

AUTUMN 1980



VOL 6

NO 3

# AUTOSIASTE



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VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS .....(V.E.A.E.)

ENTHOUSIASTES DES VOITURES EUROPEENNES D'AUTREFOIS.(E.V.E.A)

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# Autosiaaste

VOL **6**  
N° **3**

AUTUMN ISSUE

1980

## CONTENTS · SOMMAIRE

CONTENTS .....	PAGE	1
EDITOR 'S RAMBLINGS .....	"	3
CHRONIQUE DE LA FONDATION DU CLUB .....	"	5
par GILLES DESROCHES		
WHAT CARS SHOULD WE REGISTER .....	"	10
by PAT MULLEN		
CLUB NEWS .....	"	12
ACTIVITIES .....	"	17
BASKET CASE DEPARTMENT .....	"	21
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

Swinging now into Summer and all its beauties we approach the halfway mark in Club activities for 1980. Certainly as this is being written the weather has been very unkind for some time now with heavy rains and threatening skies making outdoor enjoyment less certain. Perhaps it is too much to hope that there will be an improvement in store for the remaining events, of which there are three on the calendar, not counting the Final Social, which is an indoor affair. More on activities in further pages. New members who have been on the mailing list prior to the previous issue of the "Autosiate" will have noticed the run-down on our regular activities and hopefully gleaned some idea of what they are all about. In a general way we try to keep to this format as it seems to suit the majority of members. Ours is not a sporting club in the puristic significance but rather aims at a mix of family fun and an effort at providing some exercise for our cars, albeit at times a bit tame for the more enthusiastic types. Or so we have some reason to believe, if we listen to the faint echoes from here and there.

This issue contains a welcome contribution from one of the founding members, Gilles Desroches. Gilles describes it as "My 'official' version of the Club's beginnings." He has titled it "Chronique de la Fondation du Club". Whereas a considerable part of his "Chronique" is in the french language no attempt has been made towards translating as even a very elementary understanding of that tongue will go far towards a satisfactory comprehension. Copies of the correspondence leading to the first meeting, and a very enlightening memorandum by founding member Pat Mullen, who at the outset was Chairman of the Admissions and Membership Committee in which the basis for eligibility is laid down. It is well worth noting that these are the precepts which prevail today. These were the foundations of the Club, the year being 1974. Of the 13 founding members listed are still with us. So a hearty "Merci, Gilles." from us all, old and new alike and together. Not to forget it but Gilles sent a large print of a photograph taken during the crossing of Lac des Deux Montagnes, part of the Tour taken by the Club on 15th September 1974. Not knowing how well it will reproduce it will perhaps be helpful to list here the cars and drivers who took part in that trendsetting event, as follows:

1st Row	Morgan	Bob Marshall	MG D	Ed Richardson
2nd "	Sprite	" "	Sunbeam	John McFall
3rd "	MGTC	René Kundig	Jaguar	Pierre Ouimet
4th "	MGTF	P. Bilodeau	XK 150	Marcel Boucher
5th "	MGTC	G. Desroches	XK 140	G. Yannone
6th "	DB 2	"		

(Footnote to the above list is to the effect that there were only 200 B-Type MG's built of which Ed's is one of the remaining 14. A historic car.)

Viewers of "60 Minutes Live" on Channel 3 on Sunday, 20th July would have enjoyed that section of the programme which dealt with our interest, vintage and antique motor cars. There were some very interesting shots of events which featured them and in particular the views of some of the prominent U.S. auctions. The commentary was quite good and did make some mileage out of the difficulties involved in acquiring a car via the auction route. In particular originality was discussed as it affected the value of a car as for instance a replica body or one which was not that originally fitted to the chassis when the car was first sold. There was an interview with one of the Kruse family, which group has been perhaps the most prominent in the auction business. It appears that the organization is now in difficulties which largely relate to finance matters. Not that the integrity of the organization is in question, rather it appears that some of the clients, buyers as well as sellers are slow in some cases in honouring their commitments. Apparently even the auctioneers are having problems.

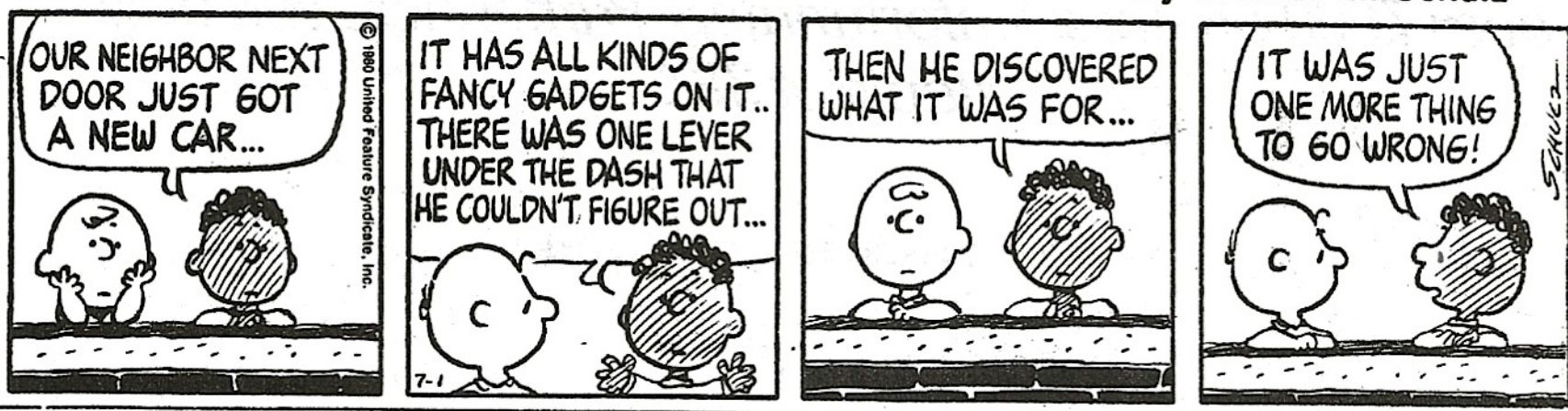
As a matter of note, the famous British firm of auctioneers, Sotheby's, is becoming active in the U.S.; Kruse are acting in the European marketplace and have aligned themselves with Victoria Carriage Company of Buckingham Road in London as well as with some firm in Holland; Victoria Carriage, which have for quite some time advertised expensively and expansively in Thoroughbred and Classic Car for many a year, have now ceased to function. If anyone reading this has visited that Company's premises in London they must have wondered how such a large operation could exist with the rent and other overhead items involved. In speaking to Mr. Frank Dale, who, as many of you know, is perhaps Britain's most respected dealer in Rolls-Royce and Bentley "pre-owned" cars, he said that he'd been offered the Buckingham Palace Road building but opted instead for the rather humbler premises in Farm Lane, Fulham. He considered that he couldn't possibly justify the costs involved in the premises later taken over by Victoria Carriage. Admittedly, Victoria Carriage simply offered covered space for clients' cars which were being put on the market and they didn't own the cars in the premises. But nevertheless, it was indeed a pretty bold front which they put on. Maybe the Kruse affiliation is a logical step.

To this writer's mind, the whole auction operation is simply fueling a volatile market and can do no good to the vintage and classic car enthusiast who isn't in it for the bucks but for the sincere joy of a hobby which appeals to the aesthetic and mechanically-interested and who wants to share his (or her) interest with like minded others.

