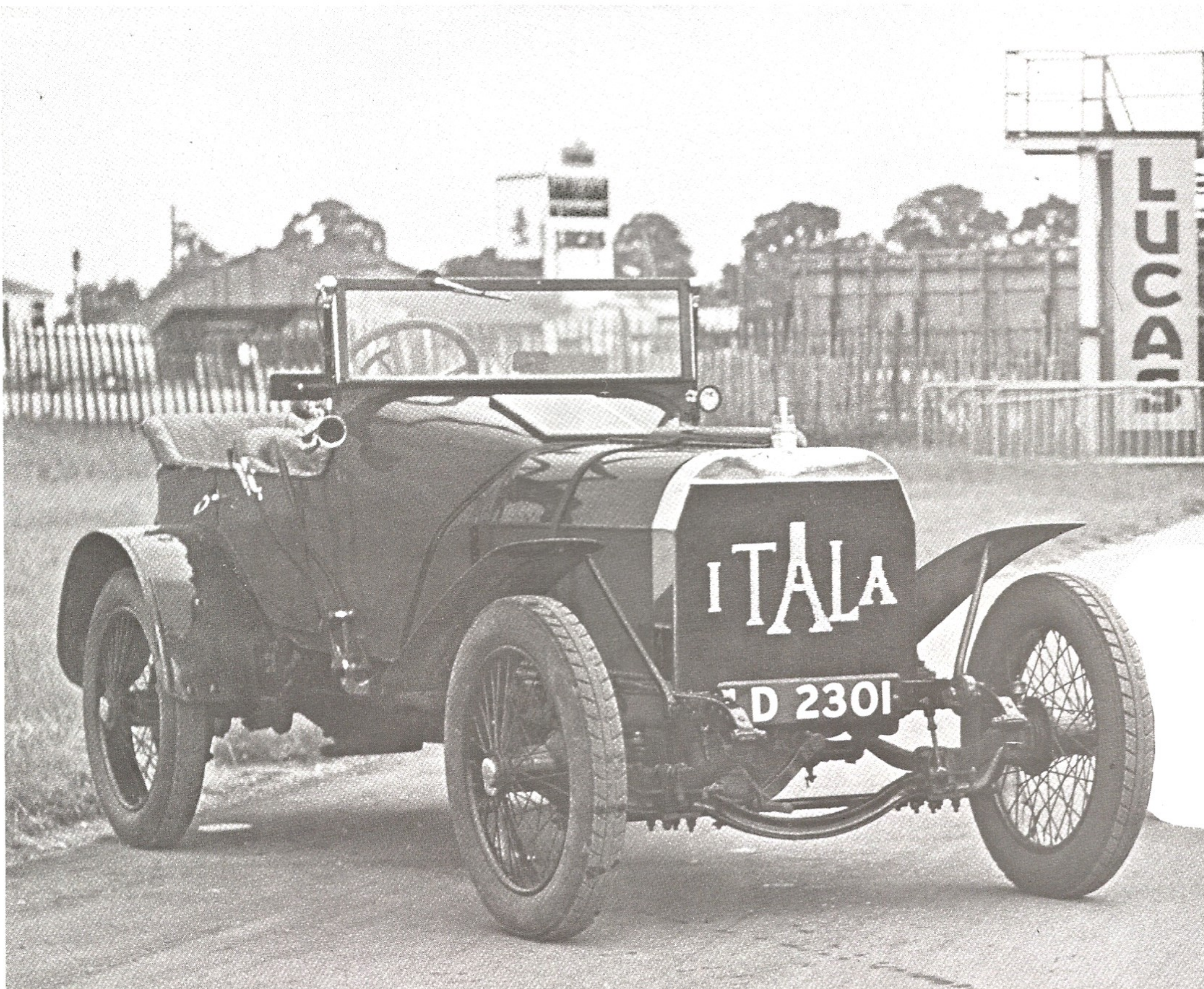




AUTOSIASTE

vol 7
no 1

SPRING 1981





Autosiaaste

VOL 7
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Spring 1981

CONTENTS · SOMMAIRE

CONTENTS	INSIDE FRONT COVER
EDITOR'S RAMBLINGS	PAGE 1
HIGHLIGHTS OF A.G.M. & ELECTION	" 3
SPECIAL ARTICLE	" 8
THE 1930's CARRIAGE TRADE CARS How fast were they?	
CLUB ACTIVITIES FOR 1981	" 12
LETTERS	" 13
BUILDING THE ULTIMATE MACHINE	" 16
BY ZAVEN DARAKJIAN	
BASKETCASE DEPARTMENT	" 18
REVIEWS OF TWO SMALL CARS	" 22
ISETTA & GLAS	
WIFE vs JAGUAR, A Poem	" 24
BY DOLLY JORDAN	
CLUB NEWS & MEMBERSHIP LIST	" 25

