

AUTOSIASTE

VOL 4 no 6

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Leonetto Cappiello 1875-1942

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*With all good wishes
for a
MERRY CHRISTMAS
and a
HAPPY NEW YEAR*



*Meilleurs Souhairs
de Joyeux Noël et Heureuse Année*

L'AUTOSIASTE

PRODUCED BY PHILLIP AVIS AND STEVEN ANDREWS

THE MAGAZINE OF THE VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS CLUB



VOL. 4

NO 6

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SPECIAL NOTE
AGM - JAN 20TH

LOCATION TO BE ADVISED...WILL INCLUDE
ELECTION OF OFFICERS...AND PRESENTATION
OF REPORTS BY DIRECTORS ON THE YEARS
ACTIVITIES.

LOCATION WILL BE CONVENIENT FOR ALL MEMBERS
FROM ALL PARTS OF TOWN.

RATES FOR ADVERTISERS

TARIFS DES ANNONCEURS

	1 numéro 1 issue	6 numéros (1 an) 6 issues (1 year)
CARTES D'AFFAIRES	\$ 5.00	\$ 20.00
BUSINESS CARDS		
1/4 PAGE	\$ 10.00	\$ 40.00
1/2 PAGE	\$ 15.00	\$ 60.00
1 PAGE	\$ 20.00	\$ 80.00

copy deadlines for 1978 CLOSED

EDITORS' RAMBLINGS



And here it is...Vol. 4, No. 6, the last issue of this year and the end of my own two years as your Publications Director.

This year's activities saw our First Vintage Auto Salon which was a great critical success and stands as our most ambitious project to date. Our events which in previous years did not see such a large membership turnout such as the Gymkana, Slalom, and Rally had some of the highest turnouts we've known, our membership has swollen beyond our once optimistic fifty and now to round off the year some of our cars have become film stars!

I think also this year has produced a more refined magazine than ever before which I hope will be even better next year, but I'm sorry to say I'm getting a bit miffed with the whole thing as it stands. I think the magazine is the major link in keeping members in touch and the feeling they are involved in something as a group. It should be written BY members FOR members, NOT by Phil Avis and one or two others for everyone else. I'm the Publications Director and magazine Editor which also entails layout paste up and production, not official club writer as well. I enjoy what I do for the Club and that's why I do it, but sometimes I feel that the enthusiasm is wasted when I have to blow the cobwebs out of the mailbox every month. If I may I would like to quote from an English Club magazine on the same subject, which sums up my opinions exactly and also proves it happens in most clubs anyway...to wit:

"As I write this I have only a handful of contributions in the 'In' tray, so I'll say it again, It's your magazine, and if I may quote something I once read in the Riley Register Bulletin, 'Forasmuch as I get no copy--you get no ruddymagazine!' Equally don't beef about late arrival of the mag. If you've never picked up a pen and written a sentence towards it. Boring! Boring!-- Ian Russell."

And that is that, Thank you Mr. Russell. Someone said to me it's my job to run around after everyone to get them to write and give in pictures. Not so and I will not, I have enough things to do in my life and already do a sizeable chunk for the club. If people are not keen to send stuff in to me, they can't expect to read a bulging mag. every month. When I have enough to fill an issue I put it out and still try to manage my commitment of 6 issues a year. Even so I write at least three articles an issue. But honestly, it's not real sour grapes--just a last ditch effort for some more support.

Anyway, let me finish off by wishing one and all the merriest of Christmas' and a Happy New Year, and see you at the A.G.M.

P.S.: All those who donated pictures and odds and ends will get them back at the A.G.M....Thanks.

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ACTIVITIES

by BOB TAYLER

WE INTREPID MEN

Somewhere in Europe, 1943 - a cold grey early morning in November. The street is deserted apart from a few parked cars, dim outlines against the stone buildings lining the edges of the square. No light at all from any window, not even the street lights to shed their warm glow on the depressing atmosphere. The distant rumble of an approaching exhaust grows out of the stillness, until it echoes between the buildings and across the square. A large motor car rolls into the square, a vague indistinct shape, ~~shape~~ with only the slit eyes of blackout covers on the headlights. The car stops in front of the building opposite where immediately the entrance door is thrown open, a shaft of light escaping to define the silhouette of a Lagonda. The reflections momentarily light the lettering on the awning above the doorway - "The Windsor Hotel, Stockholm". The door closes again shutting off the light. A few seconds later the doorway reopens to illuminate the scene. A man and woman have alighted from the car and are climbing the steps to the hotel. The man is in a grey uniform and the light falls on his coat to reveal the insignia of the SS. The morning air carries an extra chill.