*High Jinks*

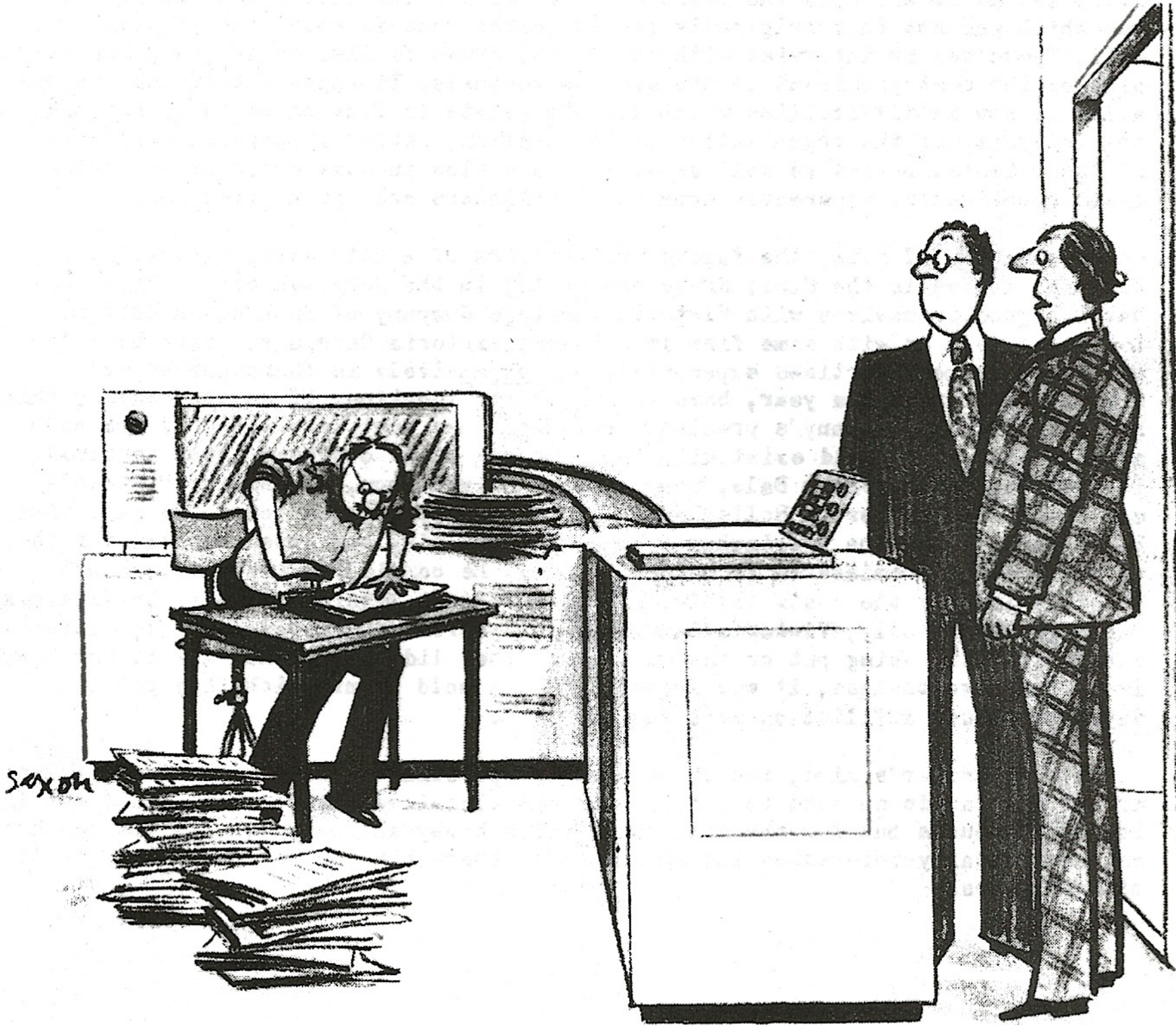
Peanuts

By Charles M. Schulz



HOW TO SUCCEED WITHOUT EVEN TRYING

(A TRUE STORY)



*“According to the manual, this baby will do over 7,000 an hour. Unfortunately, Parker here can only staple at 312.”*

FOR PARKER READ "THE EDITOR"

## E.V.E.A.: 5 ANS DÉJÀ

### CHRONIQUE DE LA FONDATION DU CLUB

par: Gilles Desroches  
co-fondateur

#### AVRIL 1974: UN CLUB DE MARQUE

Comme tout collectionneur de voitures anciennes, MG en particulier, j'avais dressé au cours des ans une liste d'autres amateurs susceptibles de partager mes intérêts. Aussi, au printemps de 1974, je crus le moment venu, à l'occasion du cinquantenaire de la marque MG, de fonder à Montréal un centre du MG Car Club. Je fis donc parvenir, en avril 1974, la lettre circulaire suivante à tous les collectionneurs que je connaissais.

A tous les collectionneurs de MG

J'ai pensé, qu'à l'exemple de Toronto, nous pourrions former un "MG Car Club Montreal Center" qui réunirait tous les propriétaires de MG d'avant 1955.

Le Club serait un lieu d'échange pour discuter de restauration, de pièces difficiles à trouver, d'achat ou de vente de voitures, d'organisation de rallyes, de driving tests, etc.

Si tu es intéressé à te joindre à nous, réponds-moi en m'indiquant le soir qui t'irait le mieux pour une première rencontre. Si tu connais d'autres propriétaires de vieilles MG, transmets-leur l'invitation et fais-le moi savoir.

Octogonalement vôtre,

Gilles Desroches,  
190 Willowdale, app. 805,  
Montréal, H3T 1G2  
737-9392 ou 342-1320 (326)

Je devais recevoir deux réponses à cette lettre. Une de Brian McEntee qui allait éventuellement se joindre au club et une autre de

Bob Marshall, qui deviendrait le co-fondateur du Club.

6 May 74

Gilles,

I was pleased to receive your letter last week concerning the formation of an MG car club of Montreal. I think that this is an excellent idea and as a matter of fact was contemplating doing this myself.

I am willing to help you out whenever you need some ideas, etc.

Any night you plan for a rendez-vous is fine with me. I am enclosing a list I have made of MG owners that I have run into. In some cases I only know the name and car but we could easily track them down.

Let me know what your plan of attack is and don't hesitate to call if you need help.

Bob.

#### MAI 1974: EUROPEAN THROUGHbred SPORTS CAR CLUB

En mai 74, je rencontrai Bob Marshall au restaurant le Crazy Horse. Après discussion, il fut décidé de fonder non pas un club de marque MG mais un club qui regrouperait les amateurs de "voitures sports européennes d'époque". Le club se voulant un groupe amical de fanatiques de l'auto sportive ou GT européenne, il en découlait, entre autres, les conséquences suivantes:

1. Le côté amical supposait un nombre restreint de membres.
2. A cause du nombre restreint, il faudrait surtout recruter des membres possédant une auto en état de rouler et désireux de s'en servir.
3. Les activités du club se caractériseraient par leur aspect sportif et compétitif par opposition au côté social et de parade des groupes plus traditionnels.



Bob se chargea de convoquer une réunion de tous les amateurs que nous connaissions pendant que j'entreprenais des démarches dans le but de réserver un local au Collège Brébeuf.

6 JUIN 1974: FONDATION DU E.V.E.A.

Plusieurs des membres actuels du club participèrent à cette réunion historique de fondation. C'est là que je me souviens d'avoir rencontré Vincent Prager, Pat Mullen, Ed Richardson, Don Waye, etc. Bien sûr, Bob était là, de même que mon ami Fred Turcotte et plusieurs autres que j'oublie ou dont je ne me rappelle plus le nom. L'ordre du jour était le suivant:

1. Reasons behind Club formation
  2. Name of Club
  3. Club Constitution
  4. Club Dues
  5. Events
  6. Competition Classes
  7. Cross breeds
  8. Trophies
  9. Volunteers for Committees
  10. Club Insignia
- OTHER

Notre enthousiasme était communicatif car non seulement les buts de notre organisation furent-ils discutés et élargis (on décida d'inclure tous les types de voitures européennes), mais en moins d'une heure, on choisit le nom bilingue du club, nom extrêmement audacieux, dont le sigle est le même en français et en anglais.

L'assemblée mandata un exécutif provisoire, présidé par Bob et assisté de Pat Mullen, Steve Parker, Vincent Prager et moi-même pour la gouverne du club jusqu'à la première assemblée générale.

La première réunion de l'exécutif eut lieu chez Pat Mullen le 20 juin 1974. Il y fut surtout question de détails pratiques comme la répartition des tâches et la préparation de formulaires d'adhésion.

L'exécutif se réunit ensuite le 11 septembre suivant chez Vincent Prager pour préparer, entre autres, la promenade du 15 septembre. Les minutes de cette réunion sont maintenant conservées dans les archives du Club et font partie de l'histoire officielle.

Le reste de l'histoire est bien connue des premiers membres du Club:

Yvan L. Bureau  
 Gilles Desroches  
 Michael Dohrendorf  
 Olaf Dohrendorf  
 Robert A. Marshall  
 John Mc Fall  
 Patrick Mullen  
 Stephen Parker  
 John Pidoux  
 Brian Pollock  
 Vincent Prager  
 Edmund Richardson  
 Roger Turcotte

Les personnes ci-dessus furent les premiers membres admis dans le E.V.E.A., le 11 septembre 1974.

La suite, comme je l'ai dit, est bien connue. Ceux qui voudront plus de détails sur notre première activité et notre première année d'opérations n'auront qu'à consulter l'excellent article de mon ami Pierre A. Ouimet, intitulé Mémoires pour l'Autosiate, paru dans Autosiate, vol. 5, no 3.

#### QUELQUES REFLEXIONS SUR L'AVENIR DU CLUB

Afin de permettre au Club de croître et de prospérer dans les prochaines années, le conseil d'administration devrait essayer d'atteindre les objectifs suivants:

1. Augmenter le nombre de membres actifs de façon à obtenir une moyenne de 15 à 20 voitures à toutes les activités du Club.
2. Pour garder le côté amical du Club, essayer de maintenir une

balance équitable entre les deux groupes linguistiques à l'intérieur de notre organisation. Etablir une politique de bilinguisme pour les convocations et assurer une juste représentation des francophones et anglophones au sein du conseil. Eviter toutes discussions ou allusions politiques désagréables durant les rencontres.

3. Développer le côté sportif au club, rallyes, slaloms, gymkhanas, rencontres inter-clubs, course au championnat parmi les membres, etc.

Bref, essayer de faire du Club une organisation dynamique où, dans un esprit de camaraderie, les membres se rencontrent pour se divertir et avoir le plaisir de partager avec d'autres connaisseurs, leur enthousiasme pour les voitures européennes d'autrefois.

## WHAT CARS SHOULD WE REGISTER?

by Pat Mullen

In order to run the competitive activities of the club, we have to decide which cars are eligible. One of my responsibilities is to chair the Admissions and Membership Committee which rules on car eligibility.

Our job is to ensure that all European cars sufficiently old to be of interest solely on account of their vintage (of both manufacture and design) have a chance to be entered in automobile competition with a reasonable hope of success. This is clearly impossible if modern cars of higher performance and better road-holding (and better availability of spare parts) are allowed to be entered.

Where, then, do we draw the line? This is a question which is difficult to answer for some marques and models, easy for others; as the years go by the answers will change and the relative difficulty of answering will also change.

A few examples:

This year, all MGA's and no MGB's are eligible because all 1961 models are eligible and the MGB is a current model started in 1962.

All Jaguars with non-independent rear suspension are eligible unless someone turns up with an example less than ten years old.

Broadly speaking the rules (in 1976) are:

- European cars only.

