



SUMMER 1979

VOL 5
no. 2

AUTOSIASTE



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DIRECTORS 1979

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cover story

The 1924 European Grand Prix as painted by Rodney Diggins showing Campari's Alfa followed by Lee-Guinness' Sunbeam. Campari won at 71m.p.h.

RAMBLINGS



So this, the second of the "new" Autosiaste issues, is again a combined Bulletin and Autosiaste. A matter of expediency and economy. The shortage of appropriate material with which to create an acceptable publication, combined with the well-known paucity of funds dictated that the two be combined not only within a common cover but in concept.

A recent visit to California, specifically to the Los Angeles and San Francisco areas, has provided your Editor with an opportunity to find out how some parts of that other automotive world lives and drives. We here in Québec read advertisements in the local papers offering "rust-free California car" and envy the situation which makes it possible to keep our car year after year and not see it more or less gradually disintegrate under our eyes with rust and potholes. It can be truly said that at least in these two areas of depreciation the Californian is indeed fortunate. Seldom is a really rusty car seen. In fact, cleanliness and more than that, a good polished appearance seems to be the order of things. Maybe there is a greater incentive there to look after the car. Knowing that cleanliness is actually rewarded by favourable climatic conditions and that the car is not going to look like a sieve after a couple of years, could well be the attitude of the majority of car owners. We, in company with all Northern area owners, perhaps feel that when that condition is imminent, say what the hell, I'm not going to get any more for it on a trade-in, let it rust. The polish is all going through the holes and my cleaning rag is catching on the rough edges of the metal.

When a Californian is asked if there are ever any potholes in the roads he looks bewildered. What's a pothole, he wants to know. When explained to him that it's a combination of weather and sub-standard (in some cases) construction he understands the first but is suspicious of the second. As he put it in a particular instance, if our freeways or city streets got into that shape and the traffic had to slow down as a result, there would be all hell to pay.

As to the freeways, they can be a real headache if you once get lost or don't take the right exit. Our simple systems are bad enough but if you do miss your exit chances are good that in a few miles you'll come across some kind of interchange or crossover and be able to retrace your route. But there the chances are that the next exit is to another freeway and as we all know that type of traffic artery ignores the compass and when the sign says "North" as likely as not it's heading East, so your turn off just leads you still further into the maze.

Give full marks to the signing system. Large and clear, day or night and repeated several times before the actual change in direction or exit is necessary. Lane marking is excellent and what is important, drivers in general pay good regard to them and there is a noticeable degree of courtesy in permitting the driver who has signalled his wish to change lane as he approaches his direction change, to get into the in most cases right-hand lane. Perhaps an area of considerable trouble to us here on some highways, and in particular the 2-20, is that the slow-down right lane preceding an exit isn't long enough with the result that unless the right-hand "death seat" passenger is prepared to be tossed through the screen by a screaming braking as the driver gets off the highway, the sensible slowdown occurs partly on the through lane, resulting in following traffic slowing down or even swerving left, negating the whole principle of providing a rapid highway movement commensurate with safety.

The gas shortage didn't affect us to any serious extent. We had rented a car and the Budget people said that they'd fill up whenever we wanted it, at their pump. At \$1.30 the gallon! As it turned out, we were able to find other pumps which had gas for around the dollar figure. We didn't notice any long lines and certainly no shoot-outs over who should get filled up! A system of green, yellow and red flags indicated respectively more or less plenty of gas, a limited supply or finally, none at all. The even and odd number license plate and date system seemed to be operating although we never actually had it applied to us. It appeared that rental cars could get exemption from this. As for diesel fuel we saw very few stations advertising it and in fact, few diesel cars. Maybe Californians are fatalistic on the matter of motor fuel and figure that if you can't get gas what's the use of driving! And we all know that to a Californian the relative values of his car, his wife and his job are pretty well mixed up. Decisions, decisions, decisions!

The State and particularly Los Angeles area, some time ago initiated a fast lane on the through highways for cars with more than the driver and in addition, some other benefits which were intended to provide an incentive to pool transportation needs. In fact there were large signs by the side of most freeways giving the telephone number to call if you wanted to provide space or needed a ride. But as far as we could see, during work days nine out of ten cars had only the driver in the car. So what else is new? It's the same the whole over, as the song has it.. "Ain't it all a bleeding shame!" One final point on the freeway subject is that during rush hours, some of those we travelled on permitted the use of the "trouble lane" for regular traffic and so provided an extra lane during certain periods.

The majority of sports-type cars seemed to be TR-6 and TR-7, in the more exotic area were the Porsches of '76 up to the present. A modest number of MGA and MGB and once, a TC. Very few Jaguars, oddly enough and all current or recent saloons. Nary an E-Type or XC of any year. But plenty of Mercedes and especially the 280 series convertibles. And of course the big saloons. Rolls-Royce and Bentley? Very few, even in the driveways of the Hollywood stars. They are perhaps mostly all being advertised in "Hemmings" for sale! But I did examine a very sad SS-1, identical to David Laidley's in

almost every respect, even to the rather strange rearward-opening trunk lid. The owner had only a few weeks before sold his complete and restored 1932 saloon. It would have been rude to inquire the price but I certainly was curious. He had a Mk 1X under cover in the driveway and his current XJ6L. Strong on Jaguars, evidently! Incidentally, there's an SS-100, fully restored on a frame-up basis in that region for a mere \$60,000. Any takers?

Two closing items. As everyone who visits San Fransisco for the first time makes a bee-line for the famous cable cars, so did we. Only to find out that a bearing on the main cable drum system had failed and the entire system would be closed down for around three months! Now where is that maintenance man? Second item is that we had originally booked to fly to L.A. via Chicago but changed our minds as it involved that nuisance of flight interruption. Just as well 'cause you'd be waiting even longer for your Autosiaste!

Play Jack
Editor

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FOR SALE

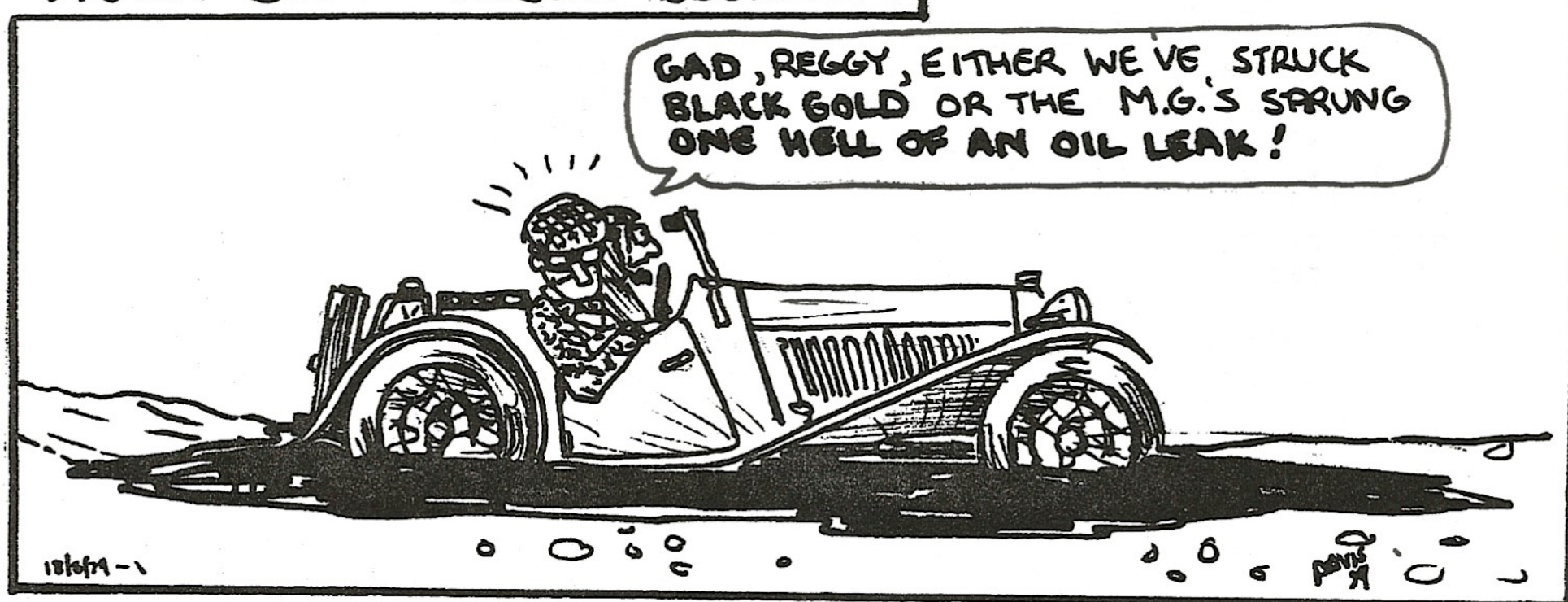
Austin Healey 3000. 1961 2 carb engine. All in excellent condition., recently mostly completely restored. Has imported seat and carpet mater available with car as well as many hundreds of \$ in spares. Two tops, Michelins. Excellent appearance of paint and new chrome details. Best offer over \$6,000. G. Doull, 20 Sunset Ave. Hudson. Telephone 458-5968.

