



Autosiate
Winter

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NO 4

1979

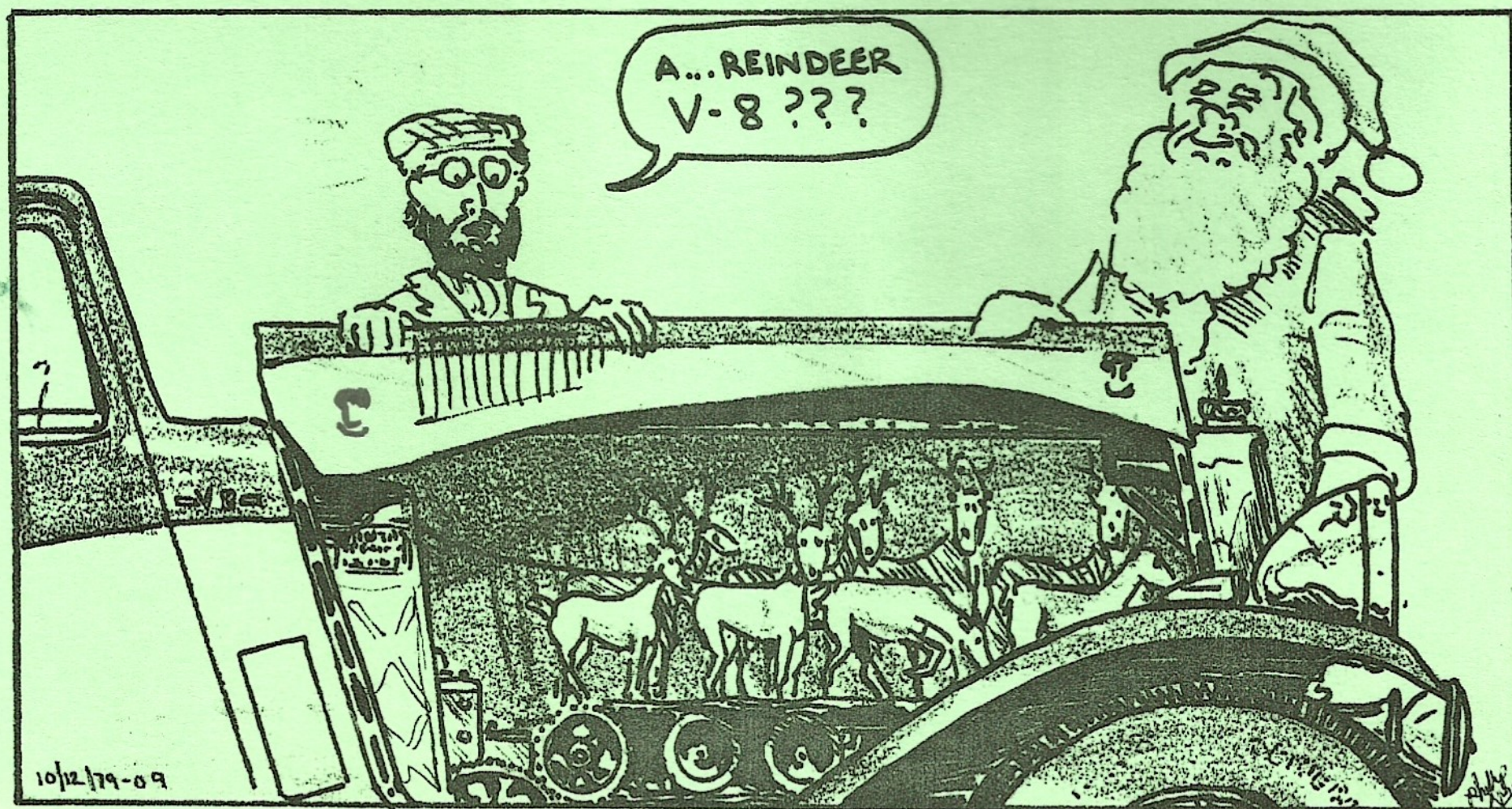
*Season's
Greetings*



*Bonnes
Fêtes*

Autosiate

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THE CLUB REPORT!

There is actually very little to occupy this column at this time. Which is probably as you'd expect, it being nearly the year's end and our Club programme completed. In retrospect, the year has had it's ups and its downs. Whereas our total membership hovers around the mid-50s and is therefore pretty well within the unofficial area of the total which has been the guide since the beginning of the Club five years ago. But we do keep at this figure because of the new members which are attracted to our particular type of Club. That this is so is important because we have lost some active members this past year, mostly due to moves to other areas rather than disenchantment with the Club, its members or activities. So if you do enjoy being a member and like the kind of fellowship which is available, then wont you please pass the word along? An important point and one which this column has belaboured ad-infinitum is simply that the law of averages which pretty well dictates the turn-out at events means that we do well if we have 12, maybe 15 at an event....quite often it's closer to 8, as at gymkhanas, and as it takes as much organization to handle 25 and therefore the Activities Committee is proportioately happier, with more members and the 20% participation average attendance prevailing, then maybe we'd get 25 members to turn out. Right?

The final event of the year was the clam-bake at Hugh Jockel's house. 20 members plus wives, girl friends and other guests to a total of 36 turned out to what was billed as a "wine, cheese and snax party" but was a bang-out feast in fact. At \$5 a head it was a real bargain witness the fact that some enthusiasts were still on hand by 4 a.m.! The Club made a small profit, helped by the fact that several ladies (helped perhaps by their housekeeping allowance!) donated to the table. We still have to hear from another \$10. You missed a good party, you folks who didn't turn up!

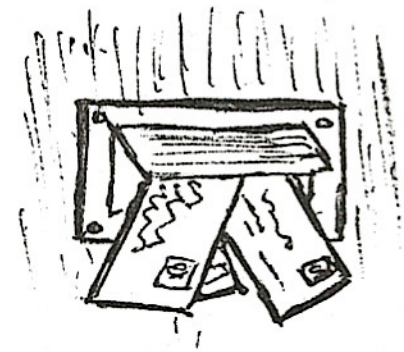
The Annual General Meeting is the next, and very important event. It will take place in the second half of January although the details are not available at this writing. At thks Meeting there will be the annual election of 3 Directors this being half of the Directorate, the other half carry on for the second year of their two year "sentence". So it is very important that you attend. The fates of the Club depend on what happens at the A.G.M. and the actions during the coming year.

Directors' Committee reports will be prepared ahead of the A.G.M. and mailed to you. This will eliminate the at times boreing reading of and listening to, the reports which heretofore were read at the A.G.M. Of course you will be asked to approve them, after the usual motion for and seconding of that, your action. Prior to the actual vote there will be a discussion period on each report but matters should be expedited by this new procedure.

The Nomination Committee is now at work preparing a slate of candidates for office and you will be receiving the names to be voted on in advance of the A.G.M.

By way of letting you know what other Clubs are doing the V.A.C.M. West Island group held a very fine social evening and dinner at the well-known "Le Père Michel" at Coteau du Lac on Saturday, 1st December. There were about 30 present and your faithful scribe with his "better half" enjoyed the hospitality of the Club. The V.E.A.E. could do well to consider this locale as the terminus of a future meet. The service was excellent, as was the dinner and the price was most reasonable. The West Island group is an unofficial one which serves its members uniquely.

THE LETTERBOX



The Editor,
V.E.A.E. Bulletin & Autosiate,
Box 693, Victoria Station,
Westmount, Québec. H3Z 3Y7

Dear Sir,

Regarding your request for some comments on Hershey, I thought that piece following could be of interest to the members.

"It's cold, it's wet, it's 11.30 PM, your flashlight keeps going out, your socks are soaking wet and the 'gumbo' threatens to suck the boots off those sodden feet. It is miserable....it's HERSHEY, Pa.

Does it sound like a 'Hitchcock movie gone wrong, or Halloween? It isn't, it's just yhe annual Fall madness that makes normal, sane Montrealers, amongst ten thousand others, leave work at 4 pm Friday, drive 500 miles with eyelids propped open with matchsticks, gulping coffee and stay-awake pills, hoping that you wont run out of gas (it's the world's worst route for gas stations) to arrive in Chocolate Country, PA at 4 am Saturday just to walk and look, walk and look and walk and look some more; all over the ten acres, YES, ten acres of tables, tents, trailers, tools, people, kids, dogs, beer, chicken and so on and so on!

The Flea Market, which must be the biggest in the world, has everything from Duesenburgs at a quarter million dollars to washers at 25¢. I have been to Hershey about 5 times (once the sun actually shone!) and have yet to get to a motel less than 35 miles away. In fact, the year I bought my Railton, I slept in IT parked on a hill, in a cold foggy 40 degree night. I had to park there because (a) it was the only place left and (b) I wasn't sure that the Railton would start in the morning!

Ever seen a Cadillac with a body by Saoutchik of Paris? It was there at Hershey. I'd owned a Brough Superior motor car but I'd never seen a Brough motorcycle. There were three on the back of a truck there. (Ed's Note...The Westmount Police Dept. had a number of Broughs for its traffic Department in the 30s)

To return to the opening sentence, it is very common to see people wandering around at all hours of the night with flashlights, looking for that elusive part. (If you can't get it at Hershey, it's not available.

Across the road from the Flea Market there is an airstrip, busy at all times up till dark with old biplanes, P-38 ex-fighters and modern Cessnas bringing enthusiasts from all over the country.

It's a scene that cannot be adequately described. You really have to experience it to believe it. I suggest that you start booking your room now for next year but DO check the weather forecasts before you leave. Hershey, for all it's picture-book farms, beautifully laid-out town and public facilities, all paid for by the Hershey Chocolate Company, whose factory dominates the skyline, has a very poor record for sunny weather. The last time I was there they were pulling cars out of the Flea Markey with an ex-army half track. It, too, was for sale!

Sunday, there is a Car Show to end all Car Shows. Not one but maybe six Duesenburgs, none less than \$100,000. Packards by the dozens, Rolls-Royce by the score. All in all, it's an experience you never forget and if you are a car enthusiast your life isn't complete till you can say "Hershey ? Oh yes, I was here."

Sincerely,
Roy Elliott.

- o - THANK YOU, ROY, FOR AN INTERESTING VIEW ON HERSHEY. - o -

1e 26 Oct 1979

V.E.A.E.
P.O. Box 693
Victoria Station
Westmount, P.Q.
H3Z 3Y7

re: Bulletin Vol 1 No:7
October...

Dear Ed...

Just read, however hastily, the a/m bulletin from stem to stern, and the other way too!

My hat's off to whoever is getting together a beautiful hunk of work.

Comments: I like the idea of reminding members of the a,b,c & d's of by-law No:1...much to the point. Hope everybody had a good look at them. The whole thing seems to put you back on the right side of the road.- Badges and all.

Hurrah for the new members. We love you all!

What's the matter with this Marshall guy? Has he joined forces with Sun Life?

Dying to see what transpires out of Ed & Bob's piggy back caper....

They say Hershey without mud isn't Hershey,,, and this year, it was semi-dry! The Gathering-Of-The-Faithful (MG talk) is going to be held in Chocolate Town comes June. The C of C has promised us a red carpet without holes.

Car Auctions, as numerous as they are getting to be, are strickly for the connaisseur or the green-horn...not the middle-of-the-road guy. The first one will turn everything upside-down and inside out before he makes a bid. The second one will get stung, and the third will be so mixed up he wont buy nothing! That's my opinion, or impression.(you did ask for it, no?)

3 cyl Saab's can be found relatively easy in N.E. Their hyways were peppered with them 10-15 years ago.

Speaking of "Steamers" I had a ride in a Stanley the other day in Boston. Quite a huffin' and puffin' experience.

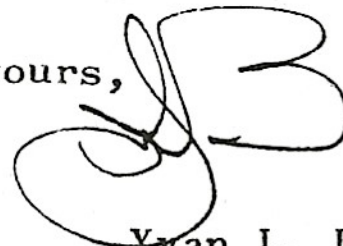
Missed all these good times you guys had this summer and fall. I live just a little too far from y'all.

Membership.... Sure it's nice to boast of a membership of 100 or more, with all the problems a big group bring, but I strongly support a smaller gang, with distinctive cars, honestly limited by their ages. It seems right (to me) that a car should be at least 20 years old, if we are to make any changes in this direction, to be "one of us". Otherwise, you'll be getting Iso-Griffo's, Panthera's, and the likes, that are very modernistic cars even if they are 10 or 15 years old. Ferrari's, Messaratti's and Alpha's have beautiful models too, but..... O.K. Pete?