In another more lively square of the city, someone else is waiting in the cold outside a hotel. The café next door is full of the riotous sounds of Wehrmacht officers enjoying themselves with their Swedish maidens. One or two couples wander in the square but no one pays any attention to the well dressed young man standing by his little English sports car, ~~idling quietly~~ both idling quietly to keep warm in the cold air. A girl appears at the doorway of the hotel, warmly dressed in a heavy fur coat, but strangely, carrying a German officers great coat. She looks quickly to left and right then hurriedly crosses the street to the waiting sports car. Losing no time, but with some difficulty, the two plus the coat bundle into the diminutive car, pulling away with doors still swinging and disappearing off into the night.

Well, what on earth was that all about, I hear you say! I must admit that out of context I couldn't follow the ~~context~~ plot either, but the above are two scenes from a feature film "Man called Intrepid" presently being made here in Montreal. We were very fortunately approached to provide some pre-war cars for these scenes and as a result Phil Cartrand, Phil Avis, Hugh Jockel, myself plus half a dozen others had an extremely amusing and profitable time on a recent Saturday providing the cars, watching the filming and eating a delicious Polish lunch! For those of you who do not have a pre-war car but would like to get in on the 'action', I believe there is another film coming up, so we will see what we can do for you next time!

ACTIVITIES CONT.

Incidentally, I was stand-in for Michael York and Phil for David Niven. David I understand has to grow a beard for the rest of the film as Phil refused to shave his off! We also understand Phil Avis impressed them so much he has the offer of a job on the next film. Remember us Phil when your name is up in lights!

By the time you get this we should have had our Christmas Party, however, next is the AGM - we will be in touch.


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Safe Driving Bulletin

HOW IS YOUR BEHAVIOUR STANDARD TO-DAY?

It has been observed that in Canada and USA, there is no longer such a thing as a motorist. So prevalent is the use of cars and trucks, that traffic has become the public at large on wheels.

It should follow then that the same social behaviour standard be practiced in the car as out of the car.

Unfortunately, the behaviour aspect changes for the worse when that person takes command of his car. The change could be a feeling of aggressiveness such as forcing a way into traffic flow, cutting perilously close in front of other vehicles when passing. Changing lanes indiscriminately to save a second at the expense of triggering a serious collision.

Other behaviour changes are an everyday common occurrence we are all aware:

- a respectable working man who takes a chance on driving home after he has had the cocktail hour.
- the housewife driving preoccupied with a family problem as she tailgates the car in front of her or zooms through a stop sign.
- the young driver who says "let's see how fast this thing will go" on what seemed to be a straight stretch, but it wasn't.
- the vacationer who sets out on an overnight run to his destination when he hasn't had enough sleep, but falls asleep in his car.



SAFE DRIVING BULLETIN CONT.

There are many behavior problems while driving, but the ultimate misbehavior could be the inattention at the wheel. Even the most skilled driver can act like an imbecile if he becomes unaware of his surroundings. Such unawareness for 5 or 10 seconds could put him on a suicidal course for him and someone else.

Recent studies clearly define most drivers feel immune from the responsibility of causing accidents. The core of the problem is uncivil behavior. Not until society makes a broad and determined commitment to improve mass driving habits will the needless injury and loss of life cease.

How is your behavior standard today?

Perhaps you will prevent a serious accident.

Tell your friends your behavior is improving and they might improve theirs.

DRIVE LIKE YOUR LIFE DEPENDS ON IT.....IT DOES!!!



