



SPRING 1980

**VOL 6
NO. 1**

AUTOSIASTE



76°

C.P./P.O. BOX 693, VICTORIA STATION, WSMT. QUE. H3Z-3Y7

DIRECTORS 1979

PRESIDENT	BOB TAYLER
VICE PRESIDENT	PHIL CHARTRAND
ACTIVITIES	BOB TAYLER
SECRETARY TREASURER	DAVID LAIDLEY
MEMBERSHIP	PHIL CHARTRAND
PUBLICATIONS	HUGH JOCKEL PHIL AVIS

AUTOSIASTE STAFF

EDITOR	HUGH JOCKEL
GRAPHICS, LAYOUT, VISUAL DESIGN, PRODUCTION	PHIL AVIS PHIL AVIS STEVE ANDREWS

AUTOSIASTE PRINTED BY:

COPIE SERVICE POINTE CLAIRE LTÉE
POINTE CLAIRE COPY SERVICE LTD.



Autosiaaste

SPRING ISSUE

VOL **6**
No **1**
1980

CONTENTS · SOMMAIRE

EDITORS RAMBLINGS.....	2
A.G.M REPORT.....	4
A ROSE BY ANY OTHER NAME.....	7
BASKETCASE DEPARTMENT.....	8
CLUB NEWS.....	9
REMEMBER THIS?.....	11
L'AVENIR DE L'AUTO.....	12
BACKFIRES.....	15
BUTANE LIGHTER EXPLOSIONS.....	17
ACTIVITIES FOR 1980.....	BACK COVER..

cover story

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



RAMBLINGS

This issue of the Autosiate is the first which will reflect the decision taken at the A.G.M. to eliminate monthly publication of the Bulletin and confine the magazine activity to four issues of the Autosiate. These will come to you dated March, May, August and November. If you attended the A.G.M. you will have heard that the costs of carrying out the original intention of monthly publications has risen to the point where it exceeds the annual dues. Hardly a sensible situation. In addition to the financial load on the Club's treasury there is the matter of a scarcity of those items of Club news which are necessary to a magazine intended to keep the membership informed of the happenings within the Club. Not just a summary of clippings and articles gleaned from other magazines and newspapers. To be quite fair there have been several regular contributors and their efforts have been truly appreciated. But there hasn't been enough of it to have it truly said that the Bulletin carried little titbits about what members and their cars are doing, especially during the winter months. Who has finally got hold of the ideal car; hints and observations on restoration jobs; journeys taken and the problems encountered, if any; humorous anecdotes of the things that happened while en route in the old hayburner; vital statistics such as weddings (and divorces?), new additions to the family (human, that is!) all that sort of newsy nothings which are the lifeblood of a truly Club magazine.

As it will now be, the issues of the Autosiate will come out with some relation to the active and interest-bearing months of the year, when the Club is out on the road and its members are doing their thing, vintage motor-wise. So it behooves one and all to pass the word along to the eager scribes (all 2 of them!) about what happened. Don't keep it to yourself that in running off the road during the Trial Run you clobbered the sump and left a bucketfull of oil in the ditch! No need to be shy about it, it can happen to anyone. Or perhaps your particularly happy speed trial saw a wheel belonging to your car run ahead of you! Nasty things, those knock-off hubs! Especially with crossed threads. "Anyroad" as the Brits say, that's what we mean about a newsy magazine. It's us!

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

This issue of the Autosiate contains, as befits the first issue following the A.G.M., the Minutes of that Meeting. In addition, there are the Minutes of the first Directors' Meeting, during which the various officers of the Club were appointed. As you probably know, our Club uses the system generally in vogue for the appointment of officers. That is, members do not vote for the particular offices of President, Vice-President and Secretary-Treasurer to be filled by this or that nominee. Instead, the vote is for Directors who then choose from their number, those who are to fill these posts and direct which will head the several committees. There are three Directors voted on each A.G.M. out of six, the term is for two years and so there is a continuity in the Directors. They cannot serve for more than two consecutive terms, without a 2 year interval.



At this point it is appropriate to remark on the A.G.M. which was, despite a fair amount of advance notice having been given, rather poorly attended. The By-Laws call for a minimum of 25% of the paid-up members being present in order to have a quorum and an election of officers. There was a quorum, with a few extra to spare. It would be nice to know why more interest isn't taken in the A.G.M. It must be admitted that our situation isn't particularly unusual. Clubs generally don't have large attendances at business meetings but with a membership of only 50-60 it's crucial to have a good turn-out.

Was the location inconvenient? Surely the price at \$13.00 per person, including wine during dinner, was reasonable enough these days. Was it being on a Friday that bothered? Whatever the reason and each person could have his own and know best why he didn't attend, the answer is the same as far as an A.G.M. is concerned.....the interest doesn't seem to be there. It's to be hoped that this does not reflect the degree of interest in the Club or its activities. Question..... If the Dinner had been held in, say, the Chateau Champlain or some other downtown hotel, with the certain \$25.00 per person charge partly defrayed by the Club's treasury so that the members wouldn't pay over \$15.00.....would it have been better attended? Perhaps this is a subject for the present Board of Directors to consider for our next A.G.M. when the time comes. Correspondance is invited!

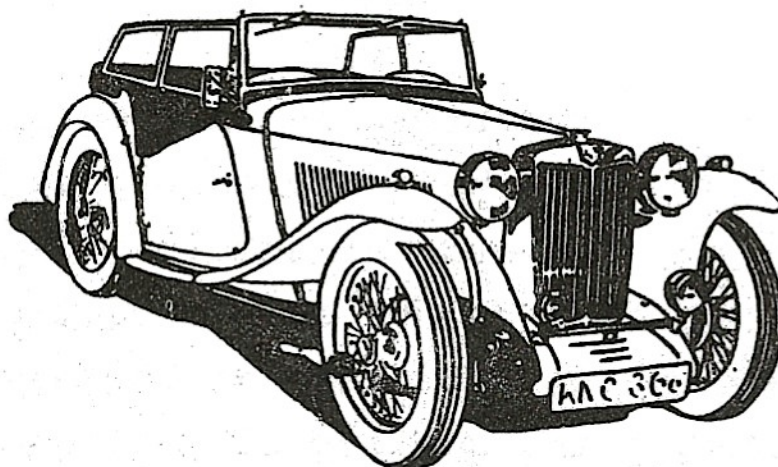
For those who missed the usual naming of the year's prizewinning competitors at this year's A.G.M., with the accompanying congratulations for good effort, it might be because the scoring of members for their attendance and participation, along with their standing according to a points gained system, wasn't carried out in 1979. It seems to this writer that a highlight of an Annual Banquet is the naming of those who have carried out the year's activities to the greatest extent, showing interest and putting out effort, irrespective of the actual result, good, poor or indifferent (after all, it's all in fun, isn't it?). Or am I wrong.

Having said all this and possibly incurred some wrath in consequence, finis.

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

Through a mix-up of ideas there was no motion at the meeting which would have expressed the appreciation of the members to the Executive of 1979 for the efforts which were put forth by the Directors during their term of office just completed and also to those who are continuing into their second year. The opinion was also to have been expressed that the 1980 Executive would carry on with the traditions of the Club and in so doing would receive the support of the membership at large. These views were expressed in various ways by many of the members present. Certainly both the 1980 and 1979 executives share this support.

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



A E M

VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

Minutes of the Annual General Meeting held at the Royal St. Lawrence Yacht Club on Friday, January 25, 1980.

Minutes from previous annual meeting

Mr. Jockel proposed the adoption of the minutes as distributed to members in the first Bulletin of 1980. The motion was seconded by Mr. Chartrand and passed.

Membership report

Mr. Chartrand referred to his report contained in the Bulletin issued prior to the meeting and asked if there were any questions from that report.

Report on activities

Mr. Tayler briefly reviewed his report which was also published in the Bulletin and emphasized the importance of membership participation in the year's activities.

It was proposed that increased use be made of the telephone committee since many members might not participate in an event due to having failed to write down a reminder. It was suggested that the incoming board give careful consideration to reactivating the telephone committee and ensuring that members are telephoned prior to each event.

Publications

Mr. Jockel reviewed his report which was contained in the Bulletin and asked for some discussion on the question of reducing the number of publications in view of the cost, etc. A number of members enthusiastically congratulated Mr. Jockel on the quality of the publications and a number insisted that they would rather see an increase in annual dues than a decrease in the number and quality of publications. After some discussion Mr. Ouimet proposed an increase in annual dues to \$20, seconded

Publications (cont'd)

by Mr. Colombani. The motion was approved.