CLUB ADDRESSED MAIL TO: V.E.A.A./E.V.E.A., P.O. BOX 693,
cover story SUCC. VICTORIA, MONTREAL, QUE. H3Z 2Y7

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

Well, another Annual General Meeting has come and gone. With the passing of another Club year also go three Directors, to be replaced by three others who will serve the interests of the membership for two years. To the departing three we say "Thank you for your interest and help. Without such members, people who will, when called on, do something for the benefit of the group, the V.E.A.E. would soon fold up". To the incoming Directors we would say this. "Please attend all of the Directors' Meetings that you can because you will be putting your voice in support of or against such Executive decisions, as you consider best for the Club and its members. Your own personal view as to what you enjoy most may not be truly representative of what the Club as a whole would. So then you must subordinate your personal interest to that of the membership." So to the 1981 Board of Directors, our best wishes for a successful and enjoyable year! And to departing David Laidley, Phil Avis and Jim Roman, thank you for your help and interest in the Club and its objectives. Long may your exhaust be free of smokey vapours!

This issue contains a number of interesting features and probably the one by long-time member and competition enthusiast, Zaven Darakjian, will be expressing what many of us have secretly longed to do. Just to conceive our own "Ultimate Car", that ephemeral embodiment of what we want for ourselves. Maybe it's the mechanical ultimate. Or it could be an expression of the artistic soul within and would turn out to be that marvellous bit of bodywork which would turn heads and satisfy, even just a little, that ego urge which we all have, whether or not we want to admit it.

There are a few photographs which should titillate the imagination. The all-too-brief appearance on our Montreal scene of an unusual car and its subsequent departure always intrigues. The "where has it gone?" syndrome is a tickler. The car shown in a Montreal Star (of fond memories, alas now gone!) issue of September 11th 1961, a 1939 Horch reputedly used by Field Marshal Rommel, is a case in point. An 18/100 MG Six Sports, possibly a 1932 model, in four door saloon form, was seen last by this writer parked outside of a Cote de Liesse Motel some eight or ten years ago. Then there have been reports of the Morgan Drophead Coupé, the green one, being in the area. Perhaps it was the green one advertised two or three years ago. Maybe the "Autosiaste" could run this periodically as a feature, with a photograph. David Laidley's SS Coupé came on the Club's roster as a refreshing déjà vue it having been the property of this writer many years before. Thanks to David it's rejuvenation is being thoroughly taken care of. It departed from our stable in a sorry state many would say as indicating long years of neglect. In defence may it be stated that its stay, in company with some five other cars, meant that it had to wait its turn!

So anyone who has had an experience with a long-departed and interesting car, and has a photograph which can be reproduced and would like to find out where it has gone, send it along. Maybe it can be persuaded to come home!

Statistics on the nature of the Club's activities and how much interest the membership shows in the various types of outings and indoor meetings, can be enlightening and could be a guide as to where the Club's Directorate should apply its efforts towards the greatest satisfaction to the majority of the members. The size of the Club, that it should remain in the 50-60 or 65 bracket as is the case right now or make some effort towards enlarging with the objective of getting more cars (and therefore, people) to turn out at events, is a point of considerable debate by the Directors. Taking into consideration that irrespective of the kind of Club, bridge, skiing, boating, or what have you and also it applies to any voluntary group as another example, night classes in gym, language, hobbies, the enrolment figures are always whittled down after a few weeks. It seems to be the rule that 25% don't show up after the initial enthusiasm has simmered down, that 50% participation at what can be classed as social activities, is good but for any event which might mean competing for time with some other more attractive option, 25% turn out is par.

What this means in the end is that if a particular number of attendees at an event is necessary to make the planning, running and the final success worth-while then perhaps this should be the guide as to the numbers in the membership game. This is an area of interest which might very well occupy the Directors during a survey of where the Club is going, what does the membership want and how can its interests be best served. In a nutshell, do we want 25% of 60 members or 160 or is there an alternative and it would be a turn out of 50% of 60? The Activities Committee is going to bat on this for 1981, in some form or another, you can bet.

There have been some very fine contributions to the "Autosiaste" during these past years by members past and present. It is to be hoped that there will continue to be a steady flow of other folks' efforts. It is a fact of life in the Editor's chair no matter what club magazine it is, that there's always the danger of the publication becoming a too personal thing and this is to be avoided. In any case it's appropriate to say in this column and at this time, the usual disclaimer, viz:

" Any views or opinions expressed in this column are not to be construed as the views or opinions of Directors individually or of the Directorate as a whole and are purely personal to this writer."

As a closing note to this column and for the record thanks go out to several enthusiastic members who contributed to the "Autosiaste" during 1980 and whose interesting articles and commentary added to the value of the publication as the official house organ of the Club. The following are the members to whom thanks go: Ed. Richardson, Jim Roman, Roy Elliott, Denis O'Brien, Gilles Desroches, Peter Bigney, Phil Avis, Kim Peacock. For 1981 we look forward to another good year for such contributions, particularly those in the French language for the numerous members who look for them but all too often fail in their search. If some member's name has been overlooked, please accept our apologies.