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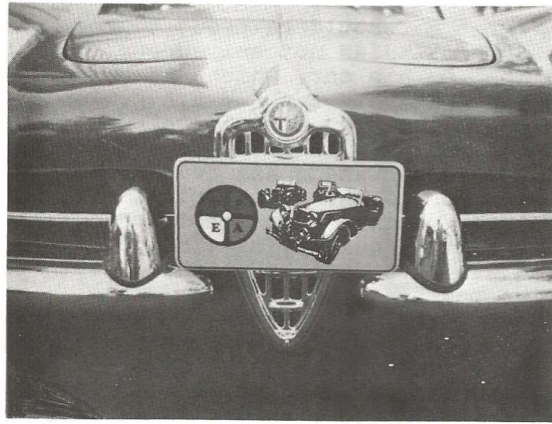
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“Where Customers send their Friends”

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

ZAVEN ZOOMS

BY PHILIP CHARTRAND.

As part of the Grand Prix Racing held in Montreal this fall the organisers held a race for G.T. 1, 2 and 3 production cars. To be eligible vehicles had to be part of a production run of a least 500 units during the production year.

The E.V.E.A/V.E.A.E. should be proud to know that one of our members ZAVEN DARAKJIAN not only drove his M.G.B in the race, but that on his car, which did quite well, was proudly emblazoned the E.V.E.A / V.E.A.E Club Badge!

Zaven has been racing for approximately 10 years now, he started out racing Go-Kart in Beirut, moved up to stock cars and since settling down in Canada has been racing production cars. Unfortunately prior to the Grand Prix he had not raced for two years. In view of this he had not accumulated any points this year despite a qualifying time of 29th out of a field of 49, Zaven was forced to start in the 49th position "at the back of the pack" as they say.

One aspect that Zaven had not counted on was the changes he had to make to the car to make it "legal" under the rules. Heavier springs and a master electrical switch were required as well as a transparent oil catch tank which traps the oil in the event the engine should blow up. This all goes to show the continuous efforts to make motor racing as safe as possible.

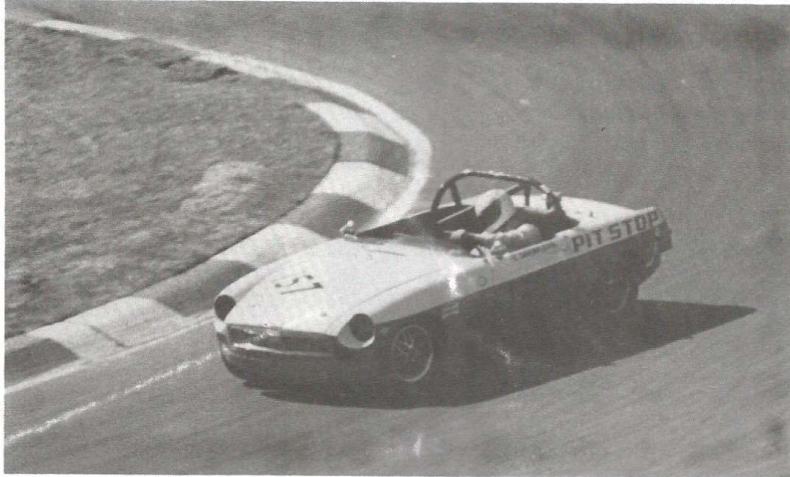
Zaven's performance was very credible. He moved up from 49th place to the 29th position in ten laps or 28 miles. Had the race been longer he feels he could have done better but the competition from cars like the Porsches was just too great for an M.G. B no matter how long the event. However, Zaven is now negotiating with the Mazda company for a factory stripped R.X. 7 for next year. With 220 H.P. coming from a 70 cu. in. engine, he feels he can be competitive. Charlie, his brother and chief mechanic is more enthusiastic and stated, "The R.X. 7 can clean the Porsches".

I asked Zaven how it felt to be back in racing after a two year lay off, he made the following observations:

"You miss the feeling of oneness with the car under full power. It takes at least a couple of races to get the old feeling back. It's a bit like a skier who hasn't been skiing for a long time. He doesn't have that feeling that the skis are an extension of himself. His moves, his reactions are not as smooth as they once were. However, after practice the old ways come back."
"It was the first time I had raced on a new track that had not been tested yet. The officials were very interested in seeing our reaction to the course. It was a strange feeling."

Included here is a list of the results and a picture of Zaven in the race. Note the straight left arm in true Fangio style. There was also a beautiful picture of him in his fire proof Nomex underwear and helmet but he wouldn't let me have a copy for our journal.

