



B.M.C. LEYLAND AUSTRALIA HERITAGE GROUP

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

NEWSLETTER

January 2009

Vale R.W. Serjeantson 1915-2008

Report on Annual Reunions:

Minutes of Annual General Meeting and President's Report;

Final Episode of the Bill Abbott Story;



Kay De Luca, Malcolm Brooks and Bill Shipway at
October Reunion Lunch and rooftop display of cars.
See story inside.

VALE BILL SERJEANTSON 1915-2008

Bill Serjeantson, former Chief Product Engineer of B.M.C. Australia was attributed as being against the production of the Mini in Australia. A phone call from Bill set me straight on that issue. "That's absolute rubbish", he said. "I quite liked the Mini. I thought it was a beaut handling car and I could see it had a lot of potential".

I had the pleasure of meeting Bill a few weeks later at his home in Port Macquarie. At 93 he still lived independently, drove his car regularly (though only locally on a restricted licence) and had tremendous recall of his days working as an engineer with Vauxhall, Holden and of course BMC.

Born Rowland William, Bill did an automotive engineering degree at Loughborough College in England, which he regarded as the best engineering college in the U.K. Graduating in 1937, at the tail end of the depression, he had the enviable choice of a job with Rolls Royce at £3 a week, or with Vauxhall at £4 per week.

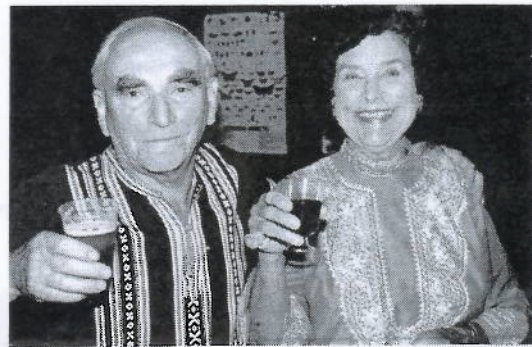
Bill took the latter and began making testing equipment for the Experimental Department and for a few months doing durability road testing on a variety of prototype vehicles. When war broke out Bill enlisted in the Royal Air force as an engineer, but basically doing aircraft maintenance. "I went in as an acting pilot officer and came out as a squadron leader", he revealed.



He returned to Vauxhall after the War, but was unsettled and in the mood for change. Reading a company newspaper he saw that work had begun on an all-new car in Australia, so he applied to emigrate. After a two year wait, he was able to get passage, but his wife, Joan, had to remain in England with their new-born son for another six months before being able to join him.

Bill arrived in Australia with no employment organised, but with a letter from his boss at Vauxhall he soon found himself working in the Experimental Department at Holden in Melbourne. He started work there the week the first Holden family car was announced to the public, in November 1948.

Almost 10 years later, he was one of a team of five engineers from Holden and two from Chrysler recruited to form the nucleus of BMC's new engineering department. Not surprisingly, Bill was placed in charge of the Experimental Department, holding this position until 1960 when he was appointed Chief Product Engineer, the position he retained until his retirement. Although his job was mainly of the desk-bound variety, he found plenty of opportunity to do outback and local road testing when time permitted. In one incident he was photographed standing in a pothole in outback NSW to illustrate to the "powers that be" back in England that Australian road conditions were significantly different (See previous edition of Newsletter).



Bill and Joan at their 50th Wedding Anniversary Party.

Bill remained with BMC/Leyland for the rest of his career and was involved with the testing and launch of all BMC products from 1958 to 1973. He recalled taking a test Mini out on a couple of occasions with then Managing Director, Bill Abbott. "We were impressed with the handling. They had road signs up for corners saying a maximum speed, and we found we could go twice that maximum speed without any trouble at all".

Two of his favourite cars though were the Morris 1100 (though he was appalled at the decision to fit the bench seat) and the 1800, but said the marina was the worst car BMC/Leyland ever built in Australia. Bill said the P76 was the car he was most proud of, declaring it his baby. "I'm not ashamed of it at all. Looking back, I'm not amazed at what a bad job we did, I'm amazed at what a good job we did, given the lack of money and staff".