It was agreed that the new Board review the issue of publications at its first meeting and determine what the policy should be for the upcoming year.

Report of the Secretary-Treasurer

Mr. Laidley referred to his report contained in the recent issue of the Bulletin and pointed out that while the loss for the year was only \$47, it would have been substantially greater had not the revenue included \$111 of interest on our term deposit of \$2,000. There was a question from the floor concerning the proposed use of the \$2,000 presently on deposit with the Royal Trust Company. After some discussion it was agreed that the membership continue to rely on the Board with respect to the use or investment of these funds. Mr. Laidley indicated that for the time being such funds would be reinvested in a one-year term deposit at the current interest rate.

New Business

A discussion began concerning the proposal during the year about a change in the age limit for automobiles admissable to the Club. Mr. Lord asked about the proposal to change the limit and Mr. Ouimet explained the rule and the background therefor. After much discussion it was decided that the exact nature of the rules should be spelled out in the next issue of the Bulletin and the Board should consider this issue and determine if any changes should be made.

Termination

There being no further business, the meeting was adjourned.

NOTICE OF APPOINTMENT OF OFFICERS AND CHAIRMEN

At the first Meeting of the Board of Directors following the Annual General Meeting of Friday, 25th January, 1980, held on Tuesday, 12th February 1980, the following were elected:

To be President	Philip Chartrand	
Vice-President	Philip Avis	
Secretary-Treasurer	David Laidley	
Chairman, Activities	Jim Roman	(Note below)
" Membership	Peter Rigney	
" Publications	Philip Avis	
" Event Participation	Bruce Forward	

Note that as Jim Roman is presently occupied out of the country, his responsibilities will be undertaken by Bob Neapole until he returns.

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

REQUIREMENTS CONCERNING CLUB ELIGIBILITY

There have been areas of doubt as to what constitutes eligibility of cars when either prospective or present members are seeking to establish the status of the car or cars which they propose to enter into Club events or simply use while being members. This as a subject quite apart from the standards which have been recognized as desirable in a member.

It will therefore be helpful at this point to quote from By-Law No. 1, Article II which states:

"The term Vintage European Automobile used herein refers to vehicles having their origin in either the European countries, Great Britain or 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, component changes, production figures and other factors determined to be pertinent by the Committee."

From the above it can be seen that the limitation as to date is an arbitrary one, selected by the first Admissions and Membership Committee. That Committee decided that 1961 should apply. That this year's models should be the final year for admission. However, there was room for some deviations as for example when the 1963 model car was actually designed prior to 1961 and remained in production in the same basic form through to 1963, varying only in minor more or less cosmetic matters, or perhaps an added overdrive, larger radiator, different wheels or windscreen. Then again there is latitude in the country of origin.

We hope that with this quotation from the By-Laws and explanation of their application any doubts will be resolved as to eligibility of any car. In the final analysis, the Admissions and Membership Committee makes the decision.



A ROSE...

By Any Other Name...

OR...DOCTOR



AND MISTER



MEET THE



MONSTER !

Gertrude Stein, the celebrated and at the time, avant-garde, poetess once wrote..."A rose is a rose is a rose is a rose...". This apparently simplistic statement could be interpreted in a number of ways. However, for the purpose of this immediate subject, the fortunes (or misfortunes) of the world-famous and generally respected MG car now seem to be about as vague and fitfull as the capers of a Montreal springtime.

To read the history of the marque and appreciate what an impact on the motor-ing scene it has had over many years, how it has influenced the lives of admirers and undoubtedly its detractors; to think of the tens of thousands of young men.... and women whose main ambition in life at the time was to own, even perhaps just to drive, an MG, and those not so young who, experiencing the thrill of the wind in the hair and face once again felt that delightful coursing of blood through their veins and the *deja vu* of bygone years....to think of these things as re-lated to an apparently inanimate object, in small part reflects the measure of a way of life.

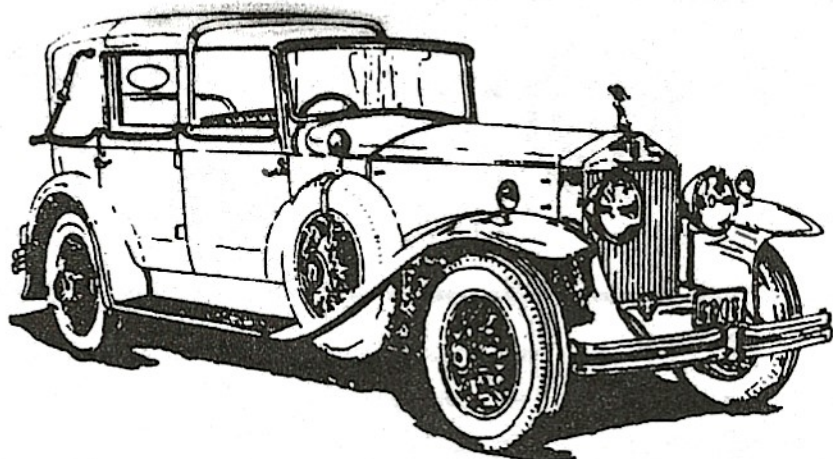
Badge engineering over the years has been a part of the motor car industry. Wherever they are built, Britain, United States, France, Italy it really doesn't matter. It has happened and will continue to happen to a greater or lesser extent. Take the chassis, add or take off a bit here or there. Change the carburettor or valve cover insignia. Get that grille a bit fancier or take off the stripes of chrome and put in a wire mesh chicken-coop thing. As for the bodywork and inter-ior...add a strip of moulding here, put a lump on the hood to take care of the new air cleaner. It's all part of the game. Here a Morris, there a Riley, every-where a Wolseley....or is it BL? Once upon a long time ago there was a thing called "Owner Loyalty". It was taken to mean that if you once owned a Morris, Riley or Wolseley, or whatever other make you found was just right for you, you'd go back to the same make everytime you changed your car for a new one. Maybe a bit like the salmon returning to the river of its birth. They sure played that one, didn't they. Played it to the limit, as if we didn't know any better!

Well, according to news reports, "Lack of progress on MG deal worries BL." (This in The Daily Telegraph, London, 22nd January 1980) and again in the Montreal Gazette of 26th January, "Aston Martin bids for MG." the MG name is being bandied about and presented to the motorists of the world as if this was all that there had been to an MG as a motor car. If it had been called a JB or LO would that have made any difference? Not one whit! It was THE CAR that was bought...at least for very many years. Until some jokers got the brain fever that no matter what was under the hood, whatever was done to the running gear or botchery done to the body, if the badge had MG on it, it would sell. So get 'em while it's hot, boys!

For this writer's money, that time when the smart and knowing sporting motor-ist could be fooled by the merchandizing whizkids of the industry is long gone. So why don't they let a fine old name just die in peace and with honour and cease dragging out the body when the soul left it long, long ago.

FOOTNOTE Maybe we should have another look at Morgan. As a name it does contain both of the letters M and G...and a bit of history, too.





BASKETCASE DEPARTMENT

Although the Autosiate has not up to now had a recognized "How to do it" or "Have you tried this when all else has failed" department don't you think that we should pass on to the members a bit of our knowledge, experience, tales of success or failure. Surely everyone has had at some time an experience with a seized head (on the car, that is!), a stubborn nut that some earlier cloddish type had taken all the flats off with a pipe wrench. Perhaps a windscreen glass that had to be replaced and the blasted trim holding it in appears to have been put there to stay forever. These sort of things and our kind of motor car can offer a bagful of problems. If we can get something along this line from you we'd certainly put it into the Autosiate.

While on this line of thought can we throw this one at you. Perhaps you know of a whizkid of a mechanic or artisan who is a mini-genius in his line. The kind of person who'll take a bit of pride in his job, whether it be upholstery, tops, engine work, plating. What about special exhaust system build-ups? Any ideas there? Well, without anyone going out on a limb and going overboard in recommendations maybe a tip to the members would accomplish two things...1) The member would benefit from having a good job done (presumably without going bankrupt) and 2) The good artisan or mechanic would get the kind of recognition which he deserves. Maybe instead of slaving away at some gas station "repair" bay he'd realize that there are some people who do appreciate a good job, that there's work to be had in the special car field.

