

AUTOSIASTE

vol 3 no 4

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Leonetto Cappiello 1875-1942

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Here we sit with yet another late issued on our hands! Come on editor Avis this really isn't cricket!

Yes, I must admit I was naughty and went on holidays and so did Bob Neapole and we missed getting together before we each went our ways. It will be a tight squeeze to get six issues out by year's end but I'm sure we'll make out O.K.

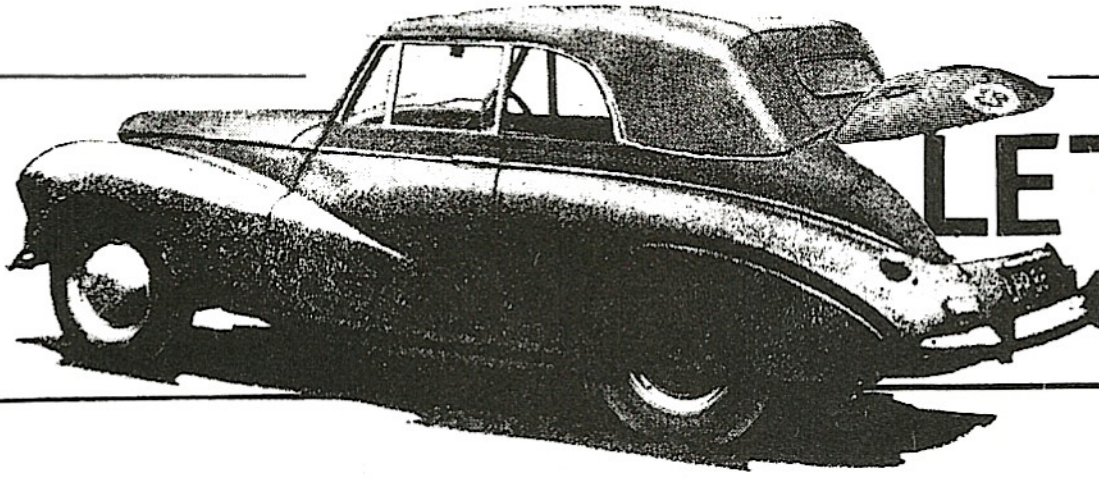
Talking of Bob Neapole, I am indebted to him for all the help and time he puts in on your Magazine on top of his duties as Membership Director and his daily work. Good thing his Bentley doesn't need attention - he'd probably never find the time!

Some people have found time I'm glad to say, time that is, to write a little something for the Autosiate. Phill Chartrand is working on something which may appear this issue but probably next, Hugh Jockel's experiences are recounted herein about the Rolls-Royce Silver Jubilee Tribute, and Ray Davis should be giving us something soon on the treasure hunt.

Its really good to see folks - keep it rolling in.

Now, read on, read on.....

Phill
PHILL



LETTERS

TO THE EDITOR

223 Morrison Ave,
Town of Mt. Royal.

August 7, 1977

The Publication Director,
Autosiate.

Sir:

Before I lay me down, I must take up my pen and try to express my gratitude to Bob Neapole and Ralph Hemmi, and probably others for a rally which was perfect in conception and execution, the former perhaps not quite immaculate, the latter - yes. Speaking for myself and my Bentley, we had a wonderful day. I wonder how many members realise the immense amount of work even a small rally like ours entails, these things do not organise themselves and I really can speak from experience, albeit from the days when gas taps could be turned off with one's feet and so on, and a two-gallon can of gas would be seen on every running-board, and one made jokes about "Can a B.P?". With two exceptions I thought the marshalls great.

After much soul searching, I have come to the conclusion that before bringing this to an end, I must place the following on record, if for no other reason than as a duty to my descendants, both bar sinister and dexter: If Bob Marshall had not with malice and evil intent directed me astray I would have won the rally! But even the loveliest, most competent and charming navigator in the world cannot compensate for that dastardly behaviour. I mean chaps, it's hardly cricket, is it? It is not necessary to add that Mr. Robert Marshall will again be hearing from my legal advisors!

Oh yes, if there were an award for the most meritorious and sporting performance, I would without hesitation put Phil Avis' name upon it. Now as to the question of MG versus Singer, well Virginia that is something else.....

Yours sincerely,

Edmund Richardson,
"Ace Driver", "Poor man's
Stirling Moss".

P.S....Well done Bob Marshall, jolly good show!

(Perhaps the question really should be who led who astray? See photo in "Club News" section.. Ed.)

CLUB NEWS

RALLY As will be seen elsewhere, your editor put on quite a show at the rally, but unfortunately did not figure in the results. For the information of those who participated, a detailed set of results is reproduced in this issue of the "Autosiate". As a group, V.E.A.E. members performed very well on the rally this year. For example, Check Point 2 was the only one which was not done perfectly by at least one entrant. Check Point 3 proved the most elusive, but even here fully two-thirds of the competitors were successful. All in all the rally was well done by the competitors, and the results show very close individual contests between second and third places and between fourth and fifth places, as well as several others down the list. Congratulations to all rally entrants!

SLALOM Zaven organised the slalom events with his usual expertise once again this year, and those who turned up at Hewitt's parking lot on the Trans-Canada were treated to the following:

- 1 lap standing start
- 3 laps consistency test
- 2 laps speed test (flying start)

The overall results are below. Obviously some of the members were really trying, and in a couple of cases this resulted in DNF's. No damage of a permanent nature, however!

<u>PLACE</u>	<u>NAME</u>	<u>CAR</u>	<u>PENALTY PTS.</u>
1.	Ray Davis	'58 Mercedes 300 SL	205
2.	Pierre Ouimet	'54 Citroen 15 CV	221
3.	Ed. Richardson	'31 MG "D"	251
4.	Hugh Jockel	'50 Mayflower	261
5.	Phil Avis	'33 Singer LeMans	288
	Gilles Desroches	'47 MG TC	DNF
	Ralph Hemmi	'48 Bentley Mk VI	DNF

TREASURE HUNT Full results next issue, but overall winner was Dirk Schmekel, once again showing a terrific reversal of form from his rather catastrophic performance on the rally.

DISCOUNT All V.E.A.E. members are entitled to a 15% discount on purchases from the "Auto Drugstore" located on Lakeshore Road east of Dorval Ave., upon presentation of their membership cards.

CONCOURS Full report in the next issue, as bad weather forced its postponement to Sunday, September 25.

MEMBERSHIP Un chaleureux accueil aux nouveaux membres:

Jean-Pierre Nadeau 11, 985 Jean-Boulet Montreal, H4K 2L7	Membre No. 55 1954 MG TF
David Nercessain 47 Rosemount Ave. Westmount, H3Y 3G6	Membre No. 56 1951 Ford Prefect

Anthony Thomson
420 Place Diamond
Mt.-St.-Hilaire, J0L 1L0

Membre No. 57
1951 Bentley Mk VI
1964 AH 3000

Georges Arragon
7193A St.-Denis
Montreal H2R 2E3

Membre No. 58

RALLY SCENES

Top: En route

Bottom: First three teams, recipients of 'Coupes Hemmi' generously donated for annual competition by Ralph Hemmi.



1977 VEAE - RALLY EVEA 1977

RESULTATS OFFICIEL - OFFICIAL RESULTS

COMPETITOR, START TIME, AND FINAL PLACING	SEC. 1&2		SECTION 2						SECTION 3		SECTION 4		PENALTIES		TOTAL		
	START TO C.P. #1 11.6 MILES 29min.±30sec.	C.P. #1 TO C.P. #2 5.3 MILES 13.25min.±30sec.	C.P. #2 TO C.P. #3 5.7 MILES 14.25min.±30sec.	C.P. #3 TO C.P. #4 6.2 MILES 15.5min.±30sec.	C.P. #4 TO C.P. #5 12.0 MILES 24min.±30sec.	C.P. #6	FINISH TIME 9.2 MILES LAND 1.2 MILES WATER 54min.±30sec.		QUES.	OTHER							
	ACTUAL	PENALTY	ACTUAL	PENALTY	ACTUAL	PENALTY	ACTUAL	PENALTY	ACTUAL	PENALTY	X	PENALTY	CAL.	PEN.			
1. Bob Marshall (10:25)	28.75	-	15.0	2	15.0	1	17.0	1	29.0	5	X	-	54	-	-	-	9
2. Bob Tayler (10:30)	30.25	1	21.25	8	14.75	-	15.25	-	23.0	1	X	-	54	-	10	-	20
3. Bruce Marshall (10:17)	34.5	5	16.0	3	13.0	1	16.0	-	24.0	-	X	-	37	17	-	-	26
4. Hugh Jockel (10:23)	26.0	3	14.5	1	17.75	3 *	16.25	1	25.0	1	X	-	28	26	-	10 ¹	45
5. Ed. Richardson (10:19)	30.0	1	18.0	5	23.5	9	13.0	2	30.0	6	X	-	39	15	10	-	48
6. Brian Pollock ² (10:18)	-	60 ³	46.0	3	12.75	1	15.25	-	23.0	1	X	-	54	-	10	-	75
7. Georges Arragon (10:20)	31.0	2	16.5	3	-	60 ³	24.5	5	22.5	1	X	-	47	7	-	-	78
8. Dick Hills (10:49)	32.5	3	21.5	8	-	60 ³	29.0	-	15.0	9	X	-	54	-	10	-	90
9. Peter Sonnenberg (10:15)	33.5	4	17.5	4	-	60 ³	26.0	3	24.0	-	X	-	54	-	20	-	91
10. Ray Davis (10:22)	26.75	2	-	60 ³	38.25	10	13.0	2	23.0	1	X	-	44	10	20	-	105
11. Phil Avis (10:21)	28.0	1	18.0	5	16.0	2 *	19.0	3	-	60 ³					30	10 ¹	111
12. Charles Lapointe (10:16)	23.5	5	17.5	4	18.0	4	14.0	1	25.0	1	X	-	-	60 ⁴	60	-	135
13. Denis Gauthier ² (10:26)	27.5	1	-	60 ³	27.0	2 *	20.0	4	25.0	1	-	60 ³	-	60 ⁴	20	10 ¹	218
14. Laurence Reusing (10:24)	30.5	1	21.5	8	-	60 ³	64.5	34	27.0	3	-	60 ³	-	60 ⁴	50	60 ⁵	336
15. D. Schmeke1 (10:27)																	470