Bill retired in 1973 and lived on a hobby farm near Lakes Entrance for eight years, before moving to Port Macquarie with his wife, Joan. After a good innings, Bill died suddenly on 13 October 2008. He is survived by his wife, two children, eight grandchildren and two great-grandchildren.

(Thanks to Craig Watson of the Mini Experience for the use of this article from Issue 17 of his Magazine.)

Photographs from Roger Foy and Barry Anderson

2008 REUNION LUNCHEON AT RYDE EASTWOOD LEAGUES CLUB

The change of venue was great and the luncheon was enjoyed by more than 100 guests, who appreciated the food and facilities. The Leagues Club offered us their rooftop carpark for the display of some 25 or so cars from the selection of vehicles that were manufactured by BMC Leyland, some at the Zetland Plant. Thanks to Roger Foy for organising the display and also to his son Graham for supervising the vehicles during lunch.

Also on display on the roof was the half size Austin Healey (below), built by Colin Rule from the Central Coast. Colin has been interested in Healeys since his boyhood days and this particular model is being raffled by Hand Brake Turn, a company which operates on the Central Coast and offers under-privileged young people the opportunity to learn about motor vehicles and maintenance thereof. It is a very worthwhile enterprise indeed.



Colin showed a Powerpoint Presentation of his car collection and love of the Austin Healey, followed by a very interesting talk from Heidi Kitchen from Hand Brake Turn.

Guest Speaker, Malcolm Brooks, spoke to us about his memorable experiences in the Redex and Ampol Trials of the 1950's & 60's, keeping everyone spellbound with stories of the outback, not to mention the notorious Gelignite Jack Murray. Malcolm also brought along some memorabilia of those wonderful days in motoring history.



Some of the happy crowd...



Malcolm Brooks being thanked by MC Chris Rogers

A big crowd of 120 Heritage Group members and friends were treated to a great buffet with a wide variety of foods and some were lucky enough to receive one of the many lucky door prizes and raffle prizes.

A big thank you to Jason Birmingham for bringing along a terrific photographic display of the 2008 P76 Nationals at Geelong - there was a lot of interest amongst the BMC Heritage members! Hope to get some of them up to Raymond Terrace for the P76 Nationals in 2010.

The Car Clubs were well represented with some even making the trip from Queensland and Northern NSW. It was evident that they enjoyed mixing with those who had worked at BMC Leyland Zetland Plant and they certainly listened to many stories of days gone by in the old Victoria Park factory.



The dust coats say "Experimental"

The big race at Bathurst was available on screen during the day for the die-hard race enthusiasts.

Thanks to those who gave positive feedback on the Club and its facilities - seems like everyone had a great day. Ryde Eastwood Club will again be our venue for the 2009 Reunion - details of date etc in the next Newsletter. Hope to see you there.

Kay De Luca

BMC-LEYLAND AUSTRALIA ANNUAL REUNION THE DONCASTER HOTEL.

Whilst the attendance at this event has tended to diminish over the years, some 25 people managed to get along on this occasion, representing most parts of the organisation. Attendance was probably not helped by the inability to get a timely notice in the community notices of the Sydney Morning Herald or the Telegraph. Later in the evening a number of attendees enjoyed an excellent meal in the Doncaster Hotel Bistro, during which many of the old problems and stories were revisited. Notable attendees this year were Garry Wilson (Russia), Graeme Laurie (New Caledonia) and David Roberts (Brisbane). Apologies were received from Barry Anderson, Bob Parfett and Peter North. This year's event will be on Friday night, 4th December, at the Doncaster Hotel, Kensington, from 4.45 p.m. Put it in your diary NOW. (Roger Foy)

HERITAGE GROUP REUNION CAR DISPLAY

Some 25 cars were displayed on the rooftop carpark on the occasion of the 2008 Heritage Group Reunion Luncheon. This year, as previously, a very diverse range of our products, some still in everyday use, was presented. As well as two former prototypes there was an Austin Maxi, an MG1100, a Rover 75, a Triumph Stag, a Triumph Dolomite, a Vanden Plas Princess R, an Austin 1300 GT, Austin Lancer Mk II, Morris Major Elite, Austin Freeway Mk II, Austin Kimberley Mk II, Morris Cooper "S", Morris Mini Clubman GT, Leyland Mini Clubman, Morris 1100, Morris Marina 4D, Leyland marina 2D, and six P76 sedans in various levels.

