

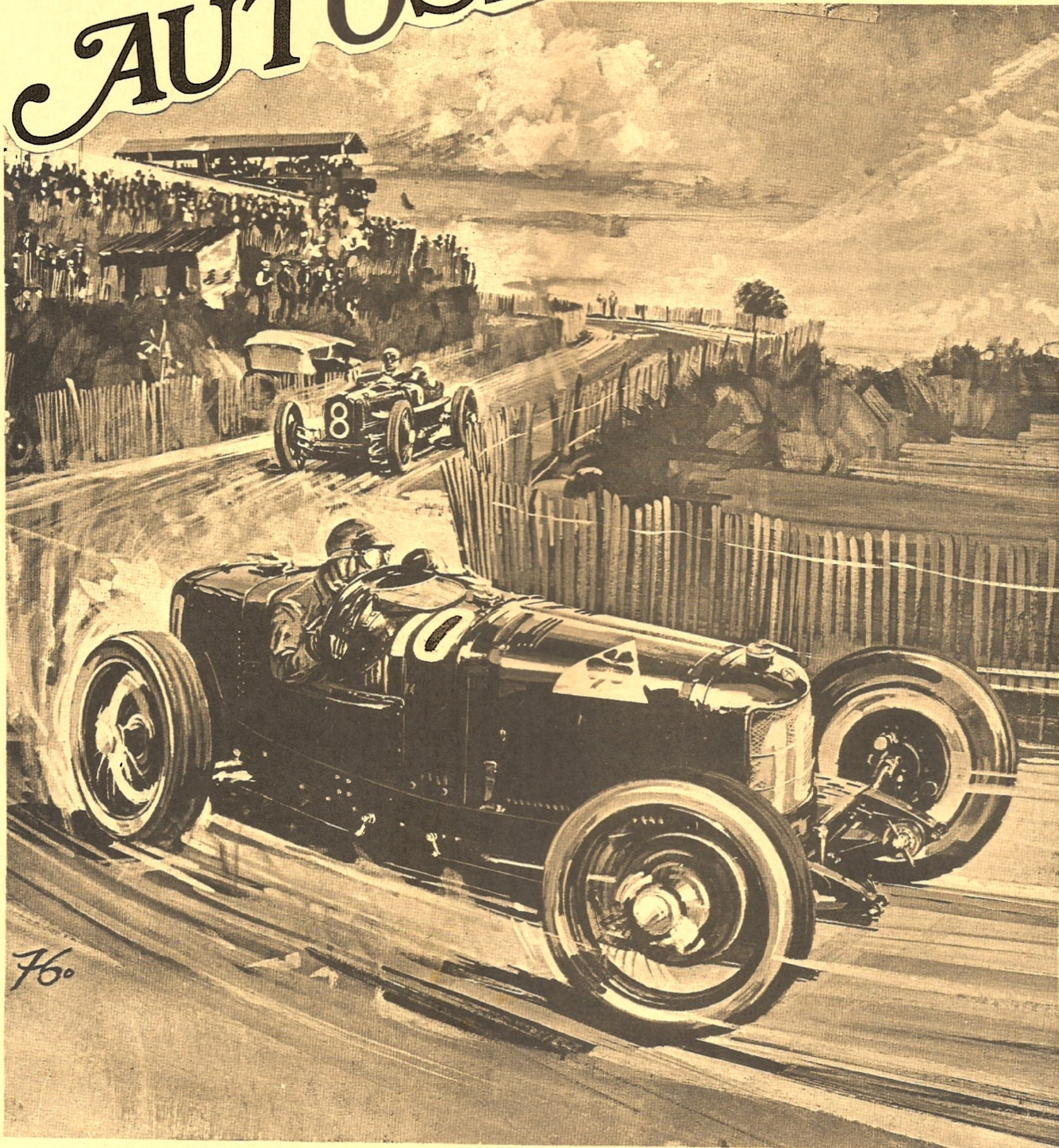
SUMMER 1980



VOL 6

NO 2

AUTOSIASTE



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Autosiaaste

VOL **6**
NO **2**
1980

SUMMER ISSUE

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cover story

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



RAMBLINGS

The previous issue of your favourite Club publication was headed as being the "Spring" edition so therefore this one must be the "Summer" one, albeit the weather of recent days and weeks can hardly be considered as typical of that season. But then we humans are, for the most part, optimistic on the matter of weather and so we'll just get out and plan for the season and the weather can do its darndest.

Maybe we are a bit spoiled by our generally good driving conditions, weather-wise. We really cannot grouse about the occasional rainy week-end during our seven or so months of being able to get the old gal (the CAR, girls!) on the road. What about those poor souls in other lands, or even parts of our own land, whose week-end starts with an estimate of whether it will be fog, mist or plain rain, in drops or buckets, during the entire week-end or hopefully just for part of it. Or at the other end of the scale, is it going to be just hot or will it be a real scorcher and the temperature guage will be doing its best to get off the end of the scale and the only cool thing in sight is the "estaminet" which offers shade and a cold drink.

So as we head towards the Tour d'Essai, which to remind you takes place this year on Saturday, 14th June, a scant 3 weeks from the date of this writing, we, all 57 or so of us members (optimist, yes?) will be on hand at the starting line, rain or shine, to prove that the E.V.E.A./V.E.A.E. can sneer at the weather which will perhaps keep the lesser mortals in lesser clubs, at home. And if the car has a top or a roof, well so much the better but for the "pur sang" drivers who shun such éffête contrivances they of course will press on regardless and arrive at the destination to be met by the admiring glances of the damsels who just adore such scorn of discomfort. We lesser mortals will continue, however, to hope for a fine day.

A bit further on you will see the evidence of continued interest in or for, our Club. Interest in because several new members have been added to our roster; interest for because these new members have joined as a result of effort by some members who have seen fit to encourage the participation of others by promoting our Club to them. So we'll be looking forward to seeing new faces, and cars, at our events. A good object lesson to the rest of us. We should all know that our target figure for a full membership total is flexible. What we are attempting to do is group together those people who have our type of car, in an organization which wants to give them socialability in the use of their cars, a friendly atmosphere with a bit of competitive action in simple events that the family can participate in and perhaps above all, people who are interested in finding, restoring and maintaining vintage European cars....and driving them. We would also hope that such people would be interested in taking some active part in the running of the Club's affairs, whether it is as a Director, Committee member or assisting at an event as scrutineer or marshal. Or just being helpful. So to these new members we extend our heartfelt welcomes.

Perhaps it would be appropriate at this point to give our new members some idea of what is involved in the several types of activities covered by the schedule shown on the inside back cover.

The "active" year begins and ends with a "vin d'honneur" or social gathering. Held indoors, generally at the home of one of our members, it may take the form of a Wine & Cheese party, as did the one held on 9th May at the home of our President, Phil Chartrand or last Autumn at Hugh Jockel's place in Beaconsfield.

Next comes the first driving event of the year, the "Tour d'Essai" or Trial Run. On this occasion the Club as a group gathers at a convenient starting point, possibly a shopping plaza or maybe a large parking area and each driver having been given a route card or similar instruction as to the route to be followed, all move off in convoy form, keeping to the established speed and arriving at the chosen destination more or less together. By keeping together this way, anyone having trouble can be helped out by other members of the group. The destination will usually be suitable for a picnic or maybe there will be a nearby restaurant for those who haven't had time or don't care to take the time, to prepare a picnic lunch. The route chosen will be a relatively easy one which won't present any difficulties to those whose cars aren't exactly LeMans or Rallye des Alpes types.Nor their drivers...! Starting time at the point of assembly is generally set at 10.00 a.m. so as to give all an easy beginning without arising at break of day. The Trial Run this year will be typical in that it will take a route through some pleasantly rolling countryside, with no steep hills to conquer or strain the braking system or nerves. It will probably pass a quite well-known unusual outdoor country fair, worth remembering for a future occasion and finish at a National Historical Site where these pleasant picnicing and relaxing facilities, so useful after a first-run, exist. After lunch it will be an easy one-and a half hour run back to the City. The total mileage will be about 100 from the starting point to return to the same place. A typical Tour d'Essai. 14th June is the date.

Even if you don't fancy yourself as anywhere near the class of the traditional Cross-country Rallye driver but you would like to find out how well you can cope with your car's personality in a mini-rallye, we will have our annual Gymkhana on the 5th or 6th of July. So keep that week-end open. It takes place in a large private parking lot just off the Trans-Canada in Pointe Claire. At least it has for several years now and unless the owner's have had a sudden change of heart, it will again this year. It's a sort of manoeuvrability test, with a series of twists and turns to be taken, forward and reverse, in the shortest time. After the twists have been taken care of and the knocked-down rubber pylons righted there could be a speed section of about 1000 feet to the finish line. You might even be asked to drive with a blindfold...and a co-driver to tell you when and where to turn. Then there will be knocked-down pylons for certain! All good fun though and never a scratched fender!

23rd August is our BIG RALLYE. This annual event is more of a driving and navigating experience than any previous event. Starting off with an instruction sheet and some envelopes containing surprise alternatives and clues, it again tests the co-ordination of driver and co-driver. To say nothing of the patience if it's a husband and wife team! But again it's all in fun and we see some more of our beautiful countryside as we find our way through the back roads, to end up at a roadside inn with a cold you-know-what in your hand.

On the 13th September comes that day when all the cleaning, polishing, tuning-up, the checking of the working parts and those which just look good, is put to the critical eyes of a panel of judges. This is the annual Concours d'Elegance. Then your car will be lined up alongside the others and judged. Not for perfection but for a reasonable indication of the interest which and as the result of, what this hobby is all about, can be seen and noted. It's not one of these recently-fashionable Concours where the elite of the world's motor cars are put on display and a judge rubs a white handkerchief under the front fender to see if there's any dirt there.....and doesn't mind that the clutch has to be coaxed not to slip....but does insist that all the hex nuts on the cylinder head have their flats all in line! Actually, it's quite an impressive sight, even in our smallish Club, to have a long line-up of beautifully-cared-for cars in one place, each with it's proud owner, glinting in the brilliance of a September afternoon. (Sorry about that bit of composition... it's the CARS that are glinting...NOT the owners...that can come later!)

Our last outdoor event takes place on the 20th September and is the occasion when the V.E.A.E and very possibly a number of representatives of the sister club the Vintage Automobile Club of Montreal, take a run out to see the activities of a unique organization, whose interest is the building and running of miniature steam locomotives. That organization is the Montreal Live Steamers Inc. and their rolling stock in action is something worth seeing. On a large tract of land at Coteau du Lac there are about 3000 feet of track, in two guages. the broader able to handle replicas of the famous C.P.R. 6000 class, weighing in at around 2200 lbs with tender. This is a real family affair, with numerous locos towing several mini-flatcars loaded with children...and adults. To our members it's a revelation to see the craftsmanship displayed in these machines. Again, it's a picnic in the sunshine day with good fun for all. Not to be missed.