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The above "closing note" really wasn't that, after all. A thought occurred to the effect that as soon as a really useful photo is received a new feature could be started. A cover photo of a member's car, each issue with a different one. The size approximately 6 inches square: clear with detail showing up well; not much distracting background; front and side show up best; gloss black/white or colour. Prints will be returned if requested. Actual size print, no enlargement or reduction practicable with our photo-copy type reproduction. Good idea...yes?

Hugh Jackson

HIGHLIGHTS OF THE SIXTH ANNUAL GENERAL MEETING

AND

ELECTION OF DIRECTORS

The 6th Annual General Meeting and its associated Dinner, at which time the election of the new Directors of the V.E.A.E./ E.V.E.A. takes place, was held in the sumptuous clubhouse of the Montreal Badminton & Squash Club on Atwater Avenue in Montréal on Friday, 6th February, 1981. Without pretending to be a verbatim report of the proceedings, as that lies within the purview of the Secretary-Treasurer, as presented in the official Minutes, a general chronicling of the event would be of particular interest to those members who, for some reason or another, could not attend.

Cocktails and pre-meeting socializing started at around 6.30 by which time a few "early birds" had begun to appear, much to the pleasure of the ever-ready Secretary-Treasurer, David Laidley who sat prepared to receive one and all with his little black box of change and several rolls of tickets, they to be used for the purchase of such beverages as seemed appropriate to the taste and event. The Club had set up a bar in the room wherein would be held the Meeting a short time later. The first to arrive were Billye and Hugh Jockel, Louise and Bruce Forward. Within a few minutes other members followed, in twos, threes and fours. There was a genial renewal of Club and personal friendships as the numbers increased and in particular, the numerous new members were encouraged to feel welcome at this, their first A.G.M. These were the Donolos, Morgans, Smiths, Peacocks, Lords and Delagrets.

It was also an opportunity for the membership in general attendance to meet the speaker for the evening, Mr. J. Ralph A. Turner and his charming wife. Mr Turner is no stranger to Montreal and in fact reminisced with Hugh Jockel on the removal from Hugh's place in Beaconsfield of a classic Packard phaeton belonging to Ken Narraway, who had moved to Toronto. Mr Turner is an avid collector and a frequent judge at the concours of several prestigious antique and classic car clubs. His subject for the evening's talk was to be an informal account of a long-distance tour and subsequent Concours.

Out-of-town members whose presence at the A.G.M. was appreciated as an indication of their continuing interest were Bob Marshall, one of the founders of the Club now living in Toronto and Yvan Bureau, the super-keen MG enthusiast from Sherbrooke.

The dinner was scheduled to start at 7.30 and the members and their guests, now numbering about 40, sat down to the tables which were set in two rows with the head table at the end. The cheerful sight of the tables, set with silverware and glasses reflecting the soft glow of the chandeliers, put everyone in a festive mood. Dinner was served with grace by the Club's experienced staff and was a testimonial to the chef's art. Many complimentary remarks could be heard and the comparisons with other A.G.Ms. were much to this year's favour.

At dessert time Club President Phil Chartrand called the A.G.M. to order. The several reports by the Directors of their respective responsibilities were presented. Membership Director Peter Bigney, noting the presence of several new members, made the suggestion that they rise and receive recognition by the chair and the other members; Treasurer David Laidley quickly summarized the financial status of the Club as satisfactory; Bob Neapole as Activities Director spoke of the past year's events and outlined the 1981 schedule; Bruce Forward as Competition Director presented a n

analysis of members' participation in Club activities and showed that the member who had accumulated the greatest number of points according to the Club's records was John McFall, a founding member whose mount over the years has been his Sunbeam Alpine; Hugh Jockel, although not a director is Editor of the Club's magazine, the "Autosiaste", presented a summary of the publication's history which, in longer form is contained in this issue.

With John's winning of the point standing came a special Trophy, created and designed by Bob Neapole. It consisted of an Austin 7 piston and connecting rod, in a beautiful high-gloss black finish, mounted on a varnished oak panel with oak frame. The chromed panel bore John's name. The presentation by President Phil was roundly applauded and there were many compliments passed to Bob for his ingenuity in creating the trophy which will be competed for annually, additional names of the subsequent winners being added on the plaque.

The Chairman of the Nominating Committee, John McFall, was then called on by the Chairman to present the slate of New Directors who will replace those whose term has expired, Phil Avis and David Laidley as well as Jim Roman whose continued stay in Jamaica on business required that he resign. The new slate consisted of Gilles Desroches, Bob Neapole and Pierre Quimet. All three have had previous experience on the Board and in fact Gilles and Pierre were two of the founding members. As there were three candidates for the three vacancies and all had indicated that if they were elected they would serve. There is no requirement in the Constitution for nomination from the floor so all were elected unanimously by acclamation. The outgoing Directors, sincerely thanked by Hugh Jockel for their services to the Club in a motion which was seconded by Ed. Richardson, received applause. The appropriate motion for termination of the A.G.M. having been made it closed at approximately 9.15 p.m. There was then a break for replenishment at the bar and congratulations to the new Directors.

