

WINTER 1980

# AUTOSIASTE

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no. 4



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# Autosiate

VOL **6**  
NO **4**  
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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

Our fellow enthusiasts in Britain are currently faced with what must be an all-time low in the search by government for another tax on the motorist, that well-known milch cow which will always be counted on to bring forth another few shillings, dollars, francs or what have you to bail out the evergrowing profligacy of bureaucracy.

This time around, however, what can be recognized as an ill-concealed capital tax, is in the works. It's called a "Tax on Possession" and that's exactly what it is. Not a tax on use, or on income or on something which has to be purchased but on the mere possession of an object. The object in this instance is the possession of a motor car, specifically, an antique, vintage or any motor car standing in a shed, in a museum or in any form other than reduced to scrap.

The concept as put forth by that august body, the British Parliament is contained in an eight page document which has come quite fortuitously to the attention of a few motoring publications and clubs. In essence it goes along these lines, of necessity in abridged form. In the several opening paragraphs there are the usual *raison d'être*, outlines of the present system of motor car regulation and taxation, and of course the penalties for evasion.

The real substance is in the concept that vehicle excise duty (VED)<sup>1</sup>..... shall be payable on every motor vehicle from the time that it is registered until it is exported or scrapped. There would be no provision for refunds...nor relief from duty for laid up vehicles<sup>2</sup>. Licences would be transferred with vehicles sold and any outstanding duty would be passed to the new keeper with back duty payable on renewal. ".....no gaps in licensing would be allowed...." With tax on possession it would not be necessary to prove that a vehicle had been used on a public road.....With an obligation to licence vehicles continuously, the computer record could be used to identify unlicensed vehicles and thus to initiate enforcement action. Full.....use of the computer record to pursue evaders depends on it being accurate and up to date....Failure to licence a vehicle would be..... subject to a fine. There would be an obligation to pay back duty....perhaps backed up by a power to impound a vehicle in lieu of payment.....These measures....combined with stiffer penalties would reduce the incentive to evade and hence the level of evasion...." It goes on in another paragraph to say<sup>3</sup> "Longer term lay up. Duty would continue to be payable even while a vehicle was under repair.....It might be possible to allow exemption on advance notification for prolonged periods of laying up, with a minimum of say, one year, if a vehicle returned to the road within a year, duty for the whole year would be payable. On Vintage and Veteran Cars....Special provisions would also be made for limited categories of vehicles such as vintage or veteran cars which are either not used at all or only occasionally on the public road; exemption or a concessionary rate for all vehicles over, say, 40 years old might be the simplest solution.

Apparently this paper was published during the holiday period so that a large part of the motoring public would not be likely to see it. Typical, isn't it!



Needless to say, motor clubs and associations are up in arms on this. Emergency meetings are being held and all are being exhorted to write to his...or hers ...MP. in protest. In these days of summary action by governments, which seem to thrive on the fait accompli technique and put the blame on some poor elot who slipped up when the news finally leaks out.

Actually, there are some rather interesting sidelights to all this. These included a) prior to the computer's use, any car having no action taken on it for 3 years had its file voided, stored and was virtually untraceable. b) There was an interesting possibility of a black market in unregistered cars. c) Cars over 40 years old could increase in value as they were exempt and non-enthusiasts would buy them to use without the VED.

Just so that the record is set straight Holland has a Tax on Possession. It might be argued that the Real Estate Tax is a tax on possession as whether or not the property is in actual use, a tax is exigible. However, we are accommodating ourselves to that but it does come pretty hard to think that when one has one or two actively used cars and pays to licence them, that the other five or six laid out in the back barns have to be similarly paid for.

Museums are obviously much interested in this. With some cars on show owned by the museum and others perhaps on a rotative basis with owners permitting them to be showed, it could become rather complex. Another angle will apply here but not in Britain and that is that if such a difficulty arose, say, in Quebec, then it might be practicable to register only the useable cars there and keep the remainder in Ontario or wherever.

Just a final thought. Was there or was there not some such legislation proposed by Québec? Seems to this writer that a scheme to tax cars which were not in use had been considered. Actually, as matters now stand and the requirement that if a licensing year has been missed the car has to be inspected by the Provincial examiner, almost amounts to the same thing. In other words, if in 1981 you have decided that is the year you'll lay up old Betsy and so there's no use licensing her as she'll be off the road all year, and maybe part of the next, if the pocketbook or the unavailability of parts so dictates....you wont be able to get a licence unless you get her down to Pointe aux Trembles or wherever the examination station is. Tow her, or carry her on a low-loader ? Maybe it will be cheaper to get a licence for 1981 and even 1982 as well!

We should keep in mind that our present low-cost "V" plate is the result of some very effective lobbying in Québec by the V.A.C.M. and the V.A.Q. Where were we when all this was going on ?





## RECOMMENDED READING

A recommendation towards some very good reading recently came from our reliably erudite member, Ed. Richardson. Ed, as most of you know, has had an interesting aero background, including combat experience in the Royal Air Force. In addition, he keeps up-to-date on matters aeronautic and has a keen sense of history and its importance. So when he strongly suggested that "Slide Rule", by Nevil Shute would be an entertaining and instructive book, he wasn't at all off the mark.

How many of us are aware that Nevil Shute's full name is Nevil Shute Norway and that in addition to being an author of considerable renown, with such works as "On the Beach", "Ruined City", "Marazan" being only a few of the better known, he is, or was might be more appropriate as he now and for some years has confined his activity to writing, his background is Aeronautical Engineering. It was when he realized that this profession might be prejudiced if he carried on his full name, that he put aside the family name and simply became Nevil Shute, the author.

"Slide Rule" is his autobiography, "The Autobiography of an Engineer" as he subtles it. A more entertaining and enlightening book would be hard to find. Easily read and very factual, it traces his rise through the ranks of the engineer, from the drawing board to leading stress designer for several well-known prominent British. Perhaps the most spectacular of his many years in the industry were those spent in the overall responsibility and detail planning of the famous British lighter-than-air flying ship, the R-100. Some of us will easily remember the mooring tower which dominated the St. Hubert skyline for many years and having seen the gigantic shape of this beautiful craft idly swing there; the majestic giant cigar-shape as it cruised over the city; the crowds which thronged the roads to St. Hubert hoping to get close to this history-making airship. Later, the German Graf Zeppelin on its reconnaissance flight up the St. Lawrence valley, was to capture the imagination of many, in different ways.