Hey man, I like your article on "Making you car a Star". I was approached last summer by one of these adventurers. I asked for such a high guarantee that the deal fell through.... and I stopped crying a long time ago.

I have a TD for sale. It's complete but not mint. needs \$1,500 or \$2,000 (reallly) to make it mint. The price is not low, but it's a genuine car. \$8,500.00 I've made an application to get a 26 hour day, but cant find the right office or clerk wh'll give it to me! So, I have to start boiling down my collection. I still like to keep all of my cars on the road, but the ambition is getting out of hand.

MGingly yours,



Yvan L. Bureau
929 Bowen south
Sherbrooke, P.Q.
J1G 2G2

AND THANK YOU, YVAN, FOR YOUR LETTER AND THE COMPLIMENTS

A DARING INNOVATION

OR... How to put Two Cars in the Space for One

In these columns some months ago we made reference to the ingenious way by which imagination and technical know-how combined to create a system for stowing two cars in a one-car garage. Until quite recently the existence of this unique arrangement was known only in its fundamentals. How it was actually done has remained somewhat in the realm of a mystery. But now it can be told! A scoop for the "Autosiaste"! When scoops are to be had let it be realized that we have 'em!

Of course we have all heard of "Piggybacks". We see them all the time on the railways, on the car-carrying highway trailers, even by TV they are in the air. Actually, the basic arrangement is simple. Build a platform in the garage, put one car on it, the other car under it. Of course the cars have to be of the appropriate overall height or you might run into trouble. Furthermore, while it might be easy to run the lower car into the space formed by the raised platform, getting the upper car in place could be tricky. Of course a large hatch in the roof and a good construction crane could be combined to solve the problem. But how much easier it would be if the upper car could get onto its perch via a ramp! Voila! The answer!

So reasoned the three good men and true. Ed. Richardson had the problem to be solved; Ralph Hemmi made the suggested arrangement...put one on top of the other; Bob Neapole came up with the practical solution. So now Ed. has what is probably the only bi-level residential garage in existence. His Jaguar XK 120-C lives below, the MG D-type above. The two live comfortably together under the same roof, taking up only the floor space afforded by the normal one-car garage.

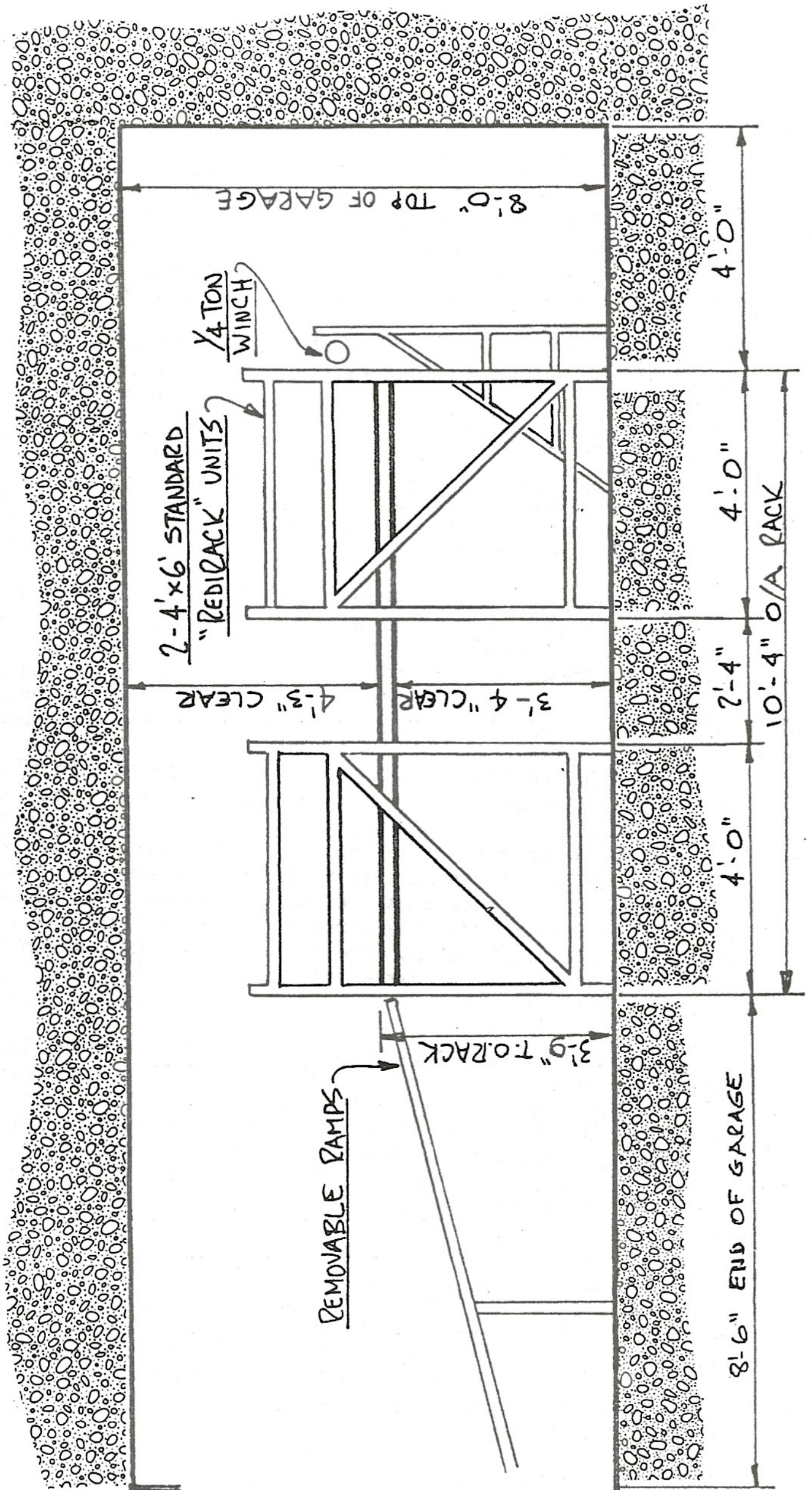
The modus operandi is equally and appropriately simple. The MG was placed at the foot of the two ramps, which were about 15 feet long; the hook at the end of the cable which was accompanied the electric winch was attached to one of the dumb-irons; the remote control button was pressed and then the MG slowly ascended the ramp, getting on to the flat it rolled to the end, was blocked fore and aft and that was that. The second half of the operation involved removing the ramps and running the Jaguar under the structure. All very simple...true...but that was the result of careful planning, good design and careful assembly of the delivered parts of the structure. Safety was a prime consideration. Not just to the cars but more important, to the people who were there assisting and supervising the operation.