.../2

- All cars of 1961 or earlier.
- No cars later than 1966.
- Some 1962 to 1966 models of which the basic design is 1959 or earlier or which the Committee believes would enhance the appeal of the club to its members, eg. a racing car or a marque now non-existent.
- If a non-original motor or body is fitted to a chassis/suspension unit, all three major assemblies must conform to the above rules.
- It is sometimes necessary to fit modern versions of subassemblies, such as radiators and even gearboxes to older cars when parts are unobtainable. This is allowed but please let us know under "modifications" when you register the car; another club member with a non-running car may be very interested!

Just keep those registrations coming in - there's no charge!

# CLUB

## NEWS

This issue will be noteworthy for at least one reason....there's almost NO Club news! What about all those exciting moments when the last bolt has been torqued-up, cotter pin inserted and split back, water put in the radiator and gas in the tank (and fire extinguisher put nearby!) battery hooked up and the switch turned....NOTHING! That's when you do a lot of checking and having located the trouble, you note it and let others know what you found....by telling the Autosiate! Or perhaps you got the plug leads mixed up ...an easy thing to do on some cars...and if the engine started at all, it would be to the accompaniment of much shaking almost to the point of jumping out of the mounts, popping and thumping. Your now-very-humble servant did just that when he took the ever forbearing Mayflower out of hock this Spring and drove it from Ville St. Pierre to Hudson with numbers 3 and 4 reversed. The one thing that was proven was that the long-stroke engine will pull up the hill at Como Gardens in high gear at a steady 30 without obvious labouring. Needless to say when I got the old girl home and looked at the distributor I said to myself "There just ain't no firing order like that!" And that was that. Why didn't I stop on the road to fix it? Probably because the engine just kept on running!

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There's been no recent news from member Jim Roman who, with Marie-Claire is presently in Jamaica attending to his consulting contract in the area of endeavour which he is expert in, the oil industry. From what we understand he is directing the efforts of an important group towards a search for oil in that country. As we frequently read of the internal strife which seems to erupt in Jamaica and the accompanying violent outbursts, one cannot but hope that the Romans do not become personally involved. Certainly we are looking forward to seeing them back in Montréal and participating with us in our events.

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It has come to our attention, via our faithful scout Peter Bigney, that two indomitable enthusiasts have recently completed an Odyssey which took them from Montréal to California and a return with three complete MGs and an MG chassis. Peter Fichler and Garvin Gibb did this and the next issue of the "Autosiate" will, hopefully, contain an account of this exploit, accompanied by photographs. Also hopefully, both of these gentlemen will be persuaded to become members. Do you read me well, Peter Bigney? We thank you in advance, as the man said.

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A delightful contribution recently arrived over the signatures of Kim and Nicole Peacock and the several pages are reproduced for general interest, most particularly those who have an admitted desire for a Rolls-Royce (who hasn't!) and are keen on anything which relates to that marque. Kim also, as you will read, has an XK 140 for disposal, so read on.....

Drummondville, July 8, 1980.

Mr. Hugh Jockel,  
P.O. Box 156,  
101 Upper Whitlock,  
HUDSON HEIGHTS, P.Q.

Dear Mr. Jockel:

Peter Bigney contacted me the other day about my cars. He suggested that, if I were selling them, I should go through the Club Bulletin. I then offered to write a brief article - cum - advertisement which you have found enclosed. I hope you find space for my little history and that these cars can be kept within the Club Membership.

Hope to see you sometime in the year.

Yours very sincerely,

KIM & NICOLE PEACOCK,  
626, Garceau,  
Drummondville, P.Q.  
J2B 1N5

## BREAKING WITH THE PAST

My love affair with the automobile, especially the British kind, began at age 12 with the introduction of the E-type Jaguar in 1961. My father brought back the official U.S. Grand Prix programme on whose back cover could be found two bright-red examples. My father, expatriate British, instilled in me the love of all things British, including Rolls-Royce, W.O. Bentley, Riley cars, and the world famous Spitfires, Hurricanes, & Lancaster aircraft. There is no one more patriotic than an expatriot, Ex-RAF Englishman!

I picked up the flag and, as soon as I could, bought myself a car. However, it was a 1936 Hooper Limousine Rolls-Royce Phantom III, bought sight unseen in Britain while I was working in the mines of British Columbia (can't get away from the influence of the Mother Country!). I became the only 21-year-old North-American male with a Rolls-Royce and no driver's licence. I had not been able to afford one and did not get one until age 26!

A friend of mine took care of it for me while I was finishing off my degree (BA History, British Imperialism) at Carleton. I then headed over to join H.M. Royal Marines, and later Thames T.V. All that time I had my PIII to keep me busy.

Phantom III's are the most magnificent production automobile ever made: The Best of the Best! It is not widely known but that model (made 1936-1939; 714 total production run) almost caused the bankruptcy of the company in 1938-39. It was only the British government's buying large quantities of Merlin engines for the upcoming hostilities that save RR's bacon.

Back to the car. It broke ground (and almost the Company!) on many points. First and foremost was the engine, a scaled-down aero-engine. It was the first V-12 motor engine the company made; up till then the cars all had sixes.



It was completely aluminium with cast-iron liners, ohv, dual ignition and sparking plugs; the capacity was 7.4 litres rated at 50 hp. I have seen a completely stripped block; it is as light as a feather. It is a superb piece of casting, looking like the interior of Salisbury Cathedral!

Another new feature was independent front suspension in combination with controllable hydraulic dampers (shocks). Coupled with the steering, it gave the car almost sports car-like handling.

Other interesting features included a superb four-speed transmission (mounted separate from the engine), servo-assisted brakes, central chassis lubrication system, and a tank-like chassis.

The company spared no money because they had to produce a car to compete in the cylinder-war going on in the thirties. It was the last model that Henry Royce had a hand in, but it was rushed onto the market with teething problems. The engine was made of corrosion-prone aluminium which could have been checked if a chauffeur had been there to clean the water-filter every 750 miles. But the market for chauffeur-driver cars had dwindled since 1929 and most of the cars were now owner-driven.

The owners unfortunately were less fastidious regarding the precautions and overheating occurred as the radiator and waterways clogged up with aluminium "silt". After the war, the cars which survived often had their V-12 switched for straight-8's, albeit R-R. My rough estimate is that 200 cars (no more) exist with a V-12 engine still in the chassis.

The car has only recently begun to be appreciated for the fine motor it is, to the extent that a Club (The Phantom III Technical Society) was formed in the early '70's to cater to us owners.

BREAKING WITH THE PAST...

(3)

I've had the car since 1968 and, in my youth, had the Hooper limousine coachwork removed (too dull!) and the chassis shortened to accept a two-seater Playboy roadster. Unfortunately, with the rise in prices, the coachwork never got built, although I had the engine completely rebuilt in England. The car has not turned a wheel since 1972; the engine is in "zero-mile" condition.

Unfortunately, as the ads say, "House purchase forces sale" and "For sale due to business expansion!" I have decided to put this chassis on the market for \$12,000 (Canadian), the value of the overhaul alone. If no one buys it, I'll probably put the engine on a pedestal in the corner of my living room! For the money, it is a remarkable value even if it has no coachwork. It is an example of one of the rarest luxury chassis ever built!

I am also selling my 1956 Jaguar XK 140 MC roadster which has been restored down to the last nut-and-bolt as a rolling chassis. All it needs now is a few thousand dollars on the bodywork (which I possess) to make it a superb car worth well over \$10,000. I am offering it (with parts from a broken XK150) at \$4,000, or both cars at \$15,000.

If anyone is interested, I can be contacted by mail at 626, Garceau, Drummondville, P.Q. J2B 1N5 or by phone at (819) 477-5179, or 477-6076. The PIII can be seen in England and the Jaguar in Drummondville, Québec.



KIM PEACOCK,  
626, Garceau,  
Drummondville, P.Q.  
J2B 1N5



# ACTIVITIES

Since the previous issue went out, the May one which got to you in June (if our famous Post Office got it to you at all!) there have been two scheduled events, of which only one was actually held. This was the Tour d'Essai, the Trial Run, on 14th June. The Gymkhana, scheduled for either the 5th or the 6th of July depending on the weather, was scrubbed for lack of interest.

Perhaps at this time a word could be said about the choice of the finish location for the Trial Run, and perhaps the route taken also. There seemed to be a degree of dissatisfaction about both items. Taking the matter of the end of the event, at Finnegan's Market on the old Ottawa road along the Lake of Two Mountains and shortly after Hudson Heights. In the search for a location which would offer a combination of a picknicking facility with an interesting site, quite a number of trial visits were made to what appeared to provide the answer to the search. However, and this is important to note for future reference, both the Provincial and Federal parks west of the Island of Montréal and it was assumed that this would be the preferred direction, are closed to picknickers or there is not nearby parking for the cars. The available parks, location-wise, at the East end of the old Soulanges canal, just up from Dorion; at Coteau du Lac and further on at Coteau Landing, are available to trailers and motor homes but not to cars alone. There will be one next year at the first named but whether or not it will be open to cars is a question. The park at Pointe du Moulin, which was the objective of a tour last year, does not offer nearby parking, a must for us. When you enquire for the reason why no picnics, the answer is clear.....picknickers leave too much mess, everywhere they gather, there's no respect for the privilege and the cost of cleaning up after or policing is too great....! The authorities claim that people with trailers and motor homes are more responsible, clean up their mess and respect the site. So there you are. And isn't it a pretty poor situation when people at large have been tarred with the same brush because of the irresponsible actions of the few. There are probably some other sites which we haven't found out about which would answer our needs. If any of you have ideas on this the Activities Committee would certainly welcome them.