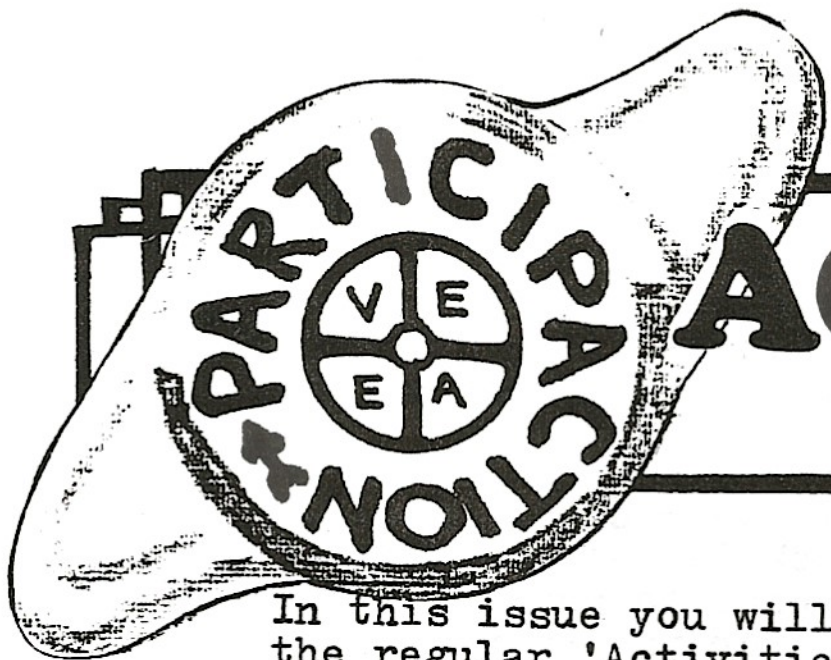
Triumph Vanguard. Possibly '56 or so. Appears in quite good shape. Seen just off St. John's Road in Pierrefonds. Lead by Phil Avis who can give info on whereabouts.

WANTED

By very keen and knowledgeable enthusiast and member. An E-TYPE JAGUAR ROADSTER. Must be in top shape in all respects. To respect anonamity, please direct replies to "Auotsiaste" c/o V.E.A.E., P.O.Box 282 T.M.R. Montréal.

VICTOR EDWOOD ALBERT EDGINTON





ACTIVITIES

by BOB TAYLER

In this issue you will notice it is not I who has written the regular 'Activities' column. Is it a sigh of relief that I hear because you believe you are spared that tedious style which has bored you for the last year and a half. No such luck says I. I'm getting my four pennorth in here instead.

My disqualification from the activities column is not because the editor has refused to print any more of my copy, but a minor business disaster and a holiday have resulted in my missing the last two events. I understand however that the Wine & Cheese and Trial Run were very well organised without me thanks to our very keen new activities committee. Thank you for your efforts committee.

As some will know, Lynn and I have spent the last three weeks in England, principally to take our daughter Felicity to meet my family. For me the trip had an interesting and strange feeling to it which I believe is worth recounting here. Through our cars we are all a little preoccupied with things gone by and this holiday certainly had its moments of being transported in time. It was only a couple of years since we had last been over but this was the first time I had encountered my relations in a role as 'Father'. This of course gives one a new status at the obligatory family gatherings and it is from this viewpoint that I could study the goings on. Do you remember your Aunts and Uncles all coming up and saying 'Oh isn't he (she) a dear little child patting the head and all sorts of ghastly platitudes and patronising remarks. Well here they all were again 30 odd years later, from the mouths of the next generation. Not for me thank heavens, but poor Felicity!

We made a trip to the seaside to a place where my family had spent every summer until I was 10. Then it had been all barbed wire and signs warning of mines and unexploded shells. One could watch the fighter/bombers of the RAF practicing at an off shore range. This time the scene was more peaceful, the barbed wire and notices gone, leaving miles of unspoilt sand dunes and beach. Only a Southampton University Air Squadron trainer broke the stillness, practicing aerobatics overhead. Julius Caesar landed at that beach almost exactly 2000 years ago but my memory doesn't go back that far. I do remember driving my Uncle's

Austin 7 in that field and telling Father his new Wolseley 6/80 was rubbish as it didn't sound like a proper car by comparison!

The final rather frightening experience occurred when my mother suggested I might like to look in the loft for something to amuse Felicity. Now I have to point out that my parents have lived in this house for the past 26 years and mother throws nothing away. To visit the loft is therefore somewhat of an adventure. I fairly quickly came across the original steering wheel for the Singer. That could only have been up there 10 years at the most. However digging deeper I went past University books and notes, drawings, exam papers etc., a pile of 1962/3 Autosports (weekly 2/-), my school tuck box full of memorabilia 60-65, and still further back into the grey mists of time. Images flashing through the brain, my whole life passing before me. No! It's my Prep school tie, must be 55 vintage - eligible for the club, there's the slot car race track, my Hornby 00 gauge railway (Christmas 56), Wait! Eagle Annual 1957 - Hey! Here's a pile of Meccano Magazines, Model Maker - Hooray, my Hornby 0 gauge clockwork railway. I'm sure there was a good couple of hundred yards of track. Funny looks much less. Oh well maybe it's shrunk. Lead soldiers and - Oh God! Look, it's my Dinky Toys - now that one is 52 if it's a day. Joy, Rapture. I remember it getting that scratch in the sandpit. Hell! Where are the tyres off that one

" BOB, WHAT ARE YOU DOING. YOU'VE BEEN UP THERE TWO HOURS AT LEAST"

The bubble's broken.

"... and what is all this junk you've brought down? We can throw those away anyway (Pointing at my treasured Beatles Fan Club literature)."

Oh dear - Well I managed to smuggle out a couple of Beatles and Buddy Holly albums. As regards bringing something else back for my stable Hugh, I managed to resist the £12,000 M.G. and the astronomical Jaguars. Felicity however has a red Jaguar XK 120 FHC (Dinky).

Bob.

ACTIVITIES NOTES

The Tour d'Essai, held on Sunday 3rd June, although not quite as well attended as might have been the case was nevertheless a considerable success and enjoyed greatly by the 12 or so persons, members and friends or families who attended in 7 cars.

The weatherman could not have provided us with a better day. While up in the Laurentians it rained in numerous areas, the South Shore venue of the Tour was blessed with bright sunshine and warm temperature.

The route chosen was a new one to this Club. It started just East of Boucherville and from there wound its way through some of the country's most pleasant scenery, lush fields, tree-lined quiet roads, several small villages to finish up on the village green, opposite the Parish Church of St.Marc, which village was the birthplace of the great Canadian statesman, Sir Etienne Cartier.

Full marks and a warm tribute to member Denis Gauthier for a unique and enjoyable Tour d'Essai and the effortless trial his route provided.

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OUR NEXT EVENT occurs on the 24th of June. It will be that old favourite, the Gymkhana. The location will be made known to you by a special postcard which will most probably have reached you by the time you have read this. Naturally, your Activities Committee looks for a good turn-out to add to the interest and fun.

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SEVERAL INTERSTING EVENTS are in the planning stages for the Summer season. One is an invitation combined Meet with V.A.R.A.C., (Vintage Antique Racing Auto Club) at Kingston, Ontario. This includes a visit to a racing meet in that area in which members of V.A.R.A.C. are participating. There is a possibility that some of the more serious competition-minded members of our Club will participate. Moreon this one later. 17,18,19 Aug. Bob Marshall co-ord.

An invitation has been received from a Club in the Plattsburg area to join them South of the Border in an outdoor party which is described as an Ox Roasting. Sounds like a fun thing. Just imagine an 1800 pound ox turning gently on its spit over a king-size bed of charcoal! Maybe it'll be cut into bite-size portions. Better than a Big Mac, to be sure. And more on that one also.

There is also some planning under way for us to have a run around the Sanair track. No competition, just as an objective for an outing with an at-the-wheel view of a well-known multi-use track.

Looks as if it could be an interesting season.

THE CLUB'S DIRECTORS have been approached by a prestigious Service Club which is interested in putting on a Vintage and Antique Automobile Salon, somewhat along the lines of the one we had last year and have asked for our participation as the source of the cars. The talks are so far in a very preliminary stage but even so we have made it clear that the operation and planning must take into account our experiences with our Salon. Furthermore, that promotion costs be by them. You will be consulted when matters get along further towards reality.

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Member Peter Bigney some time ago was able to get from the Motor Vehicle License Bureau on St. Laurent a copy of the Bureau's earliest Registration Register and Cash Book, showing the registration of the Province's first 27 cars.