Another helpful source which many of us can benefit from is the Club magazine. Many One-Make clubs have extremely useful hints which apply to any make of car. If you come across such a story and you think that it is good enough to share with others, pass it along. We'll make a space for it, you can be sure.

Just one such hint is in a recent issue of "The Flying Lady", the R.R.O.C. magazine. It concerns engine rebuilds which involve new standard pistons, pins and rings from England. (And perhaps from elsewhere). In the case mentioned the weights were stamped on the parts in pounds, ounces and grams. The variations in the piston weights were taken care of by milling the inside skirts. However, the pins were a different story. 5 were within the allowed tolerance but the "rogue" one was much too light and had to be corrected. The method used by the writer, although relatively simple, is too lengthy to be given here but for anyone interested, a photocopy will be sent in exchange for a small contribution to the Club.

For anyone who has a small but accurate machine job to be done, something that can be processed on a 30" x 6" (or thereabouts) screwcutting lathe or shaper work he should get in touch with Mr. Marvin Shaver. He is the President of the Montreal Steamers Club, the organization whose interesting miniature steam engines entranced our members last fall when we visited their set-up at Coteau. He can be reached in the evenings at 697-1768. Mention that Hugh Jockel had given his name. (No, Jockel does not get a cut out of it! It ain't big enough!)



CLUB

NEWS

1980 ACTIVITIES PROGRAMME

The Executive Meeting which took place on 12th February made some preliminary decisions on this year's programme. The dates have been fixed on most but the details as to location or route are still to be worked out. With the intent being to have an event each month of the active season, an interesting schedule has been arrived. There is a good variety, with perhaps family participation in mind for the majority of events. However, the active enthusiast has still has a fixture of our yearly calendar to look forward to, the Gymkhana., Here we go....

- | | | |
|-------|--|-----------------|
| No. 1 | Wine and Cheese Party. Vin d'Honneur. | 9th May |
| 2 | Tour d'Essai. Trial Run. | 14th June |
| 3 | The Gymkhana. | 5th or 6th July |
| 4 | Rallye - Coupe Hermi | 23rd August |
| 5 | Concours d'Elegance | 13th September |
| 6 | "Steamers" Rallye at Coteau
(Probably a joint affair with VACM) | 20th " |
| 7 | Final Social --Vin d'honneur | 21st November |

We can expect to receive the occasional invitation from the West Island group of the V.A.C.M. to participate with it during this Summer. Most likely would be the run to see the Williamstown Country Fair, just North of Cornwall. This Fair is the prime one of Eastern Ontario and offers "all the fun of the Fair" with sideshows, animal exhibits, steam traction engines in working order. Good picnicking facilities and protected parking. A nice brass plaque is given (actually, sent) to each participant.

The same group is currently working on a run to The Seignoury Club at Montebello which is holding its 75th Anniversary celebrations this year. This would take the form of a choice of a Saturday, Sunday or a week-end. It probably will be a bit pricey but just how much so is still being worked out and we'll be told. The week-end is that of 28th June...just after the Trial Run has shown how the old bazoo can be expected to behave in 1980.

In general as far as joint affairs with other clubs are concerned, with the exception of the "Steamers Rallye" which would be full participation of the two organizations, any others are optional and for individuals to join or not.

Our own dates and events are pretty well fixed as shown above. The usual fine points are yet to come so be on the alert for the postcards which will tell all.

P.S. There's a rumour in high circles that a point system may be set up to judge REAL participation, with a trophy at the end for the best.

MORE CLUB NEWS AND PERSONALS

A letter from the Sunny South of Jamaica, where member Jim Roman et al is currently sojourning, tells us that Marie-Claire and Jim are well, enjoying the salubrious weather and presumably all that goes with a Southern Exposure. Jim tells that he has taken on a consultant's rôle for The Petroleum Corporation of Jamaica, organizing and implementing an off-shore drilling exploration programme. Consequently his return to Montreal will be delayed by three months and if he can stand it, for a further three. This could place it as somewhere around May or if extended, August. Just about time to go back down again, it might seem! Good for you folks, we guess but we'll miss your guiding hand at the helm of the Activities Committee. In the meantime, Bob, it's your baby! However, let's be sure that Bob gets the help he sorely needs in carrying out an exciting programme.

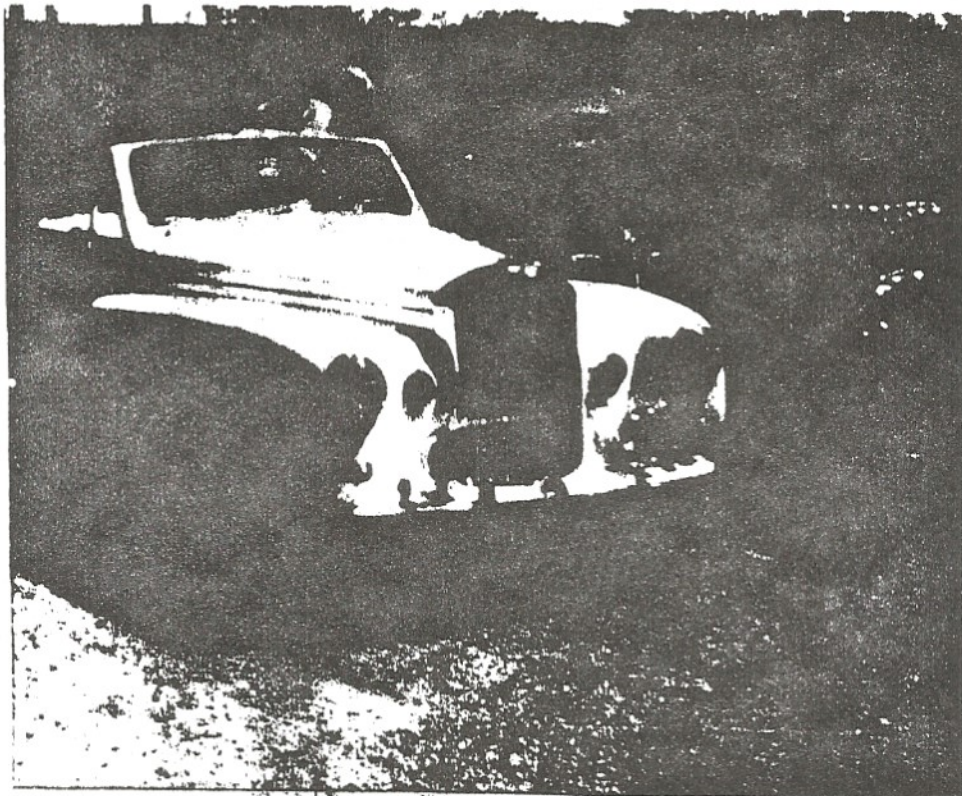
- o - o - o - o - o - o - o - o - o -

Some of you might have seen Hugh Joekel's 1908 International Harvester Hi-Wheeler (not quite eligible for Club events!) which he'd bought from the Noel family of St. Laurent some fifteen years ago as an original-owner item, reposing in the farm barn for 50 or so years. The last license plate, made of fibre incidentally, was dated 1915. Needless to say, even after cleaning out the usual farm barnyard debris (!), it was still a sorry sight. Subsequently, Hugh rebuilt the body, which was mainly a carpentry job and had Raymonde Meloche, who is noted for his outstanding upholstery and tops and carpets on may V.A.C.M. cars, do the tufted upholstery in fine leather and as the splash curtain in front (the vehicle is really more like a farm buggy or wagon than a car, with its hard tires and the high wooden spoked wheels) was of leather within a brass frame, it also was replaced. Well, the car is now a first-line attraction in a small private museum in Crosby, Isle of Man which is owned by Mr. Dick Evans, a keen vintage and antique motor enthusiast. With a few minor adjustments to the Carter carburettor upon its arrival at the Museum, he had it on the road, much to the amazement of the locals. Needless to say, a hi-wheeler in any part of Britain or even Europe, let alone on the Isle of Man, might be akin to the arrival of Superman! Included in Dick's stable of beauties, among others, are a '28 4 $\frac{1}{2}$ L Bentley, a '23 15hp Bentley with a boat-tailed body, 1913 Rolls-Royce Ghost sedan de ville, 1911 Daimler 20hp with the famous sleeve-valve engine, 1911 8hp Renault, 1924 Morris, the famous 'Bullnose' type, a 1904 Stanley Steamer. A letter was recently received from Dick, following a long trip he and his charming wife made to the U.S. and Western Canada in which he said that while travelling on the highway just outside of Los Angeles he came up to a fellow trailering a Hupmobile. Following him until he stopped he inquired if the car was for sale. It wasn't but there was a 1903 curved-dash Oldsmobile which was. So he bought it and apparently it is due around now at the Museum. By the way, the International travelled across the Atlantic First Class....on the Q.E.2, no less! As extra baggage to the Evans! Such is the life of a collector...well, one of them! He's aiming at a Bugatti, now.

