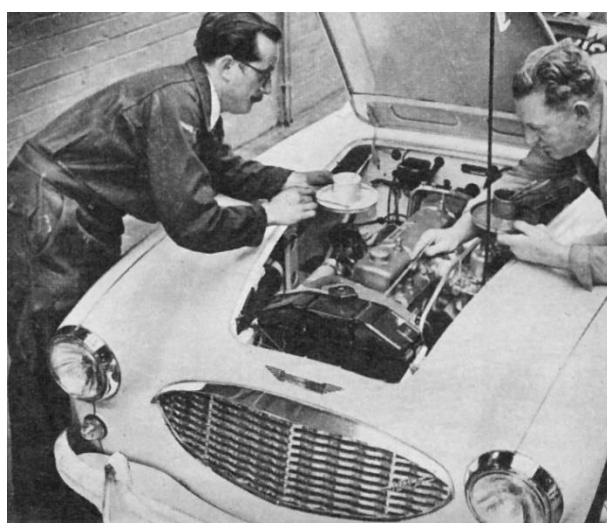
Yet there is no real similarity of character; each was too much of an individualist for that. Sir Leonard Lord is one of the most refreshingly down-to-earth industrialists of the century. If you have been a b–fool he is likely to tell you so in exactly that number and choice of words, but you are unlikely to feel in the least bit hurt about it. At a little over 60 he seems to be handing over some of the responsibility to Mr. G. W. Harriman, the deputy chairman, and this dark, agreeably modest potential successor seems well able to discharge the duties implied. The burden is no light one, for B.M.C. is, by some yardsticks, the biggest of the Big Six, in an industry that is very much at the mercy of public as well as political caprice.

There is very little that Longbridge has to learn about production methods, but a great deal that can be learned from it. It started right when Lord Austin selected this Birmingham suburb (nine miles south-west of the centre of the city) as the site for his factory. The main road was there as well as the railway; there was room to expand (there still is, though far less than there was!) and the surrounding countryside was available for housing.

Longbridge is Austin, Austin is Longbridge, though the paternalism of the factory does not really extend to the social life of the suburb. Within the factory there are activities; welfare, sports and concerts. Outside the initiative is left with the workers as private citizens – probably – a healthier arrangement than the alternative. The factory health service is a source of pride: at Austin's you can be almost sure of getting an aching tooth pulled at a few minutes' notice, a standard of service that is not easily attained outside. The modern health department includes X-ray apparatus and deep ray and radiant heat equipment. There are two resident medical officers, and two specialists attend two or three times a week.

Humanity, or efficiency? A bit of both, of course, and surely there are both in the transfer machines that are reducing the human element in many machining operations. What happens to the rough castings of cylinder blocks on the fifty-yard run through the machines can be worked out from the drilled and finished product that emerges at the other end; or a glimpse of each operation can be had by peering at the strategic point.

But what happens to crankshafts can be studied freely, for their multiple drilling for oilways is exposed for all to see. The shafts lie in an angular pattern that would appeal to the salon photographer. Fifty or sixty operations are carried out simultaneously, the drills closing on the shafts, drilling, withdrawing, drilling again and completing, while all the time the pallid cooling lubricant pours over the metal. This is an impressive if, simple demonstration of automation.



The assembly lines at Longbridge have been installed for five years; yet recently some Belgian visitors, fresh from a new Continental assembly line, decided that the firm in question had nothing on Austin. And indeed these lines are most impressive. Not so much on ground-floor level – though the length of 900 ft. is startling – but in the supply tunnels underneath.

Left: Craft – 'Considerable hand assembly of Austin-Healeys'.

For sheer fantasy one should watch the multiple engine lines converging, each power unit edging forward slowly and automatically, part of a long stream that is as inexorable as a march of driver ants through a Congo forest. One man stands by; and the thought occurs that he need only be a neurotic to complete the perfect setting for a blood-chilling short story. Title? *The Overwhelming of Mr. Murgatroyd*, surely?