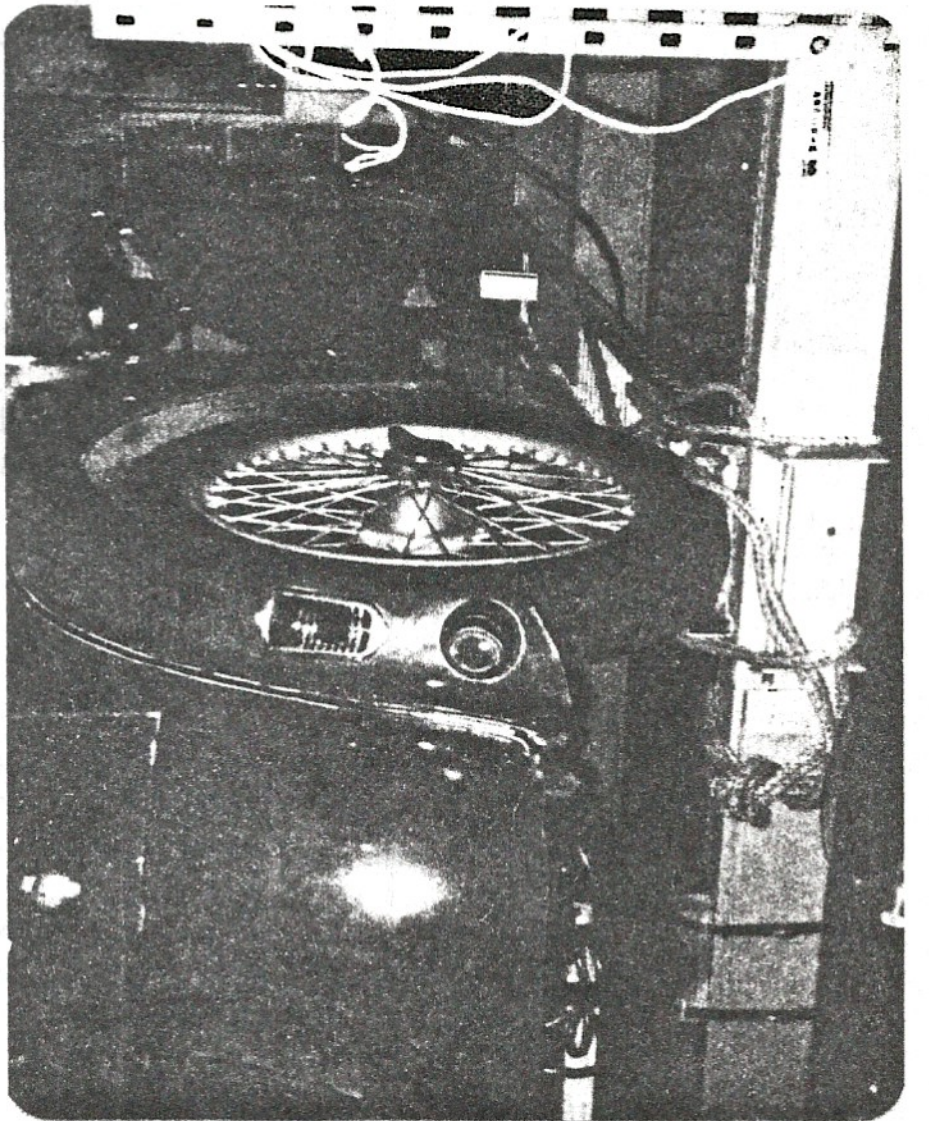
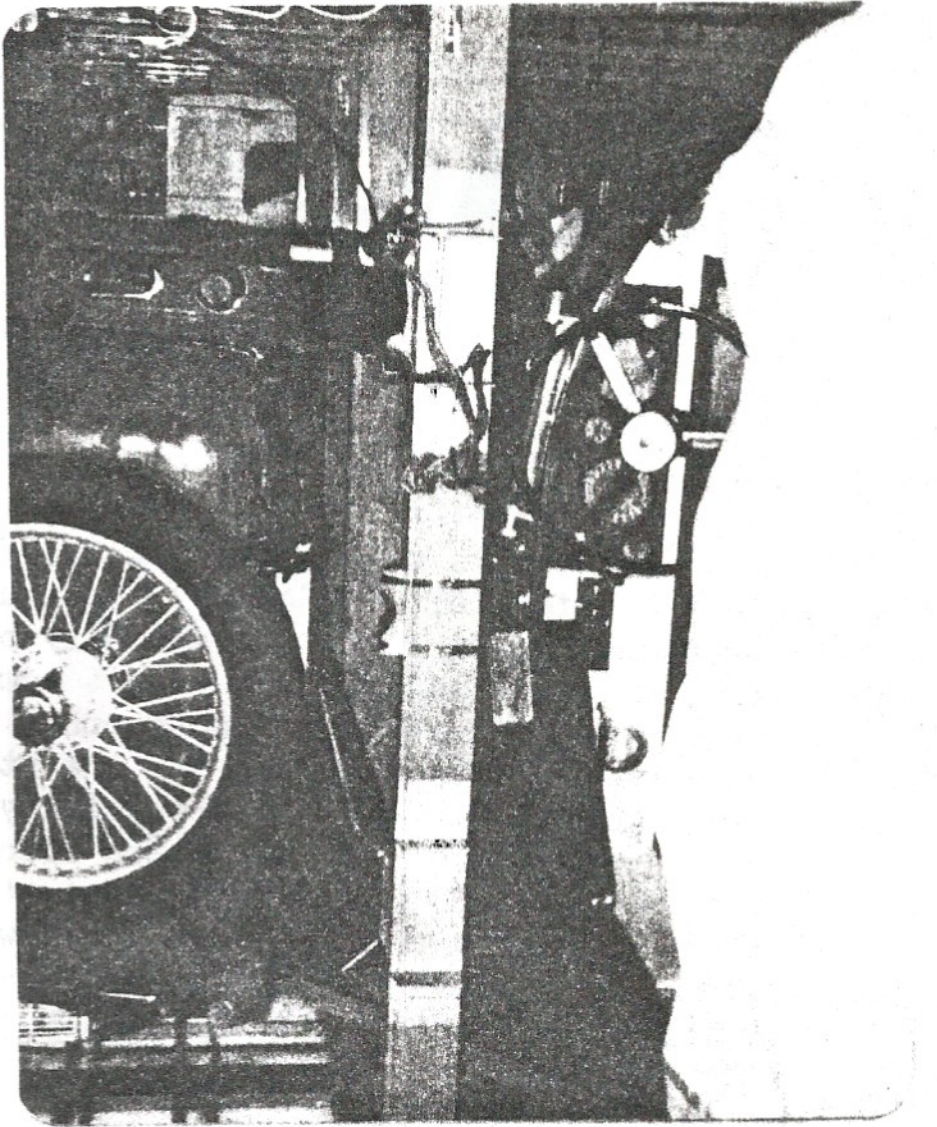
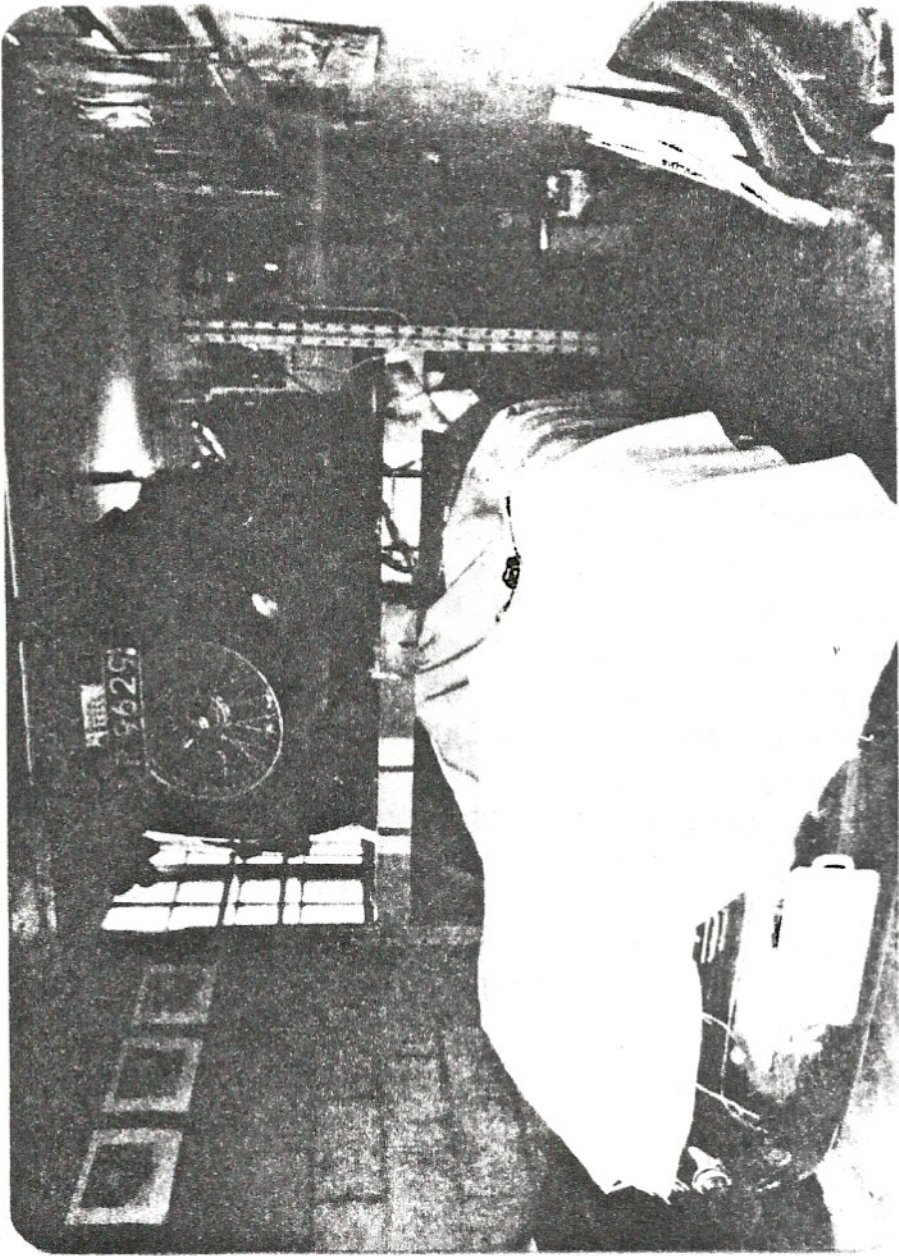
There were numerous problems to be solved. Not the least was the actual space available for the cars plus the structure; height was the main problem, particularly the clearance at the overhead door as the MG reached the top of the incline. As it turned out, there was about one inch between the top of the radiator cap and the ceiling until the car began to get on the flat. At rest, the windscreen clears by a few inches. After the MG is blocked then the Jaguar is rolled in. It, too, clears the cross bracing by only a couple of inches. So once again the overall height is critical.

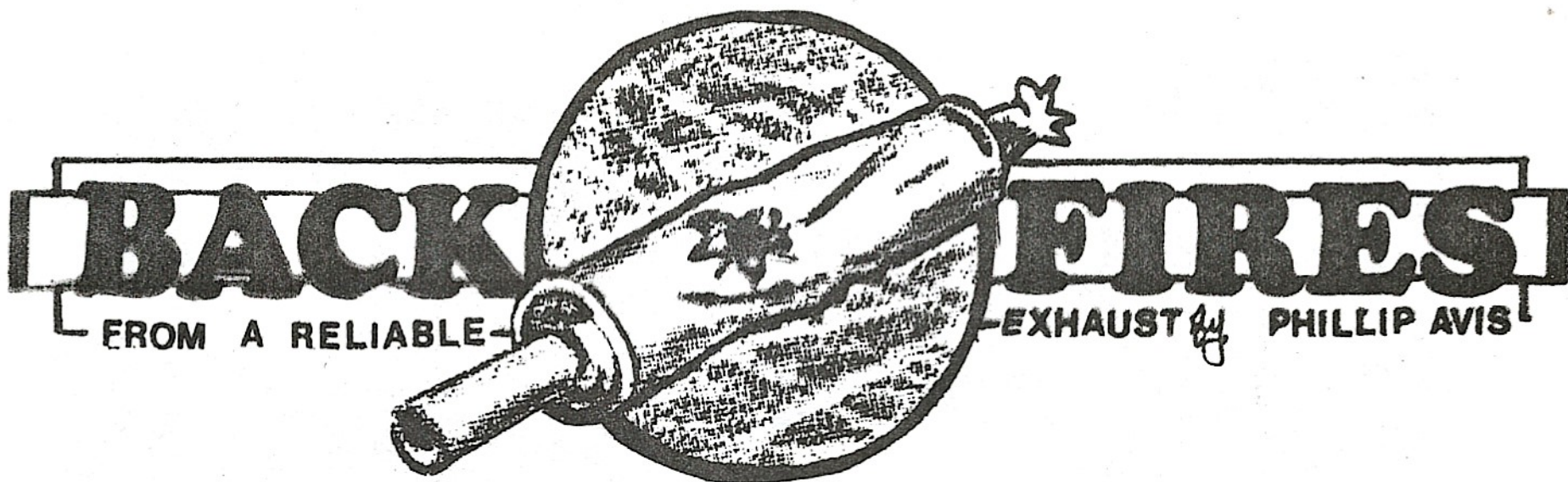
The rack arrangement was made up of a well-known brand of industrial racks, made from standard sections which are slotted and holed ready for bolting after being cut to the proper lengths from the standard 8 foot section angle steel as manufactured by Redirack Industries Limited of Montréal. The winch was similar to those found on boat trailers except that it was for 110 volt and had a remote control push-button operation. It also had a "fail safe" brake and overload protection.

A good idea of the arrangement can be had from the accompanying diagram and photographs. It's hoped that come Spring one will show the MG on the way down!

SIDE ELEVATION



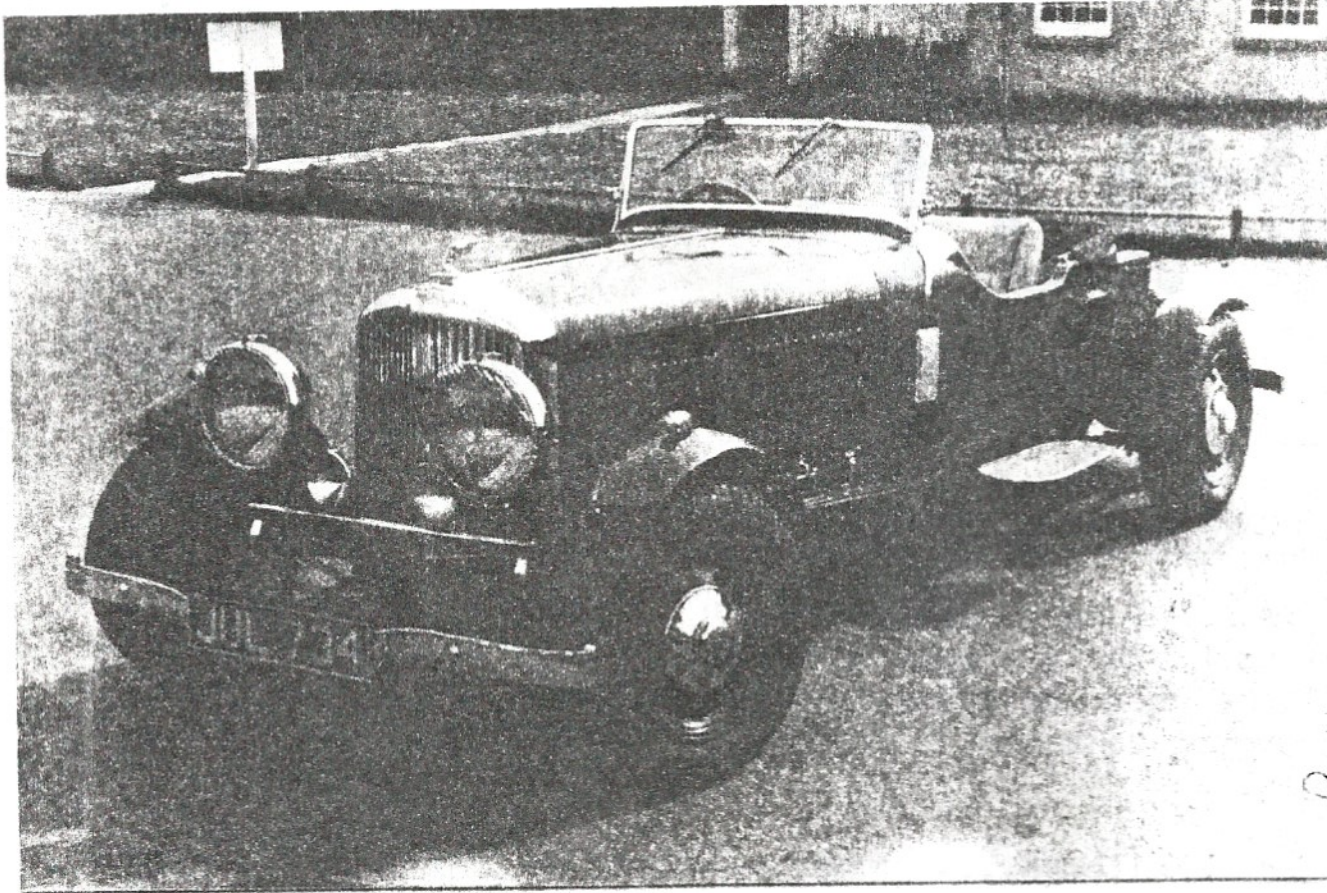




So, what's been happening....? Well, it's all very interesting. With friend Tony Stanford off to Calgary in January I inherited his Ford Cortina as Winter transport sparing the now slightly battered but nonetheless undaunted Fiat coupé. Er...um, well actually it wasn't a matter of choice really as the Fiat suffered more steering problems, among other things. It's all a study in cause and effect. You see I'd long wondered why the steering seemed stiffer than had the old sedan but I put it down to the probability that the coupés were like that. I'd never owned one so why otherwise? She also suffered front tire squealing on shallow corners as well as on tight ones; at low speed as well as at high. I knew that the wheel alignment was O.K. and I was well aware of the Fiats' tendency to understeer. This was the effect but what was the cause? Ah, well...a seized idler arm assembly finally broke right off at the frame! Hmmm! Luckily I was just pulling out of the driveway!