The regularly-scheduled events finish with the Autumn Final Social, this year to take place on the 21st November. The actual nature of this will be revealed later on in the year but you can be sure of an enjoyable evening.

The locations and times of all events will be announced in good time for you to plan your participation. The Executive is contemplating a point system for members who participate in the various events. The more participation and the higher the score in certain events, will be combined to create a comparative scale and several prizes will be available for the high scorers. Every member has an equal chance, the scoring method will see to that.

The BIG EVENT of the year will take place just towards the end of January. This is the Annual General Meeting. This is when the stewardship of the Directors will be reported as they go over the year's events in their respective responsibilities. The Election of officers for the coming year takes place at that time. All in company with the Annual Dinner. Important and enjoyable.

The foregoing is pretty much what each year's activities consist of. On occasion a special event will be thrown in as for example when the Club was given the opportunity of taking its cars on the Sanair Racetrack. We look forward to a repeat offer. Finally, it could be noted that generally speaking the socially-oriented events predominate. Ours is a mature group, with a keen sense of the importance of maintaining a special breed of motorcar and having a respect for the operation of them. You don't find them in corner lots with Can-Ams etc!

Hugh Jackson

CLUB

NEWS

Inasmuch as the Autoiaste does not aspire to a "Vital Statistics" section we make no pretence to being up-to-date on such matters as concerns Club members. We can only relate the obvious as it comes to or is brought to, our attention.

So that we can't be accused of not being on the alert when something so personal as an addition to the family of one of our Directors happens let it be noted that Pat and Peter Bigney on the 14th of March, around 1030 a.m. were able to say "Now we have a son!". So to the happy couple and an excited sister shall we say on behalf of the membership..."Congratulations and a joyous life ahead for the Bigney family".

As there are most likely among the members, or at least on the distaff side, those who are sticklers for specifications and descriptions, just read on:

Name...	Mark William Bigney	Weight...	8 lb 3 oz (or the Metric equal!)
Length overall...	21-3/4"	Hair...	Very little but what there is, Fair.
Chewing capability (teeth)	Nil.	Eyes...	Blue

This reporter was informed that sister is in raptures over the whole event. But when asked about the future possibilities..."No comment!" By the way, Peter, doesn't a man child rate cigars all around ?

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Our original BMW enthusiast, Jim Roman who is the justifiably proud owner of the red 1957 type 507 roadster, will be absent from our ranks for a longer time than had earlier been expected. Marie-Claire and he will be sojourning in Jamaica for perhaps a year and most certainly until the end of 1980. As a specialist in petroleum matters he has been retained on an extended consultative basis in that country. As at this writing they are "at home" in their Senneville address but are making arrangements to lease it during their absence. The BMW will be put into storage in the meantime. So, David Laidley, you'd better get on the ball and have your BMW on the road soon, you'll have it all to yourself for a while, BMW-wise! Marie-Claire and Jim, we'll all miss your enthusiastic support and cheery words.

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Another absentee for a while is popular member and Singer enthusiast and it should be added, storefull of knowledge not confined to his favourite marque, Phil Avis. Phil has succumbed to the lure, the siren song, of the West. Not "way out West, just to Alberta. But once that far, who knows where the winds of chance, and of opportunity, will take him. Ah! The glory of being young and fancy free! Maybe he'll find time to send a postcard to someone, other than his Mom.

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We hasten to welcome 5 new members to the Club. Their names, addresses and phone numbers are on the next page, as are their cars, which are varied and very interesting. We all hope that they will join us in our activities and have an enjoyable time in the midst of other enthusiasts of interesting cars. Hi! To all!

To these new members we repeat, welcome to the V.E.A.E./E.V.E.A.....

Kenneth F. Douch....83 Riverside Drive, St. Lambert, Qué. J4R 1A3
Tel. Home...671-8694 Business...677-9411 Ext.643
1934 Lagonda Rapier. Abbott Tourer. Operable
1965 Lotus Elan SII. "

Ronald M.B. Cook.... 160 Beacon Hill Road, Beaconsfield, Qué. H9W 1T1
Tel. Home...695-2225 Business...274-7571
1949 MG TC Roadster Operable
1953 MG TD " "
1954 MG TF " "

William E. Smith... 1826 Marie Victorin Blvd., Varennes, Qué. JOL 2P0
Tel. Home...652-2524 Business...677-9411 Ext.7902
1962 Austin Healey 3000 Mk II Conv. Restoring
1964 " " 3000 Mk III " "

Francis J. Richmond 224 Brookhaven, Dorval, Qué. H9S 2N4
Tel. Home...631-0664 Business...631-4671
1962 Humber Super Snipe 4 door Saloon Operable

Jahn E. Smith ... 1826 Marie Victorin Blvd., Varennes, Qué. JOL 2P0
Tel. Home...652-2524 Business... 677-9411
672-0032
1954 Austin Healey 100-4 Conv. Non-operable
1966 " " 3000 Mk III " "
1962 Ferrari 250 GT Farina Coupé Operable

Gentlemen (and your ladies) the Club hopes to see you all out on our 1980 Tour d'Essai which takes place on 14th June. Assembly and route details will be sent to you in good time. See you all there!

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STOP PRESS! ? Another new member has just been reported to us by Peter Bigney, the Club's Membership Chairman, he is,

Roy Gillings 559 Chelsea Crescent, Beaconsfield, Qué.
Tel Home...695 6403 Business... 636-8626
1955 MG TF(1250) Roadster Operable

We're happy to have Roy join us and the good wishes expressed to the other new members are, of course, also extended to him.

CHANGE OF ADDRESS.... Editor Hugh Jockel has moved from Beaconsfield after 34 years and is now in Hudson Heights. The address now is 101 Upper Whitlock Rd. Tel. 458-2272 The mailing address is P.O. Box 156, Hudson Heights, JOP-1J0. Billye and Hugh will be happy to see any of our members who feel that they should try out the old wheezer and clean out the accumulation of carbon, etc.

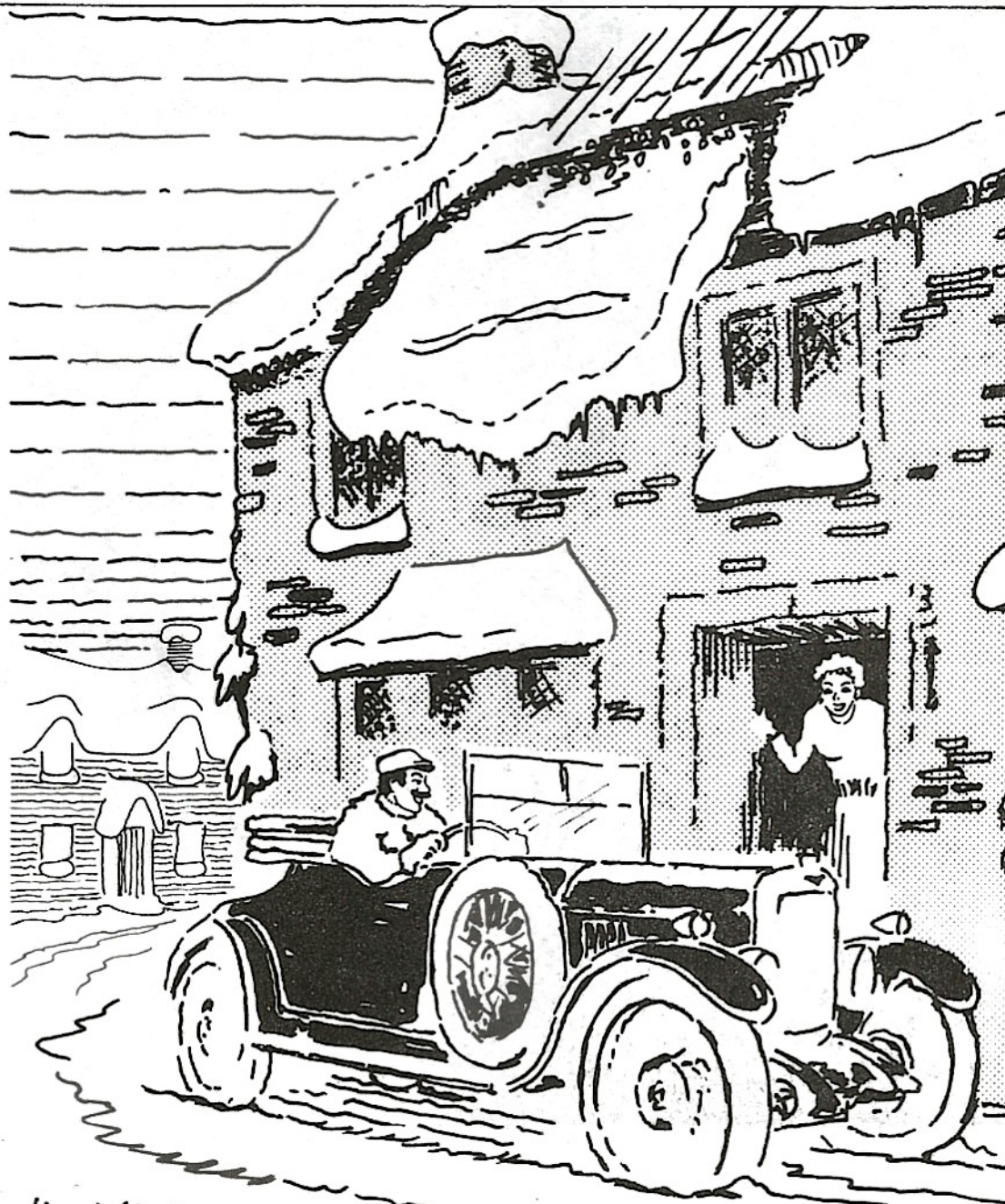
The Wine & Cheese Party which was recently held at the home of Phoebe and Phil Chartrand was voted a great success by all those who attended. This, the first of the year's events, signals an interest in the Club's activities which augers well for this season. The next activity is, as mentioned elsewhere and the details of which form part of this issue, is the Tour d'Essai or Trial Run, to take place on Saturday, 14th June.