A few excerpts from the diary which he kept, written during the flight to Canada might afford some insight on the preparations for the historic mission and the problems encountered, as well as recording the enthusiasm with which Canadians responded.

29th July, 1930. We slipped at 3.50 summer time from the mooring mast at Cardington (The ship had been built at Howden, in Yorkshire but the mast at Cardington was the only one in Britain, the ship having been flown there for the purpose of that and other flights and for the use of the R-101, the competitive airship being built concurrently by the Air Ministry.) We have 34.5 tons of petrol on board, which should be ample. At the last moment the ship was light, and we delayed some time in filling up two emergency water bags ( $\frac{1}{2}$  ton) forward. We slipped with practically full emergency ballast, dropping one bag aft to get the tail up.

It was just light enough to see the fields. The preparations were better than I had ever seen them; nobody but the officers and the coxswains in the control car, and everything smart and efficient in the dim light. We slipped, and a great cheer from the tower told us we were clear. Booth rang on all engines and put her nose up, and we forced her up to about 1000 feet in the half darkness. Our course will take us over Liverpool. There is a small depression N.W. of Ireland; by passing north of this we should get a favourable wind this afternoon. We hope to make good time.

1.25 p.m. A good lunch...soup, stewed beef, peas, potatoes; green gages and custard; beer, cheese and coffee. We are butting along in low cloud.



at about 1,300 feet on four engines at 50 knots.....Sea about Force 5 and very desolate; it beats us how anyone should have the courage to attempt the Atlantic in an aeroplane.

In R-100 the passenger coach was within the hull about one-third of the ship's length from the bow; large windows in the outer cover permitted quite a good view from the passengers' promenade decks. The control car was immediately below the passenger coach, outside the contour of the hull. All three power cars were aft of that, the nearest being about 120 feet aft. The passenger coach and the control car were therefore practically noiseless and the gramophone was heard as loudly as in a house on land. The walls dividing the cabins were of fabric, so that a man snoring at night in the next cabin could be a real nuisance, so quiet was the ship.

.....Gasbag 7 appears to be leaking as it was when we started and has risen a good bit; the others are holding well. I slept splendidly in pyjamas, sheets, sleeping bag and blanket from 11 p.m. to 7.30 a.m. There has been no motion of the ship whatever on this flight. The comfort is almost staggering.....eat a normal breakfast in a Christian way. If a water collector can be developed, as I think it can, we may be able to have baths on future ships.....Deverall repairing a little chafed hole in the cover about the size of a penny....they did a little sewing and dopping here and there in anticipation of damage not yet happened.....Hobbs succeeded in getting to and mending holes in 7 and 8. To reach these holes meant a somewhat hazardous climb along the radial wires between the bags with some danger of being gassed by the leaking hydrogen. However, it is fairly easily detected by its slight and distinctive odour. I do not think that it is toxic. The danger in this case lay in falling, for it was impossible to provide the rigger with any form of safety line. (because of the complex mass of girders and wires) .....the hole was on the lower surface of the fin, which was about four feet thick on the average, tapering to less thickness at the outer edge by the backbone girder. The job required the riggers to climb down on wires like tight-rope walkers with nothing but the waters of the St. Lawrence 1,000 feet below. They wore safety belts, with which they could sometimes hitch themselves to a wire.

31st July. Quebec was reached at about 6 p.m. A smaller town than I should have thought; they were massed on all the promenades and in the parks to see us and a tremendous hooting and sirens. Luckily our relatively sound fin was towards the town (because of the tear in the other one which needed repairing) and all looked well! Headed for Montreal; it was nearly dark by 7.30. Had a sherry with Burney (of Burney streamlined car fame) Booth and Scott. We had been wirelessed that a storm was coming to us, not a very large one. While we were drinking our sherry the first pitch was felt and Booth and Scott went down into the control car. Height about 1200 feet, speed 40 knots. The ship then hit a vertical gust and began to rise rapidly....Elevators were put hard down to keep her down, till she reached an angle of about 20° nose down. In that position she rose rapidly to 4,500 ft. the last 1,000 feet being covered in 15 seconds. Supper was laid on the centre table of the saloon and shot off downstairs, up the corridor till some of it reached Frame 2. The ship must have been at least 35° nose down for the meal to get as far up the nose curvature as it did!



In the middle of the night, about two in the morning (of 1st August), the myriad lights of a city showed up ahead of us where Montreal should have been, but in the black sky above these lights, suspended in the night, we saw an enormous fiery cross. I stared at it in consternation until somebody voiced my secret thoughts and said, "That's not Montreal, that's the New Jerusalem. This is it, boys."

We discovered later that Montreal, Being a Roman Catholic city, has a great cross of steel girders erected on the top of Mount Royal. It is picked out in electric lights. That night it brought a great laugh among a lot of very tired men.

We moored to the mast at St. Hubert airport at dawn, seventy-eight hours out from Cardington; we had five tons of fuel left. The great circle distance is about 3,300 land miles, so we averaged about 42 mph. It must be remembered that at that time only one aeroplane had made a direct flight across the Atlantic from East to West, against the prevailing wind, starting from Ireland and crashing on the island off the coast of Newfoundland at the very limit of its fuel, so our performance, being twice the speed of ship and train from London to Montreal, gave some commercial promise.

The Canadians gave the ship a tremendous welcome. Over 100,000 people visited the airport to see the ship each day for several consecutive days; the city was placarded with welcoming notices, and they even wrote a song about us with a picture of Booth on the cover of the music.

There were innumerable functions in the fortnight we stayed there but my own time was largely occupied with the repairs and defects in the ship, helped greatly by the aircraft department of Canadian Vickers. The repairs were all made in two or three days and we stayed in Montreal for twelve days then making local flights to Ottawa, Toronto and Niagara Falls that lasted 24 hours. I stood down from this flight to permit the maximum number of passengers to be taken. This was the only flight she ever made when I was not in her. Accordingly I saw her flying for the first time over Montreal; she looked quite a good job!