The second problem was the gearbox, known affectionately by friends as the "chatterbox", this phrase because of it's constant loss of oil as it "sings for it's supper"! It also pointed to a worn out mainshaft and bearing, etc. This is fairly common to vintage cars as the long solid driveshafts, cart springs and the usual quite rigid engine mounting transmits a lot of movement and deflection straight into the gearbox, first destroying the oil seal, then abnormally wearing the ball bearing and the spigot bearing between the main shaft and the input shaft until it finally moves the cogs themselves and they wear. My Singer gearbox is mute (sic!) testimony to this "Chain reaction". However many modern cars have different designs to eliminate this problem. It seems as most American cars make the mainshaft very long and continue it out of the gearbox in an extension casting to which the short driveshaft is fitted in the normal way. Others use a torque-tube which is fixed in a rubber bushing attached to the car's frame then there is the connection to the gearbox with, again, a short driveshaft with the normal universals. In my case, (contrary to the arrangement used on Rileys and some Fiats) and what I am getting at is, the gearbox trouble is only the effect, the problem started with the driveshaft! In the coupé there are two driveshafts by a ball bearing set in a rubber pillowblock which is fixed to the frame of the car. In this way the pillowblock absorbs the twisting and bouncing of the rear axle and allows the first driveshaft from gearbox to pillowblock to run perfectly straight rather than at an angle. Well, I guess that you can figure out what has happened. The "cause" is actually the failure of the rubber pillowblock through wear and time. This allowed the driveshafts far too much movement thus placing a strain on the gearbox which it was never designed to take. The symptoms were a judder on letting out the clutch from rest and also when on the over-run. More fun and games from Fiat. I'm not going to tell you of the cost the cost of repairs or how you're supposed to go about it. Suffice to say that you can with safety fear the worst! I'm now sure that 90% of European (modern) car owners are paranoids who constantly fear their dealers!

Lastly, an update on the old LeMans restoration...she's now on four wheels and I'm happily pushing the frame around the garage making engine noises!
Merry Christmas, Happy New Year! May Santa fill your stockings with those spares!



TWO SPECIALS

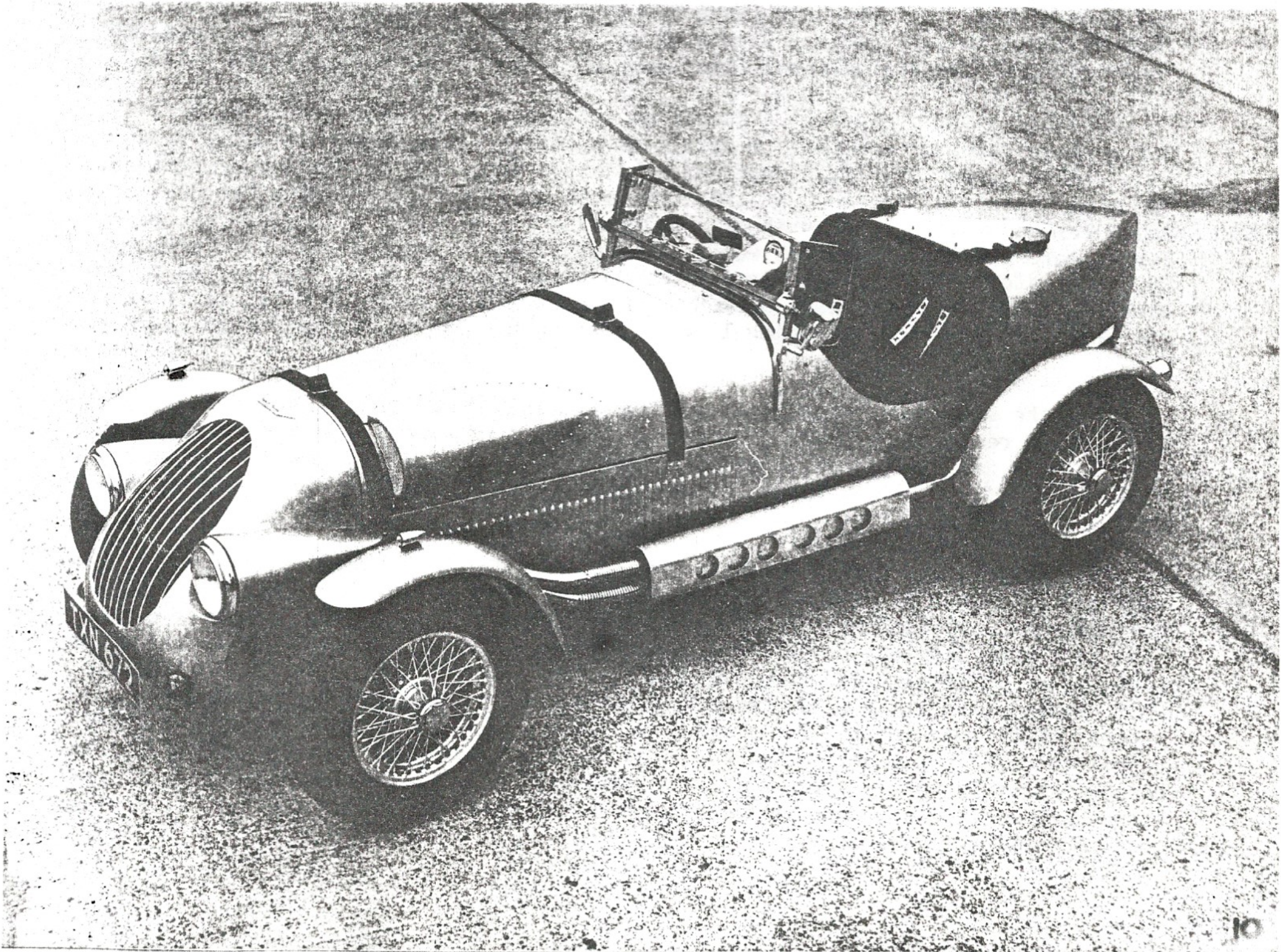
Left. The "Stafford-Renato"

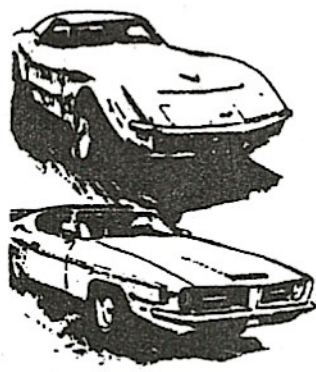
Based on the Bentley Mk VI chassis

Below The "Lenham"

Based on the A-H 3000

Further information on these is available from Hugh Jockel.

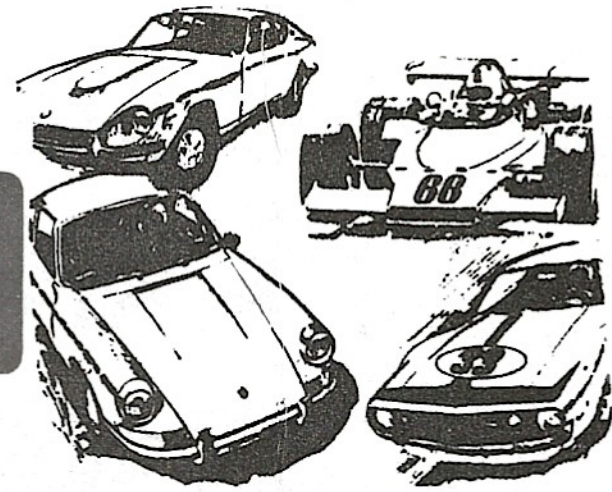




THE FUTURE OF THE

AUTO

IS IT PROMISING?



-- PART 2 --

CONTINUED FROM SUMMER ISSUE

This most recent 10 years of public pressure upon car makers to reduce air pollution and safety hazards has been a mere love-pat compared to the massive blow anticipated in the late 1980s when the supply of raw petroleum is expected to be sharply curtailed and according to recent OPEC statements, its price doubled or quadrupled from 1978 levels.

Paradoxically, that first challenge...emission and safety improvements...only exacerbated the second, the greater, problem. Why? Pollution control devices patched on to engines tended to strangle them and reduce their already not particularly good thermal efficiency so that a gallon of gasoline carried a given weight less distance. Then again, the demand for safety bumpers, side impact reinforcement beams on doors and general body strengthening increased overall vehicle weights, contributing to further gasoline consumption. Cleansing and strengthening itself on one hand, the automobile was rendering itself less and less fit for the bigger fight ahead.

The rules for that fight are written into law in the United States. By 1985, the average gasoline consumption of all vehicles produced there must be 27.5 miles per U.S. gallon...that is, 32.75 Imperial or if you wish, 52.4 kilometres per gallon. The penalty for failing to meet this Corporate Average Fuel Economy (The CAFE Standard) can be up to 5\$ per tenth of a mile below the standard multiplied by the number of cars produced. In other words, a manufacturer of one million cars averaging 26.5 mpg after 1985 could be fined \$50 million during the model year... strong encouragement indeed to increase economy, particularly for an industry where large sedans and station wagons averaging 13 mpg (less than half the CAFE standard) were common.

But the economies anticipated are substantial. An energy Resources Council task force study recently released showed that, despite an expected rise in car use by 1985 of 50%, daily consumption of petroleum fuel could decline from 5 million barrels to as low as 3.7 million. Cars, it pointed out, then used almost one-third of all petroleum consumed in the U.S.

The key to this new order is disarmingly simple on the surface, alarmingly complex and expensive in practice and tremendously intriguing to engineers who relish the elegant possibilities of their profession. There is no choice, however: cars have to become lighter, smaller and thereby more energy effective. But it is not just a matter of physically reducing the vehicles we know and love. That, after all, is what compact cars and run-of-the-mill imports are: scaled-down versions of big cars. Recent weight and dimensions trimming of the so-called full-size domestic cars is Detroit's first relatively easy reach for the CAFE-flavored future. What is yet to come is a revolutionary approach to the materials used in auto construction, their structural interdependence and their various economies (or otherwise) within complex mass-production methodology.

Oddly enough, and this takes us back to the farmer who believed that Henry Ford solved it all in 1908, the Model T contained more aluminum than most of today's cars, although it was not there for weight reduction. Ford preferred aluminum (which is approximately one third the weight of steel and less corrosion prone) for certain body parts because it could be shaped more easily by his panel makers, an advantage long ago regained by inherently stronger steel as stamping technology developed. Nevertheless, aluminum has come back in recent years, first in cosmetic trim, later in body panels, now in bumpers and soon in factory equipment wheels. The 125 pounds that aluminum saves, more or less that weight, in the latter two items immediately close to one-half a mile per gallon.

This is still the easy way, however. The important thing is not to make this part or that part lighter independently but to determine how the reduction of this part will lessen the load on that part. When that part is shaved accordingly, maybe several other parts and assemblies can be trimmed, even the one that started it all. And so the systematic weight-reduction cycle is renewed.

In the process, the familiar metals and the vast amounts of metallurgical and mechanical know-how that attend them will be laid before the computer alongside the growing inventory of petroleum-based plastics, the various glass fibre reinforced plastics and the glamorous composite materials such as graphite fibre bonded with epoxy. Their inter-relationships will be studied in combinations that approach infinity, the impossible ideal being minimum weight of the vehicle, in combination with maximum strength and system compatibility, plus minimum cost.

