

AUTOSIASTE

vol 3 no 5

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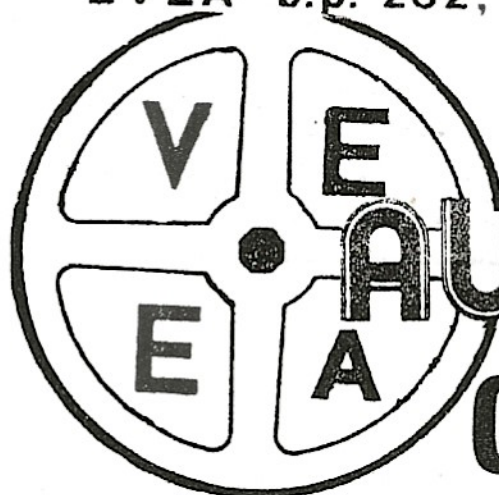
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	\$ 40.00
	\$ 60.00
	\$ 80.00

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EDITORIALLY SPEAKING

If I do say so myself, I was quite pleased with the outcome of the last issue. The photos came out very well - but I also noticed one other thing! The lack of French material. This magazine has always been more or less bilingual usually showing a bias towards the language of the person or persons in charge; well I'm English and write in English. My French is hardly even sub-standard so I don't write in that language. I hardly think it much fun to write in English and then have it translated, either.

So the answer to whatever it is I'm getting at? Its simply another plea - where are all the French journalists in the Club?

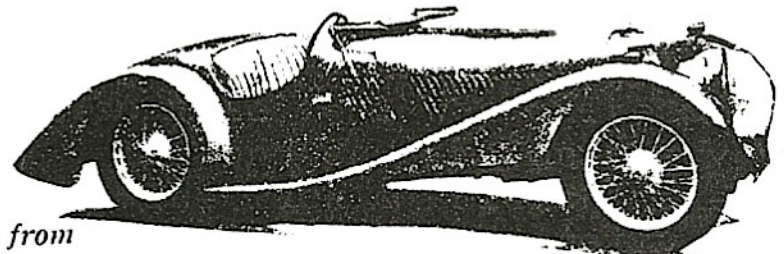
I'd like to see more French (thanks Ralph!), especially in the last issue of this year which is the next one, so how about it "MONSIEUR MEMBRE FRANCAIS"?

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CONCOURS D'ELEGANCE 1977

Tout d'abord un grand Merci à M. Routh pour son amabilité d'avoir mis à notre disposition sa superbe propriété, cadre absolument exceptionnel pour nos vieilles voitures.

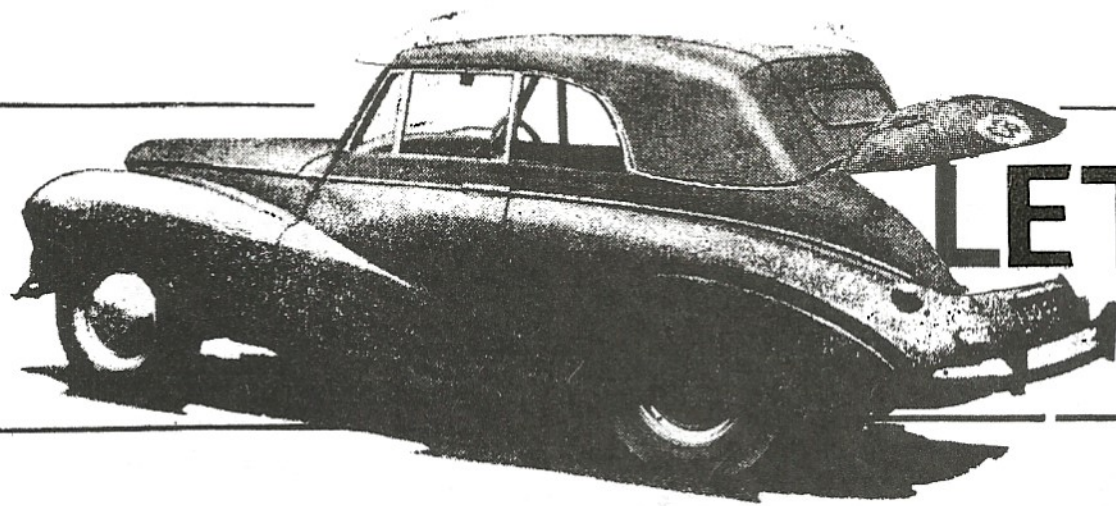
Cette année nous avons vu réuni une grande partie des plus belles voitures de notre Club et parmi nous pour la première fois la superbe Lagonda de P. Chartrand ainsi que la MG J2 fraîchement restaurée de Mike Dorendorf.

Le départ un peu précipité dû à la pluie en fin d'après-midi n'affecta en rien cette magnifique journée à Rosemère.

Bravo à tous ceux qui ont participé à ce concours et spécialement à ceux qui avaient un peu moins de chances que d'autres.

J'espère que nous verrons encore d'autres voitures restaurées l'année prochaine ou peut-être des surprises comme une Talbot Lago, d'un voisin ou une W.O. Bentley qui sait?

Nous publions dans ce même bulletin la liste complète de tous les participants à ce concours d'élégance 1977.



LETTERS

TO THE EDITOR

CHER IZNOGOU, D,

UNE FOIS DE PLUS NOUS SOMMES SURPRIS PAR LA SIMPLICITE
DE TES QUESTIONS !!

VENANT D'UN ESPRIT AUSSI EVOLUE QUE LE TIEN, ON POURRAIT
S'ATTENDRE A QUELQUE CHOSE DE PLUS RECHERCHE, MAIS QUE
VEUX-TU, TOUTE CONNAISSANCE A UNE LIMITE.

TOUT LE MONDE SAIT QUE LAGONDA FUT LE PREMIER A UTILISER
LA CHAMBRE DE COMBUSTION HEMISPHERIQUE QUE L'ON RETROUVE
AUJOURD'HUI CHEZ CHRYSLER, ET TOUT ENFANT DE HUIT ANS
APPREND EN CLASSE QUE A.CITROEN A PRIS COMME SYMBOLE
L'ENGRENAGE A CHEVRON.

ALORS SI NOS DEUX REPONSES SONT BONNES, AIS AU MOINS LE
COURAGE DE TE CONSIDERER PERDANT ,SI NON RELEVE LE DEFIT
QUE VOICI:

1. QUELLE EST UNE PARTICULARITE TRES IMPORTANTE QUE
LAGONDA INTRODUISIT JADIS DANS SON SERVICE APRES VENTE ????

2. QUI FUT LE PREMIER A EQUIPPER SES VOITURES D'UNE
ROUE DE SECOUR ????

CORDIALEMENT

BOB NEAPOLE - RALPH HEMMI

CLUB NEWS

Remember that although our driving season has ended our socializing still goes on in the form of the monthly meetings at the Royal St. Lawrence Yacht Club in Dorval. These meetings take place on the first Friday of every month, and the R.St.L.Y.C. is located on the Lakeshore Road just west of Dorval Ave.. During the summer this gathering was poorly attended, so let's hope for a better turn out now that it is our only activity during the winter months. Bring photos, books, magazines, or anything interesting and conversational. Grab a beer and enjoy. Elsewhere we will note some plans for an upcoming monthly event which should prove highly interesting to all.

Phillip Avis has found a workshop that does metal spraying and other machine-shop work. The owner also claims to know of a shop in Mtl. that turns out excellent chrome plate work.

Phil also wishes to mention a very good rust proofing agent for older cars called T.P.S. No. 2. This oil-like liquid turns into a greasy substance after being sprayed, and soaks into rust to stop it spreading further. It also displaces water in hard to reach points of your car. If you wish details - give him a ring!

Notre nouveau membre Anthony Thomson, Conseiller en Lubrifiant, pour ESSO nous propose toutes les huiles nécessaires pour vos voitures à des prix d'aubaines très avantageux.

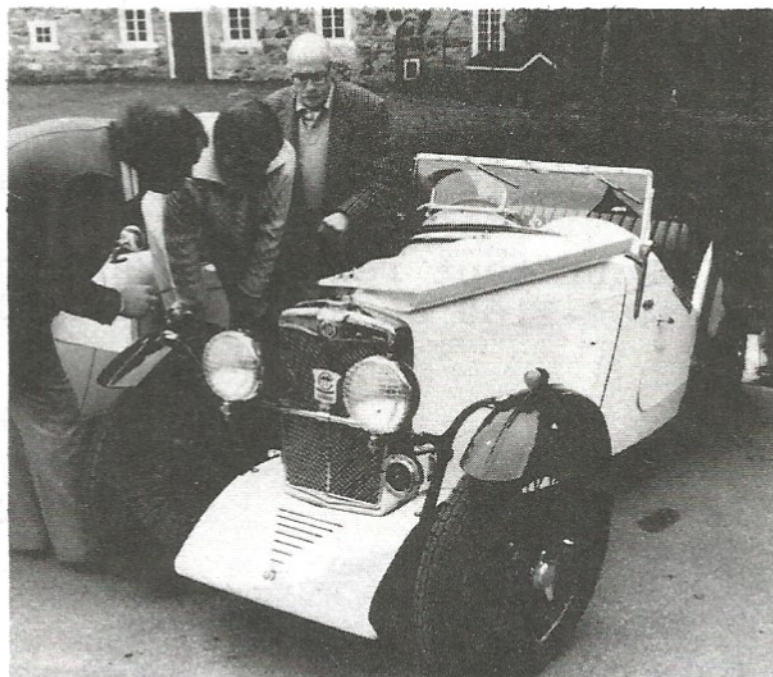
Pour tout renseignement contacter Anthony Thomson. Bus. 861-4251 ou 464-2169 ou Ralph Hemmi 733-8100.