- * NOTES:
- 1- Penalty for entering check point in wrong direction
 - 2- Non-eligible car
 - 3- Missed check point
 - 4- No finish time given
 - 5- "Panic" envelope opened

- * NOTES:
- 1- Passer pour un contrôle dans la mauvaise direction
 - 2- Automobile non-éligible
 - 3- Oublier un point de contrôle
 - 4- Pas de temps d'arrivée inscrit
 - 5- Enveloppe "Panique" ouverte

Club News.... (suite)/(cont'd)

PROMENADE D'AUTOMNE

Veillez noter le changement de date pour la Promenade d'Automne. Elle aura lieu le dimanche, 2 octobre, et nous devons tous nous rencontrer à 11:00 A.M. au Centre d'Achats de Beaconsfield.

Le Centre d'Achats de Beaconsfield est situé au coin de St. Charles Road et la route 2/20, et vous y parviendrez en prenant la Sortie Sud "St. Charles Road South" provenant soit de la Transcanadienne ou de la 2/20.

Notre promenade durera environ une heure du "Montreal Live Steamers" près des Cèdres où nous pourrions avoir un pique-nique de même qu'observer les locomotives à vapeur d'antan!

Please note the change in date for the Promenade d'Automne. It will be held on Sunday, October 2, and we will all meet at 11:00 A.M. at the Beaconsfield Shopping Centre. The Beaconsfield Shopping Centre is located at the corner of St. Charles Road and Highway 2 & 20, and can be reached by taking the "St. Charles Road South" exit from either the Trans-Canada or 2 & 20 highways. Our run will be about one hour to the "Montreal Live Steamers" field near les Cèdres where picnics may be enjoyed, as well as the observation of operating miniature Steam Locomotives.

I M P O R T A N T

This year, your Club has not been charging you for each event attended as it did in past years. Consequently, our cash flow has been drastically reduced. To help out VEAE's financial position we are asking each member to contribute a small amount of at least \$2.50.

In return we have prepared exclusively for you an attractive memento. A dash plaque, engraved with your name is enclosed. You will note that your lifetime membership number is also engraved. This is your permanent number which will never be given to anyone else even if you should not renew with the VEAE.

Enclosed is a stamped return envelope. Please send us your donation.

THANKS!

(New Member's plaques will be made up in 1978)

I M P O R T A N T

Cette année aucun montant d'argent ne fut demandé pour participer aux activités comme nous l'avons fait l'an passé. Conséquemment, notre position financière n'est pas à son meilleure. Pour aider EVEA financièrement, nous demandons à chaque membre de contribuer une petite somme, au moins \$2.50.

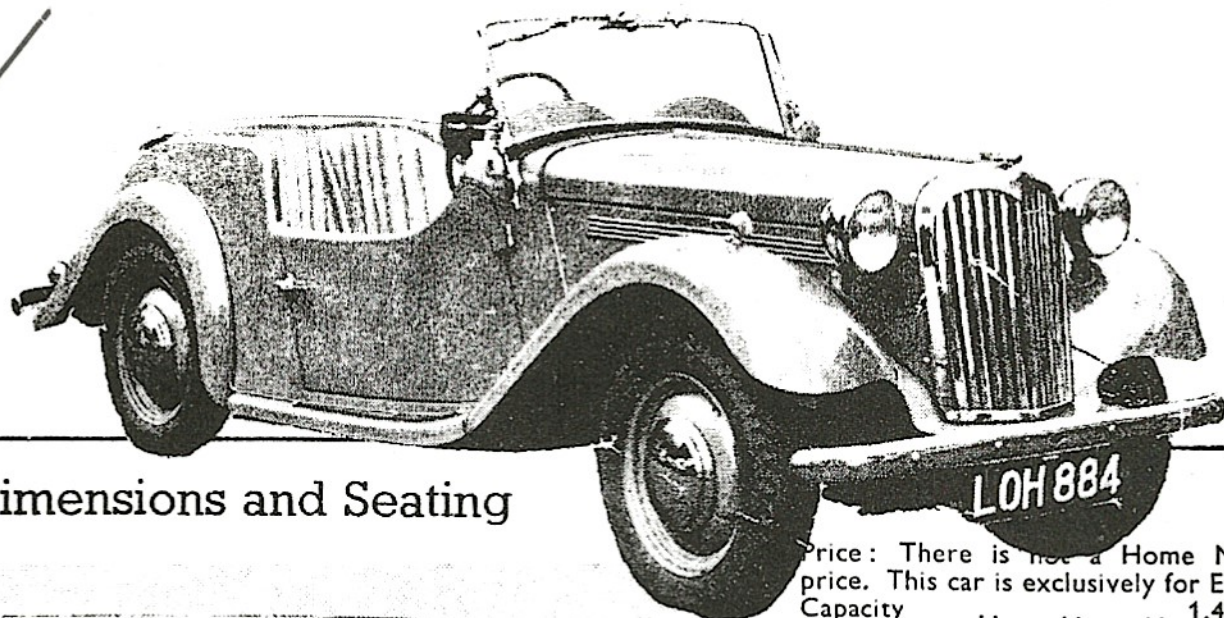
En retour, nous avons ménagé une surprise, un souvenir exclusivement pour vous. Une "Dash Plaque" gravée à votre nom. Vous noterez que votre numéro à vie est également gravé. Ce numéro n'appartiendra qu'à vous, même si vous ne renouvelez pas votre adhésion au EVEA.

Ci-joint, une enveloppe affranchie. Votre donation sera la bienvenue.

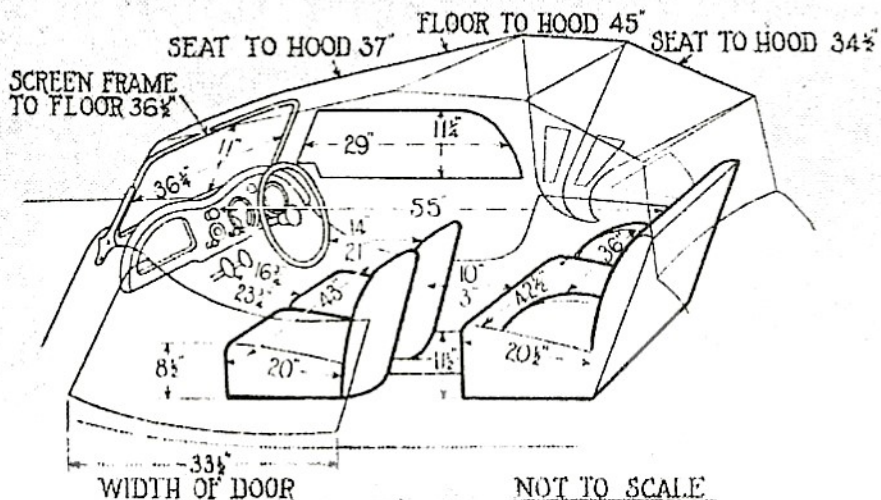
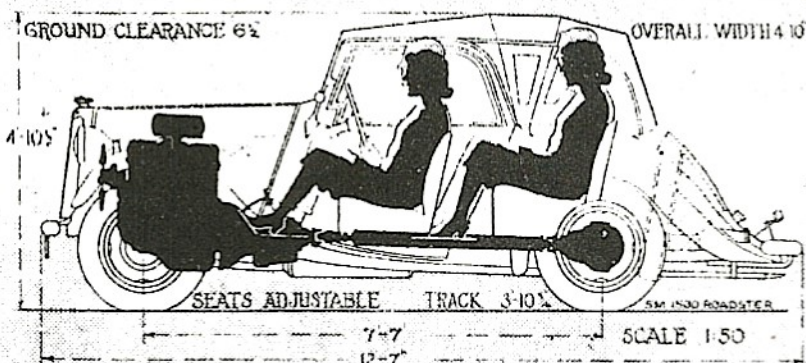
MERCI!