To satisfy my own curiosity, I asked Zaven how he compared racing in the Grand Prix to the activities of the club. His reaction was: "Today's production cars do not have the same charm and nostalgia of the club cars. In the past our vehicles were either winners or fine examples of available mechanical transportation of yesteryear. The performance cars of today like the M.G. B's, Porsches, and Mazda R.X. 7's will be proud acquisitions for club members in the future. Racing and collecting are two different aspects of the same sport and both have their place."

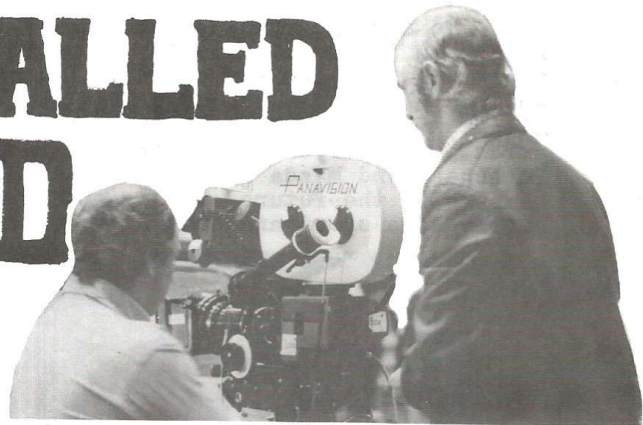


POS.	NO.	DRIVER*	CAR	TIME	KM/HR.	LAPS
1	05	J.Bienvenue	Porsche RSR	2441.876	131.19	12
2	44	A.Zeller	Mallock	2503.209	129.32	12
3	94	K.Bytzek	Porsche RSR	2534.225	126.71	12
4	1	H.Berner	Porsche RSR	2554.441	125.06	12
5	64	R.Baechle	Corvette	2624.913	122.66	12
6	81	N.Poduje	Lotus Elan	2451.958	119.44	11
7	16	P.Wheatly	MGB	2503.445	118.53	11
8	710	B.Mailloux	Datsun 710	2519.298	117.29	11
9	117	J.Duval	Renault R-17	2525.351	116.83	11
10	40	J.Desormier	Mazda R-100	2550.049	114.96	11
11	21	D.McKenzie	Cooper S	2552.852	114.76	11
12	501	F.Hoehreuter	Porsche 911	2604.661	113.89	11
13	60	R.Dumoulin	Cooper S	2608.642	113.60	11
14	93	C.Hanson	MGB	2616.029	113.07	11
15	113	M.Desormeaux	Honda Civic	2616.523	113.03	11
16	190	G.Genest	Opel GT	2621.586	112.67	11
17	12	B.Lamb	Chimo LR2 Ford	2626.161	112.35	11
18	123	R.Lachance	Volvo	2633.763	111.81	11
19	7	J.P.Perusse	BMW	2653.597	110.44	11
20	125	Y.Charette	Cortina	2455.071	108.36	10
21	75	G.Lazure	Cooper S	2516.090	106.85	10
22	09	M.Guilbault	Renault Alpine	2537.753	105.35	10
23	157	Z.DRAKJIAN	MGB	2542.804	105.00	10
24	156	L.Lazzari	Fiat 124	2549.489	104.55	10
25	77	U.Falkenberg	Ortega	2551.974	104.38	10

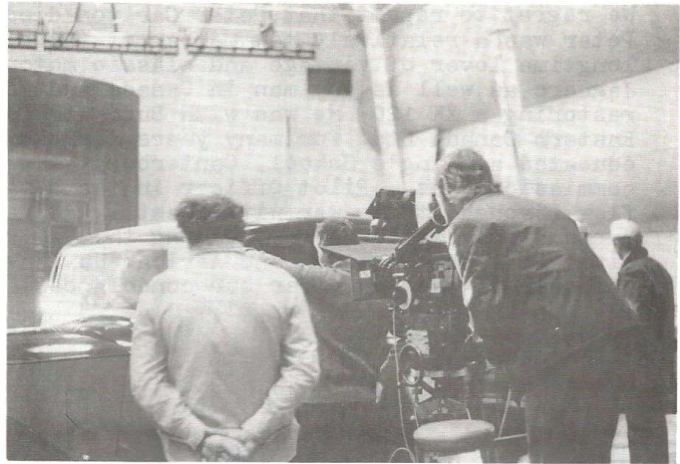
THIS IS A PARTIAL LISTING. POSITIONS 26 TO 47 DELETED DUE TO SPACE.