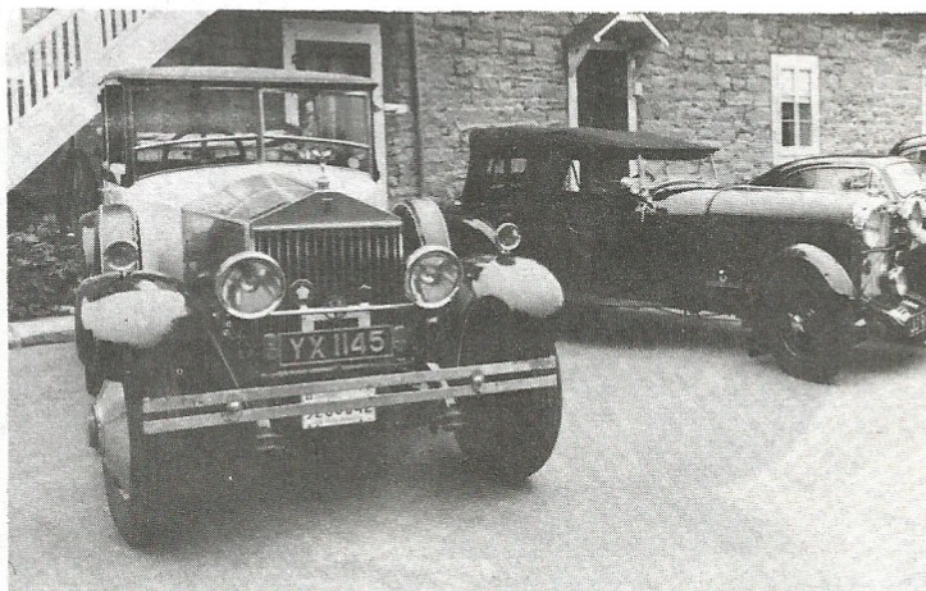
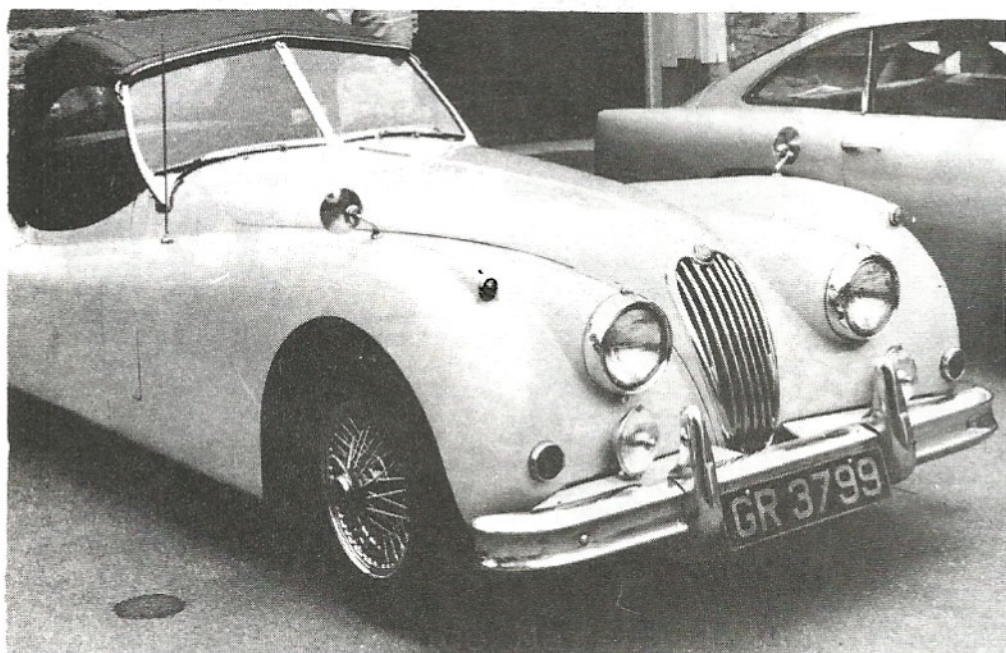
.....CONCOURS SCENES



Above Left: Bruce Marshall's Aston Martin
Above Right: Bentleys of Ed Richardson and Bob Neapole.



Above Left: J. Adam's Aston alongside Dick Hills' Jaguar XK150S
Above Right: The judges(?) deliberating over Mike Dohrendorf's J2 MG.



Above Left: Bob Marshall's XK140
Above Right: Hugh Jockel's Phantom I Rolls.

CONCOURS D'ELEGANCE RESULTS

The judges don't pretend to be world-class authorities (although undoubtedly some of the cars presented were), and thus take responsibility only for the order in which the cars are ranked, and not necessarily their individual points totals.

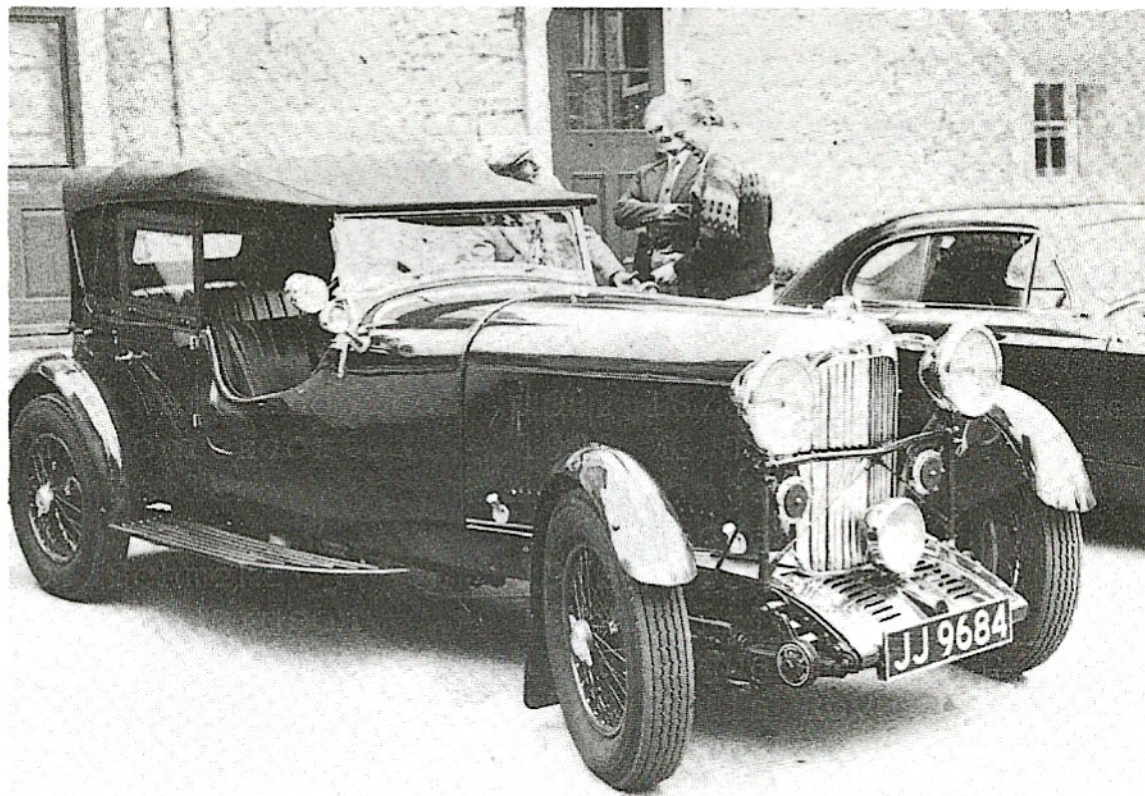
<u>POSITION</u>	<u>NAME</u>	<u>CAR</u>	<u>PTS</u>
1.	P. Chartrand	1932 16/80 Lagonda Tourer	95
2. (tie)	M. Dohrendorf	1932 MG J2	93
2. (tie)	B. Tayler	1934 Singer LeMans	93
4. (tie)	D. Hills	1960 Jaguar XK150S	77
4. (tie)	D. Schmekel	1952 Mercedes Benz 300	77
6.	E. Richardson	1949 Bentley Mk VI	73
7.	P. Ouimet	1959 Jaguar XK150DHC	71
8.	H. Jockel	1928 Rolls Royce Phantom I	70
9.	G. Desroches	1954 Citroen 15CV	67
10.	R. Marshall	1957 Jaguar XK140	62
11.	R. Hemmi	1949 Bentley MK VI	57
12.	J. Adams	1959 Aston Martin DB4	56
13.	B. Marshall	1953 Aston Martin DB2	55
14.	P. Avis	1933 Singer LeMans	54
15.	A. Thomson	1964 AH 3000	52
16.	L. Reusing	1955 Facel Vega	49
17.	D. Dudley	1958 Jaguar XK 150 DHC	43

Unfortunately, W. Ayoub arrived in his 1950 Vauxhall Velox too late to be judged.