(Des plaques pour les nouveaux Membres seront gravées en 1978)

IN PROFILE



Dimensions and Seating



Price: There is no Home Market price. This car is exclusively for Export.
 Capacity 1,497 c.c.
 Unladen kerb weight (Dry) . . . 16 1/2 cwt.
 Fuel consumption 25.8 m.p.g. (driven hard)
 Maximum speed 72.7 m.p.h.
 Maximum speed on 1 in 20 gradient 60 m.p.h.
 Maximum top gear gradient . . . 1 in 10
 Acceleration
 10-30 m.p.h. in top 8.9 secs.
 0-50 m.p.h. through gears . . . 14.1 secs.
 Gearing: 15.56 m.p.h. in top at 1,000 r.p.m., 66.3 m.p.h. at 2,500 ft. per min. piston speed.

Specification

Engine
 Cylinders 4
 Bore 73 mm.
 Stroke 89.4 mm.
 Cubic capacity 1,497 c.c.
 Piston area 29.56 sq. ins.
 Valves O.H. camshaft
 Compression ratio 7/1
 Max power 48 b.h.p. at 4,600 r.p.m.
 Piston speed at max. b.h.p. . . . 2,700 ft. per min.
 Carburettor Solex
 Ignition Coil
 Sparking plugs Champion
 Fuel pump S.U. electric
 Oil filter A.C. by-pass type

Transmission
 Clutch Borg & Beck
 Top gear 4.875
 3rd gear 6.12
 2nd gear 9.45
 1st gear 14.55
 Propeller shaft Hardy Spicer
 Final drive Spiral bevel

Chassis
 Brakes Girling hydro-mechanical
 Brake-drum diameter 9 ins.
 Friction lining area 86.9 sq. ins.
 Suspension:
 Front Independent coil spring
 Rear Semi-elliptic
 Shock absorbers Armstrong (direct-acting) front
 Armstrong (double-acting) rear

Tyres 5.00 x 16

Test Conditions

Warm, light breeze; dry. Pool petrol.

Test Data

ACCELERATION TIMES on Two Upper Ratios

	Top	3rd
10-30 m.p.h.	8.9 secs.	6.9 secs.
20-40 m.p.h.	9.2 secs.	7.2 secs.
30-50 m.p.h.	10.3 secs.	8.7 secs.
40-60 m.p.h.	14.2 secs.	—

ACCELERATION Times Through Gears

0-30 m.p.h.	5.4 secs.
0-40 m.p.h.	9.4 secs.
0-50 m.p.h.	14.1 secs.
0-60 m.p.h.	23.6 secs.
0-70 m.p.h.	44.8 secs.
Standing quarter-mile	22.0 secs.

MAXIMUM SPEEDS

Flying Quarter-mile	Mean of four opposite runs . . . 72.7 m.p.h.
	Best time equals 73.8 m.p.h.
Speed in Gears	
	Max. speed in 3rd gear 60 m.p.h.
	Max speed in 2nd gear 41 m.p.h.

FUEL CONSUMPTION

37.0 m.p.g. at constant 20 m.p.h.
 34.0 m.p.g. at constant 30 m.p.h.
 31.0 m.p.g. at constant 40 m.p.h.
 29.5 m.p.g. at constant 50 m.p.h.
 24.0 m.p.g. at constant 60 m.p.h.
 Overall consumption for 258 miles, 10 gallons = 25.8 m.p.g. (driven hard).

WEIGHT
 Unladen kerb weight 16.25 cwt.
 Front/rear weight distribution . . . 56/44
 Weight laden as tested 19.75 cwt.

INSTRUMENTS
 Speedometer at 30 m.p.h. 7% fast
 Speedometer at 60 m.p.h. 8% fast
 Distance recorder 5% fast

HILL CLIMBING (at steady speeds)
 Max. top-gear speed on 1 in 20 60 m.p.h.
 Max. top-gear speed on 1 in 15 55 m.p.h.
 Max. top-gear speed on 1 in 10 46 m.p.h.
 Max. gradient on top gear 1 in 10 (Tapley 225 lb./ton).
 Max. gradient on 3rd gear 1 in 8 (Tapley 270 lb./ton).
 Max. gradient on 2nd gear 1 in 6.2 (Tapley 362 lb./ton).

BRAKES at 30 m.p.h.
 0.20 g. retardation (= 150 ft. stopping distance) with 20 lb. pedal pressure.
 0.39 g. retardation (= 77 ft. stopping distance) with 50 lb. pedal pressure.
 0.85 g. retardation (= 36 ft. stopping distance) with 118 lb. pedal pressure.

Maintenance

Fuel tank: 7 gallons. Sump: 7 pints S.A.E. 40 (over 90 F.), 30 (32 F. to 20 F.), 20 (10 F. to 32 F.), 10 (10 F. to 10 F.), 5 (below -10 F.).
Gearbox and differential: 2 pints S.A.E. 40 (above 10 F.), 30 (below 10 F.).
Rear axle and steering gear: S.A.E. 90 (above 10 F.), 2 pints; S.A.E. 90 (below 10 F.), 1/2 pint.
Radiator and engine: 15 pints (three drain taps).
Chassis lubrication: By grease gun every 1,000 miles to 21 points.
Ignition timing: 4° B.T.D.C. **Spark-plug gap:** .025 in. **Contact breaker gap:** .012 in. **Valve timing:** Inlet, 10 B.T.D.C. to 50° A.B.D.C. **Tappet clearances (hot/cold):** Inlet .004 in., exhaust .006 in. **Front wheel toe-in:** 1/8 light. **Camber angle:** 1° laden. **Castor angle:** 2° laden. **Tyre pressures:** Front 18 lb.; rear 23 lb. four up, 20 lb. two up.
Brake fluid: Girling "Crimson." **Battery:** Lucas GTW 7A. **Lamp bulbs:** 12-v. bulbs are fitted; wattage and dipping arrangements are fitted individually, in accordance with the regulations operating in the country to which the car is dispatched.

Ref. B/15 51.

the **Singer** roadster
 BY SINGER MOTORS
 SOLENTLY & BIRMINGHAM



by Hugh Jockel.

If the Sultan had turned to his Grand Vizir as the two viewed the bevy of luscious beauties which filled his harem, and said, "You know, there are so many of them that I have trouble making up my mind which one I'd like best for the evening!" he'd have made about the same remark that almost came to my lips as my amazed eyes viewed the line upon line of immaculate Rolls-Royce and Bentley cars gathered in the Silver Ring at the world famous Ascot race course on the occasion of the Rolls-Royce Enthusiasts' Club's Silver Jubilee tribute to HM Queen Elizabeth II in the Jubilee Year of her reign. That the Monarch and the Club Jubilees coincided in 1977 was too good to miss.

But perhaps it would be as well at this point to go back to late 1976 when some word of the impending Club celebration began to be heard. Speculation was rife as to the nature of the Club's event, when, where, and what form it would take were of course on many lips whenever Jubilee was the topic. When it became known that not only the R.R.E.C. was interested in making an historic occasion of the coincidence, but that the prestigious Transport Trust and a number of other transport-oriented organizations were interested in the idea of a gigantic contribution to charity through Her Majesty the Queen's Silver Jubilee Appeal and other local charities, then ideas began to quickly gather and be transplanted into action.

When the January 1977 issue of the R.R.E.C. Bulletin Events List for the first five months of the year contained an item "May 7, Silver Jubilee Tribute, Windsor Castle/Ascot" to be followed on the following day by a Veteran and Vintage Historic Silver Jubilee Rally at Ascot, our minds were made up that the U.K. trip we had planned for Spring 1977 should be then. So accordingly, my wife Billye and I went about getting our ideas firmed up. The first thing of course was to arrange for the flight over and as the ABC requirements are for a many-week pre-request for space it was essential that we make our date definite. As we intended to do some visiting with old friends, sight seeing and the inevitable theatre-going, and there had to be a terminal date, we chose the period 3rd May for departure from Mirabel to 19th May for the return from London, setting the 6th and 7th as the two

which had to be reserved for attendance at Windsor and Ascot. These being within three miles of each other and about an hour's train ride from London, we built our programme around these dates. Correspondance with friends, hotel reservations in the various places where we would be spending a few days, and to Godfrey-Davis for a small car to have while we were away from London, got under way. As the plan began to take shape and the related costs began to appear, there was some serious checking up on liquid assets and as the cloudy situation in that respect cleared up, then we had an A-OK.