The CARS CALLED INTREPID

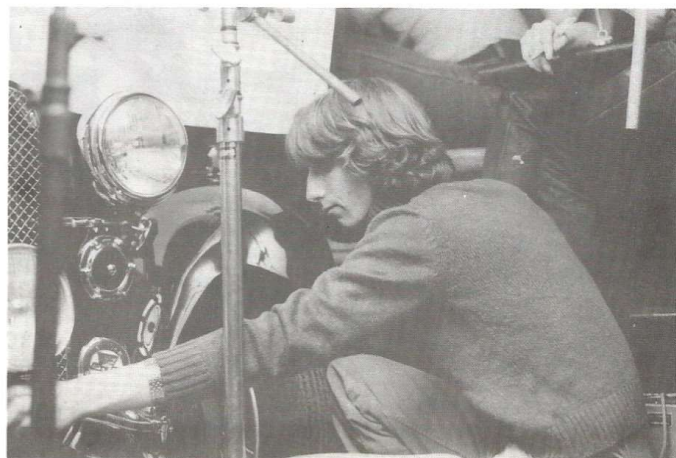
THE VEEV. INVADES THE
MOVIES
PHOTOS BY TONY STANFORD



**the CARS CALLED
INTREPID**



OPPOSITE PAGE: DAVID NIVEN AND PETER GILMORE IN ROLLS, MICHAEL YORK AND GAYLE HUNNICUT IN SINGER.
THIS PAGE: SHOOTING THE ROLLS, MICHAEL YORK CONFERS WITH CREW. OUR OWN BOYS GET INTO THE ACT.



We regret to report that Peter Carlton died in England in October. Peter was a relatively new member of the club and was a true and longtime lover of vintage and classic motorcars. He probably knew Jaguars as well as any man in Canada and for the past year was restoring a XK 120. He was with Budd and Dyer Ltd. and Jaguar Eastern Canada Ltd. for many years. He was born in England and was educated at King's School, Canterbury. After leaving school he was commissioned as a Pilot Officer in the Royal Air Force in 1936 and flew throughout the war with Coastal and Ferry Commands in many parts of the world. After leaving the R.A.F. in 1946 he flew with civil airlines in India and Africa. He leaves a widow and two children to whom we offer our condolences.

ED RICHARDSON



SPOT THE LAGONDA!
A PERIOD PICTURE OF ONE OF THE LOCATIONS USED IN "MAN CALLED INTREPID". ST. JACQUES SQUARE CIRCA 1930, OLD MONTREAL. IT REALLY HASN'T CHANGED THAT MUCH OVER THE YEARS. THIS IS THE BONSECOURS MARKET.

A FEW FOGGY NOTIONS ABOUT ROLLS-ROYCES

While most of the participation was positive and very little or no damage was done to the vehicles, there was one unfortunate exception. Phillip Chartrands Rolls Royce went through the proverbial wringer and suffered the unthinkable indignity of having to be towed home the last part of her return trip. Phil has sworn all those who witnessed the event to an oath of secrecy.

The Rolls Royce was principally used in a scene set in London during a dense fog. David Niven and Peter Gilmore playing "Intrepid" and Stephenson respectively are seated inside, and Stephenson is discussing the fact he has not told Churchill that Coventry is about to be bombed for fear if they retaliate, the Germans will know that the Allies have broken the Inigma Code.

Unfortunately for Phil, the London fog was simulated by a process involving diesel fuel which pervaded every nook and cranny of the Rolls-Royce not to mention Mr. Niven, Mr. Gilmore and the rest of the crew... just try not coughing during a take with your lungs full of oily smoke.. much effort is required!

