

AUTOSIASTE

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AUTUMN 1979

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

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Fifth Anniversary Issue





Autosiate

VOL. 5

Nº 3

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cover story

The cover on this, the Fifth Anniversary Autosiate, is the innovative one which was first used in the second year of the Club. It was adapted from a design by Leonetto Cappiello (1875-1942) and in an avant-garde manner expressed the spirit of lively motoring.



RAMBLINGS

Five years ago this month a group of enthusiasts gathered in the home of Vincent Prager and considered how their interest in British and European motor cars generally and particularly early ones could be shared with one another and perhaps others who had a similar interest. For them it seemed that in Montréal and the surrounding area there could be many such cars, lovingly maintained or being restored, owned by people who would enjoy meeting others, seeing their cars and very likely gathering knowledge about their hobby and assistance in their restoration. It was therefore natural that out of the informal get-together arose the idea of forming a club. A few phone calls later resulted in a larger gathering and the Club came into being. A name was chosen, one which in full and in its abbreviation would be logical and simple in both languages, Vintage European Automobile Enthusiasts (V.E.A.E.) and its parallel, Enthousiastes des Voitures Européennes d'Autrefois (E.V.E.A.) soon after, a logo was created which we see as unique and employs both formats, a Constitution was drawn up, a dues amount was decided on and the Vintage European Automobile Enthusiasts and the French language counterpart came into official being.

Fifteen members formed that first membership roll and of that group eight are still with us this fifth year of the Club's existence. Bob Marshall was appointed the first President and the first outing was a Tour which started at T.M.R. Shopping Centre on the 15th of September, 1974. The route took the group of 13 cars through the Lakeshore communities to arrive at the Willows Inn in Como where lunch was eaten and after that over the Lake of Two Mountains by ferry to Oka and then back to Montréal. The wording of Bob's report on the outing tells us "After lunch the group boarded the Oka Ferry and continued the Tour with Gilles' newly acquired Aston Martin in the lead". May we wonder where that Aston Martin is now! There was one more event that year, a Fall Slalom d'Automne, held at the Centre Laval on the 27th of October under the direction of Gilles Desroches who was Vice-President and Competition Director. There were again 13 entrants with Bob Marshall having the best absolute time in his Sprite followed by Ed. Richardson as second with his old reliable '31 MG "D".

During the ensuing years the Club has grown, not spectacularly because one of the guiding principles of the founders, which is still in effect, was to aim at a close-knit group of enthusiasts, people who would join, not to just have another addition to the badge bar but because of the good fellowship which could exist between people with similar interests, friendly rivalries, helpful advice and the wish to see as many good motor cars of these earlier years brought up to a reasonable reflection of their original condition, saved from the junk yard. It was felt that a membership in the 50 to 60 area would be best. However, there was never any intention of refusing membership where it believed by the Directors that the applicant would bring to the Club his contribution to these ideals. There have been times when a meagre attendance at an event has resulted in questioning the unofficial limit as being unrealistic if it results in few entries. Maybe yes, maybe no! In any case, our present membership is 50, as it has been for almost the whole time. But we do have to keep on our toes, spreading the word and boosting the Club!

LETTERS



Dear Sir,

In writing to "The Autosiate" at this time I would like to head the letter, "Reflections upon the Rallye, 1979!" and doing so say that my initial reaction was one of disappointment and perhaps a touch of cynicism.

I would be most interested to know why a mere fraction of our members take part in the activities of the Club. You see there is a reason. Have you ever stopped to think that there is a reason for every action and reaction upon this strange and puzzling place we call Earth. I am so interested that I am prepared to go as far as to say that to every member writing to our Directorate setting forth the reasons why he, or she, does not take part in the Club activities I will offer a cash prize for the best presented article.

I will be, of course, one of the principal judges and to rate with me the member will have to say it exactly as it is! You know the sort of thing, "I always had every intention of taking part but my wife always hid my pants!" Or, "My girl-friend let my fires down". Another one, "The excitation on the generator was rather weak!" Or possibly, "My cars are things of beauty but don't think for a moment that they can get around the block." And so on.....

To be honest, I often wonder why half of our members ever joined the Club! Well, those few, those "Happy few" who did attend the Rallye had a quite delightful and hard-to-come-by experience and the efficient and charming touch of Bob Neapole was once again evident.

I think that I have taken part in every Club Rallye but this was the first time that the MG was out. What an interesting contrast to the Mk VI Bentley! The MG added yet another trouble- and worry-free 132 miles to her total. By the way, that car was at least 16 years older than any other contestant, the driver by no means as young as he used to be and the navigator was, as we used to say, out of the very top drawer. Surely that should have merited a bonus of some kind! Yet perhaps the bonus was in fact in the left-hand seat, beside him!

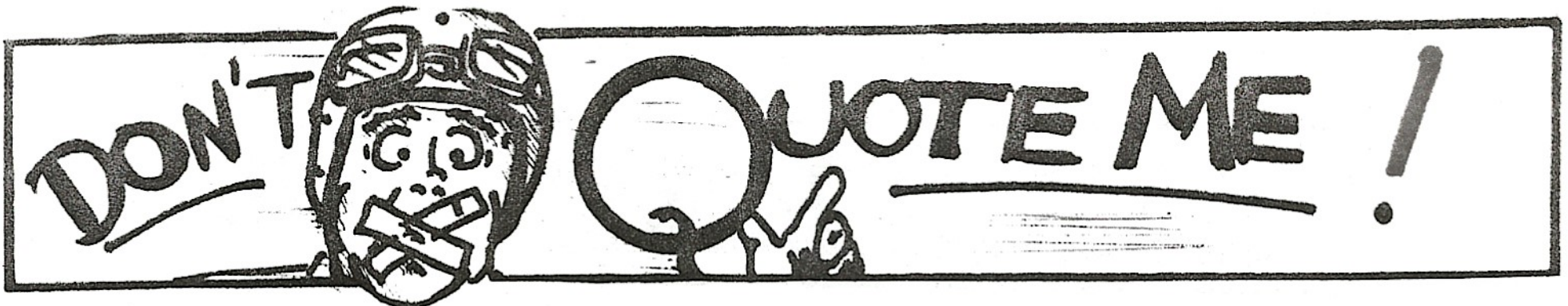
P.S. The navigator's elder daughter, who guided the driver so brilliantly and charmingly the year before, is a 100 Pointer like her "Mum". I can hardly wait for the lovely younger daughter to occupy, in her turn, that hard bone-rattling lefthand seat!"

Etc. & Y.V.T. (Signed)

Enmund Richardson. "

Editor's comment,

Ed's comments are timely and to the point. While it can be said that all clubs experience the distressing fact that membership at large does little to support the Directors in their efforts to provide interest and amusement, our Club is small and compact, intended to be sociable and friendly. Others' comments would be welcome and would guide the Directors in their planning.



Britain so often ends up with wholly unreasonable results.....ranging from the blatant lunacy of dividend control to the long-running destructiveness of excessive personal tax rates. Perhaps the time has come for reasonable men and women, including managers, to be wholly unreasonable in insisting on better performance from their governors.....(Editorial in the British magazine 'Management today')

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"Potatoes may fuel cars"....A farm-government committee is looking into the possibilities of producing alcohol-based automotive fuel from Prince Edward Island's vast renewable resources of potato culls. Initial enquiry into the methanol potential has turned up a suggested cost of \$1.55 a gallon....hardly competitive, even with premium unleaded gasoline, but like the Athabaska oil sands and Labrador's low-grade iron ore, the potato discards may eventually price themselves into competitive viability. Meanwhile, the researchers say they need more information before even pilot production.

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'31 Bentley 8 litre 4-dr Sport Saloon in concours condition throughout. New lacquer, windows. Upholstery and woodwork refinished. Engine and gearbox completely overhauled. \$3250. Bruce Fagan, P.O. Box 26205, Hollywood, Calif.

'34 Alfa-Romeo Model 8-C 2300 cc with supercharger. Body by Zagato. Can be driven anywhere. John Repke, Route 2, Colomo, Mich. Price \$2500 or will trade.

(These tear-producers were in the Want and Sell ads in Sept '57 Motor Trend)

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"ANTIQUÉ CAR VICTIM WINS 2500 Pound Damages". This headline was followed by the story that a man was knocked down by a car built in 1896 and was awarded that sum in damages. The man, contractor Walter Davis, 49, was hit by a three-wheel Leon Bollée Voiturette which got out of control at the start of the 1954 Brighton Veteran Car Rallye. (This article was contained in The Montreal Star, March 14th, 1958)

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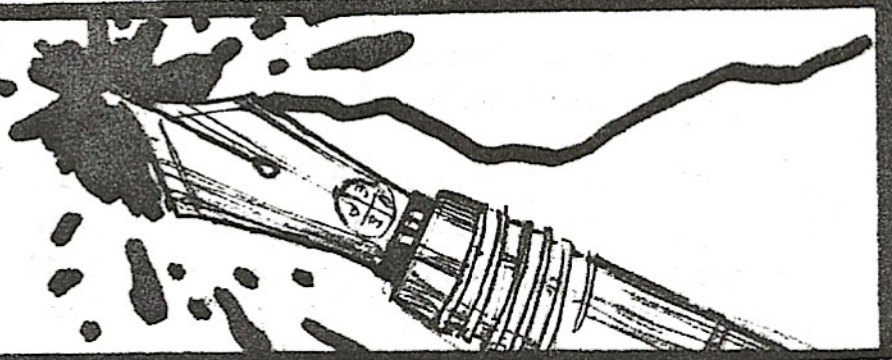
The power developed by Rolls-Royce engines has always been a well-kept secret and is never quoted in the Company's literature. A recent article in 'The Commercial Motor', apparently officially inspired, refers to the possibility of Rolls-Royce Ltd. developing the 6.23 Litre V8 engine of current cars as a lightweight prime mover for fast motorway commercial vehicles. The gross output is stated to be 245 bhp at 4000 rpm, with a maximum torque of 372 lb.ft. at 2250 rpm. It weighs 561 lbs with accessories. (This article from 'The Sporting Motorist' May 1965) NOTE: This is the same engine as is used, with appropriate mods. in the Silver Cloud III and Bentley S-3.

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While British Leyland are getting ready to close down Abingdon & MG production Rolls-Royce has bulging order books for limousines and aero components. What price "public ownership" ? Maybe British Leyland had better stick with heavy trucks and the big dollar market.

SOME NOTES ON OUR

Activities



As a complete report on the year's activities will form a part of the Annual Meeting, in general, the monthly notes on the activities which have taken place in the month preceeding the Bulletin or the Autosiate are more or less an outline of the events and are not intended to be a full report.

So in this issue of the Autosiate there are two events which can be reported on. These are Rallye Coupe Hemmi, which was scheduled to take place on 12th August but had to be deferred until the 26th and the Concours d'Elegance which was celebrated on the 9th of September.

The Rallye was planned by Bob Neapole, that experienced Rallye designer who, taking a few cues from the 1978 one, created one which was just the right degree of difficulty combined with a very good run through the countryside behind Oka. The vital statistics recorded that 7 persons actually took the run, starting with Peter Bigney as No.1 in his A-H and ending with Hugh Jockel in the Triumph 2000. It should be noted that Peter was alone and combined driving with navigating and noting interesting clues. Hugh had his by now, hopefully, experienced Billye in the "supporting" rôle. Besides the usual stalwarts there was new member Kim Peacock accompanied by Mrs. Peacock (please excuse me but her given name was not disclosed to this scribe...but never fear, I'll catch up there!) and a prospective newmember "Chuck Burton who was driving a rather potent-looking TVR, also accompanied by his wife.

In addition to the participants there was an efficient group of six stewards, pointsmen or what-have-you. They were extremely fair and dedicated. Such sound types have to be dedicated to stand (or sit and who can blame them?) around for several hours waiting for that lost soul who took a left when it should have been straight on and wondered why all the other cars seemed to be passing in the opposite direction! Counting Bob, there were five marshals, being members plus one non-member who was a friend of Bob's along for the fun of it. All seemed to enjoy the outing which took place on a very fine day, sunny but not too hot. The scenery along the route was excellent, starting as it did at the Rosemere Shopping Centre then winding its way through back roads somewhat similarly to the previous year and ending at Oka where the bateau-tiré (?) back-packed all to Como and finally to end up at The Willows Inn. That hostelry now has a license which allows the fine art of drinking on the lawns. There all the participants (none really got lost!) handed in their cartes de route for checking. The result showed the winner as being John McFall whose trusty Alpine, Sunbeam-Talbot variety, carried him and his son to victory with a loss only 31 points. Peter Sonnenberg came second and Hugh Jockel, third. Ralph presented the Coupe Hemmi cups to the first and third place winners but Peter had to be satisfied with a handshake for the present as the former winner still has it somewhere in Ontario! But cheer up, Peter, we'll get the R.C.M.P. and the C.I.A. and maybe the N.D.P. after it.

Several other members showed up at The Willows and joined in congratulating the contestants on completeing the course.