Some of these materials....steel particularly...will appeal to auto makers because so much is known about them, about their adaptability to conventional manufacturing methods and their predictable lifetimes in an operating vehicle. Others, notable graphite, will appeal because of their apparently fabulous characteristics: almost as strong as steel but one-fifth the weight; long life under fatiguing stress; lower friction without oil lubrication than steel with it. Certainly fishermen, tennis players and golfers know about graphite's strength, flexibility and lightness compared to other materials....and they also know its cost...\$200 for a few ounces of fly rod or racquet is one thing but car designers blanch at the cost projections of frame members, springs and engine parts formed from this wonder composite, despite the promise of weight reductions. The price is falling, though; \$500 the pound in the 1960s, graphite-reinforced plastics cost \$20 today and may well be below \$10 by 1985.

Then there is glass-reinforced plastic, an established and attractive material derived from universally available sand, limestone and soda ash that may use slightly less energy in its production and utilization than steel. GRP can be designed to replace several metal parts and certain assemblies and can reduce weight by 40% or so. The material can be formed into complicated shapes by molding and...another plus...when furnished in sheets can be compression-formed much like conventional steel auto panels.

That business about energy used in the production of materials for auto production is of growing importance, as its availability and indeed the energy efficiency of the automobile's infrastructure. True, a vehicle of half the weight should save half the energy that would have been spent in mining iron ore, delivering it to the smelter, making, warehousing and fabricating the subsequent steel, etcetera. Too, it reduce, to the same extent, wear and tear upon bituminous road surfaces and save smaller amounts in parking structures, spare parts, delivery....even towing.

But some of the optional materials fit differently from steel in the equation. Aluminum, for instance, needs considerable amounts of electrical energy to smelt it.

However, that may become less important as and if nuclear power becomes abundant. Virtually all plastics themselves are petroleum derived and therefore subject to diminishing supply, although the chemicals used to make them...with the exception of tetrahydrofuran and ethyl alcohol...may be produced from coal. Here again, however, considerable energy is required to coke the coal and the 33 million tons of coal it would take annually to replace petroleum for North America's plastics production would likely give rise to other environmental problems.

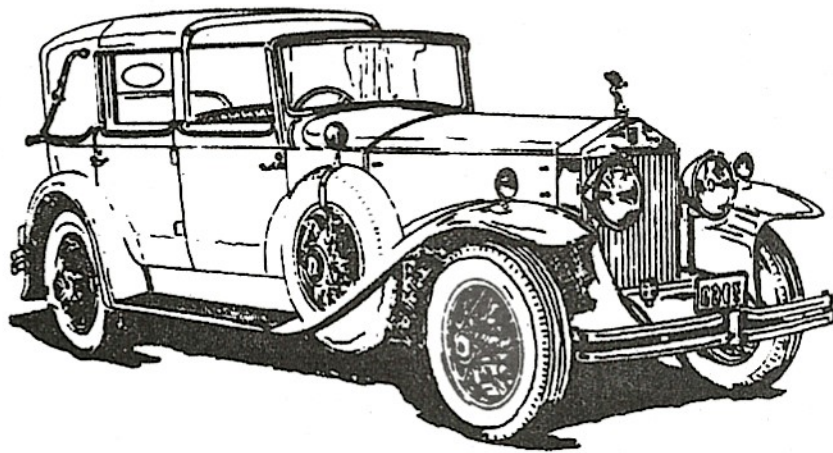
The thing to remember is that these old and new materials and industrial processes are not going to be employed in making shrimp boat versions of the old dream boats, and the vehicles themselves will likely not use familiar engines and perhaps not even employ the fuel we burn today. So, what will they use? Well, the obvious comer is the diesel engine that, while burning a petroleum fuel, inherently pollutes less than gasoline and offers high thermal efficiency (read better mileage), particularly when turbo-charged. Many highway trucks and off-road heavy vehicles capture wasted energy from the exhaust by using it to pump air charges into the engine and most recently, the Mercedes-Benz 300SD, a \$30,000 luxury car, has shown that the deisel can perform comparably with gasoline-powered models at equal or lower noise levels. In a startling demonstration, a special-bodied Mercedes-Benz using a version of the production five-cylinder turbocharged diesel power plant ran for 12 hours at an average speed of 314.46 kph (195.4 mph) while averaging 28.4 kpg (15.8 mpg) fuel consumption.

It is safe to predict that many more manufacturers will offer diesel engines as Mercedes-Benz, Cadillac, Oldsmobile, Volkswagen and Peugeot are doing today and it is likely that some will experiment with turbocharged two-cucle units or the oft-maligned Wankel (rotary) engine, both of which offer campaxtness and few moving parts. The Wankel, though, unlike conventional diesels, would need to be fitted with an electrical ignition system and spark plugs since its internal geometry will not allow the required compression for spontaneous combustion.

Another promising near-conventional power source is the variable-displacement engine invented by Californian Harvey N. Pouliot and patented in the U.S. by the Energy Research and Development Adminiatration. The principle of this engine is simple: it runs constantly at full throttle for maximum thermal efficiency and varies its power-determining internal size as a function of demand. An ingenious system of triple-linked connecting rods for its five cylinders permitted displacement to vary from 43 cubic inches to 190 in a dynamometer prototype and test data supported the designer's arguments by proving that the novel engine would indeed function as efficiently at a simulated city-street demand of 10 horsepower as it would at a highway cruise demand of 30 or a steep grade-passing requirement of up to 100. The engine is more complex (ergo heavier and costlier) than basic engines, which is counter to ~~the~~ tempo of the age but its ability to have several power ranges at equally high efficiency must be tempting for today's fuel economy-conscious designers.

There is, lurking hopefully in the background with occasional forays into the publicity limelight, the electric car which, popular in early days, was effectively killed by the invention of the self-starter for gasoline engines. Its apparently minimal pollutant emissions conveniently avoid the stuff belching out of thermal power stations and its own ozone generation, but the real thorn in the side is the awesome cargo of batteries which it must haul around to provide even marginal performance and range. Lead-acid batteries are as heavy as sin, slow to charge, do not store a great deal of potential energy, and if we were to convert holus-bolus to electric cars tomorrow, would immediately create a world shortage of lead. Other types of storage batteries, some quite exotic, have appeared but all have disadvantages which puts them but little ahead of the conventional lead-acid battery.

(This article, from Air Canada "En Route" will be continued)



BASKETCASE

BY MISS ELAINE YUSSE

DEPARTMENT

The cries of "Go West, young man" reached Eastward and have incited member Tony Stanford to do just that....and just as he's finished his Singer Roadster, too! Word is that the several cars will go into storage in Montreal for a year or so or until Tony decides how healthy the market is in sunny Calgary. To get there he bought a G.M.C. van, complete with C.B. radio and a complicated alarm system to protect his valuable goodies. The "Exodus" is scheduled for January. Bonne chance and send us a line or two when you get settled, Tony.

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

Ex-member Graham Nott, now bearded, has settled into life in Peterborough, Ontario and is now the proud owner of the most expensive Fiat Sport Spyder in the world. It seems that his recent rebuild got a little out of hand to the tune of about \$3,000! That's what happens when you let an enthusiastic garage run away with your car's simple repair job, so beware!

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

More Singers! The ex-Phil Avis 1949 LA Roadster is now out and about on the roads of Montreal, resplendant in fire engine red and new chrome. So watch for present owner Ronald Samo and his wee red beastie in Club activities next year.

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Our cars are still starring! It's possible that you will be seeing Bob Marshall's P-1 Rolls-Royce in the up-coming Chevy Chase film "Oh Heavenly Dog" with the lovable pup "Benjie" although this has not at this writing been confirmed. Bob Tayler's Singer LeMans has been under the Kleigs once again. This time for an Eaton's commercial which was aired some time last month and appears on repeats. Look out, Bob! Keep her modest and don't let her catch the "Brando Complex"!

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Under the heading "Britons are doing so well that they don't care about the economy" a recent newspaper article among other items under this heading stated that in transportation Britons used to make almost two thirds of all journeys by train but since the 1950s the distances travelled by car have shot up six times over and that 57% of families now own a car and 11% use more than one. The average cost of a car has fallen and so have operating costs.

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Some of our "more aged" members (some euphamism, that!) will remember that an independant oil company by the name of Joy Oil Company Ltd. in the 30s had a chain of service stations in the Montreal area, dispensing Romanian gasoline at lower than others' prices. Their offices and tanks were on Notre Dame Est. They had some good slogans, such as "Go with Joy", "Put some Joy into your Driving" and suchlike. Many users claimed the product inferior but then the cars weren't so fussy then, either! It was also claimed that some Russian oil was in the mix...and that was bad, bad!

A member, whose name shall be kept sacrosanct, has penned this open letter to another, equally fervent admirer of the B.M.W. marque. Knowing how such admiration of a particular brand of motor car is not unusual it's appropriate that such expression should find space here.....

"To David Laidley we offer our congratulations and admiration as he embarks on his chosen labour of love. David is now the owner of a complete but dis-assembled 1939 B.M.W. 327/8 Cabriolet, a two-seater of remarkable elegance of which only 569 units were produced 1938 and 1940. This remarkable model has the fine lines of the 327 combined with the 80 hp hemi-head, tri carb-ureted six cylinder engine of the 328 which was Germany's most successful pre-war sports car.

We share news of David's acquisition with you because we think that what he is undertaking represents one of the fundamentals of a vintage auto-mobile club. Through the Club he will benefit from the practical and technical knowledge which can be provided by many of its members as well as the moral support of all.

The Club offers David its moral support and individual members certainly will provide such practical and technical assistance as will insure that his project goes on in a timely manner.

(Having read this...now do you know who the hidden member is. J.L.R....)

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"IT CAN BE DONE IN AN MG MIDGET...BY ONE WHO KNOWS!"

I recently recently read an article in one of the many car magazines which cross my threshold the penultimate paragraph of which went as follows.....

"After missing the boat we decided to sleep in the car as we were already in the queue for the next ferry. A Force 8 gale was blowing but we slept well for all that (although you have to take the steering wheel off if you want to get comfortable) so you can do it in an MG Midget after all."

This led me to remember and re-read an offering I'd made in the Autosiaste Volume 3, Number 3 about driving an MG D-Type. In that article I wrote among other things about the friend who boasted about having been conceived in an MG M Type circa 1929. I did not go into the specific and mechanical details of the exercise but even so I understand that I was looked at askance by some, perhaps all, of the members but with the exception of the late Peter Carlton. You see, he and I had actually been there before most of our members were born. I remember that we used to have endless arguments about the relative merits of an Austin 7 versus an MG M-Type and I had always maintained that an MG won on all counts. Firstly for the reason stated in the above-mentioned article and secondly the gearshift lever could be unscrewed (no pun intended!) in seconds (Very important, that...Editor!) Try moving the gearshift lever from a pre-1933 Austin 7, chum!.....

(At this point the Editor must ask...what about the Magna 4 seater for making the best out of difficult and confining circumstances?)

What fun it would be to have the opinions of two or three contemporary grand-mothers on the subject!Can I hear Virginia saying, "Come on Granny, you're putting me on!" and Granny replying, "Now go to sleep like a good girl and Granny will tell you some more car stories tomorrow. Stories like turning off the petrol tap with the right foot and the one about the barmaid at "The Fountain" on Watling Street who, when she drove in the original MG Midget, the M-Type and the only MG that ever had a long, slender, backward curving lever. She used to carefully drape

her long skirt over the gear lever and handbrake. She said that it was quite exciting, not to say unique at times. Especially when the driver was involved in a tricky downshifting and double declutching manoeuvre. She said, "sometimes one did not quite know who was clutching what!". With that Granny's eyes glowed in remembrance.

I remember that this same barmaid had a neat little bow of blue ribbon in her hair and with what pride we favoured ones in No. 82 Squadron, R.A.F. used to sport this little souvenir in our buttonhole! I recall that my Flight Commander actually wore his in the top buttonhole of his tunic and when he found me sporting one, I got no further flying for the rest of the month.

Granny finally finished her stories and leaning back in her chair with a sigh, she'd say, "You know, Virginia, I really don't think that we were quite as square as you and your friends seem to think. So goodnight dear and pleasant dreams of these times when the young men were venturesome and romantic, in and out of a car."

Reminiscenced and submitted by,

Ed. Richardson.