After the break the social part of the evening reconvened and with this, Chairman Phil introduced the speaker of the evening, Mr. Ralph Turner. Mr. Turner opened his presentation mainly on his experiences as a collector which were highly interesting and informative. His personal contact with many highly-admired and prized vintage and classic cars was presented in an amusing and informal way. At the same time he recognized the technical competence of the majority of his listeners and so his remarks, liberally dotted with phrases which might have been over the heads of lesser mortals, were fully understood. Then followed a film presentation of a Trans-Canada tour by members of the Antique & Classic Car Club of Canada. It was in colour and with Ralph's commentary was a very enjoyable experience. Following this there was a question period during which Ralph elaborated on some of the aspects of the film as well as on the subject of his talk. Hugh Jockel thanked him for his address and in response Phil Chartrand was given several posters featuring appropriate motifs.

Ed. Richardson moved a vote of thanks to David Laidley for his part in securing the Badminton Club as the venue for the A.G.M. and for the excellent dinner. So it was that the 6th Annual General Meeting and Dinner came to a close.

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In accordance with the procedures established by the Constitution an Executive Meeting of the six Directors took place at the Royal St. Lawrence Yacht Club on the 12th of February. After discussion the following responsibilities were established:

President...Phil Chartrand; Secretary-Treasurer...Gilles Desroches who also is Vice-President; Activities Director...Bob Neapole; Membership Director, Peter Bigney; Competition Director...Pierre Quimet; Publications...Bruce Forward.

"Autosiaste" Editor...Hugh Jockel

VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

Statement of Revenue & Expense
for the period ending December 31, 1980

REVENUE:

Annual Dues	\$ 1,080.00	
Social Events	1,040.50	
Interest	<u>346.07</u>	
		\$ 2,466.57

EXPENSE:

Prizes	22.38	
Printing & Typing	496.79	
Postage & Stationery	198.10	
Social Events	1,226.20	
Insurance	105.00	
Miscellaneous	150.03	
Club badges	<u>50.00</u>	
		<u>2,248.50</u>

ask what that is?? →

NET INCOME FOR THE YEAR

218.07

BANK BALANCE(beginning of year)

590.47

BANK BALANCE(end of year)

\$ 808.54

ASSET: Royal Trust term deposit at 14% due February 1981

\$ 2,000.00

Other properties of the Club:

Stop watch

Easel and magnetic board

Badges

Membership cards

Encyclopedia of British Motors cars



			1	2	3	4	5	6	7	A	
x	AVIS	PHILLIP				1				1	2
x	BIGNEY	PETER	1	2		2	2	3	1	2	13
	BRUNELLE	MICHEL									
	BUREAU	YVAN	1							1	2
	BURGERMEISTER	HANS				2					2
	BURTON	CHARLES									
x	CHARTRAND	PHIL	2	2		2		2	1		9
	COOK	RONALD	1	2							3
	DARAKJIAN	ZAVEN	1	2							3
	DEMERS	JACQUES									
	DESROCHES	GILLES								1	1
	DOHRENDORF	MICHAEL							1		1
	DOHRENDORF	OLAF							1		1
	DONOLO	LOUIS					2				
	DOUCH	KENNETH							1		1
	ELLIOTT	ROY				3	2	3		2	10
	FLETCHER	RONALD	1								1
x	FORWARD	BRUCE	1	1		2	1		1	1	7
	GAUTHIER	DENIS	1	1							2
	GILLINGS	ROY		2		2					4
	HEMMI	RALPH	1			2			1		4
	HODGSON	RENE				2					2
	HUGHES	MARK		2							2
	ISRAEL	WILLIAM	1			2					3

x 1980 DIRECTORS

- | | | | | | |
|---|---------------|---|---------------------|---|---------------|
| 1 | VIN D'HONNEUR | 4 | RALLYE COUP HEMMI | 7 | WINE & CHEESE |
| 2 | TOUR D'ESSAI | 5 | STEAMERS | A | AUTOSIASTE |
| 3 | GYMKANA | 6 | CONCOURS D'ELEGANCE | | |