The farthest underground journey is made by the bodies, and here again the effect is uncanny as you walk through the darkened tunnel with the grotesque shapes prowling along by your side. A

motor scooter is used for inspection down here for there are over a thousand feet to traverse. There are twenty miles of conveyor all told.

Nerve centre for all this is the underground control room, where a central desk is surrounded by grey wall panels, behind which are the relays controlling the automatic assembly. A continual low hum is punctuated by clicks as the relays open or close at each operation of the lines above. Over the door a diagram, of the system bears coloured lights which flash

in the event of trouble, giving the immediate location; not an accident – though that would ultimately result in a signal – but a faulty operation, such as, for instance, the arrival of a conveyor to collect an engine that wasn't there.

The accuracy in the timing of these operations is best illustrated by the lowering of the bodies on to locating support posts on the moving line. The elevator has brought the shell up from underground and it awaits its turn above the non-stop tracks. Quite automatically the fork lift moves into position, raises the shell from its cradle and then descends with it, reaching ground level precisely as the holes register with the locating posts. There is an element of magic about this – the magic of modern production engineering.

Is this production phenomenon, then, the whole portrait of Longbridge? By no means, even if it is the dominant feature of an interesting profile. There are subtleties, too – the silver models of vintage Austins displayed in a showcase against a black quilted leather background. There are new developments, such as the testing of gears and transmissions on driven rollers after the car has left the assembly line; braking too, can be tried for unevenness by this method, and it is odd to hear the scream of tyres from a stationary vehicle.

And fitting in the portrait there are the men and women, assembling upholstery, spraying, driving. The labour force is about 14,000 strong, disciplined but tough, and the Longbridge management is well aware that 'Brum' is not a wool city, so that there is nothing to pull over the trade unions' eyes But the unions, too, are realists, and will not quickly forget how many workers braved the pickets when dispute slowed the flow. I am not sure that this isn't the healthiest atmosphere for industry; sentimentality is so often injustice.

Is the picture unsympathetic? I trust not, because sympathy and realism are not necessarily antipathetic. The Health Department, for instance, is a memorial to Lord Austin, and there is a Rehabilitation Shop in which the physically handicapped may recover their skills. Sixteen dining-rooms serve 700,000 cooked meals a year and a million subsidiary meals are dispensed also. If you buy an Austin, they say, you can depend on it. If you work at Longbridge you can depend on Austin also – to look after you. I would not have it thought otherwise.

Right: Up For Air – 'The furthest underground journey is made by the bodies'.

How does Longbridge fit into the B.M.C. picture? One might deflect such a question by asking another. What is the B.M.C. picture? It is, I feel, a companion to the American one presented by General Motors, in which the economies of large-scale manufacture and of rationalisation are the highlights that contrast with the subtleties of individual resourcefulness. The point was put to me rather well: "Two B.M.C. cars might well have common suspension components, but the characteristics of the assemblies will be different." Whether B.M.C. will always remain subsidiary to the individual makes in the customer's mind is another matter. While dealer and distributor organisations remain separate it will, no doubt.

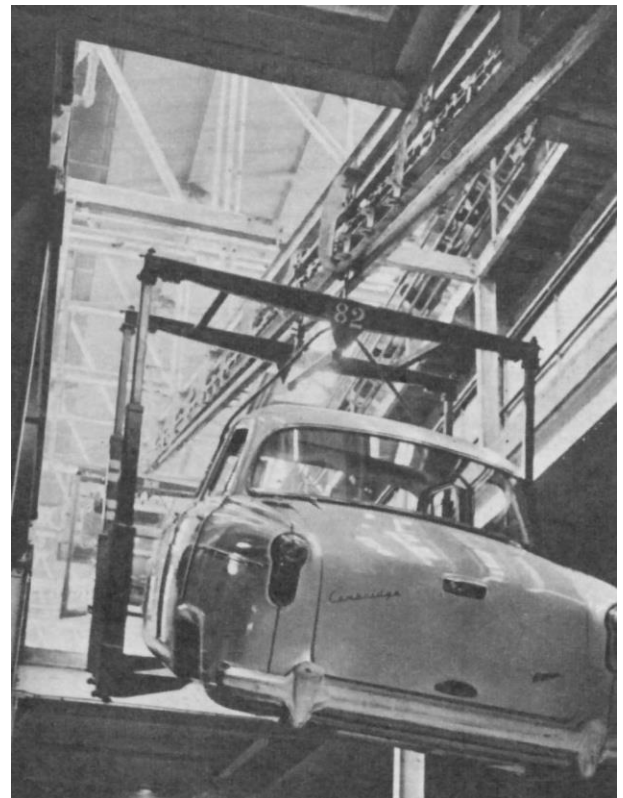
One very interesting sidelight emerges concerning rationalisation. At one time Austin cars were manufactured wholly at Longbridge; nowadays axles and transmissions come from the old Wolseley Ward End factory and some types of engines are sent down from Longbridge to Cowley . . . so manufacturing economies can actually dictate journeys where none existed before. However, Longbridge is essentially manufacturing; it makes machine tools for export to overseas manufacturing plants in which B.M.C. cars are produced.