As is traditional, this year's winner, Phil Chartrand, is not eligible to enter next year but will automatically be one of the judges for the event. This will leave the field wide open, so we will expect at least as large a turnout of members and their cars next year.

Respectfully submitted,

S. Weid, R. Hemmi, R. Neapole



SEEN AT THE CONCOURS.....

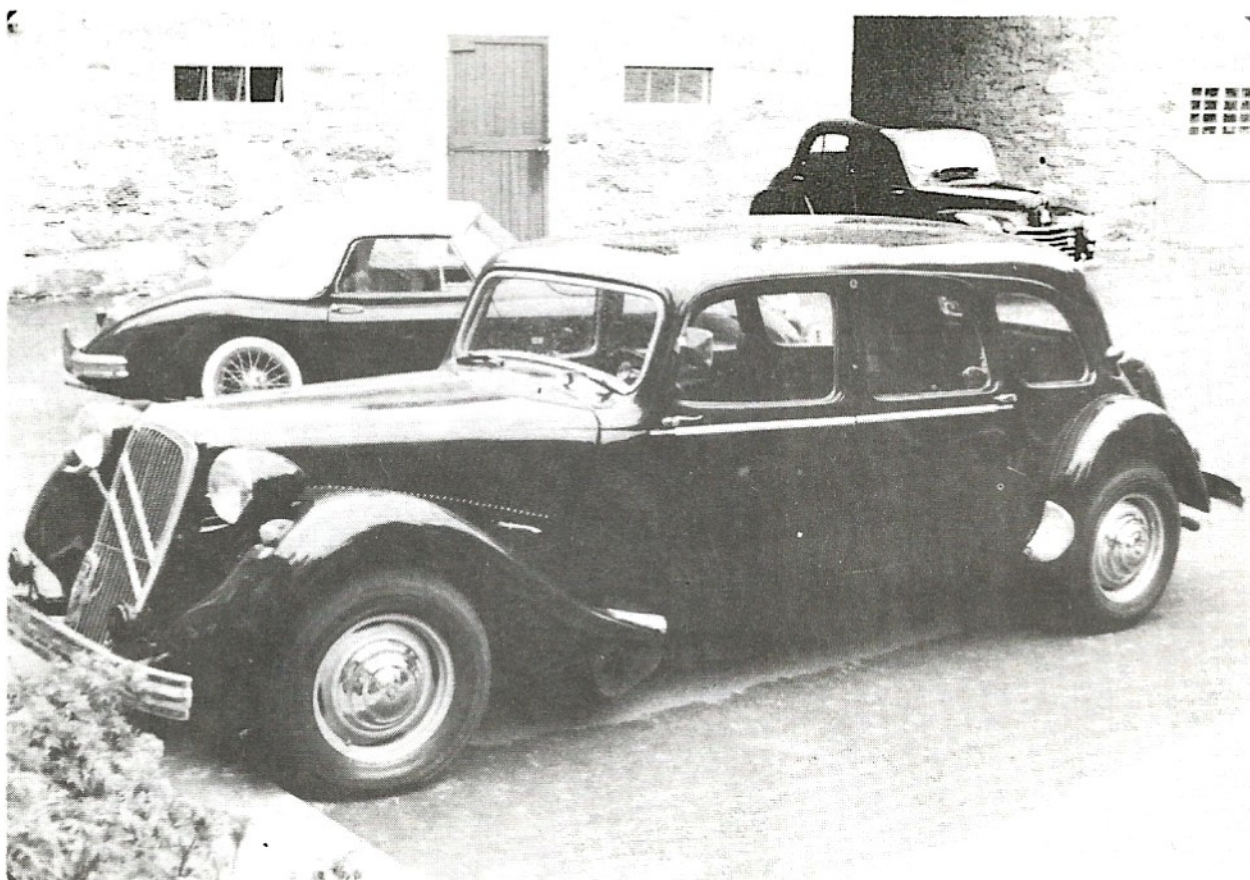


Previous Page: Phil Chartrand's 1st place Lagonda...Beautiful!

Above Left: Mercedes 300 owned by Dirk Schmekel.

Above Right: Bob Tayler's Singer

Right: Citroen 15 CV entered by G. Desroches



CHASSE AU TRESOR 1977

Malgré un temps magnifique et une sortie longuement préparée avec l'aide précieuse de notre ami Hugh Jockel, peu de nos membres ont trouvé le temps de participer à cette activité.

Au départ du Centre d'Achat Fairview se trouvaient, D. Schmekel, A. Thomson, P. Sonnenberg, R. Davis et D. Hill avec leurs voitures prêtes à partir, alors que J. McFall dû s'occuper de troubles mécaniques et que Pierre Ouimet et Steve Weid étaient rappelés d'urgence à leurs travaux de restauration respectif. (L'un son plancher et sa peinture et l'autre sa Jaguar).

La route nous mène de nouveau à Hudson au "Willow Place" (ça devient une habitude), en passant par Senneville et Dorion. Les concurrents devaient répondre à une série de questions et rapporter quelques items à trouver le long du chemin.

La deuxième étape consistait à trouver un trésor sur trois cachés dans un désert de sable.

Le classement final de cette épreuve est le suivant:

1er	-	A. Thomson
2ième	-	D. Schmekel
3ième	-	R. Davis
4ième	-	D. Hills
5ième	-	P. Sonnenberg

Phil Avis participa en tant que coordinateur. Remercions également M. Georges Strauss de Bali Electronics Ltd., pour nous avoir offert un des trésors, une radio A.M. Lincoln 1928.

Espérons être plus nombreux l'année prochaine.

ETC

We are looking for door prizes for the upcoming A.G.M... If you think you have some auto-oriented item that you don't need and is of modest value that would be suitable, let one of the directors know.

We hear that Ralph Hemmi, our jovial and active Activities Director, is hoping to start up a restaurant in the near future...so he's looking for a silent partner who won't eat too much but with an equal interest in food. Perhaps if your taste buds (and wallet) are quivering at the idea, why not give our own Galloping Gourmet a call?

At press time, we had received donations for plaques from 25 of our now registered 53 members, almost 50%. We thank all those who have responded, and look forward to receiving donations from all the rest.

ASTON MARTIN For Sale

V.E.A.E. and V.A.R.A.C. - Eligible Autos.

ALLARD .P.1. Fixed Head Coupe.
Ford Powered.

ASTON MARTIN. DB2-4. Mk.11. 1956

ASTON MARTIN. DB2-4. Mk.11. Tickford Coupe.
One of nine built.

AUSTIN HEALEY
SPRITE BUGEYE. Bodyshell complete.

FERRARI. 250 GTE V-12 5 speed
1964. Pristine condition.

LOTUS. 23. 1962 - V.A.R.A.C. eligible.
Ex Norm. Namerow. Rebuilt engine,
Cosworth twin Webers. Four wheel
disc brakes - hundres of spare
parts. Needs minor body werk.
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Montréal H3L 1P4
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Henri Colombani, architecte