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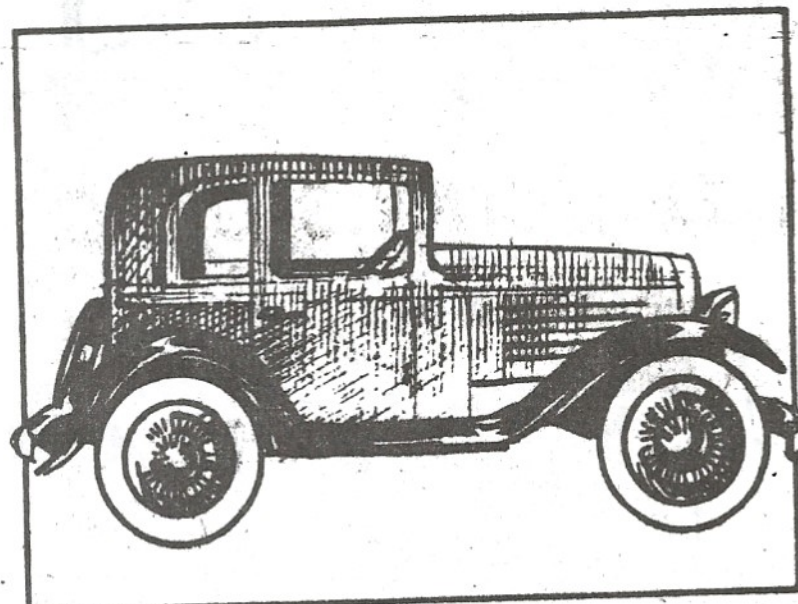
The advertisement shown below appeared in a recent issue of the Montreal Gazette. It reminded your Editor of the time when he bought one of these U.S. made Austin Bantam coupés for the great sum of \$500, give twenty-five more or less, in 1932. The engine was the same as the British except that it was opposite, i.e. the carb. and manifolds were on the right side, etc. instead of the left. It was a great little car and came in roadster, too. Ogilvy's showed them on the 4th floor of their store and the service depot was on Mountain St. just below Dorchester St.

Ogilvy's and Montreal

We've been friends since 1866.



Ogilvy's swift, courteous delivery service, circa 1912. Through snow, slush, ice or rain, the dependable horse and buggy brought our merchandise to our customers' doorsteps. In the mid-1920's, new-fangled motorized vehicles took over.



In the early thirties, the prestigious British Austin cars were sold and serviced exclusively by Jas. A. Ogilvy's Limited. One advertisement stated: "Austin owners repeatedly penetrated the Laurentians while the roads were closed to wheeled traffic."

To continue this line of interest, a recent news item stated "Soviet Oil fueling some Québec Cars". It goes on to say that during one period nearly one million gallons of Russian crude had been put into the tanks of an Eastern Québec refinery. The price was apparently attractive and substantially under the OPEC cartel's fixed price. Russia does not belong to OPEC. Needless to say, the shipments have not received much publicity. Nor will they, also needless to say!

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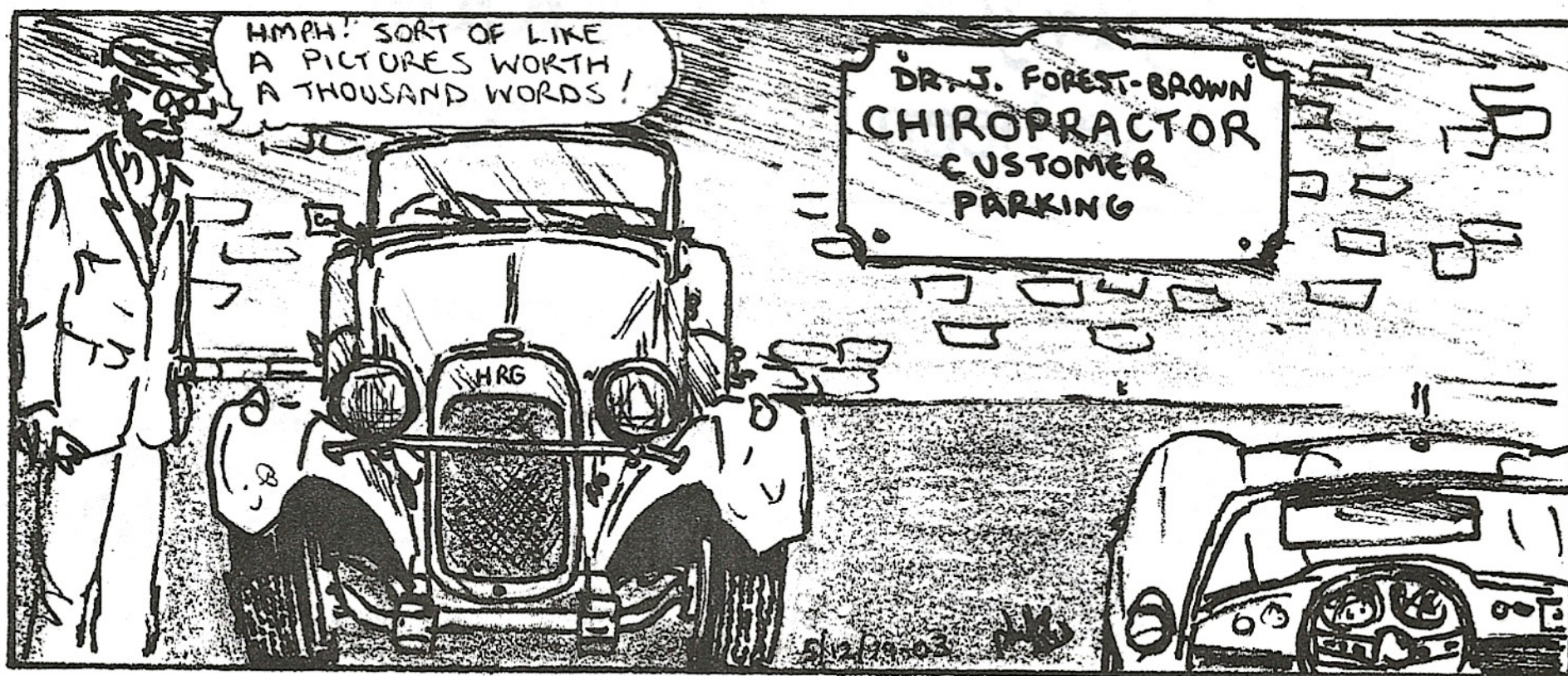
With the interest in automobile fuel economy reaching almost paranoic levels is has been recently reported that by 1990 about 65% of U.S. made cars will have front wheel drive and a 4-cylinder engine while 20% will have a V-6. Only about 10% will have V-8 or 6 in-line. The study showed that deisel engines will capture 25% of the 1990 market.

It went on to state that by 1990 about 75% of all cars will have computerized diagnostic instruments; steel usage in car construction will fall about one-third and plastic use will increase 70% and scheduled maintenance intervals will increase to 15,000 miles from the present 6,000 or 7000. Another interesting view is that because of improvements in tire technology only one-half of U.S. produced cars will have spare tires by 1990.

(Editor's note on the foregoing. When did you last have a puncture? Whereas it was normal while travelling to pass several cars pulled off to one side of the road with tire trouble, isn't it really a rare sight nowadays? Certainly on main roads. It used to be that tire makers warned you about driving over curbs and sharp-edged holes because of possible damage to sidewalls. Although it's still good driving to avoid these hazards if you can, it's just as likely that a tie rod or some chassis part will fall off....or even a steering box come adrift, eh, Phil?

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Victor Edwood Albert Edgington *by A.E.S.*



The Club numbers among its members representatives of the dental, legal, engineering and many other arts and professions...but no chiropractor or physio-therapist. Maybe we should encourage one to join and help get out the twisties!

DID YOU KNOW

Did you know that in 1902, an unknown traveller in Texas had the dubious distinction of being issued North America's first traffic ticket? The offense was exceeding a 10 mph speed limit. a \$10 fine was levied to him.

Did you know that perhaps the reason for Geritol being so popular with the senior set is because it's alcohol content is more than twice that of any brand of beer on the market today?

OFFICIAL NYLON

CLUB JACKETS

AND FULL COLOUR

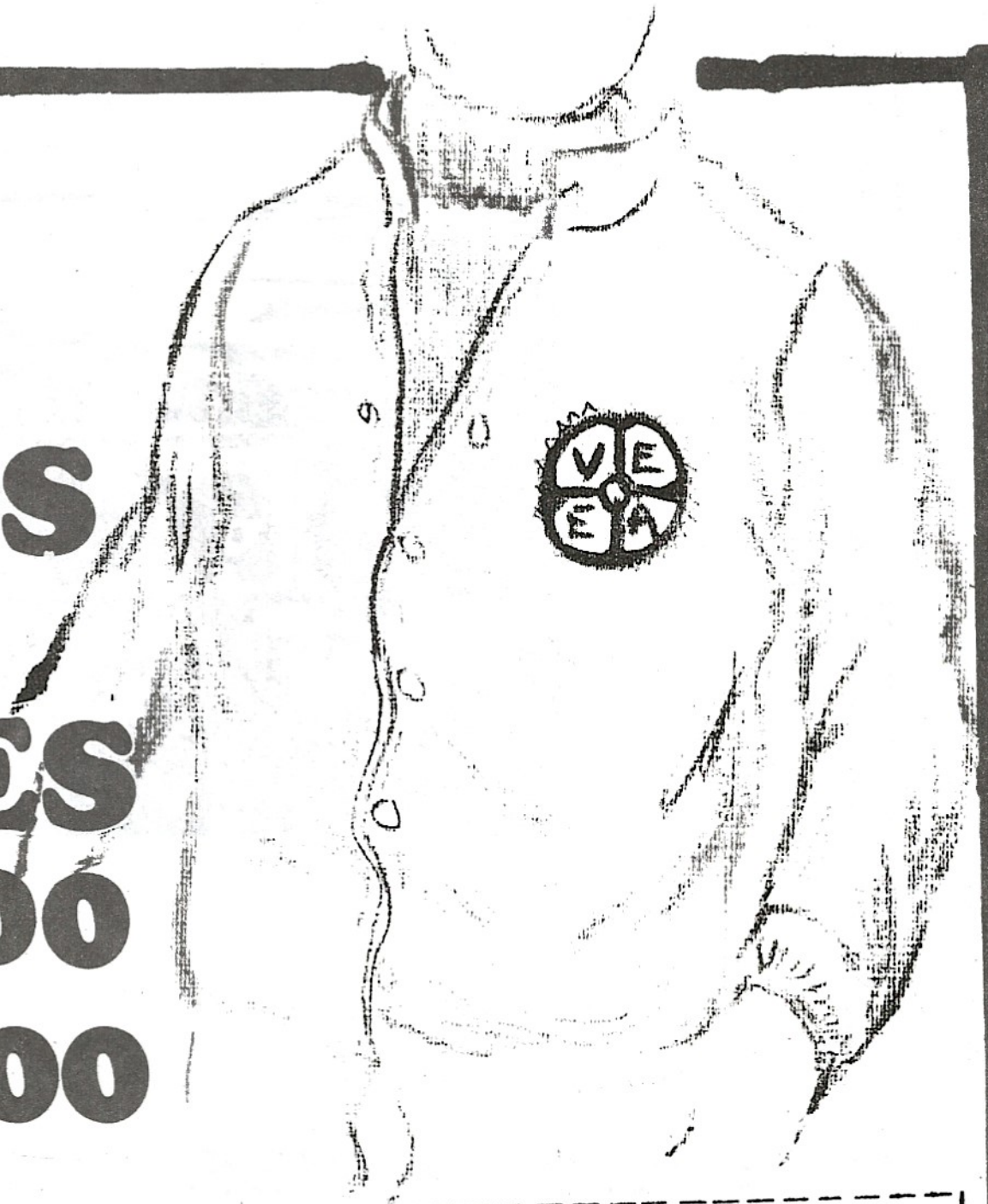
PATCHES

JACKETS
ONLY

\$15.00

PATCHES
ONLY

\$2.00



JACKETS ARE NYLON SHELL WITH POP FASTENERS, ELASTIC CUFFS AND DRAW STRING BOTTOM WITH FULL COLOR V. E. A. E CREST SEWN ON. AVAILABLE IN RED GREEN AND BLUE

