

# AUTOSIASTE

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Leonetto Cappiello 1875-1942

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L' AUTOSIASTE

PRODUCED BY PHILLIP AVIS AND STEVEN ANDREWS



VOL. 4

NO 5

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# RAMBLINGS

*This issue I turn my spot over to our acting president Hugh Jockel . . . . .*

I want to take this opportunity, on behalf of all your Directors, of thanking those many members of our V.E.A.E./E.V.A.E., their wives, and friends, for the assistance which they gave to the Salon Committee in the carrying out of what we have good reason to believe was the first Vintage European Motor Salon to be held in Canada. A special thanks goes out to the owners whose cars at the Salon gave it an atmosphere reminiscent of London and Paris shows of years gone by, when motor cars could be distinguished not just by their radiator badges but by their graceful design, perhaps by their uniqueness, certainly by their mechanical excellence. The members whose sales efforts made possible a valuable financial contribution to the causes which motivated the Salon's conception, deserve a very special mention for their important contribution in time and effort. Thanks also are due to the Westmount Y.M.C.A. for that organisations assistance in numerous ways relating to items which were somewhat out of our field. The commercial supporters and private individuals who, even if they could not be present at the Sponsors' Night, lent their financial support, as did the firms who showed their wares at the display area, must be thanked without reservation. Finally, as your Acting President, I want to say a most hearty "Thank you" to the other members of the Salon Committee and its associates for the unstinting use of their time and energies in organizing and executing the most successful Salon of its type ever to be held in Canada. If we are to hold another at some future date, your Club could not do much better but with this experience behind it, perhaps it could be just that little bit closer to perfect, say 99.5 points?



HUGH JOCKEL

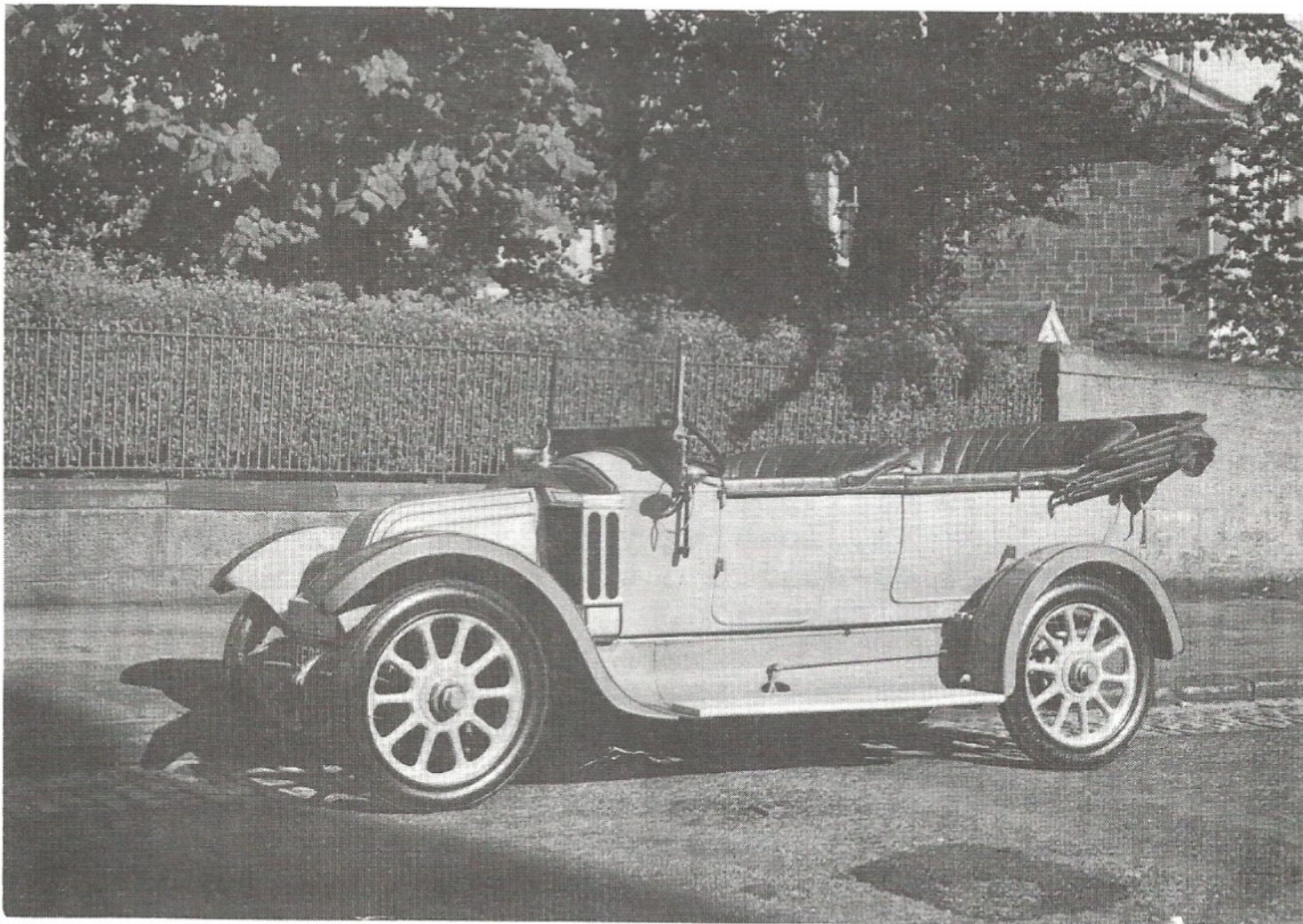
# LETTERS



Phil,

You might find the enclosed useful for a quiz in the magazine. I bet 90% of the readers will say Renault. I can remember when a little boy was riding in an identical car to this one, same colour too! I will offer a small book prize for the first correct answer, which must give the make and the date of the car.

Regards,  
Ed Richardson





# PARTICIPATION IN PRACTICAL ACTIVITIES

by BOB TAYLER

And the sun sets on another season's vintage motoring. I hope everyone who took part enjoyed the events which were organised, both of the social and sporting variety. I know some of you may be complaining about the cancellation of some events, however as Director of Activities I do not feel a need for apologies. Those we dropped were as a result of lack of suitable venue or organisational effort, however judging from the attendance you seemed to enjoy the events we held.

An area which perhaps deserves criticism has been our communication with the membership at large. Sorry if we were unable to contact you before any of the events but I promise this will improve, especially now the magazine is back on a regular schedule. I must point out however that we are hampered when you move without telling us.

**IF YOU MOVE OR CHANGE TELEPHONE NUMBER NOTIFY THE MEMBERSHIP DIRECTOR!**

## Le Premier Salon de l'EVEA

I have to confess that there were moments when I thought we would never get it off the ground, however now it is all over I look back on it as a substantial success. Monetarily the results were modest (refer to Hon. Treas.), however I do not believe the club has ever obtained such enthusiastic support from as large a number of the membership. To all those who helped, whether it was by selling sponsors tickets, loaning your car, manning the battle lines or whatever, as co-chairman of the exhibition committee I thank you for your participation.

Apart from the committee members, all of whom gave overwhelmingly of their time and effort, special mention must be made of Dirk Schmekel and his wife who in addition to supporting half the exhibition with Dirk's sponsors ticket sales, could both be found still trailering cars at 3.00 am after the end of the show. Also Phoebe Chartrand and Billye Jockel who manned (personned?) the front desk for hours collecting money with great perserverance. The many others I hope will forgive me for not mentioning them them personally. Their efforts were much appreciated.

Well done Club! I for one thought it worthwhile just to get such a collection together.

## ACTIVITIES CONT.

### Concours d'Elegance

Because of the workload, your committee belatedly decided to hold the concours at the same time as the 'Salon'. To have arranged getting the cars together again soon after the show we decided was just not practical. However for safety reasons we could neither run the engines nor operate the electrical systems so a full blown 'Concours' was just not possible. For that matter ~~xxx~~ all the club's possible 'Concours' cars were not even going to be present. Hugh Jockel, being elected 'Judge in Chief' decided therefore to "Fudge it up a bit", by adding a factor based on a layman's point of view. That is to say he looked at each car as would any one of our exhibition visitors with none of the purists bias for originality etc., adding or subtracting a percentage based simply on the cars overall impression. Weird did I hear you say? Hugh called it interesting!