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Reports coming in on the outcome of the Auction which took place at Place Decarie this past weekend indicates a dropping off in interest in this type of merchandizing, rather than the products being offered, in this writer's opinion. Those who are seeking to make capital out of what has been, in the main, a hobby for many who admire the attributes of the older cars, are now reaping what such avarice has sowed....a general belief that the reserve prices are unduly high, that a car bought at an auction is pretty much a "pig in a poke" proposition and that if it a really good car and worth having and paying a fair price fer, then it should be bought privately after having been thoroughly examined. Not that the promoters are being dishonest in any way, rather that too many people are seeking to get on the band wagon to their advantage, and the detriment of the hobby. However, it's an international phenominon, growing rather than lessening.

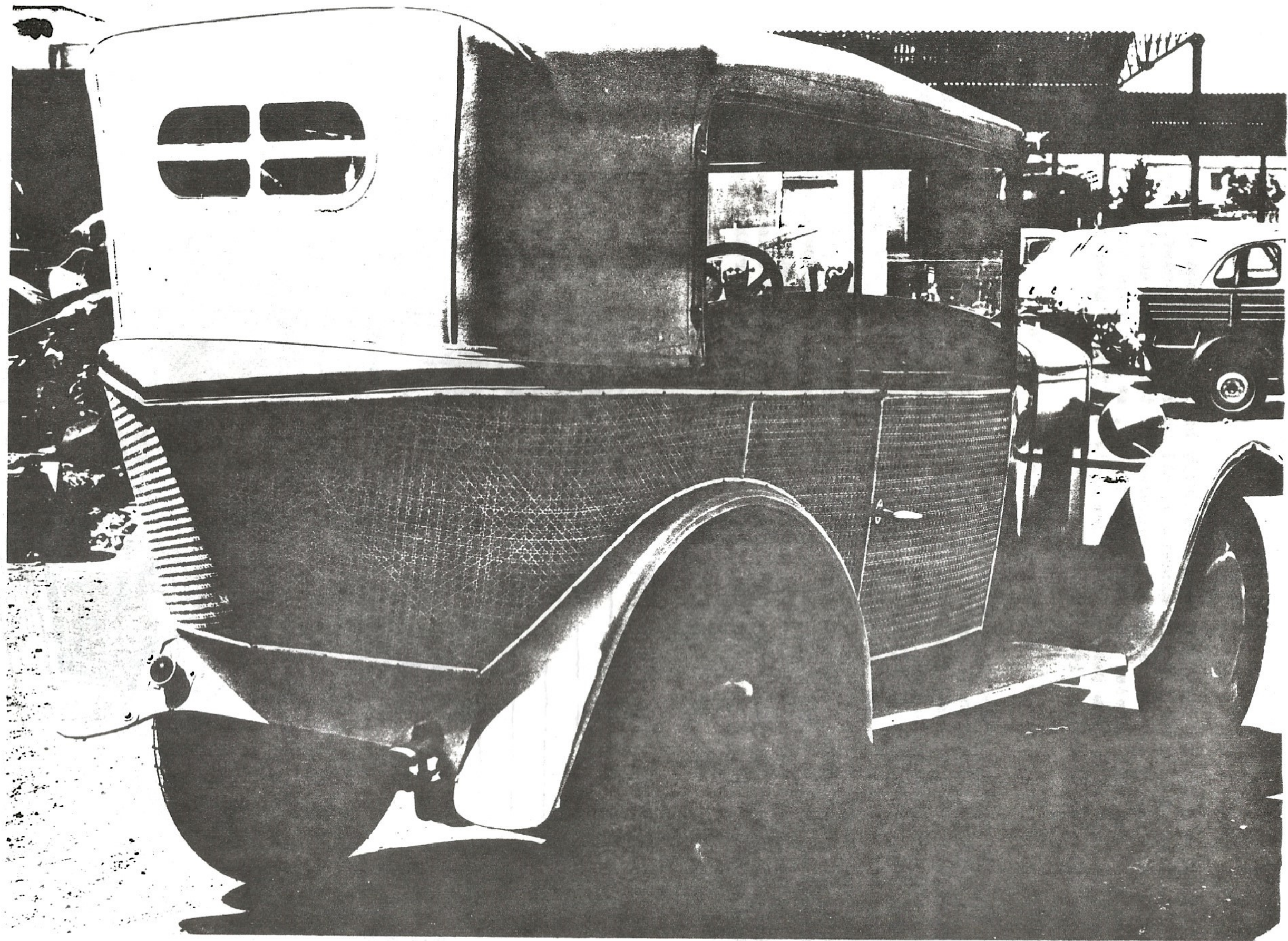
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Visions
of
Edmund
Richardson!



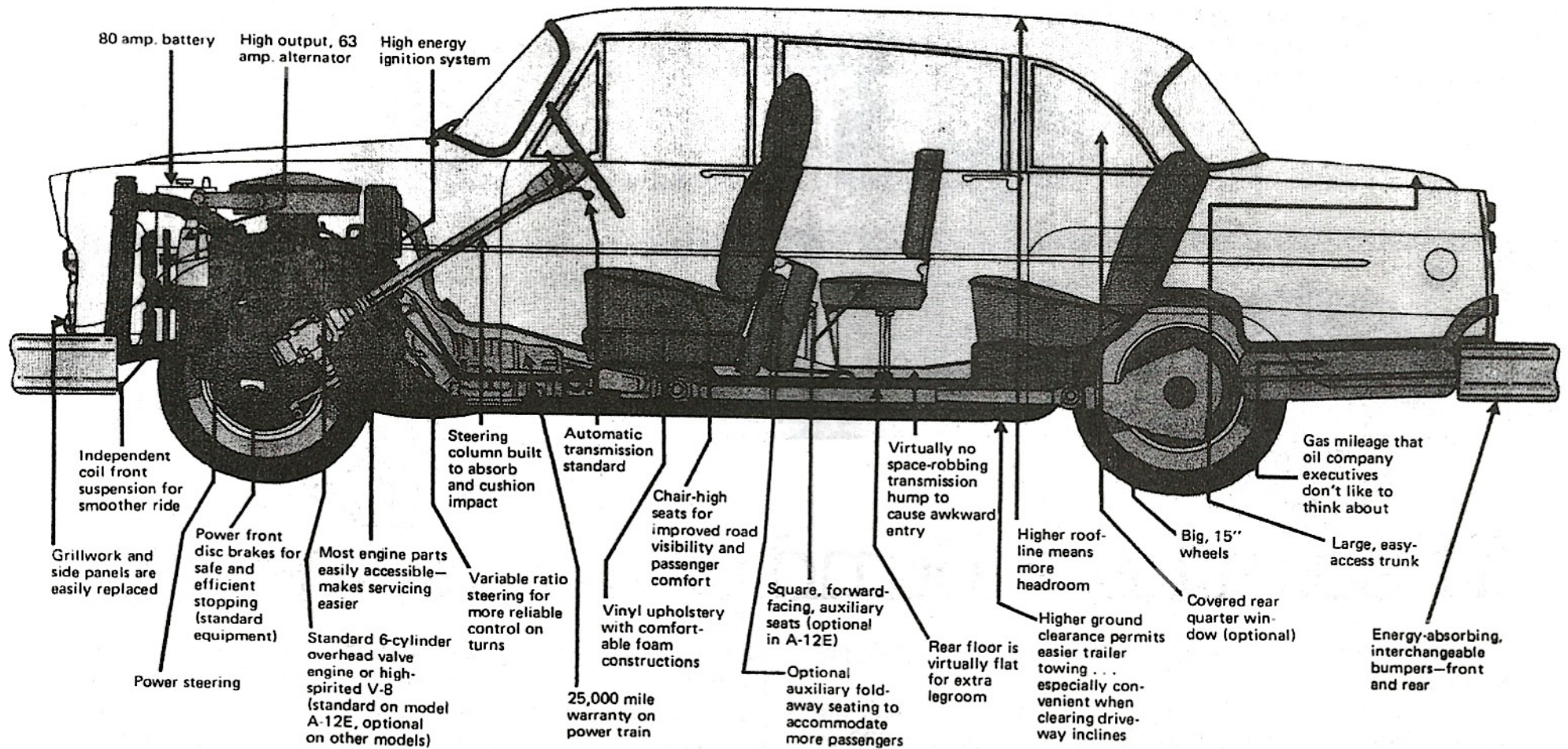
Lionel Stretton

"Hood up? No, it's not going to snow any more."



The French Peugeot Tourer, driven in the film, "Those Daring Young Men in their Jaunty Jalopies" by three French girls out to prove that Women are as good Rallye drivers as men, Mireille D'Arc, Marie Dubois and Nicoletta Machiavelli. A Paramount Pictures Production.

Money Matters



Is this the automobile the world's been waiting for?

How would you like to own a car with the following features: four fenders which bolt on and can be replaced in two hours; interchangeable front and rear aluminum bumpers; interchangeable left and right headlamp rims; flat side windows for cheap and easy replacement; a protective frame under the oil pan to protect it from stumps or curbs; bumpers mounted on gas pistons to take more impact; 20-gauge steel body; no rust-catching trim pieces or fender stiffeners; a flush outward-sloping floor to prevent build-up of snow, slush or mud inside; an almost completely flat rear floor with only the hint of a drive-shaft tunnel; equal length rear drive axles; a body that's a foot shorter than last year's Chevrolet and 700 pounds lighter, yet which carries eight people including driver (with two jump seats); a design that won't change until 1980 at the earliest; a six or V8 engine option delivering 21-23 mpg on the highway; engine drive-train and electrical parts available almost anywhere in North America and a depreciation rate about two-thirds that of a Detroit car?

If you would, then join the five thousand or so drivers every year who run, not walk, to the Checker Automobile Company of Kalamazoo, Michigan (or to one of their

By ANTHONY BAIN

dealers) and buy the car with just those features. Mind, most of them are taxicab owners in the U.S. and Canada who have been buying Checkers since 1921. But more and more people are discovering that the Checker makes a good personal car, too, and one with some significant advantages—mostly to your pocket book.

The Checker automobile is virtually the last of a vanishing breed: it's easily repairable; it's almost indestructible; it's big inside and small outside. It's designed for people who view roominess as luxury, as well as for those who just plain hate to spend money on cars.

The Checker will never be an investment in the grand manner of the 15-year-old pre-owned Rolls-Royce, nor even the '57 T-bird or '49 Hudson. A showpiece it isn't. But then, who'd want to risk investments like those in the salt slush of a Montreal winter or expose them to the rough and tumble of crowded parking lots?

Made by the Checker Motors Corporation, the noble Checker taxi is a familiar sight to visitors to Chicago, New York, Pittsburgh, Minneapolis and many other American cities. Look closely and you'll now see a few Checkers in

continued

Toronto, Montreal, Vancouver and other Canadian centres.

