

WELCOME TO THE NOVEMBER NEWS LETTER.

HELLO ONCE AGAIN EVERYONE. THE COMMITTEE TRUST YOU ARE ALL WELL.

FIRST OF ALL OUR THANKS GO TO ALAN & BRENDA FOR THE OCTOBER RUN. WE STARTED WITH COFFEES' AND TAPAS AT HOTEL BALLAONA ON THE A7/E15. THE RUN TOOK US TOWARDS ANTAS TRAVELLING THROUGH ZURGENA ONTO ARBOLEAS-THROUGH SCENIC MOUNTAIN ROADS, TRAVELLING FURTHER ONTO TOWARDS ALBOX WHERE WE JOINED THE AUTOVIA TOWARDS BAZA. WE TURNED OFF AT THE ALBOX 'ITV' SLIPROAD AND ON THROUGH THE POLIGONO THEN MORE COUNTRYSIDE B ROADS TO OUR RESTAURANT. A VERY SCENIC EXPERIENCE. THE MEMBERS AGREED THE FOOD WAS WHOLESOME AND THE WELCOME WAS WARM. THANKS AGAIN ALAN & BRENDA.

THE COMMITTEE HAVE UNDERTAKEN TO LOOK AT RECOMMENDATIONS REGARDING OUR MEETINGS AND THE UP TO DATE COVID REGULATION STATUS.

CLUB RUNS

IT WAS NOTED AT THE BEGINNING OF THE MONTH AT OUR NOV MEETING NO ADDITIONAL RUN(S) HAD BEEN PLANNED FOR THE MONTH.

MALCOLM OUR TREASURER SHOULD LIKE TO REMIND ALL MEMBERS THERE IS A BOOK IDENTIFYING AROUND 20 RUNS WHICH CAN BE FOUND ON THE CLUB WEBSITE. HOPEFULLY THIS SHOULD MAKE IT A SIMPLER EXERCISE FOR MEMBERS TO PICK UP THE REINS AND SUBSEQUENTLY ORGANISE A CLUB RUN FOR THE BENEFIT OF MEMBERS.

AS DISCUSSED AT OUR NOVEMBER MEETING, MALCOLM WILL ONCE AGAIN BE ORGANISING NEXT YEARS 3 NIGHT 4 DAY AWAY TRIP. PRELIMINARY DETAILS CAN BE FOUND BELOW. GET YOUR BOOKING IN EARLY AS THESE TRIPS ARE PROVING SUCCESSFUL WITH MEMBERS AND THE LIMITED NUMBER OF PLACES ARE SNAPPED UP FAST.

SEPTEMBER 2022. LOOKING AT CAZORLA NATONAL PARK. TRAVELLING VIA BAZA, POZO ALCON - 2 3 HOURS AWAY. THE COST TO BE ASCERTAINED, BUT SHOULD BE APPROX E 80 PER NIGHT PER TWIN ROOM, AND HALF BOARD (BED

BREAKFAST AND EVENING MEAL). SO FOR 3 NIGHTS APPROX E 240 PER COUPLE.

IF YOU ARE INTERESTED, PLEASE GET IN TOUCH WITH MALCOLM AS HE REQUIRES PRELIMINARY NUMBERS. HE PREFERS CONTACT TO BE MADE VIA EMAIL.

SPARE PARTS FOR CARS

MALCOLM HAS FORWARDED THE FOLLOWING.

AUTO DOC EMAIL - INFO@AUTODOC.ES SUPPLIES COME FROM EUROPE NOT UK SO NO CUSTOMS PROBLEMS

ALSO - EXCO AUTOS HOLLAND - EMAIL INFO @ EXCO.NL

RETURN DELIVERIES I USE NACEX - THERE OFFICE IS IN VERA.

CAN ANY ONE ASSIST MALCOLM WITH THE FOLLOWING PROBLEM??? JAGUAR XJS - I HAVE A PROBLEM WITH ABS. IT IS THE ACTUATION ASSEMBLY. DOES ANYONE HAVE A CONTACT FOR REPAIRS KITS OR EXCHANGE/REPLACEMENT.