This trip to Canada was my first visit to the American continent. In my short time of leisure in Montreal I saw something of the way of life in the Dominion and around Lake Magog, where one of my friends, Percy Corbett, was buying a small farm. For the first time in my life I saw how people live in an English-speaking country outside England and in view of my decision twenty years later to go and live in Australia it is interesting to read the last words that I wrote in that diary about Canada. I would never have believed that after a fortnight's stay I should be so sorry to leave a country. I like this place, the way they go about things, their vitality. I have never been in a place that got hold of me so much as this has done. We are going home and there will be a great welcome there but it will not be like the one we got here.

16th August, 10.0 a.m. GMT. We can see the aerodrome; there are not more than 50 cars to see us arrive, slinking in unhonoured and unsung in the English style. Rather different to our welcome in Montreal. Time of passage, to the mast, 57½ hours with 3,200 gallons of petrol left.



Apart from the human interest contained in the book there is much that the engineering mind can be fascinated by. The complexity of the structure, the tens of thousands of calculations (no computers then!) for each girder which in themselves were of spirally-wound sheet aluminum to form tubes, in the miles of wire bracing, the forming of the gasbags and the effect of lift and especially the stresses imposed by tight turns. All this was essentially pioneer work in that the aircraft was quite different from whatever had previously attempted.

Not least interesting was the competition which this privately constructed airship had from the Air Ministry's own effort, the R-101, which was being built concurrently and with much jealously-guarded secrecy, there being no co-operation whatever from the Government. The result of this was the unfortunate end of the R-101 in France while en route to India on a prestige-laden trip she crashed following an unmanageable dive from 1,000 feet, bursting into flames and killing 48 of the 54 aboard, including all the passengers of which one was Lord Thomson, the Minister for Air. It should be said that the prestige trip was made despite the fact that it would have been the first long voyage made since the ship had been lengthened and no trials had been made.

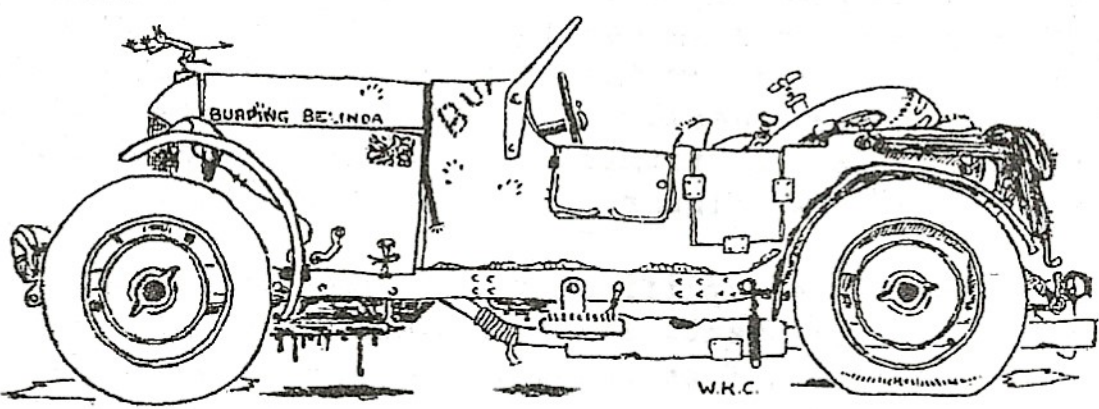
Nevil Shute Norway went on to organize what later became a very large aeroplane constructor, Airspeed Ltd. which itself became part of the de Havilland complex. Airspeed Ltd. while in production built, among other aircraft, 4,961 Oxford trainers and innumerable Mosquitoes, perhaps the most successful day bomber of the war. That period ended for Shute and he turned his full attention to writing and left Britain for Australia.

So, for an interesting read, try Nevil Shute Norway's "Slide Rule". Fascinating!

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A quite interesting human everyday touch comes when he writes "At Howden I lived with two of my staff of calculators in the village, in digs with a friendly garage proprietor; it was three miles from there to the airship shed which we used to walk every morning and evening. We all had cars eventually but I had a Morgan three-wheeler which soon gave place to an ancient Morris-Cowley that served me well."

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When it first appeared in print there were 183 things wrong with this Bentley. There are now 189, but it's still going.

Dedicated to, for and by Ed. Richardson



# CLUB

## NEWS

### & ACTIVITIES

This issue will be worthy of noting particularly well for several reasons. In the first place we will with considerable pride point out to you that eager member Bob Tayler's pride and joy (if that were in the plural it would refer to his delightful family but it's in the singular. So read on.) his Singer Lemans, has broken into print and full colour. The Touring Club of Montreal's magazine, "Touring" in its September/October issue contains an excellently illustrated article by former member Pierre Ouimet. Pierre, who was one of the founding members of our Club, is fully capable of understanding the "mystique" of vintage cars and most particularly, those which are exemplified by such a marque as the Singer. To this writer's thinking the centre-fold shot of AVM 894 in the rays of the setting sun, standing by the railing bordering Lake St. Louis near Valois, the placid and Mediterranean blue of the lake in the background, the green trees to the left and the starkness of the steel railing, against which the car is posed, is a poem in composition. Perhaps we can get Bob to let the Club have a copy for its archives. There are other shots also, of the engine compartment, the rear with its very meaningful spare and a 3/4 rear view. The text is in both French and English and excellently supplements the photographs.

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Item Number Two is long overdue. It is a submission by Jim Roman (and Jim does say that it is submitted with humility, why, we can't say!) and it concerns the New Hope Automobile Show which took place in New Hope, Pennsylvania in August of 1979. Marie-Claire accompanied Jim on this safari and they used what else but the BMW 507, the prize winner of our Vintage Automobile Show. Jim's contribution now.

#### NEW HOPE AUTOMOBILE SHOW, 11 & 12 AUGUST, 1979

The New Hope Automobile Show has for many years been one of the premier automobile shows on the East Coast of the United States. It is held annually on the second weekend of August in the small, rustic and inviting town of New Hope, Pennsylvania, itself not too far North of Philadelphia in a thoroughly bucolic upstream section of the Delaware River in Bucks County. The town is renowned for its artists and their galleries, its craft shops and its antique dealers. If you care for American history it was not too far away, on a Christmas night of 1776, that Washington made his fabled crossing of the Delaware River and took Trenton.