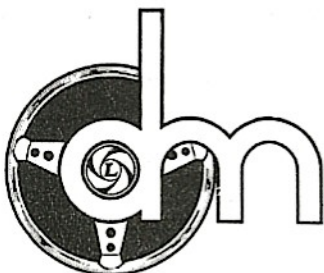


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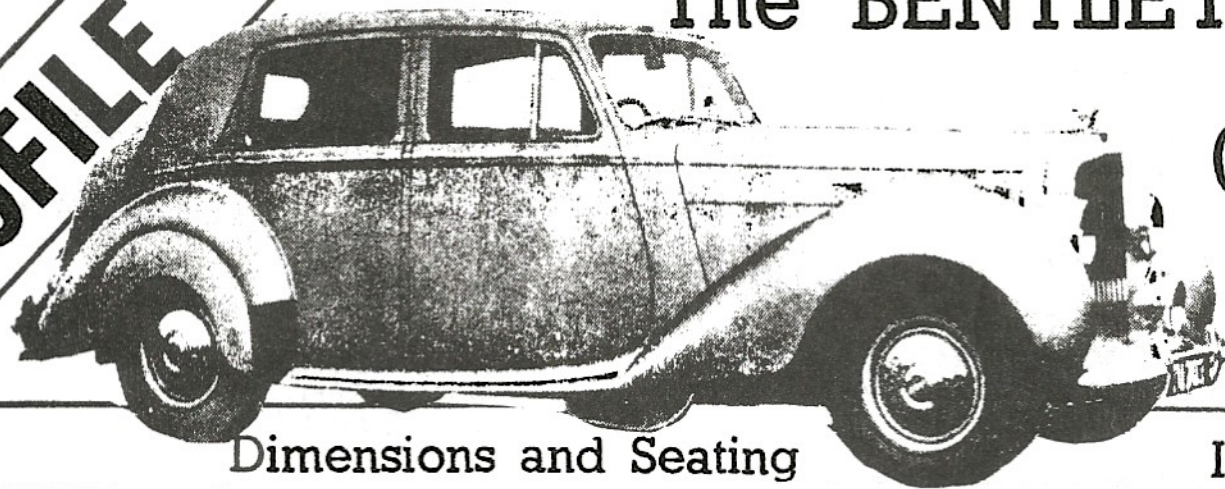
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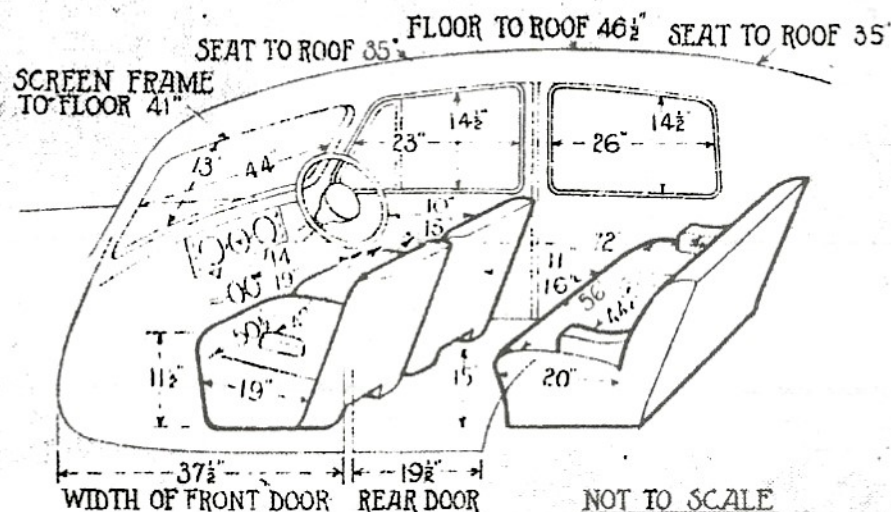
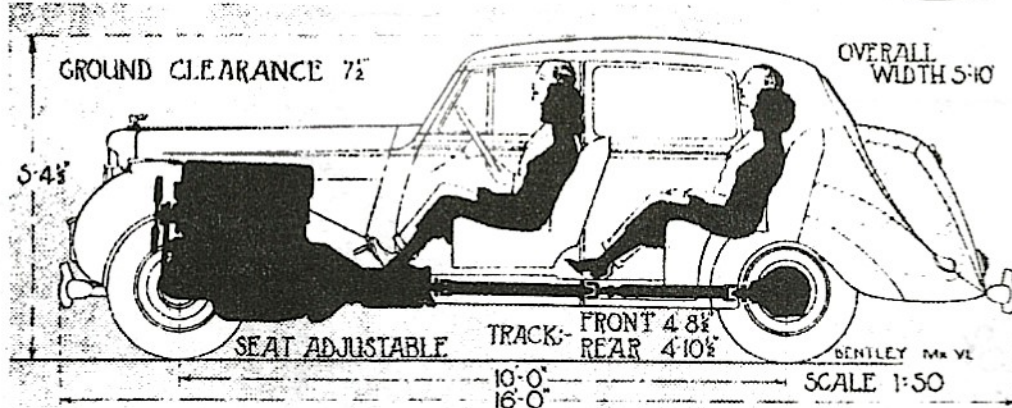
The BENTLEY Mark VI

(4½-litre)

Saloon



Dimensions and Seating



In Brief

Price £2,875 plus purchase tax £1,598
14s. 5d. equals £4,473 14s. 5d.
Capacity 4,566 c.c.
Unladen kerb weight 36½ cwt.
Fuel consumption 16.5 m.p.g.
Maximum speed 100 m.p.h.
Maximum speed on 1 in 20 gradient 86 m.p.h.
Maximum top gear gradient 1 in 6.8
Acceleration
10-30 m.p.h. in top 7.9 secs.
0-50 m.p.h. through gears 10.1 secs.
Gearing: 22.2 m.p.h. in top at 1,000 r.p.m. 74 m.p.h. at 2,500 ft. per min. piston speed.

Specification

Engine
Cylinders 6
Bore 92 mm.
Stroke 114.3 mm.
Cubic capacity 4,566 c.c.
Piston area 62.4 sq. in.
Valves Overhead inlet, side exhaust
Compression ratio 6.4/1
Carburettor Twin S.U.
Ignition Coil
Sparkling plugs Champion N.8
Fuel pump S.U. Electrical
Oil filter Full-flow

Transmission
Clutch Single dry plate
Top gear (s/m) 3.727
3rd gear (s/m) 5.001
2nd gear (s/m) 7.520
1st gear 11.11
Propeller shaft Divided open
Final drive Hypoid bevel

Chassis
Brakes Hydraulic front, mechanical rear, servo assisted
Brake drum diameter 12½ ins.
Friction lining area 186 sq. ins.
Suspension:
Front Coil and wishbone I.F.S.
Rear Semi-elliptic
Shock absorbers
Front Hydraulic
Rear Hydraulic, with ride control
Tyres India, 6.50x16

Steering
Steering gear Cam and roller
Turning circle 42 feet
Turns of steering wheel, lock to lock 3½

Performance factors (at laden weight as tested)
Piston area, sq. in. per ton 31.2
Brake lining area, sq. in. per ton 93
Specific displacement, litres per ton mile 3,090
(Described in "The Motor," May 22, 1946, and September 15, 1948.)

Test Conditions

Mild, dry weather with moderate diagonal wind. Smooth concrete surface (Ostend-Ghent Motor Road) Car running on mixture of British "Pool" petrol and premium grade Belgian Pump fuel.

Test Data

ACCELERATION TIMES on Two Upper Ratios		Top	3rd
10-30 m.p.h.		7.9 secs	5.8 secs
20-40 m.p.h.		7.3 secs	5.5 secs
30-50 m.p.h.		7.6 secs	6.1 secs
40-60 m.p.h.		8.7 secs	6.9 secs
50-70 m.p.h.		10.5 secs	9.0 secs
60-80 m.p.h.		13.0 secs	13.5 secs

ACCELERATION TIMES Through Gears	
0-30 m.p.h.	4.0 secs
0-40 m.p.h.	6.8 secs
0-50 m.p.h.	10.1 secs
0-60 m.p.h.	15.0 secs
0-70 m.p.h.	20.2 secs
0-80 m.p.h.	28.6 secs
Standing quarter mile	19.7 secs

MAXIMUM SPEEDS	
Flying Quarter Mile	
Mean of four opposite runs	100.0 m.p.h.
Best time equals	102.3 in.p.h.

Speed in gears	
Max. speed in 3rd gear	82 m.p.h.
Max. speed in 2nd gear	54 m.p.h.
Max. speed in 1st gear	38 m.p.h.

WEIGHT	
Unladen kerb weight	36½ cwt.
Front/rear weight distrib. on	49/51
Weight laden as tested	40 cwt.

INSTRUMENTS	
Speedometer at 30 m.p.h.	1% fast
Speedometer at 60 m.p.h.	accurate
Speedometer at 90 m.p.h.	1% slow
Distance recorder	1% fast

FUEL CONSUMPTION	
22.5 m.p.g. at constant 30 m.p.h.	
21.0 m.p.g. at constant 40 m.p.h.	
19.5 m.p.g. at constant 50 m.p.h.	
17.5 m.p.g. at constant 60 m.p.h.	
15.0 m.p.g. at constant 70 m.p.h.	
Overall consumption for 684 miles	37½ gallons = 16½ m.p.g.