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

The Club would like to have a photographic, pictorial history and is looking for good colour or black and white prints of the cars which are or have been in the Club, members and groups participating in activities, work in progress on particular cars, especially of those tricky jobs which occasionally turn up. This would be part of the Club archives and probably held in the custody of the Secretary as being a Club officer, preferably in the form of an album, available at social events to be reminisced, weeped, gloated over. Any ideas, fellows and gals?

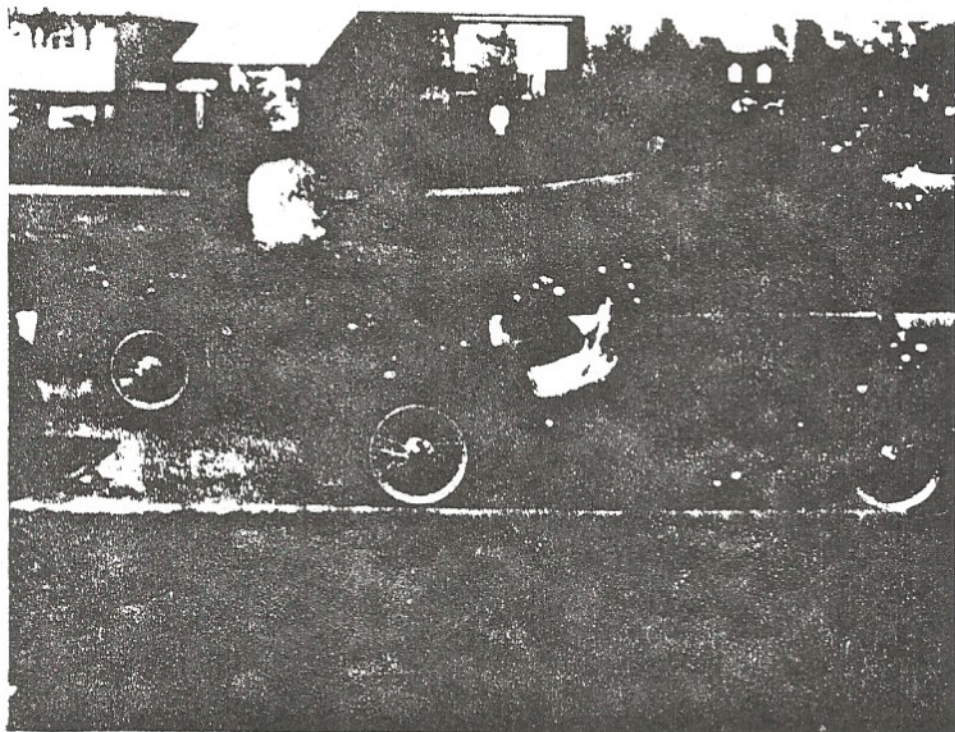




Remember This?

A COLLECTION

OF YEARS PAST

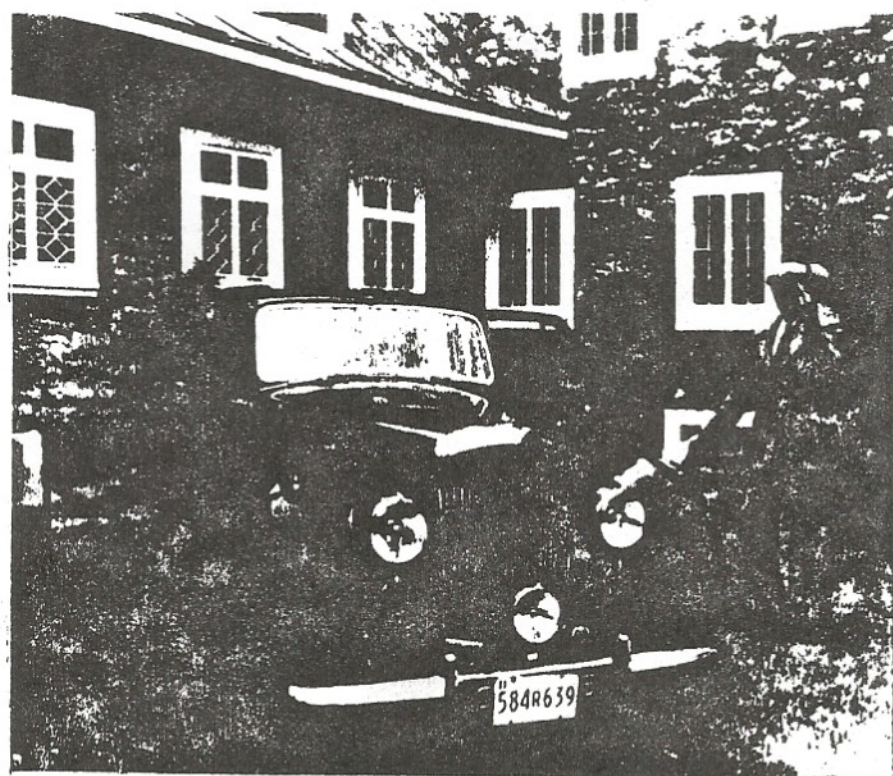
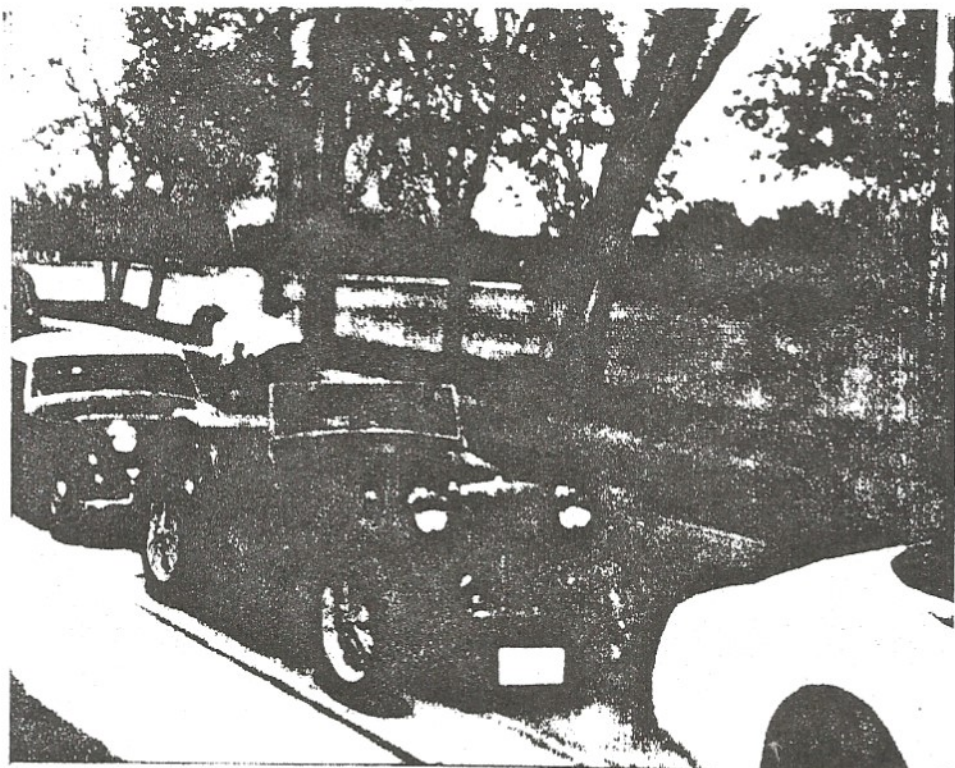


TOP: RALPH HEMMI'S BENTLEY,
FIRST RUN-1977

MIDDLE: SINGERS OF BOB TAY-
AND PHIL AVIS-1977

LOWER: SPRITE AND M.C. T.C.,
FIRST RUN-1976

BELOW: ED RICHARDSON AND
BENTLEY, CONCOUR-1977



Si tous les Nord-Américains conduisaient des voitures électriques, la demande d'énergie serait augmenté de 50 per cent, mais comme le recharge se produirait au cours de la nuit ou aux petites heures du matin, ça ne serait pas si mal.