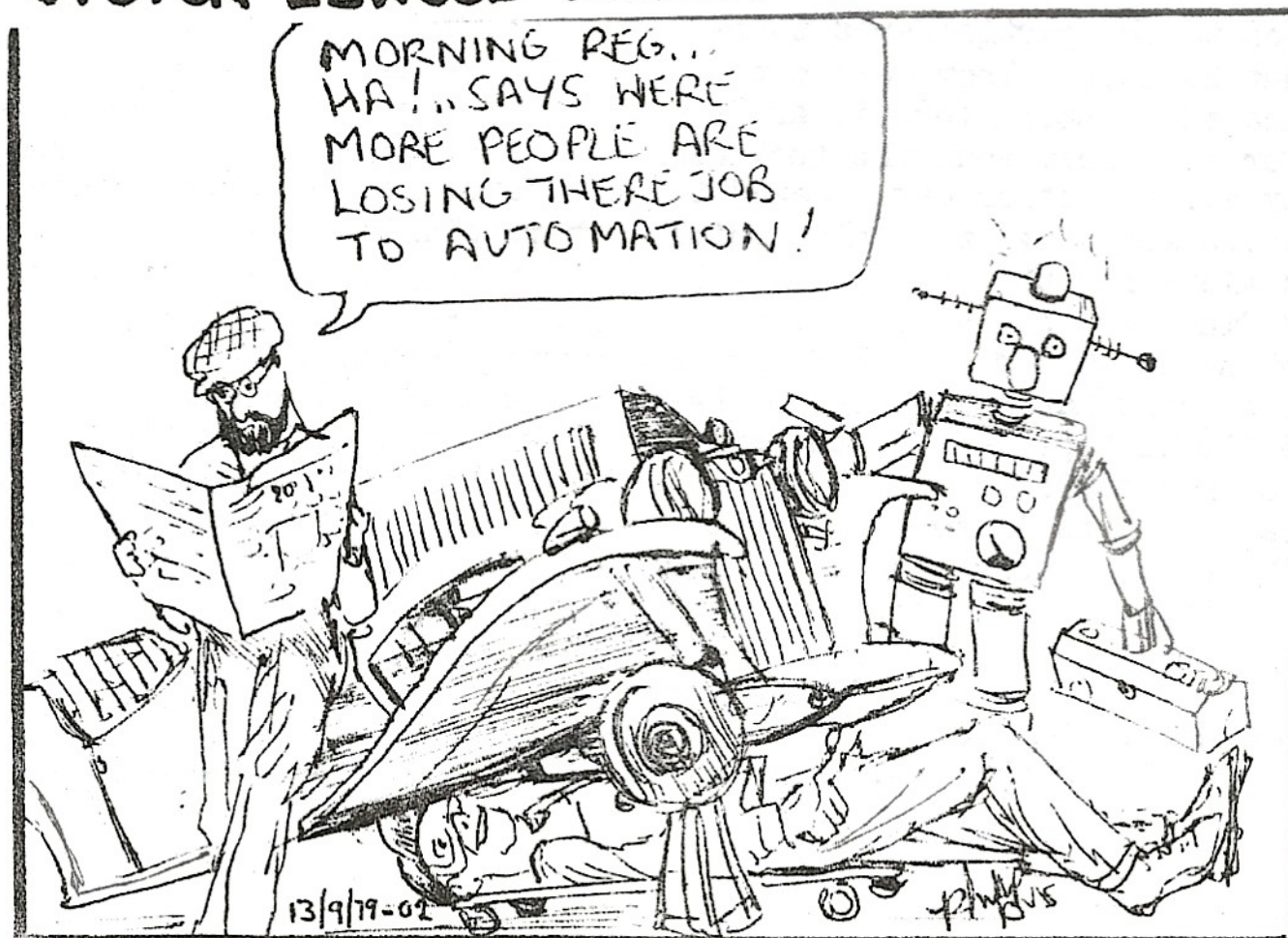
Altogether, the event was voted a success and all paid tribute to Janet and Bob Neapole for what was a well-laid-out route, just difficult enough to test the alertness of the participants along with the ability to follow the instructions which in this case held few hidden mysteries. And the weatherman co-operated, too.

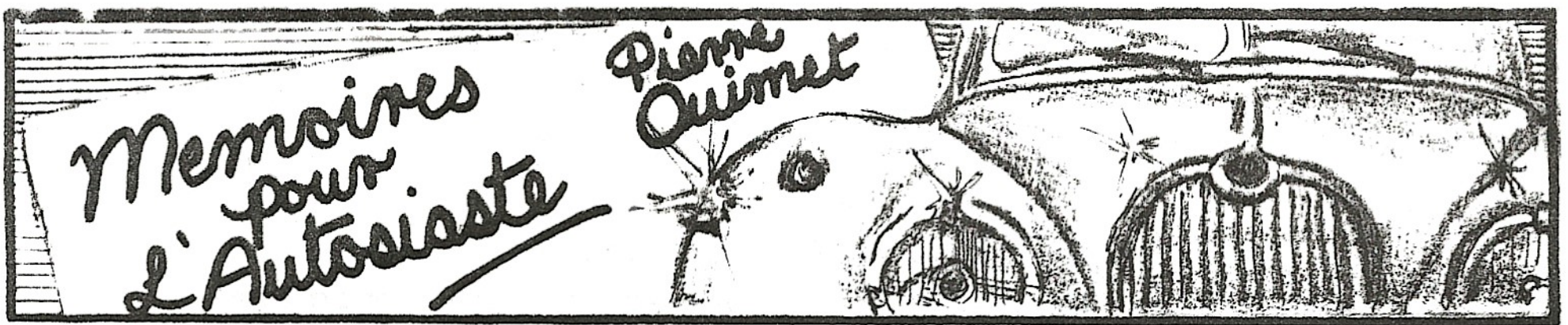
The next event which is to be reported on was the Concours d'Elegance. It took place on Sunday, 9th September at the grounds of the College de Brebeuf where the same event was held in 1977. Most seemed to know the location, which is convenient to almost all parts of the City and suburbs. Again, the weather was excellent.

Eleven cars were in the line-up for examination by four judges. The point system was divided into four categories each of which handled by one of the judges. The first place was taken by Jim Roman with his beautiful BMW, second by Bob Neapole with the Bentley 3.5 l. Tourer and third by Hans Burgermeister with his 2.4 Jaguar. The judges were Phil Chartrand for Group 1, Exterior; Ralph Hemmi for Group 2, Interior; Peter Sonnenberg for Group 3, Mechanical and Phil Avis for Group 4, Trunk and rear area including tool kit. Needless to say, the judges had their difficulties with such a fine line-up of cars. The participants will be sent their respective score sheets so that they can see where their car can stand improvement. The Chief Judge was Hugh Jockel and the announcement of the winners was made by Ralph Hemmi on behalf of the Activities Chairman, Bob Tayler, who unfortunately could not attend.

As a matter of summing-up these events, both of which were successful and enjoyed by participants and organizers alike, it should be said that the organization of an event is the same whether there are fifteen or fifty entries but how much more satisfying it is to all if there's a decent turn-out. With the current method of notification of date and location by mailed notice, supplemented by at least one phone call and sometimes two to remind members of the approaching event, is there any real reason why the events aren't better attended? If there is then it's the occasion for the members to speak up and tell the Directorate what they object to.

VICTOR EDWOOD ALBERT EDGINGTON ^{BY AVS}





Il a souvent été dit que lorsqu'un propriétaire de M.G. rencontre un autre propriétaire de M.G., on parle de..... et bien non, enfin, pas toujours! Il y a des jours où on a des idées plus grandioses. Si on fondait un club de M.G. T ? Ainsi fut dit, mais point ne fut fait. Il en résulta plutôt un regroupement aux idées plus larges; on accepterait plutôt toutes les voitures sports anglaises, car il n'y a sûrement pas assez de M.G. à Montréal. De fil en aiguille, l'idée de Robert Marshall et de Gilles Desroches germa et engloba tour à tour les sedans anglais et puis pourquoi pas toutes les voitures européennes. N'a-t-on pas déjà dit que la nécessité est souvent mère de l'invention! On aurait sûrement plus de plaisir et plus de monde si on acceptait tous ces enthousiastes. De vrais enthousiastes des voitures européennes d'autrefois, des E.V.E.A. quoi!!

Cette brève rencontre se produisit il y a plus de cinq ans déjà. Eh oui! votre club a déjà cinq ans. Du plaisir, des satisfactions, des défis, des tracas, des risques, des compromis, on en a vu de toutes les couleurs au début! Une vraie vie quoi! Il fallait tout réinventer. Il y avait bien sûr des clubs automobiles à Montréal; mais, si on était propriétaire d'une voiture d'après-guerre même unique ou de petite série, on était tout simplement exclus tout de go! Et de toute façon, ils étaient tellement pépères avec leurs "vintage" qui ne sortaient que par soleil pétant et encore pour ne pas les salir, on allait juste faire un petit tour ou mieux encore, un XIème concours d'élégance alors que Robert et Gilles rêvaient de courses, slalom, rallyes et autres activités qui bougent.

C'est en fait, à la fois l'historique d'un club naissant que j'essaie de vous raconter et aussi, mais surtout ses premiers pas qui s'effectuèrent péniblement. D'abord par des coups de téléphones à tous ceux qu'on connaissait qui pourraient joindre les rangs et hop! une réunion pour former un comité provisoire. Pas de délais car on est déjà à la mi-juillet et si on veut faire quelque chose cette année, il faut agir vite. On a presque réussi! Le 15 septembre, la première sortie officielle du club. Une gentille promenade qui nous mena, je vous le donne en mille, au Willow Place Inn à Hudson. Vous en rappelez-vous Bruce et Bob Marshall, Gilles Desroches, William Ayoub, John McFall, Ed Richardson, Fred Turcotte, René Kundig, Gerald Yannone, Marcel Boucher, Pierre Bilodeau, Hugh Jockel ? J'y étais aussi et il me vient un pincement au coeur de me remémorer ce jour! Où sont passés ces membres valeureux qui ont édifié ce club? Ils y sont encore en grande partie ou bien ont laissé une trace ineffaçable de leur passage car dans les premiers temps, si on était membre, il fallait contribuer. Demandez-le à Gilles, le vice-président, directeur des compétitions, assistant aux activités, en charge de l'impression du bulletin et souvent même de sa rédaction ainsi qu'à Bob qui s'est occupé des fameuses et célèbres écussons du club. Ils sont beaux direz-vous, mais lorsque vous le verrez, demandez lui de vous raconter les discussions qu'ils ont engendrés quant au choix final de couleurs et n'oubliez pas de discuter des saines conditions financières que le club a eu quand la facture est arrivée. On a même pensé devoir vendre des choses à l'encan après les activités pour renflouer les fonds du club. C'était l'époque où le slalom se mesurait au pouces de caoutchouc laissés sur le site après la compétition et à la densité de fumée bleue dégagée par le moteur de Marcel pour battre William. Et on

