



Wynes and Tyres

February, 1987

COME ONE, COME ALL ***** FREE BAR-B-QUE DINNER

FEBRUARY 7, 1987 ***** 6:30 P.M.

VARIETY CLUB
(Tel. 274-2220)
Second Floor

***** COACH HOUSE INN
(Across Union from Methodist
Hospital) (Formerly Holiday
Inn)

The Variety Club invites all car club members to this free dinner as a big "THANK YOU" for the generous contribution we are giving to help sponsor their work with needy children. A formal presentation of the check will be made at the dinner.

*****THIS DINNER WILL TAKE THE PLACE OF THE REGULAR GENERAL MEMBERSHIP MEETING WHICH WOULD NORMALLY BE HELD ON THE SECOND MONDAY. The March meeting will be held as usual.

FORWARD REPRINTED FROM "FAMOUS MARQUES OF BRITAIN":

By Stirling Moss: During the late 'seventies and early eighties, we all read a lot about the decline of the British car industry and how difficult it was to remain competitive and profitable in the teeth of opposition from the all-conquering Japanese. So it's good to remember that the British car industry has much to be proud of; for most of the history of the automobile, British names have earned an honoured place in that epic story. Indeed, there have been times when the names of the more famous British cars seem to have dominated the life-story of the motor car, and most worthwhile developments tended to happen in the workshops of the Midlands.

And what names they are. Anyone who grew up in the exciting pre-war and post-war years, when companies like M.G. symbolized all that was best in British sports car design and engineering, can't help but remember the days when the Abingdon plant was the largest sports car factory in the world, and classics like the TC were dreamed of by any young man with a spark of enthusiasm in his veins. When Jaguar raced at Le Mans, and dominated this test of endurance against the best the European opposition could throw at them, it was comforting to reflect you could enjoy the 'Grace, Space and Pace' on which the company prided itself for a fraction of the price of any of their real overseas competitors.

However, there were many other marques which kept British engineering respected overseas: from the large, powerful and opulent luxury cars like the Rolls-Royces and Bentleys to humble but well-loved designs like the Morris Minor and the Austin Seven; from sports cars for the less wealthy enthusiasts such as the Triumph Spitfire and the Austin Healey Sprite to sophisticated thoroughbreds like the Lotus Elite and the Aston Martin DB4. All of them have a vital part to play in a story which is all too easily forgotten today, even by present-day enthusiasts, and a story which needs retelling.

SEE YOU AT THE BAR-B-QUE!

Nina 346-7923
Janis 274-2952