The Checker is a purpose-built car that just seems to go on and on and on, long after your neighbor's conventional model has been scrapped or traded. In the U.S. it is not uncommon to find Checkers that have racked up a third or even half a million miles and still going strong! Word of mouth seems to be the sole advertising tool employed by Checker—even their brochures have an awkward home-made quaintness when compared to the glossy literature of other makes. No matter what else is going for it, Checker is

has them. And remember when even a six-foot driver or passenger could wear a hat in comfort? You still can in a Checker. Trunk room hasn't been forgotten either. There are 12 cubic feet (in addition to space for the spare tire) that will accommodate big trunks and suitcases upright.

The rear floor of the Checker is almost completely flat. This is perhaps as well, as the drive shaft is out of alignment with the chassis, presumably so that equal-length rear drive axles can be used. Checker makes four models—and just



If so... they found it 20 years ago!

definitely not an account that you'll see ad-agency types scrambling to win.

The current model Checker has been manufactured, the design virtually unchanged, at the rate of a mere 5,000 to 6,000 units a year since 1958. But buyers get the latest-specification General Motors engines, brakes, transmissions and other running gear.

Checker buyers have the satisfaction of knowing that their cars are designed by the Corporation primarily for its own use. Much of Checker's income is derived from the operation of huge fleets of taxis; the cars are therefore designed for round-the-clock shift work, quick repair and easy cannibalizing.

Believe it or not, the four bolt-on fenders can be removed and replaced in two hours. The absence of curved side windows means that replacements can be cut quickly out of sheets of flat automotive glass.

The rigid frame, to which the body is bolted (just like in the good old days), boasts box-section side members stiffened in the middle by a welded "Y" brace. Fore and aft there are numerous frame cross members, most of them tubular, and one of them is modified to serve as the Land-Rover-style stump catcher to protect the engine oil pan.

The Checker is a machine which, for a premium of 10 to 20 per cent above the competition, will take you safely and comfortably and sedately from A to B and back again for many, many years. Its performance is lively but not particularly nimble. No one will ever win the East African Safari Rally in a Checker; and you'll never turn it on a sixpence like the much more expensive London taxi.

The Checker's plain-Jane styling is dictated to some extent by the heavy 20-gauge steel used in the fabrication of body panels and by the absence of trim pieces and stiffeners.

And like in the good old days when the front doors of cars had genuine, no-nonsense vent windows, Checker still

four models. There is the standard taxicab version—the plainest of all Janes—and the slightly less plain Marathon for private owners. Both come in a short and long wheelbase, with six and V8 engines respectively. They all have automatic transmission, four doors, power steering and power brakes as standard. There are few options—a two-passenger jump seat and an under-the-seat second heater being about it.

The only real difference between the two wheelbase versions is that the luxurious 45 inches of leg room of the shorter version is stretched to a positively opulent 54 inches in the longer version. Even in the short model, you can still wheel in a full-sized baby carriage with room to spare. The Checker's weight and exterior dimensions, except for its impressive extra nine inches in height, are remarkably close to General Motors' new-for-1977 specifications. (Checker's height is a real advantage in planning your lane changes in heavy traffic, as you tend to look over the tops of other cars rather than peer through their windows and around heads and shoulders of drivers and passengers.)

Why, then, are Checkers not to noticeable on Montreal streets? The main reason, says Bert Sedoti who used to own a fleet of a couple of hundred Checkers, is the price—primarily the heavy duty of 19½% payable on importing a Checker. Since the Checker people don't manufacture any cars in Canada, they don't get the benefits of the U.S.-Canada auto pact. But Bert still recommends them, especially for Montreal's winter-salted streets. The Checker's heavy gauge body doesn't rust anywhere near as fast as the Detroit body. Also, as a taxi owner, the do-it-yourself fenders, and quarter panels kept his repair bill down, but obviously not enough to make up for the 19½% duty. And that's the reason Montreal has some of the most uncomfortable cabs in the world. (On the other hand, you might well find a five-year-old Checker cab in town that you can buy for a song and which is still in the

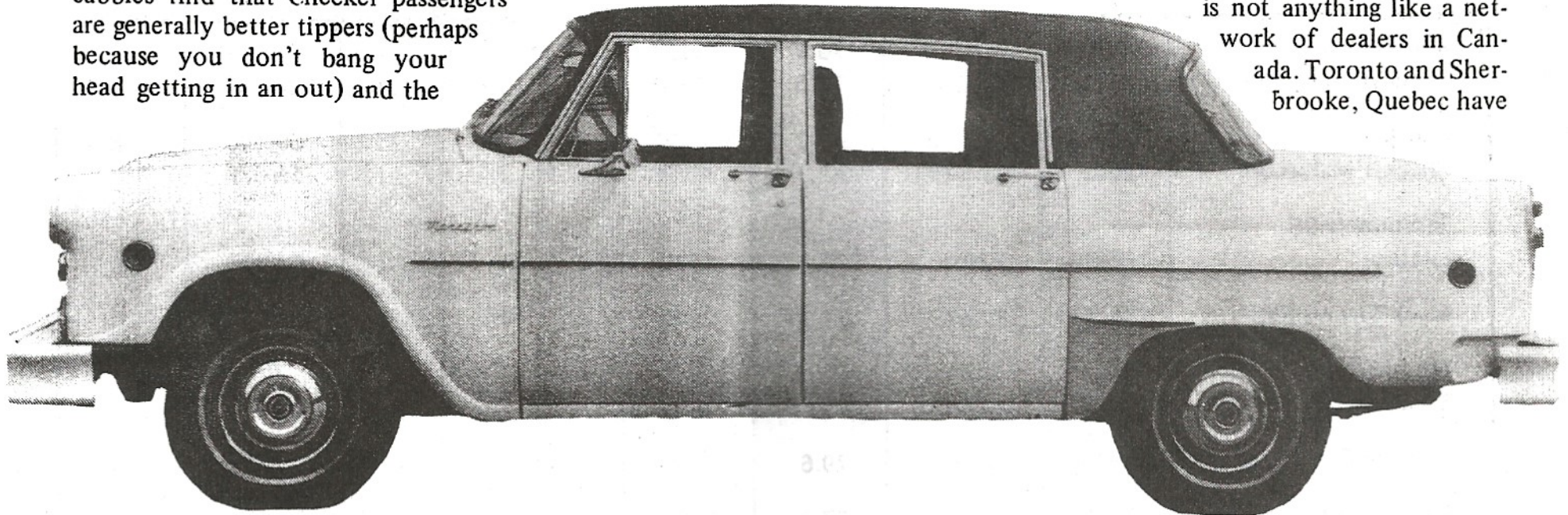
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best of mechanical and body shape. A few dollars in refurbishing and repainting may well give you a high-dollar-value automobile.

Lately, however, as conventional domestic cars have become more expensive, partly because of the cost of meeting minimum crash requirements, their price advantage over the Checker has diminished to a point where cost of the Checker is much less of a deterrent. Also, cabbies find that Checker passengers are generally better tippers (perhaps because you don't bang your head getting in an out) and the

himself in New York's crowded garment district, he was able to earn enough money in a single year to send for his parents, seven brothers and two sisters. Markin found himself in the taxicab business as the result of a \$15,000 loan to a friend who manufactured bodies for taxis. When it looked as if the firm might go belly-up, Markin took it over to protect his investment. By 1921 he was manufacturing the first complete

Checker taxicab. As yet there is not anything like a network of dealers in Canada. Toronto and Sherbrooke, Quebec have



Now it can be yours for just \$7,785

down time for repairs can be considerably less. So maybe it won't be long before Bert's fleet builds up again or some other Cabby in town may beat him to it.

The Checker is a do-it-yourselfer's dream. Literally everything is accessible. And, should major surgery ever be needed, you don't need a can-opener and cutting torch for most jobs. Conventional grease fittings are still to be found on the Checker whose high ground clearance, in addition to being great for cart tracks and deep snow, allows the backyard mechanic easy access to the underbelly.

Checker's solid construction contributes to the safety of occupants in the event of an accident. But perhaps the best protection that Checker has to offer is the large interior distances that separate the vehicle from its passengers.

The 250 cubic-inch six cylinder engine (no catalytic converter required in Canada) runs on regular leaded gasoline and delivers about 23 miles per gallon on the highway. A 305 cubic-inch V8 which is optional (standard on the long wheelbase) gets 21 mpg. The six-cylinder version cruises happily at 75 mph, the law notwithstanding. (This year's Checker has lowered the rear axle ratio, which should improve mileage and increase top speed, but will slightly reduce acceleration.)

Checker is largely a privately-owned corporation, although its shares are listed on the Midwest Stock Exchange. The listing was moved recently from the New York Exchange when trading volume dropped below minimum requirements. Shares are generally undervalued because Checker neglects to declare a value for the thousands of taxi licenses ("medallions") that make it one of the largest taxicab fleet operators in the United States. Checker also operates a maze of interlocking subsidiaries that supply the operating companies with cars as well as spare parts, gas and insurance.

The company was founded by Morris Markin who emigrated penniless from Russia to the U.S. in 1913. Applying

the only two. Dennis Beliveau of RR 4 Sherbrooke (phone (819) 878-3394) freely admits that, in the domestic (non-taxi) market, the Checker has to sell itself. "I'm not selling cars," he tells prospective buyers, "I'm selling an idea." If his customer agrees that it makes sense to hold the line on annual style changes and to combine the best features of both old and new car design in a vehicle that is both roomy and rugged, then the car is as good as sold.

Checker's warranty is one year and 12,000 miles, except for the power train which is guaranteed for 25,000 miles or one year. The company realizes that its dealerships aren't exactly blanketing the country and asks only that owners keep receipts for repairs performed by dealers other than Checker. But standard GM parts for the power train mean a Checker can be serviced by any GM dealer. For other parts, Checker buyers are furnished with a comprehensively cross-referenced parts list, and should a part not be available locally, Checker guarantees prompt shipment from Kalamazoo. The Checker maintenance schedule included with the owner's manual leaves no room for guesswork; it is well organized with easy-to-follow directions that make it almost impossible for a conscientious owner to overlook any detail of service. (The owner's manual itself, however, attests to the editor's boredom at having so little to change every year; it is riddled with spelling mistakes and mysterious references to paragraphs previously deleted!)

The manual does explain a few novelties that are peculiarly Checker. Most fuses, for example, have been replaced by little plug-in circuit breakers. All four doors have sensitive switches that trigger a warning light if they are the least bit ajar. An 80-amp-hour battery is standard.