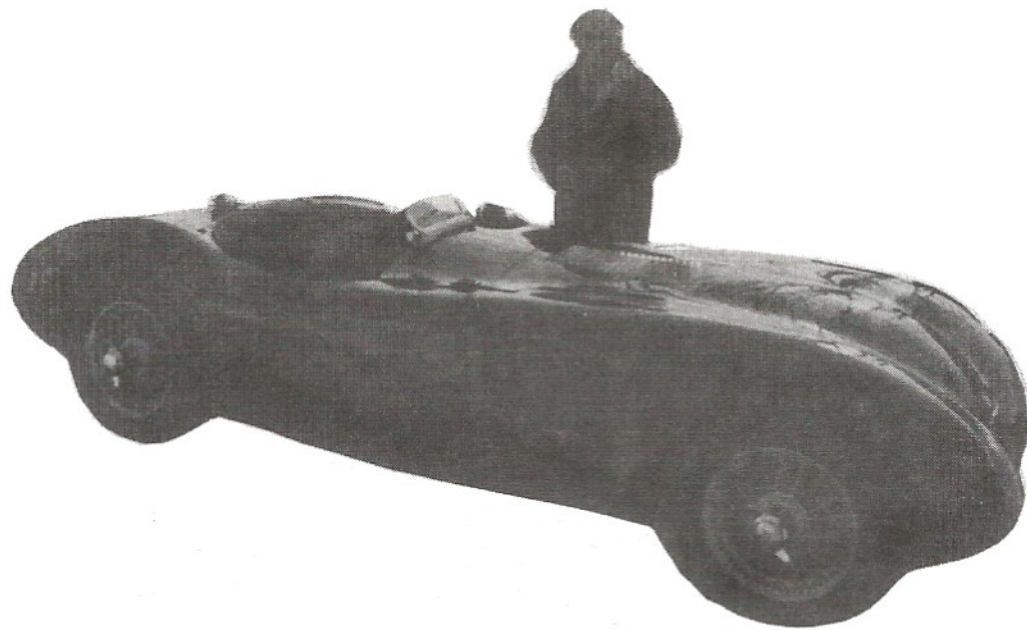
Much to Peter Sonnenberg's delight, his Austin-Healey 3000 came out on top, while Denis Gauthier, who had actually done the restoration, was ecstatic. Phil Chartrand's Lagonda was not eligible as it won last year, so #2 was the gorgeous BMW 507 of Jim Roman. This car is in fantastic shape as anyone who saw it will know, in fact the only point it lost in the judging was for some gasoline in the carburettor drip tray! It will be a formidable contender next time we have a full 'Concours'.

The full results are elsewhere, tabulated with the results of the popularity poll taken at the show. Interesting to note that here again there were only 6 votes between the BMW and the winning Lagonda. You will note there are no votes for car 9. Since I was counting the votes it was quite clear to me they were all 6's! Guess who voted for #17 (In joke eh Phoebe!).

### Car for Sale

I have come across a most unusual example of a British 1960 Ford Zodiac (LHD). It is in the most remarkable condition and has only 42,000 on the clock. The paint is original and overall the car looks about two (English) years old. I understand the owner is looking for \$3-4,000. Fully eligible for the club! If anyone is interested give me a call (481-4475).

Enough of this drivel. Keep December 2nd available for our Christmas Evening, location to be advised. ⊕



1953 *Jaguar*

**XK 120 C**

ED RICHARDSON

Now, an old man's approach to and reactions from driving this great car are naturally somewhat different from those of a Boy-Racer, the quick buck temporary owner or the man whose car or cars never leave the garage. An old man's observations are more valid, more discerning and discriminating, for his motoring and indeed all experience, both vertical and horizontal cover more years than they have lived and there is no true substitute for actual experience, be it for peace or war. Yes, I know Shakespeare rightly said through his Henry V, "old men forget..." but strangely enough most seem to remember the cars and women they loved in their youth and prime just as Agincourt was remembered all those centuries ago.

To one who is a self confessed sentimentalist and romantic, this car can be considered analogous to a mature, highly bred woman of sensibility and exquisite aspect, with man's talents both physical and intellectual, not with a little jean clad, T-shirted, superficially pretty "chick". Such cars are not for the loutish and inexperienced fumbblings of the immature. One should not enter into a relationship with the kind of cars and women I am discussing, like a bull in a china shop, it should be very much a case of "Festina Lente". There are a number of reasons for this, not least of which is that by stressing the "Lente" one as it more distills and savours the euphoria and both the woman and the car are so much better for it and the whole thing winds up as a kind of mutually beneficent and sophisticated art form. I am still in the wonderful learning stage of this affair and like a good book I wish to prolong the sensuality and sublimity of the learning process. To me, the car is sensationally beautiful, it's curves seem carved by the wind instead of the laws of mathematical aerodynamics. When one has reached my age, one has of course bathed several lovely girls and women... I bathed the Jaguar recently and I fear that the girls and women must take second place, and unlike the females, my car becomes more beautiful and valuable as she grows older!

This is not a car in which to fiddle around Montreal; it is intractable at low speeds; in short it is a sports racing car, a car capable of winning at Lemans in 1951 and 1953 against such opposition as 4½ litre Talbots, 4.1 litre Ferraris, 5.4 litre Cunninghams, five Aston Martins, 3.8 litre Healeys and in 1953 winning by a clear 67 miles! In 1952 if the 1951 cars had been left alone they would almost certainly have beaten Mercedes without a shadow of a doubt, the car was and is supreme, sublime, a legend in its own time.





Having had the honour and pleasure of flying a Hawker Fury bi-plane fighter many years ago, I find that whenever I climb into the Jag, that day in 1936 flashes before me, perhaps because the construction of the fighters fuselage and the car are very similar or perhaps just because I am a nostalgic old goat. Even today I think one can still apply the adjective startling to the performance both off the line and on the road. Reiterating what I said before about "Festina Lente" the highest speed I have seen to date is but 110 MPH and reverting to my analogy regarding lovely women, rushing things is not the "modus operandi", for instance, if you ram your foot down at low speed in any gear she will hesitate and fluff as those who saw my rather feeble efforts in the slalom may remember. No, she really only comes into her own at speeds away above the legal limit. When there is plenty of throttle and revs, then the flow through the Webers sorts itself out and the accelerator can be mashed and the incredible surge from 100 MPH just has to be experienced and like a properly stimulated woman she will scream and cry out for more, as the realm of euphoria and ecstasy is entered, bells will be ringing and lights flashing!

To sum up driving the old wagon in a sentence, it would say that it is about as much fun as you can have in the daytime with people watching! On wide throttles she is very loud and one keeps a wary eye for Les Gendarmes, but what a noise! You can have your high pitched Cosworth and Ferrari screams and Boy-Racer cacophonys. Give me the bellow of a good straight six! Finally, what goes fast also has to stop. The brakes are superb but one has to remember they have no servo assistance of any kind. Like every Jaguar I have known the handbrake is almost useless.

So in conclusion, let me salute a car that was one of but forty-three, that was a legend in its own time and will live in glory forever.

Thank-you Sir William for a truly great motorcar and thank-you "Big She-Cat" for the magic that can turn back the clock and make an old man feel almost young again!