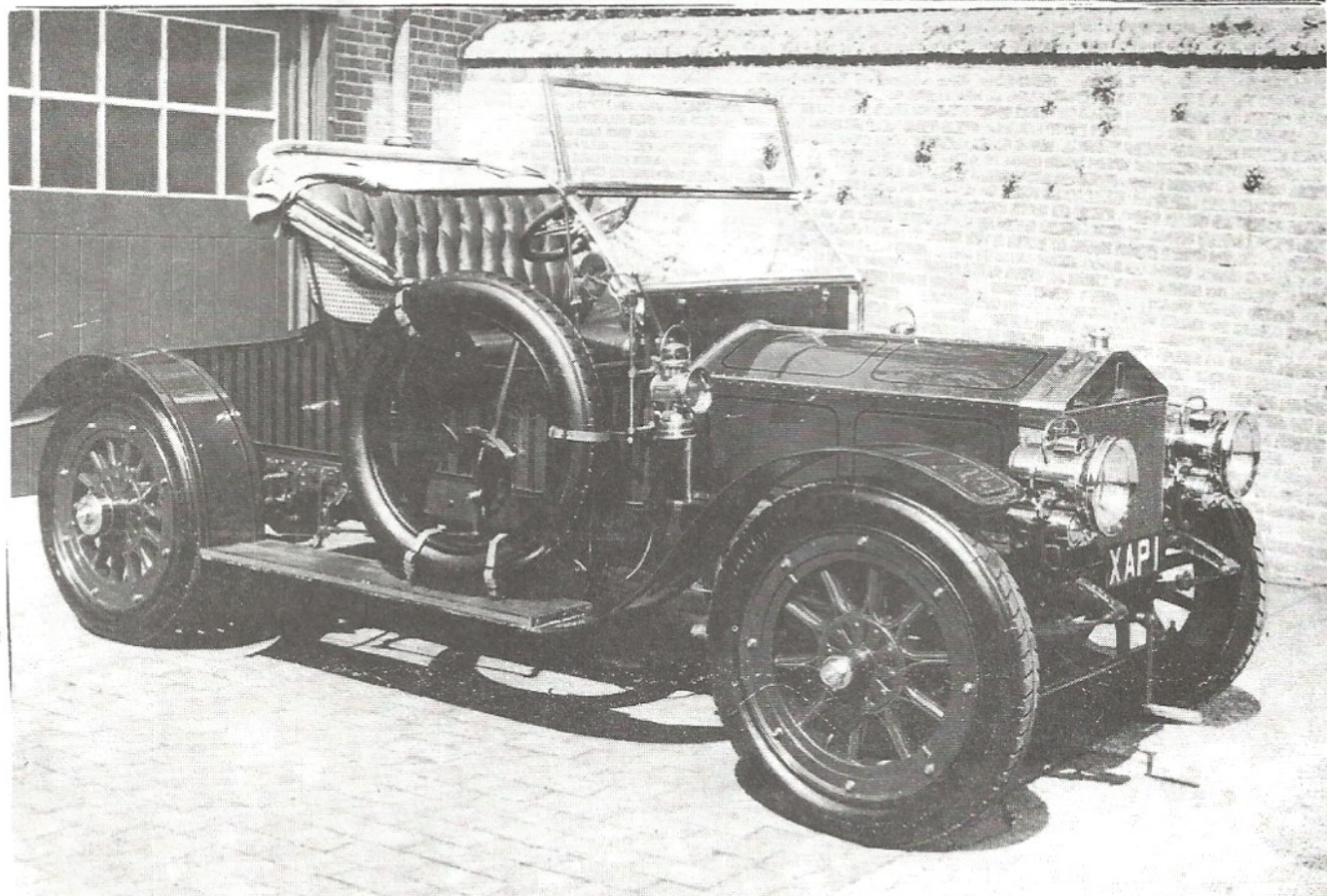
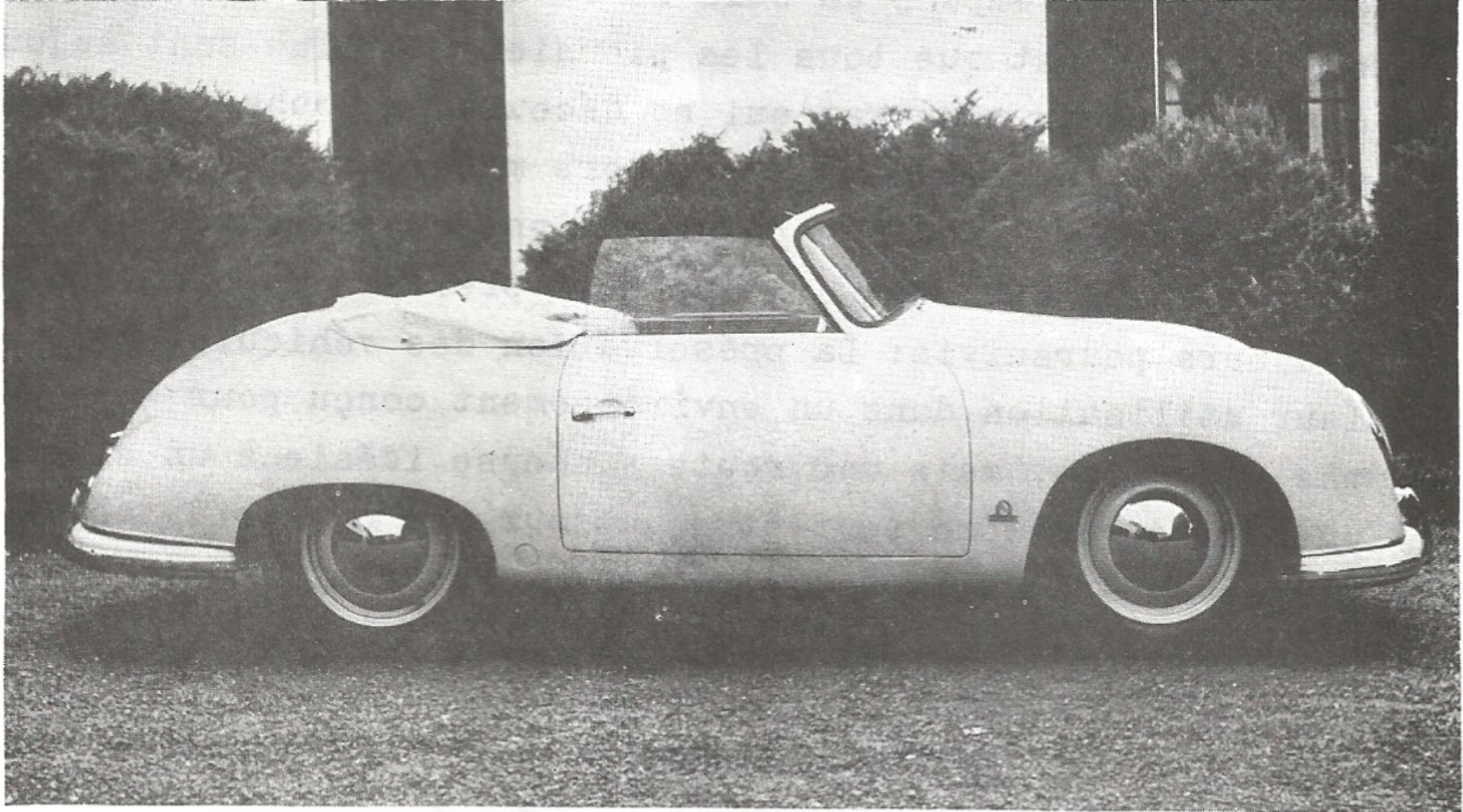
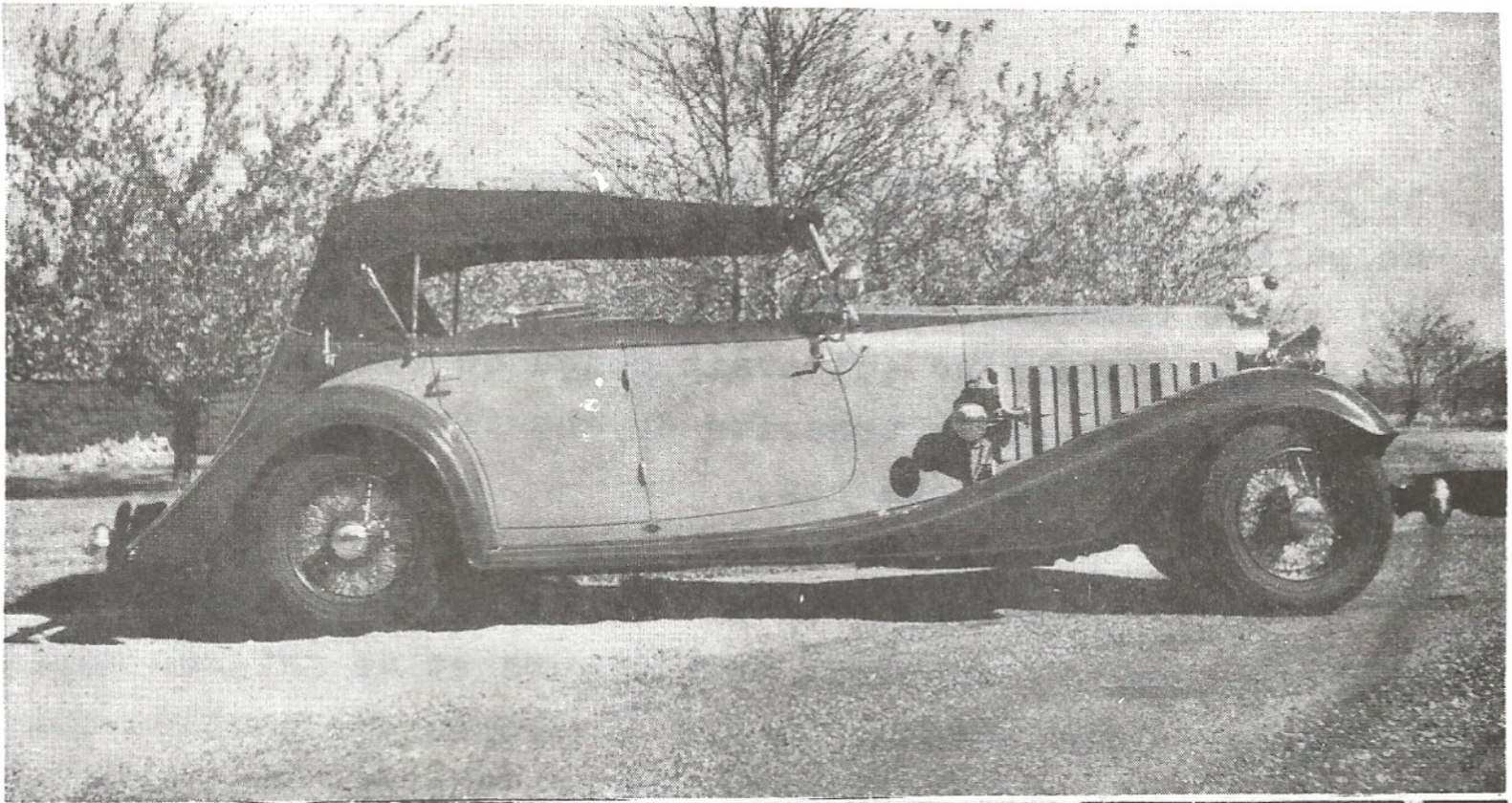
ne parlera pas des remorquages, n'est-ce pas Ralph? On ne parlera pas non plus d'une chasse au trésor-pique-nique qui s'est terminée à Rosemère vers 7 p.m. et où on voulait pendre le diabolique qui avait conçu ce calvaire où le génie, la rage et la tenacité du chauffeur et de sa monture étaient un sine qua non.

Cette première année du club a représenté pour plusieurs d'entre nous une année de durs labeurs et de maigres mais sincères satisfactions. On y a développé des amitiés qui dureront longtemps j'en suis sûr. Il y a une chose qui est certaine, c'est que tous les pionniers du club sont aujourd'hui fiers du résultat qui en découle et souhaitent vivement que la relève puisse encore mener vers de plus hauts sommets ce qu'une poignée d'enthousiastes ont su leur transmettre afin que les buts premiers du club soient toujours poursuivis: La préservation des véhicules par leur utilisation dans un environnement conçu pour eux: pas un garage, mais une route sinueuse idéale à un slalom, un rallye, ou même peut-être un jour une course de côtes, parlez-en à Ed si vous le rencontrez prochainement.....

.....

Un vieux routier,

Pierre-André Ouimet.