The show's popularity is exemplified by the registration of close to 3000 show cars for the two day event. The cars range from turn of the century antiques to 1977 Corvettes, from Bugattis to Ford GT 40s; from Auburns, Cords and Dusenbergs to Kaisers, Frazers to Lincolns and Rolls-Royce, to Arnolt Bristols and Rickenbackers. There are antique trucks, fire engines and ancient but stock motorcycles. In fact, there are thirty-eight judging divisions, each with classes related to year spans, chassis style, limited editions or special interest.



Co-incident with the showing and judging of cars is the Automotive Flea Mart and this is a gold mine of hard-to-find parts and manuals. There is also a National Model Car Meet. For the car lover it is the perfect setting for satisfying his curiosity and for the New Hope Community Association, sponsors of the Show. For the Association it is the fund-gathering device which provides the financial wherewithal for its yearly charitable programmes.

We were originally drawn to the Show in 1973 as it had been a yearly gathering site for the many BMW 507 owners in the area served. Having enjoyed it that year we returned in 1976 and again this year, competing in both these years in the Milestone and the Sports Car Divisions. Milestone Cars are described as those which have mechanical or design innovations of significant note and its classes include domestic, foreign and sports car categories. Sports is limited to two-place roadsters and coupés and its classes cover foreign and domestic designs.

Our trip to and from New Hope was not without the usual, when tanking up at filling stations, such as, "How fast will it go" and "How much does it cost?" The weather was warm and clear enough to allow top-down motoring half of time to enjoy the hills and dales of the many back roads which we took to relieve the tedium of throughway driving and the better to experience the comforting and sonorous roar of our 23 year old mount. The thousand mile round trip was totally free of mechanical trouble and it was the first time on any trip that we were approached by more than one person who knew our car to be a BMW 507. This we attributed to Road and Track's nostalgic and well-photographed article on the 507 in its December, 1978 issue.

It is always satisfying to be noticed or even passed by other appreciative motorists who admire your marque by tooting the horn, followed by a wink or a thumbs-up sign. We did have what we think was the supreme accolade; a Corvette Stingray of recent vintage politely but firmly nudged us to the shoulder of the road, where we stopped, wondering. The gentleman who emerged ran quickly to us and apologized for stopping us, confirmed that he knew it was a BMW 507 and admiring it the while, enquired if he would be permitted to drive alongside of us during the 50 or miles to his destination. We certainly agreed and for the next three-quarters of an hour enjoyed an automotive ballet in which we were the principal character as the Stingray went past us for a view, then dropped behind for another glance or stayed alongside and simply stared! Travel is broadening but we've not had another admirer like him since we waved goodbye and parted!

The last part of our trip down was marred by rain and forced an extensive car wash and detail preparation after our day's drive so that we would be ready for the Saturday's morning Milestone competition. It was worth it; we were classed with some 30 European cars, Jaguars, Alfas, Singers, and others and we captured Second Prize. Sunday, rain kept competition away but nevertheless some 20 cars were judged in the European Class of the Sports Car Division and in this we won First Prize.

We returned on a cool and partially cloudy Monday, vividly noting the higher speeds generally observed in Canada. Gasoline had not been hard to get while we were in the U.S. but on a volumetric basis more expensive there. We did notice that while higher octane leaded fuel is no longer available in all stations it is still a considerable improvement over that in Montreal.

As previously, we enjoyed the large and well-run event. Perhaps one here ?



RALLYE COUPE HEMMI, 24TH AUGUST

At 10.30 on a beautiful Montreal morning 20 drivers sprinted across the warm pavement, jumped, wriggled or squeezed into their sporting cars and thundered off in quest of the Coupe Hemmi. A spectacle long to be remembered. It actually was the culmination of some planning, much waiting and more dreaming. The route covered a distance of some 50 miles, interrupted by a series of hilarious check points, unnamed roads with names and a high speed timed trial section.

The Rallye started at Beaconsfield Shopping Centre, where a strict mechanical inspection was made (of all cars requesting same?). It progressed through check points manned by Ed Richardson, Bruce Forward, Hugh Jockel and Peter Bigney. It ended for most participants about two hours later at Hemmi Antiques, 485 Main Rd. Hudson. Following the Rallye members and guests were treated to a super Bar BQ hosted by Ralph.

The organizers would like all those who assisted in running this event and congratulate the winning drivers, John Smith, Roy Elliott and John McFall, in that order. They would also like to give an honourable mention to Club President Phil Chartrand. Calculations show that Phil would have won the event had it not been for some unfortunate navigational slips.

Everyone had a ball. Even the weatherman. To all who participated, MANY THANKS! To those who didn't, well, maybe we'll see you at the next event.

STEAMERS RALLYE COTEAU DU LAC, 21ST SEPTEMBER

Once again, following last year's successful event which saw our Club, and by invitation, the Vintage Automobile Club of Montreal's West Island Group, an enjoyable afternoon was spent by 11 of our members and 8 cars, plus 4 visitors who came as interested owners of cars which were of eligible type. The day was bright and the host Club, The Montreal Live Steamers, had their mini-locomotives out in full force. Needless to say, riding on the numerous flat cars which were capably towed by the engines, was an experience novel to some but for those who came last year it was a renewal. certainly the many children who came were thrilled. The serious nature of the "Steamers" group in their hobby was evidenced by the immaculate appearance of the rolling stock and the smooth-running engines.

David Laidley brought forth his SS, which, as always, created a sensation. It might be a condition of our next visit to the "Steamers" that low-hanging cars be lifted over the R-R crossing at the entrance to the site! Alternatively, side pipes might be appropriate! For Peter Bigney's record, the names of Donolo, Spiers Deans and Todd (this last being a member of the "Steamers" and the possessor of a rather nice E-Type coupé) probably have been noted as prospective members.

The meeting concluded with congratulatory sentiments being exchanged between the two Clubs. The V.A.C.M. did not participate with us this year as they had already been committed to the Railway Historical Museum on the same date.

As the next to last outdoor meet of the year it was a fitting semi-final.