HILL CLIMBING (At steady speeds)	
Max. top gear speed on 1 in 20	86 m.p.h.
Max. top gear speed on 1 in 15	80 m.p.h.
Max. top gear speed on 1 in 10	70 m.p.h.
Max. gradient on top gear	1 in 6.8 (Tapley 325 lb./ton)
Max. gradient on 3rd gear	1 in 5.1 (Tapley 430 lb./ton)
Max. gradient on 2nd gear	1 in 3.7 (Tapley 595 lb./ton)

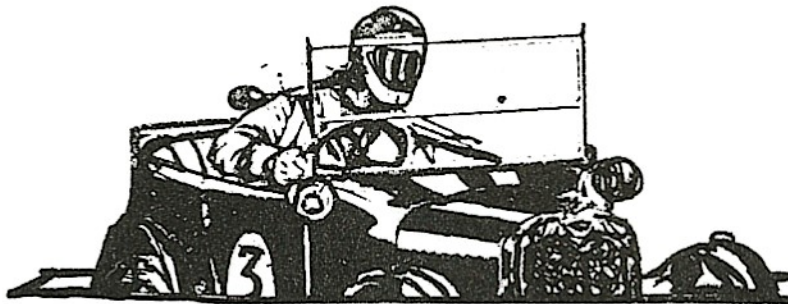
BRAKES at 30 m.p.h.	
0.90g retardation (=33½ ft. stopping distance) with 50 lb. pedal pressure	
0.30g retardation (=100 ft. stopping distance) with 25 lb. pedal pressure	

Maintenance

Fuel tank: 18 gallons. Sump: 16 pints, S.A.E. 20 (Winter), 30 (Summer). Gearbox: 6 pints, S.A.E. 30. Rear Axle: 1½ pints, Hipress S.C. Steering gear: S.A.E. 30. Radiator: 30 pints (drain taps). Chassis lubrication: By pedal (one-shot system), S.A.E. 30. Spark plug gap: 0.025 in. Contact breaker gap: 0.020 in. Tappet clearances (Cold): Inlet 0.006 in. Exhaust 0.012 in. Front wheel toe-in: 0-½ in. Camber angle: 0. Castor angle: ½. Tyre pressures: Front 25 lb., Rear 30 lb. Brake fluid: Lockheed Orange. Battery: 12 volt, 54 amp-hr. Lamp bulbs: Head lamps, 48 watt (Lucas pre-focus axial filament type 185). Side and tail lamps, 6 watt. Centre lamp, 48 watt. Stop and reversing lamps, 6 watt.

Ref B/46/51

Type: Mark VI (4½-litre) Saloon.
Make: Bentley
Makers: Bentley Motors (1931) Ltd., 14-15, Conduit Street, London, W.1



OUR RACING REPORTER

This year only one member of the VEAE joined VARAC (the author).

Their competition licensing was held in May at the Club's track in Shannonville, Ontario. I was unfortunately not able to complete the Bugeye in time for the school but had to drive my Nova around the track at neckbreaking speeds (I wasn't too concerned - it is a leased car).

It was an exhilarating feeling, passing - or being passed by - some of the following beautiful machinery: two Lotus Elites, Lotus 11, Elva, Lotus 6, Sadler, Mercedes Benz Gullwing, Jag 3.4, Cosworth Terrier, Alfa 1600 Sprint, Cooper Norton Mk 9, etc., etc. It was a great day which was made even better when I received my competition license.

Unfortunately, I was not able to do any more racing this past year but shall next year. The old red Bugeye has been sold and a new white one acquired. All the gear has been bought (helmet, Nomex suit, etc.) and a roll bar is being installed in the Sprite. I have reprinted some excerpts from the VARAC News, as well as included a reprint of a recent membership list. I strongly urge all of you to consider joining - it is well worth your while!

R. Marshall.

(Ed. note: due to space limitations, Bob's reproductions will be included in a future issue.)

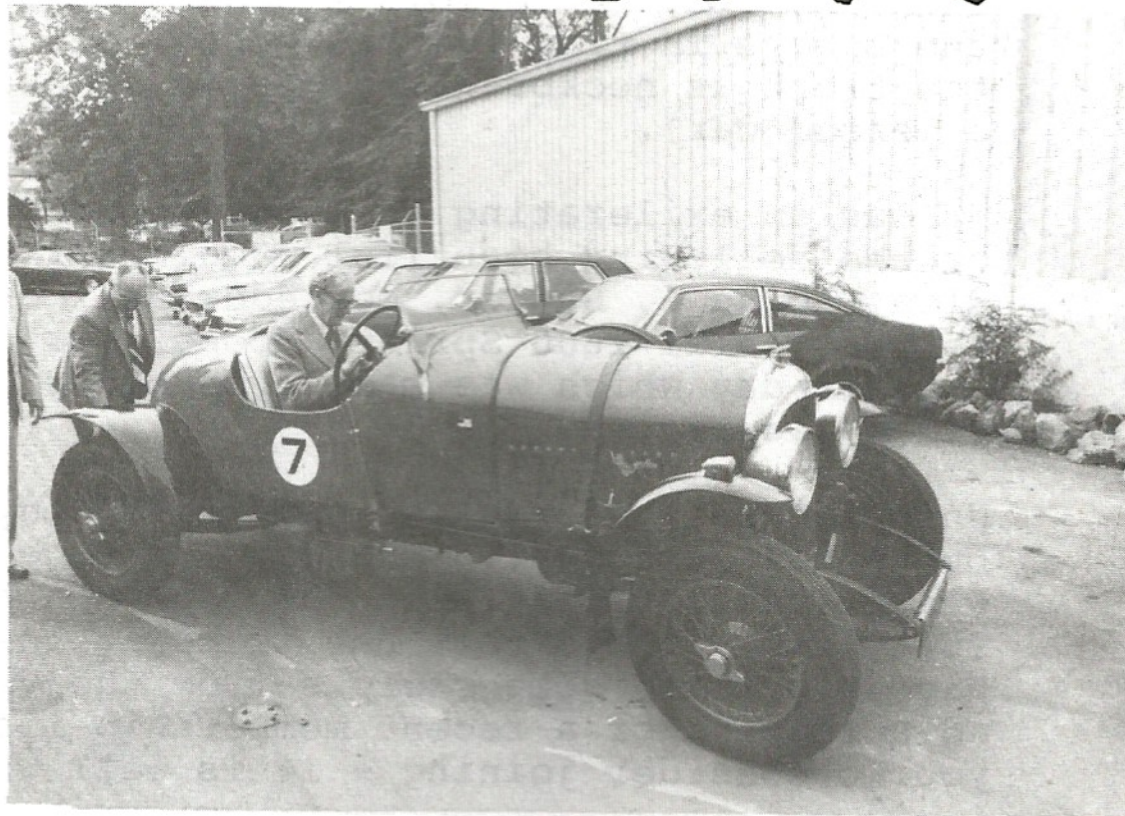
SPECIAL NOTICE SPECIAL NOTICE SPECIAL NOTICE SPECIAL NOTICE SPECIAL

JUST IN TIME FOR CHRISTMAS!!!

ON THE 11th OF DECEMBER WE WILL BE HOLDING
A WINE AND CHEESE PARTY AT THE HOME OF HUGH
JOCKEL. THE CHARGE WILL BE \$5.00 PER PERSON
WITH THE CLUB SUPPLYING THE WINES AND ALL
CHEESES. YOU WILL BE TELEPHONED LATER WITH
MORE DETAILS, BUT NOTE THE TIME AND PLACE NOW!

IN SEARCH
OF THE

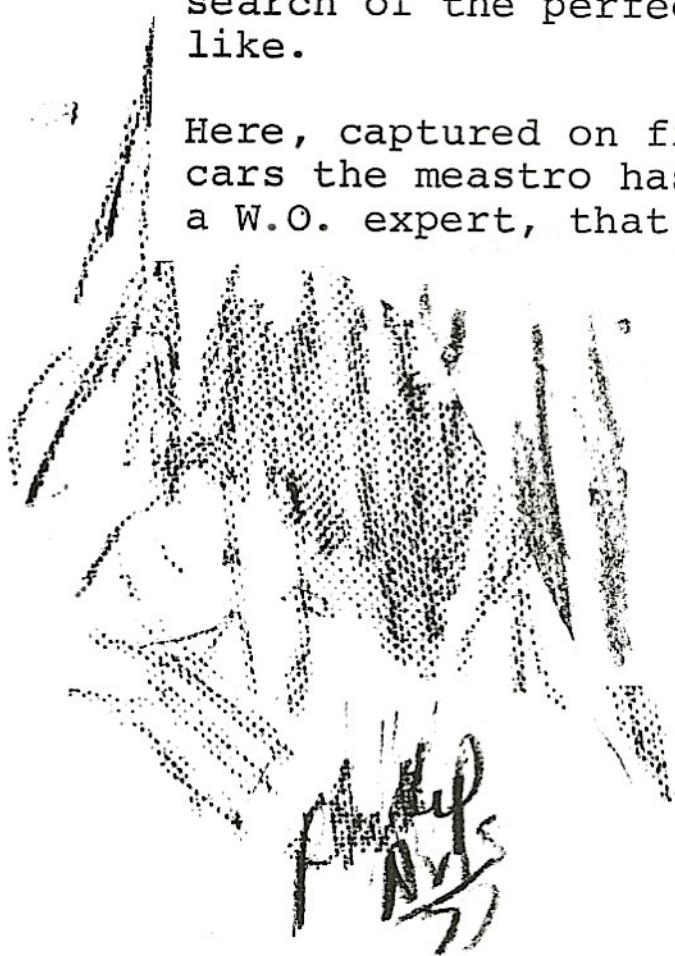
GOLDEN FLEECE



IN SEARCH OF THE GOLDEN FLEECE

Famed driver Tazio Rickardo has taken up a Jason-like quest in search of the perfect Bentley.....or maybe it's more Don Quixote-like.

Here, captured on film by his Sancho Pansa-like comrades are two cars the maestro has viewed but has found, under the cold eye of a W.O. expert, that they are wanting in some respects...