Toutes les autres options pratiques pouvant être envisagées exigent la combustion d'un liquide ou d'un gaz, avec des préférences pour le premier et ce pour des raisons évidentes. Des efforts ont été tentés pour soulever l'intérêt envers le propane, le butane et l'isobutane, mais, malgré leurs avantages de combustion et d'émissions moins polluantes, les cylindres à haute pression de même que la vulnérabilité de certains gaz qui gèlent facilement à des températures modérées ont fait qu'ils ont été mis de côté. Le benzol peut être produit avec du charbon, et le charbon est encore accessible, mais l'utilisation du charbon pour les produits pétrochimiques mènerait à des graves problèmes écologiques. Et il y a toujours le merveilleux hydrogène, cet élément que on retrouve en grande quantité partout dans le monde, mais sa production coûte trop cher en énergie. L'hydrogène a cependant des caractéristiques de propriété qui ne sont pas négligeables; l'hydrogène carbonisé laisse des émissions d'eau pure...une bouffée de vapeur qui s'élève du tuyau d'échappement et c'est tout. Comme pour l'aluminium, une production intensive d'hydrogène pourrait découler d'une abondance d'énergie nucléaire électrique.

Sur un plan plus pratique, si disons que le même soleil qui, à l'ère paléozoïque, nous a donné tout cet or noir, brille encore aujourd'hui, et fait encore pousser les légumes. Le bois sans valeur qui remplit certaines forêts pourrait être utilisé pour la fabrication de l'alcool éthylique. Si tous les résidus agricoles du Canada et des USA (soit environ 240 millions de tonnes paille, de coquilles, d'épis de maïs, de cosses, etc.) pouvaient être récupérés et utilisés économiquement, ils pourraient mener à une production annuelle de 10 milliards de gallons d'alcool éthylique, ce qui suffirait à faire rouler toutes les voitures nord-américaines sur une durée d'environ 3000 milles.

Une autre option, mais celle-ci presque amoral, consisterait en une sorte de fumisterie semblable à celle que nous a fournie le cartel de l'OPEC avec le pétrole au cours des dernières années. Les bureaucrates de l'agriculture, les politiciens et les fermiers tant au Canada qu'aux USA se sont lamentés sur une situation qui force les nord-Américains, les Australiens, et les Argentins à vendre leur blé au prix dérisoire de \$3.20 le boisseau...ce qui signifie 70 cents au-dessus du coût de production...à cause de la concurrence incroyable qui existe au niveau de l'exportation entre ces quatre pays. Les gouvernements qui, tour à tour, achètent le blé, le revendant aux acheteurs locaux au prix de \$6 le boisseau, empochant joyeusement les profits tandis que nous, nous versons des octrois aux fermiers. Le sénateur américain George McGovern a discrètement suggéré cet été l'établissement d'un cartel multinational pour le blé qui aurait pour but d'augmenter le prix d'exportation au-dessus du coût de production.

Et il se trouve que l'amidon pourra produire 50 pour cent de son propre poids en alcool éthylique: le blé, le maïs et le sorgho contiennent 70 pour cent d'amidon. Un million d'acres de plantes graminées donnerait des récoltes de 7 milliards de boisseaux grâce auxquels on pourrait produire 18 milliards de gallons de l'alcool éthylique annuellement. Les matières premières, si l'on tient compte des suggérés par le sénateur McGovern et al, approcheraient la jolie somme de 28 milliards de dollars; et, si l'on devait appliquer les normes de la CAFE à l'alcool, cela signifie que toutes les voitures en Amérique du Nord rouleraient ainsi sur une distance de 5000 milles. Ce serait donc une source d'énergie fort coûteuse...\$1.55 le gallon avant distillation, soit quatre fois le prix du pétrole brut. ce que nous aurons l'air face à un monde affamé est une toute autre question.

Nous arrivons ainsi à la dernière solution possible dans cette équation alimentation-combustible. Une autre opération de combustible c'est le gaz méthane, qui a été efficacement utilisé dans certains pays d'Europe et en URSS. Le méthane contient plus du quart de l'énergie par livre que l'on trouve dans l'essence, dégage peu d'émissions toxiques, ne dilue ni ne dégrade l'huile à moteur et assure une efficacité thermique à cause de sa facilité à brûler dans les moteurs à haute compression. Actuellement, le méthane est virtuellement perdu dans des milliers d'usines municipales de traitement des eaux usées, ainsi que dans les décharges d'égouts qui viennent polluer nos fleuves et nos lacs.

Ce sous-produit dérivé des résidus humains et animaux pourrait être reconnu comme un combustible approprié et d'importance si un jour on en venait à utiliser. Mais pour actionner quoi au juste? Des voitures personnelles ou des moyens de transport publics? c'est là question à laquelle on pourra répondre plus clairement dans l'avenir, mais disons qu'à l'actuelle heure, il est évident que l'automobile est le moyen de transport le plus répandu et il le sera encore longtemps, à moins que des sommes énormes ne soient dépensées pour améliorer les moyens de transport en commun de même que les réseaux routiers. La pénurie de carburant qui va toujours en s'aggravant forcera les designers à produire des voitures qui, en termes de poids-distance-énergie équivaldraient à un système de transport en commun encore hypothétique d'une capacité plus ou moins égale.

Idéalement, cela signifie un véhicule petit mais confortable, sécuritaire et durable qui utiliserait son énergie au maximum à tous rapports de vitesse et de charge possibles. A long terme, il s'agirait donc un véhicule pour quatre passagers donc le poids serait d'environ 500 kg (soit les deux tiers d'une Honda Civic) et avec une puissance variable de cinq à 30 chevaux-vapeur.

Une structure ingénieuse faite de matériaux mixtes, et de métaux légers, et d'acier, avec un moteur diésel à deux temps suralimenté pourrait donner naissance à un véhicule d'une performance d'environ 60 milles au gallon américain, soit deux fois plus que ce que la CAFE prévoit comme normes d'essence pour 1985. Un tel moteur pourrait conserver son sommet d'efficacité thermique grâce à des courroies de transmission variables telles que celles utilisées pour les voitures hollandaises DAF; un tel phénomène serait surveillé par des ordinateurs produits en masse, tel que ceux l'on trouve (comme option) dans les tableaux de bord des Cadillac Seville 1978.

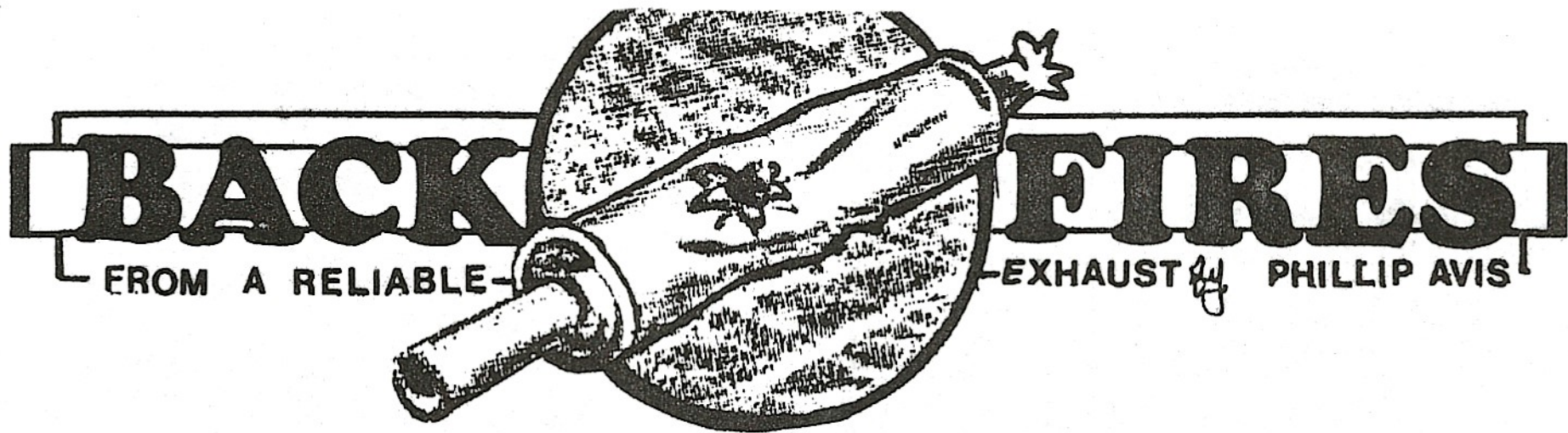
Ceci termine 'L'avenir de l'Auto' de "En Route" par Air Canada

The 3rd English language instalment will appear in
- the May edition of the AUTOSIASTE -

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



A SPECIAL FOR SALE ..MEMBER DICK HILLS XK-150-S (EX-ED RICHARDSON) IS NOW ON THE MARKET AND DICK WOULD PREFER IT TO GO TO A CLUB-MEMBER WHO WOULD TAKE CARE OF HER. THIS IS A VERY RARE AND WELL LOOKED AFTER CAR IN IMMACULATE ORIGINAL LOW MILEAGE CONDITION, MID-GRAY W/RED INTERIOR AND WIRE WHEELS. CAR IS IN THE TORONTO AREA BUT INTERESTED PARTIES SHOULD CONTACT ED RICHARDSON FOR FURTHER DETAILS AT 738-2897.