THE FOLLOWING WAS SUBMITTED BY WILL. PLEASE SEE BELOW:-



As promised details of company in Switzerland I have just used for parts for my Fiat Spider.

If you put in riAuto in search bar they will appear.

They are Italian car and parts specialist

Based in Switzerland they are not an EU company but sell to anywhere in the world. For EU they include a Customs Declaration CN22 on which customs import duty and iba (vat) will be based and collected by correos express. Correos express then send you copy of tax and duty via email.

Their Blog

Our small and agile Swiss company riAuto distributes spare parts for Italian classic cars/oldtimers - especially for the Fiat 124 Spider and Coupé, the 850 Spider and the X 1/9 - directly from our warehouse in Küssnacht am Rigi.

In addition to the spare parts, which are still manufactured by (mostly Italian) suppliers, we are able to access an extensive quantity of remaining stock items and in addition, numerous reproduced spare parts.

We have set ourselves the goal to be reliable, fast and cost-effective. Let us convince you!

Thanks will !!

I have another European car parts specialist that I have used recently. I received a very good service and have received the 200 euro deposit I paid on a part returns basis. I submit their details below

ABCspecialist Support team

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W: www.abcspecialist.co.uk www.abcspecialist.eu

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I STILL REQUEST ANY INTERESTING ITEMS YOU MAY HAVE SUITABLE TO PRINT IN THE NEWSLETTER. I DO RECEIVE ITEMS FROM MEMBERS BUT NOT MANY, SO PLEASE GET YOUR THINKING CAPS ON.

CLUB EVENTS.

AS YOU WELL KNOW COVID RESTRICTIONS HAVE DEPLETED THE USUAL CALENDAR OF ARRANGEMENTS FOR OUR MEETINGS AND ASSOCIATED FUN RUNS THIS YEAR.

WE HAVE NO PLANS FOR A CLUB RUN IN NOVEMBER, HOPEFULLY WE WILL HAVE A RUN NEARER CHRISTMAS LATER IN DECEMBER.

THE NEXT CLUB MEETING IS SCHEDULED FOR THURSDAY 2ND DECEMBER.

TOPICAL ITEM.

THE AUTOMOBILE WAS FIRST INVENTED AND PERFECTED IN GERMANY AND FRANCE IN THE LATE 1800S, THOUGH AMERICANS QUICKLY CAME TO DOMINATE THE AUTOMOTIVE INDUSTRY IN THE FIRST HALF OF THE TWENTIETH CENTURY. HENRY FORD INNOVATED MASS-PRODUCTION TECHNIQUES THAT BECAME STANDARD, AND FORD, GENERAL MOTORS AND CHRYSLER EMERGED AS THE “BIG THREE” AUTO COMPANIES BY THE 1920S. MANUFACTURERS FUNNELED THEIR RESOURCES TO THE MILITARY DURING WORLD WAR II, AND AFTERWARD AUTOMOBILE PRODUCTION IN EUROPE AND JAPAN SOARED TO MEET GROWING DEMAND. ONCE VITAL TO THE EXPANSION OF AMERICAN URBAN CENTERS, THE INDUSTRY HAD BECOME A SHARED GLOBAL ENTERPRISE WITH THE RISE OF JAPAN AS THE LEADING AUTOMAKER BY 1980.

ALTHOUGH THE AUTOMOBILE WAS TO HAVE ITS GREATEST SOCIAL AND ECONOMIC IMPACT IN THE UNITED STATES, IT WAS INITIALLY PERFECTED IN GERMANY AND FRANCE TOWARD THE END OF THE NINETEENTH CENTURY BY SUCH MEN AS GOTTLIEB DAIMLER, KARL BENZ, NICOLAUS OTTO AND EMILE LEVASSOR.

WHEN WERE CARS INVENTED?