## CONCOURS D'ELEGANCE, 5TH OCTOBER

The Annual Concours d'Elegance, for 1980, had been postponed and this year occurred about three weeks later than usual. Nevertheless, the weather favoured us once again on this date and the venue, on the grounds of the College Brebeuf, was as usual, one which lent some dignity as well as seclusion from the public, always a desirable feature at such events.

Unfortunately, there was a remarkably poor turn-out with only five cars participating. There could have been six because as the several entrants left the grounds, John McFall was noted as approaching up Descelles St. It's to be hoped that he hadn't been delayed by any trouble. That would have been unusual, because his Sunbeam is noted for its reliability, having carried John and others many long miles on distant trips.

With but five cars to choose 3 winners from, the choice was both easy and tough because it was the opinion of the judges that five indomitable members should each receive an award. Actually, there were a few others of the "directing staff", present. But it was an occasion to trot out the old wheezer on the final outdoor run of the year.

The winners were (wait for it!) First, John Smith, 1962 Ferrari 250 GT; Second, Pete Bigney, 1959 Austin-Healey 100-6; Third, Roy Elliott, 1955 Austin Taxi. As there were only two other cars in the pack, they should receive an "Honourable Mention" for their effort so for the record this means Phil Chartrand and his 1936 Rolls-Royce 20/25 Limousine and Phil Avis who came in his trusty Fiat 128. There should also be a special thumbs-up to Peter Bigney, who dreamed up the idea that whereas cups are all very well (and by the way, where is that 2nd place cup?) something to put in them is just that much better...so guess what? The photo shows each winner (except Peter) clutching a gaily wrapped something that gurgled when shaken!

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## THE NEXT EVENT

The next and final event for the season, except for the Annual General Meeting which is normally held just after the New Year, is A WINE & CHEESE PARTY and it takes place at the home of BOB NEAPOLE, 18 STRATHCONA DRIVE, Town of Mount Royal

ON FRIDAY, 28th NOVEMBER, 7.30 P.M.

A nominal charge is being put on this event, at \$7.50 per person, at the door. It is hoped that there will be some of the Club's cars there and then Bob's neighbours will as a result be suitably impressed and convinced that the Club really is a group of high-class types whose horses come from top-knotch stables! No Z-28's or Trans-Ams among that lot! And nary a Corvette in sight!

If you, as this scribe does, gets thoroughly lost when trying to find an address in T.M.R. then how about going down the road that runs parallel to the tracks on their West side, from the station, Dunkirk Road. There are other ways of getting there, of course, but for that night let all roads lead to Bob's!



# LETTERS



To the Editor, "Autosiate",

From: Roy Elliott

Subject: Coupe Hemmi

Dear Sir,

Once again, my congratulations on a very nice outing. It was nice to see such a large turnout, even if most of them were M.G.s (Sorry, Ed!) close to either seventeen or eighteen cars, I believe.

The route was very interesting, and historical too; on our many trips to N.Y. or Vermont we have passed that hydro site (our kids have called it the "Witches Castle" for many years) many times without knowing the historical significance of it.

It was not too long for pedestrian vehicles like my "Gentlemen's Upright"; despite a few map errors (an un-named road called St. Joseph!) and a Chemin St. Emmanuel being called Fleur, we managed to get most of the route O.K. (will somebody please tell our children, if "they fly in for Thanksgiving" was indeed that turkey farm under the Trans-Canada underpass ?)

We were refreshed by a very kind gentleman with iced tea and lemonade at the brown egg checkpoint, (thank you!) and ended up at Ralph's where treated to a scrumptious feast of "bratworst" (?) and hamburgers, salad, etc. plus liquid refreshments.

Unfortunately I had to leave at 3 p.m. so missed the results but I look forward to hearing them.

Would it be too much to ask that this type of event open the season and finish the season. It is a lot of fun for adult and child both.

Again "thank you" to the organiser and to the ladies and gentlemen at the check points for a very enjoyable day.

(Signed)

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And very many thanks to you, Roy, for your kind letter and that you took the time to express these sentiments. You can be sure that all who then, have and will be arrangeing events are trying to be mindful of the likes and otherwise of the majority of the members. The results aren't expected to be such as will please everyone but letters such as yours are the best guide.

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Member Denis O'Brien has sent us the letter reproduced below in the thought that some may be able to take advantage of Mr. Small's clear-out. Unfortunately it arrived too late for the Autumn issue.

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HEAD OFFICE:

6135 Sherbrooke Street, W., Montreal, Que. H4A 1Y4 Tel. 482-2323

Branch Stores:

2474 Lacordaire, (5770 Hochelaga), Montreal, Que. H1N 2L9  
454 Blvd. Taschereau, Longueuil, Que.  
95 Jacques Cartier, St. Jean, Que.

Tel. 254-3503  
Tel. 674-1525  
Tel. 347-0311

8th October 1980

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

Dear Mr. Jockel,

I enclose the card of Ron Small, Littleton, New Hampshire, who is now phasing out of the sports/classics cars. He has a large number of mechanical parts engines, seats, instruments, body parts, etc., particularly for M.G.T.C., T.R.3, 4, Healey 100-4, 100-6 and 3000, which he wishes to clear out to make room for the Japanese cars he is handling.

I understand these are to be sold at clearance prices. He occasionally has "our type of car" on consignment and is also very knowledgeable on the whereabouts of cars and parts in the New England area.

NOTE: Remember that you must have a receipt dating any items older than fifteen years, to be eligible for importation into Canada.