Anyone who supposes that the scale of Austin operations makes for a sluggish inflexibility would be surprised at the truth. Yet he might guess at it if he recalls that Dr. J. H. Weaving is in charge of turbine research and that Mr. Alec Issigonis, who created the Morris Minor, is also busy within the factory. The former is engaged – amongst other things – with a 30 b.h.p. turbine on a Ministry of Supply contract; this is an output figure that sounds interesting, and the test rig permits 65,000 r.p.m. In the meantime the 125 b.h.p. Sheerline turbocar has been field tested far and wide, using incidentally, diesel fuel, owing to the legal complications of paraffin as a car fuel. What Issigonis is doing is anybody's guess, but the result no doubt will be seen on the road eventually.

Nor are ideas rigid: Austin have thought down to 600 c.c., 500 c.c., and below. They do not regard engines as immovably located in front, nor water cooling as a *sine quo non* . . . but for the moment the A.35 takes care of the small car market, and it is said that a pleased Sir Leonard can be seen driving about in one these days; it is more economical than his normal Princess.

By: Michael Brown – Autocar's Northern Editor.

Editor's Note: There were more illustrations, however, due to keeping the magazine byte-count reasonable and quality of the illustrations superior, the best were selected.



From The Autocar – 7th June, 1957 – With Thanks.

ON TOUR – RUTLAND

Rutland is the smallest county in England and, probably the least known; it is pleasantly undulating, nowhere does it rise much above 600 feet (183 m), and it is comparatively devoid of traffic.

Right: The old butter cross and stocks by the public school at Oakham.

You can approach it from Leicester on the west, Kettering on the south, Peterborough and Stamford on the east, or Grantham on the north. In fact, many people who follow the Great North Road are probably unaware, but for unobtrusive roadside signs, that they pass through a few miles of the county. If they could make time for a slight detour they would find the village of Tickencote, with its thatched cottages and ancient church, which might be 100 miles from a trunk road.

Chief town is Oakham, which has practically everything a town should have to be of interest – a Norman castle, a butter cross, stocks, old houses and inns of various periods, a fine church and a public school.

Uppingham, the county's only other town of any size, is of course, famous for its public school; indeed, there is nothing much else in the place, but it is very pleasant.

Rutland is largely agricultural, and is completely devoid of industrialisation; it is, indeed, famous as one of the Hunting Shires. Besides Tickencote, there are nearly a score of churches with Norman work – and five have some Saxon remains. Tinwell church has a saddleback roof, an ancient turf maze is the prize relic of Wing, there is the famous Bede House at Liddington, and Preston has yews reputedly from the Garden of Gethsemane.

J. S.



Above: In an agricultural county, a herd of cows may be encountered round any bend in the road.

Left: Pleasant old houses with a riot of roof levels at Manton.

From TheAutocar®, June 7th, 1957 – With Thanks.

FRAGMENTS



*Above: A get you home (and, no doubt, further) suspension repair. It is amazing what can be achieved with a simple hose clamp, or six of them, sort of belt **and braces**. – From David Andreassen.*

Right: Good advice from Betty Taylor.