The Checker is an honest, straightforward car whose time has come. The trouble is, Checkers aren't made fast enough... but, then, they don't wear out fast enough either.

continued

How the Checker Compares to Detroit Cars

	Wheelbase	Length	Width	Curb Weight	Cylinders	City Mileage	Highway Mileage	List Price*	Number of Passengers
Checker	120.0	204.75	76.0	3860	6	18	24	\$7,021	8
Checker Marathon	120.0	204.75	76.0	3860	6	18	24	\$7,785	8
Checker	129.0	213.75	76.0	4000	8	16	21	\$8,146	8
Checker Marathon	129.0	213.75	76.0	4000	8	16	21	\$9,070	8
Oldsmobile 98 Luxury	119.0	220.4	76.4	4000	8	17	23	\$8,098	6
Buick Electra 225	118.9	222.1	77.2	3893	8	18	26	\$8,191	6
Mercury Marquis Brougham	124.0	229.0	79.6	4497	8	16	22	\$7,371	6
Mercury Grand Marquis	120.0	229.0	79.6	4497	8	16	22	\$7,942	6
AMC Matador	118.0	216.0	77.3	3769	8	16	19	\$6,575	6

* All cars are base models with 4 doors, automatic transmission, power steering and power brakes, except Matador which includes following options in price: radial tires, AM/FM radio, vinyl roof, decor group and visibility group. Checker prices based on \$1.00 U.S. = \$1.06 Can.

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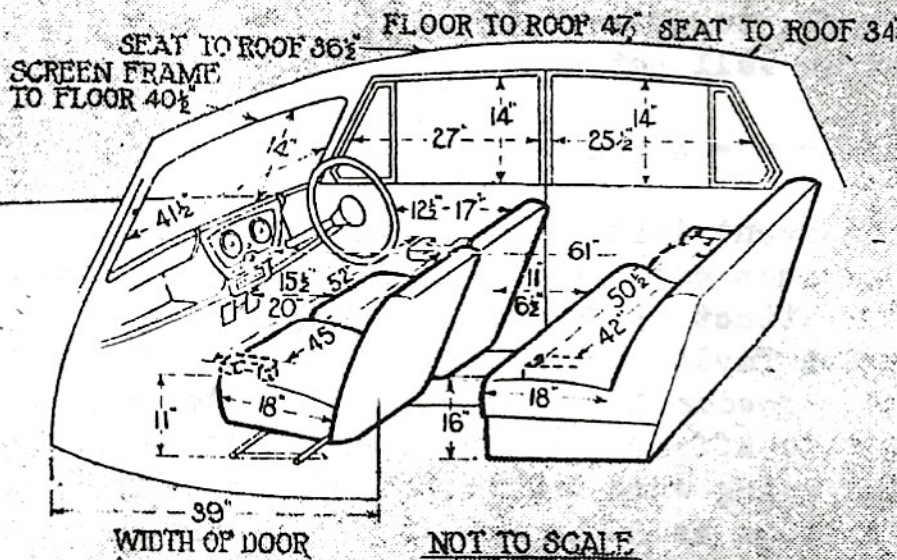
Motor Road Test No. 15/50

Make: Triumph

Type: Mayflower Saloon

Makers: The Standard Motor Co., Ltd., Canley, Coventry

Dimensions and Seating



In Brief

Price £395 plus purchase tax £110 9s. 6d. equals £505 9s. 6d.

Capacity 1,247 c.c.
 Unladen kerb weight 18 1/2 cwt.
 Fuel consumption 28.3 m.p.g.
 Maximum speed 62.9 m.p.h.
 Maximum speed on 1 in 20 gradient 47 m.p.h.
 Maximum top gear gradient 1 in 12.7
Acceleration
 10-30 m.p.h. in top 14.0 secs.
 0-50 m.p.h. through gears 26.6 secs.
 Gearing 14.5 m.p.h. in top at 1,000 r.p.m., 55.5 m.p.h. at 2,500 ft. per min. piston speed.

Specification

Engine
 Cylinders 4
 Bore 63 mm.
 Stroke 100 mm.
 Cubic capacity 1,247 c.c.
 Piston area 19.3 sq. ins.
 Valves Side
 Compression ratio 6.8/1
 Max. power 38 b.h.p. at 4,200 r.p.m.
 Piston speed at max. b.h.p. 2,775 ft. per min.
 Carburetter Solex downdraught
 Ignition Lucas coil
 Sparking plugs 14 mm. Champion NAB
 Fuel pump A.C. mechanical
 Oil filter Nil

Transmission
 Clutch Borg and Beck s.d.p.
 Top gear (s/m) 5.125
 2nd gear (s/m) 8.56
 1st gear (s/m) 18.14
 Propeller shaft Hardy Spicer, open
 Final drive Hypoid bevel

Chassis
 Brakes Lockheed hydraulic (2 l.s. front)
 Brake-drum diameter 8 ins.
 Friction lining area 90 sq. ins.
Suspension:
 Front Coil and wishbone I.F.S.
 Rear Semi-elliptic
 Shock absorbers Girling telescopic
 Tyres Dunlop 5.50 x 15

Steering
 Steering gear Cam and roller
 Turning circle 34 ft.
 Turns of steering wheel, lock to lock 2 1/2

Performance factors (at laden weight as tested)
 Piston area, sq. ins. per ton 17.3
 Brake lining area, sq. ins. per ton 81
 Specific displacement, litres per ton-mile 2.315
 Fully described in "The Motor," September 28, 1949.

Test Conditions

Mild weather, moderate cross wind, damp tarmac surface, Pool petrol.

Test Data

ACCELERATION TIMES on Two Upper Ratios

10-30 m.p.h.	14.0 secs.	Top	7.8 secs.
20-40 m.p.h.	15.0 secs.	2nd	10.7 secs.
30-50 m.p.h.	17.9 secs.		

ACCELERATION TIMES Through Gears

0-30 m.p.h.	9.2 secs.
0-40 m.p.h.	15.3 secs.
0-50 m.p.h.	26.6 secs.
Standing quarter-mile	26.1 secs.

MAXIMUM SPEEDS Flying Quarter-mile

Mean of four opposite runs	62.9 m.p.h.
Best time equals	65.7 m.p.h.
Speed in Gears	
Max. speed in 2nd gear	44 m.p.h.
Max. speed in 1st gear	23 m.p.h.

FUEL CONSUMPTION

44.0 m.p.g. at constant 20 m.p.h.
 42.0 m.p.g. at constant 30 m.p.h.
 40.0 m.p.g. at constant 40 m.p.h.
 34.5 m.p.g. at constant 50 m.p.h.
 Overall consumption for 311 miles (including fog and heavy traffic conditions), 11 gallons = 28.3 m.p.g.

WEIGHT

Unladen kerb weight 18 1/2 cwt.
 Front/rear weight distribution 51/49
 Weight laden as tested 22 1/2 cwt.

INSTRUMENTS

Speedometer at 30 m.p.h. 3% fast
 Speedometer at 60 m.p.h. 5% fast
 Distance recorder 2% fast

HILL CLIMBING (at steady speeds)

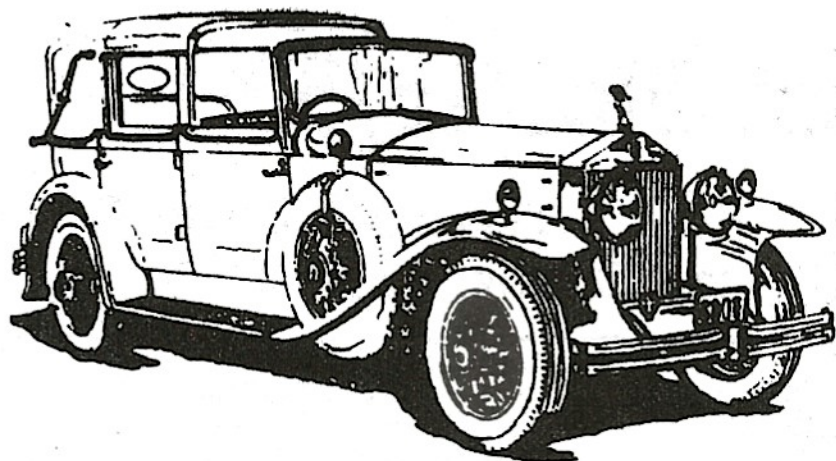
Max. top-gear speed on 1 in 20 47 m.p.h.
 Max. top-gear speed on 1 in 15 42 m.p.h.
 Max. gradient on top gear 1 in 12.7 (Tapley 175 lb./ton)
 Max. gradient on 2nd gear 1 in 7.4 (Tapley 300 lb./ton)

BRAKES at 0 m.p.h.

0.90 g. retardation (= 33 ft. stopping distance) with 95 lb. pedal pressure.
 0.55 g. retardation (= 55 ft. stopping distance) with 50 lb. pedal pressure.
 0.28 g. retardation (= 107 ft. stopping distance) with 25 lb. pedal pressure.

Maintenance

Fuel tank: 8 gallons. Sump: 7 pints S.A.E. 30 summer, S.A.E. 20 winter. Gearbox: 1 1/2 pints S.A.E. 30. Rear axle: 1 1/2 pints S.A.E. 90 hypoid gear oil. Steering gear: S.A.E. 140 E.P. gear oil. Radiator: 12 pints (2 drain taps). Chassis lubrication: By grease gun every 1,000 miles to 15 points, every 5,000 miles to 13 further points. Ignition timing: T.D.C. fully retarded. Spark-plug gap: 0.032 in. Contact-breaker gap: 0.012 in. Valve timing (set with 0.020-in. tappet clearance): I.O. 10° B.T.D.C., I.C. 50° A.B.D.C., E.O. 50° B.B.D.C., E.C. 10° A.T.D.C. Tappet-clearances (cold): Inlet and exhaust 0.015 in. Front-wheel toe-in: 1/4 in. Camber angle: 2°. Castor angle: 0°. Tyre pressures: Front 18/22 lb., rear 23/27 lb. according to load and speed. Brake fluid: Lockheed Orange. Battery: Lucas 12-v. 38-amp.-hr. Lamp bulbs (12-volt): Headlamps, O.S. 36-w. Lucas No. 162, N.S. 36/36-w. Lucas No. 300; sidelamps, 6-w. Lucas No. 909; tail and brake, 6/24-w. Lucas No. 353; number plate, 6-w. Lucas No. 989; trafficators, 3-w. Lucas No. 256; ignition and panel, 2.2-w. Lucas No. 987; interior, 6-w. Lucas No. 254. Ref. B/13/50



BASKETCASE DEPARTMENT

An introductory flyer came across our desk a while ago which was intended to direct attention to a new publication which indicates that it is to be Canada's answer to the well-known and quoted U.S. publication, Hemming's Motor News. This one is to be known as Canadian Motor News, with headquarters at 101 Marsh Drive, Quesnel, B.C. (V2J 3K3). The subscription rate is \$15 by 3rd Class and \$35 by 1st. There will be 12 issues per annum. In the sample format it appears to follow very closely that of Hemmings, even to the point of reproducing some of that mag's ads, even that of Harry J. Sibley, well-known for his unique bargains in British cars! Of course, they were only included in the 10 page flyer, which is, incidentally, quite well got up and on good paper, to present the best appearance for judging the final article. It might just do well but Hemmings is tough to compete with.