(Roger Foy)

THE BILL ABBOTT STORY (FINAL)

YOUR QUESTIONS.

1. My Predecessor -

H.J. (Joe) Graves - from Longbridge, with a planning and production engineering background. He was a quiet, but firm, English gentleman, of the best type. We all respected him and supported him. He became Australianised to our conditions and needs after a couple of years of learning the facts.

2. My Successors -

short-term was Peter North, ex Ford, from pressed metal Corporation in Sydney, acquired by Leyland prior to BMC. They made most of Sydney bus bodies and assembled MG models under contract to us. Then there were a series of MD's from UK, I think four or five of them, who only lasted about 12 months average. I can't even remember their names - I was too busy with C.A.C. and Rex Aviation to take much interest.

3. Who did I liaise with at B.M.C.

In total, anyone who would or could help us - but obviously the Chairman, Sir George Harriman, was the main one on policy matters. On engineering, Mr. S.V. (Syd) Smith, Director of Engineering, and his two "right hand" men, Alec Issigonis, Chief Designer and Charlie

Griffin, Experimental and Test Engineer. SV was a very good engineering manager. He was not a vehicle designer, but ran engineering with a firm hand and model programs usually hit target dates and were well proven. Alec was a brilliant creative designer, full of new ideas like the Mini and 1100. His flow of ideas sometimes got him into trouble with the planning and production engineering people - he'd want to incorporate improvements into a model already released for production, i.e. whilst going through the tooling phase, or in the purchasing department - upsetting everybody and delaying the production and release date of the new model. Charlie Griffin was an earthy Birmingham man, and his test programs and specifications were good - better than GM in some ways. If a car got through Charlie's full program, it would not be a bad model - though it may not have had much sales appeal. He filtered out many of Alec's wilder ideas - fully backed by S.V. When S.V. retired, Alec, who by that time had become a national figure in U.K., was made Director of Engineering, and this put him over Charlie. As a manager of Engineering he was involved in all sorts of dull but necessary engineering functions - going to meetings, arguments with the draftsmen's union, more discussions with the pre-production departments on late changes to part specifications, etc., which I know he was not happy with. I got to know him well - wonderful company, but did get down in the dumps with his critics in the new Director's role.

The output of an automobile factory engineering department is, to the pre-production people, only a lot of paper - parts lists, drawings, specifications, etc., which shows them what to build! If this paper is late, or has errors in it - it can create chaos for everybody, including eventually Sales Department, with late new model releases early product problems, giving the job a poor reputation, service campaigns, etc. This started to show up after S.V. retired, and BMC UK quality was questioned. In GM terms, they needed an "engineer executive". In Australia, we ran our engineering in 3 main responsibilities - design, experimental and proving (the "auditing" of new designs (Reg Fulford); and the "Executive" engineering function, or management of the "technical/clerical" job, all that critical paperwork. He also looked after budgets, staffing, cost control and kept the wheels oiled - largely along GM-H lines. Rex Scanlon did this job - joined the army at 18 in 1939 at Broken Hill (his father owned a pub) and rose to a major through leadership ability - but was only a clerk when we found him. His main engineering qualifications were Army engineering - blowing up bridges, etc.

Getting back to BMC UK contacts, on our sales functions, Jim Bramley, export sales manager, mainly to let him know what we were doing, which he finally agreed was the right thing. He was a regular visitor to Australia, one of the few from head office.

The Longbridge engine design section - Bill Appleby and his chief draftsman on conversion from 4B to 6B and Don Hawley, engine testing and Frank Griffith, Tooling. Many of our local suppliers with U.K. principals like Alex Moulton of Moulton Developments, who did hydroelastic suspension. In fact, anyone who'd talk to us in a helpful way and wanted to learn more about Australia, like Harry Williams, factory cost accountant. An astute BMC UK observer was Joe Edwards, Managing Director of Pressed Metal Corp, who did most of their car bodies in their Cowley plant next door to Morris. They did quite a lot of body tooling for us. He was an ex Longbridge man, and from arms length he was concerned to see a slow deterioration in BMC fortunes starting in the mid 60's, before the

their massive labour problems and wildcat strikes, but the slippage of model programs after S.V. retired did not help. Quality

suffered, the market was tightening with more competition and in our view the traditional Morris V Austin dealer setup did not help.