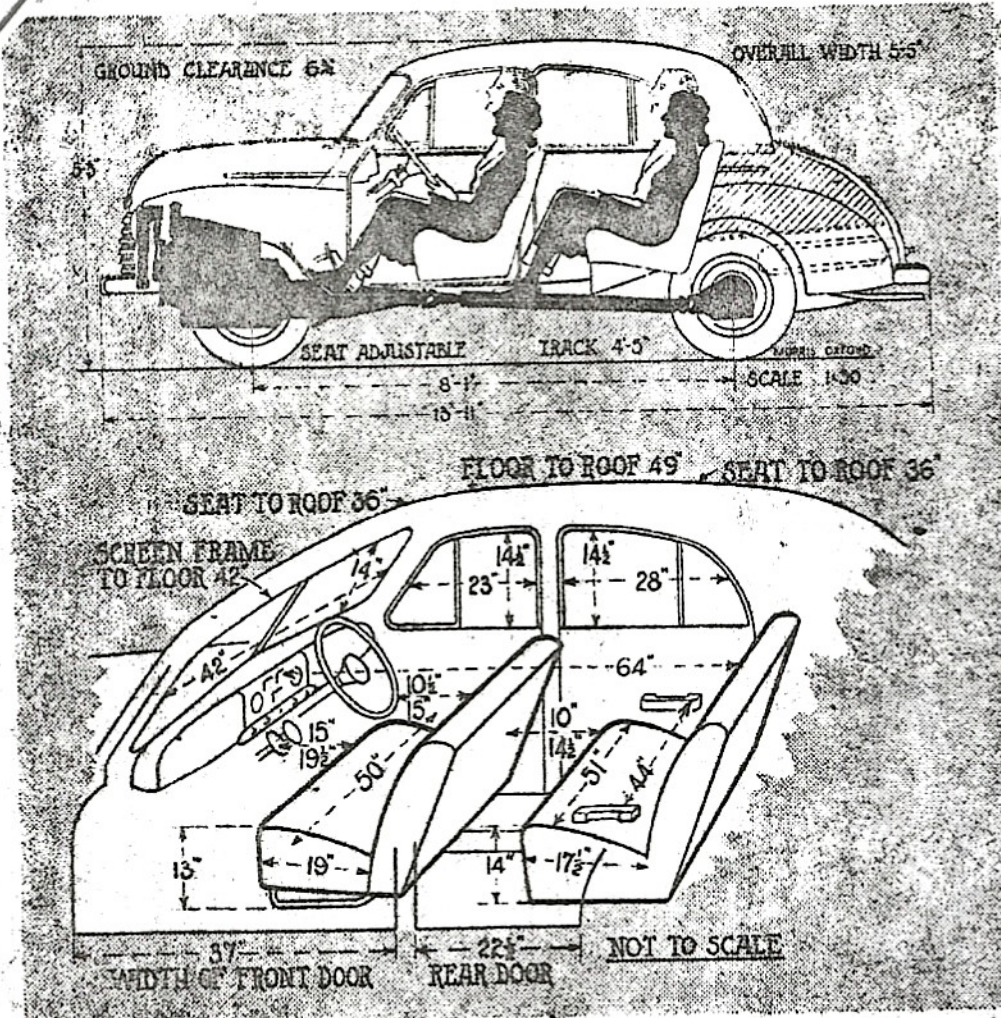
But finally I must bow before "The Last Enemy" and conclude upon a note of reality with "Sic Transit Gloria Mundi" 🍀

### SLALOM RESULTS

DRIVER	AUTOMOBILE	CLASS	RUN NOS.		
			( 1	- 2	- 3 )
1. P. Avis	A.H. 100/6	1	1.34.3		
2. P. Bigney	A.H. 100/6	1			
3. R. Hemmi	T.R. 3	1	1.18.1	1.09.1	1.07.0
4. B. Israel	Austin Seven	2	1.25.3	1.21.2	1.27.9
5. H. Jockel	Triumph 2000	2	1.47.9	1.32.5	1.30.5
6. B. Marshall	Jaguar X.K. 140	1	1.18.5	1.08.1	1.07.3
7. E. Richardson	Jaguar C Type	1		1.14.0	
8. J. McFall	Sunbeam Alpine	2	2.06.8	1.37.7	1.28.3
9. D. Scmekel	M.B. 350	1	1.18.9		
10. J. Roman	B.M.W. 507	1	1.25.1	1.16.0	1.14.7
11. B. Tayler	Singer Le Mans	2	1.16.1	1.16.0	1.15.0
12. B. Kaluaratchi	Aston Martin	1	1.25.1	1.08.7	1.06.1
13. P. Sonnenberg	A.H. 3000	1	1.18.0	1.10.3	1.07.3
14. P. Brandt	M.B. 280 S.L.	1	1.29.7	1.11.4	

**IN PROFILE**

**Dimensions and Seating**



**In Brief**  
 Price £448 plus purchase tax £250 7s. 9d.  
 equal £698 7s. 9d.  
 Capacity 1,476 c.c.  
 Unladen kerb weight 20 1/2 cwt.  
 Fuel consumption 25.7 m.p.g.  
 Maximum speed 67.3 m.p.h.  
 Maximum speed on 1 in 20 gradient 50 m.p.h.  
 Maximum top gear gradient 1 in 12.5  
 Acceleration:  
 10-30 m.p.h. in top 12.6 secs.  
 0-50 m.p.h. through gears 21.4 secs.  
 Gearing 15.2 m.p.h. in top at 1,000 r.p.m. 66.5 m.p.h. at 2,500 ft. per min. piston speed.

**Specification**

**Engine**  
 Cylinders 4  
 Bore 72.5 mm.  
 Stroke 87 mm.  
 Cubic Capacity 1,476 c.c.  
 Piston area 24.3 sq. in.  
 Valves 8  
 Compression ratio 6.9/1  
 Max. power 40 b.h.p. at 2,500 r.p.m.  
 Piston speed at max. b.h.p. 1,390 ft. per min.  
 Carburettor S.U. horizontal type H2 (1 1/2 in.)  
 Ignition 12-volt Lucas coil  
 Sparking plugs 14 mm. Champion L50  
 Fuel pump S.U. Electrical  
 Oil filter Tecalomit or Purolator by-pass and flooding oil pump intake

**Transmission**  
 Clutch Borg & Beck 7 1/2 in. s.d.p.  
 Top gear (s/m) 4.875  
 3rd gear (s/m) 7.342  
 2nd gear (s/m) 10.98  
 1st gear 18.56  
 Propeller shaft Hardy Spicer, open  
 Final drive 8/39 Hypoid bevel, semi-floating

**Chassis**  
 Brakes Lockheed hydraulic, 2 i.n. on front  
 Brake drum diameter 8 in.  
 Friction lining area 88 sq. in.  
 Suspension  
 Front Torsion bar and wishbone T.F.S.  
 Rear Semi-elliptic  
 Shock absorbers  
 Front Armstrong or Girling  
 Rear Woodhead-Monroe or Girling, telescopic  
 Tyres Dunlop 5.50 x 15

**Steering**  
 Steering gear Rack and pinion  
 Turning circle Left 38 ft., right 34 ft.  
 Turns of steering wheel, lock to lock

**Performance factors (at laden weight as tested)**  
 Piston area, sq. in. per ton 21.7  
 Brake lining area, sq. in. per ton 23  
 Specific displacement, litres per ton mile 2,400  
 Fully described in "The Motor," October 27th, 1948

**Test Conditions**

Cold, showery weather (dry during brake tests), strong wind, smooth tarmac surface. Pool petrol.

**Test Data**

**ACCELERATION TIMES on Two Upper Ratios**

	Top	3rd.
10-30 m.p.h.	12.6 secs.	7.9 secs.
20-40 m.p.h.	13.6 secs.	9.7 secs.
30-50 m.p.h.	17.5 secs.	15.7 secs.
40-60 m.p.h.	26.3 secs.	—

**ACCELERATION TIMES Through Gears**

0-30 m.p.h.	7.2 secs.
0-40 m.p.h.	12.5 secs.
0-50 m.p.h.	21.4 secs.
0-60 m.p.h.	38.9 secs.
Standing Quarter Mile	24.7 secs.