It shows that on May 10th, 1906 Mr. H. Dandurand was the first person in Québec to register his car. That car is now in the Chateau de Ramezey (Museum) on Notre Dame St. East. Mr. Dandurand also received Operator's License No. 1. A Mr. David Ajuile was No. 2, Mr. Caersley No. 3 and so on until on until June 1st when Mr. Samuel Carsley (son ?) received No. 27. But he didn't have an operator's license!

It would appear that any serious inquiry about early registrations could be addressed to a Mr. Alexis Chicione, Supervisor, on the 2nd floor at the St. Laurent office.

Peter was also able to get a photocopy of several interesting parts of the Motor Vehicle Act of 1927 and they are reproduced in these pages. Whether or not English language versions were available is not known. However, even a cursory knowledge of French can make for interesting reading.

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A news item of 60 years ago in the British magazine "Autocar" headed "Boring for Oil in England" makes interesting reading in these days when Britain is actually reaching a degree of self-sufficiency in oil. It says... "On Tuesday last began the drilling of the first petroleum well in England. The enterprise, which is on the Duke of Devnshire's property in the mining district of Hardstoft, Derbyshire (about six miles from Chesterfield), is the result of an investigation conducted throughout Great Britain by Lord Cowdray's geological staff during the past four years. Plant is available for the drilling of ten wells, of which seven will be bored in the neighbourhood of Chesterfield."

"GASOHOL" is a word which is getting attention in the U.S. these days of gasoline shortage and about which a considerable amount of columnage is being written. The word relates to a mixture of either methanol or ethanol with normal gasoline. The first is good old-fashioned wood alcohol such as we use for camp stoves. The second is grain alcohol which American farmers are currently producing from corn and other food grains. Both can be used to extend gasoline supplies in gasohol mixtures but there are important trade-offs in using them which must be taken into account.

Methanol chemically attacks materials used to line gasoline tanks, particularly synthetic rubbers. It also swells filters and plastic seals, leading to clogs in fuel lines and carburettors. It also is an electric conductor and because of the molecule structure can set up a galvanic action which can strip a tank in two days. Ethanol does this too but to a lesser extent. Methanol does tend to separate when it comes into contact with traces of water as commonly found in a fuel system. Ethanol is more tolerant of water. Another problem is hard starting in winter and also vapour lock. Again ethanol is easier to get along with.

There is much controversy on the matter of the respective values of these two additives as far as engine efficiency and additional wear is concerned. 10% methanol mixture seems to be the more usual proportion. More pollution problems also may result.

An interesting economics sidelight exists in that in a world where food-producing land is gradually being eroded by the growth of cities and natural causes such as droughts, to willfully turn food crops into motor fuel seems to many to be not only poor economics but sheer cynicism.

It isn't generally known that for many years during the 20's and 30's, Europe and particularly Britain roadside pumps provided the motorists of these days with an alternative to gasoline. It was Benzol, (differing from benzine) a coal derived product. The plentiful supply of low grade coal in many countries made it logical to create a substance for which there was a growing market. It was sold in Britain as "National Benzole" from yellow pumps and was in fact tinted that colour. It was completely acceptable to the relatively low-compression engines of these days.

However, the realization that there were many other derivatives of coal such as the various tars, flavourings, colourings, pharmaceuticals, combined with the increasing costs of mining low-grade coals in out-of-date mines, benzole gradually fell into disuse. But today, in Arthabaska, aren't we rather revising the book?

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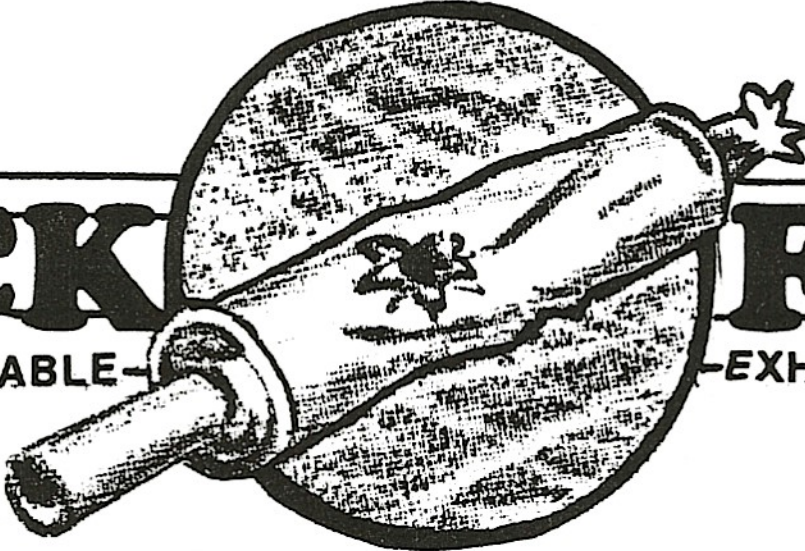
QUOTE OF THE DAY

"Red Emma is my car. She is a Jaguar XJ5 with a V-12 engine, eye warning light array and precision cast aluminum manifolds. I don't have any idea what any of these words mean but I like saying them. It's a bit like an American version of the Rosary"

This is from Pete Hamill's too-violent thriller "Deadly Piece"

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There is a saying "Old soldiers never die, they just fade away." Well, it must be like that with old Volkswagens. They don't die, they just become Aston-Martins, SS-100s, Mercedes, Bugattis. All "replicars" based on that nearly legendary humble dream of A.Hitler. And as for Auburns, there must be more revivals of that classic of the 30s than E.L.Cord ever turned out as sport's (note where the comma lies, please!) roadsters from Illinois. Such is fame! Imitation is the sincerest form of flattery. After death? "I come not to bury Ceasar but to praise him."



BACKFIRES

FROM A RELIABLE - EXHAUST *by* PHILLIP AVIS

After a long absence from sitting down and writing this column, which I've always come to consider as a sort of asphalt pothole filler in the long and winding road of literature, things seem to pile up in a monstrous junkpile of events. So then I have to get down seriously to figure out which are interesting and which are not worth recounting.

Well, getting down to it and thinking seriously has never been my pastime as it makes me think of all those physics and mathematics classes which I used to take in high school when you had to sit down and think seriously. In such instances I would grab a piece of paper out of my note-book (or a dishevelled bunch of pages which passed as my notebook) and start to doodle. Invariably I'd be a million miles away, busily scribbling away at the intricate structure of an M.G. T.C. (or perhaps that of the cute girl a few seats to my left)! So when it came my turn to copy out question so-and-so from last night's home work assignment on that forbidding zone of no escape, the blackboard, each and every one of my flaws would be revealed to the world. "Mr. Avis, Number six, if you please." That number always made $E=MC^2$ look like a picnic...Einstein was over-rated, anyhow! Oh! How many times I wished for a machine-gun squad and a quick and painless death! Strange how the length of the formula I was asked to write was always inversely proportional to the amount of the assignment I'd completed!

Sometimes there were moments when I came out on top...when Susan Mackenzie slipped me the answer in the nick of time as thanks for a quick sketch of her favourite rock star! After all, it's not the playin with the system that counts, it's going around the system and winning in spite of it!

So it was all a slight bit *deja vu* when Hugh called me up and asked "Got your bit ready for the Autosiate? I'll be dropping around with some pages ready for lay-out." Oops! No, I didn't. I had not even thought about it. Did his voice have that peculiar ring to it? (For whom the bell tolls? Ed.) Like Dr. Cooke, the chem-study teacher...I was on the spot again. Or perhaps the somewhat frenzied tone of the old math teacher, Mr. Covely, "You'll never become an accountant, Avis." Reply, "I don't want to, sir." Covely, "Ah well, that's a blessing!" No, it was Hugh and I had to get myself organized and do my bit. So, here it is, still the same old jumble of things. A day or so late but business comes first sometimes, or so I've heard.