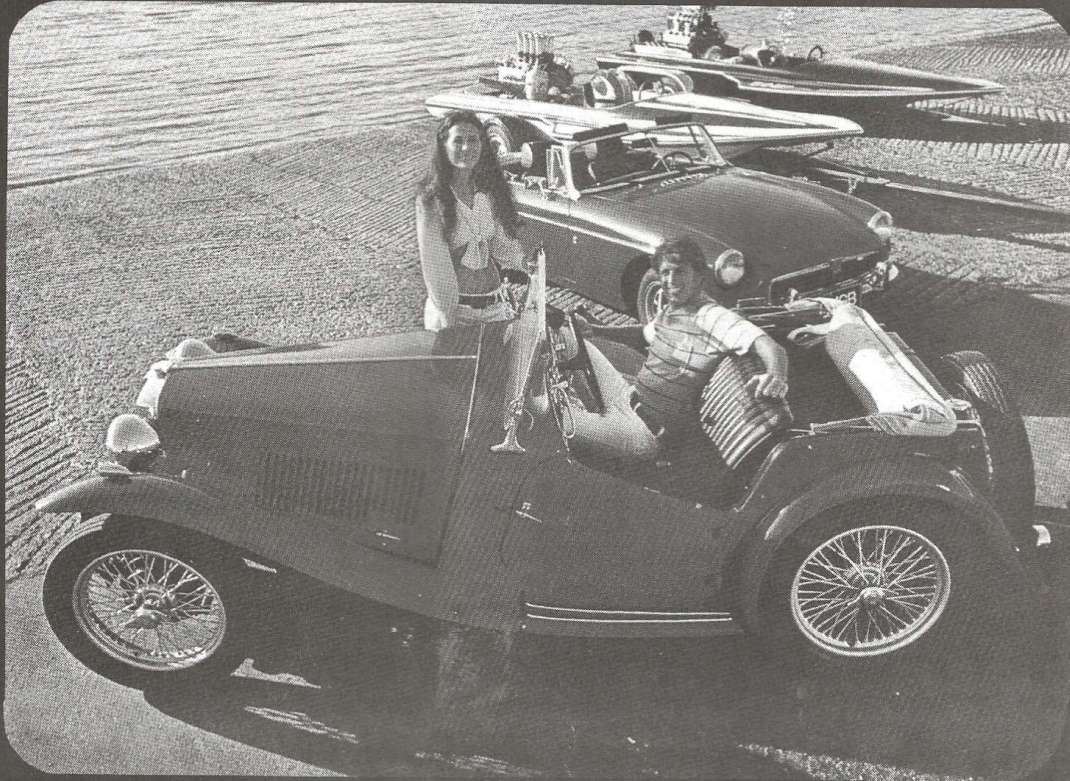
Anyway, the coachwork is easy enough to clean off but the seats are more difficult and the brushed headlining poses a serious problem as it cannot easily be washed.

The major disaster that developed was from doing the exterior shots of the car driving through the fog which were shot in a narrow street in Old Montreal. Unfortunately it was a windy day and the laws of nature dictate that wind and fog do not mix so it took nine takes to get a usable shot. To get the car into the fog before it blew away called for jack-rabbit starts, much to Phil's chagrin and much to the detriment of the Rolls as it proved to be too much and the clutch began to fail. This resulted in the epitomy of degradation for the Rolls-Royce owner... the car had to be towed home. Bob Tayler officiated at the wheel of Jim Raymond's Jeep while Scott Jensen and Phillip Avis rounded out the task force.

Phill Chartrand tells us Jim Houly and Rodger Heroux have assured him the car will be repaired and the film company will honour its contract which clearly states this.

It will be interesting to see the out come of all this and perhaps Phill will take pen to paper to relate it all in sordid detail. Certainly the use of our cars in movie making is a fasinating process but it will be interesting also to see how the big buck movie moguls and their insurance companies handle claims for damage to our valuable vehicles.

The classic MG-TC, the sports car that started it all.



When the first MG-TC arrived on these shores 25 years ago, the land was filled with sedans, coupes and "converts."

Aunt Mildred couldn't wait for a Hydra-matic.

No wonder the very sight of an MG stirred enough Americans to establish a new national pastime: sports motoring.