TOP

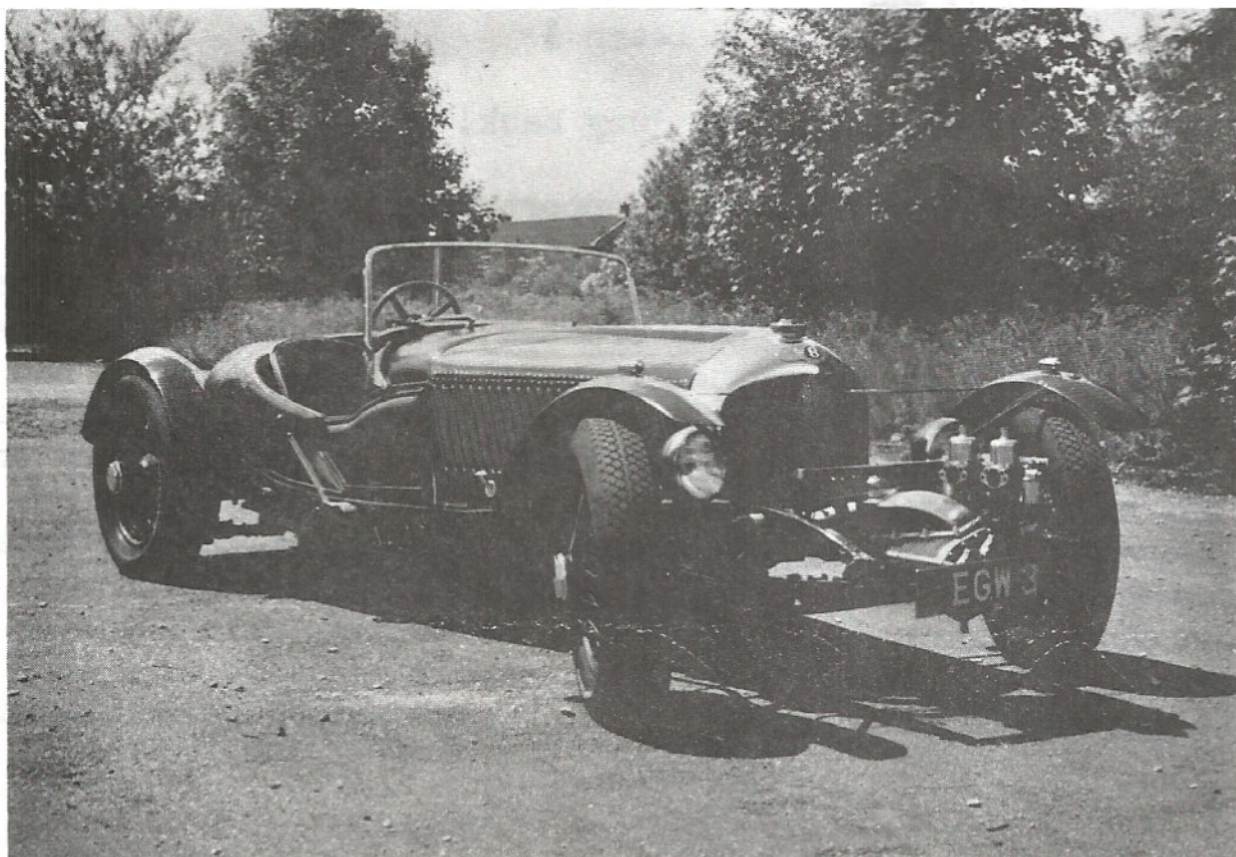
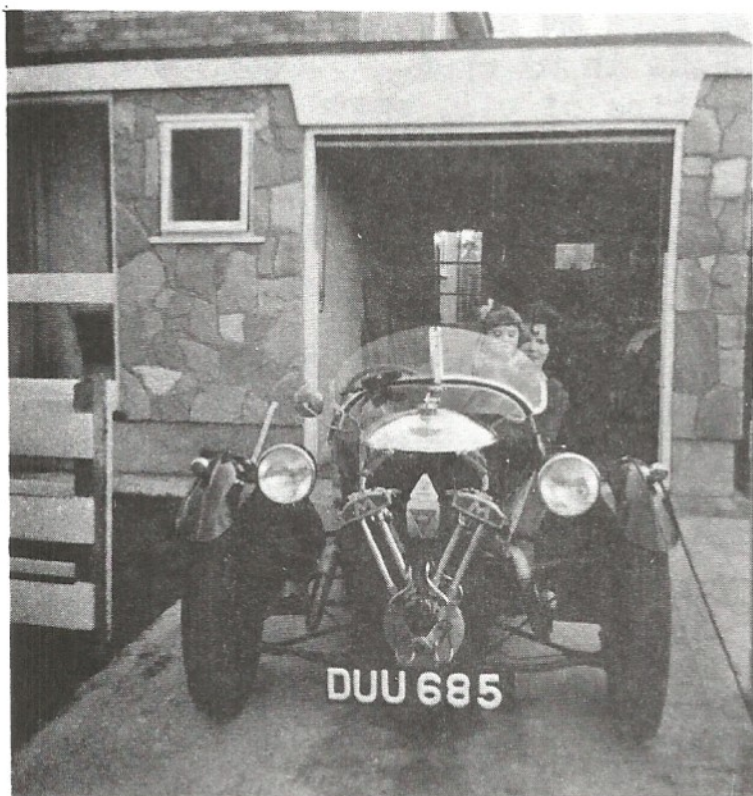
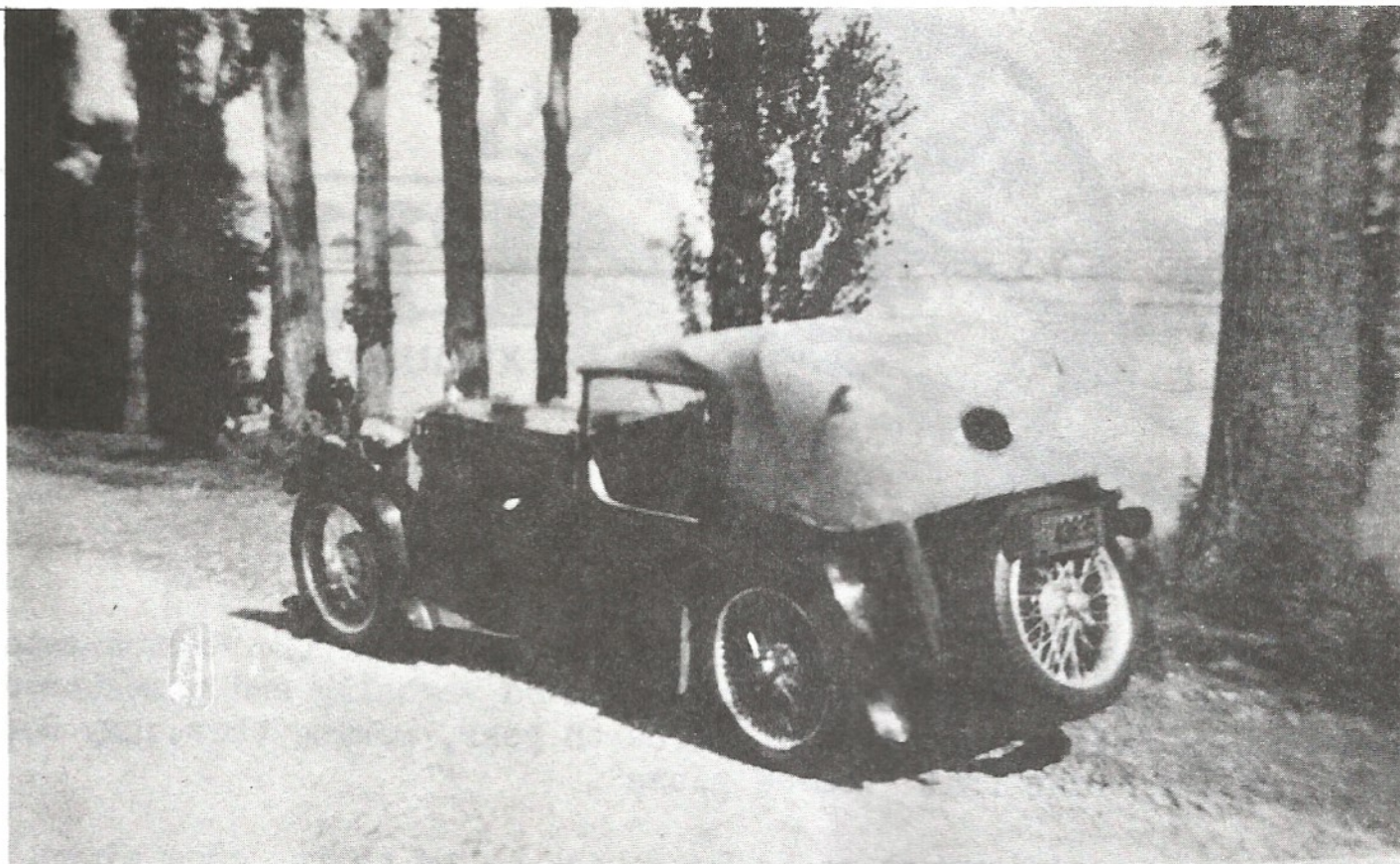
1937 Hispano-Suiza

CENTRE

1955 Porsche Spdr

BOTTOM

1905 30hp Rolls-Royce



TOP

1931 MG Magna

CENTRE LEFT

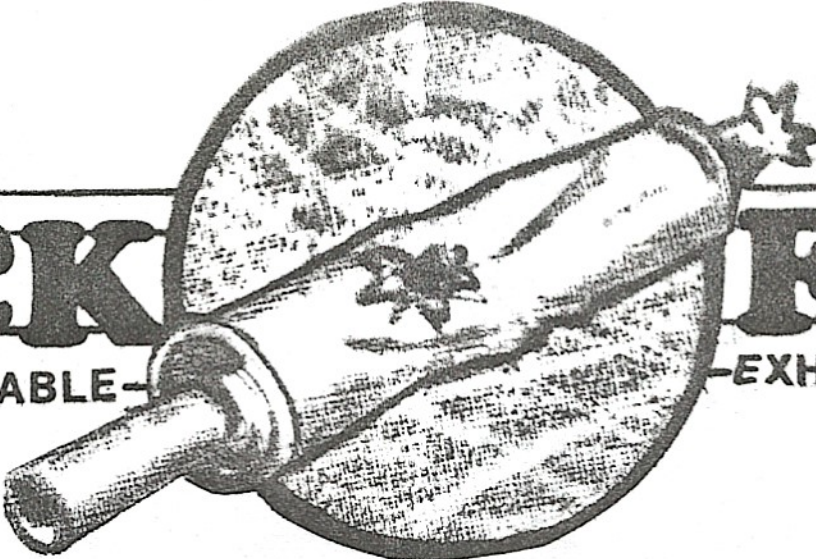
1932 Morgan 3 wh.

CENTRE RIGHT

1954 Lea-Francis

BOTTOM

1938 3 $\frac{1}{2}$ L Bentley
Special S/C



BACK FIRES

FROM A RELIABLE EXHAUST PHILLIP AVIS

Well...here we are again...and with this special edition of the "Autosiaste" marking the Club's fifth year of activities I am reminded verbally and threatened that I've managed to drag this column into it's fourth year, making this...my God! ...around the 20th article under this "nom-de plume".

So now I suppose that you'd expect me to lean back in my chair, grow misty-eyed and say..."I remember the old days when...blah blah blah...and so forth. Sorry, not so. It dostresses me too much 'cause in those days my car was on the road...I had the wind in my face, bugs in my teeth and B.R.G. in my eyes. Nothing like packing the tools in the "trunk" along with the extra tins of oil, spare half-shafts, flares and towrope, I say...then off into the sideroads "twixt the wind and the nobility"! "Yeah, yeah!" I can hear the MG people chuckling over their well-worn copies of "Maintaining the Breed" at me. But what can you see from the back of a tow-truck?.

Let me tell you that the old girl never once stopped me from getting home, excluding the second day I'd owned her when her clutch release bearing fell apart because the previous owner (and dubious restorer) forgot to put the bolts in it...! In fact referring to the MG's of the same period as the old Singer (1933) there used to be a cute poem about its direct competitor from Abingdon, to wit:

Changed from Twenty
 down to First
 Wonder why his Motor
 Burst.
 Gave him quite a turn.
 Well, Buzz-Box owners
 Live and Learn !

Ed Richardson no doubt knows that one from 'way back!

Mentioning Ed as I have I'd like to take the opportunity to thank him for his kind words about the Fiat coupé. God knows I need some kind words! A while ago I was run off the road by some presumably drunk kids. On a blind corner in the rain, no less! My dignity and the Fiat's drivers side were badly bruised, I'm afraid. The door and the rear fender suffered damage and as the actual destruction was my fault I had to pay out. So I had to get another 2nd-hand door...which is bright yellow!...and bang out the rest myself. I also had to replace one drag link, two tie rod ends and the entire exhaust system. All of which goes all very nicely with the radiator I put in last month and the new heater valve. She still needs two new fenders, rocker panels and a paint job. To those of you who feel that this sort of car isn't worth the money and attention I bet you've never driven one! For the totally uninformed or those who've spent every one of our events on Mars the car in question is a 1969 Fiat Sports Coupé...twin cam engine, five-speed "chatter box" and no pollution junk! So, onward and upward!

To those of you who have wondered what the hell happened to Tony "Just another two weeks" Sanford's black Singer roadster which was supposed to be on the road this season the sordid details can now be revealed... It was just a matter of too many little things to get done and not enough two week periods in which to get them done in (and he certainly is!). Oh well, there's always next season. Or so he keeps on telling me!

Rumour was it that Tony is writing a Fall series for N.B.C. at Fred Silverman's personal request called "The Slug Family" about an antique car restorer in a sleepy New England town who can never find enough energy to do anything. This will be aired along with a new version of "Different Strokes" in which Arnold becomes a brush painter at the Morgan factory with as they say in the Biz "Hilarious Consequences Result". Hilarious consequences should result as Fred Silverstone digs a deeper hole for himself.

Cashing in on the craze in old cars will probably result in ABC introducing "Mok and Midget" when Mork is joined by an MG from outer space. This along with a return of an old favourite "Starky and Clutch", the adventures of two off-duty police men who drive Rolls-Royces in films. Not to be outdone with revivals, CBS is re-introducing "British Racing Green Acres" in which we follow the adventures of young Arnold Ziffle while building his cars in his backyard barn. This will be followed by "Carol Berlinetta and Friends". It's a story of an Alfa Romeo which does stand up! And then there's still "Charlie's Angels" which isn't about cars but somehow I don't really seem to care!

To wrap this lengthy tome I can at last say with pride that I finally had my Singer's engine bored out, the bearings re-babbitted ground and aligned. The block was also boiled out. To finish off the job I'm having the whole affair balanced and the head re-worked with new valve guides, etc. All this should give the old girl more than a noticeable extra bit of "go" when I put the "welliw" down! The ash frame repairs are about half complete but I'm halting this part of the restoration until I can take advantage of woodshop-teacher-friend's offer to use his facilities.

Cheers...

P.S. I feel a little mean and nasty knocking my MG friends. I have just heard on the radio the sad news to the effect that the MG car is to be no more.

EDITOR'S NOTE

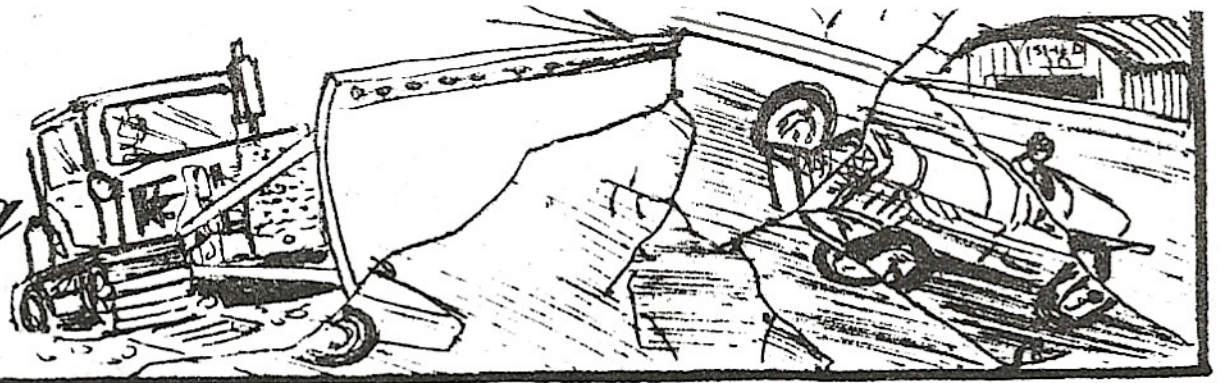
A foot-note to Phil's P.S. The Montreal Gazette in it's 12th September issue carried an article which stated that British Leyland in it's search for economies in the production of the motor cars which it currently produces is planning to close the Abingdon plant and cease making the MG line of sports cars. Instead, it will do a badge-design job on a a new sedan to be produced jointly by them and Honda.

The MG Owners' club has rallied to the defence of their marque and has sent a telegram to the Chairman of British Leyland "offering up to \$1.3 million a year to keep the car in production...at Abingdon..." The Club goes on to say "We are obviously very upset to hear about the threatened closure of the Abingdon plant and we are prepared to contribute from members' subscriptions to ensure the continuation of the MG."