THE 1901 MERCEDES, DESIGNED BY WILHELM MAYBACH FOR DAIMLER MOTOREN GESELLSCHAFT, DESERVES CREDIT FOR BEING THE FIRST MODERN MOTORCAR IN ALL ESSENTIALS.

ITS THIRTY-FIVE-HORSEPOWER ENGINE WEIGHED ONLY FOURTEEN POUNDS PER HORSEPOWER, AND IT ACHIEVED A TOP SPEED OF FIFTY-THREE MILES PER HOUR. BY 1909, WITH THE MOST INTEGRATED AUTOMOBILE FACTORY IN EUROPE, DAIMLER EMPLOYED SOME SEVENTEEN HUNDRED WORKERS TO PRODUCE FEWER THAN A THOUSAND CARS PER YEAR.

NOTHING ILLUSTRATES THE SUPERIORITY OF EUROPEAN DESIGN BETTER THAN THE SHARP CONTRAST BETWEEN THIS FIRST MERCEDES MODEL AND RANSOM E. OLDS' 1901-1906 ONE-CYLINDER, THREE-HORSEPOWER, TILLER-STEERED, CURVED-DASH OLDSMOBILE, WHICH WAS MERELY A MOTORIZED HORSE BUGGY. BUT THE OLDS SOLD FOR ONLY \$650, PUTTING IT WITHIN REACH OF MIDDLE-CLASS AMERICANS, AND THE 1904 OLDS OUTPUT OF 5,508 UNITS SURPASSED ANY CAR PRODUCTION PREVIOUSLY ACCOMPLISHED.

THE CENTRAL PROBLEM OF AUTOMOTIVE TECHNOLOGY OVER THE FIRST DECADE OF THE TWENTIETH CENTURY WOULD BE RECONCILING THE ADVANCED DESIGN OF THE 1901 MERCEDES WITH THE MODERATE PRICE AND LOW OPERATING EXPENSES OF THE OLDS. THIS WOULD BE OVERWHELMINGLY AN AMERICAN ACHIEVEMENT.

HENRY FORD AND WILLIAM DURANT (THE AMERICAN EXPLOSION)

BICYCLE MECHANICS J. FRANK AND CHARLES DURYEA OF SPRINGFIELD, MASSACHUSETTS, HAD DESIGNED THE FIRST SUCCESSFUL AMERICAN GASOLINE AUTOMOBILE IN 1893, THEN WON THE FIRST AMERICAN CAR RACE IN 1895, AND WENT ON TO MAKE THE FIRST SALE OF AN AMERICAN-MADE GASOLINE CAR THE NEXT YEAR.

THIRTY AMERICAN MANUFACTURERS PRODUCED 2,500 MOTOR VEHICLES IN 1899, AND SOME 485 COMPANIES ENTERED THE BUSINESS IN THE NEXT DECADE. IN 1908 HENRY FORD INTRODUCED THE MODEL T AND WILLIAM DURANT FOUNDED GENERAL MOTORS.

THE NEW FIRMS OPERATED IN AN UNPRECEDENTED SELLER'S MARKET FOR AN EXPENSIVE CONSUMER GOODS ITEM. WITH ITS VAST LAND AREA AND A HINTERLAND OF SCATTERED AND ISOLATED SETTLEMENTS, THE UNITED STATES HAD A FAR GREATER NEED FOR AUTOMOTIVE TRANSPORTATION THAN THE NATIONS OF EUROPE. GREAT DEMAND WAS ENSURED, TOO, BY A SIGNIFICANTLY HIGHER PER CAPITA INCOME AND MORE EQUITABLE INCOME DISTRIBUTION THAN EUROPEAN COUNTRIES.