The UK hierarchy seemed to refer many more items to the Chairman for final approval even though they had, on paper, the authority to make the decision as part of their responsibility. Maybe this was the reason I found Sir George an easy person to discuss our problems with. I had the proposed or actual answers to most problems and did not ask him "what will I do about this, Sir George"?

4. Austin Freeway/Wolseley 24/80 - who Restyled the Body.

Graham Hardy, our body engineer (ex Woodville GMH) helped by Romand Rodbergh. U.K. reaction, rather neutral; it was ours not theirs. The 2.4 litre layouts etc. by chief draftsman of Longbridge engineer design section under Bill Appleby. We did detail development, all dyno and durability testing and converted the transfer machine heads to 6 spindle. When machining 4B, the two extra spindles only cut air.

5. B.M.C. Australia seemed to be always "fighting" management in U.K.

Maybe the word "fighting" is good journalese, but whilst we had many different ideas arising from our different market conditions and limited capital to pay for new local models (out of our profits!) as mentioned before such debates NEVER got to the fighting stage. Our requests often brought a friendly smile, "What's the latest thing you want to do?" We often suggested they came out to Australia to see for themselves, particularly Alec Issigonis, but we did get Charlie Griffin for a week in 1958. The Chairman was a fairly regular visitor, but we needed more of the senior operating executives from all departments. In other words, our "fights" can be considered more of a desire to educate them - we both had the common objective of "making bugger pay", but by ways that were different from U.K. tradition.

6. The Austin Kimberley/Tasman.

Again, Graham Hardy as body engineer with, I think, a new styling man as Romand had left us. One of these had the new E series 6 cylinder engine in it - a new modern design with 5 bearing C/S, overhead camshaft much lighter and more compact. I felt that we should go for this modern engine to replace the 20 year old faithful B series, but this was proven to be a mistake and cost us dealer morale. Alec Issigonis had a bit of a thing about engine compactness, because they were transverse and the E series turned out to be a very cramped design - no water between bores and none right round exhaust valves. We had a helluva time trying to get head gaskets to seal on the 3/16" land between cylinder bores (about 5/16" is the lowest safe land width) and had to fit valve seat inserts to prevent valve "sinkage". Alec was not an engine man and presumably over-rode the proving people as new director of engineering. We also used the 4E in the Morris Nomad - 5 dr development of the Morris 1100 but it was before its time and did not take on like a Ford Laser etc. in recent years. It also had its problems with the engine. In hindsight we should have stayed with the 1100 - perhaps with the opened out A series to 1300 cc. One of the major problems with the car industry, you have to commit

yourself 3-5 years ahead on new models, before you know customer reaction.

HERITAGE GROUP DVDs

Heritage Group DVDs covering the promotional films, "The Carmakers" and "Horses to Horsepower" (incorporating Austin Freeway Around Australia in 9-1/2 Days) are still available from Roger Foy (02)9449 1524. Also still available is the CD which includes over 400 images of the Zetland Plant. Note that this product needs to be viewed through a computer with an imaging software program. Price of all items is \$20 each plus \$3 postage.

(Roger Foy)

MINUTES OF ANNUAL GENERAL MEETING OF B.M.C. -LEYLAND AUSTRALIA HERITAGE GROUP

Held at North Sydney Leagues Club on Monday, 1st December, 2008.

Present:

J.B. Anderson ; R.N. Fulford; C.W. Rogers; R.A. Foy

R. Bell; R. Moss; G. Kean; J. Bowditch (Roman)

Apologies: P. Mohacsi; Kay & Tony De Luca; Guido Simionato; Louis Hannau; Robin Matthews

The President welcomed Greg Kean as a new member of the Group and Greg outlined his long term interest in the Company's products, which followed on from his father's. Greg has a vast collection of Australian Motoring magazines and has offered to assist with the compilation of makes and models that the plant produced.

1. MINUTES OF PREVIOUS MEETING.

After general discussion of the minutes of the previous meeting, Ron Moss moved that they be accepted, seconded Roger Foy.