As this piece is to be essentially about the Jubilee event, which became known as "The Historic Vehicle Silver Jubilee Tribute" then the usual details of a U.K. visit will be skipped and I'll attempt to keep this screed on these lines. However, there are two side issues which deserve comment in that they relate to the Vintage and Veteran Motor Car concept. But more about them further on...

So it was that on the morning of Saturday 7 May we were called by the Hall Porter of the Royal Commonwealth Society's Headquarters and related hotel accomodation, in which we stayed while in London, and informed that our friends, Penny and John Freeman, were downstairs and ready for us. And so they, with a mutual friend and we two, fully occupied the Citroen CV and headed out of the city to Ascot. I should mention at this time that whereas the first day's celebrations were to take place at Windsor, with a drive-past of some 500 pre-1940 Rolls-Royce motor cars through the Inner Quadrangle of Windsor Castle, to be reviewed by HM, we visualized a problem in parking some distance away and after the drive-past making haste towards Ascot where the assembly of all the cars, including a large number of post-1940 models, would be taking place immediately after the arrival of the earlier ones from the Castle. There we would have to find another parking place and that would be a bit of a bother, so we decided to go direct to Ascot and see all the cars. And that is just what it was - and a big all at that!

So into one of the numerous parking lots which serve the racecourse during its normal use we went. Flashing the Silver Jubilee badge which had, along with a large envelope of other "goodies" arrived from the Club and awaited our arrival at the hotel, we were identified as being sort of minor V.I.P.s, as members of the R.R.E.C. and therefore part of the event. As we looked at the little red CV, parked alongside the aristocracy, the thought passed through our minds that she may be small, she may be inexpensive, but by golly! she got five good-sized adults here, complete with picnic gear, at a pretty good clip through the mass of traffic, and didn't use that much gas doing it! And if the traffic going back, all about the same time, is anything like Montreal's Sherbrooke Street on a Friday, there would be a lot of hot cars and some of the oldies wouldn't be too happy!

Then into the actual Ascot Racecourse area by the main gate, again needed by as the gateman saw the Jubilee badge. From there we picked up several of the beautifully conceived Souvenir Books, containing 155 pages of descriptive articles, photographs and listing of all the vehicles participating in the event's two days. The first day being Rolls-Royce day, with some 800 RR and Bentleys on show and the second day featuring a grand collection of over 850 vintage and antique cars grouped by makes as assembled by the many clubs they represented.

In addition the Commercial group contributed over 100 vehicles, ranging from a 1920 A.E.C. Double Decker Bus through a massive variety of trucks, buses, taxis and finally an assembly of 20 massive steam-powered traction engines, road locomotives and lorries, including a 8 wheeled 1934 Sentinel which had travelled some 200 miles under steam. This outstanding truck looked like any of to-day's with it's 4 front wheels steering, the engine under the floor, the radiator (condenser) and a cab-in-front appearance. I asked the driver later if a steam engineer's license was needed to drive it but it isn't, an ordinary heavy vehicle driver's license does. I don't suppose that there are many examiners available to test a steam truck driver!

Having been armed with identifying stickers on our lapels, clutching our Souvenir Books and before entering the premises enjoyed a picnic lunch in the Car Park, using the CV as a mobile banquette, we were physically prepared for anything short of a cavalcade of lions. But not for the sight of almost 2000 vintage and antique vehicles of all kinds, big and small, two, three and four wheeled (and even eight!) open, closed, half open, three-quarters closed. You name it. It was there! Over an area half as large again as the Olympic Stadium, they were massed. In the foreground as seen from the Grandstand, the Silver Ring where the horses parade prior to the race, were the Rolls-Royce and Bentley displays. In the farther area, almost as large, were the other mixed makes assembled, by make, followed by the commercial vehicles. To one side were the motorcycles and three-wheelers, and nearby, the vintage bicycles. Too much!

As we arrived, the first cars were forming up in parade order. A now-antique Spitfire of WW1 and Battle of Britain fame which had come out of its mothballs (it's owned by a member of the R.R.E.C.) to pay its respects to HM and had arrived at the Castle at exactly the moment when the first RR had passed the official party, came overhead and did a fly-past as the parade started. The timing of both of these efforts was perfect. Right on the dot.

Then came the cavalcade of RRs (and some Bentleys). However, the first car was not a Rolls-Royce. It was a 1901 two cylinder Decauville, similar to the car which prompted Henry Royce to build his own. No. 2 was a 1904 two cylinder 10 hp 2 seater. One of the only three cars of this model remaining. This model was the one which brought Rolls and Royce together. The car which was driven in the 1931 Brighton Run by Sir Malcolm Campbell was no. 3A, a two cylinder 1905 10 hp Tonneau. This was followed by the only three cylinder Rolls-Royce in existence, 15 hp Barker Tourer. No. 6 was an outstanding entry, a 1907 six cylinder s.v. 40/50 "Silver Ghost" Roi des Belges Tourer by Barker. This is the only 40/50 Rolls-Royce entitled to be called "Silver Ghost". It was so named by Claude Johnson and carries the name on a plate below the windscreen. "Silver Ghost" became the generic title of all 40/50s until the inception of the New Phantom (P1) in 1925. This is the model which forever established Rolls-Royce as "The Best Car in the World". It is part of the Company's own collection.

No. 21 was an outstanding car. It was a 1911 40/50 London-Edinburgh style Tourer built by its owner. This car had just carried out a non-stop run in top gear from Edinburgh to Windsor, repeating the performance of its contemporary many years before. It brought to the Mayor of Royal Windsor and Maidenhead the best wishes of the Provost of Edinburgh. And so it went on, car after car, each one an outstanding example of the meticulous design, careful workmanship and practicality of these older Rolls-Royce cars.

Altogether there were 93 of these 40/50 cars, dating from 1907 to 1913 on parade. How many more of these "Silver Ghosts" are still in operating condition throughout the world is a matter for conjecture. 6173 were made in Britain. 1703 in the U.S. Quite a number participated in the Great Alpine Rally of 1973 which commemorated the Rally of 1913 which took the participants through many of the very difficult Alpine passes and long mountain hills. Incidentally, No. 42 in the parade actually took part in that 1913 Alpine Rally.

Many of the cars carried unique coachwork. Inasmuch as all RR bodies from the beginning until 1941 were built to special order (a few were even after the war but by that time RR were themselves building bodies) there was every opportunity for the prospective owner to exercise his imagination, both as to usefulness for his purpose but also it provided limitless possibilities for the unique and the bizarre. Needless to day, if you had the funds, you could get almost anything put on a RR chassis. Provided that you could provide RR with information as the total weight to be carried on the chassis in order that the springs could be calculated correctly.

Typical of the many unique examples of the buyer's desire for individuality when combined with a coachbuilder's expertise would be the 1928 PI Saloon Limousine by Barker for the "Diamond King" Otto Oppenheimer. Known as "The Black Diamond", it has a secret locker for the transportation of diamonds, silver plated accessories and splay type fenders, which, with sea-plane float running boards made a real "one-off". The enthusiasm which Henry Royce had for his 1929 Riley Nine Monaco Saloon in which the rear passengers' feet went into little boxes under the front seats thus bringing the rear seating forward of the rear axle and therefore very close-coupled coachwork, brought him to design the so-called "Continental" model. In the parade was the 1929 P11 prototype of this car. The many tourers participating reflected the ideas of the more "sporting" owner. Torpedo bodies, barrel bodies, numerous replicas of the famous "London-Edinburgh", bodies with boat-tail rears in several reflecting the ultimate in the laminated strips of contrasting colours of wood, varnished and polished like the finest furniture. One 40/50 of 1919 had a two seater roadster body transferred from a contemporary Franklin and adapted by its owner. Perhaps the most unique body was No. 63. This was a 1920 40/50 "1920 Pattern Armoured Car". This was one of a number of such military vehicles which served in Shanghai in 1927 with the Royal Tank Corps, in Egypt in 1930 and in WW11 on coastal patrol in N.E. England during 1940-1943. They were equipped with a Vickers Medium Machine Gun and carried considerable armour plate. The turret stood high enough to allow good observation for the gunner. Not the same could be said of the facilities provided for the driver who had to be content with a small opening in the plating, made even smaller to slit-like when under fire. I was standing next to a man who said that he had crewed one of these armoured cars during the final period and he remarked that when the two doors which could be closed in front of the radiator (a very vulnerable spot, you'll agree) so much heat got back into the interior that the driver and his mate almost toasted. Interestingly enough, there was no such protection provided for the tires. Probably a blown tire wasn't too much of a problem. Incidentally, Lawrence of Arabia used them extensively. He once said "A Rolls-Royce Armoured Car is worth a Division of Infantry to me". This particular car was loaned and manned by the Royal Tank Corps in whose museum it now rests.