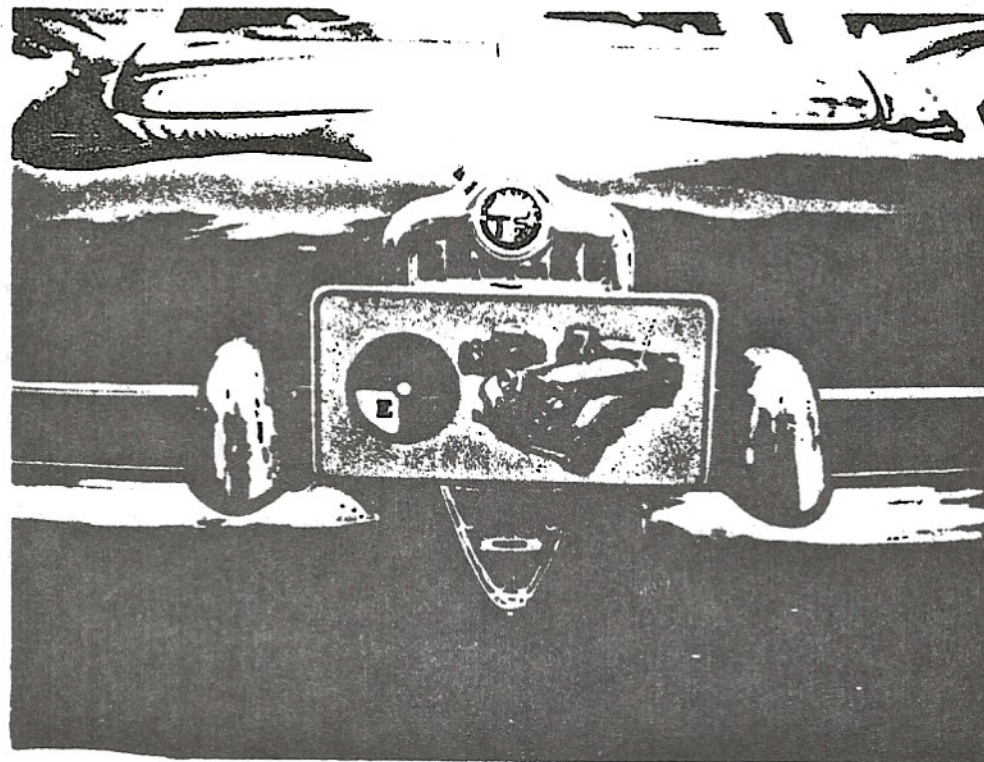
PATCHES ARE FULL COLOR WASHABLE VINYL

* IF YOU DON'T WANT TO CUT A HOLE IN YOUR MAGAZINE FILL DETAILS OUT ON A SEPERATE SLIP OF PAPER

PLEASE SEND ME _____ JACKET(S),
SIZE(S) _____ COLOR(S) _____
_____ AND/OR _____ PATCH(ES)
I ENCLOSE A CHEQUE/MONEY ORDER FOR
\$ _____ PAYABLE TO THE V.E.A.E..
NAME _____
ADDRESS _____
TOWN _____ PROV. _____
POSTAL CODE _____



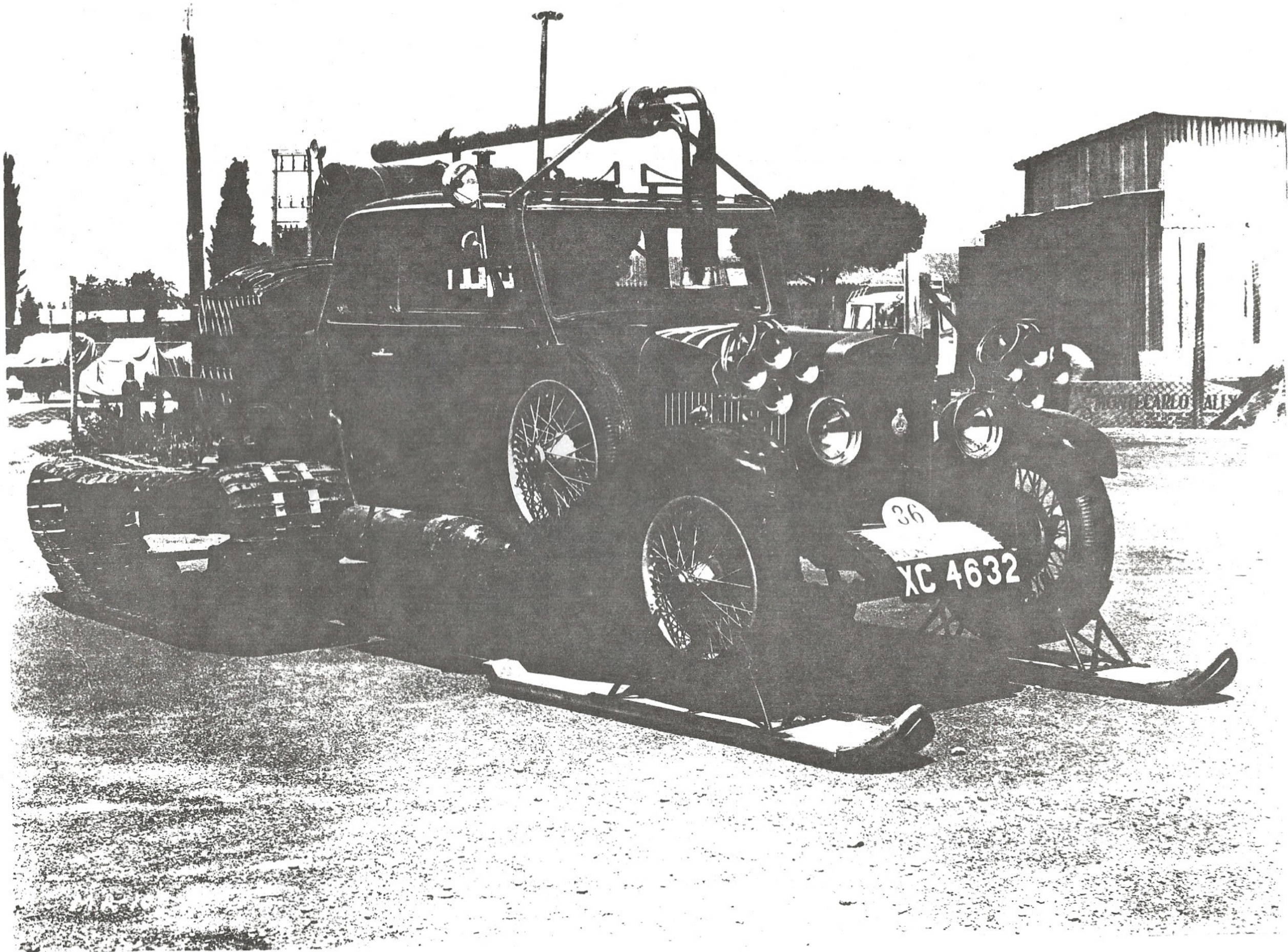
Bumper Crop!



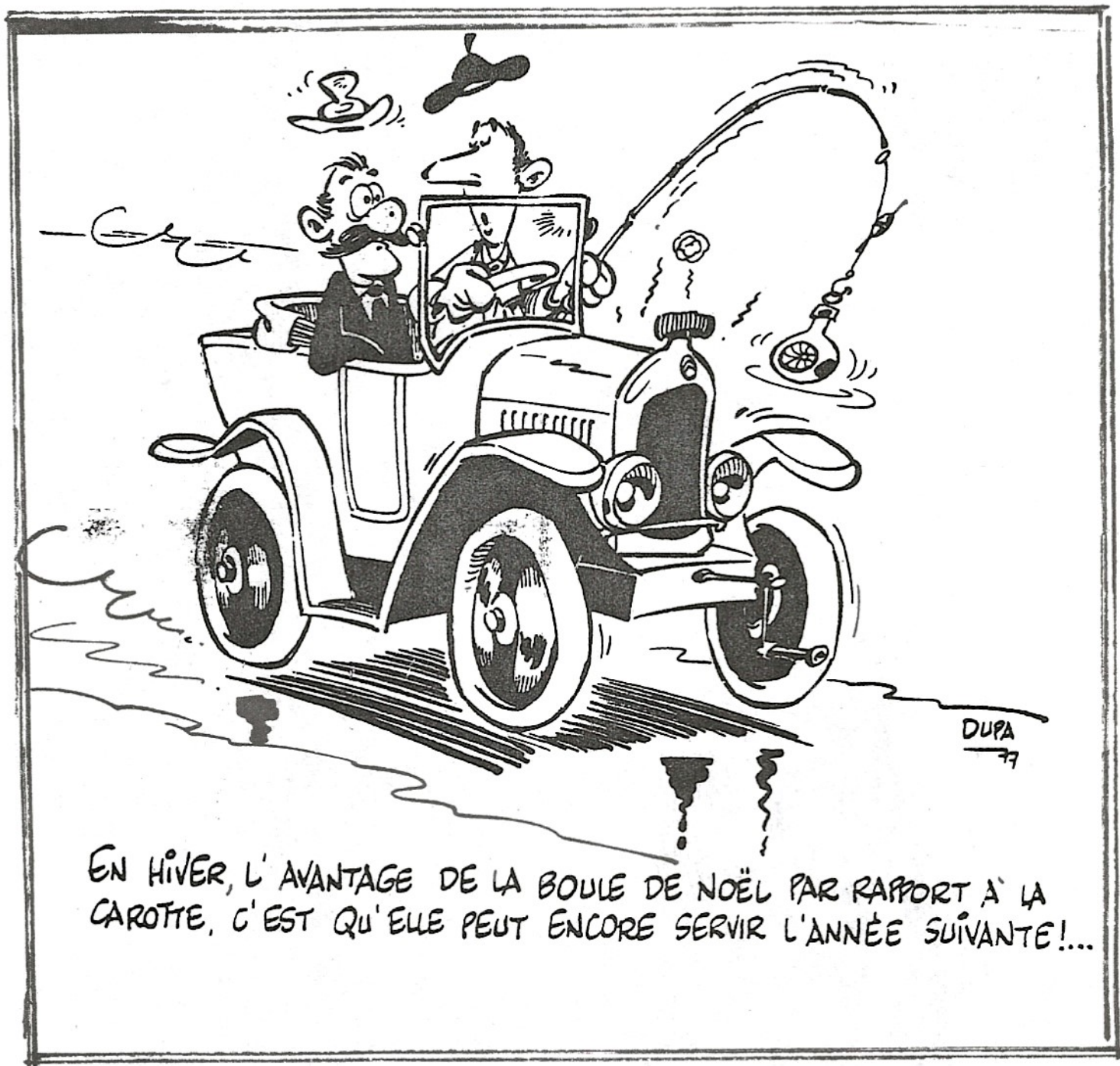
Yes...they're cropping up on bumpers everywhere!
Our own V.E.A.E. licence plate, full colour silk screened
plates depicting the vintage cars shown here along with the
club crest. Order yours today and fly the club colours
before supplies are bumped off!!!

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.



A VERY SPECIAL SPECIAL.....WHAT IS IT ?
(The answer will be in the next
BULLETIN)



EN HIVER, L'AVANTAGE DE LA BOULE DE NOËL PAR RAPPORT À LA CAROTTE, C'EST QU'ELLE PEUT ENCORE SERVIR L'ANNÉE SUIVANTE!...



BULLETIN

VOL 2 No 1
JANUARY

1980

ENTHOUSIASTES DES VOITURES EUROPEENNES d'AUTREFOIS

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

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"Another Day another Dollar" so it was at one time said. However, as this issue of the Bulletin takes form it becomes "Another Year another Better Effort". At least this is what everyone hopes, whether it pertains to the individual fortunes or what one does to achieve a wanted result. So with the rest of those who are lucky enough to see another year arrive, the hopes and efforts could be a step above what went last year. As for the Bulletin and "The Autosiaste", 1980 could be bigger and / or better, maybe both. We'll try. With a bit more help from more of you, the reader and member.

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As the year past saw the Club's publication change its format and the nature of the issuance it's important at this time to say a sincere "Thank You" to those members who contributed from time to time towards its contents. There weren't very many but those who did, and if you look back over the past issues you'll find out who they were and they are who we are referring to. Apart from the writings there are the obvious clever and professional illustrations which grace the several regular departments. They are with few exceptions the work of member Phil Avis, who, apart from the abilities he so displays, is no mean artisan with things automotive, as many of his fellow members can testify. And all this while he carries on with a growing list of commercial art interests. How wonderful it is to be young!