2. PRESIDENT'S REPORT.

2.1 The Book.

This will be treated as a separate item on the agenda.

2.2 The Newsletter.

Many thanks to Jan Roman (Bowditch) for taking this on following Roy South's illness. The next newsletter will include reports on this meeting and on the progress with THE BOOK.

2.3 I have to report that Roy is again in hospital - he has had several operations over the last 6 months and only 2 weeks ago came home after a long time in period in hospital and rehabilitation. Two days later he was again in hospital and last night I spoke to Joy South who said he has made quite a lot of progress but still has quite

a long way to go. I have recently sent, on the group's behalf, a get well soon card and our best wishes again last night.

2.4 10th Anniversary Re-Union.

The recent re-union, organised by Kay Deluca was again a great success. Everyone who attended enjoyed it thoroughly. Our thanks to Kay and her assistants Roger Foy and Chris Rogers. Kay used the results of a survey of those who attended the 2007 function to design the 2008 event and she has offered to organise the event again in 2009. Our sincere thanks to Kay and her assistants.

2.5 Promotional Activities. Roger Foy reported as follows:

This year's activities have mainly centred on the sales of The Carmakers and Horses to Horsepower/Austin Freeway Around Aust. DVDs, Heritage Group Windscreen Stickers, and Australia Post Mini Stamp Envelopes.

The majority of these sales have been by Mail Order as a result of mentions in the Mini Experience Magazine and Australian Classic Cars Year Book. Additionally, our representative in Queensland, Nairn Hindhaugh of Mountain Motor Books has taken significant numbers of the DVDs. Specific events attended were as follows:

Doncaster Reunion, 7th December 2007. At this event we sold some \$133.50 worth of memorabilia.

All British Day, 17th August 2008. This year saw a magnificent day weatherwise, resulting in a record attendance of some 1800 old British Cars. The BMC Car Club Trophy was awarded this year to the Vauxhall Car Club for their outstanding Display. The award of our trophy presented to commemorate the 50 th. Anniversary of the introduction of the 1101 Range of Cars, deferred last year by the inclement weather, has now been awarded to M/s Jenny Hitchcock with a Morris Major Elite. M/s Hitchcock is a Member of the Wolseley Car Club (NSW) Inc. Sales at this event amounted to some \$210.

Heritage Group Reunion, 12th. October 2008. This very successful event saw some 25 of our cars displayed in the Ryde-Eastwood Leagues Club Car Park, most of the cars being displayed by members of the various Car Clubs. Some \$275 worth of memorabilia was sold on this day.

All in all, a very full and successful year for all concerned.

2.6 Membership Development

At the last AGM this was discussed and we started to look at the membership records provided by Peter Mohacsi but no specific progress was made.

It was agreed that membership application forms be taken to the Doncaster reunion as there would possibly be prospective members wishing to join.

Ron Moss had suggested a membership card so members would know if they were financial or not. Ross Bell and Peter Mohacsi looked at this some months ago and considered it to be too much work. Peter will in future incorporate a membership paid to date in the address label. Provided there is no reference to our Group's name in the label there should be no privacy issue. This is to be followed up by Barry Anderson with Peter Mohacsi.

Ron Moss pointed out that discounts could be obtained on magazines etc. on production of membership of car club cards. Barry Anderson

pointed out that we were no longer an incorporated group, but that this was a valid point in favour of membership cards.

Other ideas are needed to spread the word. Jan Bowditch and Barry Anderson to review this in 2009.

The president thanked the team for their efforts during 2007/8.

3. FINANCIAL STATEMENT.

The Treasurer submitted his report and advised the balance of the Group's account, as at 30th June, was \$18,166, with members' equity of \$17,300. He is to advise what the contribution of the group was to the reunion in October. This was a special event - our 10th anniversary celebration - and a significant contribution was considered appropriate. It was agreed that the incoming team should review the level of contribution for the 2009 event.

Chris Rogers moved that the Treasurer's report be accepted. Seconded Ron Moss.

Ron Moss asked if it would be possible to have a comparison of the previous year's figures with the current year on the financial statement. It was agreed by Ross Bell that this could be done.