**MAXIMUM SPEEDS**

Flying Quarter Mile	
Mean of four opposite runs	67.3 m.p.h.
Best time equals	70.9 m.p.h.
Speed in Gears	
Max. speed in 3rd gear	52 m.p.h.
Max. speed in 2nd gear	37 m.p.h.

**FUEL CONSUMPTION**

39.0 m.p.g. at constant 20 m.p.h.
37.5 m.p.g. at constant 30 m.p.h.
33.0 m.p.g. at constant 40 m.p.h.
27.0 m.p.g. at constant 50 m.p.h.
22.0 m.p.g. at constant 60 m.p.h.
Overall consumption for 313 1/2 miles, 12.2 gallons, = 25.7 m.p.g.

**WEIGHT**

Unladen kerb weight	20 1/2 cwt.
Front/rear weight distribution	57/43
Weight laden as tested	24 1/2 cwt.

**INSTRUMENTS**

Speedometer at 30 m.p.h.	7% fast
Speedometer at 60 m.p.h.	3% fast
Distance recorder	Accurate

**HILL CLIMBING (at steady speeds)**

Max. top gear speed on 1 in 20	50 m.p.h.
Max. top gear speed on 1 in 15	40 m.p.h.
Max. gradient on top gear	1 in 12.5 (Tapley 180 lb./ton)
Max. gradient on 3rd gear	1 in 8.0 (Tapley 275 lb./ton)
Max. gradient on 2nd gear	1 in 6.2 (Tapley 355 lb./ton)

**BRAKES at 30 m.p.h.**

0.93 g retardation (=32 1/2 ft. stopping distance) with 150 lb. pedal pressure
0.80 g retardation (=37 1/2 ft. stopping distance) with 100 lb. pedal pressure
0.64 g retardation (=47 ft. stopping distance) with 75 lb. pedal pressure
0.42 g retardation (=72 ft. stopping distance) with 50 lb. pedal pressure

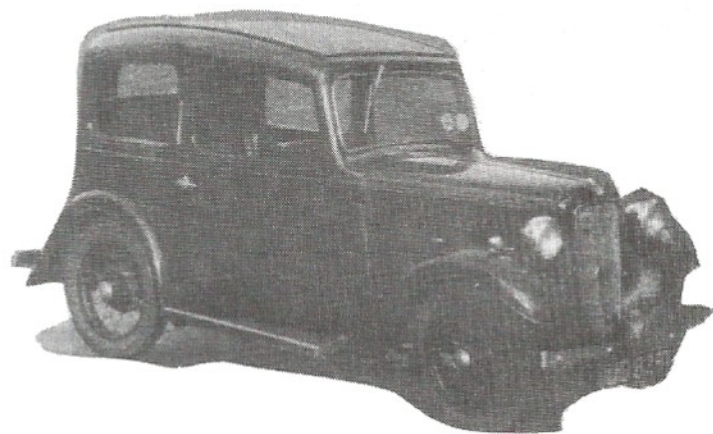
**Maintenance**

Fuel tank: 9 gallons. Sump: 9 pints, S.A.E. 30. Gearbox: 2 pints, S.A.E. 90 E.P. gear oil. Rear axle: 2 pints, S.A.E. 90 hypoid oil. Steering gear: S.A.E. 90 E.P. gear oil. Radiator: 16 1/2 pints (2 drain taps). Chassis lubrication: By grease gun every 500 miles to 10 points. Ignition timing: Approx. T.D.C. static (set on road). Spark plug gap: 0.018-0.022 in. Contact breaker gap: 0.010-0.012 in. Valve timing: I.O., 8° b.t.d.c.; I.C., 52° a.b.d.c.; E.O., 52° b.b.d.c.; E.C., 20° a.t.d.c. Tappet clearances (hot): Inlet and exhaust, 0.015 in. S.U. Carburettor needle: Normal, F.P.; Weak, H.B.; Rich, E.S. Front wheel toe-in: 3/32 in. Camber angle: 0° to + 3°. Castor angle: 3°. King pin inclination: 9°. Tyre pressures: Front, 22 lb., rear, 22-24 lb. according to load. Brake fluid: Lockheed Orange. Battery: Lucas 12-volt, 51 amp-hr. Lamp bulbs: 12 volt. Headlamps, 36/36 watt. Side and number plate lamps, 6 watt. Stop/tail lamp, 24/6 watt. Ref. B/MS/54.

Type: Oxford.

Makers: Morris Motors Ltd., Cowley, Oxford.

Make: Morris.



### PART THREE

# Seven Sojourn

As readers may recall when we left the Seven last episode the body had been gutted, the rust removed, and a new floor cut ready for fitting. Now, months later through the good offices of Bill Israel, the little Ruby has been reunited with its original engine and gearbox which were missing when Hugh Jockel passed the car on to me.