My wife and I recently spent a thoroughly enjoyable week in Havana, Cuba. Because we had our own transportation we were able to tour around and talk to various automobile enthusiasts. Before offering any personal observations on car collecting in Cuba however, some general appreciation of life in a city of two million people in this Caribbean island is necessary.

As compared to Canada, it must be said that while a relatively high standard of free health and education services is available, the overall standard of living is much lower. The main source of income is from sugar production which incidentally, in almost 20 years never reached pre-revolution levels. To ensure equitable distribution of scarce commodities, most goods are rationed. Government-issued coupons must be produced to purchase food, clothes, cigarettes, liquor, etc. Very few other consumer goods are available. Post-revolution cars are owned by the government or by members of the various diplomatic corps, the most common car being the Russian produced Fiat 124. Added to this are very serious public transportation problems. People can wait hours in line for buses which frequently break down. Needless to say, owning your own car or motorcycle is a great advantage and a most prized possession.

Cars from the pre-revolution era (1959) are the only ones available and still going! This in effect means that 95% of private transportation in Cuba is provided by 25-year old cars. And if you are able to keep your car going in a land of extensive shortages and no spare parts, you have indeed to be a dedicated car enthusiast.

Which Car Best Survived?

Driving through Havana is very much like stepping into a 1955 movie. You find yourself surrounded by all of the older-type cars. But one make in particular appears to have survived all others. It can be seen everywhere. This won't surprise too many of you, particularly not Bob Belier of the Antique Automobile Club of Ottawa. In the last issue of "Senior Cylinders" he is quoted as claiming that the Chevy's old cast iron wonder - the pre-1955 overhead valve six - just never quits.

That's right: driving around Havana you see many makes of cars - Chrysler products, Fords, even a few MG'S, Austin Healeys, Cadillacs, etc., but the one make that is most conspicuous by its presence is the early 1950 Chev. It seems to have outlasted the competition by what I would estimate to be a 3 to 1 factor.

I spoke to Senor Ugarte, manager of a state-owned garage which, among other things, houses antique cars used for state parades, movies and TV clips. Mr. Ugarte at 67 is a time-served mechanic who, prior to the revolution, owned the garage he now runs. I asked him what cars had held up best. Without a doubt, he said, it is the six-cylinder Chevs. some of which he knows to have gone over 300,000 miles (other people have claimed over 500,000 miles). While he admits to have been a Ford man for years (he liked their smoothness) he now recognizes that they just did not stand up to the Chevs.

Antique Cars

There are few pre-1940 cars available in Cuba. However, there were seven in Mr. Ugarte's garage. There were four Model T's, all Phaetons, the oldest a 1914 model. There was one two-door 1930 Model A with 16" wheels, a 1928 Chev., also with 16" wheels and the pride of the fleet, a 1930 V16 Cadillac limousine. I was told, and believe, that all were in running condition. In terms of how they would rate in a concours d'élégance, I would say they would average 50 points, the Cadillac the most original.

The Name of the Game - Cannibalization

I came away with the utmost admiration for the absolute genius of the average Cuban motorist. Remember that most of these cars have been kept on the road for close to 30 years, with no replacement parts available for the last 18 years. They have been kept going by cannibalizing, by swapping motors (Chevs for Fords and vice versa) and by innovation.

Three examples:

- Can you imagine an MG TF with TC wheels? It looks like it's on stilts!
- All convertible tops I saw were made from green canvas. The cars looked a little like mobile army tents.
- A 1957, 350 c.c. Ariel motorcycle purrs like a kitten on a big end machined from an airplane propeller.

Prices

I tried to get an appreciation of the value of these cars. It is somewhat difficult as they are rarely turned over and most people will them to relatives. However, I gather that a good 1950 car would bring about 6,000 pesos - approximately \$7,500.

General

The new Russian produced Fiats 124 are receiving very high ratings as dependable, pleasant to handle cars.

The cost of mechanical or body work is \$2.00 an hour (eat your hearts out). The government has recently introduced a piece work incentive system. One body man who is unusually fast and capable has now increased his earnings by 300%.

We came away from Cuba having thoroughly enjoyed ourselves. The country and the climate are beautiful, the Cubans hospitable and the experience of visiting and trying to understand the functioning of a Communist state, quite interesting.

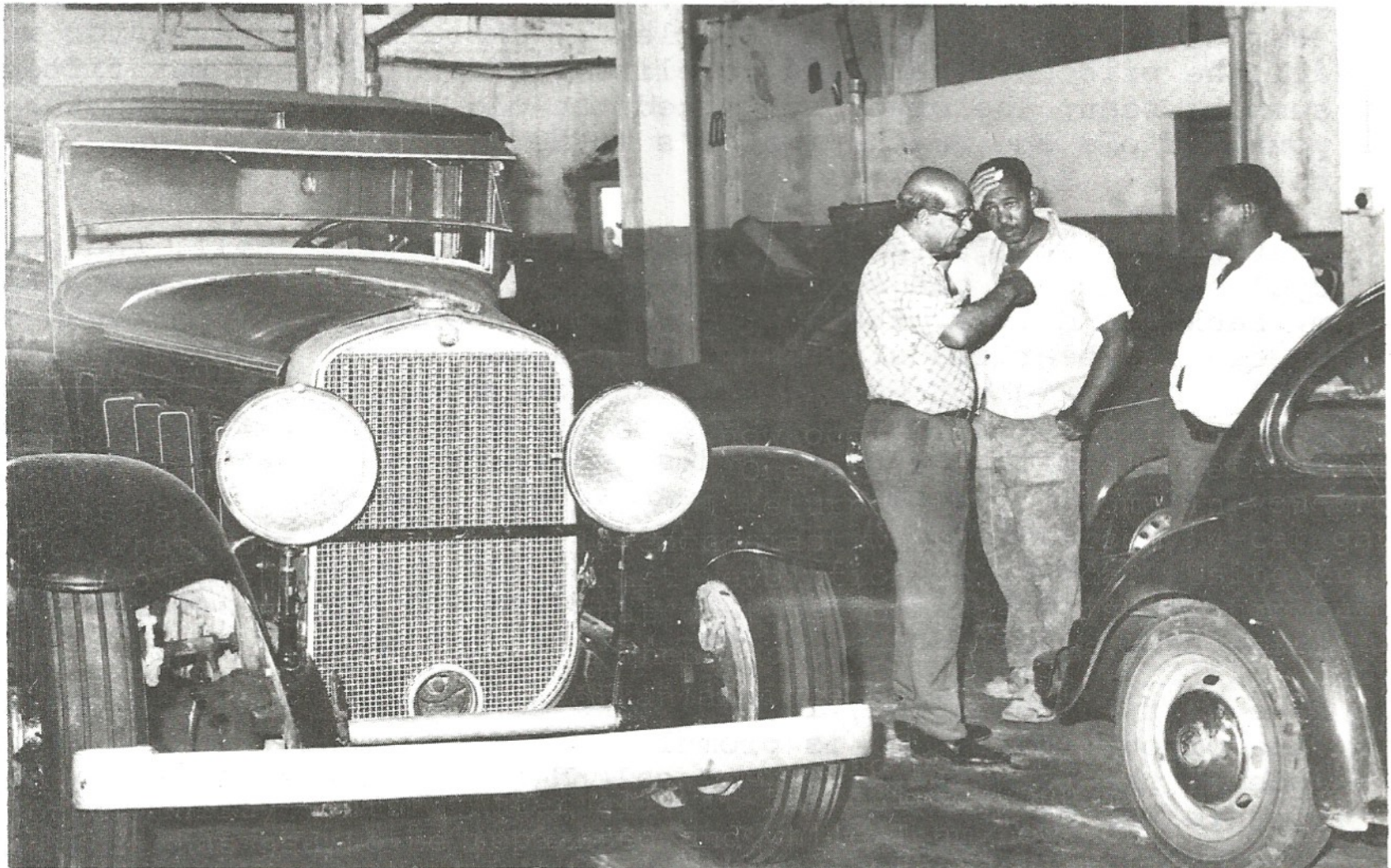
The Canadian Context

Many of the stately homes in Havana are now occupied by 2-3 families. Others are vacant and have badly deteriorated. One area is jokingly referred to by Canadians as "Westmount 1995". When I returned to our home in you-know-where I thought, what would an automobile enthusiast with a 12-room, 4-car garage stone home do if there was a socialist revolution in Canada? Using Mr. Urgate's experience as a model, I decided that what we would need is to turn our home into 4 rooms and a 12-car garage. Then I could donate the house and cars to the state and become the curator of an antique car museum.

And finally I looked at our 1976 Aspen Wagon and pondered whether it would last another thirty years. After all, it has only 14,000 miles on it, but then again it has had to be repainted and while I am now convinced that despite many unsuccessful, frustrating trips to the dealer, it could be made into a reasonably acceptable car, clearly "they don't make" em like they used to". But perhaps they do - witness Cuba - and my error was not choosing a Chev.