ACTIVITIES PARTICIPATION STANDINGS FOR 1980



		1	2	3	4	5	6	7	8	
X	JOCKEL HUGH	1	2		2	2	1	1	4	13
x	LAIDLEY DAVID	2				2		1		5
	LORD RICHARD		2		2			1		5
	MAYO REYNALD	1			1					1
	MCFALL JOHN	1	1		3	2	2	1	1	11
	MORGAN CHRISTOPHER	1			2					3
	MARSHALL ROBERT									
x	NEAPOLE BOB	1	2			2	2	2		9
	NEISS MORRIE									
	NERCESSIAN DAVID	1			1					2
	O'BRIEN DENIS	1						1	1	3
	OUIMET PIERRE	1						1	1	3
	PEACOCK KIM								1	1
	PETTIGREW WILLIAM				2	2				4
	PIHLER PETER									
	PIDOUX JOHN							1		1
	PRAGER VINCENT									
	RAYMOND JOHN		2			2				4
	REUSING LAWRENCE									
	RICHARDSON EDMUND	1	2		2		2	1	2	10
	RICHMOND FRANCIS	1	2						1	4
	ROMAN JAMES									
	SMITH JOHN	1	2		3		3	1		10
	SMITH WILLIAM	1						1		2
	SONNENBERG PETER	1	2		2					5
	TAYLER ROBERT	1	2		2	1				6
	WANSBROUGH MARSHALL	1	1					1		3
	WEID STEVE		2	2		1				5
	WRIGHT JOHN									
	YANNONE GERALD									

THE 1930's CARRIAGE TRADE CARS,

HOW QUICK WERE THEY ?

The following article was by Graham Robson and has been taken from the
October 1978 issue of Veteran & Vintage

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My biggest problem in preparing this part of my 1930's performance survey was to decide exactly which cars qualified for the "Carriage Trade" and which did not. Performance, Marque name, coachwork and reputation all had to be considered. Including Rolls-Royce and Daimler was easy enough, but was a 3½ or 4¼ Bentley a "carriage" or a sports saloon? Did a big-engined late 1930's Alvis qualify and what about the W.O.-inspired 1936-1939 Lagondas? Did a carriage need to have a closed body style or was a properly coach-built cabriolet also eligible? How many seats does a carriage truly need?

That was one problem. Another was having to sit in judgement on those cars which THE AUTOCAR had never tested, mainly because the makers willed it so. It wasn't easy drawing conclusions without having comprehensive test details of the Daimler Double-Six, the Rolls-Royce Wraith or of any suitably-bodied vee-12 Hispano-Suiza. No-one, of course, ever got to lay their hands on, for example, a Bugatti Royale but at least the Type 46 got an outing in 1931.

Price, though very important, could not be the only reliable benchmark. I was interested in quoting the facts about a vee-12 Hispano-Suiza, especially one priced at a monstrous 3,500 pounds, until I saw that it was merely a 3-seat coupé and very light into the bargain. On the other hand, I thought that a 1930 Sunbeam possible at 995 pounds, along with a rather dignified Packard straight-8 for 895 pounds. No-one, surely, would deny a Siddeley Special, with that excellent chassis, even if it did sell for only 965 pounds in 1934?

In general, however, I settled on a minimum of about 1,000 pounds (which is, shall we say, the equivalent of about 15,000 pounds to-day?) and on the use of a 3½ litre engine at the very least. This cut out the various genteel, but small Daimlers, Lanchesters and Armstrong-Siddeleys and would have given the thumbs-down to the 2.8 litre Autovia if it had ever been tested. Once...just once and in absolute defiance of the contemporary opinion of the cars themselves...I allowed myself to look at the figures for the 3½ litre SS Jaguar of 1939, in spite of its asking price of a mere 445 pounds!

One thing which emerges is that the truly aristocratic car makers had little need of road tests to make their point. If they had, in some cases the actual performance achieved would have perhaps been thought most disappointing. Not, by any means, that this was due to them being over-heavy. The Autocar's weight-power ratio...expressed in lb./engine c.c. ...is really useful here and it does show that with few exceptions the carriage trade machines were better off than the small-engined sports cars which I have already surveyed. What it could not detail, however, was that the big and expensive cars usually achieved their refinement due to large engines in a soft state of tune.

There was a huge spread of performance capability, with, generally speaking, Lagonda, Bentley and Mercedes-Benz out ahead, and with Daimler and Rolls-Royce lagging behind. Not that the Coventry and Derby manufacturers minded at all, they were selling refinement and truly silky behaviour. Who, they said, really cared about any speed above 60 m.p.h. in that day and age?

This was all probably very well and good, as a 20-25 Rolls in the early '30's could only reach about 68 m.p.h. with a normal saloon or limousine shell mounted on that ageing chassis and even a 4.6 litre Straight Eight Daimler limousine of 1937 was good for only 70 m.p.h. Both these were well below average. The 1935 20-25 h.p. had improved somewhat to 73 m.p.h. and the 1939 Straight Eight Daimler revised the figure to 80.7 m.p.h. but by then the going rate was 90.

However, I must now put everything into perspective. When even at the start of the decade more than 80 m.p.h. was really needed for respectability, any car which could regularly beat 90 m.p.h. was considered very fast and the two-way mean top speed of 100 m.p.h. was very definitely the "sound barrier" of the day. In 1930, when a Mulliner-bodied Bentley 8 litre saloon achieved 101.1 for the Autocar, it created a sensation, as one could expect. In ten years of testing only a handful of cars had ever beat that and not one of them was a saloon. A vast Type 540-K Mercedes-Benz cabriolet achieved 101.4 m.p.h. in 1938 while the vee-12 Hispano-Suiza coupé reached exactly 100 m.p.h. All others were out and out sports cars or tourers. Small wonder that when Bentley finally succumbed to financial pressures Rolls-Royce did everything they could to be sure that Bentley did not survive in other hands!