Just some interesting jottings this month while I remember to put them down.

A fibreglass panel company in Ontario which produces the usual line of fins, spoilers, scoops, lumps and bumps to make your what-ever look like it'll go faster, also makes a few items for older cars, to wit a complete body for an Austin Bantam Sports two-seater, doors and trunk lids for a Ford Prefect and "shells" for a Ford Anglia. Judging from these I'd say they probably sell these with the intention of people making hot-rods out of them. Rather fibreglass repros than the real thing!

Has anyone visited the "Willow Inn" of late?. If you have you probably noticed more than a slight change in the decor and atmosphere. I don't know if the place has actually changed hands again or whether it is the policy of the owners to do a continuing series of renovations or what but I myself am not jumping for joy over it. At one time "The willows" was one of my frequent "haunts" where I'd go for casual conversation with friends, play some darts or checkers and generally relax in what I'd call a cosy atmosphere, it was, for our group, like a sort of licenced home away from home. Now, however by knocking out walls here, putting up partitions there and new fittings they seem to be trying very hard to make it look "artsy" or "honest" if you see what I mean. Whereas before the cosy atmosphere was genuine it now feels very much "engineered" and gives one the feeling of the "look" but don't touch syndrome you get at expensive clubs. Needless to say the dart board has been removed and piano is gone, having been replaced by avantgarde photos from grand prix set on olive green wall and last time I had trouble scrounging up a back-pannon board I wonder when the slip-covers will appear on the furniture! too bad.... I loved the place as it was but now it is too pretentious and getting expensive for me to toddling in and out too often. This is of course a purely personal reaction and perhaps other members may disagree, but I felt it worth mentioning since we as a club frequent two or three times in the season.

To add a few of my restoration notes the Singer's new wood frame is underway at a slow but steady pace and the gearbox has been remachined and otherwise refurbished, so hopefully within the space of this magazine and the next I shall have a running chassis. I have located another Crown wheel and Pinion set in England but haven't got a reply back yet so fingers are crossed.

Cheers,

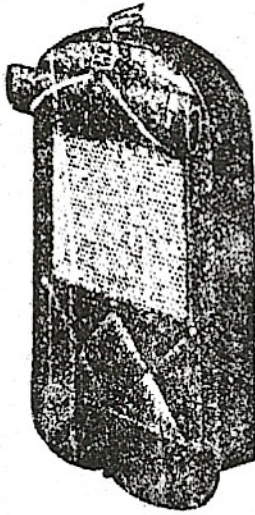
BAYCLIFF

RADIATOR MUFF

Over all forms of Radiator protection the Baycliff Muff proves its superiority. Its triple thickness, efficiency, and smart appearance leave nothing to be desired. With a Baycliff Muff you may rest assured of proper protection as long as your car is in existence.

1934/5 SPECIAL FEATURES

- DIVIDED FRONT OPENING
- ONE SHOT FASTENERS
- SOLID TRIANGULAR DOOR SUPPORTS
- PROTECTED INVISIBLE CLIPS; CANNOT INJURE RADIATOR PLATING



You cannot buy a better Muff
PRICES from 14/-

Ask for the new 1934/5 Lists.

SOLD BY ALL GARAGES, WHO MAY OBTAIN THEIR SUPPLIES FROM THE FOLLOWING STOCKISTS:—

- BRADFORD—Thos. Dixon, Ltd.; F. S. Heap.
- COLWYN BAY—Merriman & Howard, Ltd.
- CROYDON—Brown Bros., Ltd.
- HERTFORD—Robt. N. Jenkins.
- HULL—Brown Bros., Ltd. (S. Webster & Co.)
- LEEDS—Brown Bros., Ltd.; Andrew Page & Son; T. J. Philip, Ltd.
- LEICESTER—Alfred Williams.
- LIVERPOOL—Brown Bros., Ltd.; Roscoe Motor Accessories Co., Ltd.
- LONDON—Brown Bros., Ltd.
- MANCHESTER—Brown Bros., Ltd.; Merriman & Howard, Ltd.
- NEWCASTLE—Thomson & Brown Bros. Ltd.; Timson Bros.
- OXFORD—Smallbone Ltd.
- PLYMOUTH—Auto Factors Ltd.; Leon Taylor & Co.
- PRESTON—Garage Supply Factors, Ltd.
- READING—Smallbone, Ltd.
- SHEFFIELD—Andrew Page & Son.
- WORTHING—Smallbone, Ltd.

SCOTLAND:

- ABERDEEN—Thomson & Brown Bros., Ltd.
- DUMFRIES—Solway Factoring Co.
- DUNDEE—Accessories (Edinburgh) Ltd.; Thomson & Brown Bros., Ltd.
- EDINBURGH—Accessories (Edinburgh) Ltd.; Edinburgh Rubber Co.; Laurie Bros., Ltd.; Thomson & Brown Bros., Ltd.; John H. Thom & Co.
- GLASGOW: Brown, Primrose & Smyth; Fred W. Murray; Henry McGill; James Robertson; Thomson & Brown Bros., Ltd.; North British Machine Co.

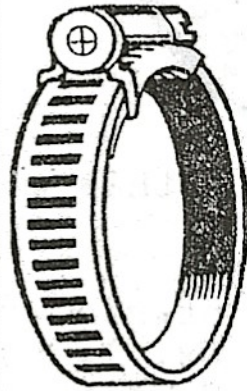
BAYCLIFF

RADIATOR MUFF

BAYCLIFF LTD.,
SKIRCOAT RD., HALIFAX
Telegrams: "Quality." Phone: 4872

There cannot be a better Clip than the JUBILEE Worm-Drive Clips

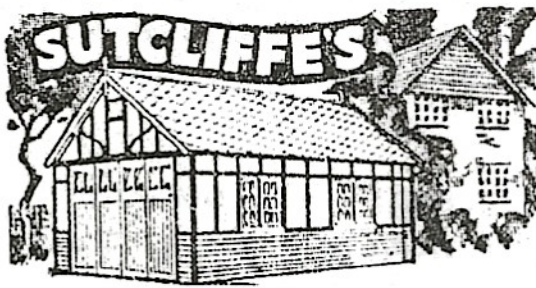
They are approved by the British Air Ministry; used on the World's Fastest Air, Land and Sea Craft; and are



acknowledged by all to be the best possible to get for Radiator Joints, Leather Covers on Universal Joints, Air, Oil and Water Hose Joints. Easy to fit or take off. We guarantee a tight connection. To prove this we will gladly send you a free sample clip to test.

Stocked by Garages and Accessory Dealers.

L. ROBINSON & CO.,
26, London Chambers, Gillingham, Kent.



GARAGE. Design V.8 as illustrated, tiled roof, sliding glazed doors. Timber and Asbestos construction 15 x 9 ft. wide, £30/10/0 or 12 monthly payments of 55/11 carriage paid.

CHEAPER GARAGES, FROM 6/8 MONTHLY.
Length. Width. Height. Cash or 12 payments. Carriage. 11 ft. 7 ft. 7 ft. £5/10/0 or 10/4 Paid within 14 ft. 8 ft. 8 ft. £7/0/0 12/10 250 miles.
Send for **BIG FREE CATALOGUE.** Garages, Sheds, Greenhouses, Kennels, Aviaries, Poultry Houses, Pavilions, Summer Houses, Workshops, Clubrooms, Canteens, Lock-up Sheds, etc. F. & H. Sutcliffe, Ltd., 2, Wood Top, Hebden Bridge, Yorks. London Showrooms—40-42, Oxford Street, W.1.