So much for just a sampling of the older and larger cars. There many P11 and P111 there, as were multitudes of the small 20hp, 20/25, 25/30 and very exotic some were.

Our Bentley fans need not despair that their favourite marque had been neglected. Not so. About 120 Bentleys graced the arena but inasmuch as this was strictly a RR event, only these cars which were 1933 and later participated. The "Real Bentleys" had a show of their own in the other area wherein the numerous clubs strutted their stuff! Perhaps unique among the number was the 1933 3½ Test Rig which had been built by J.O. Barclay (brother of Jack Barclay). Over the years the coachwork deteriorated beyond repair and the owner rebuilt it to similar to the test rig which he had used in his early years with RR. Many beautiful examples of coachwork, open, closed, formal and sporting. All were on show.

And so the parade went on. Ghosts, Phantoms, Dawns, Wraiths, Clouds and Shadows. An awe-inspiring assembly of the ephemeral. Where, when and how else could such a magnificent display of the motoring world, its art and craftsmanship, be conceived and executed.

And so the day passed. There was a very fine buffet supper served in the main dining area of the Grandstand. The many people who had engineered and made the affair possible were present, toasted and cheered. Then back to London for our group. We to return the next day to see the other half of the exhibition, for that was what it was, the others had by that time walked, looked, admired, maybe envied a little but called it "enough, enough! Methinks it be already too much!"

Day two and back to Ascot by train. This time it was to cover the remainder of the event, the balance of the club exhibits, A.C., Alvis, Aston Martin, Austin, Bentley, (35 of them, Ed! Including several 4½ litre Le Mans Vanden Plas replicas!) De Dion Bouton, Lagonda, lots of the Singers and Morris. Some American cars were represented, for example, Willys Overland, Stutz, Erskine. There was a very fine Minerva Conv. Sedan. Chrysler was there as were several other european such as Opel, Delage, Delahaye. A veritable galaxy of motordom's brightest stars to dazzle the eye and tittilate the mind.

Next the motorcycles, bicycles, three wheelers. 75 of them. Everything from an 1868 English "Boneshaker tricycle, the usual "Penny-Farthings", 1878 Singer Extraordinary, Triumph Resilliant of 1898, Rover, Humber, a Minerva of 1909 with a wicker work side chair, Brough Superior (did you ever see the Broughs which the Westmount Police Dept. had in the 1930's?. Just after the Dept. had given up the London Bobby type of hard helmet!) Then there were the Morgans, going back to 1913, a two seater runabout with a wicker work "body". By the way, a Brough Superior of 1927, Model SS100, in 1932 beat Sir Malcolm Campbell's supercharged Sunbeam car at the Brighton Speed Trials. These were the days! Shades of Shelsley Walsh, Isle of Mann TT, Silverstone. The real boneshaker of Brooklands. The time when Mrs. Wisdom took her Morgan around Brooklands at over 100 mph.

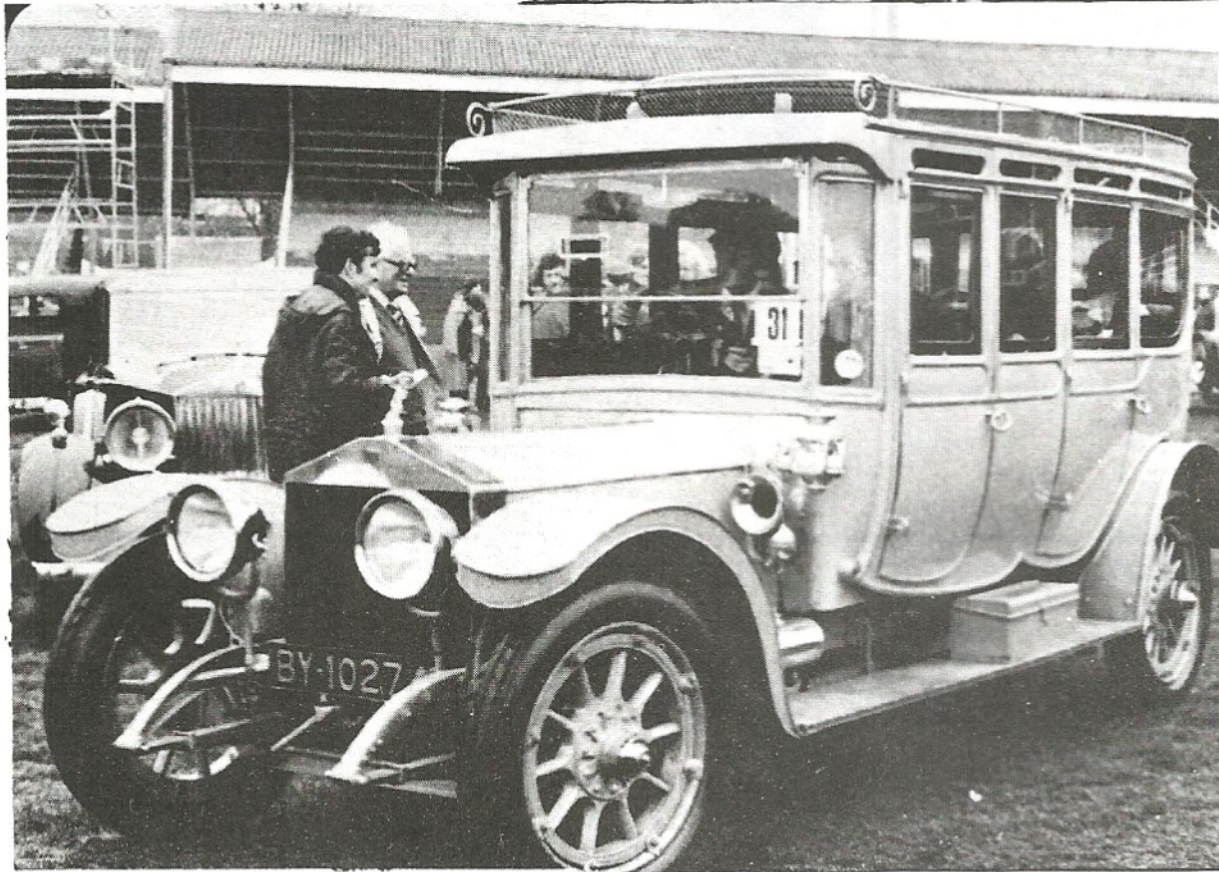
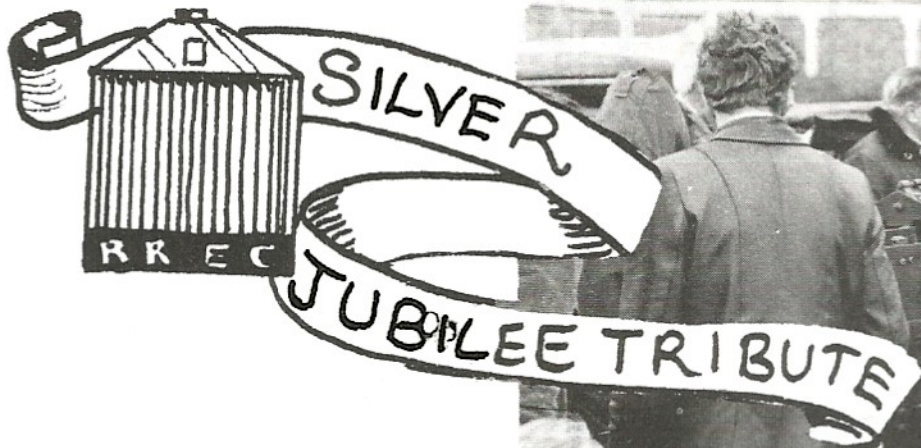
Then to what I was really looking forward to feasting my eyes on. The majestic and powerful Steam Engines. The very symbol of latent power, standing there with just a wisp of steam curling up from a safety valve which was just on the verge of "popping", to indicate to all that if someone didn't pull the throttle soon, then off it would go.

No-one wanted to bank the fire and start raising steam all over again. A 1910 Aveling & Porter Tractor. Weight 5 tons (a midget, that one!) it had been in constant use until 1954. It was restored to as new in 1974. That one was the oldest of the tractors. However, it wasn't the oldest steam vehicle there. A 1986 Thorneycraft Steam Van, it is the oldest in working order and was used extensively in Wales. Now owned by British Leyland and exhibited at the National Motor Museum. There were a number of Fowler and Foden showmen's road locomotives. These elaborately decorated and generally huge machines were used to provide hauling services for the shows when on the move and when they were on location, would drive the various amusement rides, Ferris Wheels, carousels, etc. and as they generally had a generator mounted just ahead of the cylinders and driven by belt from a pulley on the flywheel shaft, they provided electric power for the lighting of the carnival. There was even a miniature one, about 5 feet long and fitted with a seat, which was in full working order. The owner's young boy was having a great time driving it around. Every boy's dream.