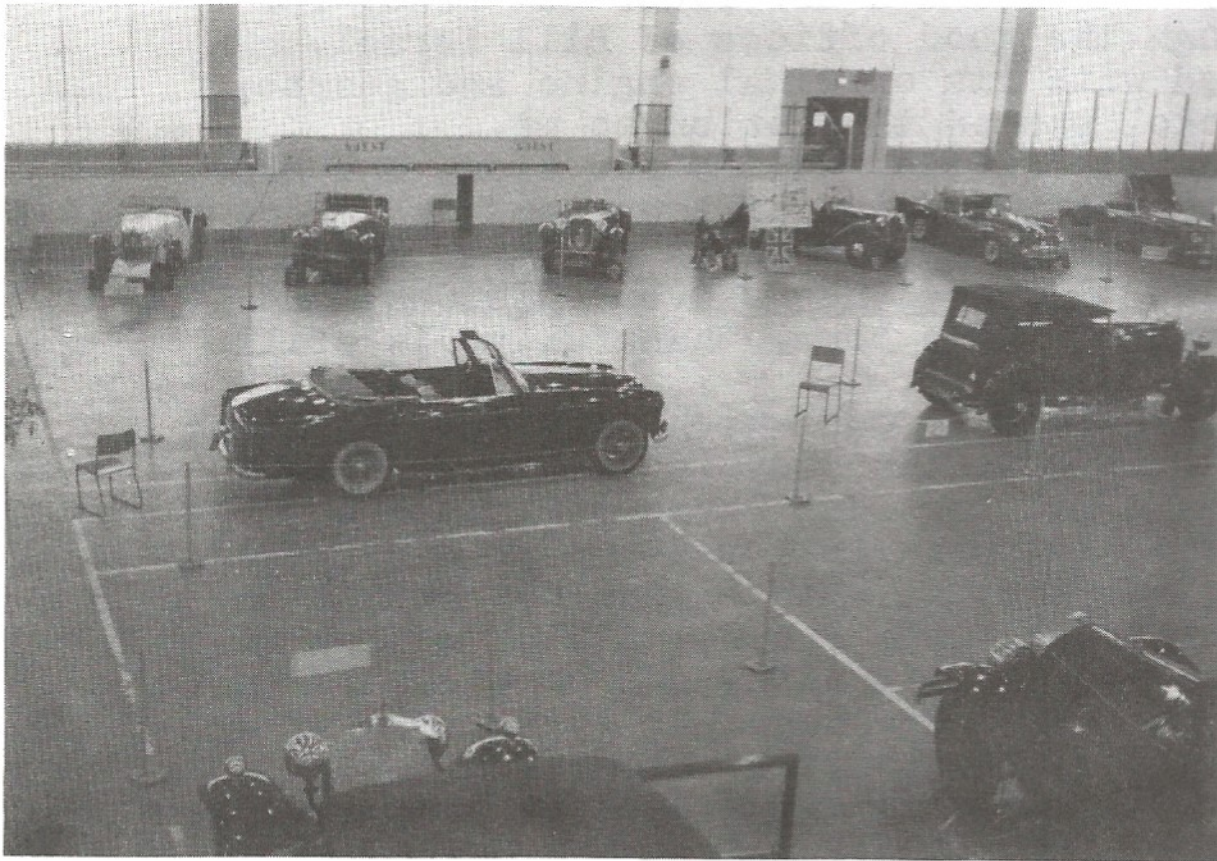
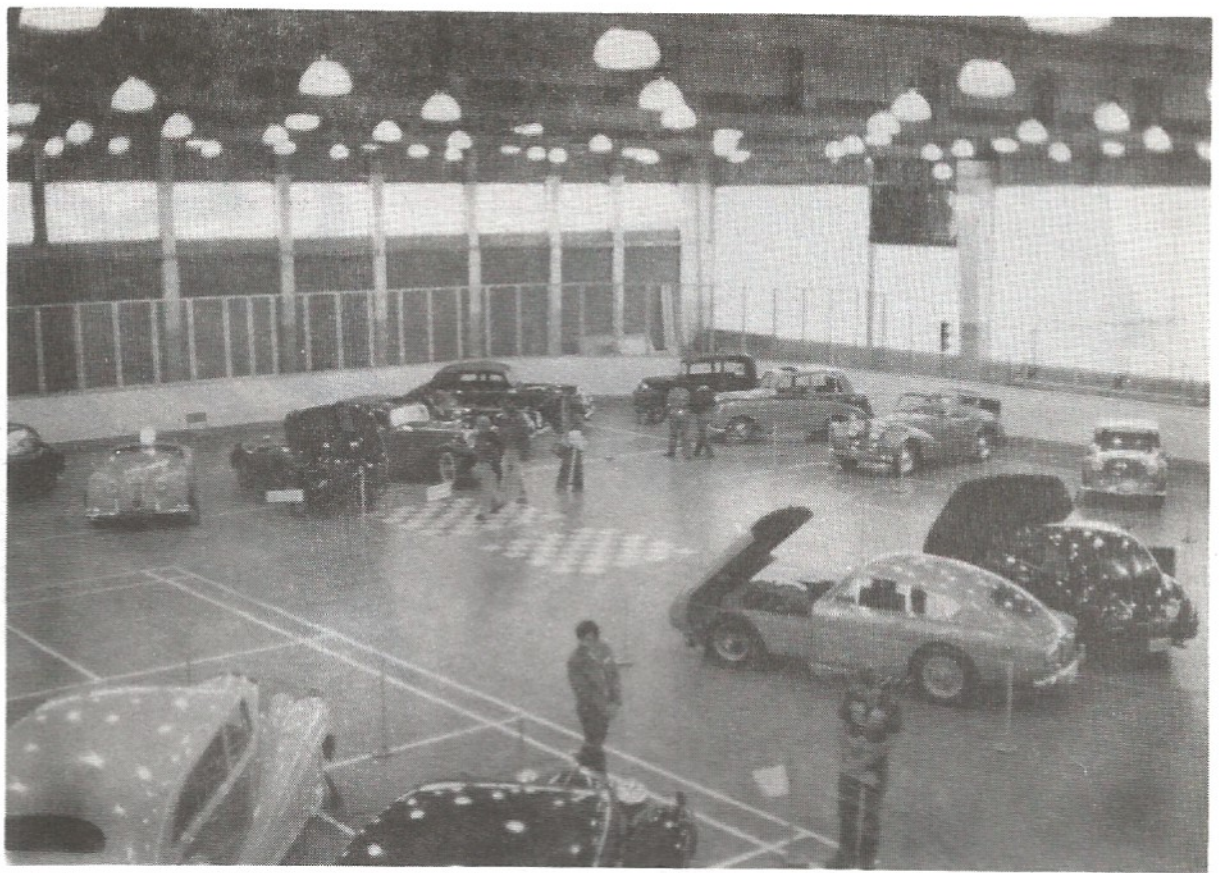
The car was laid up in the late fifties when a rod broke and made its presence known by punching through the side of the aluminum crankcase. Other than this the engine is more or less complete and in reasonable condition. It will need the usual new valves, pistons, and of course the odd new rod and bearings. The bore, thankfully, is still standard.

There are some unusual points to this car which have come to light as I have studied Austin records, to wit: the body is the 1937 style, chassis no. 266177 and incorporates all the last Seven refinements excluding the 8/41 rear axle ratio. Now, the 1937 model year was fitted with the three bearing crank engine starting with engine no. 249001 in June 1936. This car is fitted with four blade fan no. 232939 and by all accounts should be in the earlier body style. All I can conclude is that the two engines were run on the assembly line together to get rid of a surplus of two bearing engines as the 1936 issue of Light Car says, "The ever popular Austin Seven is improved in appearance for 1937 by fully paneled doors and a re shaped rear panel. All Sevens now have a new crankshaft with three bearings to give greater sweetness and power." The chief mechanic at the National Motor Museum in Beaulieu, England confirmed the above when I showed him a picture of the car and he duly sold me a three bearing crank and aluminum crankcase to replace the damaged one now in the car. My car has all the body mods mentioned in the Light Car article, so it seems reasonable to think it is a 1937 model year built in 1936. There is no problem involved in using the three bearing crankcase and crank with the other two bearing bits I have as they are interchangeable.

Other than the engine it seems to make the car look its best, I will need new running boards and rear wings along with two side lights, one headlamp, a fuel gauge, a trafficater, wiper motor, and horn button. Most other pieces are repairable or reviable. The body will be recelused in maroon with black wings and wheels. The interior will be brown with biege headlining and wood grained dash and window moldings.



# *Vintage European Automobile Salon*





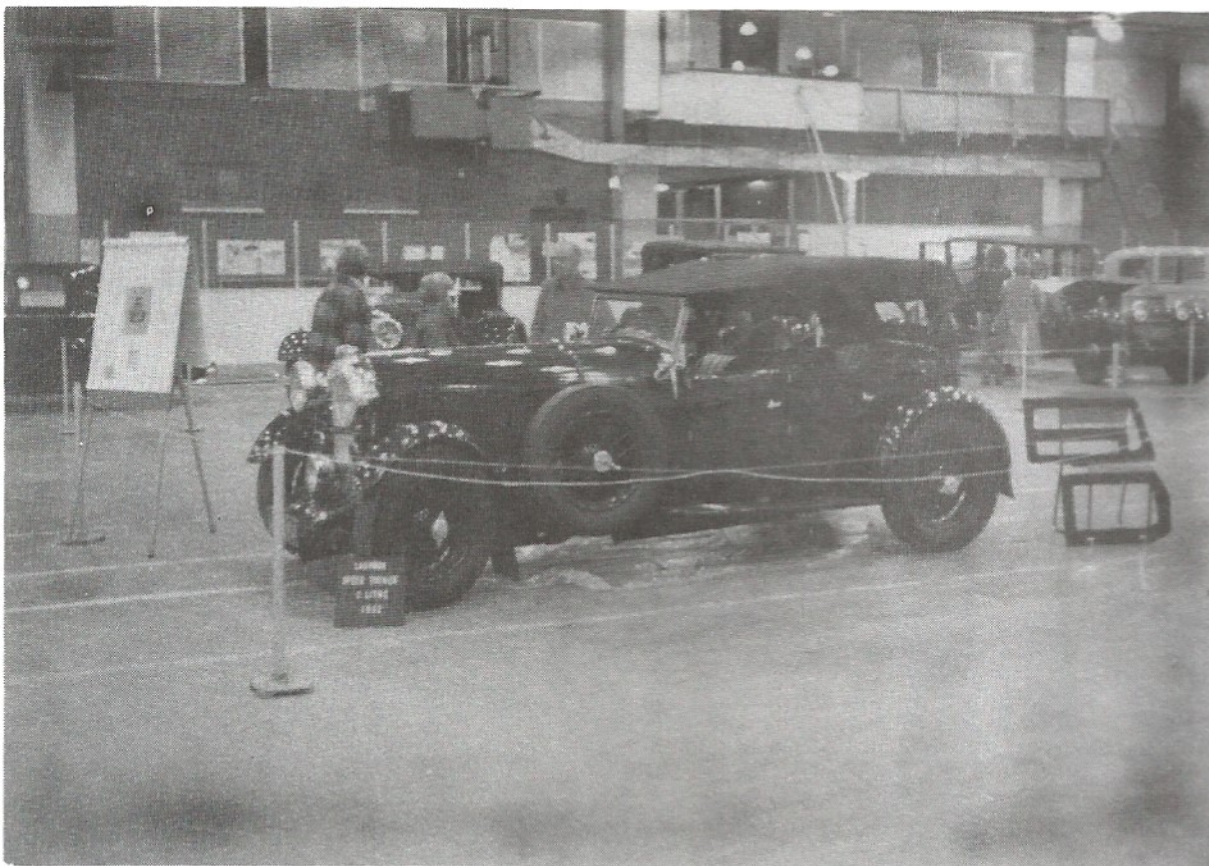
*Salon De  
L'Automobile  
Europeene  
D'Autrefois*