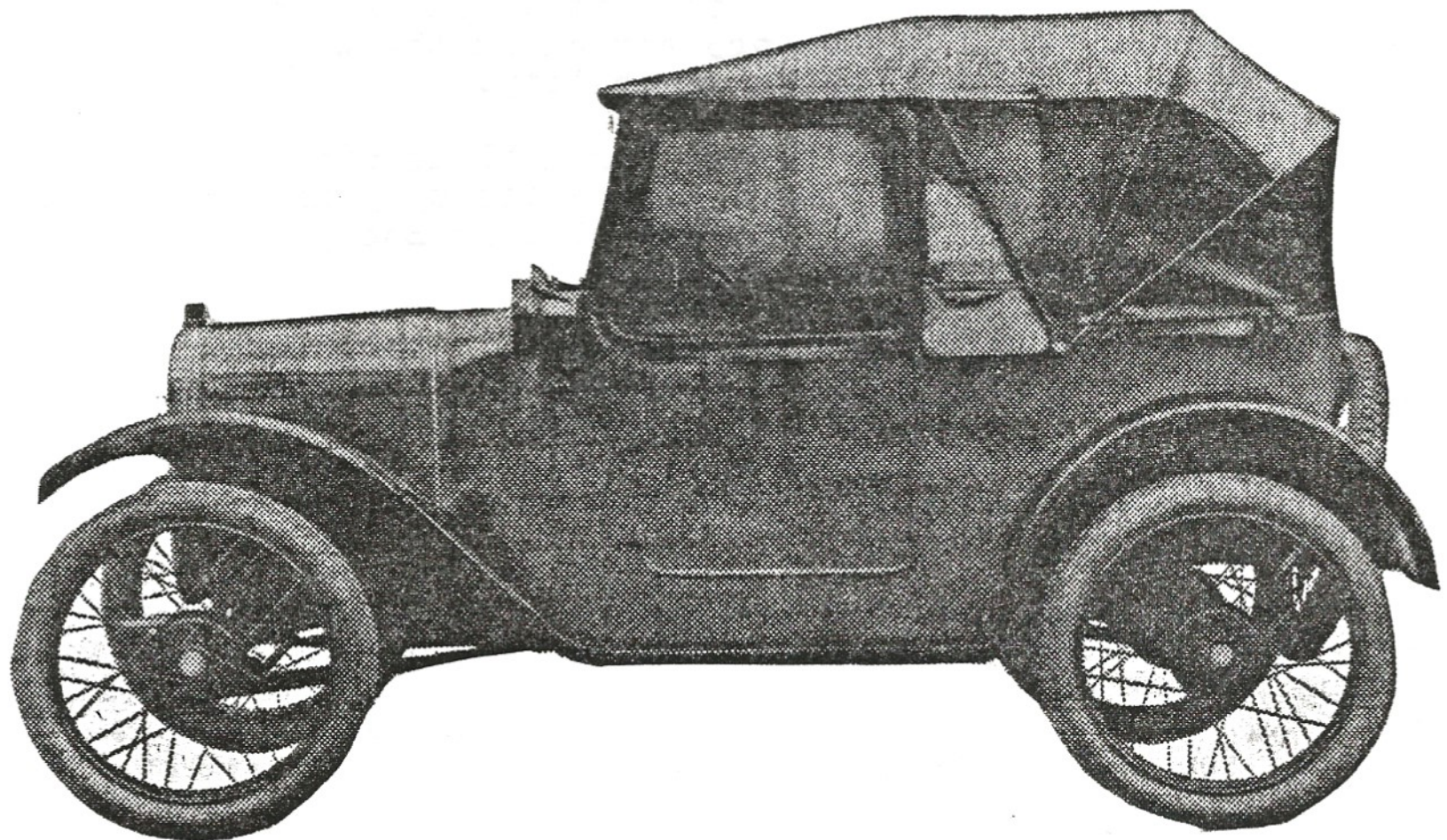
I've decided to sample life in a faster lane these days. To wit: I purchased a friend's Fiat 124 Sports Coupé. This is a 1969 model with the twin o.h.c. cross-flow engine and five speed box. Quite rapid indeed and lots of fun. This example is well preserved and

so I may well have to acquire something else to drive in the Winter. My old 124 sedan was passed on....no, no, not dead... passed on to a new owner in Laval and he seems quite happy with it. The Singer Saga continues as well. I wrote to Chrysler U.K. in hope of tracing some details about my particular car and they sent me a copy of the original factory file card. She was completed on May 23 1933, delivered by a Mr. Wilby on the 27th and was purchased by a Mr.J.W. Turner, Oakwood Court, London W 14. The original colour was light blue with ivory wheels and and blue upholstery! She was sold via Messrs H.W. Bookman Ltd., London. I also received a copy of the original sales brochure. Altogether an exciting surprise for me as I didn't really expect Chrysler to come up sith anything at all.

The restoration is comong along slow and steady and right now I'm in the middle of the ash framing repairs. More on that next time, if you can take it!

For now, cheers!

phk



MYSTERY CAR IDENTIFIED

The Spring Issue of the Autosiaste showed on Page 20 a very peculiar vehicle (vehicle ?) which according to member Ed. Richardson was a something under an armoured covering. The sharp-eyed were asked to identify it and tell Ed. what they thought it was. No reward was suggested but presumably being able to solve the puzzle would be reward enough in itself. Now the answer:

Ed. has written us..."Out of the mouths of Babes,
Sucklings and Convent Girls."....

No members identified my rather unusual armoured car, made by a very well-known manufacturer and a marque owned in the past by a number of members including this writer. Yes, but a non-member got it in one minute flat and a simple convent girl at that! It was not just a wild guess but very logical and keenly observant deduction.

Now let me tell you a little bit about the vehicle. I am sure that a number of you know that in the "Hitler War" and as a matter of fact in the "Kaiser War" before, despatch riders carrying messages from the front line to Headquarters or between formations, rode motorcycles, solo and sometimes with sidecars. They were almost all 500 c.c. side valve Nortons and B.S.A. Well, some bright boy at the War Office thought that it would be a good idea to give those poor fellows a bit of protection in the way of armour and indeed perhaps some offensive capability.

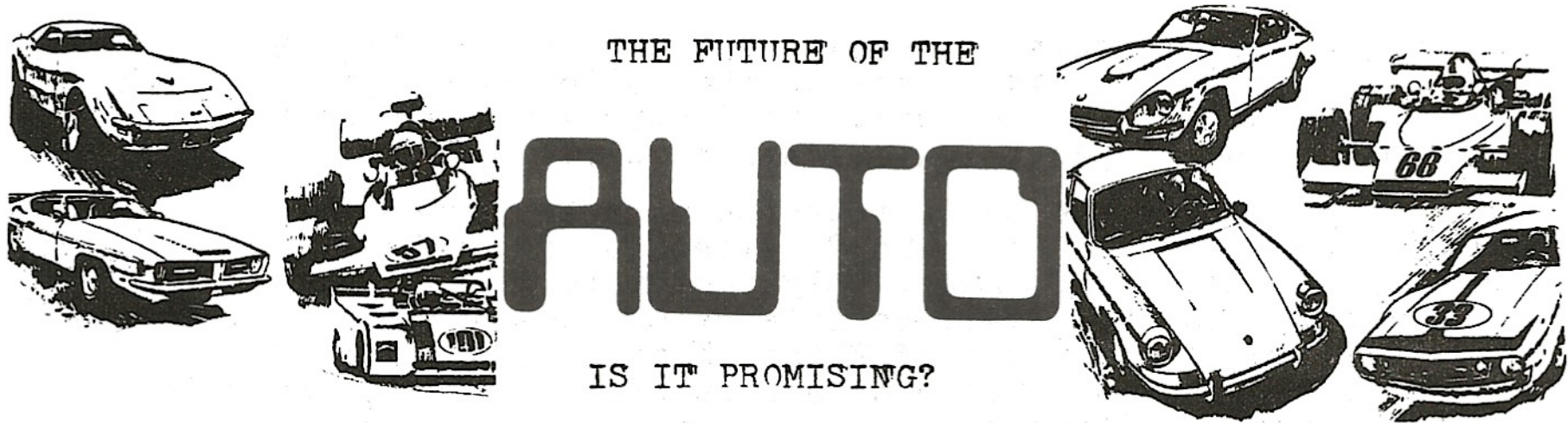
So, seated behind the driver was a bloke with a Vickers heavy machine gun, which can be seen poking its ugly nose out of the slit on the upper right side of the vehicle. As Bobby Neapole might say "Pretty bloody neat!".

Only four of these devices were built. They were 3 wheelers, powered by a 1000c.c. OHV water-cooled engine. Now perhaps the lad who thought up this crafty wagon was not senior enough or the general concerned was a large B.S.A. or Norton shareholder or maybe despatch riders were just expendable like drivers of Blenheim bombers!

I notice that I have not given the make of the vehicle. I suggest that anybody really interested send a bottle of Scotch, preferably Hankey Bannister, to the convent girl concerned who will be delighted to inform them of the make and how she identified it. Perhaps for a further box of Cadbury's chocolates how and why she feels that she'll never be quite the same again after a three figure ride in a C-Type Jaguar! The girl's address may be obtained from me.

(Signed) E. Richardson

So now we know. Pax Vobiscum!



THE FUTURE OF THE

AUTO

IS IT PROMISING?

We have all heard the story of the farmer with the six Model T Fords, and we've heard the one about the man whose patent for the miraculous water carburetor was bought by Standard Oil, General Motors or some similar gigantic enterprise, and promptly scrapped. Both of these mythical characters are central to the folklore of automobiledom and each, in his way, is prophetic. But more of that later. Let us take the time to be re-introduced.

The farmer is the more important of the pair. Your friend met someone at a bar or in the adjacent seat of an aircraft, and this person had another friend whose brother, cousin or aunt was once surprised out of his or her wits in deepest rural somewhere-or-other by the sight of a farmer driving a brand-new Model T. Sometime between 1908 and 1927, the farmer admitted, when asked, that he had concluded that Henry Ford's most famous model represented the acme of automobile development. A properly conservative and prudent man, he had purchased six identical touring models and immediately put them on blocks in his barn. With each succeeding decade or so, as they wore out one by one, he had simply begun to drive a new one. "There's still a couple of 'em left in there," he said to your friend's brother cousin or aunt, "and they'll last a darn sight longer than me and Martha will, by cracky."