Are there many, if any, other such instances of owner loyalty? Alvis? Armstrong Siddeley? Frazer-Nash? Bugatti ? For that matter, what about pre-R.R Bentley? There used to be lots of lolly in that fraternity!

BROOKLANDS..

Requiem on a Passing



Damn sad, that Bass Charrington have had those historic sheds which formed a line over the West side of Brooklands, if not actually under the shadow of the Byfleet banking, certainly within sight of it, bull-dozed out of existence.

I knew them well. Around 1933 or 1934, when I was working in an honorary capacity, for the ex-Brooklands Aerodrome Magazine, re-styled as "Brooklands...Track & Air", we were installed therein. I say I toiled in an honorary capacity, learning about motoring journalism at Brooklands, but I did get a third-class season-ticket from London, provided by the ex-Indian-Army Cavalry Officer who had acquired the paper....he was an amateur steeplechaser, photographer and a good pilot. At first we were comfortably accommodated in a room within the Aero Club building. That didn't last very long. We were then found space in what I knew as Butts Lodge, one of the sheds, where I think war-time flying personnel had slept...bullet holes could be seen in the chimneys, probably the result of youthful pranks! That didn't last, either. We then occupied a small shed, which in view of my surname, I liked to think had been the Mortuary.....

So I would arrive daily at what was then West Weybridge Station and walk to the ever-enthralling Motor Course, at a time when there were no traffic lights at the overbridge, and a path at one side only of Oyster Lane, to gain access via the rickety pedestrian-bridge over the Byfleet banking. Utopia, I assure you.

In winter the typist would be huddled over an ancient oil stove. I might start to dictate letters, asking about the paper's next road-test car. Then, if I heard an aeroplane start up, or sensed that something interesting was afoot in the Paddock, I would rush out in mid-letter, warmly clad in a leather coat and if necessary, take the long and I imagine the illegal, walk across the grass aerodrome, to the other side of the Track (no runway then). By the time I had returned the typist would have given notice again, and I would be suspect....

I could fill pages of what went on in and around those exciting sheds, where all manners of famous racing and record-breaking cars were conceived and built, from 1920 to 1939. Now they have been obliterated, in the name of beer! Strictly, they were not The Flying Village. That centred around the row of wooden sheds which flanked the Byfleet banking itself and which were demolished in 1934, to be replaced by the great one-tenth-mile-long Hawker hangar, built by Boulton & Paul. No, the Flying Village thrived from about 1910 until the war. But this other line of sheds was no less nostalgic. And housed just as amusing and lovable people. It began with "The Hermitage" home of Brookland's greatest driver and engineer, J.G. Parry Thomas and ended at W.B. ("Bummer") Scott's premises. Who occupied those between and what cars you would find therein, was very much part of the fascination. Thomas' workshops and test-house, the tall "Chapel" in which his racing cars were stored, Dunlop's tyre shed, and a shed used by Capt. Alastair Miller and others after Miller had forsaken the bungalow, in which he had once entertained the Show-Biz girls of those early 1920s, were known to us. I think that Warde's old 1911 Fiat used to occupy one of those smaller sheds and that Parry Thomas had allowed Tommy Hann to put his ancient single-seater Lanchester "Softly-Catch-Monkey" in the stable belonging to the donkey Thomas kept there for the enjoyment of any of his nieces and nephews who came to Brooklands.

Round the corner to the right, as you went towards the Byfleet bridge, were the sheds in which the lively students of the College of Aeronautical and Automobile Engineering held court, Granville Grenfell tuned-up, even supercharged, his customers' cars and where Cecil Burney had started his veteran car business, (bought from Ken Kirton?) which Dick Nash turned into his Horseless Carriage Corp. Inc. (Televisions supplied and repaired), and which he transferred later into a tall wooden shed near the Sewage Farm to house his antique aeroplanes. Dick Shuttleworth, too, had a shed in that line of sheds and would use the road outside them to take-off in his Comper Swift, in spite of dire warnings from Capt. Duncan Davis, who ran the Aero Club and who was just about as annoyed when I persuaded the Conan-Doyles to commence the Maybach aero engine of Chitty-Bang-Bang directly under his office window!

Yes, memories come crowding back. And now these sheds are rubble. I am not a beer drinker but if I were I know which brand I would never drink again.

(The foregoing article, written by Bill Boddy, appeared in the magazine "Veteran and Vintage" of October, 1978)

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In addition to the foregoing personal reminiscences by Bill Boddy, the same month's issue of T.& C.C. carries quite a lengthy article on the same subject. To to-day's generation of motor sport participants and followers, the whole matter of what was yesterday may be academic and of purely passing interest, if of any at all. But the principle of retaining some part of any historical milieu is as applicable to what concerns a great and world-wide sport as it does to an ancient building or monument. What is demolished or scrapped is gone forever and no painting or photo can take its place. We in the V.E.A.E. and other similar clubs recognize the importance of keeping what is old and fine. Finding it, restoring it and at the end share it with others who recognize it for what it is. A work of art and a tribute to the designers, the artisans and the restorers.

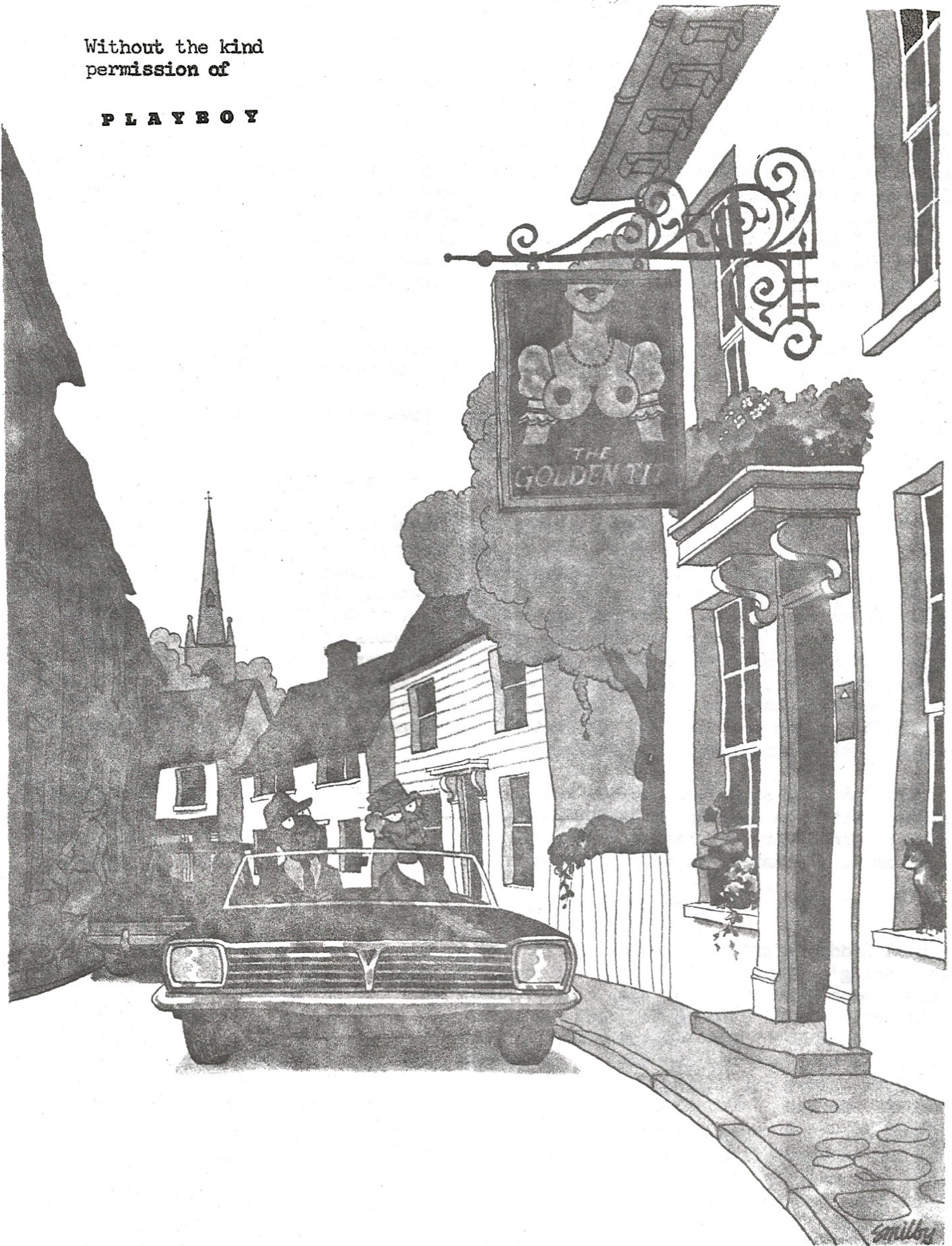
The T.& C.C. says "The Society had lodged an appeal for the protection of these buildings with the Ancient Monuments Board....the demolition was carried out 'in panic' by the owners who feared that preservation orders would halt their plans"Seems to us that we've heard this sort of thing around here not once or twice!

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Bill Boddy refers to the great Parry Thomas, in his day recognized as one of motor racing's finest designers and drivers. His death in 1927 while at the wheel of the famous "Babs", taking that giant machine on the Pendine Sands (which your humble scribe believe to be in Wales) at well over the century. It's great weight, the gigantic Liberty Aero engine contributing the most, was too much for a soft part of the sand and the car got out of control, turned over several times and Thomas was thrown out, dying shortly after. It was decided that the car should be buried in the sand which killed it so a pit was dug, and "Babs", which miraculously suffered little damage, was interred on the spot. The seas over the years left it alone and so about five years ago the decision was made by a historical group that such a fine part of motoring history should be preserved. Excavation revealed that the car remained in a fine state of preservation and so restoration was decided on. So on the 50th anniversary of Parry Thomas' death the car once again took to the sands with the restorer, Mr. Wyn Owen, at the controls. So the famous sands again echoed to the roar of the giant engine. A fitting re-incarnation!

Without the kind
permission of

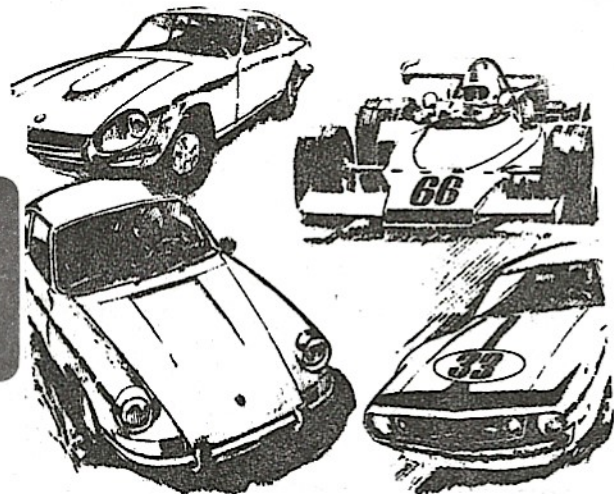
PLAYBOY



*"Say, this looks like a quaint little inn—
why don't we stop here?"*



AUTO



EST-CE PROMETTEUR ?
2^{ème} PARTIE

Avec l'évolution, les métaux habituels et le savoir-faire technologique dans les domaines de la métallurgie et de la mécanique seront confiés à l'ordinateur, de même que les plastiques à base de pétrole, les diverses sortes de plastiques renforcés de fibre de verre, et les alliages tel le fibre de graphite et l'époxie. Leur inter-relation sera étudiée pour diverses combinaisons que se rapprocheront de l'infini puisque l'idéal impossible est d'obtenir un véhicule de poids minimum compatible avec une résistance maximum et ce, pour un coût minimum.

Certains de ces matériaux...l'acier en particulier...intéresseront les manufacturiers d'automobiles parce que ce sont des matériaux que l'on connaît bien, on sait leur facilité d'adaptation aux méthodes de construction conventionnelles, et on connaît également leur durabilité face à l'usage. D'autres alliages, et surtout le graphite, attireront parce qu'on leur reconnaît certaines qualités supposément exceptionnelles: le graphite est presque aussi résistant que l'acier et pourtant il pèse cinq fois moins, sa durabilité à l'usage et étonnante, moins de frottement sans lubrification que l'acier lubrifié. Les pêcheurs, les joueurs de tennis et les golfeurs connaissent la robustesse du graphite, sa flexibilité et sa légèreté comparativement à l'acier...de même que son prix...\$200 pour une canne à mouche ou une raquette de quelques onces; mais les designers d'automobiles frémissent à la pensée de ce qu'il leur en coûterait pour utiliser cet alliage merveilleux pour les châssis des véhicules, pour les ressorts et pour les pièces de moteur, même si on leur garantit que le poids sera réduit de 70%. Heureusement, les prix baissent et continueront de baisser: Une livre de plastique renforcé de graphite coûtait \$500 dans les années 60, elle en coûte aujourd'hui \$20 et le prix pourrait descendre à moins de \$10 vers 1985.