# Salon

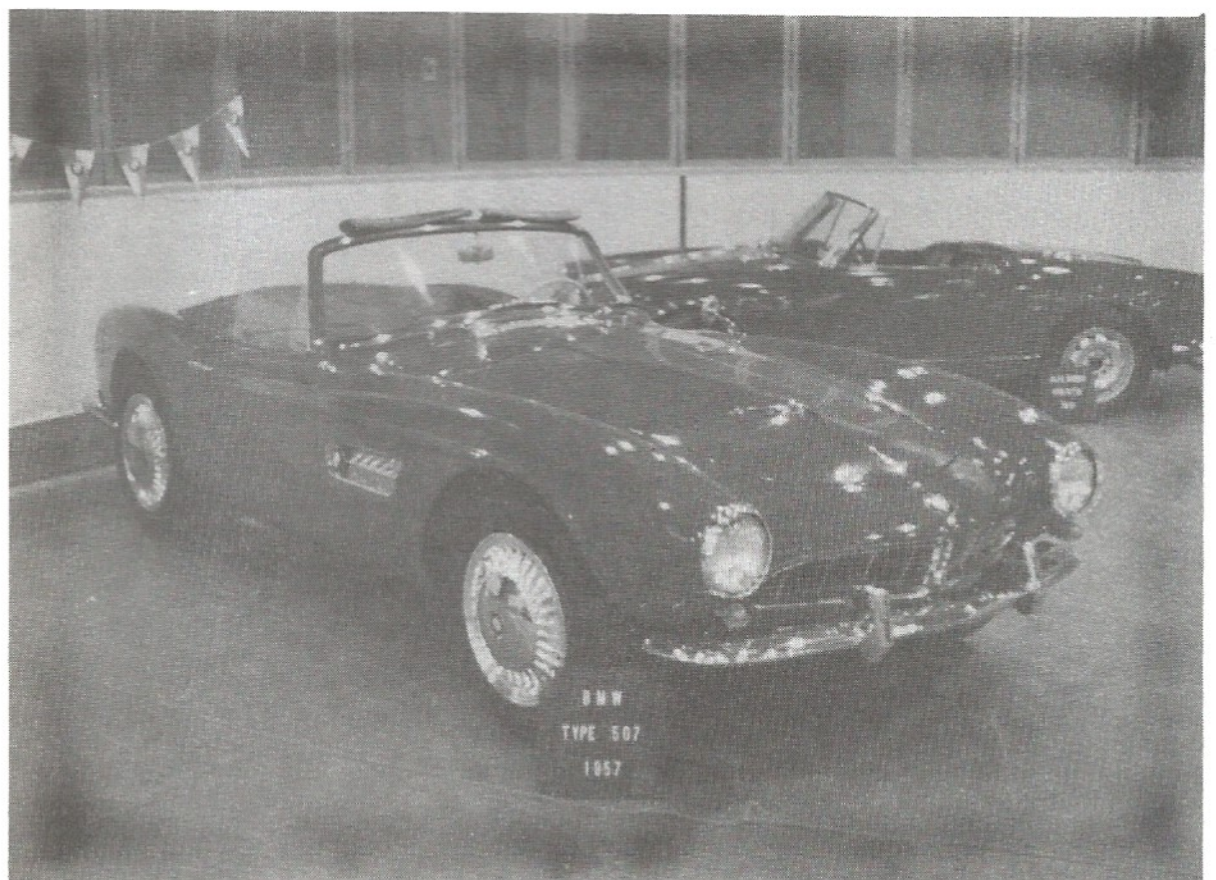
CONT.

PETER SONNENBERG'S  
CONCOURS WINNING  
AUSTIN HEALEY 3000



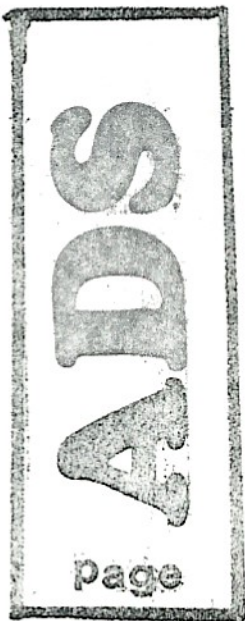
PEOPLES CHOICE...  
PHILL CHARTRAND'S  
LAGONDA TOURER

JAMES ROMAN'S MINT  
B.M.W 507 WHICH IS  
A SURE CONCOURS CON-  
TENDER... BEAUTIFUL!



CONCOURS VOTING AND POINTS

YEAR	AUTOMOBILE	SHOW VOTES	CONCOURS VOTES
1. 1932	Lagonda Tourer	78	386
2. 1957	B.M.W. 507	72	324
3. 1934	Singer Le Mans S.S.	56	318
4. 1932	S.S. 1 Coupe	55	---
5. 1927	Rolls Phantom Laudette	54	286
6. 1934	Bentley 3.5	42	308
7. 1950	Rolls Royce Silver Wraith	40	270
8. 1953	XK 120 C Racer	29	273
9. 1953	M.G. T.D. Midget	20	276
10. 1954	M.G. T.F. Midget	19	254
11. 1927	Rolls Royce 20/25	16	201
12. 1961	Rolls Royce Silver Cloud 1	14	278
13. 1962	Austin Healey 3000	11	298
14. 1935	Rolls Royce Limo	11	272
15. 1947	M G. T C. Midget	11	260
16. 1950	Triumph 2000	10	248
17. 1927	Peugeot Bebe	8	---
18. 1927	Rolls Royce Phantom Tourer	8	---
19. 1955	Facel Vega	7	173
20. 1949	Jaguar X.K. 120	6	232
21. 1961	Damilar S.P. 250	6	231
22. 1959	Aston Martin D.B. 4	6	233
23. 1932	M G J2 Midget	5	308
24. 1935	Austin Seven	5	276
25. 1960	Austin Healey Sprite	5	260
26. 1959	X K. 150 Coupe	5	241
27. 1953	Mercedes 300 Convertable	4	253
28. 1953	Mercedes 300 Limo	4	242
29. 1931	M.G. D Type	3	278
30. 1950	Triumph Mayflower	3	271
31. 1954	Citroen 15 CV	3	240
32. 1954	Singer 4 AD Roadster	2	288
33. 1957	Jaguar X.K. 140	2	278
34. 1959	Triumph T.R. 3	2	276
35. 1953	Aston Martin D.B. 2	2	235
36. 1949	Bentley Mark 6	2	210
37. 1948	Riley 2.5 Litre	1	267
38. 1958	Alfa Romeo	1	239
39. 1959	Alvis T.D. 21 Tourer	1	198
40. 1937	M.G. T.B. Midget	0	290
41. 1958	Austin Healey 100/6	0	253
42. 1958	Aston Martin D B 3	0	203