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On Sunday, 19th June 1977 an event took place during which a large number of fine motor cars were judged. The venue was the O'Connell estate in Senneville and two members of your Club earned distinction for the quality of their cars. The top award, Best of Show, was won by Bob Taylor whose 1934 Singer won 257 points. Phil Avis' 1933 Singer topped the Non Mercedes-Benz category with 224 points. So now you can guess which club put on this affair...the Montreal Section of the Mercedes-Benz Club of America. Mighty good going when the nature of the competition is considered. It included such little items as 300SL Sports which came 1st in the Sports category and 300SEL 6.3 in the Sedans. So it took two Singers to do the job.

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Paying out a cool \$4 million for a four door car seating five adults would seem to be outrageous, even in those inflationary times. But the U.S. Department of Energy is buying two such cars. They represent the best effort yet in producing efficient, affordable cars running on either gas or battery power...or both when quick acceleration is a must. General Electric is leading a team of U.S., West German and Japanese firms in constructing two cars, each of which will consume 40% to 55% less gas than conventional automobiles of similar size. Estimated cost of the mass-produced car....\$7,600 (1978 dollars).

(Editor's note. This idea of a combined gas engine/electric motor driven car is far from new. Around 1918 -20's the Wood Dual-Power Automobile came on the U.S. market. It's motive power came from a normal gasoline engine driving a generator which in turn drove an electric motor, the output of which went to the rear wheels through a driveshaft and a normal rear axle. When the vast number of batteries were charged sufficiently by the generator when the car was descending a hill then they could in an emergency run the generator which then became a motor. The gas engine under this condition was declutched and idled until needed. Needless to say, the efficiency of this arrangement was minimal. Perhaps with to-day's technology it might be more practicable.)

BRITISH OPERATIONS CARRYING FORD

A scant four years ago, Henry Ford II strongly implied that his company, the No. 2 automaker in the world, would build no more auto plants in Great Britain. The statement shocked Britons, who were then reeling from a severe economic slump.

Ford's complaint was much like those of so many other companies: British labour unions, with their frequent and unauthorized strikes, were impeding car production and creating an atmosphere in which Ford Motor Company could not make money.

The American car giant can thank its lucky stars that the now-retired chairman's threat was never carried out. In an amazing turnabout that is reflected in the optimism that oozes from company headquarters in the quiet London suburb of Brentwood, Ford of Britain and Ford of Europe are now carrying Ford of America. It's no longer the other way around.

While Ford Motor's U.S. market share has dropped below 25%, Ford of Britain's has risen to better than 32%, up at least six percentage points in the past 4 years. Across the European continent, Ford sells more cars than all but two companies, Peugeot and Renault, outdistancing such well-known makers as Fiat and Volkswagen, and is No.1 in sales in three of 13 countries including Great Britain.

In comparing the English subsidiary with Ford in the U.S., Ford of Britain earnings were up 30% from 1978's figures. Meanwhile, red ink of about \$1 billion flowed from Ford's over-all domestic operations last year and the slaughter continued into 1980 with a loss in the first 3 months of another \$473 million. The V.P. Sales credits improved labour relations with the remarkable showing, in part.

Ford in the U.S. has been trapped by its inability to produce enough small cars to satisfy the marketplace; this isn't so in Great Britain and throughout Europe, especially since the company plugged the big gap at the budget end of the market in 1976 with the introduction of the economy-minded Fiesta, built in Spain. Since the fall of '76, Ford has managed to sell 2 million Fiestas. (Gazette 26th May, '80)

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(Editor's note...Did you ever try to get under the air cleaner in the Fiestas? Such as to get at the plugs, or whatever lies under that great contrivance!)

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MG RESCUED Under this byline T&CC in the May issue goes on the record by:

As we close for press news broke that an offer by a consortium headed by Aston Martin Lagonda for the purchase of the MG factory at Abingdon has been accepted by BL Cars. The deal is coupled with an exclusive world licence for the MG marque name though should the consortium decide to abandon production in the future, it will revert to BL. The consortium consists of Aston Martin Lagonda, British Car Auctions and the construction group, Norwest Hoist and most recently, Lord George O'Brien. (sic) Meanwhile, MGB production will continue, with BL prepared to supply components.

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By the way, the same issue of T & CC has a really beautiful centre spread, showing four of the shapely.....wait for it!....MG TF's in column proceeding down a sylvan British lane, each in the same famous MG red. Now, chaps, doesn't that just beat what Penthouse could offer ?

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Just to close this page have you noticed how Brian Classic Ltd. has become respectable recently ? No more low-priced classics, delectable specimens for a pittance. Now it's R-R, Dinos, BMW, HRG, and no prices quoted! No more dreaming!

A REPLICIA 1934 FORD ROADSTER is being built in limited quantity in Victoria, B.C. by the Timmins Motor Co., Ltd. at 4351 Blenkinsop St. It has original frame, bought from individuals in the U.S. and Canada. The engine is the L-head V-8 as used for industrial purposes and the 3 speed floor-mounted manual gearshift is also Ford as used in 50's trucks. The accessories are either NOS or reconditioned to as new. A fibreglass body, an exact copy of the original steel one (although in this case the hood is steel) painted in original authentic colour, tops it off. All in all, the reproduction is so close to the original as to be next to undetectable. However, the price sets it apart. At \$30,000 US or \$37,000 Cdn it is very much in to-day's orbit. And for that you don't get any more than you did in 1934...no heater, radio, white walls...just what Ford intended as for the sporty driver!

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AN EARLY J-2 ALLARD, and very probably the first to be equipped with a V-8 Cadillac engine, is the subject of a beautifully coloured illustrated article in the May issue of Road & Track. A fully-documented history of the car which is written about, right down to the purchase of the engine in the U.S. from G.M., the negotiations with Allard himself as indicated by memos and letters, accounts with brokers and shippers, all leading up to and subsequent to its purchase by a Mr. F. Gibbs for \$3445 from Allard Motor Co. and for the engine, \$595.

The present owner, Mr. Paul Pappalardo, acquired the car from Mr. Gibbs estate with only 7000 miles on the odometer. And an entire history of a unique car.

(Credit for the foregoing two items goes to R & T)

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A 3 CYLINDER ENGINE is apparently being considered by G.M. for the minicars being planned for the 1984-85 market. The vehicles will be for two passengers but will be designed for four-cylinder or electric-drive as well as the three cylinder version. The engine would be a half-size version of the current 2.8 litre V-6.

(And again the wheel makes a full turn. Both DKW in Germany and SAAB in Sweden had 3 cylinder engines in their cars just after the last war. In fact SAAB used it until quite recently. True, they were both 2-cycle and so the power impulses were quite different. But for many years designers shyed away from odd-number cylinders, claiming that it was impossible to get smooth operation without inordinately heavy flywheels, which in turn brought other problems. Your Editor had one of these early DKW's for a time while in Germany and found it quite interesting, once you got used to the engine four-cycling on the over-run. That in itself was the reason for the fitting of a free-wheeling arrangement.)

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There is a man who never drinks,
 Nor smokes, nor chews, nor swears
 Who never gambles, never flirts,
 And shuns all sinful snares.

He's paralyzed.

There is a man who never does
 Anything that is not right
 His wife can tell just where he is
 At morning, noon and night.

He's dead.

L'ECLUSE DE SAINTE-ANNE DE BELLEVUE / THE LOCKS AT STE-ANNE

THE FIRST LOCK on the Ottawa River, in the Vaudreuil channel between the shore and Ile Perrot, already existed on the Ottawa River around 1816, and was owned by the St. Andrews Steam Forwarding Company. Later, this lock was owned by the Compagnie d'Expedition de l'Outaouis which, in 1832-33 rebuilt it of wood to the same dimensions as the Grenville Canal locks.

These companies held a monopoly over the lock and denied other shippers access to it and to the Rideau Canal. This was so detrimental to the interests of Upper and Lower Canada merchants that they sent petitions to the Lower Canada House of Assembly demanding the lock be built at Ste. Anne.

Starting in 1831, many plans were submitted but the engineers could not agree on the cost of the project so the work only started in 1840, to be finished on 14th November, 1843. The lock was 190 feet long, 45 feet wide and 7 feet deep at the groundsill. It was built of freestone masonry and presented a rise of about 3 feet between Lake St. Louis and the Lake of Two Mountains.

The approaches to this lock already presented serious problems to navigation when it opened in 1843: an extremely winding channel which was too shallow at low water and sandbanks downstream of the lock. Even an extensive improvement programme around 1850 did not entirely correct the channel faults.

In 1870 a Canal Commission was set up to increase trade on the Canadian canals. The result was to deepen the channel between Lachine and Ottawa and to construct a new lock, to be 200 feet long, 45 feet wide and 9 feet deep at the sills. So that traffic would not be delayed, this was built parallel to the old one, which stayed in operation until around 1910. In 1964 it was filled in.

The canal system on the Ottawa River between Montreal and Kingston was built mainly for military purposes, which it served well, but it never had first-rate commercial importance. The Canals and locks were not planned as a whole and the system suffered from this as it made shipping difficult and shippers reluctant.

By comparison, the St. Lawrence canal system has been constantly improved. To note at Lachine the old canal which is close to the road through the town and realize the difference between that one and what we have traditionally called the Lachine Canal and which we recognize as going down through Ville St. Pierre. Then it, in turn became obsolete when the Seaway was built. So we have, right on our doorway, so to speak, a practical and observable evidence of Canada's progress in inland navigation and marine commerce.

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UNE PREMIERE ECLUSE, située dans le chenal de Vaudreuil, entre la terre ferme et l'île Perrot, existait déjà sur la rivière Outaouis vers 1816, propriété de la Compagnie d'Expedition à vapeur de Saint André. Cette écluse passa plus tard à la Compagnie d'Expedition de l'Outaouis qui la construisit en bois, en 1832-33, à la même échelle que les écluses de chenal de Grenville.

Le monopole qu'exerçaient ces compagnies en refusant l'accès de cette écluse aux autres expéditeurs et par là même, au chenal Rideau, était tellement préjudiciable aux marchands du Haut et du Bas-Canada, que ceux-ci firent parvenir des pétitions à la Législature du Bas-Canada, exigeant la construction à Ste.-Anne.