MODEL T

GIVEN THE AMERICAN MANUFACTURING TRADITION, IT WAS ALSO INEVITABLE THAT CARS WOULD BE PRODUCED IN LARGER VOLUME AT LOWER PRICES THAN IN EUROPE. THE ABSENCE OF TARIFF BARRIERS BETWEEN THE STATES ENCOURAGED SALES OVER A WIDE GEOGRAPHIC AREA. CHEAP RAW MATERIALS AND A CHRONIC SHORTAGE OF SKILLED LABOUR EARLY ENCOURAGED THE MECHANIZATION OF INDUSTRIAL PROCESSES IN THE UNITED STATES.

THIS IN TURN REQUIRED THE STANDARDIZATION OF PRODUCTS AND RESULTED IN THE VOLUME PRODUCTION OF SUCH COMMODITIES AS FIREARMS, SEWING MACHINES, BICYCLES, AND MANY OTHER ITEMS. IN 1913, THE UNITED STATES PRODUCED SOME 485,000 OF THE WORLD TOTAL OF 606,124 MOTOR VEHICLES.

THE FORD MOTOR COMPANY GREATLY OUTPACED ITS COMPETITORS IN RECONCILING STATE-OF-THE-ART DESIGN WITH MODERATE PRICE. CYCLE AND AUTOMOBILE TRADE JOURNAL CALLED THE FOUR-CYLINDER, FIFTEEN-HORSEPOWER, \$600 FORD MODEL N (1906-1907) "THE VERY FIRST INSTANCE OF A LOW-COST MOTORCAR DRIVEN BY A GAS ENGINE HAVING CYLINDERS ENOUGH TO GIVE THE SHAFT A TURNING IMPULSE IN EACH SHAFT TURN WHICH IS WELL BUILT AND OFFERED IN LARGE NUMBERS." DELUGED WITH ORDERS, FORD INSTALLED IMPROVED PRODUCTION EQUIPMENT AND AFTER 1906 WAS ABLE TO MAKE DELIVERIES OF A HUNDRED CARS A DAY.

ENCOURAGED BY THE SUCCESS OF THE MODEL N, HENRY FORD WAS DETERMINED TO BUILD AN EVEN BETTER "CAR FOR THE GREAT MULTITUDE." THE FOUR-CYLINDER, TWENTY-HORSEPOWER MODEL T, FIRST OFFERED IN OCTOBER 1908, SOLD FOR \$825. ITS TWO-SPEED PLANETARY TRANSMISSION MADE IT EASY TO DRIVE, AND FEATURES SUCH AS ITS DETACHABLE CYLINDER HEAD MADE IT EASY TO REPAIR. ITS HIGH CHASSIS WAS DESIGNED TO CLEAR THE BUMPS IN RURAL ROADS. VANADIUM STEEL MADE THE MODEL T A LIGHTER AND TOUGHER CAR, AND NEW METHODS OF CASTING PARTS (ESPECIALLY BLOCK CASTING OF THE ENGINE) HELPED KEEP THE PRICE DOWN.

COMMITTED TO LARGE-VOLUME PRODUCTION OF THE MODEL T, FORD INNOVATED MODERN MASS PRODUCTION TECHNIQUES AT HIS NEW HIGHLAND PARK, MICHIGAN, PLANT, WHICH OPENED IN 1910 (ALTHOUGH HE DID NOT INTRODUCE THE MOVING ASSEMBLY LINE UNTIL 1913-1914). THE MODEL T RUNABOUT SOLD FOR \$575 IN 1912, LESS THAN THE AVERAGE ANNUAL WAGE IN THE UNITED STATES.

BY THE TIME THE MODEL T WAS WITHDRAWN FROM PRODUCTION IN 1927, ITS PRICE HAD BEEN REDUCED TO \$290 FOR THE COUPE, 15 MILLION UNITS HAD BEEN SOLD, AND MASS PERSONAL "AUTOMOBILITY" HAD BECOME A REALITY.