**The secret of enjoying
a good wine:**

1. Open the bottle to allow it to breathe.



2. If it does not look like it's breathing give it mouth-to-mouth.

AOMC NEWS

Delegates' Meeting Dates For 2017

AOMC Delegates' Meetings will be held at the Jaguar and Austin Healey Clubrooms, 23 Rosalie Street Springvale, on the fourth Monday of February, May, August and November. That means the scheduled dates for 2017 are: 27th February; 22nd May; 28th August and 27th November.

(Note that one of these could be a country meeting and be held on a Saturday).

Report Of The November AOMC Delegates' Meeting – November 21st, 2016

Present: There were Delegates present representing 75 clubs.

Welcome: Chairman Iain Ross (*Bristol OC*) welcomed delegates to the meeting and announced that this was the last meeting to be held at the Chevrolet Car Club rooms. The AOMC office will be moving to the Jaguar/Austin-Healey Club's rooms at 23 Rosalie Street, Springvale where it will have a dedicated office with street access. The Delegates' Meetings will also be held there from February.

Iain then remarked on the recent 40th Anniversary Dinner the AOMC held, and the previous Presidents of the Association that were present, cut a 40th birthday cake. Bob Clark, Graham Keys, Rod Adler and Iain Ross performed the cutting.

Apologies: Matthew Lambert (*Rootes Group*), Rick and Jill Cove (*GHVAC*), Tony Galea (*FE/FC Holden*), Graham Walsh (*Land Rover Owners*), Bill Allen (*All British CCC*), Carl Jones (*Mercedes-Benz*), Terry Roach (*Triumph CC*), Graeme Smith (*Goulburn Valley*), Richard Murrell (*Goulburn Valley*).

New Delegates: Peter Thompson (*Early Ford V8*), Ron Poyser (*Bendigo Veteran, Vintage and Classic CC*), Trevor Halmarick (*Skoda and Tatra Register*).

Meeting Minutes: The minutes of the August Delegates Meeting held at Seymour, were accepted on a motion moved by Tim Christie (*Morris CC*), seconded Mike Herbert (*Trafalgar Truck Restorers*) and carried.

Business Arising: There was no business arising from the August meeting.

Correspondence: There has been no correspondence received relevant to this meeting, it has been of a procedural nature.

President's Report: Iain Ross referred to his report in the November newsletter, his final report as President of the AOMC. He noted the upgrading of the engine number records storage facility, the recent 40th anniversary dinner and the regional Delegates' Meeting in Seymour.

Treasurers Report: Rhys Timms (*MG CC*) reported on the activities since the last Delegates' Meeting. Cash balance is \$240,000, debtors are under control with only about 20 clubs still owing dues. Rhys stressed that updates are required of club contact details so that correspondence and invoices are sent to the correct people.

Guest Speaker: Paul Tsiaras from Statewide 4 X 4 Ltd. His company do Gross Vehicle Mass (GVM) upgrades on vehicles. Informed us how many people do not realise the load capacity of their vehicles, especially when towing. GVM is what vehicles have been designed to carry, and some 4-WD have a payload of only 600 kg, which does not include the passengers or fuel. Towing capacity is noted by the manufacturer. Most vehicles have little room in payload to allow towing. A big problem these days is that caravans are getting bigger and heavier. Paul recounted a situation where a vehicle towing a caravan was involved in an accident that caused \$500,000 damage, and insurance would not cover damages due to vehicle being overloaded. Also, NSW Police have mobile weigh stations that are checking on vehicles towing caravans.

Statewide 4 X 4 Ltd. assess vehicles and, through engineering, increases their carrying capacity. That can be quite an expensive process. Pertinent to check out payload and towing capacity of vehicles before commencing towing.

Questions from the floor:

Q 1. Are there any vehicles that cannot be upgraded?

A *The only limitation is funds. Can be very expensive for one off vehicle upgrades. It is more economical for fleet upgrades. Paul just did a Land Cruiser and it cost \$9,500. A quote on a vehicle for the Pajero Club was \$20,000.*

Q 2. Do you take into account axle and tyre loading?