A Rolls-Royce, after all, was not as quick as myth would have it. The 20-25 and 25-30 models have already been mentioned and I doubt if the Wraith was good for much more than 80 m.p.h. A Phantom II Continental of 1933 (the only true "carriage" incidentally, tested by the Autocar in that post-depression year) reached a little over 92 m.p.h. which was very creditable considering the impressive Park Ward coachwork though for that you had to be prepared to buy fuel at the rate of 10 mpg.

With its 51.6 hundredweight Park Ward limousine coachwork, the Phantom III tested in 1936 was actually slower in some respects. It had an 87 m.p.h. maximum speed but was quicker from rest to 50 m.p.h. (12.6 against 14.4 seconds) and was also quicker up the Brooklands test hill. In that year only the new $4\frac{1}{2}$ litre Bentley was more spirited and the Phantom III achieved it all in complete silence. Even at 2,600 pounds (1,850 pounds for the chassis alone) many tycoons considered that it was a bargain and even with such upright and bulky bodywork it merely retained its traditional 10 mpg thirst.

The Siddeley Specials were also impressive but they, too, were not as fast as their sponsors suggested and as their mechanical specification promised. The 1934 model was good for 87.4 m.p.h. top speed and it was not as lively as either the $3\frac{1}{2}$ litre Bentley saloon or a Meadows-engined Lagonda $4\frac{1}{2}$ litre. The same model, differently bodied, achieved only 84.1 m.p.h. in 1935, consumed fuel at 12-15 mpg and was almost the slowest of the year's crop of carriage cars.

Bentleys, or rather Rolls-Bentleys, did not improve as the years went by. All through the 1930s, of course, coachbuilt cars grew heavier, bulkier and housed a generally a greater amount of equipment. The "Silent Sports Car" (Rolls-Royce coined the slogan, not me) was not quite silent and was not a sports car but it was well up to the average performance. The 1934 model $3\frac{1}{2}$ litre reached 91.8 m.p.h. and 50 m.p.h. from rest in 13.4 seconds, all at 16-18 mpg. By 1936 the $4\frac{1}{2}$ litre version was stuck at the same maximum but reached 50 m.p.h. in only 10.3 seconds at a recorded 17 mpg which was the year's best overall showing. Neither the 1937 model nor the 1939 "overdrive" machine, could beat it. By 1939, indeed, only the 4 litre Daimler was slower while the Alvis, Lagonda and (dare I say it?) even the SS Jaguar could do better.

There were many North American imports which went quickly but lacked class. The original Ford V8s, of course, accelerated like scalded cats, as did the lightly-modified Hudsons called Railtonswile front-wheel-drive machines like the Cords were exciting but looked dreadful and had unfortunate habits (like throwing tire treads while on test at Brooklands in the magazine's hands...Linfield was, as usual very diplomatic about the whole business!). There were a few, a ver few, which the Carriage Trade deigned to consider and the Prince of Wales's attitude to North American machinery must have helped.

Best, and most consistent of them all was the Lincoln of the early and mid-'30s, when (although Ford-owned) it still retained its own individual engineering and components. The 1930 and 1931 models were good enough but their side-valve vee-8

engines limited performance to 79.6 and 84.9 m.p.h. maximum speeds respectively, which was only just competitive at a 1550/1600 pound asking price. From 1932, however, the magnificent K-Series (side-valve)v-12 models were imported. That year, the 7.2 litre KB Lincoln town sedan reached 95.7 m.p.h. (and 10 mpg fuel consumption, it must be admitted) a figure hitherto only beaten by that exceptional 8ltr Bentley and one which would stand unchallenged until 1936 in the files. Priced at 1895 pounds, the Lincoln KB was a whole lot of engineering but its 51 h.p. R.A.C. rating (which brought with it a 1978 equivalent of about 750 pounds annual road tax) militated against its acceptance. In 1932 many a tormented tycoon was counting his debentures and wondering how to cope at all!

The depression and its aftermath accounted for a number of marketing disappointments and the very active "Buy British" propaganda which developed must have helped a lot. Certainly there was no good reason, from an engineering standpoint, to consider refusing a 23-100 h.p. ADR8 Austro-Daimler with its 4.6 litre engine and a 1,820 pound price, even if its 81.8 m.p.h. maximum and acceleration were no better than the 1932 average. Hispano-Suiza's 1934 offering was priced at 1,895 pounds but as it was the 4.9 litre model and in effect a much-modified French Ballot, it could only reach 82.9 m.p.h. and was not a success in Britain.

If it had not been for the growing anti-Nazi feeling in Britain I feel sure that the late-1930s Mercedes-Benz cars would have sold better than they did. But the Type 500K did not appear until 1936 (when Hitler's attitude to the Olympics had already made its point) and the 540K in 1938 (which was the year of the Munich crisis) so it is hardly surprising that neither took hold of the market.