As to the route, it was felt that 50 or 60 miles for the round trip from the starting point would be enough. There could be some difference of opinion on this, particularly considering that by the time the Trial Run is held, the majority of our cars will have already been tried out and any serious "bugs" removed, leaving only normal "road hazards" to be contended with.

The final destination was chosen because it was different, could interest young and old and there was opportunity to eat, however basically, at the snack bar or alternatively, from a picnic basket. Certainly there's no argument that there was too much dust around for many people. But if it had turned to be a rainy afternoon, there would have been mud instead!

Full marks are deserved for the indomitable 20 members and the 17 cars and the Committee appreciates the support. Probably the phone calls helped.

The week-end at Le Chateau, Montebello, which brought together four of our members and some thirty of the V.A.C.M. on the Chateau's 50th Anniversary celebrations, was an outstanding success. Beautiful weather from beginning to end, magnificent motor cars, hospitality sans pareil and good fellowship all combined to make the event one worthy of remembering for a long time.

The four V.E.A.E. members were Ed. Richardson, Ralph Hemmi, Hugh Jockel and Roy Elliott. Each drove their respective cars and was accompanied by the appropriate distaff representative. (sic!) All in all, the event was a credit to the organizing V.A.C.M. and perhaps excerpts from a letter received from Roy Elliott puts the proper spotlight on it. Roy says in part.....

".....Just a note to the V.A.C.M. (West Island) or whoever organized recent Montebello week-end. It was one of the few old car week-ends when my wife has said 'I really enjoyed it'.

It was an absolutely superb week-end, food, atmosphere, service just like a Cunard liner in the good old days. The V.A.C.M. was well represented but the V.E.A.E. was rather sparse. It included Ed, the stalwart swinging single, last seen at midnight doing "The Last Tango in Montebello"; Ralph Hemmi looking very debonair; Hugh Jockel resplendent in tartan shorts and cap. (Editor's note...Roy, in Scotland they call that a 'Bumbee Tartan' d'ye no ken!) and the old and reliable and upright London cab, with Roy Elliott in the saddle.

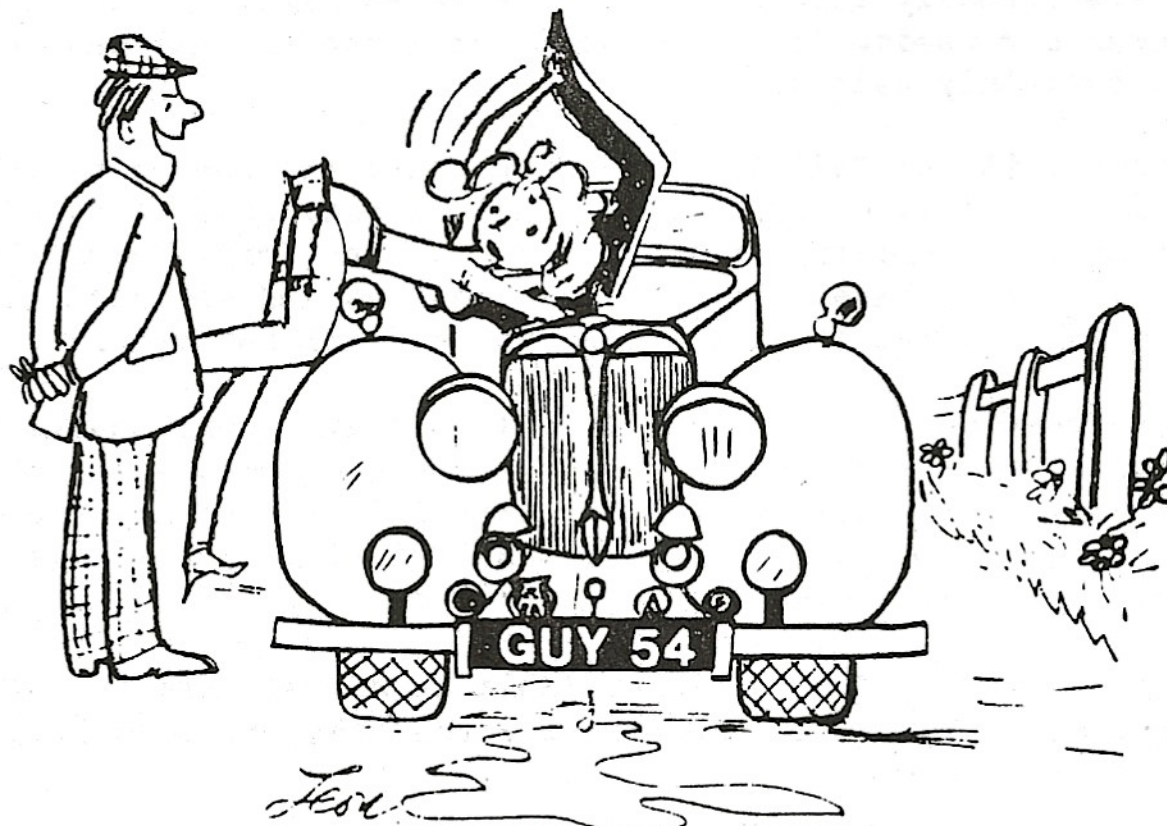
I hope that more of this type of event can be organized and that a greater turn-out can be expected....."

Thank you very much, Roy, for your kind remarks. Your other observations will certainly be put to the appropriate quarters for guidance.

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We hear from sources whose identity must be withheld, that Bob Neapole is heavily involved in trying out a new mix of gasoline and water, the two being mixed in a completely new manner, The actual sythesis which takes place hasn't at this writing been identified..However, no doubt Bob's persistance will pay!

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The Gymkhana schedules for either the 5th or 6th of July (the latter date was finally settled on, being a Sunday) did not seem to draw the response that would justify the effort necessary for such an event. The usual telephone calls were made by the Committee but the interest simply wasn't there so rather than having a "shadow" event it was decided that it would be a "no" event. Perhaps this is an indication of the changing tastes of the membership. Is the V.E.A.E. becoming more of a "family" club than a "sporting motorist" club? It could be and if so it wouldn't be the first to make the turnaround.

Interestingly enough, at a meeting held year before last at the Royal St. Lawrence Yacht Club during which the wishes of the attending members as regards their preference for tours, family events and so forth, as opposed to hill climbs, gymkhanas, and the similar competitive meetings....there was of course a split but there was a sufficient number who wanted competition to be a fixed part of the Club's calendar as to influence the Directors at that time and ensure that this segment of the membership could have some, at least, of what it wanted. However, perhaps you'd make your feelings known in this matter. Everyone can't be satisfied all the time but if we can have the least number of members unhappy the greatest part of the time then perhaps we can consider the V.E.A.E. a successful endeavour.

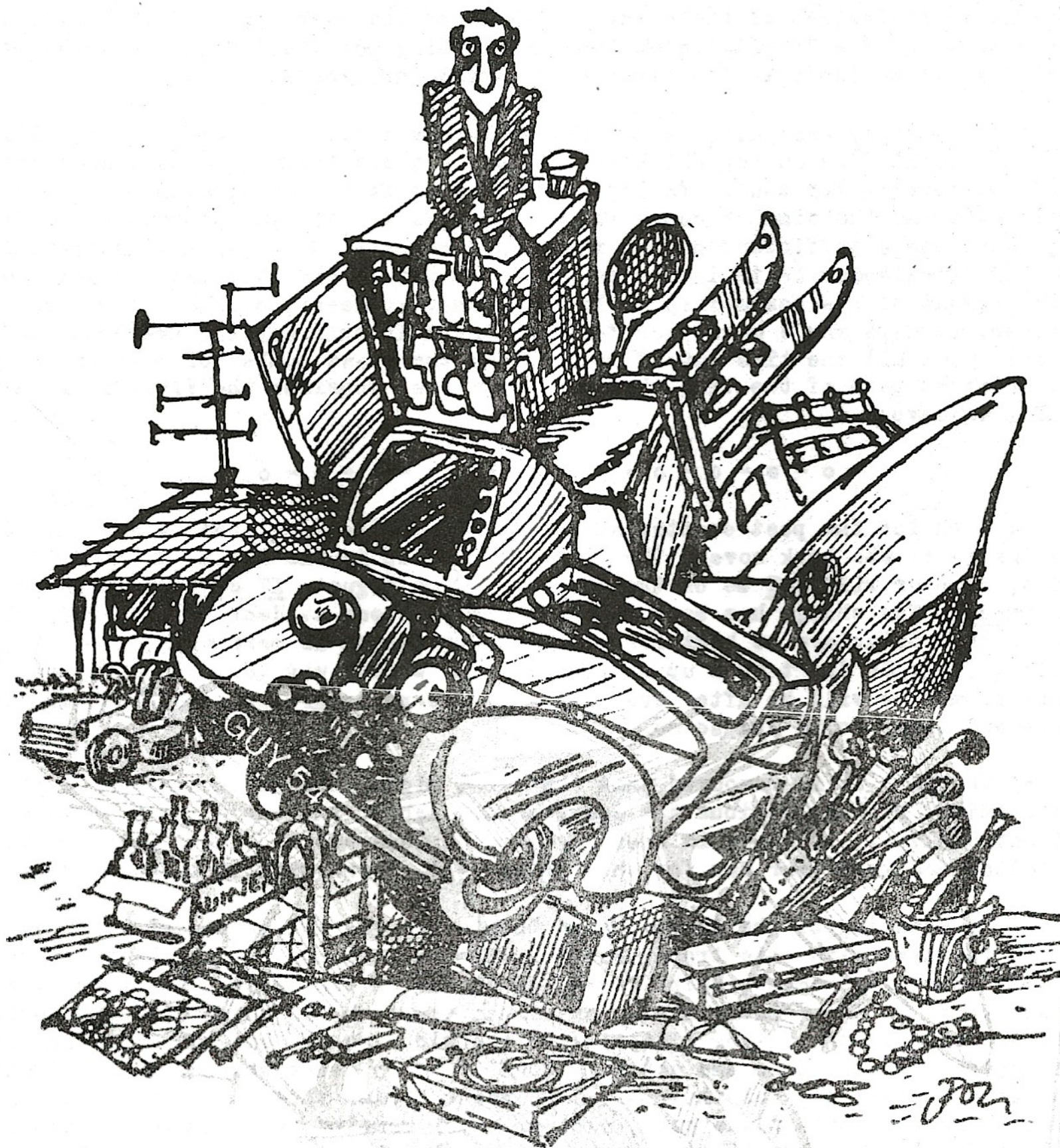
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So much for the past events. Now as to the forthcoming ones, those listed on the inside of the back cover. The first to come up is the RALLYE COUPE HEMMI, which, however will NOT be on the Saturday, 23rd August. IT WILL BE on the 24th, the Sunday. The change has been made because it seems evident that the majority prefer that Saturdays be kept for other matters, such as marketing, gardening, golfing (?). So don't show up on Saturday and wonder why you're alone. The Phone committee will be after everyone with the necessary details as to meeting place and time, route and so on.