And on that optimistically mortal note, the farmer gave half a swing to the crank, and the venerable T's flywheel magnet-energised four tremblet coils to bring the 2.9 litre, splash-lubricated, four cylinder engine to fresh-from-the-showroom life. Advancing the ignition a tad, he kicked the two-speed epicyclic transmission into low and purred off down the concession road happily humming "Someone's in the garden with Dinah."

I have never understood exactly why the prescient son of the soil did not purchase, say, half a dozen Chevrolet 490s while he had the chance, or even a like number of Buicks or Dodges. All were rugged and substantially more "modern". But maybe that's the point. Just as we tend to do a half century later, he had relished the comfort of the anachronism more than the future's physical portents and...just as we do now...had found his own logic to stop the clock.

The man with the amazing carburetor provides us with a quite different scenario for this vehicular miracle play. He, too, is always a rural character, a backwoods blacksmith or farm implement mechanic. Unlike the farmer, though, science's status quo is not for him and neither are the first principles of thermodynamics. No siree, he is an empiricist pure and simple who has noticed that the kitchen stove more heat when a little rainwater dribbles down the chimney. Months of whacking away at forge and anvil have resulted in a long, tubular carburetor into which finely atomized spring water is fed at a secret rate and there mixed with low-octane gasoline to achieve wonders.

"Why, son, ol' Zebediah's Essex carried a pair of hogs over to the county fair and come right back up the valley here with the Owenses and the Sprackleys in the back, and I dare say she didn't burn more than half a keg of gas the whole danged way."

Wall Street, we are told, tottered with the news that Zeb's Essex averaged 85 miles per hour and 90 miles to the gallon in a 500 mile test at Indianapolis Raceway. Only immediate action by John Rockefeller himself preserved American life as we know and love it. Occasionally, William Crapo Durant of Flint, Michigan, founder of General Motors, is cast as the villain, and in some versions, Henry Ford plays the heavy....thus being neatly portrayed as both hero and traitor in two tableaux that best demonstrate the automobile's role in the public mythos.

Now, without getting too ruminative and contorted about all this, I believe that these two enduring stories tell us much about how we perceive automobiles and the people who make them. After all, nearly everybody has a favourite car from the past, one that, in retrospect all the good things about life and our way of enjoying it. Maybe it was the sports car that tore down country roads in the dead of night or turned every head on downtown streets with its flashing spoke wheels and zesty exhaust note. Maybe it was the Pontiac coupé on the bluff above town, Frank Sinatra or Buddy Holly on the radio, pure love a single layer of synthetic silk away, and mortgages and diapers unheard of. Maybe it was the '49 Merc with the flame job, the moonies and all those unstrangled cubic inches booting it out of the drive-in to freedom, freedom, freedom.

Ask a hundred people to define their ideal car then, and ninety-nine will likely reach back, which is why the third story has few adherents in what may be the final decade of gasoline's ready availability.

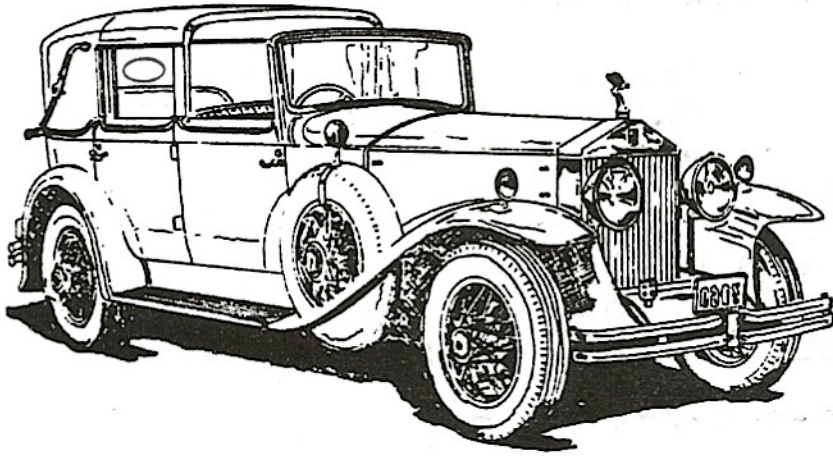
The third story? That's the one that Ursula Shipton, reputed as a witch, told before Columbus or Cabot sailed off into the West, and that all the futurists and home handyman magazines in one guise or another ever since. "Carriages without horses shall go, and accidents fill the world with woe," said Ursula, who had to do some very slippery wiggling to escape the stake for her utterances.

Here we are now in the personal transit module, the sealed fuel cell below somewhere, computer locked on to Beam 17, totally hands-off, our complete journey determined by our computer, shifting automatically to inertia control which will be actuated by the old-fashioned continuous magnetic strip buried in the cement of Hwy 42.

On and on it goes. Only the drawings change, bringing the vehicles into line with this year's styles in refrigerators and stereos.

The real future...for those of us confident enough to believe that the automobile has one...is quite likely an amalgam of the three stories above: part folkloris whimsy, part technotronic nightmare. And despite the close to a century that has spelled relative independence that car-makers have enjoyed, profiting from, influencing and indeed shaping public taste and customs in a profound way, the style and texture of the future are being wrested from their grasp to some extent by international energy and resource producers, domestic bureaucrats and elected officials at every level.

(Selected from "En Route. To be continued)



BASKETCASE DEPARTMENT

POETRY CORNER

(As if we needed it!)

I hesitate to make a list
of all the countless deals I've missed,
bonanzas that were in my grip I watched
through my fingers slip.
The windfalls which I should have bought
were lost because I over-thought.

I thought of this,
I thought of that,
I could have sworn that I smelled a rat
and while I thought things over twice
another grabbed them at the price.
It seems I always hesitate then make up
my mind
much too late.

A very cautious man am I and that is why
I never buy a Triumph here, a Healey there,
confounding values year by year, I choose
to think and as I chose I thought they bought
the deals I should have bought.
The golden chances I had then I've lost
and will not come again.

Today I cannot be enticed
for everything's so over-priced.
The deals of yesterday are dead, the market's
soft and so's my head.

At times a tear-drop drowns my eye
for deals I had but did not buy.
And now life's saddest words I pen...

"If only I'd invested then!"

With thanks and tears in our eyes
to Poet Laureate Bob Marshall.

PLEASE NOTE THIS OMISSION

In the previous issue of the Autosiate, Spring Vol.5, No.1, pages 15,16 and 17 referred to the current regulations by Revenue Canada as they applied to our interests.

Unfortunately, an important page of the Directive received from the Dominion Customs Appraiser was omitted. It is reproduced herein and may help to clear up a lingering doubt as to eligibility. It is shown as Page 3 of Memorandum D-33-15. Sorry about this.

, -o-o-o-o-o-o-o-o-o-o-o-o-o-o-

A well-known and highly-respected member of our Club, whose erudite (get that one?) approach to motor cars, especially of the wildcat (not Buick) variety, has favoured the Autosiate with an interesting bit to the always-active controversy on the matter of relative importance of practicals and aesthetics at concours, as follows:

"Mike Ellman-Brown, a very well-known concours judge in England states, 'Different judges very obviously place different values on different things. I value originality above all things and a less than perfect original car with more favour than a restored one "bulled-up".'

I overheard part of a conversation in what passes for a pub in this country, which went..."over-bodied and under-powered"...and for the life of me I could not really decide whether it was a car or the barmaid which was under discussion!

-o-o-o-o-o-o-o-o-o-o-o-o-o-o-

The auction recently held in Montréal had among its alert and interested spectators a member whose disguise and casual manner was intended to thwart those who might mistake his interest in a Corvette (ugh!) as purely academic. Time will tell. We wont!

Reliable authority has it that Bob Neapole and family will be back in the fold within a month. We all have missed his enthusiasm.

Ralph Hemmi is currently in the process of moving, lock, stock and barrel to Hudson. We'll leave it to him to tell us of his aims after the move. It's home and business, we understand.

-o-o-o-o-o-o-o-o-o-o-o-o-o-o-

FOOTNOTE

To the article "The Future of the Automobile"

A quite lengthy article in the Montreal Gazette of 23rd May is on the subject of a gas-saving and power-increasing "gadget" invented by a Mr. John O. de Veiser of Sacramento who approached a couple of auto firms in 1916, had it turned down, apparently had it successfully used on WW 2 fighters and bombers,.It's a water injection device. A recent test inducted an increase from 13mpg to 20 on a large station wagon. Many people have noted how much better the engine appears to run during a mild rain. Maybe the car is in a hurry to get into a nice dry place, too!