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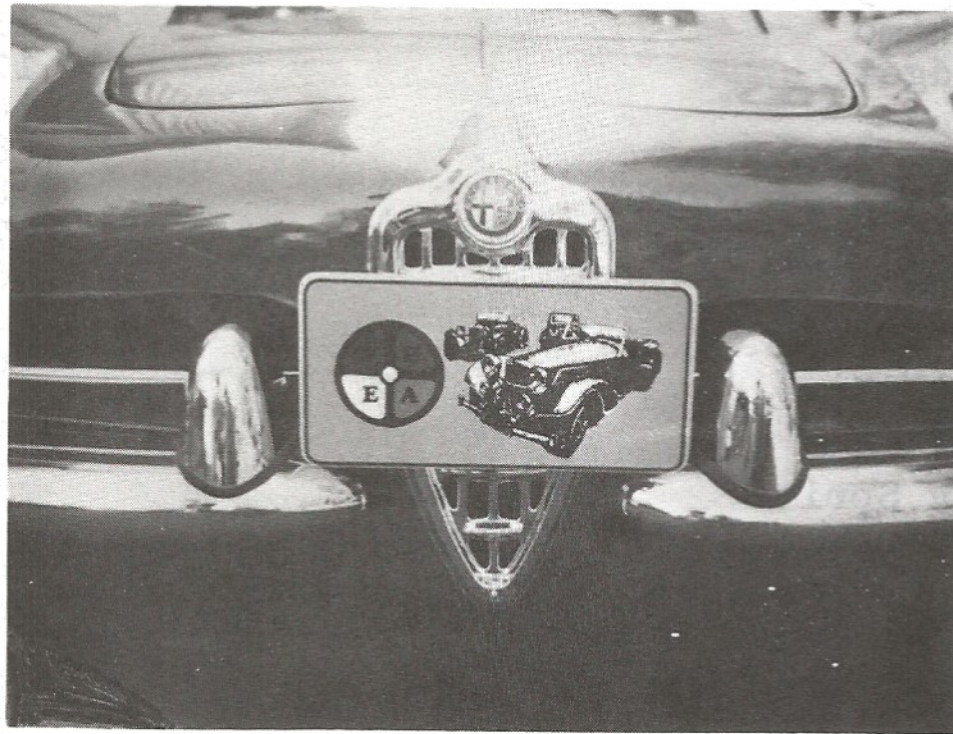
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“Where Customers send their Friends”

# Bumper Crop!



Yes...they're cropping up on bumpers everywhere!  
Our own V.E.A.E. licence plate, full colour silk screened  
plates depicting the vintage cars shown here along with the  
club crest. Order yours today and fly the club colours  
before supplies are bumped off!!!

NOTE: Club restrictions binding the use of the club badges  
do not apply to this licence plate.

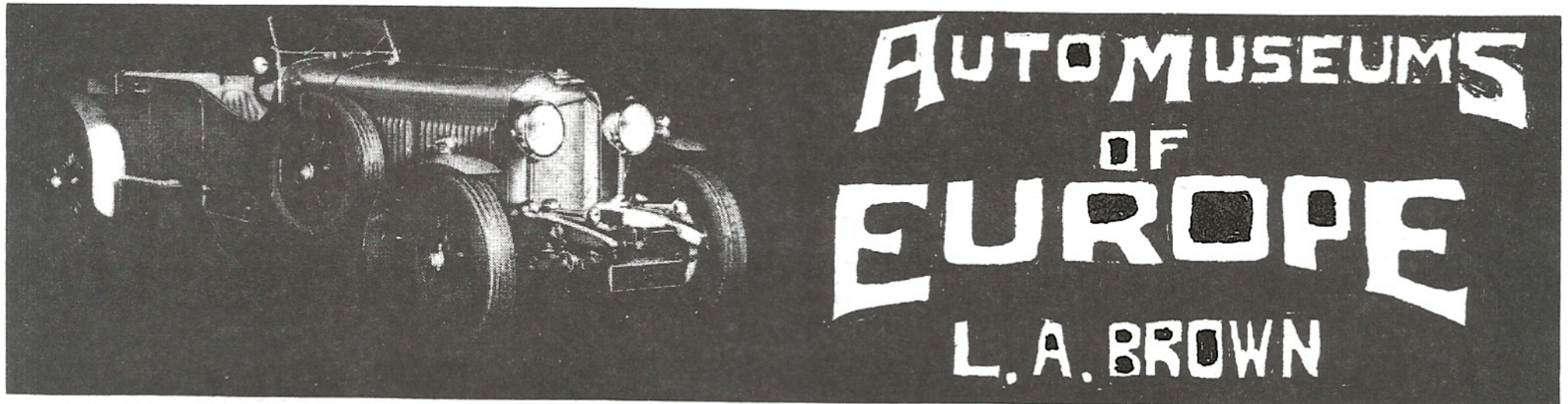
For futher info contact Phil Avis at 4424 King St., Pierrefonds  
or 620-0051.



## Preface

Lloyd A. Brown is Curator of the Craven Collection and Restoration Centre in Toronto. When discussing with him the possibilities of their participating in our exhibition, I also discovered Lloyd is a director of a company he has recently started called Eurautotours. As the name implies, he organizes groups and tours to Europe, specifically to enjoy the pleasures to be found in European restaurants and automobile museums. Thinking this would be of interest to our membership, I asked Lloyd to put something together we could include in our magazine. The following is the first of what I believe will be three articles.

Bob Tayler



In the past three years I have visited most of the major Automobile Museums in Great Britain and Western Europe. This article will be a thumbnail sketch of some that I've surveyed on my busman's holidays.

The most noticeable thing about the European museums is that they have retained much more automotive history than we have on this side of the Atlantic. It would leave one with the feeling that the automobile has always had more respect there than here.

The romance of the automobile was just as important in North America as in Europe, except that the philosophy here was 'use it up' and 'throw it away'. Manufacturers still practice the philosophy of 'built-in' obsolescence today.

One finds museums in the most unexpected places. Buildings that house collections vary from the lowly Quonset to castles high in the hills. Some locations are very difficult to find because signs are almost non-existent. The collections vary too, naturally the manufacturers will display their own marque's history. Others specialize in one country of origin, i.e., French, British, German, makes only. Some prefer American makes, however, it would appear that the European museums collectively have at least full representation of the industry from just about Day One.

In Britain, The National Motor Museum at Beaulieu is the largest, with a cross section of the industry covering race cars, world speed record breaking cars, antiques, classics, some celebrity cars and commercial vehicles. Special exhibits are shown to commemorate milestones in the history. This year it's Ford, the 50th year for the Model A.

The London Transport Museum at Syon Park is without a doubt the best public transport museum I've been able to discover. Their history is shown by models and actual vehicles. A fascinating place to visit. Very close by is a small automobile museum, The World of Motoring Exhibition, that is worthy of a visit. It is combined with a book store, one of the best in Britain, that handles automotive books, Chater and Scott Ltd.