THE RUG FOR THE NEW CAR.

The Copley **TRAVEL RUG**

ALL WOOL. MADE IN SCOTLAND.
For Land, Sea and Air Travel. Hand-loomed Rug in Highland Clan Tartans; Argyle, Black Watch, Buchanan, Cameron, Campbell, Douglas, Forbes, Gordon, Glengarry, Hunting Fraser, Hunting Robertson, Hunting Stewart, MacDonald, MacGregor, MacKenzie, MacIntosh, Murray, Red Fraser, Red Robertson, Royal Stewart, also in 20 Check Designs, with Navy, Brown or Fawn Grounds. Size of Rug, 70 in. x 55 in. Coloured illus. List post free.
COPLAND & LYE LTD., M.O.D., 21, Caledonian House, Glasgow, Est. 1873.



ONLY **8/6** EACH
POST FREE IN U.K.

SENSATIONAL OFFER GOODYEAR Pattern RE-MOULDS 12,000 miles Guaranteed

Consume Goodyear rubber and moulds used. Sent carr. paid. Cash or C.O.D.

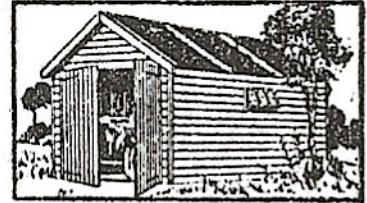
26 x 3.50.. 10/6	29 x 5.25.. 21/-	775 x 145.. 25/-
27 x 4.00.. 13/6	30 x 5.25.. 21/-	33 x 5.. 35/-
27 x 4.40.. 15/6	31 x 5.25.. 23/8	32 x 4 1/2.. 30/-
30 x 4.50.. 20/-	29 x 5.50.. 27/6	30 x 5.. 32/-
27 x 4.75.. 20/-	28 x 5.50.. 26/6	32 x 6 T.T. 42/6
29 x 4.75.. 21/-	30 x 5.50.. 28/6	32 x 6 H.D. 50/-
30 x 4.75.. 22/6	30 x 6.00.. 30/-	36 x 6.. 47/6
29 x 4.75.. 22/6	32 x 6.00.. 32/6	34 x 7.. 47/6
30 x 5.00.. 22/-	710 x 90.. 12/6	33 x 7.. 60/-
29 x 5.00.. 19/6	785 x 105.. 20/-	40 x 8.. 70/-
30 x 5.00.. 22/-	420 x 120.. 26/-	30 x 8.. 70/-
28 x 5.25.. 20/-	895 x 135.. 32/-	38 x 8.25.. 60/-

Also selected secondhand Covers in Stock. ALL SIZES. Good for thousands of miles. 7/- to 10/- each. GIANTS 25/- M/CYCLE 7/6. HOMERTON RUBBER WORKS, LTD., 11, UPPER ST. MARTIN'S LANE, W.C.2. 120, LOWER CLAYTON ROAD, E.5. Phone: Temp. Bar 3137 and Amherst 2889

ALL SECTIONAL MOTOR HOUSES

The STRAND. Strong framework covered 1/2 in. weatherboards. Galvanised steel bracing at corners. Roof of stout boards and felt. Supplied in complete sections. Windows on strong hinges. Nuts and Bolts supplied.

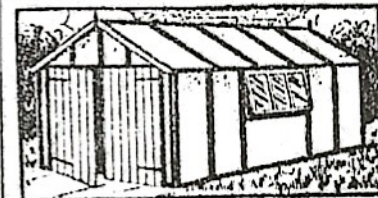
4/-
Secures Delivery



Height to ridge.	Height to eaves.	Cash Price Carr. Paid.	Or deposit and 12 monthly payments.
9 ft. 6 ft.	7 ft. 6 ft.	£3 7 6	4 0 6 0
10 ft. 7 ft.	8 ft. 6 ft.	£4 10 0	4 6 3 0
12 ft. 8 ft.	8 ft. 6 ft.	£5 10 0	5 0 9 8
14 ft. 8 ft.	8 ft. 6 ft.	£6 10 0	5 6 11 6
16 ft. 8 ft.	8 ft. 6 ft.	£7 10 0	6 0 13 3

ASBESTOS GARAGES

Fire resisting asbestos cement sheets on strong frame. Roof of strong rafters and asbestos sheets. Window on strong hinges. Nuts and Bolts supplied.



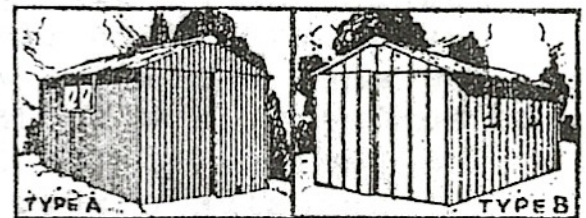
6/-
Secures Delivery

L.	W.	H. to Rd.	H. to E.	Cash Price Carr. Paid.	Or deposit and 12 monthly payments.	Floor and monthly payments.
9 ft.	6 ft.	7 ft.	6 ft.	£4 7 6	6 0 7 6	£0 15 0
10 ft.	7 ft.	8 ft.	6 ft.	£5 10 0	7 0 9 0	£1 2 6
12 ft.	8 ft.	8 ft.	6 ft.	£6 15 0	8 0 12 0	£1 10 0
14 ft.	8 ft.	8 ft.	6 ft.	£7 10 0	9 0 13 0	£1 15 0
16 ft.	8 ft.	8 ft.	6 ft.	£8 10 0	10 0 15 0	£2 0 0

For other designs see list.

ALL-STEEL GARAGES

FROM **£6.15**
To meet the demands of Local Authorities who will not allow wood-framed buildings to be erected, we are offering these **FIREPROOF ALL-STEEL GARAGES** at hitherto unheard of carriage paid prices. The steel angle framing is well braced and accurately machined so that no difficulty is experienced in erecting and bolting. At one end is fitted a pair of doors practically the full width of the end. They are hung on strong pivots and fitted with padlock and key and two bolts inside. A sash is fitted in one side section and, as the side sections are interchangeable, this window can be either left or right as desired. In garages 8 ft. 4 in. and 10 ft. 4 in. wide, two windows are fitted in one side. The framing is all painted with graphite paint. All necessary bolts, nuts and plans are supplied.



7/6
Secures Delivery Type "A" Galvanised Corrugated Sheets on Steel Framing. Type "B" Galvanised Fluted Sheets on Steel Framing. Type "C" Grey Asbestos Cement Sheets on Steel Framing.

Plans for submitting to Local Authorities supplied Free of Charge.

Size	Type A.	Type B.	Type C.
12 ft. 2 in. x 6 ft. 4 in.	£8 15 0	£8 10 0	£11 17 6
14 ft. 2 in. x 6 ft. 4 in.	£7 5 0	£8 17 6	£13 15 0
16 ft. 2 in. x 6 ft. 4 in.	£7 15 0	£9 5 0	£14 17 6
18 ft. 2 in. x 6 ft. 4 in.	£8 7 6	£9 17 6	£15 15 0
12 ft. 2 in. x 8 ft. 4 in.	£7 12 6	£10 0 0	£13 17 6
14 ft. 2 in. x 8 ft. 4 in.	£8 0 0	£10 5 0	£14 15 0
16 ft. 2 in. x 8 ft. 4 in.	£8 10 0	£10 15 0	£15 15 0
18 ft. 2 in. x 8 ft. 4 in.	£9 5 0	£11 10 0	£16 17 6
14 ft. 2 in. x 10 ft. 4 in.	£11 15 0	£13 17 6	£15 15 0
16 ft. 2 in. x 10 ft. 4 in.	£12 10 0	£14 5 0	£16 10 0
18 ft. 2 in. x 10 ft. 4 in.	£13 7 6	£15 0 0	£17 15 0

Height to eaves 6 ft. For Easy Payments see Catalogue.

Great Free Book of GARDEN HINTS and BATH'S NEW CATALOGUE

of Greenhouses, Huts, Poultry Houses, Heating Apparatus, Rustic Houses, Bungalows, etc.

FREE DELIVERY
By Lorry or Rail England and Wales.

BATH'S 3-7, Southampton Street, Strand, LONDON, W.C.2.