AUTOMOTIVE INDUSTRY GROWING PAINS

FORD'S MASS PRODUCTION TECHNIQUES WERE QUICKLY ADOPTED BY OTHER AMERICAN AUTOMOBILE MANUFACTURERS. (EUROPEAN AUTOMAKERS DID NOT BEGIN TO USE THEM UNTIL THE 1930s.) THE HEAVIER OUTLAYS OF CAPITAL AND LARGER VOLUME OF SALES THAT THIS NECESSITATED ENDED THE ERA OF EASY ENTRY AND FREE-WHEELING COMPETITION AMONG MANY SMALL PRODUCERS IN THE AMERICAN INDUSTRY.

THE NUMBER OF ACTIVE AUTOMOBILE MANUFACTURERS DROPPED FROM 253 IN 1908 TO ONLY 44 IN 1929, WITH ABOUT 80 PERCENT OF THE INDUSTRY'S OUTPUT ACCOUNTED FOR BY FORD, GENERAL MOTORS, AND CHRYSLER, FORMED FROM MAXWELL IN 1925 BY WALTER P. CHRYSLER.

MOST OF THE REMAINING INDEPENDENTS WERE WIPED OUT IN THE GREAT DEPRESSION, WITH NASH, HUDSON, STUDEBAKER, AND PACKARD HANGING ON ONLY TO COLLAPSE IN THE POST-WORLD WAR II PERIOD.

THE MODEL T WAS INTENDED TO BE "A FARMER'S CAR" THAT SERVED THE TRANSPORTATION NEEDS OF A NATION OF FARMERS. ITS POPULARITY WAS BOUND TO WANE AS THE COUNTRY URBANIZED AND AS RURAL REGIONS GOT OUT OF THE MUD WITH PASSAGE OF THE 1916 FEDERAL AID ROAD ACT AND THE 1921 FEDERAL HIGHWAY ACT.

MOREOVER, THE MODEL T REMAINED BASICALLY UNCHANGED LONG AFTER IT WAS TECHNOLOGICALLY OBSOLETE. MODEL T OWNERS BEGAN TO TRADE UP TO LARGER, FASTER, SMOOTHER RIDING, MORE STYLISH CARS. THE DEMAND FOR BASIC TRANSPORTATION THE MODEL T HAD MET TENDED INCREASINGLY IN

THE 1920S TO BE FILLED FROM THE BACKLOG OF USED CARS PILING UP IN DEALERS' LOTS AS THE MARKET BECAME SATURATED.

CAR SALES STALL

BY 1927 REPLACEMENT DEMAND FOR NEW CARS WAS EXCEEDING DEMAND FROM FIRST-TIME OWNERS AND MULTIPLE-CAR PURCHASERS COMBINED. GIVEN THE INCOMES OF THE DAY, AUTOMAKERS COULD NO LONGER COUNT ON AN EXPANDING MARKET. INSTALMENT SALES HAD BEEN INITIATED BY THE MAKERS OF MODERATELY PRICED CARS IN 1916 TO COMPETE WITH THE MODEL T, AND BY 1925 ABOUT THREE-QUARTERS OF ALL NEW CARS WERE BOUGHT "ON TIME" THROUGH CREDIT.

ALTHOUGH A FEW EXPENSIVE ITEMS, SUCH AS PIANOS AND SEWING MACHINES, HAD BEEN SOLD ON TIME BEFORE 1920, IT WAS INSTALMENT SALES OF AUTOMOBILES DURING THE TWENTIES THAT ESTABLISHED THE PURCHASING OF EXPENSIVE CONSUMER GOODS ON CREDIT AS A MIDDLE-CLASS HABIT AND A MAINSTAY OF THE AMERICAN ECONOMY.

GM INTRODUCES 'PLANNED OBSOLESCENCE'

MARKET SATURATION COINCIDED WITH TECHNOLOGICAL STAGNATION: IN BOTH PRODUCT AND PRODUCTION TECHNOLOGY, INNOVATION WAS BECOMING INCREMENTAL RATHER THAN DRAMATIC. THE BASIC DIFFERENCES THAT DISTINGUISH POST-WORLD WAR II MODELS FROM THE MODEL T WERE IN PLACE BY THE LATE 1920S—THE SELF-STARTER, THE CLOSED ALL-STEEL BODY, THE HIGH-COMPRESSION ENGINE, HYDRAULIC BRAKES, SYNCROMESH TRANSMISSION AND LOW-PRESSURE BALLOON TIRES.