(h) imported by a former resident of Canada returning to resume residence therein,

(i) having been a resident of another country for at least twelve consecutive months immediately prior to returning to Canada;

(ii) if immediately prior to returning to Canada, he has been continuously absent from Canada for a period of not less than 6 months and during that period of continuous absence owned the motor vehicle for at least 6 months;

(iii) having emigrated from Canada or having been assigned to extended duty in another country by his employer and having been compelled to return to Canada on account of illness, unemployment or other personal reasons satisfactory to the Minister of National Revenue;

(i) that are not less than fifteen years old and are imported as antiques or collectors' items;

(j) of any model year, where any such automobile or motor vehicle is manufactured prior to January 1 but imported after January 1 and before December 31 of that year;

(k) imported as formula or sports racing cars and not for use on any public highway;

(l) imported by a resident of Canada who, as a result of an accident while travelling abroad, had a vehicle owned by him destroyed or so damaged that its repair was impracticable, and who acquired a motor vehicle while abroad to replace the vehicle so destroyed or damaged;

(m) to which upon importation the **Foreign Aircraft Servicing Equipment Remission Order** would apply;

(n) temporarily imported, to which upon importation the **Temporary Entry Remission Order**, or any order from time to time in effect permitting temporary entry for commercial purposes, would apply; and

(o) forfeited pursuant to the *Narcotic Control Act*.

EXEMPTION

3. All used or second-hand automobiles and motor vehicles to which these Regulations apply are exempted from the provisions of item 99215-1 of the **Customs Tariff**.

h) importés par un ancien résident du Canada qui revient au pays pour y résider de nouveau,

(i) après avoir été résident d'un autre pays au moins douze mois consécutifs immédiatement avant son retour au Canada, ou

(ii) si, avant son retour au Canada, il en a été absent pour une période continue d'au moins 6 mois, durant laquelle il a possédé le véhicule à moteur au moins 6 mois;

(iii) après avoir émigré du Canada ou avoir été affecté en service prolongé dans un autre pays par son employeur et forcé de retourner au Canada pour cause de maladie, de chômage ou pour d'autres raisons personnelles jugées satisfaisantes par le ministre du Revenu national;

i) ayant au moins quinze ans, importés comme antiquités ou pièces de collection;

j) d'un modèle de n'importe quelle année, si l'automobile ou le véhicule à moteur a été fabriqué avant le 1^{er} janvier et importé après le 1^{er} janvier et avant le 31 décembre de cette année-là;

k) importés comme voitures de formule ou de course devant servir exclusivement hors route;

l) importés par un résident du Canada dont le véhicule particulier a été, dans un accident survenu lors de son séjour à l'étranger, soit détruit, soit endommagé au point de le rendre irréparable, et qui a acquis un véhicule à moteur à l'étranger pour le remplacer;

m) que vise le **Décret de remise de l'équipement d'entretien d'aéronefs étrangers** au moment de l'importation;

n) importés temporairement et visés, au moment de l'importation, par le **Décret concernant la remise fiscale à l'égard de l'entrée temporaire de marchandises** ou par tout autre décret en vigueur qui en permet l'entrée temporaire à des fins commerciales; et

o) confisqués en vertu de la *Loi sur les stupéfiants*.

EXEMPTION

3. Les automobiles et véhicules à moteur visés par le présent règlement sont exemptés de l'application des dispositions du numéro 99215-1 du **Tarif des douanes**.

"WHEN LIFE WAS SIMPLE"
OR
HIGHWAY CODE, QUEBEC, 1927

Silencieux:

N'ouvrez pas le silencieux de votre machine; cet appareil doit être tenu en opération en tout temps et partout.

Sous clef:

Ne laissez pas votre véhicule sans l'avoir préalablement mis sous clef.

Changements:

Ne changez pas l'engin, le châssis, la carrosserie ou le type de votre véhicule avant d'avoir obtenu la permission de ce faire.

Arrêts:

Arrêtez quand un officier de police vous en fait le signal, ou si vous voyez une affiche à cet effet.

En cas d'accident, arrêtez et donnez votre nom et adresse.

Dépassements:

Si le conducteur d'un autre véhicule veut dépasser le vôtre, tournez vers la droite du chemin.

Si vous voulez dépasser un autre véhicule, indiquez votre intention de ce faire par l'appareil avertisseur, et assurez-vous que vous pouvez dépasser sans aucun risque d'accident à un véhicule venant dans la direction opposée, ou au véhicule que vous dépassez.

Croisements:

Aux bifurcations et aux croisements des chemins, cédez le passage à la personne qui conduit un véhicule venant à votre droite, à moins que l'officier en charge du trafic ou un enseigne n'indique autrement.

Chevaux:

En passant un cheval, s'il semble être effrayé, prenez toutes les précautions possibles pour sauvegarder la personne qui le monte ou qui le conduit, et au besoin, arrêtez l'engin de votre machine.

Tram:

Ne dépassez pas un tramway arrêté pour prendre ou laisser descendre des passagers.

Si vous dépassez un tramway, conduisez de manière à ce qu'il soit toujours à votre gauche.

Traverse ch. fer:

Soyez particulièrement prudent à l'approche d'une traverse de chemin de fer.

Changement de direction:

Ne changez pas la direction de votre automobile, ni ne l'arrêtez sans avoir signalé votre intention de ce faire, en étendant le bras, ou au moyen de l'appareil dont votre véhicule peut être muni à cette fin.

Piétons:

Aux intersections des rues et aux croisements des chemins, il ne faut pas croire qu'on a pris toutes les précautions voulues lorsqu'on a signalé avec l'appareil avertisseur. Diminuez la vitesse à huit milles à l'heure. Il ne faut pas oublier qu'il y a des invalides, des vieillards et des enfants.

Donnez aux piétons qui traversent les rues tout le temps nécessaire, et surtout, n'essayez pas de les presser par un usage insolent de l'appareil avertisseur.

Avertisseur:

L'appareil avertisseur doit être utilisé comme signal de danger seulement. Ne vous en servez pas pour faire un bruit inutile, surtout dans le voisinage d'un hôpital, ou d'une église durant le service.

Ne faites pas usage de l'appareil avertisseur, excepté dans un cas d'urgence, entre minuit et six heures du matin.

RESUMÉ

DE LA

**LOI DES VÉHICULES
AUTOMOBILES**

DE LA

PROVINCE DE QUÉBEC

PRÉPARÉ PAR

LE BUREAU DU REVENU

A QUÉBEC

1927

Enregistrement:

Si vous êtes le propriétaire d'un automobile, que vous vous en serviez ou non, vous devez le faire enregistrer. L'honoraire d'enregistrement est une taxe annuelle, et non un honoraire payable pour utiliser l'automobile sur la voie publique.

Achat:

Si vous achetez un automobile enregistré les plaques numérotées doivent être laissées sur l'automobile.

Vente:

Si vous vendez un automobile enregistré en votre nom, ne manquez pas d'en donner avis au bureau du revenu, conjointement avec votre acheteur, par l'entremise de l'officier-émetteur de votre division. Quand une voiture est vendue les plaques numérotées doivent rester dessus. Si vous ne donnez pas l'avis du transport de l'enregistrement, vous restez le propriétaire pour toutes les fins de la loi des véhicules automobiles, et vous êtes responsable en cas d'accident ou de dommages.

Licences pour conduire:

Ne conduisez pas votre automobile avant d'avoir obtenu une licence à cette fin. Si vous employez un chauffeur, assurez-vous qu'il a sa licence avant de lui laisser conduire votre automobile

Expiration:

L'enregistrement et la licence expirent le dernier jour de février.

Permis temporaire:

Un permis temporaire ne vous autorise pas à conduire quand vous êtes seul dans la machine, mais seulement si vous êtes accompagné d'un conducteur ou d'un chauffeur licencié.

Certificats:

Portez toujours vos certificats d'enregistrement et de licence. Vous ne savez

pas à quel moment on vous demandera de les produire.

Plaques:

Les plaques numérotées doivent être placées sur la machine de manière à ce qu'on puisse facilement les lire à une certaine distance. Il ne faut donc pas les placer de manière à ce qu'elles soient cachées, par un pneu de rechange, le pare-chocs, etc., ni avec un bout de corde ou de broche. Placez-les tel que requis par la loi, et faites-les laver quand elles sont couvertes de poussière ou de boue.

Vitesse:

La loi vous permet les vitesses suivantes:

Dans une courbe ou une descente raide, avec n'importe quel espèce de véhicule, huit milles à l'heure.

Aux croisements des chemins et aux intersections des rues, huit milles à l'heure.

En traversant un pont, huit milles à l'heure.

Dans une distance de trois cent pieds d'une traverse de chemin de fer, huit milles à l'heure.

Dans une cité, une ville ou un village, ou dans toute partie peuplée d'une autre municipalité, avec un taxi ou un véhicule de promenade, vingt milles à l'heure.

Ailleurs, trente milles à l'heure.

Avec un autobus, vingt-cinq milles à l'heure.

Avec un camion vide muni de bandages pneumatiques, quinze milles à l'heure.

Avec un camion vide muni de bandages solides, dix milles à l'heure.

Avec un camion chargé muni de bandages pneumatiques, douze milles à l'heure.

Avec un camion chargé muni de bandages solides, huit milles à l'heure.