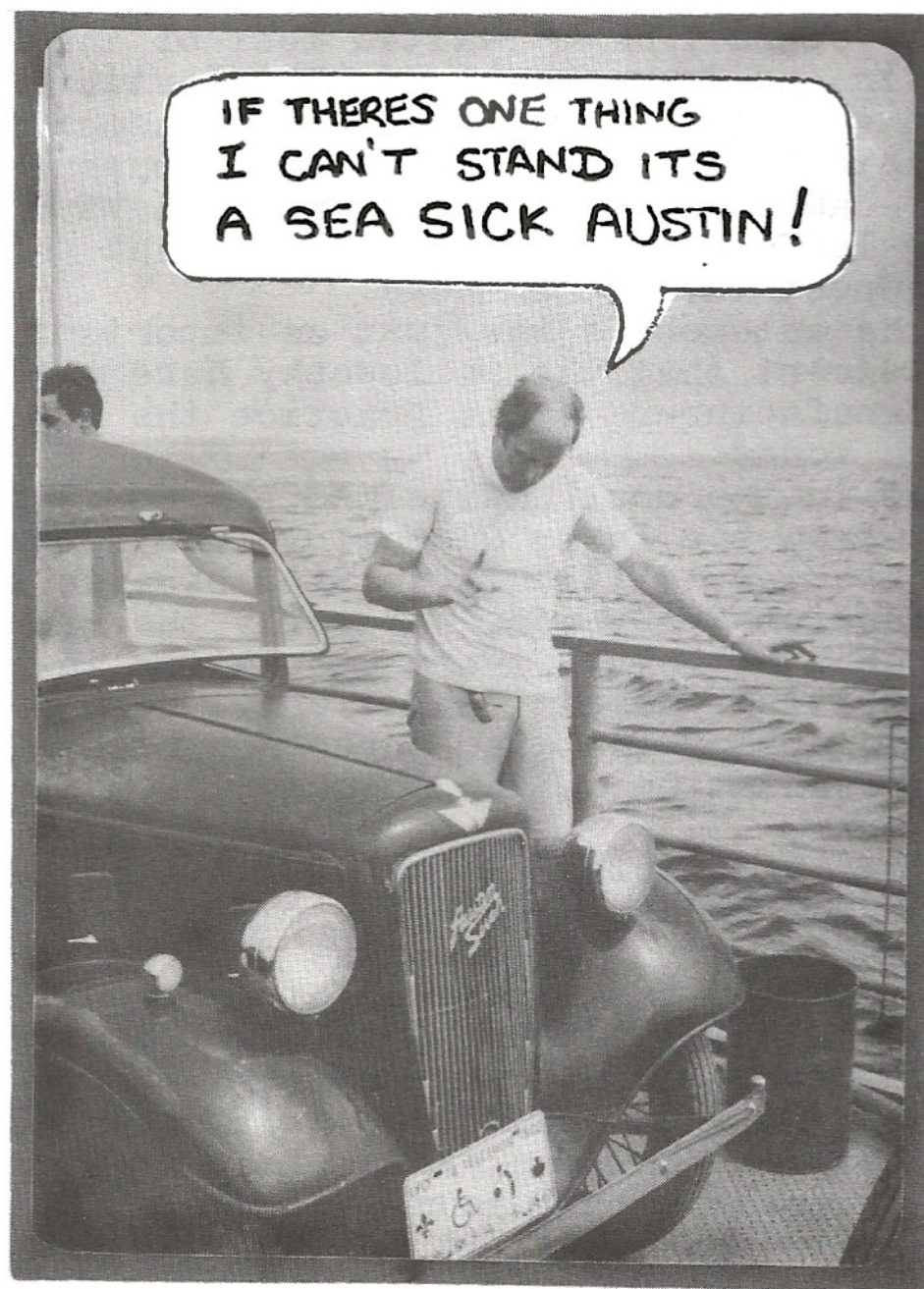
## AUTO MUSEUMS OF EUROPE CONT.

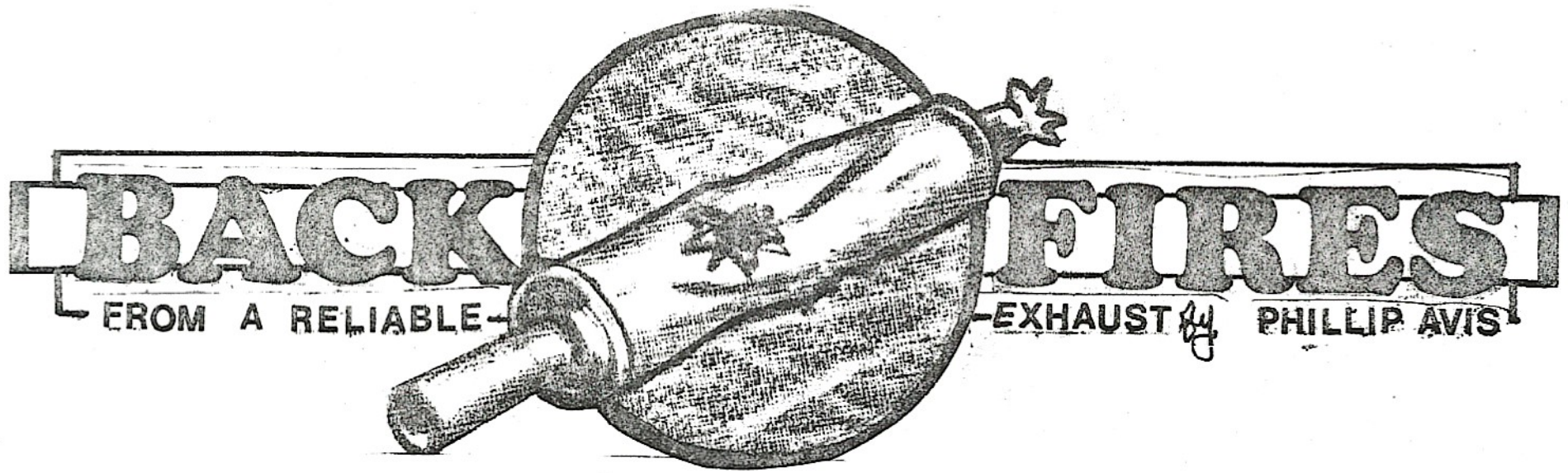
The Stratford Museum is another small museum housed in a former church in Stratford upon Avon. This museum has a fine collection of exotic cars, grand classics that have been owned by notable persons. A very good selection, well displayed, one should not miss this show.

Donnington Park Museum at the race course has always been considered the world's best for race cars and racing motorcycles. The graphic exhibits with the cars are of special interest to the visitor because often they portray the car and race driver beside the car on exhibit. These larger than life blowups of such heroes of auto racing as Graham Hill, Sterling Moss, and many others, have an impact that links the story line to human events in the past. This location has been expanded to house the British Leyland Collection, which is a handsome addition. The cars, so many of them, are crowded due to space limitation but the restorations are some of the best I've seen.

I will not attempt to cover all the museums visited. These articles will highlight only the more important ones I have visited as Tour Director for Eurauto Museum Tours Inc.

In the next issue I will start to cover the Museums of Western Europe. ⊕





... Here we go again with more filler!

Things always seem to go from feast to famine and vice-versa and so from Fiats I've been tempted away to Alfa Romeos, Rileys, Citroens, Austin Healeys, and briefly SS 1 Jaguars over the last while. A good thing too as for a while I was sorely tempted to vent my anger on a certain Italian sedan in my ownership with a large wrench!

Somewhere in all that motoring menagerie is my poor little Singer which I have made no real progress on since May. Although my radiator shell is ready at the fabled Galaxy Grille and that should give me a boost in the arm to get me going again.

Two things are really holding the project up, one is finding a really reliable and competent engine rebuilder who will charge less than my soul or first born or whatever, and secondly a welder who is situated nearby so that I can get my frame to him to be repaired.

Beyond that there's only chroming, painting and upholstery back to exact factory specs along with rewiring. Of course the "only" just has to be tongue in cheek. It's like saying it would only be a little difficult to win the Le Mans 24 hour on a bicycle!

Ah, as Kurt Vonnegut Jr. said so well in Slaughterhouse Five.... "So it goes." But at least Billy Pilgrim knew how things would end and how they were when they began in ~~that book~~. In my story I wasn't even alive when the car was new or even second hand and I can't "trip" into the future to see how things turn out or see if I'll get it finished. Oh well,...so it goes.

Although the old Singer is dismantled, part of it made an appearance at our first Auto Salon which is reviewed elsewhere in the magazine. This was a tremendous event for the Club and brought us exposure to the general public really for the first time. The part of the old girl in question was her O.H.C. engine and gearbox set up alongside Bob Taylor's 1934 Le Mans and Tom Von Eicken's Singer 4 AD Roadster, making a very nice overall display. This was well complemented by Yvan Bureau's M.G. display along with others. I had hoped to have my completed chassis on display but the aforesaid problems pre-empted that plan.

Oh, while I'm on my usual Singer wavelength, the Singer Roadster mentioned above is for sale to a good home and is priced very reasonably too. Interested parties should Tom Von Eicken for details or if you can't reach him you can contact me as I know the car well and can tell you what it needs, etc.

Well, I think I've back fired enough for this month, so I'll amble off into the sunset with a.....

CHEERS!  
Phill