THE REMAINING INNOVATIONS—THE AUTOMATIC TRANSMISSION AND DROP-FRAME CONSTRUCTION—CAME IN THE 1930S. MOREOVER, WITH SOME EXCEPTIONS, CARS WERE MADE MUCH THE SAME WAY IN THE EARLY 1950S AS THEY HAD BEEN IN THE 1920S.

TO MEET THE CHALLENGES OF MARKET SATURATION AND TECHNOLOGICAL STAGNATION, GENERAL MOTORS UNDER THE LEADERSHIP OF ALFRED P. SLOAN, JR., IN THE 1920S AND 1930S INNOVATED PLANNED OBSOLESCENCE OF PRODUCT AND PUT A NEW EMPHASIS ON STYLING, EXEMPLIFIED IN THE LARGELY COSMETIC ANNUAL MODEL CHANGE—A PLANNED TRIENNIAL MAJOR

RESTYLING TO COINCIDE WITH THE ECONOMICS OF THE LIFE AND WITH ANNUAL MINOR FACE-LIFTINGS IN BETWEEN.

THE GOAL WAS TO MAKE CONSUMERS DISSATISFIED ENOUGH TO TRADE IN AND PRESUMABLY UP TO A MORE EXPENSIVE NEW MODEL LONG BEFORE THE USEFUL LIFE OF THEIR PRESENT CARS HAD ENDED. SLOAN'S PHILOSOPHY WAS THAT "THE PRIMARY OBJECT OF THE CORPORATION ... WAS TO MAKE MONEY, NOT JUST TO MAKE MOTORCARS." HE BELIEVED THAT IT WAS NECESSARY ONLY THAT GM'S CARS BE "EQUAL IN DESIGN TO THE BEST OF OUR COMPETITORS ... IT WAS NOT NECESSARY TO LEAD IN DESIGN OR TO RUN THE RISK OF UNTRIED EXPERIMENTS."

THUS ENGINEERING WAS SUBORDINATED TO THE DICTATES OF STYLISTS AND COST-CUTTING ACCOUNTANTS. GENERAL MOTORS BECAME THE ARCHETYPE OF A RATIONAL CORPORATION RUN BY A TECHNOSTRUCTURE.

AS SLOANISM REPLACED FORDISM AS THE PREDOMINANT MARKET STRATEGY IN THE INDUSTRY, FORD LOST THE SALES LEAD IN THE LUCRATIVE LOW-PRICED FIELD TO CHEVROLET IN 1927 AND 1928. BY 1936 GM CLAIMED 43 PERCENT OF THE U.S. MARKET; FORD WITH 22 PERCENT HAD FALLEN TO THIRD PLACE BEHIND CHRYSLER WITH 25 PERCENT.

ALTHOUGH AUTOMOBILE SALES COLLAPSED DURING THE GREAT DEPRESSION, SLOAN COULD BOAST OF GM THAT "IN NO YEAR DID THE CORPORATION FAIL TO EARN A PROFIT." (GM RETAINED INDUSTRY LEADERSHIP UNTIL 1986 WHEN FORD SURPASSED IT IN PROFITS.)

POST THESE SITES INTO YOUR INTERNET WINDOW TO SEE MORE
INTERESTING CLASSIC ITEMS

LOOK AT THIS FERRARI –WHAT A STATE!!!

<https://fb.watch/90-favzg6s/>

<https://www.telegraph.co.uk/cars/features/meet-classic-car-model-maker-creates-mini-masterpieces-garden/>

<https://www.independent.co.uk/independentpremium/business/justin-lunny-ionic-classic-cars-jaguar-e-type-electric-engine-b498778.html>

<https://www.autoevolution.com/news/car-manufacturers-scraping-off-cheap-small-cars-mat-watson-explains-why-173141.html>

HERE’S ONE FOR PAUL.