A *Yes. The only part of the axle that takes load is the housing. The issue is the stress point of the load.*

Q 3. When you do testing, how do you do the upgrade?

A *Problem is in the component holding the bearing, and how strong is the end hub or housing.*

Q 4. How do you get around crash points?

A *Chassis are dynamically made to twist, so we try not to change the chassis but focus on key points like spring shackle mounting points.*

Q 5. With the influx of overseas cars and trailers, is there confusion between tonne and ton in weights?

A *All vehicles in Australia have to meet Australian Standards that are in metric.*

Q 6. Why is there a difference in towing capacity between diesel and petrol models of the same car?

A *It is how the manufacturers define them. (Probably related to engine torque – Ed.)*

Q 7. Rated shackles (safety chains) for towing, there has been much talk of late?

A *You should have a rated (with yellow anodising) chain and shackle.*

Iain Ross thanked Paul for his most enlightening talk.

AOMC Annual General Meeting: (Separate minutes will be issued)

VicRoads: AOMC have not yet received any feedback from VicRoads on the questions raised at the Seymour meeting, but are having the next quarterly meeting with them in December and should have a response at that time.

2017 Car Shows: RACV Classic Showcase Sunday – February 19th, American Motoring Show – Sunday March 5th. Both shows will be held at Flemington. These are the major fund raiser for AOMC and it is imperative that they are supported by the clubs. Information is on the AOMC Website and the Facebook site. It should be noted that \$2,000 each year goes to Wheelers Hill Lions Club's (WHL) the preferred charity from these events. WHL volunteers operate the gates at the shows.

Engine Number Records: Philip Johnstone (*Triumph Sports Owners Association*) reported that the space where the records are stored has been increased, making it quicker and safer to access the records. The type of information that could be available is engine number, chassis number, first registration number and any subsequent changes. First owner details are available up to 1920.

Service can help with getting details for vehicles going onto CPS where a history is required. Also, a recent *Unique Cars* article on fake cars was followed up with a recommendation for AOMC's Engine Number service as an effective way of proving authenticity.

General Business:

Mark Collier (*Chrysler Restorers*) – asked if the shows organisers have looked at schools such as Geelong Grammar for holding the shows at. Several car shows have been held at these venues by other groups. Iain Ross responded that any option will be looked at. Alan Fairweather (*Western Vehicle Restorers Club*) noted that these venues are only available when boarders are not in residence, leaving a small time frame.

Tony Dixon (*Daimler-Lanchester*) – asked if there is any news on the Pakenham Motorsport complex. Mick Kelly (*Pakenham Auto Club*) responded that the project has gone very quiet, with the people who proposed the complex unable to raise funds to follow through. Council has other ideas about the land and are looking to move the Pakenham club from their current facility.

Daryl Meek (*RACV*) noted that Mildura are going ahead with developing a motorsport complex.

Fred de Gooyer (*Land Rover Owners*) – asked if any clubs are charging administrative fees for VCPS. Several delegates responded that they do, with charges ranging from \$10 to \$25. Bob Clarke (*CHACA*) suggested that clubs charge a fee for administration and pass some of it on to AOMC for overseeing scheme.

Bob Lomas (*Austin Healy Sprite*) – reported on an auction in 2 weeks on December 3rd in Benalla. Includes an FJ Holden that has been in storage since 1985, a Datsun 260Z with only 66,000km, FC Falcon panel van with 194km.

Grant Connell (*Falcon GT*) – raised issue of filling in log book when driving vehicle before and after midnight. Facebook discussion has been ongoing. Apparently someone who was pulled over before midnight had their logbook checked and they had pre filled out for the next day as they intended to be driving after midnight and were fined. Iain Ross noted that pre-filling in of logbook is illegal, but common sense would hold sway if you pulled over at, for example, 11.55 pm and filled in your log book.

Dennis Brooks (*Historic Commercial Vehicle Club*) noted that AOMC Handbook at, FAQ Number 36, states that a new entry must be made for trips extending beyond the current day.

Peter Truman (*Triumph Enthusiasts*) – suggested putting an advertisement with a job description for the role of secretary of the AOMC in the newsletter. Iain Ross responded that that will be done.