En rencontrant un autre véhicule, seize milles à l'heure.

Tenez-vous-en à ces vitesses. Si vous les dépassez, vous êtes un danger public.

A droite:

Conduisez votre véhicule sur la moitié droite du chemin. L'autre moitié est pour les véhicules venant dans la direction opposée, ou pour ceux qui dépassent le vôtre.

Enfants:

Faites constamment attention aux enfants; il faut que vous pensiez pour eux.

Boue:

N'éclaboussez pas les piétons sur les trottoirs avec la boue des rues.

Eblouissement:

N'éblouissez pas avec la lumière de vos lampes d'avant les conducteurs des autres véhicules, ni les piétons.

Lumières:

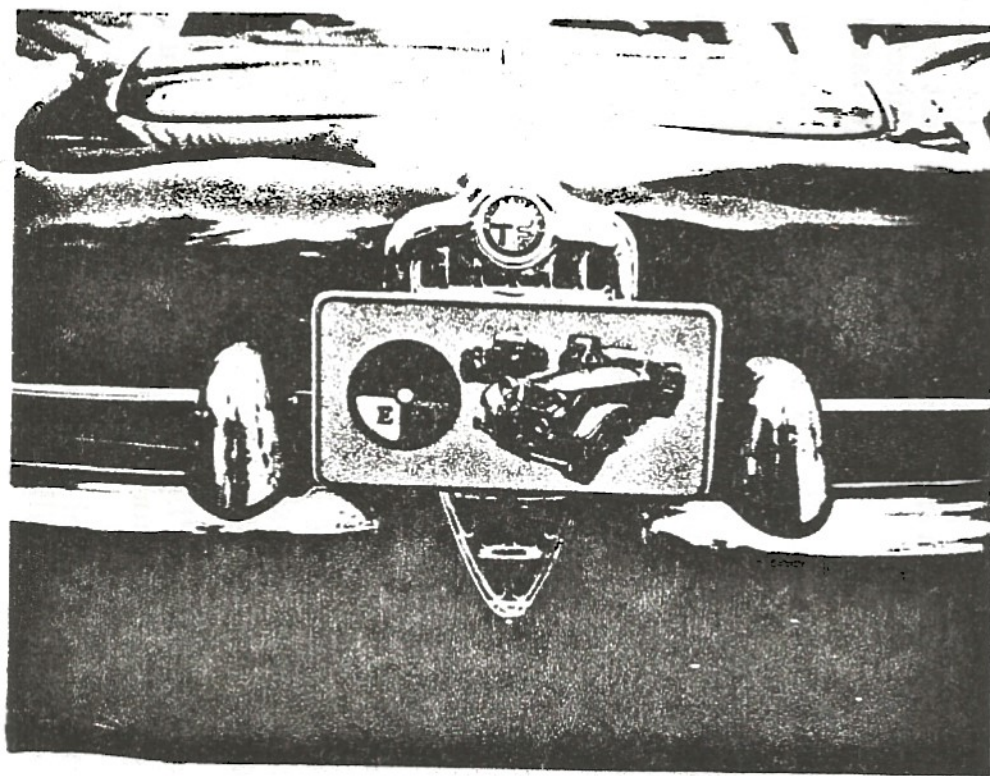
Gardez vos lumières allumées, depuis une heure après le coucher du soleil jusqu'à une heure avant son lever.

Ne laissez pas votre automobile arrêté au côté du chemin, sans lumières, quand il fait nuit.

Freins:

Faites inspecter vos freins de temps en temps; votre sécurité et celle des autres personnes sur la route en dépendent.

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.



E.V.E.A. V.E.A.E.

ACTIVITIES 1979

- 6 AVRIL.....SOIREE DE FILM/FILM NIGHT
- 11 MAI.....VIN D'HONNEUR/WINE AND CHEESE
- 3 JUIN.....TOUR D'ESSAI/FIRST RUN
- 24 JUIN.....GYMKANA
- 8 JUILLET.....SURPRISE !!!!!!!!!!!!!!!?
- 12 AOÛT.....RALLYE COUP HEMMI/RALLY
- 9 SEPT.....CONCOURS D'ELEGANCE
- 23 SEPT.....DERNIER TOUR/LAST RUN

LOCATIONS AND TIMES TO BE ANNOUNCED



VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

BULLETIN

VOL. 1 No. 5
JULY

1979

ENTHOUSIASTES DES VOITURES EUROPEENNES d'AUTREFOIS

C. P. / P.O. BOX 693, VICTORIA STATION
WESTMOUNT, QUÉBEC.

So now we arrive at Volume 1, Number 5 and perhaps some (if not all) of you are wondering how it is that in the seventh month of the year we have but five issues of the V.E.A.E. Bulletin. The answer is that the Autosiaste, which comes out quarterly, incorporates that month's Bulletin. Why do a thing twice when once can do as well? And more economically, too!

Clubs such as ours which are open to membership irrespective of the make of car owned by the member and purport to provide primarily a more social attraction with rallies, outings, competitive events of the fun type have their adherents. On the other side of the coin are the so-called "One Make" clubs which attempt to gather as many owners of a certain make (and in some cases, model, such as the Model T Ford Clubs, Daimler and Lanchester Owners' Club, M.G. "A" Twin Cam Club) with not primarily a social aspect but also carry parts depots and technical assistance. Both serve the cause of preserving the tradition and mystique of the motor car which by virtue of its spanning many generations, with varying ideas and perhaps, fads or at the other end of the spectrum, unique engineering and basically sound design, deserve to be sought, restored and preserved for many to see and enjoy. Both types of clubs have their advantages, depending on what the prospective member is looking for. There are also disadvantages, perhaps most noticeable when it comes to recruiting members. Some are looking for social activities and minimal technical assistance. Others, the reverse. In our case, your Activities Committee has this year worked very hard to produce an interesting programme, one which is aimed at encouraging members with cars to turn out and enjoy events of diversity and reasonable ease of accomplishment. Further on in this Bulletin you will find out what that Committee has planned for the balance of the activities year.

The most recent issue of the Autosiaste made mention of a proposition made to your Directors for a Salon this year. This has not so far reached any planning stage. With the experience of our 1978 Salon behind us and the conclusions reached by your Directors as to its success vis à vis the efforts put into it you can be certain that you will not be kept unaware of what is being done in this instance. Very preliminary talks only at this point in time.

We would like to extend on your behalf a hearty welcome to New Member, No.78, Kim Peacock, of 626 Garceau Street, Drummondville, Québec. (J2B 1N5) whose stable includes an XK-140 and a Rolls-Royce P111 chassis. We hope that Kim will be able to join us in some of our events, particularly as there is a feeling that those areas of travel which can offer pleasant driving and scenic interest are not necessarily all on or in the vicinity of the island of Montréal. On the score of member participation in events, it's no more effort to plan an event for 50 participants than it is for 10. And it's a great deal more satisfying for the organizers when their work brings out 50% of the membership instead of 10%. So to our members, try to recruit one more member each. We need your help, and soon!

AS WE GO TO PRESS !!

Here are a few excerpts from Road Tests carried out by various motoring magazines a few years ago. They are selected only because some members may have had experience with these particular cars and would have formed their own ideas.

On the FIAT X-1/9.....They were right! It handles superbly! That's what every magazine writer who drove it said...the way it took corners...the way the steering responded...the way it felt at the seat of the pants. It is a sports car come of age, simply finished yet mechanically sophisticated. But... seats not well suited, too narrow at top...left foot forced to sit up on the inner fender or under the clutch pedal....the top not up to the general quality....radio housed in simple sheet metal box and next to useless on the highway...too low powered. The OHC 1290 engine doesn't have the cookies...seemed less powered than most 128s. Poor on gravelled roads, doesn't like marbles. If looking for absolute acceleration, get a dragster but if you are into handling in gymkhana or slalom, it's ecstatic!

On the 1957 DKW..... The car we tested had the standard 3 cylinder 2 stroke engine. (Motor Trend Sep.'57) Saxomatic flyweight and vacuum-controlled clutch which does away with the clutch pedal was an optional extra on our car. The front wheel drive, free-wheeling is a standard equipment which helps the economy but can be disengaged if necessary. The disadvantage of adding engine oil to the gas is not so bad if you get into the habit of adding a pint every 5 gallons of gas.....But you can stop worrying about changing the oil filter, warming up...the camshaft, drivetrain, valves, tappets are eliminated. The engine has only seven moving parts. Ball bearings on crankshaft and connecting rods...three sets of breaker points and each cylinder has its own coil...driving is a real pleasure...engine starts quickly even in cold... Pop-popping characteristic of two cycle evens out and at speed it sounds like a six...fast turns a cinch if power kept on. Nice touch...bolt heads in trunk covered with rubber!