The afternoon was wearing on. And our feet were beginning to tell us that they'd had it so, noticing that the engines were getting impatient and we'd been told that they would all form up and have a parade of their own, we decided that this would be the scene of a lifetime. So we stayed! And what a sight they were! Led by the 1910 Aveling & Porter Tractor, one by one they moved out of their parking places and formed up in line, steam now oozing from here and there, the drivers pulling or pushing the massive levers which operated the Stevenson reverse gear, twisting the throttle valves. Then the parade moved off onto the roadway which flanked the show area. Silently with no fuss, the sound of steam the gentle pfuf-pfuf of the exhaust, the occasional clank of a steering chain. Someone would sound his whistle and then all would join in. A cacaphony of powerful sound combined with the silence of motion. Just a final note on steam vehicles. Although Britain produced it's share of steam cars in the early days, there was nary a one at Ascot. Too bad! Nor were there any electrics. I wonder why. Surely the Canadian-made Brooks Steamer, which was shown in the Company's salesroom on St. Catherine St. W. at Mountain in the 30's, and particularly the one which had been bought in New York City and brought to Britain around 1966, could have been an interesting contribution to the theme.

And so we left Ascot, by train! Just imagine what a massive traffic jam must have ensued as the spectators left, the exhibitors left, the miscellaneous others left, and only the smart ones who'd decided to leave it all until a day or so later went away without a headache. Quite a show. One of a lifetime and a tremendous tribute to all the individuals, organizations and clubs who'd had the fore-sight to plan and the ability to see it all to such an outstanding success as a contribution to Her Majesty the Queen's Silver Jubilee Appeal and the Local Charities.

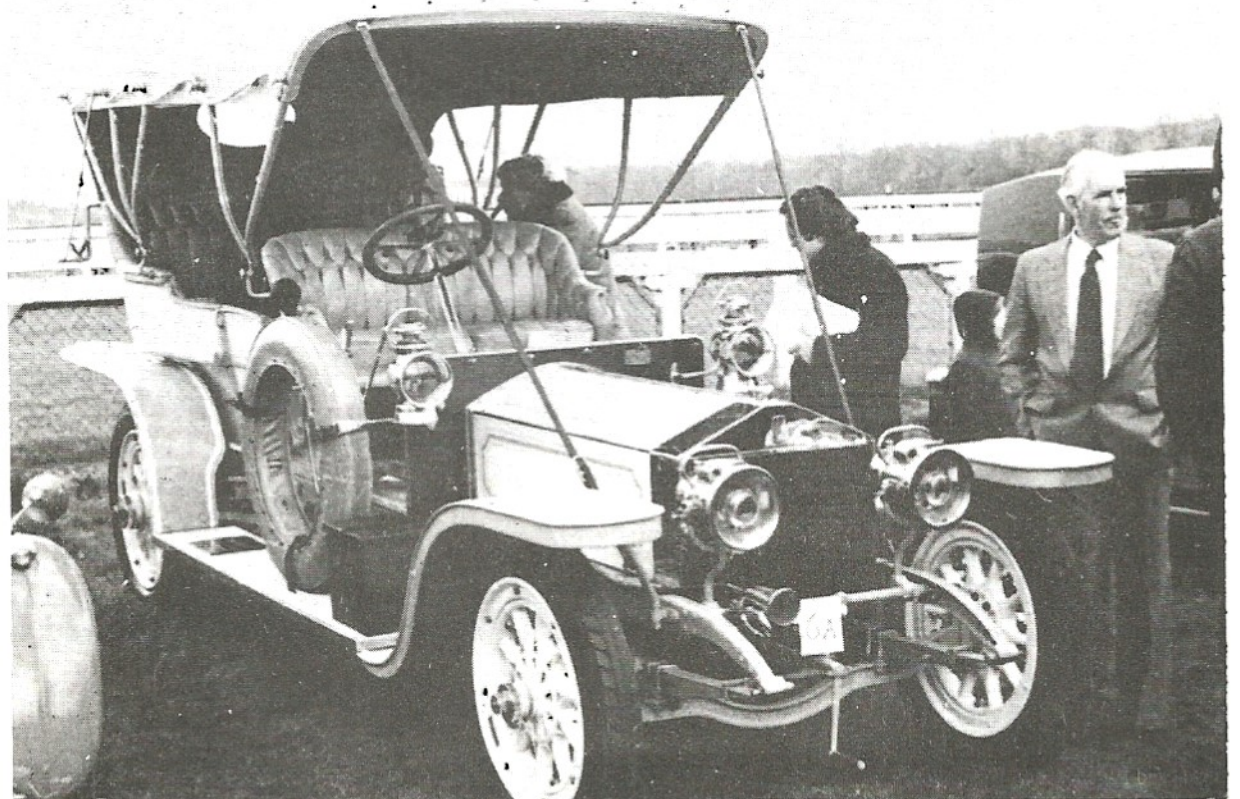
Which car would I choose were I to have my choice? The 1907 40/50 tourer with the monstrous top. Impeccable in yellow with dark brown fenders and light brown leather? No. Too high. Couldn't get it into my garage. One of the boat-tail mahogany and tulip wood speester-tourers? Very nice but what about all that varnish. Something that I'd feel safe in amid the Montreal traffic? Why, of course! The 1920 armoured car!



Above - L920 RR
Armoured
Car and crew.

Left - 1912 40/50
Eight seat
limousine
by Barker.

Right - 1907 6
cylinder
40/50 Silver
Ghost Roi des
Belges tourer
by Barker.



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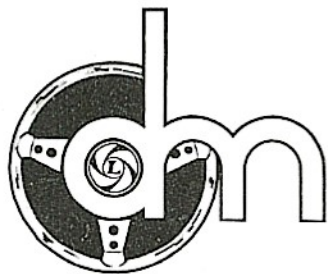
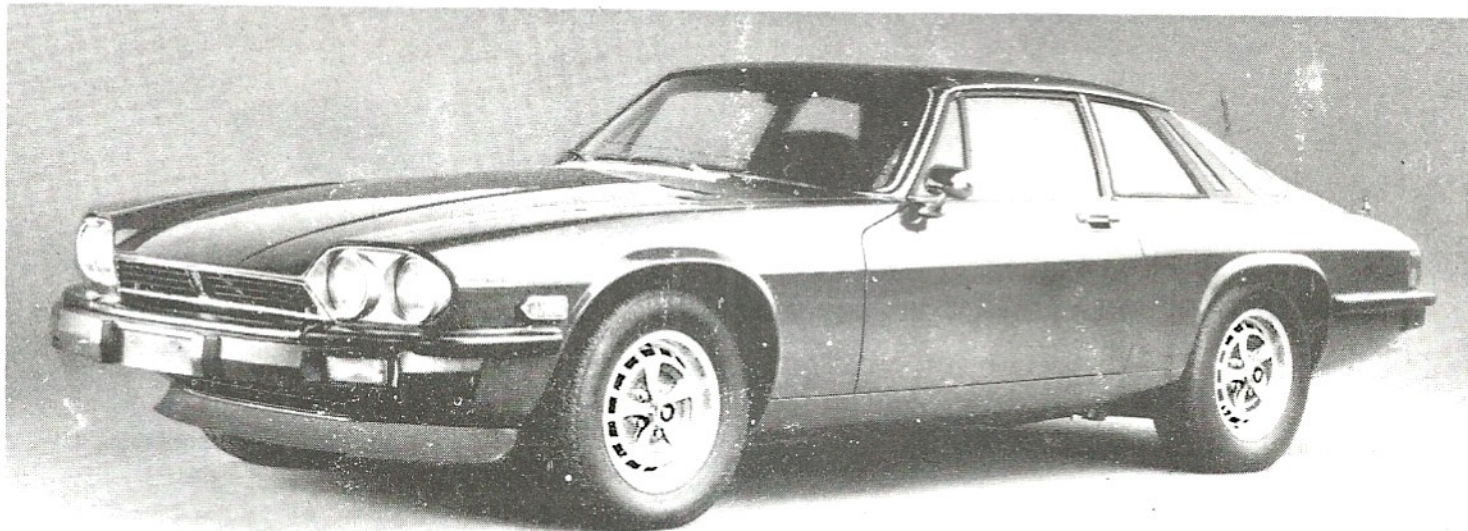


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Seven Sojourn

(In which the editor forsakes Singers for a brief moment and studies the indestructible Austin seven.....)