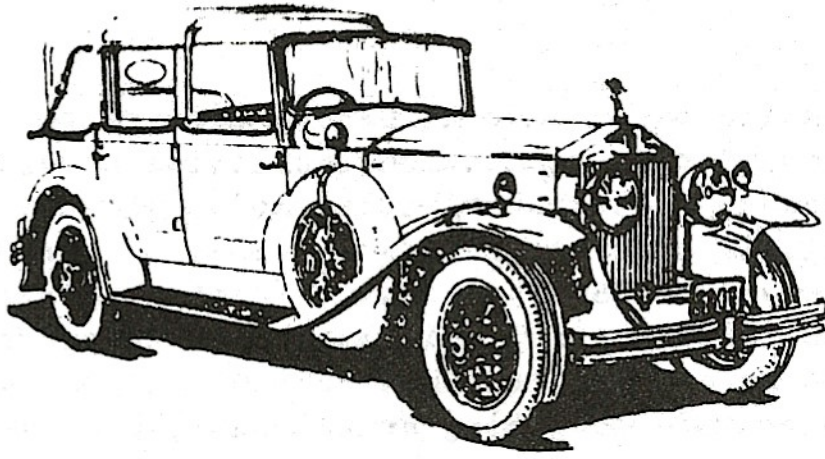
By the way, it is rumoured that the event might include an amusing competitive section. Nothing serious but designed to lighten the seriousness of an out and out Rallye....if there is ever anything serious about! So be prepared! More to follow and keep your ear for that phone call. There might even be a card, too.

While speaking of the Rallye Coupe Hemmi, for the enlightenment of those who aren't familiar with this trophy and for whom it is named, it is the perpetual gift of long-time member, Ralph Hemmi. Ralph was of the belief that those who participated in the Rallye, itself an annual event, by so doing showed a serious interest in not only having a vintage or classic European car but took that view the logical step further and actually used it in an event which would indicate the car's suitability for the road. The awards number three, for the three placing cars. There are appropriate cups, each of which remains in the hands of the recipient for the year, until the next Rallye. (By the way, where is the 2nd place one, won in 1978?)

That leaves us with three events to come, the Concours d'Elegance, the tour which takes us to Coteau du Lac to the running tracks of the Montreal Live Steamers where we see and ride on some outstanding scaled-down trains and then the final social event, the Vin d'Honneur at the end of November. See you-all there?



-- "Now is the time to think about clearing out your garage and getting your Roadster ready for this year's Concours!" --



# BASKETCASE DEPARTMENT

The "Basket Case Department", for the uninitiated who may be wondering what this title may conceal, is simply a hodgepodge of miscellaneous nothings. A lot like that drawer under the bench which was to have been dumped out on the top and sorted out. Bolts and nuts (which never seem to match) here, washers, lock and twisted flat ones, some old spark plugs which obviously have lots of good sparks left in them once the guck around the insulator has been taken off. We all have these wonderful good intentions, aimed at a solid Sunday of rain, good for nothing else, when the drawer can be properly classified. This writer's early machinist's helper days bear ready reminder of the value of the "scrounge drawer", where all things for all jobs, found nowhere else, were after considerable time (at few dollars per hour!) what the tool room didn't have, was eventually located. And hopefully that describes this column.

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The Royal Commonwealth Society's Newsletter in a recent issue states as below: "In Brazil, cars don't run on gasoline any more. They are required by law to be fuelled with a blend of 80% gasoline and 20% industrial alcohol (vegetable-based ethyle alcohol or ethanol).

The example of Brazil, the only country so far to enforce this oil-saving measure is being studied by many other developing nations, including the Philipines, Thailand and Sri Lanka. But one country, India, has gone a step further; it has developed an engine that can run entirel on alcohol. 'We did not go for blends because our aim was not to use any non-renewable resaurces' says Vice-Chancellor P. Sivalingum of Perapringar Anna Technolical University in Madras, whose Engineering College devised the engine.

A pilot Indian-made vehicle has already been put through its paces and the road-test verdict was that it ran perfectly. Although the test vehicle uses up to 40% more ethanol than it would gasoline, ethanol costs just half the price and can be produced in large quantities domestically."

(As a comment on this from a sociological standpoint, how does the use of what must be food-producing land in a country which suffers largely from famines, be justified in using that land for such a purpose as the above indicates?)

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DONSON'S LAW states that a Specialist is a person who learns more and more about less and less until he knows everything about nothing. A Generalist is he (or she!) who lears less and less about more and more until he knows nothing about anything.

LADA LOOKS AT CANADA. Offers of incentive money from across Canada are pouring into Lada Cars of Canada Inc. which is considering production facilities here. Spokesman John Wright says Lada will produce a four-wheel-drive model which it will not sell in this country until fall, in order to assure a supply of cars. Lada Canada now competes with 60 other countries for the 750,000 front-wheel-drive sedans produced every year in the Soviet Union. Optimism is based on the car's sales performance in West Germany, which in one year captured 50% of the market for that type of vehicle. Its low price is made possible, Wright says, because of huge production runs on the 10-year-old design.

(This might be just another nail in the coffin of BMC, as the formerly ubiquitous Range Rover finds that the sphere in which it used to be virtually alone is being attacked by yet another country's product.)

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A recent issue of the popular British girlie magazine "Mayfair" contained a beautifully-illustrated (wait for it!) section on that country's vintage years motorcycles entitled 'Two-Tyred but not Too Old'. The illustrated makes included a 1919 Zenith restored by Les Thomas, a 1914 Douglas which featured a 1000 cc horizontally-opposed engine, another is a Williamson-Douglas which also had this type of engine. Another make shown is a 1922 shaft-drive FN with four cylinders in line. Other makes shown included 1922 Royal Enfield, 1928 Norton CSI, a 1927 NUT, a BSA Sloper, a 1912 Rover, a 1928 Norton CSI. An attempt will be made to have some of the photos reproduced but there's no guarantee as they are all in full colour and they may not show up too well. If the Behrendorf brothers read "Mayfair" they may already be aware of the article. This writer has very fond memories of his Royal Enfield and later, the Ariel Square Four. Not to mention the many miles in Britain and France during the recent unpleasantness, mounted on a BSA, with hooded headlight and olive drab paint job.

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An issue of the Mercedes-Benz Club of America's Montreal Section magazine, "L'Etoile du Nord" contains a rather interesting 'True or False' section from which a few items have been extracted in the hope that they might stimulate comment.....

- a) Double-clutching when shifting gears will extend the life of modern synchronized transmissions. TRUE --but in practice useless. The modern gearbox should have a life of 100,000 miles with normal use and the saving by double-clutching will be lost through the extra fuel used. A well-modulated speeding-up of the motor in shifting down, however, will reduce the strain on the whole drive train.
- b) Tires will last longer if they are regularly rotated in a criss cross manner. FALSE --- This advice, still heard in some tire shops, has the opposite effect. Crisscrossing reverses the direction of rotation and the tread blocks which have taken on a kind of saw-toothed profile will wear on the sharp edges. In rotating tires they should always be mounted so as to retain their original direction of rotation.

It is also stated that contrary to general opinion, because of the greater quantity of water used and the softer brushes, machine washing is better than hand washing.



The Rolls-Royce Owners' Club's periodical "The Flying Lady" contains an article titled 'Names that didn't make it' which might be interesting to they who wonder where the rather fanciful if euphaneous model names came from. We know of the Ghosts, Phantoms, Clouds, Shadows....but there were other names which did not make the grade of public acceptance.

In 1919 four modified Ghosts triumphed in the Great Austrian Alpine Trials. It was fully intended that this modification model be called the Rolls-Royce Continental but the name that captured the public fancy was ALPINE EAGLE.

In 1922 when the 20HP model was first introduced the pre-production test models were cloaked with the pseudonym of Cinderella of New York. The production label was officially the GOSHAWK but the label refused to stick. So the 20 HP was the final designation.