Daryl Meek (*RACV*) – The RACV will be running a new event on 30th April, 2017 called the Florence Thompson tour. In 1905, Florence Thompson drove a Wolseley from Sydney to Melbourne. Entrants will be limited to female drivers, and vehicles will need to be at least 25 years old.

Bevan Fenner (*Vic Military Vehicles*) – noted that the entries for Australia Day in the Domain have been limited to 130 vehicles. Iain Ross added that he believes the process is to remove vehicles from the gardens area and onto Lithgow Street. It was moved Rod Adler (*Buick CC*), seconded Shirley Wade (*Cool Classics Club*) that the AOMC write to the Department of Premier and Cabinet to protest about the changes to arrangements for the Australia Day Domain car display. Motion Carried.

Ray Beagley (*Southern Peninsula*) moved a vote of thanks to the minute secretary who somehow manages to get all the details down each meeting.

Bob Clark (*CHACA*) noted that in the AOMC 40th year publication it was mentioned that the AOMC was originally intended to be called the Association of One Make Clubs. He queried this because such an organisation already existed. Iain Ross confirmed this, adding that the AOMC had recently received a historic badge mould for the Association of One Make Clubs.

Iain Ross then thanked the Chevrolet Club and Keith Taylor in particular for the hospitality at the Chevrolet clubrooms over the years. Iain reminded those present that the Chevrolet Car Club took in the AOMC, when it was forced out of Docklands some years ago.

The meeting was declared closed at 9:45 pm.

Mike Allfrey – AOMC Delegate.

NEWS FROM THE FEDERATION

Australia Day in the Domain. The Premiers Department are now running this event and both RACV and the Federation have to comply with their requirements. They are only allowing 130 vehicles to be on show this year. After the Federation and the RACV have been running this event for the last 40 years it looks like it could be gradually phased out. (down from 450 cars).

Bill Allen - Federation Delegate.

AUNTIE PAT'S FAVOURITE FARMHOUSE RECIPES

Picnic Pastry

Method *Right: The Village Green, Ockley, Surrey.*

Set oven to 204 °C (400 °F) or Gas Mark 6. Place onion, potato, carrot and beans or celery in a saucepan. Cover with boiling water and cook for 5 minutes. Meanwhile line a rectangular 25.4 cm X 30.5 cm (10 inch X 12 inch) shallow tin with half the pastry. Drain vegetables, add seasoning, herbs, cooked meat or corned beef, gravy or stock and mix well. Cover pastry with filling to within 2.5 cm (1 inch) of top. Brush edges with water and cover with another layer of pastry. Seal edges. Brush top with milk and bake for 40 minutes until golden. Eat hot or cold. Serve with chutney and salad.

Illustration by AR Quinton.



Ingredients

340 g (12 oz.) shortcrust pastry; 1 Large onion, peeled and finely chopped; 1 Large potato, peeled and diced; 1 Large carrot, peeled and diced; 113.4 g (4 oz.) Runner beans or celery, chopped; 227 g (8 oz.) Cold cooked meat or corned beef; Seasoning to taste; 2 Tablespoons gravy or stock; Pinch of mixed herbs

From Favourite Farmhouse Recipes – By Carole Gregory, With Thanks.

Pat Douglas.

A HELPFUL POLICE OFFICER

Sometimes humour comes in a coarse way – but it's still funny. Some people complain about the Royal Canadian Mounted Police (RCMP or 'Mountie'), but you rarely hear about the positive things that they do, such as this one:

The Frozen Carburettor Incident:

In the fun world of the administration of justice, not all the laughs are in the courtroom.

For example, on a bitterly cold winter's day some time ago in Northern British Columbia, a RCMP constable on patrol came across a motorcyclist, who was swathed in protective clothing and helmet, stalled by the roadside.

"What's the matter?" asked the Mountie.

"Carburettor's frozen," was the terse reply.

"Pee on it. That'll thaw it out."

"I can't." said the biker.

"OK, watch me closely and I'll show you." The constable promptly warmed the carburettor as promised. The bike started and the rider drove off, waving.