We pulled it with my Fiat on a long stout rope, out of Hugh Jockel's garage in Beaconsfield, into sunlight for the first time in a long while. And there it sat: a tiny little 1936 Austin Seven Saloon, identical in almost every way to that of Bill Israel, but not in his car's healthy shape. The rear tail was quite rusty and the fenders were split and dented. The floor was completely rusted beyond hope. Oh yes, and there was no engine.... a trifling detail, of course!

Well, I'm sure most of you have already given up hope on this one, frankly, when my girlfriend saw it she gave up hope on me!!!! Ah, but from rotten acorns grow....

The first step was to get it home. Hugh had pumped up the tires and we had managed to get the car into some sort of rolling condition. The prop shaft was wired up with thick wire and all loose bits and pieces were secure in the trusty Fiat's trunk. So, away we went with Hugh taking parting photos and us with our "on tow" sign on the back.

Within a couple of miles the front tire on the little car blew out, so we were reduced to a crawl but we had to press on. Next the wire to the prop shaft wore through and it nearly banged and battered the car apart.

Luckily my friend Scott, who was steering the Austin, didn't suffer any injury. We stopped beside the road and found a piece of coat hanger wire to bind the shaft with. While I attempted this a man stopped and asked me if I wanted to buy an Austin Devon..."Not at the moment!" was my reply.

Even if Scott wasn't hurt in the prop shaft incident he was certainly scared when the steering assembly, column and all, came loose in his hands and he lost control!!! Once again we stopped, just a mile or so from the other disaster to examine our situation. It was only a short distance to my house so we decided to press on anyway hoping the Austin would follow the Fiat like a trailer. It worked reasonably well and at a five M.P.H. crawl we made it the rest of the way.

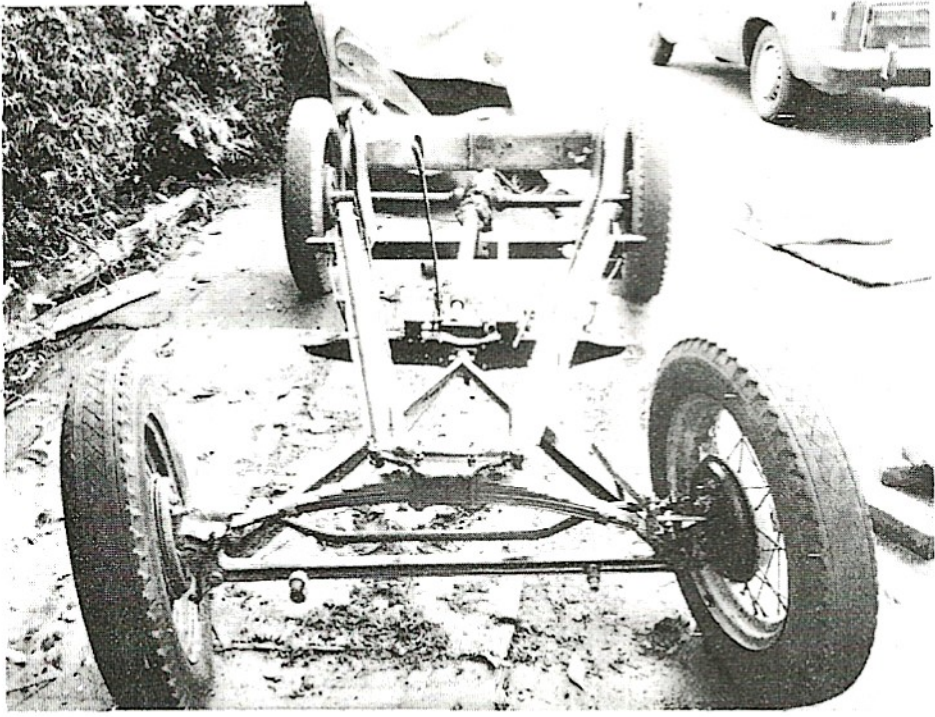
That was the easiest part! Now I have to try and restore the thing. But as you can see Scott and I are making good progress and these photos were taken a week and a half after getting the car.

More on the restoration next issue!!!

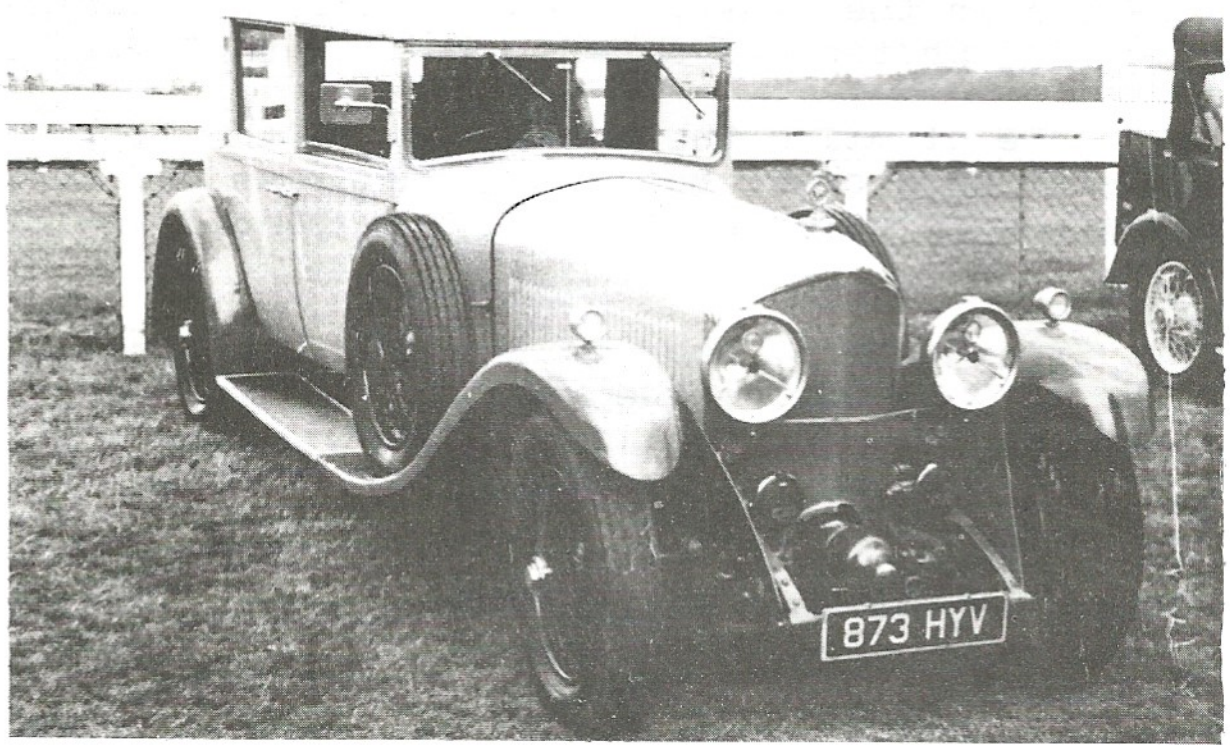
Photos: Left - Chassis stripped and painted though ball joints and the like have to be replaced.

Right - Rust and Rot! The remains of the floor and wheel arches. All will be replaced with plywood.

Previous Page - Seven's body-work stripped down ready for de-rusting and painting. Note rust hole in front of rear fender.



Seen at Ascot.... a concours 6½ - litre Bentley Saloon



THE MIGHTY V.E.A.E. PLAYERS
WIRE-LESS THEATRE PRESENTS
A ONE ACT PLAY
"THE RALLY" OR
"THE DAY THE WHEEL WENT OUT"
(A FARCE)

THE PLAYERS: Phill Avis Poor man's poor man enthusiast and upholder of George Singer's honour.
("Someone's got to hold it up!")

Scott Jensen Navigator and Goon Show escapee

Unshaven man Bewildered owner of car coming the other way

Mr. Policeman Enough said

Bob Tayler and Wife Lynn Fine upstanding young man (unless he's sitting down) knows fine cars and owns only the best, and his wife who sympathises with us crazy people who drive those old cars. Both are members of the Royal Wave Club.

THE SCENE: A winding road a mile or so past the second check point of the Rally. The road curves and peaks on a hill, dropping down to a tight curve. A small green sports car is winding its way along. It is Phill and Scott in their 1933 Singer LeMans Sports 4 Seater!

Scott: Slow down Phill, this speed is breath-taking!

Phill: Yea I guess 45 is a bit devilish! But I feel safe at any speed in this beauty (he wiggles the 2" slack in the steering).

The car chugs up the hill and over the brow then suddenly there's a bang-thud-grind thump.

Scott: I say, look at that.... we're being passed!

Phill: (Fighting at the controls) Road Hog! Good God.... it looks like a lovely Rudge Whitworth center lock eighteen inch outside-lace wire wheel just like on this car.

Scott: It is off this car!

Phill: (Over grinding noise of brake drum on concrete) Guess I'd better stop, Huh?