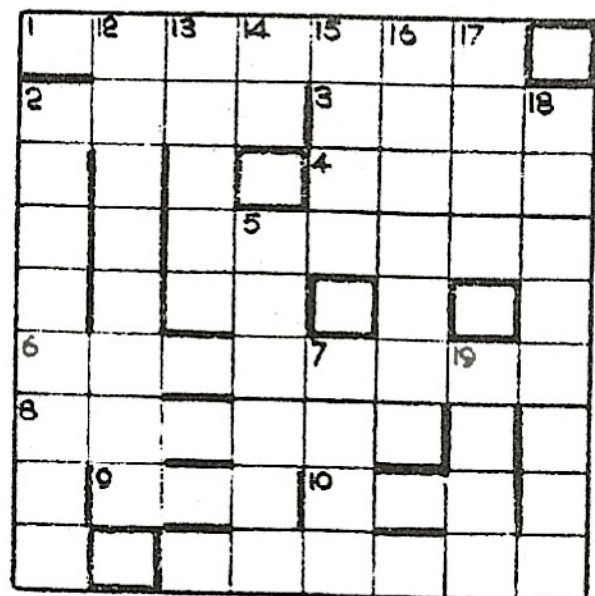
There followed the Peregrine, a 16 HP 6 cylinder car produced by the Experimental Department in the bottom of the great Depression. It was described as a "smooth, sweet little car". The fully-tested prototype lingered on for four years under dustsheets in a corner of the shop until it was finally 'reduced to produce'.

In the late 1930's an experimental car, smaller than the 25/30 was made and tested extensively, rejoicing in the happy name of Rolls-Royce Ripple. Then there was the mysterious experimental model known as Japan 3 and another named the Vulture. Finally a very hush-hush motor car whose only existence was spoken in whispers was called the Myth. It was born and died in secrecy just after World War II. So as time draws near to name the up-and coming SZ model it is clear some names never die and some never make it.

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While you are awaiting the judges' decision at the Concours, try this:

The crossword is unusual in that some words begin before others finish. For example, a word appearing as FEASTERN could well be FEAST and also ASTERN. Of course FEASTERN is not a word anyway. Don't let any of this put you off, I think it's quite easy.