Yours truly,

Denis O'Brien

European Sports  
&  
Classic Cars  
Bought & Sold

Ron Small



Sports & Classic Cars

8 Green Street  
Littleton, N.H.

Bus. Phone  
603-444-6896

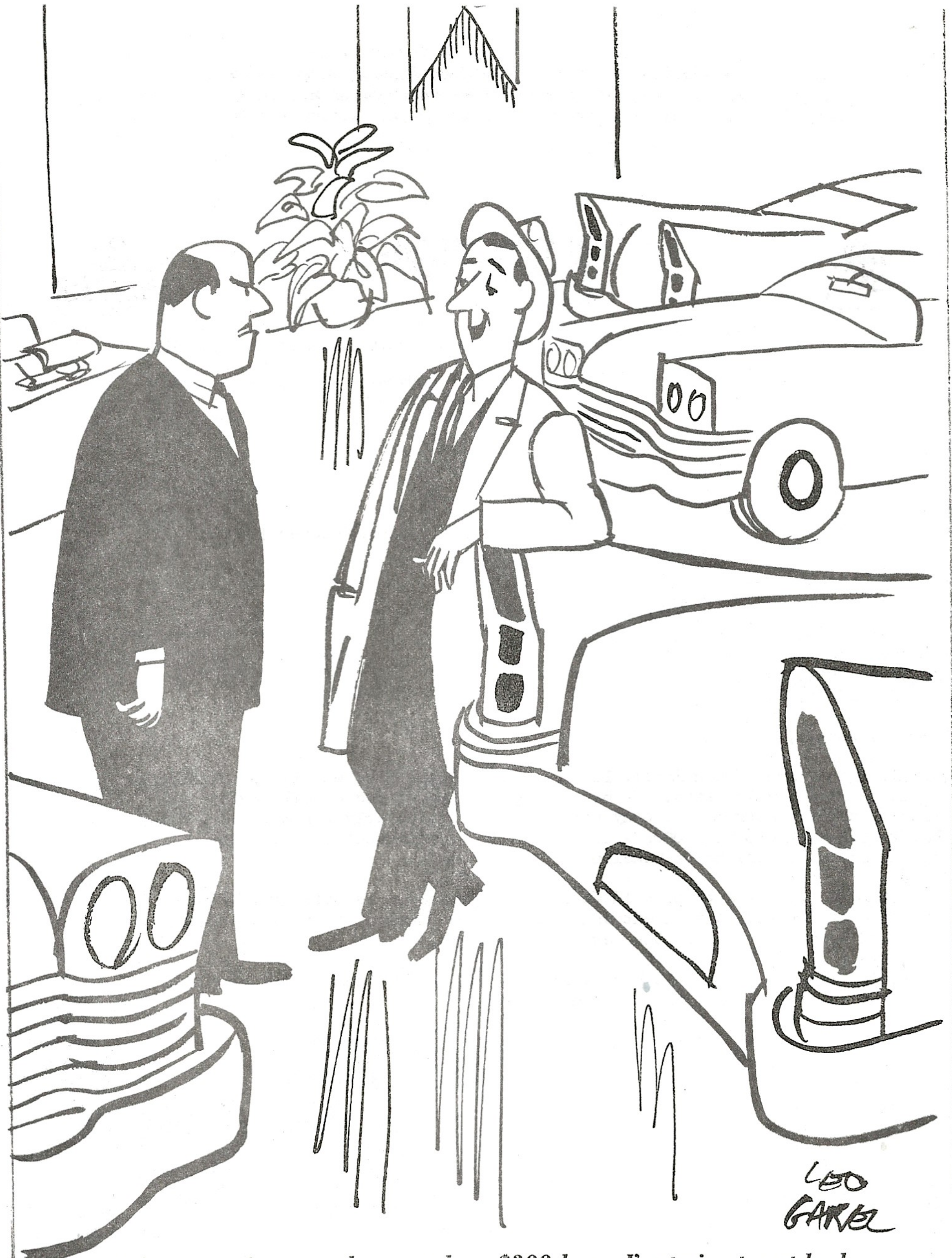
Former  
Scottish Rally Champ



MEMBER OF  
american rental association

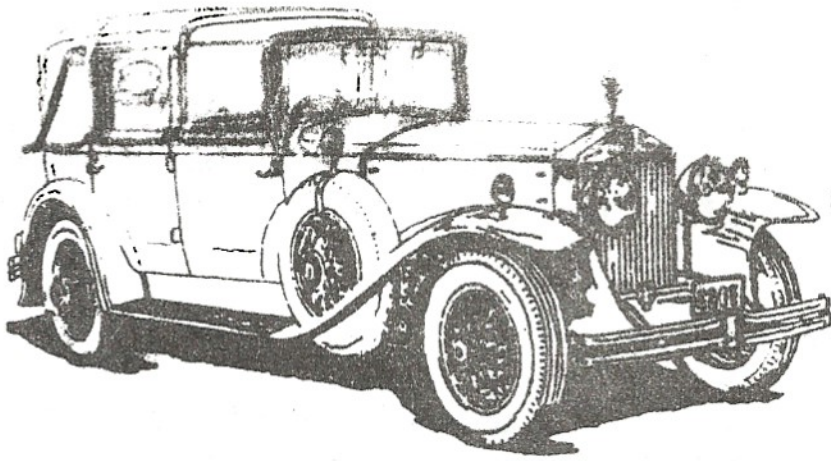






*"I'm not trying to make you take a \$300 loss—I'm trying to get back the \$300 I had to slip you in '48 to get a car!"*





# BUREAU

BY MISS ELAINE YUSSE

## DEPARTMENT

Tire Sidewall decorations may make a car look good but they can also prove to be dangerous. The British Rubber Manufacturers Association is concerned about some products on the market, the fitting of which can either damage the tire or interfere with its proper installation. Both these things can lead to dangerous situations of sudden deflation or even blow-outs.

They say that tire embellishments which require the buffing of the sidewall of the tire before applying a liquid solution and the addition of a coloured sidewall or, in some cases, the fitting of a loose embellishment between the wheel rim and the tire bead. In one case the sidewall may be damaged by the buffing process and in the other, the fitting may result in the bead not seating correctly on the rim with the possibility of tire damage and a real danger of deflation. Furthermore, tires are designed carefully to fit particular rims and that they disclaim responsibility for the performance of their products if they are tampered with or modified.

It isn't too likely that serious enthusiasts will use these products but the word can be passed on to others less concerned about originality.

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The Motorist's Prayer. "O Lord please grant that I may see the day when gasoline is tax-free, when traffic lights are always green and traffic jams are never seen and "Green Hornets" are never seen to wait afar to stick a ticket on my car."

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The Financial Post's 27th September issue had a front page feature issue entitled "Check route before investing in old cars". It was quite interesting in a number of ways. It observed that with rising inflation more and more people are looking for profitable ways of investing their money and that collecting is an area attractive to many. It goes on to say that there's no doubt that old-car prices have risen, in some cases dramatically, in the past 10 years. But if there's thought of investing in them, knowing what to look for and the pitfalls, are important.