Those Scary
BUTANE LIGHTER
EXPLOSIONS...

Media Hype or Dynamite?

The January, 1980 issue of the "Triumph Roadster Review", the monthly magazine of the Triumph Roadster Club in Britain carried a very interesting and provocative article on the seemingly serious hazard presented by the plastic case type of throwaway cigarette lighter, principally when carried on the person in a location where it might be exposed to the spark from a welding torch or a similar tool.

The text of the article and the quoted British Safety Council information sheet No. 192 is reprinted below:

"One man died from injuries sustained when a spark from his welding torch struck the lighter in his breast pocket causing it to explode. Another man was carrying a lighter in his pants pocket when a spark from the welding torch he was using also struck the lighter. It exploded leaving him with severe burns to the hips and groin area. The company which employed these men now prohibits personnel working in its maintenance shops from carrying disposable lighters while on duty. IAPA strongly urges all its member firms employing welders to do the same.

A letter from Mr. B.J. Cieslik of General Motors Corporation to his employees referring to the above report stated 'In August of 1979 the Union Pacific Railroad had two fatalities caused by disposable butane cigarette lighters. These accidents occurred while employees were welding with butane lighters on their person. In both cases a spark from the welding operation landed on the lighter, burned thru the plastic and the butane explosively ignited with a force of three sticks of dynamite. One lighter was in a shirt pocket and killed the individual instantly. The other individual had the lighter in his pants pocket and the explosion blew his leg off. He died a short time later.'

Well, there you are. I don't want to frighten anyone unnecessarily but what terrifies me is that until I read this I had actually been using one of these things to light a welding torch! " End of quote.

As some of you may know, member and Director Peter Bigney is Director of Marketing for Gillette Canada Ltd/Ltée, one of the largest manufacturers of this type of lighter and marketer of the device on a world-wide scale. It was therefore logical that the above-quoted report and article be brought to his attention for comment. He was particularly interested inasmuch as the situation had already come to his attention and Gillette was fully in possession of contrary evidence. His response to my query and the Gillette Canada Limited rebuttal are quoted....

→



Gillette Canada Ltd./Ltée
5450 Cote de Liesse Road
Montréal, P.Q.
H4P 1A7
(514) 341-5050

W. Peter Bigney
Director of Marketing

February 13, 1980

Mr. Hugh Jockel,
Editor,
Autosiate,
400 Beaconsfield Blvd.,
Beaconsfield, P.Q.

Dear Hugh,

As we discussed, there have been reports in North America over the past few weeks concerning the alleged deaths of two railroad employees in the U.S. as a result of disposable cigarette lighters exploding in their pockets.

These reports led a Canadian labor leader to call a press conference in Winnipeg on November 21 and claim that a disposable butane lighter had the explosive force of three sticks of dynamite.

The alleged deaths never occurred. The entire sotry is a hoax. As to the comparison of butane lighters with dynamite, may I draw your attention to the enclosed copy of a company statement which makes the facts clear.

Please feel free to bring these facts to the attention of any of our colleagues or members who may be interested. In essence, butane lighters should be treated with the same care as one should treat a box of ordinary matches.

Sincerely,

W. Peter Bigney.

WPB/ba
Att.



Statement by Gillette Canada Limited.

December 1979

Subject: Butane cigarette lighters.

Recent press reports, and bulletin board "warnings" that have been posted in a wide variety of workplaces throughout the United States and Canada, have made reference to accidents alleged to have involved butane lighters. These accidents did not and could not occur.

Among the most frequently-circulated of these warnings is one describing two incidents, said to involve welders employed by the Union Pacific Railroad, both of whom were reported to have died in accidents in which sparks from welding torches fell on butane lighters in their pockets, causing the lighters to explode. In one accident, the worker was reported to have been killed outright, in the other he was alleged to have died after his leg had been blown off.

These accidents never happened, a fact confirmed on numerous occasions by the Union Pacific Railroad. The American Association of Railroads reports it has no record of accidents of this type occurring on any railroad in the United States. Checks of railroads in Canada have likewise produced negative results.

Warnings on packages in which butane lighters are sold instruct users to keep them away from heat and flame. Welders, fire fighters and other persons whose jobs may require them to be exposed to extreme heat or open flame would be well-advised, The Gillette Company believes, not to carry butane lighters on the job.

(more---)

→

Butane lighters have been on the market for about 20 years and have become increasingly popular with consumers because of their convenience. Their safety record, as statistics show, has been good. Gillette believes that when they are used according to instructions they are safe under all normal conditions. However, if they are exposed to extreme heat or open flame, they can rupture and ignite. But they will not explode with anything approaching a fatal force, as was wrongfully alleged in the incidents which were reported to have occurred on the Union Pacific Railroad.

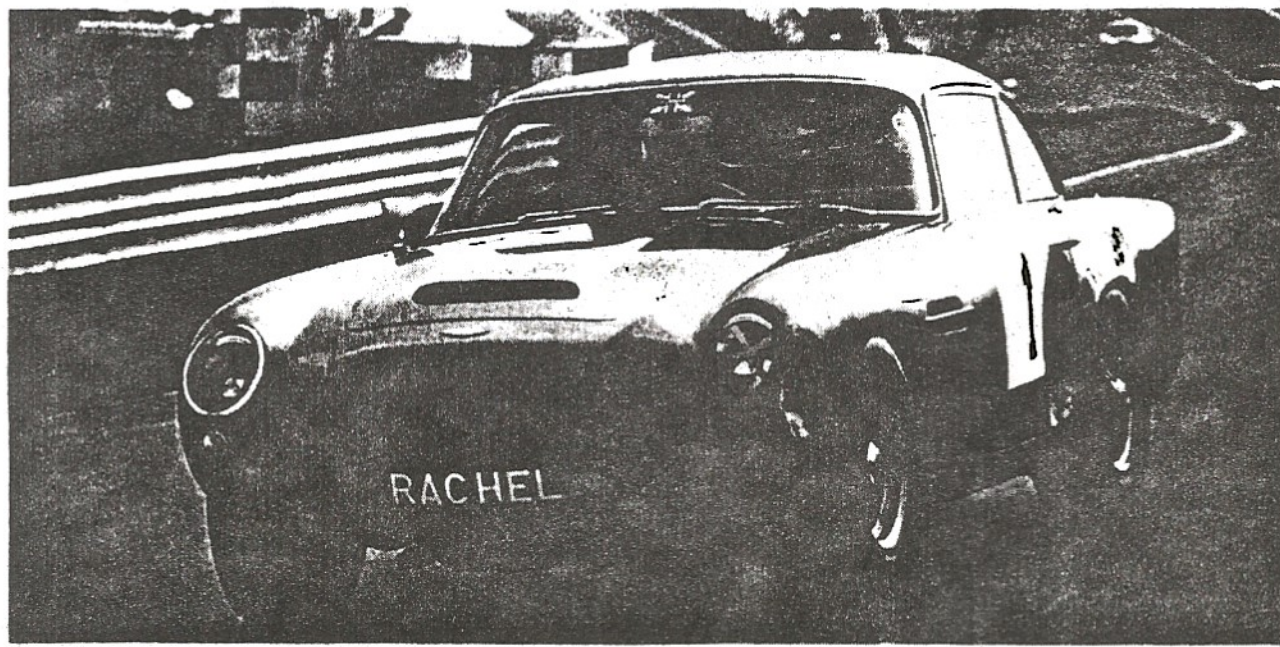
The Gillette Company, and other interested and concerned parties, have made strenuous efforts to trace the origins of these erroneous and highly-misleading reports. These efforts have so far been unsuccessful.

The Gillette Company is anxious to set the record straight and will be grateful for the cooperation of anyone who can help achieve this. Failure to do so would be to defame a group of products - those of Gillette and its competitors - which have achieved a good safety record for many years.



Victor Edwood Albert Edgington by *AAAS*





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

ACTIVITIES

1980

9 MAI.....VIN D'HONNEUR/WINE AND CHEESE

14 JUIN.....TOUR D'ESSAI/TRIAL RUN

5 ou/ou6 JUILLET.....GYMKHANA

23 AOUT.....RALLYE COUPE HENMI/RALLY

13 SEPT.....CONCOURS D'ELEGANCE

20 SEPT....."STEAMERS" RALLY AT COTEAU

21 NOV.....VIN D'HONNEUR/FINAL SOCIAL

LOCATIONS AND TIMES TO BE ANNOUNCED