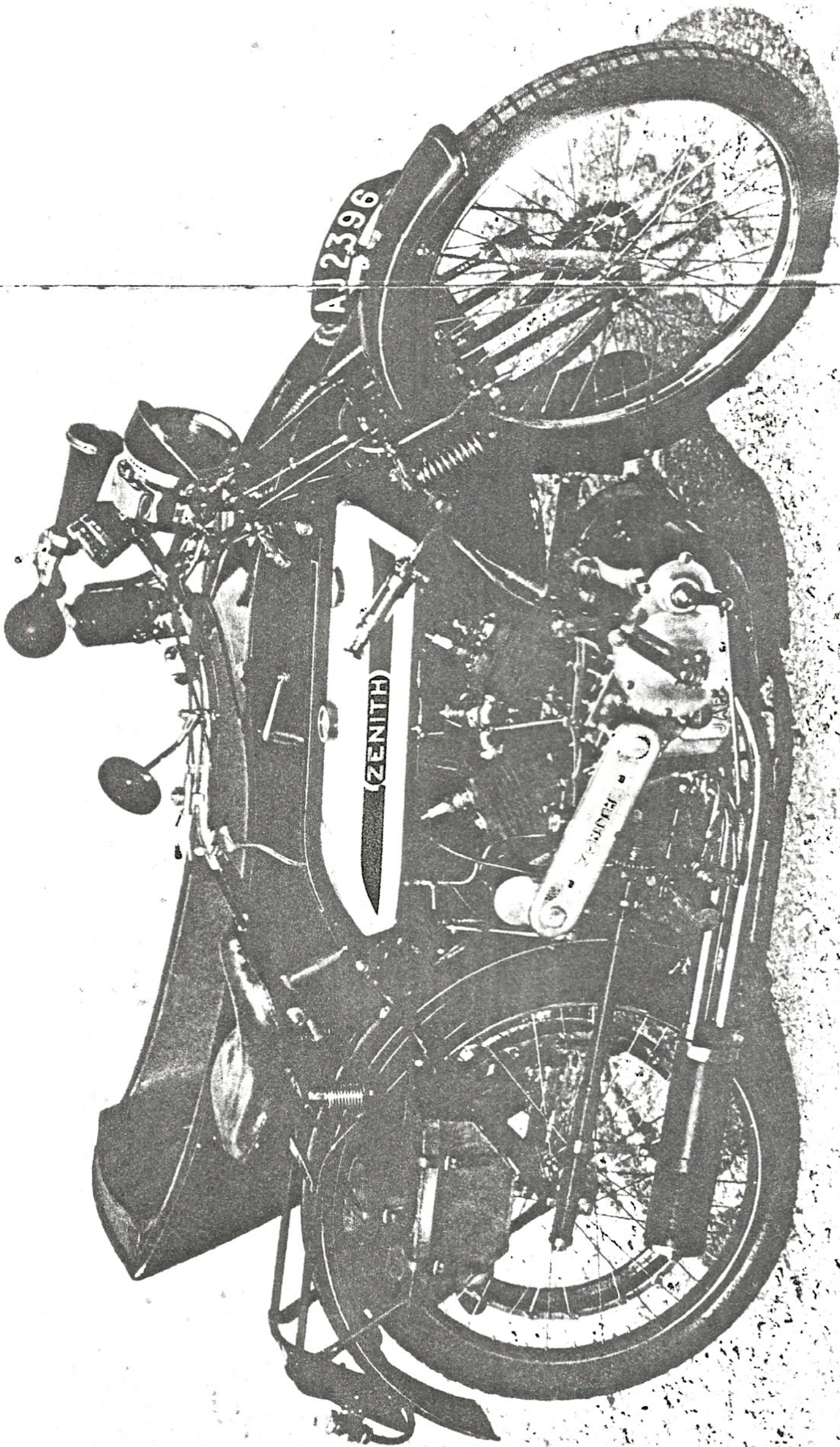


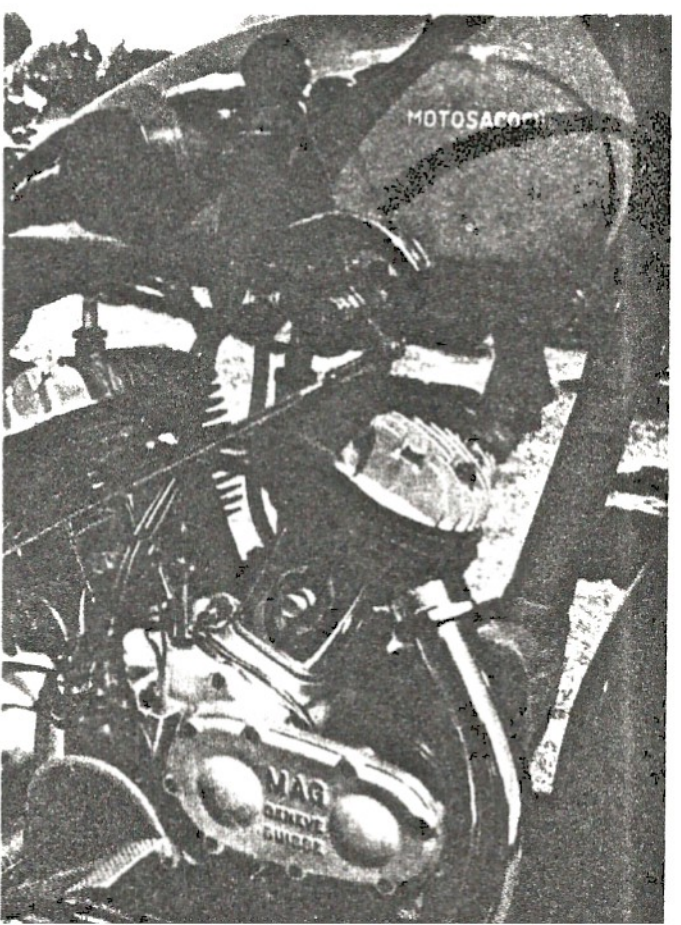
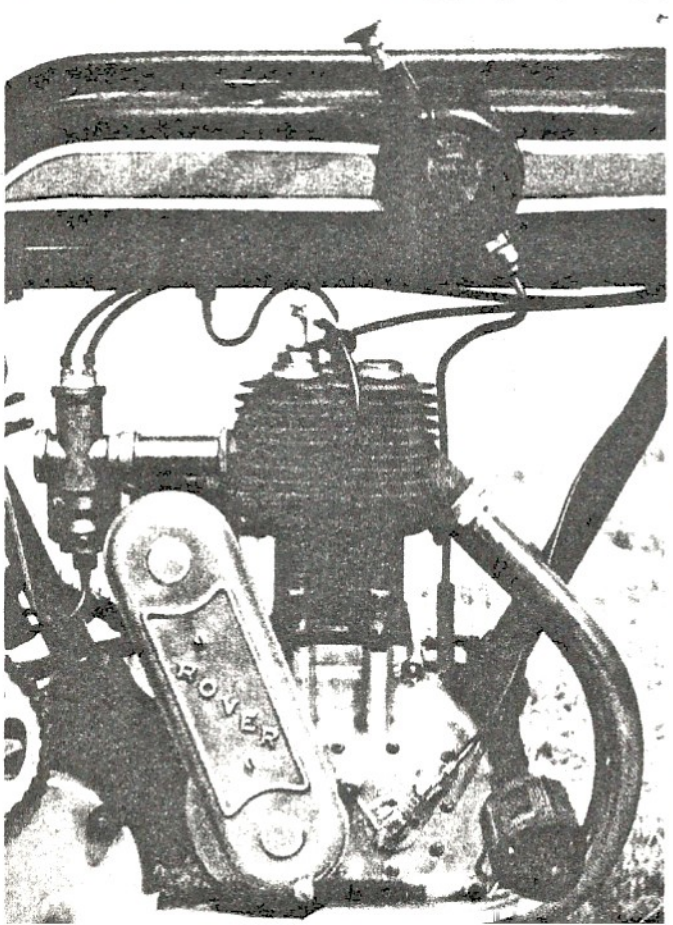
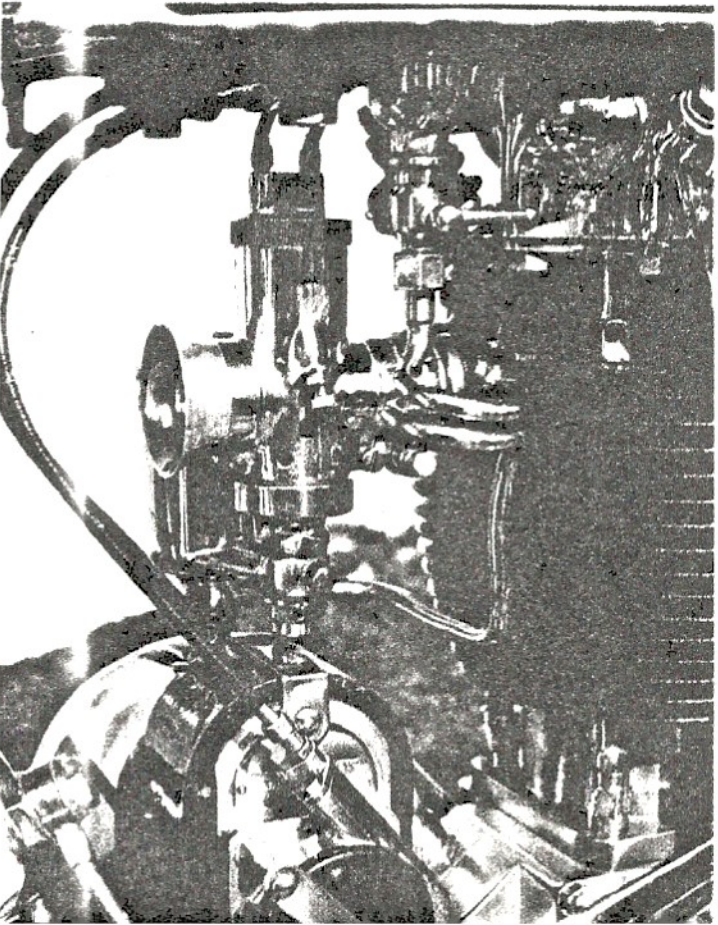
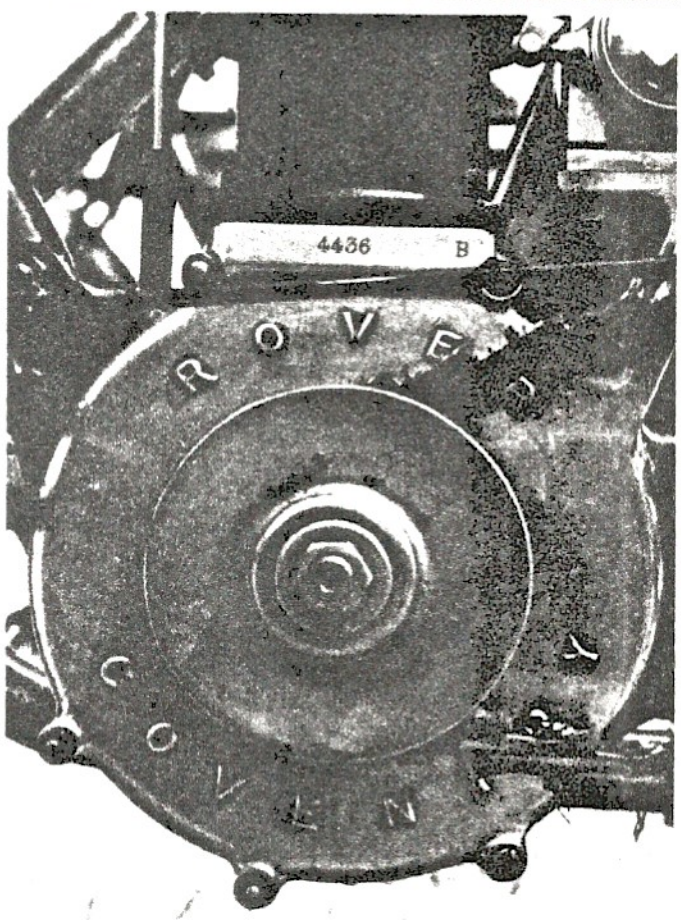
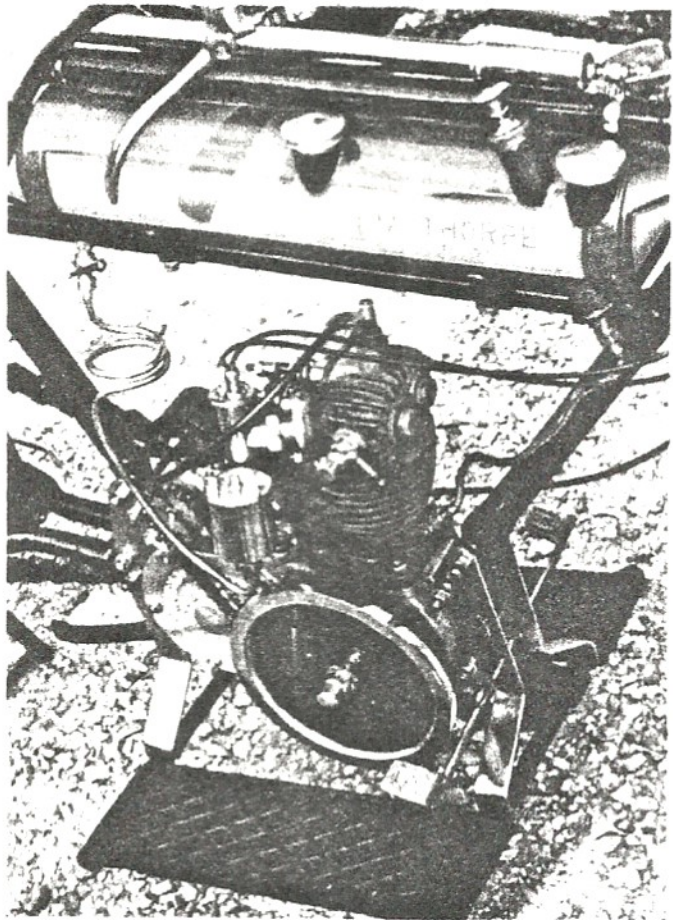
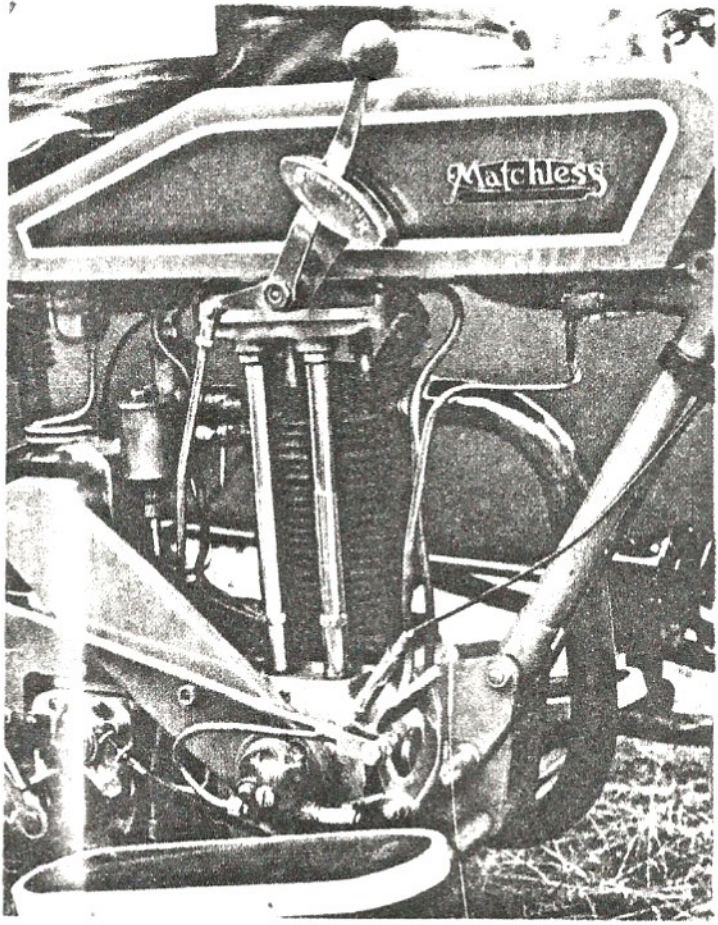
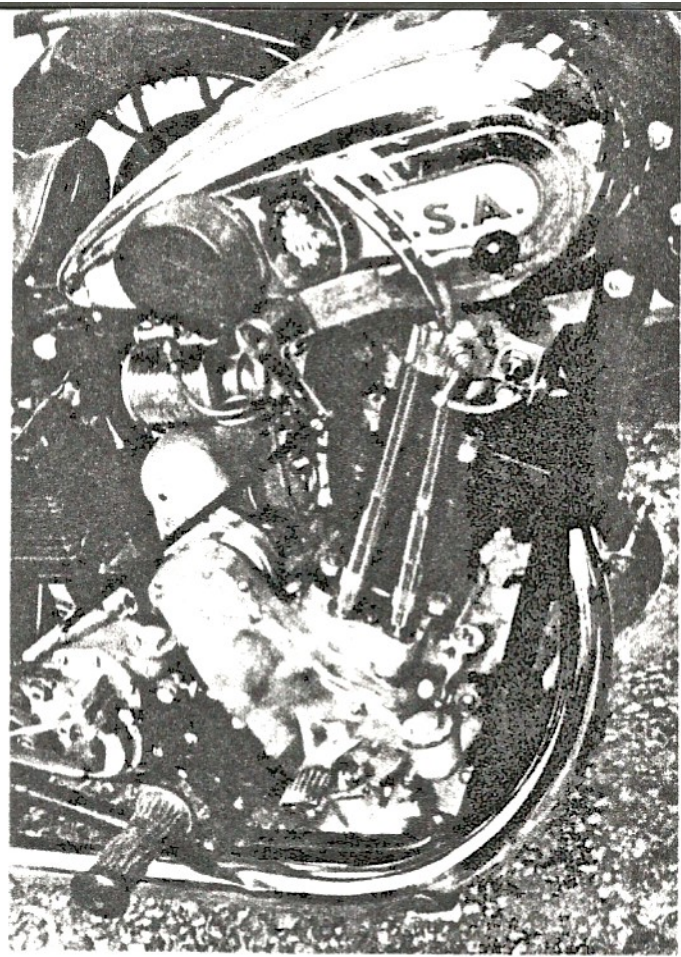
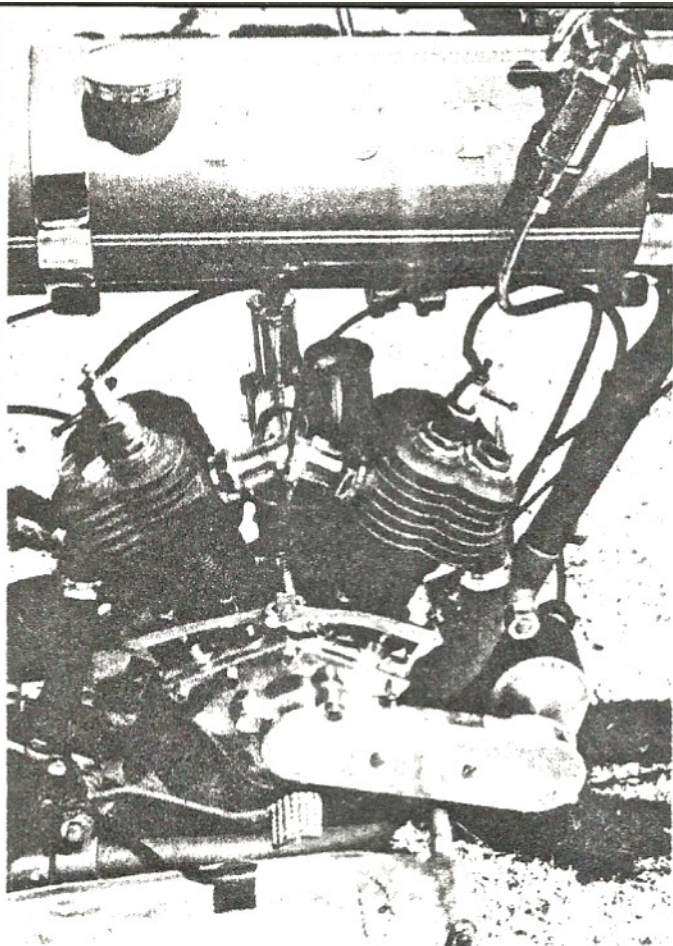
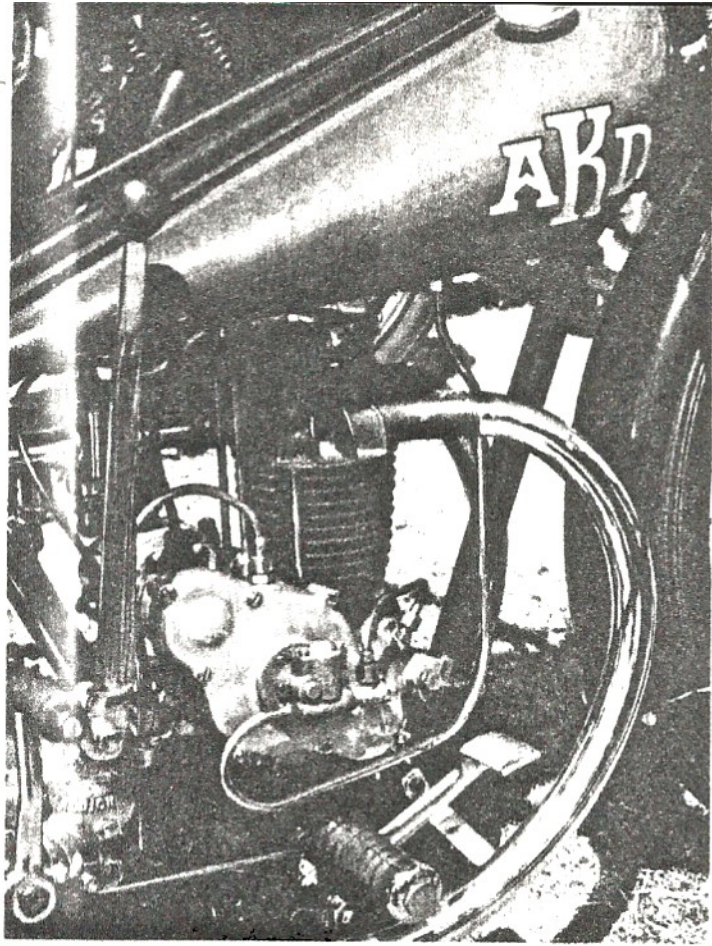
ACROSS