PHIL CHARTRAND

Below Senor Ugarte speaking to two Cuban mechanics about the 1930 V16 Cadillac





In which yr obt servt takes pen
in hand in a philosophical vein,

by Tazio Rickardo...

T'is said that God gave us memories so that we could have roses
in December, and yes, I think I'll agree.

One evening last week when an icy wind screamed down the chimney
and the fire burned blue, I was sitting in a vacant and pensive
mood, when a memory disturbed the dust in the attic of my mind,
and a day in August was, as it were, reborn - our club rally of
1977.

A charming and indeed indelible interlude for me. Every prospect
pleased and only man was vile...and I had two delightful girls in
"Her Grace, the Duchess of Bentley". There was my navigator with
all the pristine charm and loveliness of one who had but fifteen
summers seen; the other reflected the old age of youth and the
youth of old age, my navigator's mother. All is relative, is it
not?

What were the highlights of that summer's idyll? Well, the anti-
cyclonic blue of the sky, undisturbed rural beauty, my navigator,
my backseat driver, the little roads, the by-roads, the bread and
cheese and beer roads. In short, God was in his heaven and all was
well. My navigator was relaxed and competent; as far as I am con-
cerned the latter quality more important than the former. The
Bentley ran with the charm and sensibility of a true old aristocrat.
I enjoyed what I termed my "ocean voyage" and the skill of the
"docking" operation, and finally the tranquility of the Willows
and my al fresco lunch under a tree - perhaps a willow! A leisurely
run home, a loaf of bread, a jug of wine and then as Samuel Pepys
would have said, "and so to bed".

As a sort of postscript, I would like to suggest that as soon as the
date of our 1978 event is promulgated, every member make a special
note of the date on his or her calender or tie a knot in his hand-
kerchief or her drawers, and so experience what true motoring is,
or perhaps I should say, was all about. I can guarantee they will
not regret it, and as the years go by, they will have perhaps at
least one rose for December....



Seven Sojourn

PART 2

We're "beetling along" on the old Austin Seven and things appear to be going well. The body has been stripped for painting and the fenders have been welded up.

The "unit body" style floor, which was rusted out along with the structural bottom part of the body, has all been replaced with plywood using the transmission and drive shaft tunnel as a centre support. It all worked out quite cleverly, using a mixture of original bits of floor and new brackets, etc., with the plywood as the main flooring.

The whole bottom of the car where the rear door pillars meet the running boards and rear fenders, along behind the running boards to the cowl, was rusted out. In fact, if the car had been a convertible without the one piece steel roof, the body would have fallen in two! As it was, it was extremely flimsy when removed from the chassis.

All this rot was overcome by ramming a long piece of ash up each hollow door post and bolting it up to made-up ash side members. All the wood was treated with "Pentox" wood preservative, and all the metal parts involved were done with "Tremclad". All the frame or underside body metal was then lightly smeared with waterproofing grease.

The finishing of the wheel arches and final assembly of the floor still has to be done at the time of writing, and I still have no leads to the engine for the car. Does anyone know of a "Seven" engine? If so, please let me know.

RESTORATIONS

Harry Sherry operates a custom body shop in Warsaw, Ontario. On unusually meticulous, capable craftsman, he specializes in building or rebuilding cars to a very high standard. He is planning to come to Montreal to estimate the work needed to make the Jockel/Marshall PI Rolls Royce a show car. While here he has agreed to address the Club at our February 3, 1978 monthly meeting at the R.St.L.Y.C. in Dorval, and describe how he goes about getting materials, such as leather or the trouble in getting good chrome, and the countless hours required to build prize winning cars.

Harry is a very approachable, articulate person who loves rebuilding cars to the highest standards, and who is prepared to share his knowledge with us.

While in Montreal he will stay with Phil Chartrand. Incidentally, Harry did the body work and repainting of Phil's Rolls Royce.

Anyone who is interested in getting estimates while Harry is here should contact Phil Chartrand who can explain in general the type work he does and his rates. However, to all of us this is an opportunity to learn from one of the best rebuilders in North America.

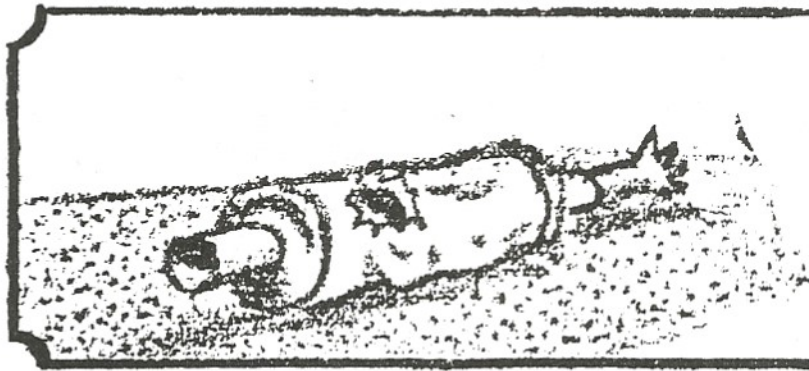
So come one, come all to the February monthly meeting!



Austin gradually taking shape
How does a 6ft. editor fit in
one of these things!



New flooring using original trans-
mission tunnel note ash side-
members.



Back Fires

FROM A RELIABLE EXHAUST

BY *Phillip Alvis*

The last few weeks have been fruitful car-wise for me - I finally received my Singer parts from England which included a tachometer and its related drive gear and an original dashboard centre piece for the instrument cluster...I never thought I'd find the parts!

The Austin is coming along well though I'm really stuck for an engine, and the old Fiat trucks on except that it shed its exhaust system on a downshift while I was driving along the 2 & 20. Speedy Muffler wanted thirty two dollars to replace the main pipe and first muffler which they said was rusting out. That was an out and out lie and I don't mind saying so! The pipe had actually fractured at the joint where it goes up over the rear axle and connects to a short pipe which is part of the muffler. With the exception of the broken joint, the pipes and both the resonator and muffler were in perfect shape. To add insult to injury, they didn't even have the pipe they wanted to sell me in stock! So I went to Canadian Tire and bought a piece of the correct bore pipe and two clamps and connected it up over the broken joint like a sleeve. Total cost: two dollars and eighty-two cents - and no cigar for Speedy!

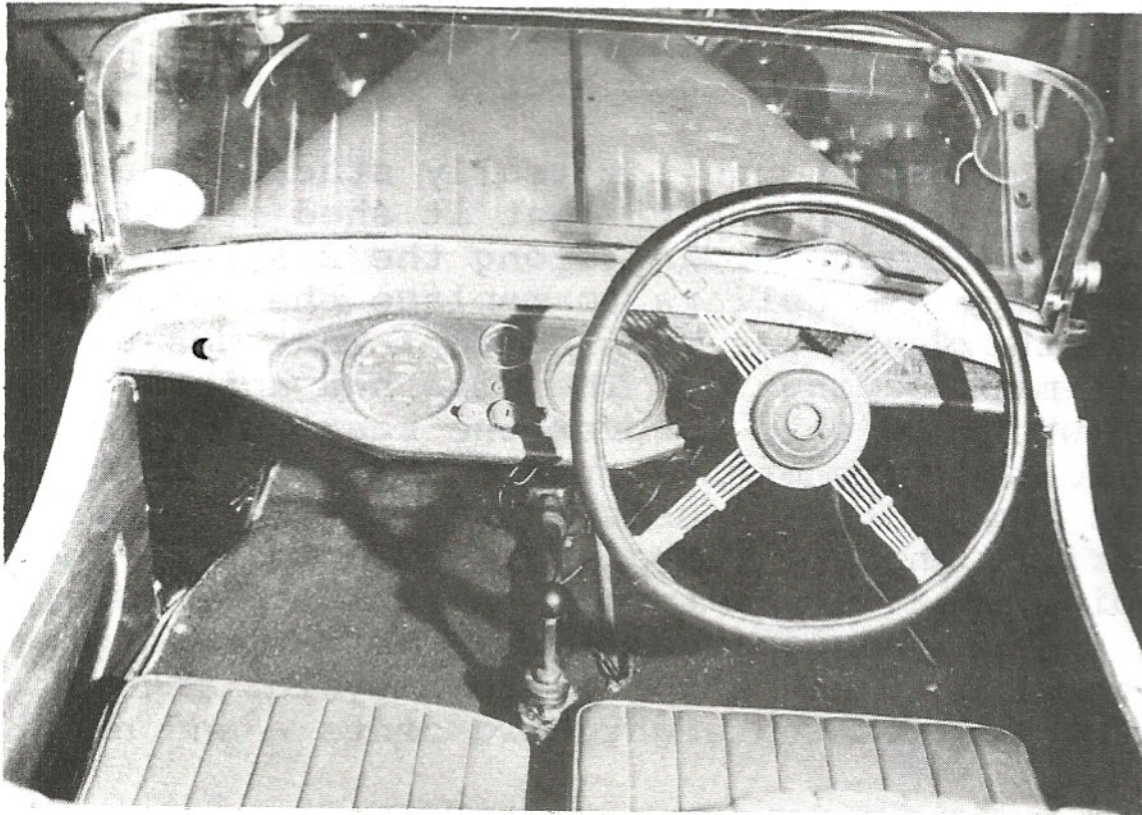
A little while ago a friend of mine brought an add to my attention for a 1962 Riley One Point Five that he was interested in buying. So we went to have a look at it. Well, IT turned out to be THEM as there were two cars and hundreds of spares plus a complete set of manuals and parts books. Also at the same place was an Alvis TA drophead and an Alvis TC Grey Lady which were for sale but needed a bit of work.