Top-drawer customers in Britain, too, looked somewhat sideways at the German styling of the period, which as far as performance is concerned doesn't concern me here but it may explain why both of the cars tested were lushly-furnished cabriolets with fully-tailored hoods. The 500K was very fast for its day, easily the fastest of 1936 with 96.3 m.p.h. (with a down-wind maximum of exactly 100 m.p.h.) and in spite of use of the supercharger it still recorded 12 mpg! Yet, for all that, it was heavy and it was outspurred to 50 m.p.h. (13.4 seconds) by the 4½ litre Bentley (10.3 seconds) and even by the 3.4 litre straight-eight Daimler at 12.4 seconds.

A couple of years later the 540K Mercedes-Benz was uncatchable. Its mean maximum speed was 101.4 m.p.h., the fastest achieved by the Autocar in pre-war days on a car of this type and it recorded the astonishing one-way maximum of 104.6 m.p.h. Fuel consumption with that thirsty supercharger took its toll (8-10.5 mpg) was the result and more frequent use of the blower would mean 8-10 mpg more the norm.

Maximum speed, of course, is only part of the performance and it is here that I have to re-state the "blurred edges" of my survey. In including cars like the 4.3 litre Alvis and the vee-12 Lagonda I am teetering on the edge of using sports saloons as "carriage trade" cars but since they were priced at 995 pounds and 1195 pounds respectively and has equally as roomy coachwork as a Bentley or a Daimler I have done so.

Any car getting up to 50 m.p.h. from rest in less than 10 seconds could really be considered as quick (it may sound ludicrous today, when any self-respecting 1½ litre family sedan can beat this but we must allow for a change in standards) and not many large touring cars achieved this. In the whole of the 1930s decade, only one car, the 4.3 litre Alvis 1f 1939 clocked in under the barrier at 9.5 seconds. No wonder that the Autocar thought "...the 4.3 litre Alvis has about as much performance as can be used in this country and does not easily find an equal....." The Alvis might also be the most accelerative up the Brooklands test hill if it had not been closed for repairs in the spring of 1939 when the test took place. As things stand, therefore, that honour goes to the D8 120 Delage of 1938 which did 22.88 m.p.h. closely followed by the 4½ litre Bentley of 1936 and the 1934 4½ litre Lagonda, both at 22.66 m.p.h. If I might just mention it (and please do not write abusive letters) the 445 pound 3½ litre SS Jaguar recorded 0-50 m.p.h. in 9.8 seconds and a test hill speed of 23.09 seconds, but in those days the "Jew's Bentley" had a long way to go. (Editor's note...Racism, by Jove!)

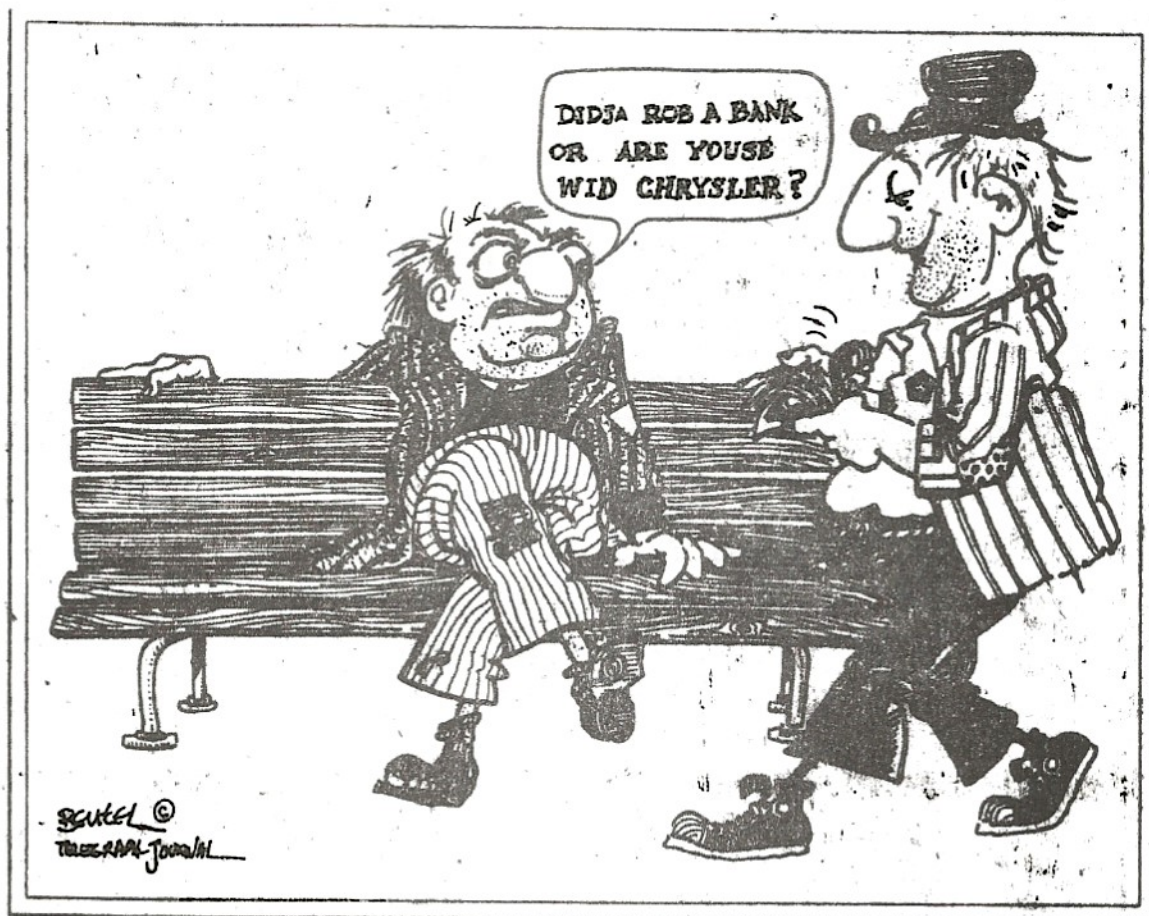
Fuel Consumption, the other half of economic performance, if not so very important to the well-heeled and exclusive fraternity who bought this type of car, changed very little in the 10 years. Perhaps a reasonable (but not calculated) average would have been about 13 mpg in 1930 and about 16 mpg in 1939 which was indeed an improvement. This was very creditable when the inexorable trend towards heavier cars is considered. Aerodynamics improved, of course, but at the usual 60-70 m.p.h. cruising speeds these cars achieved between single-carriage-way traffic blocks it had little effect.