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By now all members will have received the Notice of the A.G.M. and Dinner. The future of the Club depends on the day-by-day interest of the Members in its activities and perhaps even more important, in the Annual Election of Directors. You are probably aware that they are elected to serve for a two year term, with three being elected each year. the other three serving out the second half of their term. This arrangement, which is not unusual, in business as well as clubs, exists because it helps to provide continuity of thought and effort from one year into the next and avoids the situation wherein if all Directors were to be replaced by a new lot every year or whenever the term ran out, it could be a completely new ball game with no-one to continue with what had been decided on by the previous Board. As we don't have a back-up group of permanent employees, or a manager, to carry on with the policies already established, this alternate arrangement works well. So..... come to the A.G.M., complete with pencil and your mind made up who you'll vote for.

ONCE MORE FRIDAY, JANUARY 25th AT 19.30 (7.30 p.m.) ROYAL ST. LAWRENCE YACHT CLUB, 1350 LAKESHORE ROAD, DORVAL. \$13 perperson.

Standing for election are: P. Bigney, P. Chartrand, B. Forward, W. Israel. You will be voting for 3 of these to be on the Board for the next two years.



RAMBLINGS

WHEN WE PUT OUR CARS into the usual winter hibernation last November or so how could we have foreseen that there was still another ten (up to now, that is!) weeks of good motoring still to be had. It isn't as if there was even a vestige of slush which could contain these evil tin worms but the streets are bone-dry and whatever salt bearing dust might have been around seems to have blown away quite a long time ago. And as if that weren't enough to grouse about what about the money some have put out already to the more or less friendly snow-clearing man or boy who hasn't (again up to now) even looked at the driveway let alone put plow or shovel to it but has seen fit to expect his cheque just the same! Well, maybe next year will be different. For that matter, maybe next month will be.

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BUT WE DO HAVE at least one indomitable member who isn't going to let a bit of Winter keep him from taking a fresh air spin. PETER BIGNEY has been taking advantage of the unseasonable weather and putting his trusty A-H to the road, sans top. No, Pat wasn't with him!

There exists a rumour that BILL ISRAEL trots out his unbeatable Austin 7 despite the wintry blasts. As we remember the 7 it's heater (is there one?) was a dingus which clamped onto the exhaust manifold and piped the so-called hot air in via some flexible tubing. How about it, Bill?

Although not a member and the car isn't an eligible one anyway, IAN CORISTINE took his special-engined Lotus Elite (the one with the aluminum Buick V-6 engine) out along the Lakeshore last weekend. Ian is a former Team Canada competition driver who did the commentary for Labatt on the Grand Prix last year. He could be persuaded to give us a talk on the behind-the-scenes action at the Grand Prix, which could be mighty interesting. Perhaps it could lead to the Club getting the opportunity of having a run around the circuit. Certainly it would be more convenient a location than Sanair. Incidentally, the modified Lotus is a fully practical car now, with a happy combination of an engine which, when placed, gave exactly the same distribution of weight as the original, which was lacking in power in the useful ranges. The switch was fully described in Road & Track a couple of years ago.

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If you haven't been out to RALPH HEMMI'S ANTIQUES recently you should pay it a visit. His collection of fine furniture, paintings, odds and ends is unique and even if you don't buy even the smallest and cheapest item there, you're welcome and you'll come away impressed. In Hudson, right on Main Road, it's a short drive.

AND AGAIN, THE ANNUAL GENERAL MEETING, FRIDAY JANUARY 25th. DON'T FORGET!

THE ANNUAL GENERAL MEETING traditionally has included the presentation by the various Directors of a Report on the particular area of interest which specifically each is concerned with. However, this year's A.G.M. will spend less time on that particular item of the programme, in the interests of reducing the formalities and allowing more time for the socialities. Therefore this issue of the Bulletin will contain a synopsis of each Report and in the expectation that having read them you will, at the A.G.M., be ready with any questions concerning the details, so that the Director can respond, accordingly. Following are the various synopsis.....

MEMBERSHIP (Philip Chartrand) The year started with 57 members and ended at 55. We lost 8 members, 3 as the result of moves from the area, the balance for unstated reasons. We gained 6 new members. As the general aim is for around 50 but some considerable flexibility exists in order to welcome enthusiastic support of our objectives, there is actually a gain in numbers if you consider that those who have moved away have been replaced by a greater number of those who will be participating actively in our objectives.

ACTIVITIES (Bob Taylor) Whereas our Activities Programme for the year was a planned 8 items, there were actually 9. Starting with the Film Night on April 6th, which produced 8 members, including 2 of the Directors viewing several good National Film Board films. One of these was a motorcycle racing film, a little out of our field but as we do have some former aficionados of that sport, it was a good film. Another was of the movement by road in India of a massive component of the Nuclear Power Project supplied by Canada to that country. A feature of the transport was the 70 ton tractor-trailer which carried the Calendria over specially-reinforced roads and bridges into the back country of that land. This Film Night was followed by a very excellent Wine & Cheese Party at the home of Lawrence Reusing, one of our enthusiastic members. That attracted around 40 members and friends and was voted a great success. Next was the first "active" eveny of the year, intended to bring out of the back shed and off the blocks as many cars as can be mustered. The "Tour d'Essai" on June 3rd, organized by Denis Gauthier and taking a route which was outstanding for beauty and tranquility, over little-travelled roads on the South Shore, will be long remembered, not for the attendance which was somewhat disappointing but for what it was intended to accomplish, a nice, easy drive in the country. And a beautiful Sunday it was. The next event, the Gymkhana, on 24 June was not so blessed. Of the 6 events planned only 3 were run, the others scrubbed. On July 8th there was the "Surprise Tour". A tour Guide, with cryptic clues and a crossword which had to be filled in along the route, took many by surprise and a few got lost, strayed or otherwise miscued. The route was through Isle Perrot and on to St. Lazare, where we joined with the V.A.C.M. West Island Group at Cooper's Airfield to picnic and watch aerobatics and look at each other's cars. That, too, was a beautiful day, enjoyed by all, even the lost! From that we came to another of our Annual affairs, the Rallye Coupe Hemmi. Due to conflicting matters this took place on the 26th of August instead of the scheduled 12th. The route, planned by Bob Neapole, was somewhat similar to an earlier one and took us through the back country of Argenteuil County, then down to Lac des Deux Montagnes, by ferry to Como and then to the Willows Inn. The event wasn't that well attended, however, there being only 7 actually in it. Again the weather was perfect. (We seem to be lucky this year) Next came the Concours d'Elegance on 9th September at the College de Brebeuf, on Côte Ste. Catherine Road, a venue which we had used once before and found excellent. This drew 11 cars for the judges to ponder over and again the weather was perfect. The "Last Run/Dernier Tour" of the season took place 23rd September and was a joint affair with the V.A.C.M. West Island Group. This took about 35 total cars to Les Cedres where a group of large-scale model steam trains enthusiasts, The Montreal Live Steamers Inc. have around 3000 feet of outdoor track on

they operate their locomotives (one of which, a replica of the famous 6000 Class weighs with tender, nearly 2000 pounds. No baby, that!) and the several flat cars which they haul. There was fun by all, riding around on the straights and curves, over switches and through the fields, behind a real puffing steam engine. Of course the kids, of which there were many, really loved it. The run also included, for those who wanted a little more, a visit to the nearby restored Fort ant Coteau-du-Lac Historical Park. To put a last good day into the bag, this one, with the weather being tops, was a Grande Finalé. An unscheduled event at the time when the year's activities were being planned, was a Social Evening at the home of Billye and Hugh Jockel on the 7th of December. Again, as is the case with our social events in general, it was well attended. It appears as if good ladies behind the good men can be attracted to a social affair if not to a gymkhana or tour. And who will dare to blame them! It would be remiss if mention wasn't made of an effort by Denis Gauthier to get the Club members interested in using Sanair for a special event. Denis made arrangement on our behalf for the use of the track for the 29th and 30th of July in the hope that members who fancy their cars on a real track, would take advantage of this opportunity. However, despite good weather prevailing both days, there was almost zero attendance. This was unfortunate. But we weren't alone in that. Several other clubs which had been invited didn't, either. So with these comments on the year, in fact the programme was a nice balance of sport, fun and socializeing en famille.

PUBLICATIONS (Hugh Jockel) This year saw a change in the nature of our publication effort. Instead of only the "Autosiaste" and it being more or less a monthly effort, in the interests of keeping down expenses it was decided by your Committee to have 4 quarterly "Autosaste" issues and 8 Bulletins. These latter would be smaller, without the expensive covers and intended to keep the members informed on a month-to-month basis of what has been happening and on coming events, with chitchat about members and their cars and generally be a sort of newspaper, rather than a magazine. Therefore there were during 1979 4 "Autosiaste" issues and 8 Bulletins. The former used up the remaining bright covers which had marked the publication for a couple of years but which are now too expensive to produce and then passed on to a less expensive one-colour cover. As photograph half-tones are a particularly expensive matter, they have been all but eliminated in favour of photographs which can be reproduced on a commercial photocopying machine. Another item is the increasing cost of postage. Now it's a matter of how many pages can we afford with a minimum of 15 cents by third-class no matter how few, to nearly 25 cents for the "Autosiaste". When you consider that the bill for the most recent issue for printing and postage meant that all copiest out cost \$105.69, or \$1.90 each and that the publication and postage for the year's efforts costs the Club nearly \$900, which works out to nearly \$ 16.50 per member and the dues are \$15.00 the logic of all this is completely absent. A total of 136 pages formed the year's publications.

Certain recommendations to the incoming Publications Committee might be in order at this point so that the objectives of providing the membership with an interesting view on the Club's activities, chit-chat generally and such other matters as can appropriately be included in Club magazine. To this end and to keep the cost down to a reasonable figure, keeping in mind that the Club's finances should not be so heavily committed to supporting it, there should be reduction in the number of issues to one each quarter. Notices relating to forthcoming events can be handled by postcard, pre-printed in such a way as to provide blank spaces to be filled in stating time, place, location etc. These could be sent out by the Activities Committee. A budget figure of \$500 for the year might be realistic and would cover printing and postage. This presumes that preparation, typing, collating and addressing would be cost-free and carried out by the Publication committee personnel.

SECRETARY-TREASURER (David Laidley) The Statement of Revenue & Expense for the period ending December 31st, 1979 is as below, this representing the financial condition of the Club at that date:

Revenue:

Annual Dues	\$ 800.00	
Sale of Badges	50.00	
Social Events	1,064.00	
Interest	111.78	
	<hr/>	\$ 2,025.78

Expense:

Printing and Typing	\$ 927.65	
Postage & Stationery	172.69	
Social Events	851.30	
Insurance	105.00	
Miscellaneous	16.30	
	<hr/>	\$ 2,072.94

Loss for the Year (47.16)

Bank balance, beginning of year 637.63

Bank balance, end of year \$ 590.47

Asset; Royal Trust term deposit at 10% due January 31st 1980 \$ 2,000.00

Other properties of the Club:

- Stop watch
- Easel and magnetic board
- Badges
- Membership cards

THIS ENDS THE REPORTS AS INDICATED BY THE
 DIRECTORS AND THE CLUB PUBLICATIONS

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ADVERTISEMENT

Ed. Richardson says that he has the following for sale to members (preferably):

His telephone is 738-2897

Veteran & Vintage Magazine	40 assorted copies	1957-75	} \$ 25.00 the lot
Road & Track	34 " "	1953-74	
Motor Sport	36 " "	1959-77	

The Autocar Portfolio of Motor Racing.

12 paintings by F. Gordon Crosby published 1946 10.00

Automobile Quarterly. All mint. Vol.7 No.1 1968, Vol. 6 No.1 '67, Vol.4 No.2 '65 \$10.00 ea.

SPECIAL Gearbox for MkVI Bentley, 1949...\$350.00

Ed says that for younger members this is a good investment as 20 years from now it should be worth at least \$5,000. (We should live so long!)

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NOTE. Some issues of both the "Autosiaste" and the Bulletin are available at \$1.00 ea. for the "Autosiaste" and the Bulletin, at 50 cents. Contact the Editor.