Il y a aussi le plastique renforcé de verre, un matériau intéressant et bien connu dérivé en grande partie du sable que l'on trouve partout et en grande quantité, du calcaire et de la cendre de soude; ce matériau requiert un peu moins d'énergie pour sa fabrication de même que pour son utilisation que l'acier. Le PRV peut être employé comme matériau de remplacement pour plusieurs pièces métalliques propres à certains montages et en réduire le poids de 40%. Il est facile à mouler, ce qui permet de faire rapidement toutes sortes de formes variées et compliquées et, ce qui est un autre atout, on peut l'obtenir en feuilles et le mouler sous compression comme l'acier pour les panneaux d'automobiles. L'énergie nécessaire à la préparation des matériaux pour la construction des automobiles est extrêmement importante, de même que la disponibilité de cette énergie et son efficacité face à l'infrastructure des voitures. Il est vrai qu'un véhicule dont le poids aurait été coupé de moitié devrait conduire à des économies énergétiques égales si l'on tient compte de tous les facteurs; le forage du minéral de fer, le transport de ce minéral chez la métallurgiste, la fonte, l'entreposage et la fabrication de l'acier qui en découle etc. Des économies de même importance devraient être pour ricochet puisque du même coup épargnerait sur le bitume qui revêt les routes, sur la structure des stationnements, sur les pièces gardées en réserve, sur la livraison et même sur le dépannage.

Cette équation, valable pour l'acier, peut ne pas l'être pour des autres matériaux. Ainsi, la fonte de l'aluminium exige-t-elle des quantités d'énergie électrique considérables, bien que ce facteur puisse devenir moins important au fur et à mesure que l'énergie nucléaire sera produite en quantité, si jamais cela se fait. En fait, tous les plastiques sont dérivés du pétrole, donc sujets aux pénuries d'approvisionnements; cependant, les produits chimiques utilisés pour faire le plastique peuvent être produits avec du charbon, sauf pour le tétrahydrofurane et l'alcool éthylique. Mais encore là, des sommes considérables d'énergie sont nécessaires à la cokéfaction du charbon, et les 33 millions des tonnes appelées à remplacer le pétrole pour la production du plastique en Amérique du Nord apporteraient sûrement d'autres problèmes relatifs à l'environnement. Ce qu'il ne faut pas oublier, c'est que les anciens et nouveaux matériaux de même que les procédés industriels ne seront pas utilisés pour la fabrication des luxueuses voitures de rêves, et qu'il est bien possible que les moteurs qui nous sont familiers ne soient plus en usage, ni même peut-être le carburant que nous consommons aujourd'hui.

Mais alors, qu'est-ce qui sera utilisé? Ce qui semble évident, c'est le moteur diesel, qui, bien qu'il consomme du pétrole, pollue beaucoup moins que l'essence et offre une meilleure efficacité thermique (lire meilleur millage), particulièrement lorsqu'il est suralimenté. Les camions qui circulent sur les autoroutes de même que les lourds véhicules hors route récupèrent l'énergie perdue par le tuyau d'échappement et l'utilisent pour ramener l'air dans le moteur, la Mercedes-Benz 300 SD, une voiture luxueuse de \$30,000 a démontré que le diesel donnait une performance comparable à celle des modèles actionnés à l'essence et ce sans augmenter le bruit et peut-être même le diminuant légèrement. Lors d'une démonstration étonnante, on a pu voir une Mercedes-Benz à carrosserie spéciale, munie d'une version d'un bloc moteur diesel suralimenté cinq cylindres rouler pendant 12 heures à une vitesse moyenne de 314.6 km/hr (195.4 m/h) et ce, à un rendement de 24.8 kilomètres au gallon, soit 15.8. La compagnie Mercedes-Benz a également mentionné que les ingénieurs avaient enfin réussi à mettre le doigt sur la cause du cognement violent qui se produit lors d'un démarrage à froid ainsi que sur celle du cognement moins important mais de même ennuyeux que l'on entend lorsque le moteur tourne au ralenti.

On peut prédire sans risque d'erreur qu'un grand nombre de manufacturiers viendront s'ajouter à Mercedes-Benz, Cadillac, Oldsmobile, Volkswagen et Peugeot offrir des moteurs diesels, et il semble bien que certains d'entre eux tenteront d'expérimenter les moteurs suralimentés à deux temps ou le moteur Wankel (rotatif), si souvent critiqué, puisque ces deux types sont compacts et contiennent peu des pièces mobiles. Mais le Wankel, contrairement aux diesels conventionnelles, devra être muni d'un dispositif d'allumage électrique et des bougies puisque sa configuration interne ne permet pas la compression nécessaire à une combustion spontanée.

Une autre source d'énergie prometteuse quasi conventionnelle c'est le moteur à déplacement variable inventé par Harvey N. Pouliot, de Californie, et breveté aux USA par l'Energy Research & Development Administration. Le principe de ce moteur est très simple: il tourne continuellement à plein régime pour une efficacité thermique maximale et contrôle la dimension interne de l'échelle de puissance en fonction de la demande.

Un dispositif ingénieux relie les bielles à trois endroits pour les cinq cylindres, permettant ainsi un déplacement pouvant varier de 43 pouces cubiques à 190 dans un dynamomètre prototype, et des tests ont prouvé que le designer avait raison de soutenir que ce nouveau type de moteur pouvait fonctionner aussi efficacement en ville où la demande est de 10 chevaux-vapeur que sur l'autoroute où la demande est de 30 ou même lorsque l'on doit doubler et que la puissance exigée s'élève à 100. Il s'agit d'un moteur beaucoup plus complexe (plus lourd et plus coûteux) que les

moteurs ordinaires, ce qui va à l'encontre des tendances actuelles, mais le vaste éventail de puissance qu'il offre, et ce à performance égale, doit le rendre extrêmement attrayant aux yeux des designers soucieux d'économiser.

Les voitures électriques, si populaires autrefois, sont toujours présentes mais à l'arrière plan, sauf à l'occasion de quelques poussées éphémères de publicité. Elles ont disparu au moment de l'invention de l'autodémarrage pour les moteurs actionnés à l'essence. Le beau côté de ces voitures, qui génèrent leur propre ozone, c'est la pollution minimale qu'elles causent et l'absence de centrales d'énergie thermique dégageant d'épaisses colonnes de fumée. Le mauvais côté, cependant c'est le nombre incalculable de batteries qu'elles nécessitent pour une performance et une puissance marginales. Les batteries au plomb sont extrêmement lourdes, et se rechargent lentement et n'emmagasinent qu'un faible potentiel d'énergie. Si du jour lendemain on devait revenir aux voitures électriques, on se trouverait immédiatement face à une pénurie de plomb.

On en a beaucoup parlé mais peu de progrès ont été réalisés dans le domaine des accumulateurs légers, économique et à haute pression. Certaines batteries pouvant avoir des réserves énergétiques watt/heure assés élevées dépendant du sodium et du soufre fusionnés à haute température, du lithium et du gaz chloridrique comprimé exigeant des températures encore plus élevées, ou du lithium et du tellure, ce qui coûte très cher en plus d'être extrêmement toxique. En cas d'accident grave il serait très dangereux d'avoir un de ces produits autour de soi. Les batteries au zinc d'argent peuvent contenir une charge cinq fois plus grande que celles au plomb et même si l'argent est récupérable, leur prix est exorbitant.

La cellule électrolytique, dont on attendait beaucoup, peut être alimentée continuellement afin de produire une certaine puissance électrique (contrairement aux batteries qui sont chargées pour une puissance donnée) mais elle est difficile à refroidir et à contrôler en plus d'être coûteuse. General Motors a présenté une théorie prometteuse, mais l'hydrogène et l'oxygène liquides de même que l'électrolyte d'hydroxyde de potassium sont des substances qui peuvent mener à des complications sérieuses si l'on trouve seul sur une route désert au milieu de la nuit!

Pour donner une note optimiste, disons que la technologie des véhicules électriques est à la mode et devrait attirer les jeunes scientifiques, peu soucieux du passé. Ils tenteront sûrement de découvrir une formule d'énergie propre au transport et ils s'y consacrent avec autant d'ardeur que Gottlieb Daimler, Ettore Bugatti et Gabriel Voisin lors qu'ils recherchaient une formule parfaite de combustion interne. Soulignons en passant que la voiture électrique "La Jamais Contente" de Janatzy a été la première à rouler à plus de 100 km/hr. Ce record de vitesse sur la route de 65.75 milles à l'heure enregistré en 1899 a donc marqué la fin du siècle.

Sept ans plus tard, un autre moyen de propulsion automobile, tombé dans l'oubli depuis, enregistrait un nouveau record officiel de vitesse, soit 121.5 m/h, et un record officiel de 127. Ces records sont détenus par Fred Marriott, qui pilotait alors une Stanley Steamer. L'année suivante, il eut un accident à bord d'un véhicule à vapeur filant à 150 m/h. Ce record de vitesse ne sera officiellement battu que 18 ans plus tard par Malcolm Campbell, qui réussit à faire 150.869 m/h dans une Sunbeam munie d'un moteur d'aéronef

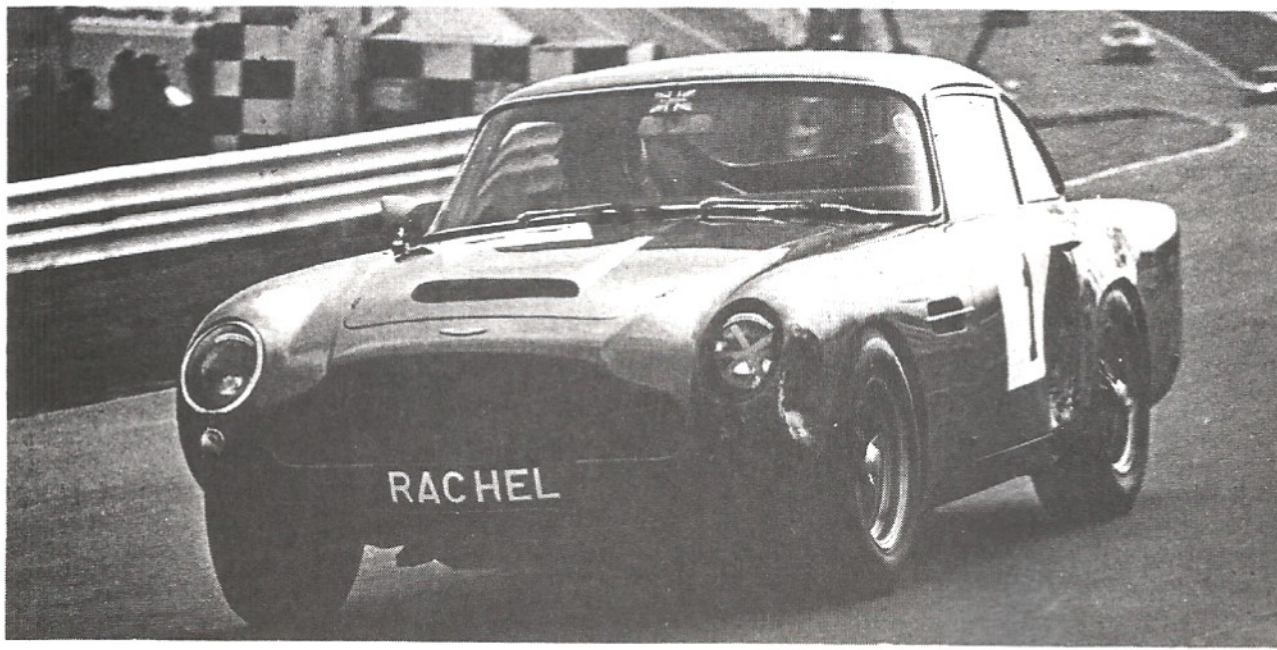
- o - Cette oeuvre se continuera en un futur "Autosiaste" - o -

The English language version of this article will appear
in the next issue of the "Autosiaste"

(Selected from Air Canada "En Route")

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A REMINDER, COMMERCIAL VARIETY. When thinking of RENTING tools, garden equipment etc., remember that MEMBER Denis O'Brien operates PURPLE TOOL RENTAL at 3 convenient locations. He will give fellow-members a 25% discount. A good thing, these days.



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. 7
OCTOBER.

6261

ENTHOUSIASTES DES VOITURES EUROPEENNES d'AUTREFOIS

MAIL ADDRESS C.P. / P.O. BOX 693, VICTORIA STATION, WESTMOUNT, QUEBEC. H3Z 3Y7

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For openers, let it be known that our membership now hovers around the 55-60 mark. The approximation is in recognition of the fact that members come and also go: Right now as a Club which has for its principal objective the grouping together persons of all ages and without discrimination towards any, who recognize the precepts which form the basis of our Club, as expressed in Article 1 of By-Law No.1, "Purposes and Objectives". It is appropriate at this point to quote the Article as follows:

- a) To establish and maintain and conduct an automobile club, and to promote amongst the members and others an interest in Vintage European Automobiles, their collection and maintenance;
- b) To collect, exchange and publish technical, historical and educational information about Vintage European Automobiles and to maintain a reference library;
- c) To promote matches and competitions of every kind designed to encourage and foster an interest in Vintage European Automobiles, and to offer or grant and contribute towards prizes, awards and distinctions;
- d) To do all such things as are incidental or conducive to the attainment of the above objects.

As these are in fact interpreted they represent the criteria for admission to membership in that applicants for entry into the Club should have these principles in mind. It is a relatively simple matter to go all out for numbers without thought to what mere numbers could mean. We all know of the "Badge Hunters", that segment of the motoring, and perhaps the non-motoring, world which revels in plastering the front of their cars with colourful plaques and trophies of clubs which they have not the slightest real interest in. It might also be observed that whereas most clubs stipulate that only members may carry the badge, how many such "Badge Hunters" after the initial dues and entrance fee have been paid and then let their membership lapse, remove the badge from the car and then let it retire in grace to the trophy case?

Yes indeed, the Club wants members. Not just to replace those who have dropped out but in addition to gather around those people who will contribute to the Club by believing in and following the basic concepts and objectives as covered above.