On the 1957 Volvo..... A pinch of spice has been added to the Volvo. Outwardly the (Motor Trend Sep.'57) same except for a slight change to the grill, there's pepper under the hood...seating yourself, the car seems tailored to fit you, the wheel falls into your hands, you see over the rim, feet readily find the pedals and the short-throw floor-mounted shift lever is a welcome return...power increase from 70 to 85 bhp is noticed as soon as you start the engine and hear the crisp exhaust note...power comes on quicker...standing start to 60 averaged 16.3 seconds. Nothing lost in the excellent riding and handling...good weight distribution shows up in steering. 3 turns lock-to-lock gives good gives good handling, parking. Good mounting of spare vertically in trunk leaves space. In all departments this is a good car.

1921 Enfield-Allday
(Maker's Specs)

The 5 cylinder radial engine has a capacity of 1.4 litres. The valves are the super-imposed hollow mushroom slide-poppet type and the 3 speed gearbox drives through a multi-disc clutch. The frame is delta-shaped, made of small diameter tubes. Cantilever springs all around. Steering column adjustable, hinged wheel for easy entry. Brakes expanding ring type with a fabric-covered cone running brake.

(P.S. Early cars were designed by Bertilli, of Aston-Martin fame)

ACTIVITIES

MIDSEASON 79

Still to come:-

July 28/29	Sanair slalom & meet	St. Pie de Bagot
August 5	Old fashioned fair	Plattsburgh Village
August 11/12	Stowe Weekend	Stowe, Vermont
August 18/19	VARAC race meeting	Kingston, Ontario
August 26	Rallye Coupe Hemmi	* Note change of date
September 9	Concours d'Elegance	To be arranged
September 23	Dernier Tour à Vapeur	To be advised

BE THERE!

GYMKHANA June 24

Wot a crummy day! Everyone agreed, all that turned up that is. The weather unfortunately only permitted 3 events of the six which were planned: Garage parking, a timed then side by side mini slalom and a blindfold stopping distance. I had to take home again the dozen eggs I had planned to use for testing ability to hill start.

Exciting moments were produced when Ed Richardson in his 'D'type (?) challenged Pierre Ouimet in his XK 150 in a tandem mini slalom. The verdict was Ed by a short nose (?), apron, spare wheel, whatever. Pierre explained he was having difficulty seeing over his bottom (?), boot, trunk, whatever and quickly recovered his composure and form to fight off a challenge from Bill Israel's Austin 7 to win the Knock-Out event. Yours truly nearly broke his arm losing control of the front end in a dice with the Austin in the reverse slalom. Those solid front axles have quite a castor action!

Results in next Autosiate.

- o - 0 - o -

SURPRISE TOUR July 8

For all those frustrated members who turned up to find out what the surprise was all about, here is the solution to the stupid crossword and route card. The good news is I will not be setting out the Rallye.

Now this one was a really fantastic day for Vintage Touring. Everyone received a Tour Guide with cryptic clues and a crossword which had to be filled in along the route. This took us along the lakeshore to Ste. Anne de Bellevue, across to Ile Perrot then off into the sticks to St. Lazare. There we were the guests of the VACM West Island Chapter by kind courtesy of the Coopers at Cooper's Airfield. A delightful spot with a pool. picnic tables and a barbecue pit. Entertainment was

provided in the form of an opportunity to look over the VACM A*U*T*O*M*O*B*I*L*E*S (the Singer looked like it would fit in the trunk of most of them), a variety of home built and antique flying machines including a delightful restoration of a DH Tiger Moth and to cap it off some fine stunt flying (aerobatics display) in a Pitz (I suppose that's how you spell it) Biplane. Diminutive but powerful it has over 200 HP pulling it - now that would make your 'C' type go Ed.

Unfortunately we lost a couple of starters on the way. Henri Colombani and family had heard in the wind a few days before of our original plans to go to Pointe du Moulin, so reckoning to beat us all to it, he went straight there. New member Tony Stamford simply took Zaven's example from last year and disappeared with his girl friend into the woods - in somebody else's borrowed Jeep. To be fair my clues were perhaps a little too devious and I apologise to Henri and family for not having provided an emergency envelope in case of disaster (or three fractious children). Anyway nobody managed to present me with a completed crossword, so I drank the prize bottle of wine myself. (Hugh says long before everyone arrived).

SOLUTION:

Mile

0.00	WELL MADE ROAD	Chemin Beurepaire
0.20	BILL MIGHT NOT	Ken wood
0.38	WELL ILLUMINATED BLVD.	Beaconsfield Blvd
1D	EXHORTATION?	Post (Mail)Box marked 'Canada Post'
1.94	HOW TO STATIONNER DON'T ROUNDABOUT	Angle parking signs, one marked EN BIAS Instruction was turn left. To the right was Circle Road.
4.39	6D WELL KNOWN MODEL	To the right was MORGAN rd.
4.84	13A MORE OFTEN ON CARS	Bronze plaque mounted on stone obelisk with Quebec coat of arms and motto 'JE ME SOUVIENS'
4.40	7A YEAR OF MANUFACTURE	On Town Hall '1911'
6.49	STUDIOUS PART OF TOWN	COLLEGE Street
6.70	UNDER THE ARCHES	Under the highway
6.74	22	Highway 2 and 20
7.51	SELF IMPORTANT BLVD.	Grand Blvd. If you went past this turning there was a Dairy Queen on the left.
8.28	4A ANACHRONISTIC JOUSTER	Bld. DON QUICHOTTE otherwise known as: 'MAN OF LA MANCHA' (Well you didn't expect it to be that easy did you?)
9.76	3D LIGHTWEIGHT CLERGY	Bld. 'CARDINAL LEGER'
10.89	10A THIS KING NO SAINT	The right turn was onto St. Henri. Henry the EIGHTH was no Saint.
11.54	TASTY Chicken 12A INDIANS GOOD AT IT	There was a Kentucky fried on the corner There was indeed a historic house but just back in the trees was a Club de CANOTAGE.
12.28	20° West of North	Highway #340
14.29	9D TWO OF THEM ANYWAY	Sign to Vaudreuil Drive-In, 2 ECRANS
15.29	8A DON'T RUN IT OVER	Small warning sign beside road marked BELL Telephone 'Attention CABLE crossing
16.67	THEY HAVE WINGS	Rue Ste Angelique
18.64	5D NOT A FISHERMAN'S WHARF 11D THE RIGHT ONE	AIRFIELD ROAD

TAKE NOTE

SANAIR SLALOM & MEET July 28,29

This should be a most enjoyable event. Stretching over 2 days, Saturday afternoon will be used by those wishing to drive in the Slalom to learn the technique at a 'driving school'. Sunday there will be a general gathering from as many car clubs as we can muster for a display lap by all the Vintage machinery and later a timed slalom on the track for those that wish to participate. We have been offered these facilities by ADAC and we ourselves are inviting the VAQ, VACM, Uni-Que CC, MG CC, Mercedes, TR Club and the Jaguar Owner's Club.

Saturday, 28th:

1.00 pm. Driving School - Fee \$10.00
Ground school instruction in techniques
Instructor to give individual demonstration in your own car or car to be provided.
Participant to drive around track with instructor as passenger to give advice on driving technique and handling of the vehicle.

Sunday, 29th:

10.00 am. Exhibition tour of circuit by as many European and North American Vintage machinery as we can muster.
1.00 pm. VEAE/EVEA Slalom. Each car to complete a number of laps of the circuit (two or three yet to be decided) against the clock only. Note that this will NOT be a race. A number of cars however will be running on the track at the same time to make it more interesting.

As previously mentioned, this is an ADAC race meeting and anyone wishing to race their vehicle may do so in one of the ADAC events (contact Denis Gauthier). Our event is in no way intended to be a race event. It is being staged purely for the amusement and interest of our members, who have perhaps never had the opportunity to drive on a circuit.

- Notes:
1. For you and your car's protection we are insisting that to drive in the slalom you must attend the driving school on the Saturday.
 2. ADAC will provide all necessary marshalls, emergency services and insurances. A normal driving licence is all that is required.
 3. The circuit is not a North American oval. Although simple it is typical of a British club circuit, with a variety of bends.
 4. A special paddock area is being set aside for our Vintage machinery for the sake of security.
 5. Granby Zoo is approximately 15 miles away for those wishing to have an afternoon outing after our event.

LOCATION: Sanair race track, St. Pie de Bagot, approximately half way between St. Hyacinth and Granby. Take Eastern Townships Autoroute or Hwy.#112 through Chambly and St. Cesaire. Approximately 2 miles past St. Cesaire turn left to St.Pie.

OLD FASHIONED FAIR

August 5

Join the party for all the fun of an old fashioned fair, 10c rides and games for the whole family with a genuine ox roasting thrown in. We are the guests of the UNI-QUE Car Club for this one, which is a town event in which they take part. The location is Plattsburgh Village, New York State and is rather far for our older vehicles (80m.). A number of us will therefore probably go in modern tin-ware.

Take the Highway #15 from the other side of the Champlain Bridge, South to N.Y. State #87, thence to Plattsburgh. Last exit before Plattsburgh on Northway to Plattsburgh Village. I understand the fair is at the Fire Hall.

That's all for now folks,

Bob

President and Activities Chairman