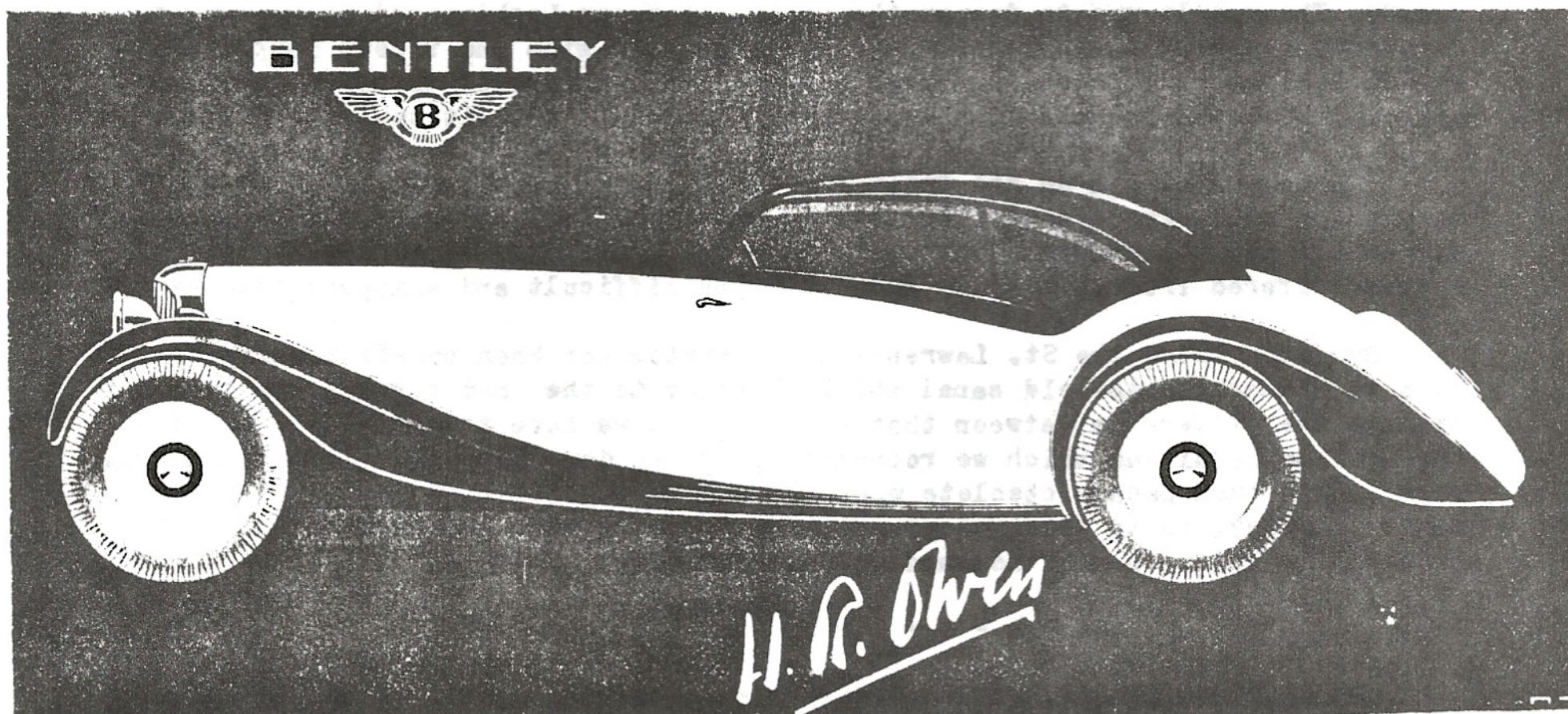
De nombreux plans furent soumis dès 1831; cependant, les ingénieurs ne purent s'entendre sur le coût de cette construction, les travaux ne débutèrent qu'en 1840 et furent complètes le 14 novembre 1843.

L'écluse, mesurant 190 pieds de longueur par 45 pieds de largeur et de 7 pieds de profondeur sur les seuils, était fabriqué en maçonnerie de pierre de taille. Elle permettait une ascension approximative de 3 pieds entre le lac Saint-Louis et le lac des Deux-Montagnes. Les approches de cette écluse posaient déjà de graves problèmes à la navigation, dès son ouverture en 1843: chenal beaucoup trop sinueux manque de profondeur de ce dernier en eau basse, enfin, présence de battures en bas l'écluse. Même un vaste programme d'amélioration, vers les années 1850, ne réussit pas à corriger complètement les défauts du chenal.

En 1870, une Commission des Canaux fut instituée dans le but d'améliorer et faciliter le commerce par la voie des chenaux canadiens. La Commission recommanda, entre autre, d'approfondir jusqu'à 9 pieds le chenal entre Lachine et Ottawa et de construire à Ste-Anne une écluse mesurant 200 pieds de longueur par 45 pieds de largeur, et 9 pieds de profondeur sur les seuils. Comme il était impensable de retarder le commerce sur l'Outaouais, une seconde écluse, parallèle à la première, fut ouverte en 1882, L'ancienne écluse continua ses opérations, de façon sporadique jusque vers les années 1910 et fut complètement remblayée en 1964.

Ayant répondu d'abord et surtout à des impératifs militaires, cette voie intérieure qui inissait Montréal à Kingston, rendit à ce chapitre, de grands services. Mais l'importance commerciale de cette route ne fut jamais très grande.

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BENTLEY AEROFOIL

H.R. Owens artist's conception of a two-door Coupé body for the new Bentley Chassis. combines true aerodynamic lines without unnecessary extremeness in design.....Complete with all equipment...1,675 pounds.
(Chassis extra)

The article reprinted below is from the April 1980 issue of "CHATTER", the publication put out by the Austin-Healey Club of America and is by courtesy of member Peter Bigney, who is an ardent admirer of the marque.

BUILDING A SOUND FOUNDATION FOR YOUR HEALY by Walt Blanck

In the restoration of an Austin Healey (100-4, 100-6 or 3000), some very important points surface in the beginning stages. The soundness of the under structure or frame and chassis is extremely important to the body panel alignment, handling performance and appearance of the car.

The areas most prone to deterioration on a Healey are the inner sills (A), door pillars (B) and outriggers (C) (Figure 1). Although the main frame members contribute to overall rigidity of the car, the parts indicated above are most important in body panel alignment and appearance of the shell.

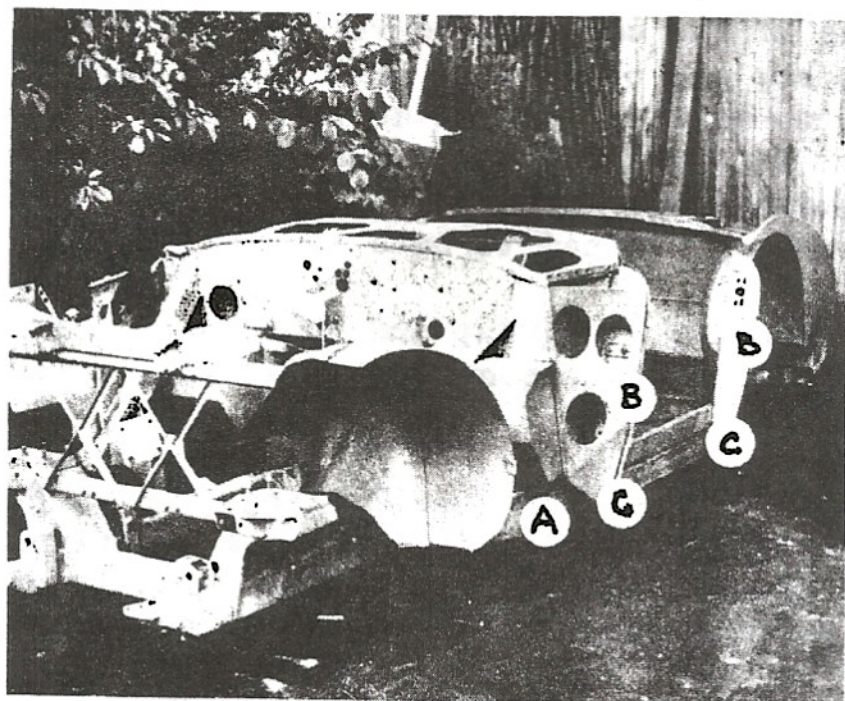


FIGURE 1

When beginning a restoration involving these parts (inner sills and rear door pillars are now available new), it is important to start out in such a manner that the finished job meets your expectations.

The first step is to rigidly establish the relationships of all the parts to each other. Put the car on jack stand (points I, II and III of Figure 2). The jack stands should be shimmed where needed to the point where all panels are properly aligned. Door/fender spacings even from top to bottom, door/fender gaps not too close or excessively wide, and the door bottom/rocker panel gap is even from front to rear.

When you are satisfied with this alignment then remove the front and rear fenders. It's best to leave the doors in place or mark the location of the hinges on the front door pillars and remove the hinges and doors as an assembly.

The next step is to remove the outer rocker panels, inner sills, rear door pillars (if they are to be replaced) and all rotted metal from the outriggers. It's best to take accurate dimensions of the outriggers before removing so construction can duplicate the original (at least dimensionally). Usually there is enough metal left to take these measurements and make sketches.

The outriggers should then be rebuilt and welded in place. If your floor pans are to be replaced you might as well remove them, it's easier to work on the outriggers with them out of the way.

With the outriggers completed, placing the inner

sills and door jambs are logically next. Before installing the inner sills, it may be helpful to tack weld each pair together to form a rigid box. It will make handling much easier.

Replace the front and rear fenders and doors, (if they were removed) using your hinge location marks. The fenders do not have to be permanently secured, several bolts should do it. Clamp the inner rockers and door jambs in place and get them into position to result in the proper gaps and fender/door alignment. When you are satisfied you have the inner sills and door jambs in the correct location, tack weld in several spots (where it's still possible to take them apart).

Before proceeding to permanently weld these important components in place, again check fender/door alignment only this time also check alignment of all bolt holes in the fender and mating parts (shrouds, inner fenders, etc.). It might even be a good idea to install and tighten a number of bolts to see what affect this might have on alignment.

When you are satisfied your alignment is right, finish welding the inner sills to the outriggers, front and rear fender wells and to the door pillar.

Put additional welds on the inner sill "box" itself to make it more rigid. Weld the door pillar to the quarter panel and rear inner fender. Finish the job by welding in your new floor pans or welding the existing one to the inner sill.