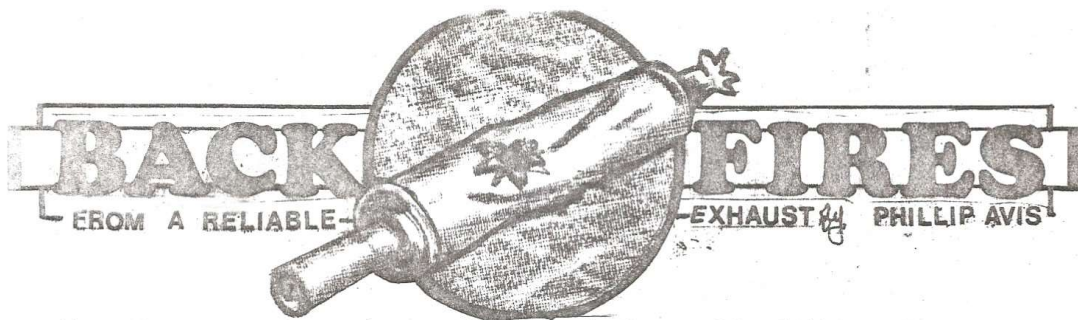
Clubs were started. Tracks were opened. And magazines were founded. In England, the American GI had discovered the pleasure of downshifting through a curve and the quick, responsive feel of a true sports car.

And he couldn't leave it behind.

He came driving home in an MG. And soon the demand for "Safety Fast" blossomed across the country.

The MG concept was a simple one: Build road-loving, sure-handling sports cars for the price of ordinary cars.

A concept we remain true to today.



Ah...the roar of the grease paint and the smell of the crowd...er... or vice versa turned around. In our case the roar of the engine and smell of Castrol,,it gets in your blood! What is he raving about you ask...well if you read the activities column you'd have some idea. I was very lucky enough to get involved in helping out with the cars for the film "Man Called Intrepid" starring David Niven, Michael York, and Gayle Hunnicutt. Bob Tayler's Singer was used by Michael York while Phil Chartrand's Rolls Royce became the vehicle used by David Niven. The proud owners also stood in for their respective stars in the actual driving segments although Michael York did drive Bob's Singer in one scene. What did I do...well...when you see the interior shots of the Singer and it seems to be pitching and rolling in a most realistic manner , that's me! Ah...next stop, Hollywood and Vine...but that's not all...I actually drove that legendary green machine, conqueror of concours...Phil's Lagonda, and appeared in a scene in it...aggh!! It's more than one poor old editor can stand...please...all correspondences to my agent!!

Ah... I guess now I'll have to create a new lifestyle to go along with my newfound fame. No longer can I be that shy and retiring artist and Singer fancier. No...now I must go out and buy a split level Cadillac and Malibu beachhouse (made from a real Malibu Beach) with sixteen swimming pools and sunken tennis courts...I must court beautiful starlettes some of whom can count up to three (some would say so what) and make thousands of commercials.....nah...I've got too much to do around the house.

Talking of working around the house, I've been able to make some decent headway on the old Singer. I finally finished repairing and painting the front axle, complete with new track rod ends and brake shoes and it looks very smart. The front springs have been sandblasted and fitted with new brass bushes as well. The chassis frame has been sandblasted and will have had the stress cracks welded up by the time this magazine goes to press and should be painted as well with brake lines, etc. reinstalled. The rear axle however, is going to be a bitter story...the incorrect half shaft has been replaced but there seems to be an excessive amount of end float on the pinion shaft and the oil seals are all shot or missing. To add to things, when the wheel came off in our "spectacular" display at the Rally last year, it wrenched the rivets in the repair Bob Tayler and I did on the casing in 1976 so I think to solve the problem I'll have the piece welded on instead of riveted again as it was originally done.

Let's all hear a loud groan from the M.G. people while I'm talking Singers (Doctors call this problem "Mental Tunnel Vision") because yet another example has surfaced. This is a 1950 4A Roadster owned by Tony Stanford of Dollard. This car is remarkably well preserved and quite original except for the motor which is an Austin unit and the brakes, which are converted to hydraulic. However, Tony has just bought Graham Nott's Singer 4AB Roadster and is going to use parts off of it to get his on the road including fitting the original engine and brakes. He will then rebuild Graham's car over the next few years. Tony was kind enough to donate a pre-war Nine engine he had to me which is in good shape so that any major engine problems I have should be well covered.