The President of the National Association of Antique Automobile Clubs of Canada, an organization of 44 clubs with about 7,000 members said, "There's more interest and fewer cars available....there just aren't any more out behind the barn and that pushes the price up. But I don't think that they've risen out of proportion to other things."

Dick Baker of the Canadian Automotive Museum in Oshawa said that if you buy at a fair market value, determined by careful research into the selling price of similar vehicles you can expect the car appreciate in line with, or a little better than, inflation. He estimated that generally a rise of 10%-15% with some moving up faster than others. He goes on to say that the sports car field is where the action is beginning to move. Particularly now that the MG is gone, it's the end of an era. He is of the opinion that TR-3s and TR-4s and similar will be much in demand in a few years. 15



Perhaps you'd like to wing down the pike in a 1938 Cadillac limo once owned by comedian W.C. Fields. If so, contact his old mistress, Carlotta Monte, who's trying to sell it. Imagine driving downtown on Saturday night, complete with two, count 'em, two bars each with a blender!

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Mayfair, the British mag. which reveals all (and we mean ALL!) in its Vol. 13 Issue 4 contains some more of Bill Boddy's descriptive essays in fine road machinery, accompanied by Andrew Morland's slick photography. You may remember that our last issue showed some very fine antique and vintage motorcycles presented by the same duo. Well, the one which is the subject of these comments shows the sleek and stylish and now very collectable Triumph 1800 and 2000 Roadsters. This is the last production car to feature a "dickey" (rumble) seat, complete, no less, with its very own windscreen. Only some 2500 of the 1800 model and 2000 of the Vanguard engined 2000 were made. However, in dispute with his specification for the latter is the matter of the chassis construction. Boddy states that it had a pressed steel chassis but in actual fact it was tubular on the side frames with re-inforcing ribs beneath towards the centre. The use of tubing was dictated by the fact that post-war production of steel plate was still limited whereas there was plenty of tubing to be had. The same limitations applied to the body in that there was plenty of aluminum sheeting available but little steel, hence the body was of aluminum except the front fenders, which were of steel. The aluminum body pressings were made on a rubber press adapted from its normal use in the manufacture of aircraft parts. Presumably this saved much investment in heavy steelpressing equipment.

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The Global Car or, as Ford now calls it, their "World Car" is an up-date on the original, the ubiquitous Model T. Whereas the Model T of some 70 years ago was envisioned by Henry Ford as affordable transportation for the masses, and millions of copies of the Tin Lizzie were produced and sold in many parts of the world in the early part of this century it was unique in its solitude. Now we have the situation in which many automobile companies produce their masterpieces in numerous countries, ostensibly to suit the peculiarities of each but in actuality, this is not so. The marque may be the same, but what suits Louisiana may not be suitable for Sierra Leone, even if both are hot and humid. By the same token what is good for Idaho may be quite out of place in Québec, although both have somewhat similar climates in many areas. To put it another way, the motoring public, either out of necessity or choice, has become discerning and just plain transportation isn't good enough. To step up its world car concept, Ford invested some 2.5 billion \$ in its "Erica" programme. That was the code name for a small, front-wheel drive car to replace the Bobcat and Pinto in the U.S. and Canada and the Escort in Europe. Based to some extent on the mechanical layout, the Escort/Lynx (Erica) uses components from Japan, including front-drive transaxles from Ford's Japanese partner, Toyo Kogyo, which also produces the Ford Courier pickup as well as Mazda cars and trucks. Similar versions of the car will be made in this country and in Europe and future variations in Australia and Far East.

So, while Ford and the other large car makers are looking at world cars, the different versions for marketing in different countries puts a new interpretation to the word "world".

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All the Rolls-Royces in the world use a combined total of 30.4 barrels of petroleum per day. Don't ask us how we know this priceless piece of information. We "cribbed" it from somewhere but we thought you'd be interested in this trivia.



So the Rover 3500 is finally appearing on the North American scene. The British motoring press gave the car rave notices and by all indications it is going to be able to carry on the famous Rover tradition. Like so many of the well-known makes, but unlike most it still retains in the public view an image of staidness and conservatism. This opinion seems to be heading for a review as the 3500 is anything but staid and conservative and would appear to embrace as many "modern" features as can be had in to-day's technically complex cars.

Rover, like Star, Singer, Humber and many others started as bicycle makers. In some cases they graduated to motor cycles and then to cars but Rover made the jump direct and produced a motor car 1905, a 6h.p. single cylinder model. In 1907 Rover won the Tourist Trophy at a speed of 28.8 m.p.h. Over the years the company made a wide variety of models and sizes, from the original 6 h.p. through the Edwardian period with 12/16 and 18/20 models. They even made the well-known Sunbeam cars as "Rover Sunbeam" in the 12/16 model during the first World War, many of which found their way into the active service.

However, later cars did acquire a certain stodgy appearance but were renowned for reliability and sound engineering. Perhaps the term "Auntie" personified the car in these terms and as such they acquired a reputation as good solid transportation for vicars, doctors and maiden aunts. No nonsense, there!

Later years saw the change in the fortunes of a conservative company decline. Eventually the colossus overtook it and it now, after a series of corporate downslides, is part of British Leyland. As such it is subject to the same vicissitudes as the others in that group, strikes, slowdowns, poor quality control all have taken their toll. It's to be hoped that the 3500 has had the "bugs" removed by now because the early products did disappoint their owners in many cases. At the price, some \$21,000 (The ad states the the dealer may sell for less) it should be good, perhaps even perfect.

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Rolls-Royce Motors Inc. will continue to be known as Rolls-Royce Motors and not as Rolls-Royce Vickers, according to Reg, Abbiss, Senior Executive for Public and Industry Affairs of Rolls-Royce Motors International.