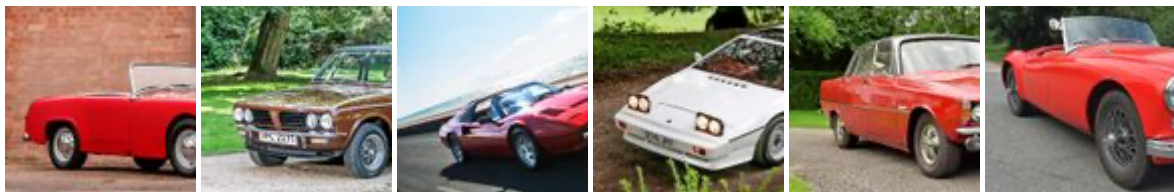
<https://www.independent.co.uk/life-style/motoring/lada-car-russian-rare-classic-supply-demand-motors-driving-a8431481.html>

<https://www.independent.co.uk/news/wheeler-dealers-new-series-car-restore-discovery-uk-mike-brewer-ant-anstead-a8385846.html>

ONE FOR BILL TOO.

<https://www.wired.com/2017/02/1975-jaguar-xkss-gooding-auction/>

NOVEMBER MONTHS FOTO QUIZ



CAN YOU IDENTIFY THESE CARS FROM THEIR IMAGES. ANSWERS DIRECTLY TO
ME ON KEN.OLIVER@SKY.COM (ALL LOWER CASE)

A SMALL PRIZE IS WAITING FOR THE FIRST CORRECT ANSWER !!!

FOR SALE.

WE HAVE NO ITEMS LISTED.

IF YOU HAVE A VEHICLE FOR SALE OR KNOW OF ONE THAT MIGHT BE OF INTEREST TO OUR MEMBERS PLEASE LET ME KNOW.

Quiz for November

(From last month)

1. THE HEADQUARTERS OF FIAT ARE IN WHICH ITALIAN CITY ?
2. WHICH VEHICLE MODEL IS “THE EVOQUE”
3. WHAT COLOUR WAS THE “DORMOBILE IN EVER DECREASING CIRCLES ?
4. WHICH AUTOMOBILE MANUFACTURER WAS THE FIRST TO PRODUCE MORE THAN 10 MILLION VEHICLES PER YEAR ?
5. KIA MOTORS CORPORATION IS SOUTH KOREAS SECOND –LARGEST AUTOMOBILE MANUFACTURER, WHICH IS THE FIRST ?
6. LADA IS A MARQUE OF A CAR MANUFACTURED BY WHICH COUNTRY ?
7. WHICH CAR BRAND INCLUDES THE DEFENDER AND DISCOVERY ?
8. THE ADAM, CASCADA AND INSIGNIA ARE PRODUCED BY WHICH CAR MANUFACTURER ?
9. WHICH LUXURY AUTO COMPANY WAS NAMED AFTER THE FOUNDER OF DETROIT ?
10. THE “LEAF” IS A BEST SELLING HIGHWAY-CAPABLE ALL ELECTRIC CAR PRODUCED BY WHICH COMPANY ?
11. HOW MANY RINGS ARE THERE IN THE AUDI LOGO ?
12. IF YOU ARE USING “M & S” TYRES, WHAT DO THE LETTERS STAND FOR ?

ANSWERS TO KEN.OLIVER@SKY.COM FIRST PERSON TO ANSWER ALL 12 WILL
RECEIVE A GIFT AT THE NEXT MEETING.

NEWSLETTER EDITOR:- KEN OLIVER. LAST DATE FOR COPY 23RD OF EACH MONTH.

STOP PRESS DATE 25TH OF EACH MONTH.

TARGET PUBLISHING DATE 1ST OF EACH MONTH ON WEBB SITE.