On the subject of new members it may be noted that the membership list contained in the Autumn issue of the "Autosiaste" had some new names. We welcome new members...

For ingenuity and inventiveness in the face of adversity member Ed. Richardson takes a back seat to nobody. We all know about "Piggyback" trains which move trailers around without tractors, "Piggyback" aircraft which if all goes according to plan will start off to the wilder than bluer yonder on the back of a converted bomber. We have also heard of some quige small fish hopping a ride on a larger one.....but.... have you ever heard of a MG "D" on the back of a XK 120 C ? Well, Ed. has succeeded in achieving this phenominal feat right in his T.M.R. garage. Now that your interest has been tweaked let us just say that a forthcoming issue will reveal all. How the never-say-die team of Richardson and Neapole beat the odds and did the impossible. Hopefully illustrated with once-in-a-lifetime pictures. Watch for it.

The greatest show on earth of its kind, Hershey, is now past and presumably some records have fallen. According to what we understand, this extravaganza of Vintage, Classic and Antique cars, hundreds of sales booths promoting every kind of related service, accessory and promotional gimmickry, in addition to what is probably one of if not the largest Concours d'Elegance in North America, is an experience not to be missed if one's interest lies in that direction. A "Flea Pit" to outdo all flea pits provides an opportunity for finding otherwise impossible to get parts for makes and models long since gone if not forgotten. This year, as last year's, was a quagmire.

If any member has been to any one of these annual meets, we'd like to have some firsthand observations on the scene...what it's like...did they find the part they'd been searching for...etc. It could be a very interesting subject.

Another subject which the membership in general would be interested in would be the impressions received at any of the several auctions which have been held in this area during the past several months. Apart from the obvious risks accompanying buying a car at auction, is a car auction worthwhile from the point of view of a potential buyer? We have heard without confirmation that these auctions have been poorly attended and that actual bidding was far from enthusiastic. A case of too many in too short a time? Is this part of the country apathetic about the whole thing and the onlookers are just that? Of course there is an admission charge so all is not lost for the promoter. We'd like to come up with a report on the auction scene based on the latest from the U.S. and Britain and round it off with an "I was there" view on the locals. A final thought... at Sotheyby, Parke Bernet & Co. auction in Britain on August 27th a Riley 1937 Sprite went up to \$23,520, a Sl Bentley Drophead Coupé to \$31,360. An Alvis '59 TD21 for \$2010. Of course we don't know the condition of the cars referred to.

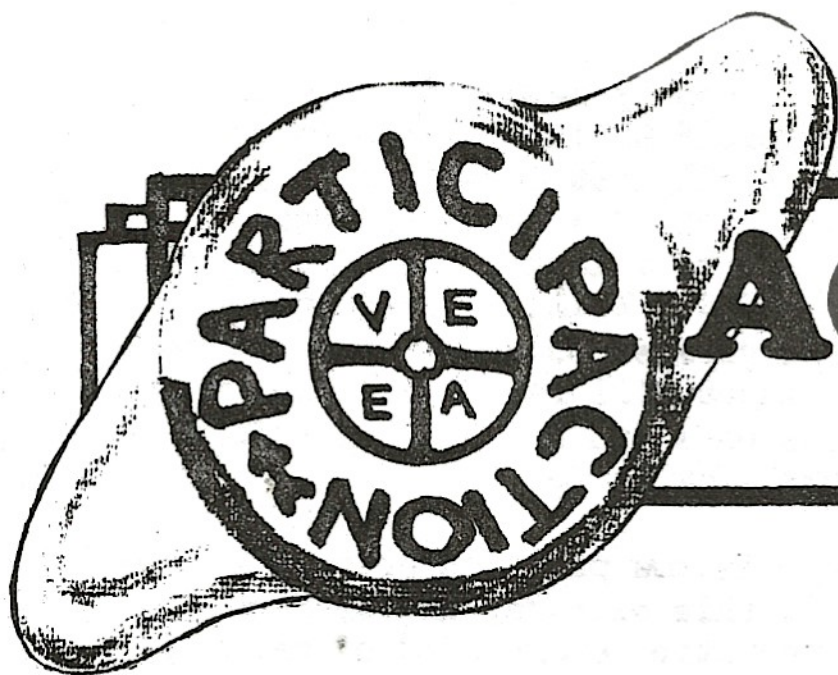
Your views and/or experiences with auctions would be of interest to many of us.

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If anyone knows of the whereabouts of one of the early 3 cyl. SAAB cars, the 2 cycle ones, of which there were a few in this city despite the fact that only recently has there been representation in Canada at all, although they have been popular in the New England states for quite a number of years. Good cold-weather cars. Ninth Avenue Motor Sales in Lachine handle them now, along with Lancia and Lotus. So, to get back to the beginning, if you hear of any for sale, would you advise us?

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Winter being now just around the corner it's a good time to check the antifreeze in the old gasser, even if it is in a heated garage and seldom looked at. Maybe the heat will go off...and so, at the least, will the radiator. Many blocks don't empty completely without removing hard-to-get-at plugs. Antifreeze at any price is cheap.



ACTIVITIES

by BOB TAYLER

LAST RUN 23rd SEPTEMBER

"STEAMERS" JOINT MEETING , V.E.A.E. & V.A.C.M.

Sunday, the 23rd of September was a particularly pleasant day for some members of the V.E.A.E. at the joint "Last Tour" event which was held with numerous representatives of the V.A.C.M. The day was bright and sunny with little wind and a nice temperature. The occasion which brought the two Clubs together was a special invitation received from a unique organization, The Montreal Live Steamers Inc. to visit their activity at that group's outdoor train-running grounds near Les Cedres.

Although there had been a couple of joint meets earlier in the season, they had not been organized as such and fewer participants showed up. It happened that this particular date was scheduled as the final run for each of the Clubs and it was appropriate that the occasion to view the activities of the Steamers coincided.

To see how the Steamers apply their talents to the construction and operation of the model steam locomotives and rolling stock was a revelation to almost every person present. These locos are a far cry from the miniatures which run around the living room floor. Some weigh in at nearly 2000 lbs. and are over five feet long. The grounds at Les Cedres are extensive and contain well over 3000 feet of track, complete with switches, crossovers and some small bridges. Several locos can be in operation simultaneously.

Many of these replicas hauled several "freight cars" which could carry six or seven persons on a miniature journey into the past! The sight of real steam and smoke coming from the funnels, the sounds of the whistles as level crossings were approached and the excited cries of the children created an impression of real enjoyment that late summer day. Many photographs and movie shots were taken of this unique event.

There were 15 British or European cars representing the V.E.A.E. The V.A.C.M. showed about 20 of the most brilliant and respected marques in the U.S. It was a fine opportunity for the members of the two Clubs to examine the other's favourites. There was plenty of space for parking and picnicing and full advantage was taken of the fine weather. As an added attraction, well worth visiting, the old fort at the Coteau-du-Lac Historical Park and the restored area around it was only a short distance away and provided an opportunity to view a link with a still further past era.

Representatives of both Clubs expressed appreciation for the opportunity of visiting the Steamers to Mr. Marvin Shaver, that Club's President who in turn said that his members found the cars fascinating examples of restoration and care.

Although the "Steamers" Last Run was the final outdoor event of the season there are plans under way for a social evening in December with a tentative date as the 7th, the first Friday of the month. You'll be getting more on this in the next Bulletin so watch for it!

The next event after that will of course be the Annual General Meeting. This will be in the second half of January, well away from the Christmas and New Year's holiday time when, so it is hoped, the possible locales will not be so pressed and hopefully, a shade less expensive! News and date on this will be forthcoming in due course.

Bob.

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Following is an interesting letter received recently from member Peter Bigney. It was discussed at the meeting of your Directors which occurred shortly after and it was decided that the membership at large should be asked to express it's opinion. The principle involved is important in many respects and could very well have considerable effect on the future of your Club. It will be the subject of further discussion at the A.G.M. therefore your views now will be the basis of these talks.

"..... I have a suggestion for broadening the rules for club eligibility, similar to the one adopted by the Classic Car Club of America and the Milestone Association. It is a simple one, namely, designate those cars which you feel should be eligible. This would involve certain models from certain years and would acknowledge a trend already occurring in the club as can be seen by the types of cars that participate in the events.....many are newer than 1962!

I would suggest opening the ranks to include all Ferraris, Rolls-Royce, Maserati, Jaguar, Bentley, Daimler etc. Most of these cars, regardless of year, are collector items by nature of their price and scarcity. ✓

I would also include in my suggestion cars such as: Sunbeam Alpine and Tiger, pre-1968 MGB, Fiat 124, all Austin-Healey (they expired in 1968), all TR 4 and 250, Volvo P 1800/1800 ES, all Morgans and Porsches.

I am sure that the Board of Directors would wish to consider the options carefully but there seems to be little reason to exclude any car that is of interest and is disqualified mainly because of date of birth. I think that both the club members and the consuming public are just as interested in seeing a 1967 Sunbeam Tiger as a 1961 Hillman Minx convertible or a 1959 Austin Healey. Anyway, food for thought."

Sincerely, Pete.

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By way of clarification, as the Club's By-Law on the matter of eligibility presently stands there is not any stated cut off date and the pre-1961 base date is simply one which was arbitrarily chosen by the founding members because it did appear to be a suitable one for the objectives of the Club being formed.

not so!

The actual wording of the governing Article is as follows:

"

ARTICLE 11 - Vintage European Automobile Definition and Eligibility

The term Vintage European Automobile used herein refers to vehicles having their origin in either the European countries, Great Britain or those countries as accepted by the Board of Directors. Vehicles manufactured in their entirety in the North American continent will not be eligible.

Each marque will be studied individually by the Admissions and Membership Committee. The Committee will then decide on a cut-off date for each marque such that only vehicles produced up to that date will be eligible. This cut-off date will be determined by such factors as model changes, production figures and other factors determined to be pertinent by the Committee. "

On the matter of classifications of membership there are "Active Members", who must own a Vintage European Automobile and "Associate Members" who do not need to own such an automobile but in other respects are accepted under the same conditions as an Active Member as regards proposal and acceptance.

So on the subject of what cars are or are not acceptable within the parameters as covered by the By-Law if it appears to be the wish of the membership at large that the base be broadened then that wish should be stated and a good time to do so would be at the A.G.M.

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With the influx of movie producers who head towards Canada in order that they can take advantage of the tax advantages and the frequent need in some pictures for period cars it was interesting to read in a recent issue of the U.S. weekly called "Old Cars" of the experience of one owner who provided his Rolls-Royce for such an occasion. It reads as follows:

"You once ran an article on "Making your Car a Star". I recently did this and would like to relate to your readers my experience.

In July, 1978 I purchased a 1970 Rolls-Royce convertible from a classic car broker in Santa Monica, California. This car was to be delivered two weeks later. I was approached by a movie car leasing firm just prior to delivery concerning leasing this car for the production of the movie "Sunburn" with Farrah-Fawcett Majors and Art Carney.

My first reaction was negative. However, I was assured that the car would be returned to me in absolutely perfect condition and that I was to receive 50% of the lease money. After the filming in Acapulco Mexico, the car was returned to Los Angeles with \$14,000 damage to it.

I had to pay a good share of that sum to be able to get my car from the Rolls-Royce repair shop in the Los Angeles area. The quality of the work performed was poor and of the lease money that I was promised I have to date received only a token payment.

I finally received the car with many parts missing which were on the car at the time of purchase. If you want to make a star of your car, think twice.

D. Robert Bartell, M.D. Albany, Or."

BITS & PIECES AND MISCELLANEOUS NOTHINGS

To Jim Roman and another certain person.... The October issue of Thoroughbred and Classic Cars tells us that "Pope John Paul 'll has recently taken delivery of a new BMW 733l for official and personal use"There's no truth to the rumour that the nameplate will now read IHN instead of BMW.

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The same issue of "Old Cars" referred to on another page carries a very interesting article, lengthy and profusely illustrated, on the subject of Taxis over the years (and right now and to dodge the letters which would otherwise come to me) let me correct the source and tell you that the article appeared in the October issue of "Special Interest Autos", not in "Old Cars".

Apparently a gent named Harry N. Allen who founded the taxicab business in New York City claims credit for coining the word "taxicab", which he had copyrighted. He explained in an article in 1947 in "New York Times Magazine" that he decided in 1907, after paying \$5.00 to a hansom cab driver for a ride of a few blocks, to start a motor car service there, charging by the mile. He said that the "Taxi" came from a French company that made meters for horse cabs, called "Taximetres". Also from France came the standard design for those early vehicles, a cabriolet de ville. This, shortened to "cab" was combined to form the "taxicab" designation.

However, Allen was not the first taxicab operator, ~~The~~ world's first motorized taxi was reportedly put into service by Gottlieb Daimler in Stuttgart in 1896. From those early years a constant procession of marques flowed with the British makers supplying the bulk of taxis in the U.S. prior to 1910. Interest enough is the fact that while Britain was sending chassis to the U.S. for bodies built there, France was providing most of the London taxis. Prior to the Austin taxi era there were 650 Renault, 220 Unic and 50 Darracq taxis operating in London. There were also many Darracq and Delahaye cabs in New York. The Argyle Motor Car Company in Scotland had many cabs operating in New York City, the bodies for which were built in Boston.

This writer remembers clearly the Yellow Cab and Chequer taxis which plied the streets of Montreal prior to 1930. There were also Gotfredsons, made in Canada and in common with the commercial vehicles which were in considerable numbers, had an attractive heavy-looking aluminum radiator shell. There were quite a number of cabs with cabriolet type tops which provided a nice open air ride for the passengers in good weather.