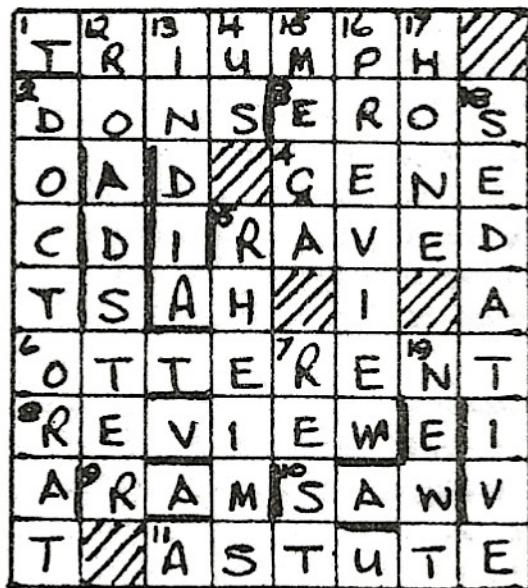
He stated the "careful consideration was given to the future trading name and it was felt ultimately that the Rolls-Royce name and trademark should be used only by Rolls-Royce products and not be spread across the wide range of products manufactured by the enlarged organization".

The majority of the shareholders on 28th July approved the merger, creating a \$814 million widely-based group whose products range from cars, diesel engines, precision components, light aircraft engines (as distinct from the ones we see on giant jet planes) shunting locomotives (a Rolls-Royce locomotive ?), printing machinery, etc., etc.

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Someday my Ship  
will come in  
and with my luck  
I'll probably be at the Airport ;





Did you have a go at it? I hope that those of you who did, enjoyed it.

The DANGER word puzzle solution. I have managed to make 32 words out of this, no nicknames, abbreviations, or proper nouns have been used.

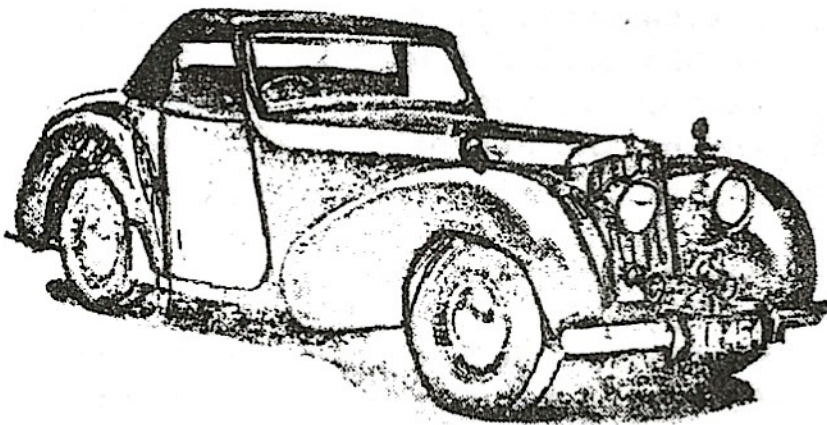
The puzzle occurred to us whilst sitting in a traffic jam by a roadworks, and kept three adults and two children amused for quite some time. I give it to you as a useful childrens car game in place of the more usual, I-spy, car spotting, and being sick etc., on tedious journeys.

(Thanks to the Triumph Roadster Review)

THE FOLLOWING IS A REPRINT OF A 1952 "AUTOCAR" ROAD TEST

# USED CARS ON THE ROAD

Taken from the September 1980 issue of the Triumph Roadster Review



**No. 37: 1949 Triumph Roadster**

Price, new: £775 plus £216 0s 7d purchase tax.	Acceleration from rest through gears: to 30 m.p.h., 7.0 sec.	Petrol consumption 20-24 m.p.g. approx.	Speedometer reading: 15,686.
Secondhand: £770	To 50 m.p.h., 17.5 sec. To 60 m.p.h., 27.1 sec. 20-40 m.p.h. (top gear), 11.5 sec. 30-50 m.p.h. (top gear), 13.3 sec.	Oil consumption 1,600 m.p.g. approx.	Car first registered August, 1949

PERHAPS the outstanding feature of this 1949 Triumph Roadster two-four-seater, which was supplied for test by Pride and Clarke, Ltd., 158, Stockwell Road, London, S.W.9, was its price. Knowledge of the recent drop in used car values is wide, but now, at last, it is possible to test a popular three-year-old car which has been offered at less than the original list price when the car was new, and at a price which is considerably less than the original list-plus-purchase-tax total. Additionally, the car was the reverse of worn and torn.

It will be appreciated that with the opportunity to inspect and sample so many used cars it is possible to adopt and expect certain standards in the matter of finish, and so on, as well as mechanical condition. Without relation to price, mileage, age or type it can be said that no black-cellulosed car described in this series had more lustre than this one. The chromium plating was also really good, adding to the excellence of the appearance as a whole. The very well-made hood was not new but it was in good condition, and the red upholstery and carpets were virtually perfect. The wood facia, expected to show at least some deterioration after three years, was unmarked. No car of this general standard of turnout has previously been tested other than those offered at a four-figure price.

### Comfort First

Performance was good; fully up to new car standards, and the (Standard Vanguard) engine did not suffer from any undue fussiness. Of course, the model was designed for comfortable, effortless touring rather than the ultimate in performance, but it was found on long runs in crowded traffic conditions that the miles slipped away almost unnoticed. It was pleasant, also, to be able to lower the hood so easily and neatly to take advantage of sunshine.

The three-speed gear box, with its change lever on the right side of the steering column, worked smoothly, and the car steered well without any undue play at the wheel. The steering was distinctly sensitive, but the wide, hinged central arm rest provided some support so that the wheel could be sensitively handled on the faster corners. All brakes worked powerfully and smoothly, and were adjusted to a nicety.

Tyres were well blacked and they still had plenty of tread. The instruments all worked and their range was pleasantly comprehensive, including water temperature and oil pressure gauges, trip and total mileage indicators, as well as the more usual fittings. A remotely controlled radio was included in the extras. Starting was nearly always instantaneous, and in this connection it was observed that the battery appeared to be new.







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

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

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*Bring Forward?*

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

# ACTIVITIES

# 1980

## OUR EVENTS IN 1980

25th JANUARY	ANNUAL GENERAL MEETING & DINNER
9th MAY	WINE AND CHEESE PARTY
14th JUNE	TOUR D'ESSAI....TRIAL RUN
28th JUNE	MONTEBELLO WEEK-END
24th AUGUST	RALLYE COUPE HEMMI
21st SEPTEMBER	TOUR TO "STEAMERS" FIELD DAY
5th OCTOBER	CONCOURS D'ELEGANCE
21st NOVEMBER	VIN D'HONNEUR...FINAL SOCIAL