I liked the Alvis but as it was obviously beyond my price range we studied the two Rileys. I became quite interested in these cute little cars, which to my reckoning were earlier than '62, and found that though the running example was rough, it could easily be rebuilt, and the other car that was being used as a source of spares could also be put back into running order. The result? My friend and I split the deal - one car each for seventy-five dollars each including two spare engines, numerous body spares, and hundreds of mechanical spares as well.

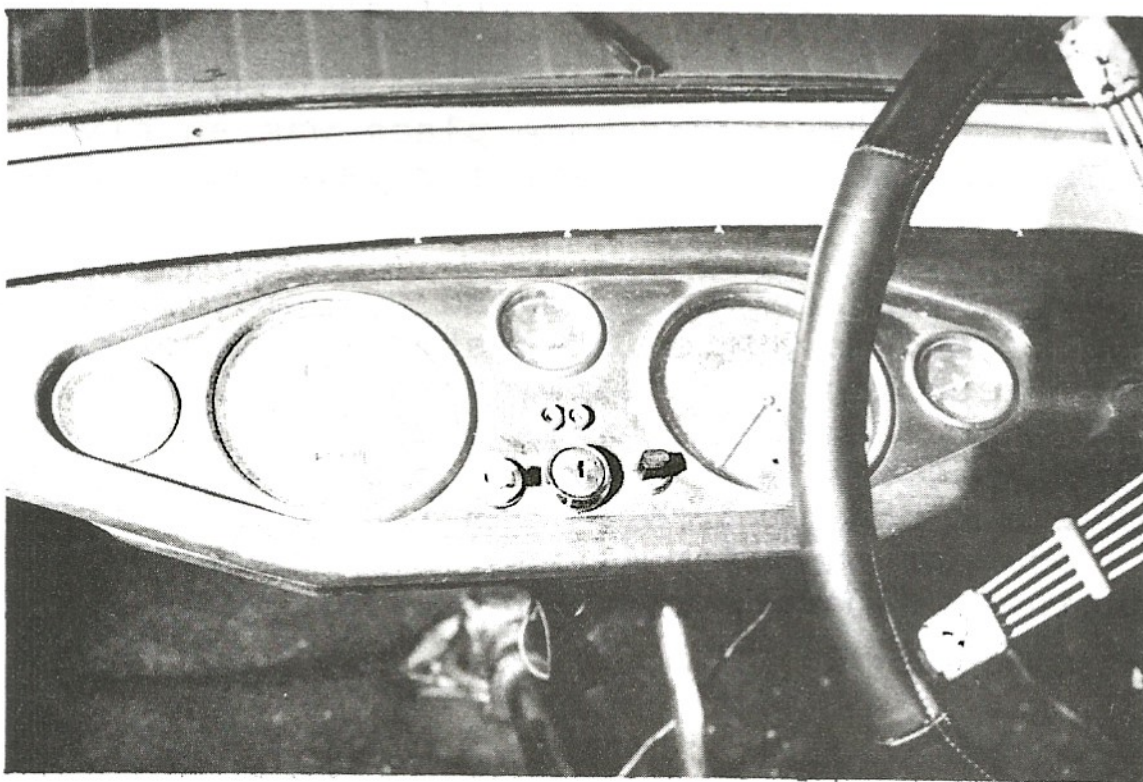
These Rileys are eligible for our club, which my friend wants to join, as the design originated in 1957, and I estimate these particular ones to be circa 1959. Both cars have wood dashboards in burl walnut as are the door cappings, leather interiors, and full instrumentation including a tachometer. The drive train is virtually MG A, or if you like, B.M.C.'s old faithful "B" series engine and gearbox, though the box has special Riley ratios. More on it next time after I've picked the car up and examined it. Anyone for Riley Ramblings?

CHEERS!

Phillip

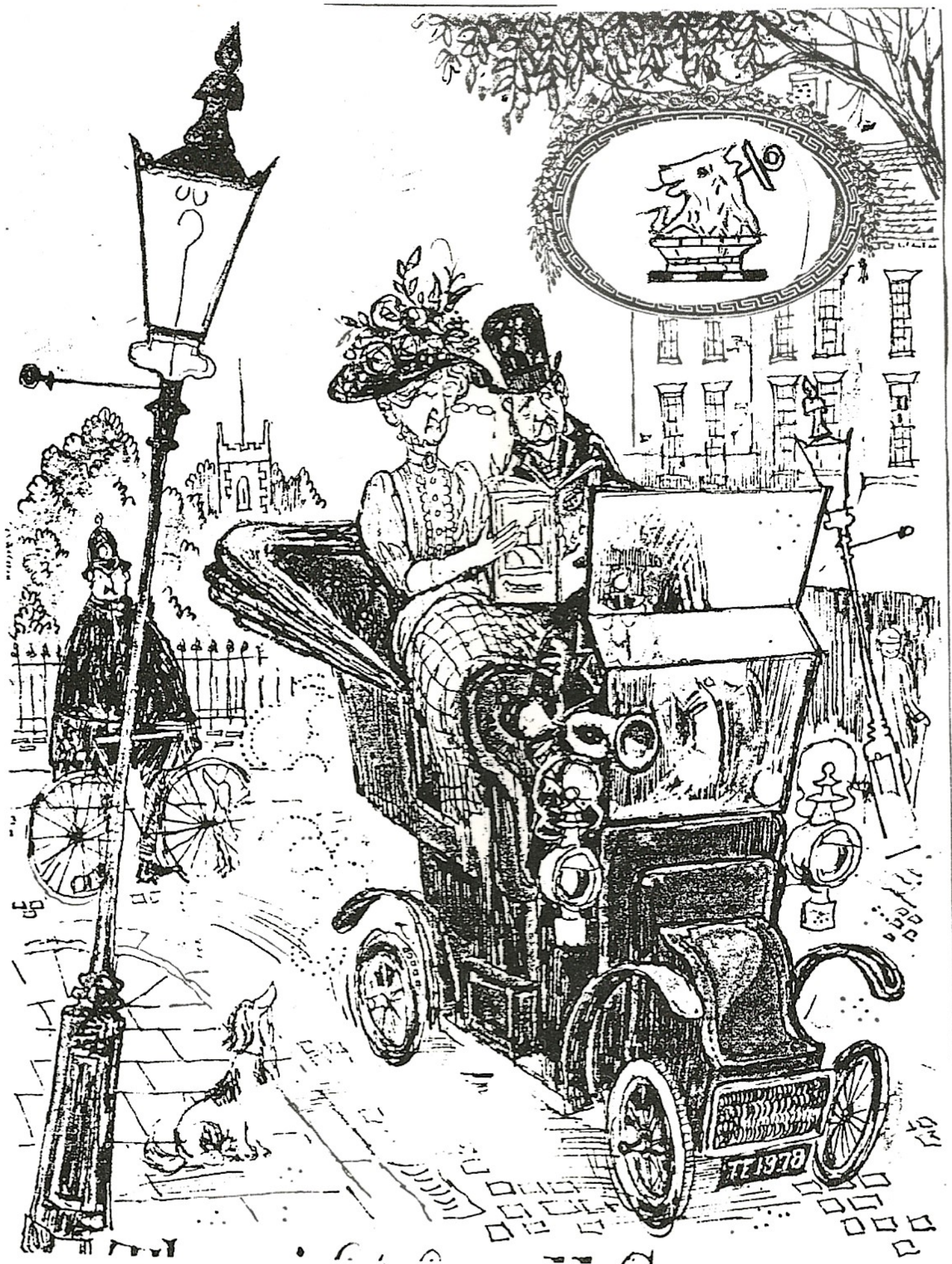


LEFT: The Editors Singer dashboard as it should be and as it will be now that he has the proper parts.



LEFT: Close up of a 1934 Singer dash. This car belongs to Jack Mckercher of Ottawa, ont.

The LAST word!



Portrait of my uncle Tollmach and aunt Dora. Uncle held somewhat unusual theories on C.G. in his day, and auntie was quite well known at the Chiswick Empire, back row centre. She had a rather charming nickname, to wit "tight drawers Dora". When I was a child I remember that the chauffeur was always known in the family as "Constipated Charlie" and it was rumoured that he drank his bath-water, pulled wings off butterflies, put straws up frogs' backsides, and did rather beastly things to little girls. Before starting the car he always insisted upon priming with Johnny Walker Black Label which was brought to him by the second footman on a silver tray.