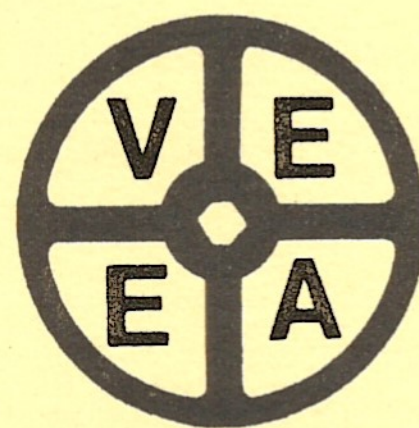
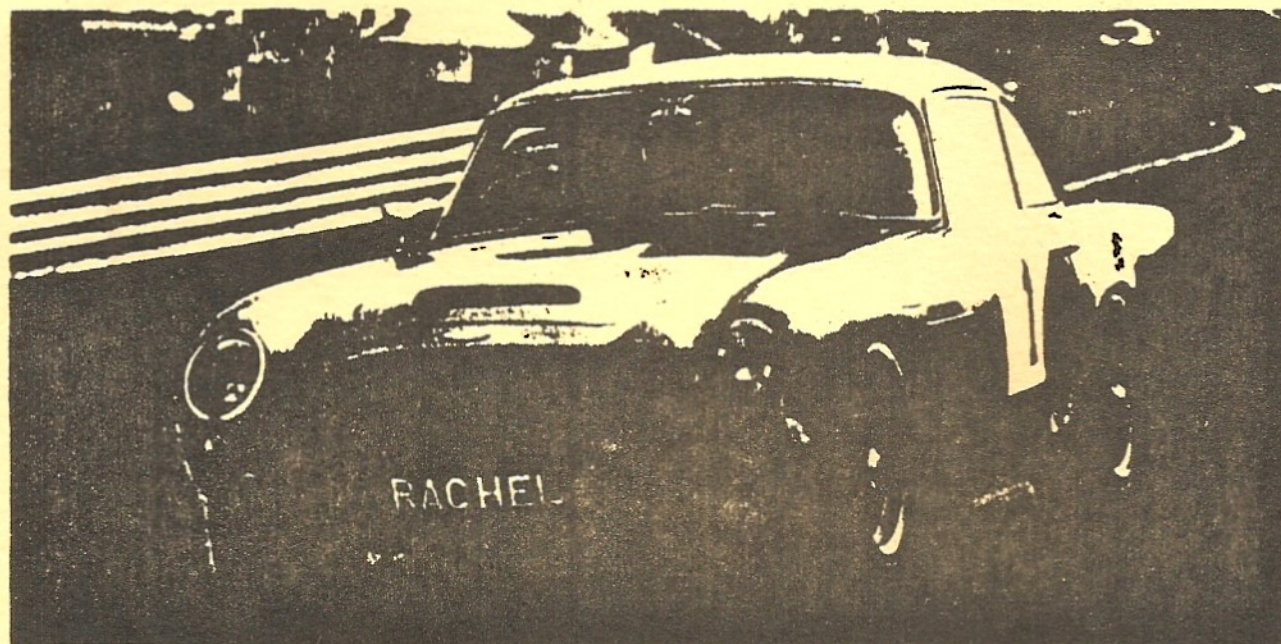
1. A car to win
2. Lecturer puts on a gown, but whose?
3. Lovely statue
4. Inherited, but not an heirloom
5. Critic liked 8 across
6. Not a colder animal
7. Slit for hire?
8. Take another look at a magazine
9. Move to make an impact
10. Have seen to cut
11. A clever fish was just so

DOWN

- |                        |                          |
|------------------------|--------------------------|
| 2. Who can cure you?   | 14. We are this          |
| 5. French town         | 15. Million              |
| 7. Wait for the others | 16. Seen before 8 across |
| 8. Found in water      | 17. Super finish         |
| 12. Not a sports car   | 18. Relax with this      |
| 13. Eastern rubber?    | 19. Drunken reptile?     |







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