© covers' Phil

THE BELOW MAY COME IN HANDY AS SOMETHING FOR MEMBERS TO
KEEP IN MIND WHEN CONSIDERING NEW MEMBERS FOR OUR CLUB.
PLEASE NOTE THIS IS AN INFORMAL GUIDE LINE AND NOT USED
LEGALLY IN OUR CLUB LAWS. IT IS ACTUALLY USED BY THE ROLLS
ROYCE OWNERS CLUB BUT DOES HOWEVER CONTAIN SOME VALID POINTS
THAT COULD BE OF SOME USE TO OUR MEMBERSHIP.

ROBERT T. SESSIONS, M.D.
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1978

GUIDELINES FOR SPONSORS

"I personally know the applicant and I hereby sponsor him/her for membership in the Rolls-Royce Owners' Club, Inc."

When an Active member of the RROC sponsors the application of a prospective member, he (she) is certifying that he (she) really knows the applicant.

The next time you are asked to sponsor a new member please consider the following: How well or how long have you known the prospective member? Have you spent time in the prospective member's company? Have you invited him to any Club activities in your region? Does the prospective member wish to join the Club for reasons which are in line with the Club's goals? Would you feel comfortable to have the prospective member accompany you on the field at a National Meet?

It is easy to get to know a prospective member. Look his car over help with a problem. Share your service and restoration experiences with him and tell him how to find parts. Learn from him and get renewed by his enthusiasm. Invite the prospective member to the next regional meeting and introduce him to other members. Give him a chance to see if he really wants to join the Club. Let him see what he is getting into.

An evaluation of all the above should make your decision regarding sponsorship quite easy and will help to make entry into the Club smooth for the new member.

Our Club By-Laws provide that any Active member of the Club who has paid annual dues for at least 2 consecutive years or any Life member may sponsor applications for for Active membership from anyone who owns a Rolls-Royce or Bentley motor car. Prospective members who do not own Rolls-Royce or Bentley cars must apply for Associate membership and their applications must be sponsored by a national Officer, Director, or Past President - or when these are not available, by a Regional Representative or Regional Chairman. Associate members do not have sponsorship priveleges.

Except for the above there are no restrictions regarding sponsorship. Over and above this good judgement should prevail. Club members who are dealers in Rolls-Royce or Bentley motor cars (new, used or back yard) might consider asking another member to evaluate the prospective member. Other than Officers and Directors of National it is suggested that such dealers sponsor no more than two new members each year. There is criticism leveled at those who sell cars with one hand and sponser prospective members with the other. Following the above practice would eliminate a lot of questions.

E. Ann Klein
Alvin J. B. Myers
Sidney Buka

Robert T. Sessions
Membership Vice President

HOT

off the PRESS

A CONFIDENTIAL INTERVIEW

WITH

ZOOMIN ZAVEN

by

Scoop Lagonda



Editor Phil Avis, feet on the desk, chomping on a big cigar and drinking whiskey (as usual), yelled, "Get in here!"

I put down the text-book for the night-school course I'm taking (Penthouse, by Bob Guccione), and rushed into his office.

"Yes, Chief."

"Scoop," he said, without taking the cigar out of his mouth (he always talks like that), "get down to the Pit Stop and get the low-down on the Zaven caper. Apparently he was the EVEA representative at the Grand Prix."

Grabbing my fedora with the upturned brim and l'Autosiasist sign tucked into the band, I jumped on my cycle. All the cars were out of gas and my unemployment cheque was not due until tomorrow. In any case, the post-office would most probably be on strike again, so there was no use in waiting another day. Besides, Editor Avis is a stickler for punctuality - nothing holds up the press as far as he is concerned!

Arriving at the Pit Stop, I was completely bowled over by what I saw: There was Zaven dressed in his fireproof underwear, his racing helmet on the desk, drinking champagne being poured by one of three very attractive ladies. I was dumbfounded! Zaven, who until recently had been the paragon of a solid citizen, corrupted by the high life that goes with Grand Prix racing! Completely disillusioned, I jumped on my bicycle and drove down to the water's edge and jumped in.

As I sank to the bottom, I thought how my life had been wasted. I should not have listened to my parents, I should have taken up Grand Prix racing. If there is such a thing as reincarnation, I intend to come back as a racing car driver for the Pit Stop.