Both hop out

Scott: I'll find the wheel

At this moment Phill notices a rusty 1971 Plymouth Duster parked on the opposite side of the road. The owner is pulling his hair out and yelling French obscenities. Phill approaches him.

Phill: Good day!

Man: @#!! *ç\$%!!???? #@ç*# (Moe-dzee tabernak
cauliss si boaire senure de knee-ays-yeu!)

Phill: Do you take medication for that?

Man: Crazy person! I get hit by a huge black and
silver frisbee out of your car - What are you
trying to do? Kill me? You dented my car.

Phill: Which dent is mine?

Man: AHH! POLICE! POLICE!

Phill: Now don't blow a gasket!

Scott: I found the wheel!!

Man: You're both crazy persons!

Just then Bob Tayler appears around the corner
and screeches to a halt in front of Phill's
stricken Singer.

Bob: (Hopping out) Anything wrong?

Phill: Is this what we call British under statement?
This is so bad my stiff upper lip has flopped
to my chin!

Bob: Steady Phill... I think you're going overboard!

Man: You're all crazy persons!!!

Bob: Come on, Phill, we can sort it out. Here, I'll
give you a hand getting your wheel on...
HMM, you know. It reminds me of a black and
silver frisbee!

They start to jack up the car.

Phill: (Looking around to see if Ed. Richadson is within
ear-shot) Good thing we were driving a Singer...
never know what could have happened if it was one
of those M.G. things.

Scott: Does this mean we won't win???

Just then Mr. Policeman arrives.

Policeman: O.K., O.K., so where'd you guys escape from....
don't don't worry I won't hurt you...
I'm your friend.

Bob: It's O.K. officer! It's just a normal every-day
wheel-coming-off-the-car accident.

Phill: Things like this happen to me all the time.

Man: They're crazy people!

Policeman: Good luck fellas I've got to go... settle it between yourselves. I've got enough to do without sickies to complicate my life.

Scott: Bye now!

Things are soon sorted out and the wheel is back on.

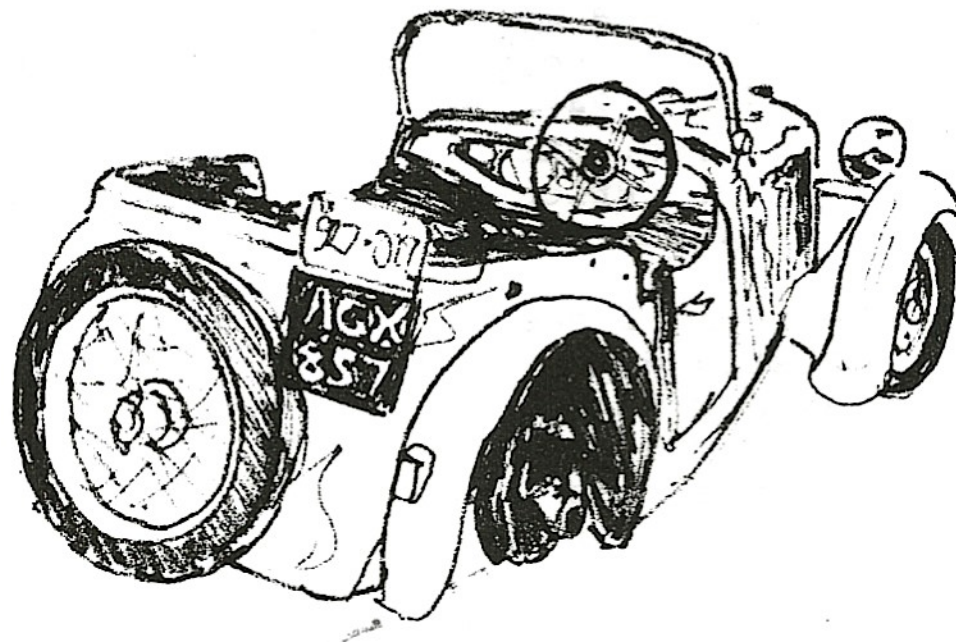
The characters begin to disperse.

Phill and Scott hop back into the trusty old Singer to make their way carefully home.

Scott: I guess we'll let someone else win this time.

Phill: Just this once..... AMEN!

CURTAIN





Backfires

FROM A RELIABLE EXHAUST

BY *Phillip*
APIS

Life has been hectic since the last issue. Its the sort of time I really hate as there is no time to organise each thing properly the way you'd like because you have so many things to do!

The main disaster is comically "Recreated" elsewhere; that is the Singer and one of its rear wheels parting company on the Rally. It was due to the rear axle having two right-hand half shafts. Consequently, one wheel undid itself. I feel all the more the fool for not noticing the backwards locknut in the first place!

We also suffered trouble with the old S.U. electric fuel pump, probably due to pitted or worn contacts. The old bonk with a lump of wood got it going again, however.

Also news (maybe even a shock to some) is the fact that I have forsaken my strictly Singer diet and now am the proud owner of Hugh Jockel's Austin Seven Ruby Saloon.

I'm afraid both my friend and my girlfriend Jane were not too excited by it when we hauled it out but since work has begun in earnest the friend has become very keen but Jane hasn't gone near it, probably because she's too busy attending college!

Anyway, I'm preparing an article on it as a filler, it may be in this issue or the next depending on the amount of material we have.

On the more mundane front the \$400 wonder Fiat continues to truck on without much drama and my Fiat parts car has now been totally dis-assembled and the body has been discarded. So, if you know anyone who needs a 124 Special engine, transmission, wheels trim parts, etc., etc. Let me know. Remember it is the O.H.V., not the twin cam. Prices will be reasonable and a lot cheaper than commercial parts places.

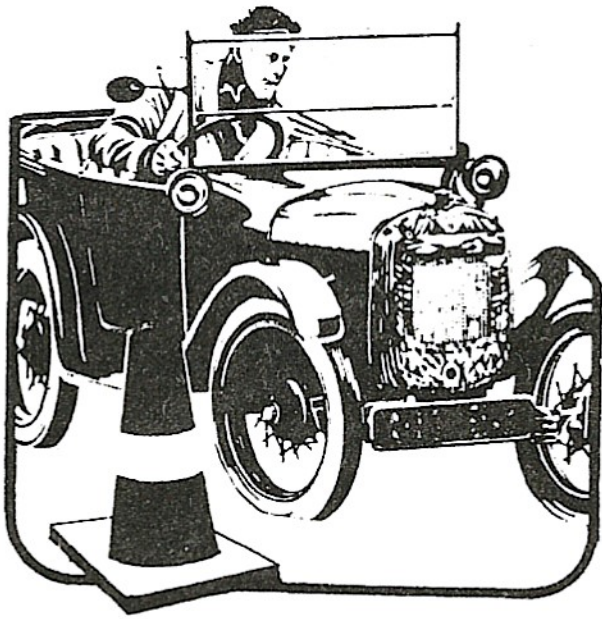
Now, on the engine front I need a little help myself. I am trying to buy a reasonable Austin Healey Sprite engine and gearbox complete and possibly a rear axle with wire wheel hubs. I would be just as happy with a rusty or junked parts car. The year doesn't matter as long as its the B.M.C "A series" engine with the 948 or 984 capacity. Not the, I think, 1100 C.C. version.

Before I trundle off into the sunset does anyone know a source of Vintage pistons? 60 M.M. to be exact, with -20 oversize for my Singer Lemans as the compression is going wheezy! If I cannot find +20 I guess I'll have to have the motor bored right out and then sleeved to a good standard fit. Then it's just a matter of new rings on old pistons. Any comments from would-be engineers?

Anyway, keep the flag flying see you all at the next meet.

CHEERS;

PA



Activities

1977

- ~~2. 30 avril (samedi 8:00 PM) Soirée sociale~~
- ~~3. 15 mai (dimanche 9:30 AM) Promenade d'essai~~
- ~~4. 12 juin (dimanche 1:00 PM) Gymkhana~~
- ~~5. 18-19 juin (samedi 8:30 AM) Ottawa encans
Marché aux puces~~
- ~~6. 10 juillet (dimanche 1:00 PM) Slalom~~
- ~~7. 7 août (dimanche) Rallye~~
- ~~8. 20-21 août (samedi 8:00 PM) Petite promenade a Stowe,
Verment (2 jours)
Grand concours d'élégance~~
- ~~9. 28 août (dimanche 10:00 AM) Chasse au trésor~~
- 10. ~~18~~ ^{25th} septembre (dimanche) - Concours d'élégance EVAE
- 11. ~~1~~ ² octobre (~~samedi~~ ^{dimanche} 11:00 AM) - Promenade d'automne et soirée sociale
- 12. 16 octobre (dimanche 1:00 PM) - Promenade d'adieu dans Montréal

Si vous avez d'autres suggestions, n'hésitez pas à me contacter
à 738-4925 ou 733-8100

RALPH HEMMI
Directeur des Activités