A few days later, the RCMP Detachment Office received a note of thanks from the father of the motorcycle rider.

It began: "On behalf of my daughter Joanne. . ."

Rob Nolan.

NEWS FROM THE UK

The Federation Of British Historic Vehicle Clubs

The Federation Of British Historic Vehicle Clubs (FBHVC) recently had a conference that was conducted prior to the FBHVC's Annual General Meeting. The conference was mostly about heritage and tended to dominate the programme. Of particular note is the 'National Historic Vehicle Survey' which was due to be released on the FBHVC's Website (it has been released) in November. Here are a few interesting facts:

- ◆ 8.2 million people are interested in historic vehicles, and 23 million see historic vehicles as an important part of Britain's heritage.
- ◆ 1,039,950 registered historic vehicles – owned by approximately 500,000 people.
- ◆ 34,900 people employed in historic vehicle movement

- ◆ £17.8 billion – estimated value of historic vehicles in Britain
- ◆ £5.5 billion – annual spending on historic vehicles

The final finished report should highlight the importance that the historic vehicle movement has on the British. I have it as a PDF and will be happy to E-mail the report upon request.

Mike Allfrey.

MOTOR CAR AIR CONDITIONING

The Goldberg Brothers – The Inventors of the Motor Vehicle Air-Conditioner

Here's a little fact for automotive buffs, or just to dazzle your friends. The four Goldberg brothers, Lowell, Norman, Hiram, and Max, invented and developed the first automobile air-conditioner. On July 17th, 1946, the temperature in Detroit was 97 degrees Fahrenheit (36 °C).

The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car. They persuaded him to get into the car, which was about 130 °F (54 °C), turned on the air-conditioner, and cooled the car off immediately. The old man got very excited and invited them back to the office, where he offered them \$3-million for the patent. The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, 'The Goldberg Air-Conditioner', on the dashboard of each car in which it was installed.

Now, old man Ford was more than just a little anti-Jewish, and there was no way he was going to put the Goldberg's name on two-million Fords. They haggled back and forth for about two hours and finally agreed on \$4-million and that just their first names would be shown.

So to this day, all Ford air-conditioners show – Lo, Norm, Hi, and Max – on the controls.

Control yourself!

This is what happens when you are retired and have too much time on your hands!

Rob Nolan.

THE PRICE OF PETROL

These examples do NOT imply that petrol is cheap; it just illustrates how outrageous some prices are. The last one might really shock you.

So, you think a litre of petrol is expensive? This will make you think, and also puts things into perspective.

A can of Red Bull, 250ml, \$2.95 . . .	\$11.80 per litre!
Robitussin Cough Mixture, 200ml, \$9.95 . . .	\$49.75 per litre!
L'Oréal Revitalift Day Cream, 50ml, \$29.95 . . .	\$599.00 per litre!
Bottle of Bundy Rum, 1,250 ml, \$51.00 . . .	\$40.80 per litre!
Visene Eye Drops, 15 ml, \$5.69 . . .	\$379.00 per litre!
Britney Spears Fantasy Perfume, 50ml, \$29 . . .	\$580.00 per litre!

And this is the *really astounding one*:

Evian mineral water, 375ml, \$2.95 . . .	\$7.86 per litre!
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Think about that one, \$7.86 for a litre of *water*! And the buyers don't even know the source? (Evian spelled backwards is NAIVE!)

Do you wonder why computer printers are so cheap? Subsequently, they can hook you for the ink! Someone calculated the cost of the ink at, you won't believe it, but it's true; \$1,040 for a litre. \$1,040.00 a *litre*!

So, the next time you're at the petrol pumps, be glad your car doesn't run on water, Red Bull, Robitussin, L'Oréal or, printer ink!

Colin Brown

THE ALL BRITISH CLASSICS CAR CLUB VIC INC.

ANNUAL GENERAL MEETING

SUNDAY 22ND JANUARY, 2017

**CHIRNSIDE PARK COUNTRY CLUB, 68 KINGSWOOD DRIVE,
CHIRNSIDE PARK – MELWAY MAP 37; REFERENCE K3/K4**