4. ELECTION OF MEMBERS OF THE EXECUTIVE.

The present occupants of the various positions all agreed to take them on again for another year, and Jan Bowditch (Roman) will take over as Editor of the newsletter from Roy South. The Team for 2009 is:

President: Barry Anderson

Secretary & Membership Records: Peter Mohacsi

Treasurer: Ross Bell

Annual Reunion: Kay De Luca and Chris Rogers

Car Club Liaison: Roger Foy

Motor Sport Historian: Rob Harrison

Newsletter: Jan Bowditch (Roman)

Assistance with Book See Item 6.

5. THE BOOK

The President reported to the AGM:

The recent death of Bill Serjeantson stresses the need to get the book written soon. I have sought advice from my daughter Sarah who is Publishing Director of an international book publishing company. She has made strong recommendations in the areas of: Management Book Planning and Content.

Management Considerations

Sarah recommends the following roles as essential to achieving good results quickly.

Manager. Someone has to be in overall charge of the project. I am prepared to take this role.

Editor. This is the person who collates the contributions of all writers and decides how much of each contribution is included.

Considerations in this role are content, size and style. Some contributions may require significant re-writing. We could employ a professional editor. If there is anyone who would like to take this on, please contact me. If there are no other takers, I will take this on also.

Proof Reader. It is recommended we employ a professional proof reader - near the ready for print stage. This is not very expensive and minimises the risk of many glaring typos. I propose that all contributors arrange for their own independent proof readers but that we employ a professional proof reader at the end.

Professional Contributors. I propose that we use three. We will approach the historians who put proposals to us a couple of years ago and Sarah A will approach others. This can only be done after writers briefs have been finalised - see below.

Designer. This is the person who decides on the layout of each page and who defines the book's artistic "look". Louise Docker has agreed to take this on. She is a graphic designer with experience in modern publishing software and currently employed designing catalogues, brochures etc. On your behalf I have thanked her for this offer.

Lay Contributors. Other than the professional contributors, we will draw on the vast array of material our members have already written and call for further contributions from members.

Book Structure The draft book structure is shown in the Appendix. This needs reviewing - e.g. the order in which sections are presented, number of pages to each section etc. Decisions on book size and number of pages are needed - see below

Page Size and Format This should be set very early as it determines the book's "look", the maximum size and impact of the images and is an essential element of the book plan. Selection of page size and format may depend on the production process and this should be considered at this point. We propose to use a landscape format which allows space for quite large photos. We feel that the ideal page size is around 200mm (h) x 250 to 260 mm (w). When opened, this presents a pleasant appearance and accommodates text in relatively few pages. A4 (210 mm x 297mm) is 40mm wider than this but has the major advantage that almost all printers can use this size economically. We have agreed that Louise will start on the design of the page to suit A4 page size but with a wide inside gutter and margins selected so that, if the optimum page size can eventually be provided economically, we can use it without any change to page layout.

Page Layout, Font etc These features give useful guidance to writers and it is desirable to include in all writers' briefs a sample of several pages of proposed layout. The layout defines the "look" of the book and the sample pages illustrate:

- Margins,
- Header format - e.g. book section description on LH side of odd pages and chapter description on the RH side of even pages;
- Footer format - just page number?
- Number and Style of Headings - e.g. major and minor only;
- Typical paragraph size and number of headings per chapter;
- Fonts for all the above; and
- Image sizes and page layouts with text and images. (Note it is desirable to settle on a small number of standard page formats so the book has a consistent "look").

Louise has agreed to start developing a page design to accommodate all the above

Book Size - Page Numbers When the above variables have been decided, accurate estimates can then be made for typical page layouts to give the number of words per page; and the number of images per page (for each image page format). These numbers, in conjunction with the "weighting" to be placed on each section of the book, allow the number of pages in each section to be decided upon. This in turn allows the editing of each section to be carried out.

Book page numbers must be in multiples of 16 - e.g. 160, 176 etc.

Writers' Briefs.