Member Bill Pettgrew will be interested in knowing that this article shows a lineup of 15 Erskine taxis getting ready to be put into service in 1929 in Indiana. (Bill has, in addition to his pretty little Metropolitan, a very faithful Erskine)

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Apparently a gallant Britisher is about to teach Eskimos how to build a better kayak. He proposes to build them of fibreglass and will attempt to convince the locals that it would take only two days instead of all winter to build one. Progress! Well, we suppose that the winters will now be longer than ever up North!

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Marriage is like a warm bath, once you get used to it, it's not so hot! (Who said that)

FOR SALE

Bob Marshall is offering his 3.4 Mk 1 Jaguar Roadster, XK 140 model and will start haggling in the \$6,000 area.

He is also interested in disposing of his '60 Sprite for somewhere in the under \$3000 figure. Interested parties can write to him at 2210 Castlestone Court, Mississauga, Ontario. His phone numbers aren't known but presumably his Montreal office could give it. It is 337-3393.

WANTED

Peter Bigney is on the lookout for a MG TD in decent shape but not necessarily mint. He can be reached at home at 697- 7412.

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VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

BULLETIN

VOL. 1 No. 8
NOVEMBER

6261

ENTHOUSIASTES DES VOITURES EUROPEENNES d'AUTREFOIS

MAIL ADDRESS C.P. / P.O. **BOX 693**, VICTORIA STATION, WESTMOUNT, QUEBEC. H3Z 3Y7
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Harper's Magazine, referring to the U.S. in 1847, quoting in it's Investment Letter, said this,

"It is a gloomy moment in the history of our country. The domestic economic situation is in chaos. Our dollar is weak throughout the world. Prices are so high as to be utterly impossible. The political cauldron seethes and bubbles with uncertainty. Russia hangs, as usual, like a cloud, dark and silent, upon the horizon. It is a solemn moment. Of our troubles, no man can see the end."

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Around this time of the year, 50 years ago, the New York Stock Exchange was the scene of utter chaos, also. The cataclysmic collapse of the financial world as represented there brought ruin to thousands, misery to millions. It has been said that Wall Street was at times littered with the bodies of the suicides, people who had seen their paper castles fall like the autumn leaves a few months before. We are told that such an event cannot happen nowadays because governments control so much of the financial movement and can take appropriate action ahead of a collapse and release the pressure. Well, we all hope that this is so.

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The newspapers of the past week or so have been replete with optimistic lines such as;

"Canadian corporations continue to post big advances in profits. A survey of 136 companies shows that third-quarter after-tax operating profits totalled \$1.65 billion, a gain of 57.2 per cent over last year."

"Canadian National had net earnings of \$171.4 million for the first nine months of 1979, an increase of \$59.3 million over the same period last year!"

"Retail sales' figures soar in Montréal and Vancouver. These cities posted above-average increases in retail sales of over 8 per cent from last year's September whereas the national average was 5.6 per cent."

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Has this apparently prosperous condition of the Canadian economy been behind British Leyland's decision to put the outstanding Rover 3500 on this market? This car according to overseas reports represents the ultimate in production-car ergonomics, practical but artistic styling.....for \$18,995. Lucas equipped, too?

Have any members tried recently to buy one of the new Chevrolet Phoenix cars or an Oldsmobile Omega, both new front wheel drive compacts? Apparently they're as scarce as the proverbial chicken's teeth. It seems that fuel-rich Canada is getting a miniscule assignment and that the U.S. is getting practically all of the present production, that country being in a fuel squeeze, or believed to be in one. But because of this situation we are able to buy as many intermediate and full size cars as we like. The U.S. doesn't want them!

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The Montreal Gazette recently carried an article strongly criticising the crop of Deisel-engined cars on the score of their sluggish performance, especially in competitive traffic and went so far as to venture the opinion that under certain highway conditions, such as the needs for a fast acceleration in passing, the Deisel could almost be dangerous in the hands of an unwary driver. No mention was made of the possibility that if gasoline becomes really scarce, Deisel fuel will also, in fact perhaps even more so, it being pretty hard for a refinery to distill out the gasoline fraction without also the related lower fraction of Deisel fuel.

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At the risk of alienating some who have other thoughts on the subject, are there significant numbers among the driving public who are really concerned enough about what gasoline costs to seriously cut out unnecessary driving or for that matter, drive in a fuel-saving manner? Of the numerous economies which the average person can make, those relating to the car aren't at the top of the priority list. In this writer's view nothing short of rationing or allocation of gasoline will accomplish the final objective of ensuring that motor fuel will be available to those who must have it, for their livelihood or reasonable pleasure.

(P.S.) In the House to-day Mr. Hnatyshin states that come what may, rationing is the ultimate bottom line. Well, it's a free country and we can't be arrested for naughty thoughts!

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Air bags. There is the next "goody" to be foisted on the motorist in the interest of his safety. "Road & Track" recently stated that in a questionnaire involving 40,000 drivers in which it was pointed out to its readers that the first phase of compulsory installation in new cars would be in the 1982 models and opinions on the subject were requested. An overwhelming majority replied against the Air bag legislation with the most common response being that more dollars were being spent for less absolute protection than that offered by seatbelts. This year's response was in sharp contrast to the views held in 1970. In remarking on the results the magazine noted that it's readers were probably not too representative of the driving public in general. So one of these days when someone's pooch runs from the sidewalk right in front of you and you do the obvious jamming on of brakes, better be prepared for the airbag coming out at you from below the dash! By the way, having once gone through it's "lifesaving" act, how does one re-activate it to be ready for the clot at the next intersection? Or for that matter, stow it away?

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There was a young lady from Britain,
Who drove just as cute as a kitten,
She pulled to the left
With all of her heft,
Then yelled, "Oh, what am I hittin'?"

(Note on that one. I
can't quite figure
out what's wrong with it!)

WHAT A GOOD CHAUFFEUR SHOULD KNOW

According to a Rolls-Royce booklet issued about 1930 and reprinted by
The Rolls-Royce Owners' Club in 1977

Personal Appearance

A uniformed chauffeur must always present a smart appearance wearing a white shirt and collar with black tie and black shoes. Brown leather gloves must be worn when driving.

Appearance of the Car

A clean car and engine reflect credit on the chauffeur and every opportunity should be taken to remove dust and/or oil accumulation from the engine.

It is also his responsibility to ensure that all the ash trays are empty and clean.

Politeness

A chauffeur should always touch his cap when opening a door to allow a passenger entry or exit. At all times he should stand by his car ready to open or close the doors and he must not take up his driving position until all passengers are comfortably seated.

Upon arrival at his destination the chauffeur should always be the first out of the car to assist the passengers to alight and he must always walk around the back of his car to gain access to the driving seat, when occasion demands.

Punctuality

When keeping appointments a chauffeur should ensure that he is five minutes early as punctuality is essential.

Royalty

If a member of the Royal Family is being driven, a chauffeur must remove his cap directly the Royal personage comes out of a door and must not put it on again until he starts driving; in the same way, when pulling up anywhere, he must remove his cap directly he stops the car and keep it off until the Royal personage has entered the doorway.

A chauffeur must not leave his driving seat unless the Royal personage is unattended.

Smoking

Smoking is not done while driving a passenger, during waiting periods or while en route to meet passengers; he should not smoke in the car for at least half an hour before picking up a passenger and windows must be opened to remove all traces of smoke.

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The above are some of the points covered. Others relate to the upkeep of the car including care of paint, upholstery, removing tar and many "don't"s.

COMING UP STRONG TOWARDS 1980

Mention was made in the October Bulletin of the upcoming Annual General Meeting, which under a recent amendment to the Bylaws is now being held in the second half of January. The date, hour and location have not yet been defined but never fear, you'll be told in plenty of time; A good turn out is essential as, in addition to the social side of the meeting, the election of Directors for the 1980 year takes place. At this election, three new Directors are elected, the remaining three serve the second year of the two-year term.

The procedures call for the creation of a Nominating Committee, which will have the task of selecting not less than three candidates for the vacancies on the Board. These names will be made known to the members by mail at least one month prior to the Annual General Meeting at which time the voting will take place. Each member casts one vote for each vacancy, by ballot. Of course a quorum must exist in order that an election may take place and for this reason there should be a good turn out of members.

This year's Meeting will be strong on the social and short on the formal. It is expected that the usual Committee reports will be published in the December issue of the "Autosiaste" and in the hope that they will be read by the members in the "peace and quiet" of the home (or office!) there will not be any need for a second reading and all that has to be done is for some kind soul to move that they be accepted, then an accomplice will second it and at that point there can be discussion on the motion. No frivolous discussion...no further action but vote acceptance! However...and this is important...let no-one think that there is a 'railroading' taking place. If discussion is the wish of any member on any part of the reports, then discussion there will be.

We are rather hoping that a well-known local competition driver of a few years ago will be talking to us on some little-known aspects of G.P. racing, particularly appropriate now that Montréal is on the G.P. calendar.

So, more a little later on the details of the A.G.M. Watch for them !

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OYHEY! OYHEY! ECOUTEZ!

TAKE NOTICE ALL YE MEMBERS & THEIR LADYES

-TO WIT-

THERE WILL BE A PARTY- WINE, CHEEZ & SNAX

FRIDAY 7TH DECEMBER, 8⁰⁰ TO ?

AT

"CHEZ" JOCKEL, 400 BEACONSFIELD BLVD,
BEACONSFIELD.

DIRECTION - HIGHWAY 2-20 TO ST. CHARLES ROAD,
SOUTH TO BOULEYARD THEN RIGHT TO JUST
PAST 4TH STOP SIGN. HOUSE ON LEFT AFTER SCHOOL.
PARKING IN SCHOOL YARD.

\$ 5⁰⁰
EACH
PERSON

DIRECTION
MAP on
PAGE 6

MORE TRIVIA & SO FORTH

TO PROVE THAT it's a mad, mad world, workers on the Princess car assembly line at Cowley stopped work to demonstrate against union calls for strike action. It's a bit like going on a hunger strike to protest against a bread shortage or jumping in a canal to highlight its dangers. The Marx Brothers in Duck Soup could not have improved on such a ludicrous situation. But it would be useful for teachers seeking an apt illustration of the saying "out of the frying pan into the fire".

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"Dead on Prediction" by Olive Norton on Page 114 refers to a murder suspect who drives a Mayflower....

"I asked Featherstone (Detective-Constable) 'What sort of person would run a highly polished old Mayflower with a hot engine?'. He pondered, studying the wall. 'An enthusiast...if there is such an animal, with everything under the bonnet being so inaccessible...aged forty-plus. Money to pay over the odds for spares...Somebody who had one when they were the in-thing to have, possibly. Or a youngster with an aunt (That lets me out, Editor!) who's kept it vaselined in a garage ever since when.'

The driver of the Mayflower, as it appeared in the book, was the murderer. He did not own the Mayflower but had borrowed it from a friend.

This article was submitted to and printed in the Autumn issue of "Flower Power", the Triumph Mayflower Club's magazine. It was the contribution of Ross Macdonald of Toronto, who has three "Flowers".

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In Vermont, a judge says that it's not illegal to stand by the edge of the Interstate Highway with no clothes on. At least three women complained about a guy doing that near White River Junction and so the cops picked him up. But State's attorney Mike Sheehan looked through the book and couldn't find anything illegal. He suggested that the State Police charge the man with stopping his car on an Interstate Highway. That IS illegal!

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A member of the Rolls-Royce Owners' Club recently visited the Schlumpf Museum in Mulhouse, France, in addition to some 18 others. As is now well known this collection of 437 vintage and interesting cars includes 120 Bugattis. There were 10 R-Rs there as well as Isotta-Fraschini, Hispano-Suiza and other fascinating examples of top-flight cars of earlier years. There was a Mk VI Bentley and an 8 litre stowed away in a garage. He commented that to see all the cars and spend enough time on this delightful fantasy would occupy several days. He did take a number of photos but was disturbed to notice that many cars were badly in need of at least, dusting, if not actual actual polishing. It would appear that such daily maintenance would be a formidable task.

More recent reports would indicate that the museum and it's contents are the subject of serious legal squabbles between the Government, ex-employees and the Schlumpf families. Consequently, the admittance of the general public would be terminated and only certain selected persons would be privileged to relish this extraordinary collection. A sell-off is viewed by many as inviting a reduction in the value of those Bugattis presently in others' hands, private or museum.

CHANGE OF ADDRESS

Bruce Forward, No.82, has advised us that his address is now 141 Sunset Crescent, Hudson Acres. (This is on the left side of Hwy 417 going towards Rigaud, about where the Como turn is) His Postal Address is P.O. Box 728, Hudson, Qué. JOP 1HO. Jim Roman, No.67 is in sunny Jamaica until Spring. His address there is P.O. Box 207, Ocho Rios, Jamaica, W.I.

A BEAUTIFUL PAINTING

of your favourite car could be done by Paul Deutschman at very reasonable cost. He can be reached at 514-288-4233 or 697-7696.

WINTER STORAGE

Mr. Gordon Peters, whom some of you know as a member of the V.A.C.M. and owner of numerous classic U.S. cars has acquired a large garage in VilleSt. Pierre and can place 3 or 4 (which means 5 to 6 of our size) in heated and supervised dead storage. Gordon has a figure of around \$25 per month in mind for large cars but might consider less for the typical club car. He can be reached for details at 849-5539. This is a TAS and will relay your call.

HOW TO GET TO PARTY