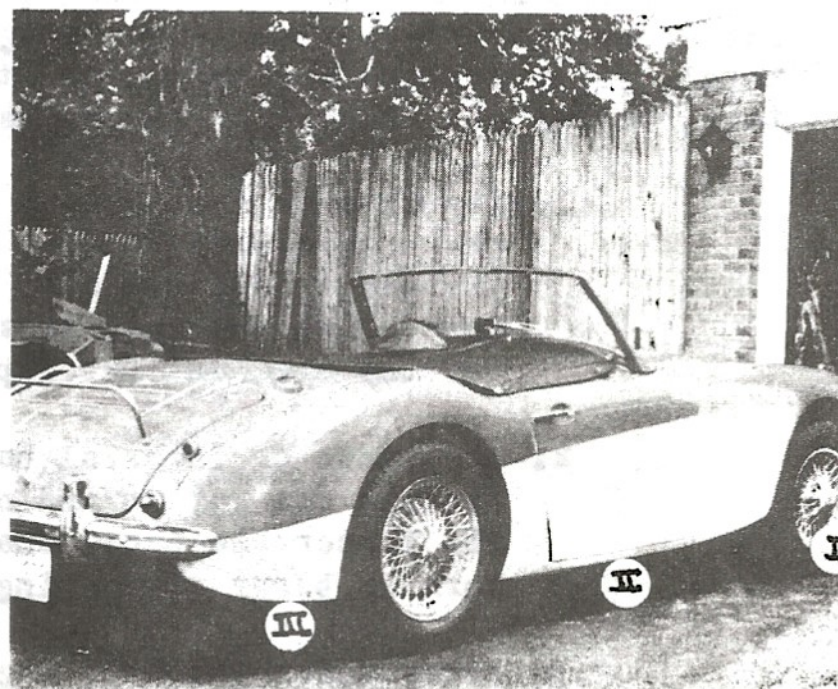


FIGURE 2

Editor's Note: The photos used in this article are of Walter's cars and demonstrate the quality of his work.

Finally put the car back on its wheels and re-check all alignment.

By following this procedure you are more sure of having a better aligned, more sturdy finished product with easily and evenly closing doors.

To help prevent future rusting all seams should be sealed with a silastic (silicone adhesive) after your under structure has been repainted. This will help prevent a recurrence of this time consuming and expensive operation.

CONVOY DISCIPLINE

or

HOW TO MAKE A TOUR MORE PLEASANT AND SAFER FOR ALL

It's interesting to observe the difference in road discipline as observed, and not observed, by motoring clubs while on a tour. Bunched together like the sausages on a string and not a whisker's chance for overtaking traffic to get in in the face of oncoming traffic....or so strung out that some drivers are wondering if they've lost the gang at some turn. Then there's the guy in the fast car who isn't going to be held up by some fogey in a 1928 Chevrolet and the moment the club hits the open road he's up and away. Probably figures that he'll be able to polish off a couple of quickies at the tavern before the crowd gets there. Then, too, there's the not-so-funny case of the car which develops some trouble on the road, maybe a flat, overheating, any one or more of many things that can happen on the road which never shows up no matter what you do when within reach of a phone call home to the wife or your friendly and understanding service-man. That's the time when the rest of the parade goes merrily by you, horns blowing and everyone waving. As if you'd deliberately planned to have the carb plug up right in the middle of nowhere.

And did you ever wonder which cars were in the group and which were not? At least not until you found yourself practically in someone's driveway. Obviously the clot wasn't one of "us".

Well, in the spirit of some other clubs, not necessarily large, or small, but those which have given some thought to Convoy Discipline and the benefits, moral, psychological and safety-related which accrue to the members who, on a tour, follow some simple, common-sense principles...the following is suggested;

1. The slow cars should be in front of the group, thus forcing the others down to that speed. If this is not practical, then the slow cars should be grouped and sent off before the others. Conversely, the fast cars could be grouped and go first. Great for the ego, eh? But esprit de corps ?
2. The space or interval between cars should be such that overtaking traffic can get in and out of the group without danger to anyone. The faster the pace, the greater the space. And just because a horn is blown indicating intent to pass, not an excuse to speed up!
3. After passing a stop sign or green traffic light about to change to red, slow down a bit so that following cars in the group can still see you. This is particularly important when a turn comes up right after the light or stop. Give the car behind a chance to catch up, by slowing down a bit. Keep your eye on the mirror for your fellow club member, give him (or her!) a chance, too.
4. Headlights should be switched on. It's easier to see who's where and who's who. After all, you're not likely to be mistaken for a funeral procession. Generally, they go like hell to get it over.
5. It's a good idea to have the first and last cars bear flags. also it helps to identify the Club. A bit of boasting, perhaps.
6. Finally, if someone's apparently in trouble. For goodness' sake. Stop. Maybe you have the tool or spare he needs to get on again.

Edmund Richardson, our most prolific and enthusiastic contributor to these columns has sent to us, among other gems which you readers will be entertained by in due course, a rather interesting letter sent by a member of Britain's Vintage Sport Car Club to that group's magazine. We thought that you would be fascinated by the arithmetic involved in his hypothetical analysis, which is as follows.

"Dear Michael,

On Prescott Saturday Frank Spencer and I, being serious-minded individuals not given to frequenting low taverns, fell to discussing the cost of our sport. Or perhaps we fell in a low tavern while frequently discussing the cost of our beer. One's memory is a little hazy.

Be that as it may, we took the case of a 12/50 Alvis owner and his wife travelling a distance of 100 miles and making two ascents of 65 seconds. The week-end costs are: Entry fee \$21.25, petrol & oil is \$23.75, hotel accommodation \$62.50 for a total of \$107.50. No allowance is made for beer, wear and tear, beer, etc.

The total time spent in competition is 2 min. 10 sec. and a simple calculation reveals the cost per competitive second is .90 cents. or \$3240 per hour.

Now if we assume that our sporting owner has a rather faster vehicle with a similar fuel thirst and which can climb Prescott in 50 seconds, the cost rises to \$4230 per hour. At this point we mopped our brows, called for more beer and created for our motorist a friend. The friend has a very exotic and thirsty car, a wife and two children goes 200 miles to the event and also climbs the hill in 50 sec.

His total outlay for the week-end could easily reach \$225, resulting in a cost per competitive hour of \$8100.

Spencer and I have made a bid for Morning Cloud. Ocean yacht racing must be cheaper.

Sincerely,
Lou Wickham "

In this scribe's opinion this is the sort of thing which should not be permitted for discussion on the home front lest it lead to Draconian measures!
P.S. The original was expressed in Pounds Sterling. \$2.50 per Pound used.

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IT MIGHT OCCUR to some readers that this year's Tour d'Essai / Trial Run should have ended in a picnic ground. An extensive reconnaissance of the various Provincial and Parks Canada areas in reasonable driving distance of Montréal showed that neither governments are this year prepared to contend with the problems which they have been encountering with litter, hooliganism and a general disregard by the public of the privileges. In some cases campers are accepted...but picnickers..NO. And so it goes!

V.E.A.E. 1980 TRIAL RUN / E.V.E.A. TOUR D'ESSAI 1980

ROUTE CARD / CARTE DE LA ROUTE

ASSEMBLY POINT

Beaconsfield Shopping Centre, Highway 2-20 at St Charles.

DATE

Saturday, 14th June

TIME OF ASSEMBLY

10.00 hrs

GENERAL PLAN

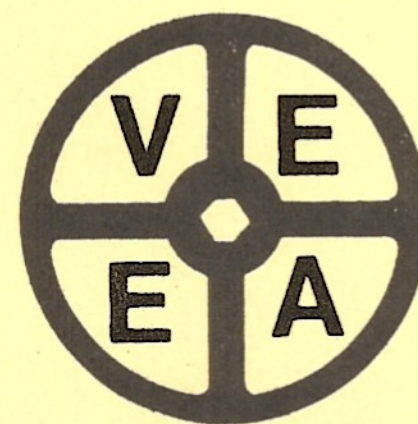
To assemble at Beaconsfield, proceed along Beaconsfield Blvd to Morgan Road, Baie d'Urfie then West to Dorion. From there in the direction of Hudson along the lakeside through Vaudreuil to Como (incidentally, this road was the main highway to Ottawa right into the mid-30's...!) then up to St. Lazare, west to Lavigne then down that road to the Hudson road along the lake where a right turn is made and then to the end of the run, at FINNEGAN'S MARKET, which is a unique conglomeration of antique stalls, home-cooking and general what-not-ery. The Club has been assured that there will be a special place for our cars and that there would be supervision. But naturally, this notwithstanding, you'll be keeping your eye on your car, etc. There are facilities for snacking with hot-dogs etc or if you want to pic-nic, then this is acceptable. It'll leave that much more for one of those lovely old tables and so forth! If you prefer to wait to eat, then "The Willows" is only 10 minutes away, through Hudson. There are also some cafés in the village.

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ROUTE

Beaconsfield Shopping Centre. All cars should be together for control and information. RIGHT out of the centre to Beaconsfield Blvd. then RIGHT along Blvd. to Morgan Road, Baie d'Urfie RIGHT up Morgan Rd. to Highway 2-20 then LEFT through ILE Perrot to Dorion to 1st Light then RIGHT through the underpass and again RIGHT to Vaudreuil. Over the Autoroute and past the Roche factory, bearing RIGHT along Chemin de l'Anse by the Lake. Towards Como and Hudson. Turn LEFT at Bellevue Road just past the Oka Ferry sign. At One mile turn LEFT on Route 342. One-half mile turn RIGHT on route 40 Ouest to St. Clet and St. Lazare. At 3 miles a STOP sign for St. Angélique Rd. turn RIGHT. Go through Ste. Lazare village and pass great horse country for approx 4.6 miles then turn RIGHT on Route 201 Nord, under the Trans-Canada for approx. 4 miles. At the STOP sign watch for the left diagonal then right offset and continue on down LAVIGNE to the main hudson etc. road. Turn RIGHT 1-1/2 miles to FINNEGANS MARKET on your RIGHT, Total Mileage approx 30. from Beaconsfield.

Your return journey can be by Trans-Canada, the old No.17 or back along the lakeshore to Dorion, any of which would take about 8 miles off.



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

ACTIVITIES

1980

- 9th MAY..... VIN D'HONNEUR / WINE & CHEESE
14th JUNE..... TOUR D'ESSAI / TRIAL RUN
5th or 6th JULY... GYMKHANA
23rd AUGUST..... RALLYE COUPE HEMMI / RALLY
13th SEPTEMBER.... CONCOURS D'ELEGANCE
20th SEPTEMBER.... "STEAMERS RALLYE" AT COTEAU
21st NOVEMBER..... VIN D'HONNEUR / FINAL SOCIAL

LOCATIONS & TIMES TO BE ANNOUNCED