With the assistance of Sarah A, I have started to develop writers' briefs. These are about two pages in length and cover such aspects as:

- Classification - e.g. "Pictorial History" (i.e. not a "Coffee Table" book;
- Audience and Tone;
- Style - e.g. "Text to be lively and interesting for an adult audience with an interest in but not expert knowledge of .."
- Content
- Number of words and, if required, number and size of images

Separate writers' briefs are needed for each book section. They will be accompanied by common information about the structure, style and content of a book so that all work which:

- Define better what is expected from contributors;
- minimise the necessity for editorial re-writes; and
- greatly reduce the time required to bring them together

Costing - Book Sell Price

Our Group has collected a tidy sum of money and needs to use this to meet our mission statement and to give value back to the members. We are aiming to produce a hard cover book with gloss paper (10% full colour pages), and dust jacket for under \$45.00 cost to the Group. It appears feasible to buy in batches of 50 - a total outlay of under \$2,500. We can easily afford this. We should consider a sell price range which would reward membership of the group e.g.

- Non-members pay the list price
- All members might receive a small subsidy
- Members of 3 years standing might receive a slightly larger subsidy, and
- Members of 5 years or longer a slightly larger subsidy again

Costing - Professional Writers etc.

I propose that we spend under \$10,000 on Three professional writers; and One Professional proof reader

Timing

With Louise's help, I aim to have the major decisions in paragraphs above completed by the end of January 2009. Also by that time I hope we will have offers of help from other members and we can

start the writing process in February 2009 and seek quotes from the professional writers.

By the end of February 2009 we should be able to establish a finish date.

After consideration of the above by the meeting, it was agreed that Barry Anderson, Reg Fulford, Roger Foy, Greg Kean and Chris Rogers would meet one day a month to coordinate publication of the book

Ron Moss felt that pictures of production of the BMC plant should be in date order commencing 1949. Greg Kean stressed that the Australianisation of some of the cars was very important.

It was agreed that \$10,000 would be committed to the book to pay the professionals involved in its preparation.

GENERAL BUSINESS

Barry Anderson will get Ron Moss, Peter Davis and Greg Kean together to make a start on the Appendix "Makes and Models" for the book.

The meeting closed at 1 p.m.

APPENDIX

"The Book" - 25 Years of Vehicle Manufacturing at Victoria Park 1950 - 1975

Book Structure - Version 3 - November 2008 (Subject to Significant Revision)

Page Size: About 200 mm (h) x 260 mm (w) Landscape. This is a nice pictorial history book size. The page design will be capable of being printed on this or A4 size.

Cover: Hard cover with colour jacket

Page Nos and Item

Cover Colour Aerial View of Plant?

- i) Half Title
- ii) Title Page (Sponsors)
- iii) Title Page
- iv) Imprint
- v) Foreword
- viii) Contents

Section 1 - Historical Chapters: 2 chapters professionally written The Industrial Scene in Australia after WW2; Industrial Development in South Sydney 1950 9 - 24 (14) (4000 words total - some images)

Section 2 - Victoria Park Horses to Horsepower 25- 32 (8) 1 Chapter professionally written - taking the story of the film of that name and presenting it in written format- (3000 words - 8 Images)

Section 3 - Images(70)) 33 - 102 (70) (About 100 Photos, Drawings Etc with captions

Section 4 - Impressions Single Page Anecdotes & Descriptions -

Lay contributions 103 - 132 (30)

Section 5 - Vehicle Models

Thumbnail photos and descriptions 133 - 140 (8) describing every make/model built at the plant.

Section 8 - Timeline (4)

End Notes (2)

References (4)

Index (6)

Acknowledgements (2)

Total Pages: 156 Shown - Target 160 to 176 (Max 192)

Your BMC Leyland Heritage Group Team:

President	Barry Anderson	9982.3300
Secretary/M'ship Records	Peter Mohacsi	9389.3570
Treasurer	Ross Bell	9144.4678
Car Club Liaison	Roger Foy	9449.1524
Motor Sport Historian	Rob Harrison	9948.4108
Annual Reunion	Kay De Luca	8812.2479
Newsletter Editor	Jan Bowditch (Roman)	4285.7113
Email: auntiejanice@optusnet.com.au		

NOTE FROM EDITOR

I apologise that this edition of the newsletter is in a very small font. As there was a lot that had to go into this edition, the only way I could do it, without our being up for double postage, was to cram as much as possible onto each page. I will revert to a larger font next time. Apologies also for there being no Rob Harrison Motor Sports Report, this is also due to space considerations and his article will definitely appear in the next edition.

Jan Bowditch