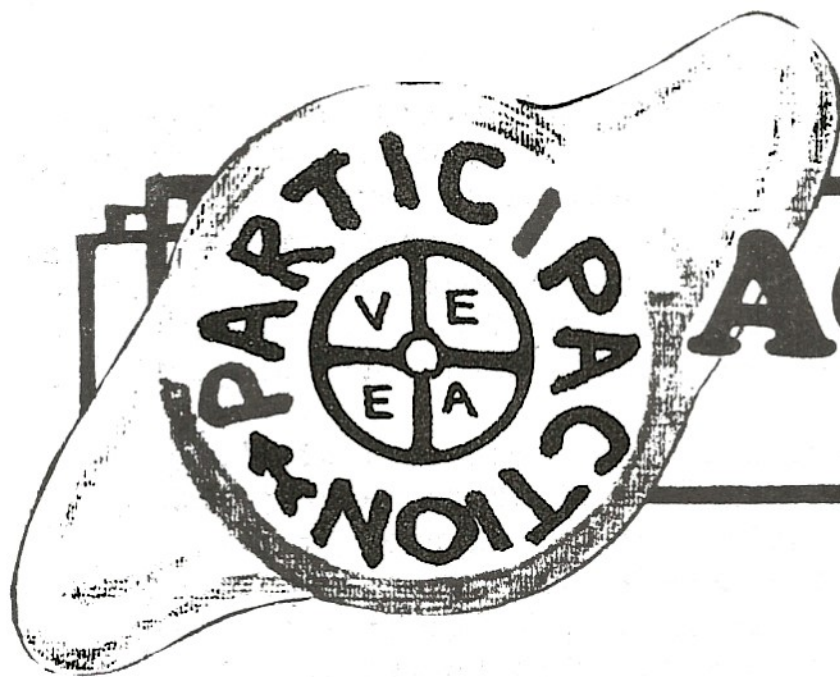
Engine sizes (and therefore R.A.C. ratings) tended to come down persistently. This process had begun in vintage times as engine efficiency improved and it was accelerated by the obvious influences of the Depression and the agonies of paying exorbitant Road Fund taxation. From 1935 to 1939 the Autocar tested only four cars with engines larger than 5 litres, of which three were imported. The exception was the inevitable Rolls-Royce Phantom III which had such a fine reputation at first that its 7.3 litres was not considered a deterrent. Even in the first half of the 1930s, only the Rolls and the two Bentleys had engines larger than 5 litres, all the rest being from Europe and North America. By the end of the decade the requirements of a "carriage trade" car seemed to have settled on a 4 to 5 litre engine and in many cases the all-up vehicle weights had settled in the region of 4,000 to 5000 lbs.

It is interesting to note that the lightest of all, according to the Autocar's weight/engine size formula, was the vee-12 Hispano-Suiza coupé (which I had discounted). The 9.4 litre engine helped to make its factor a mere 0-46. Of the cars I have considered, many settled around 0-8, 0-9 and 1-0 which suggests that the concept of weight against engine size (or weight against engine power, if most units had similar efficiencies) was agreed at this sort of level. Worst of all, as one might expect, was a Daimler, the Straight-8 Light at 1-31 as against a slightly poorer 1938 24 hp limousine at 1-34. The Phantom II Continental (0-72) was the uncrowned king, the Phantom III next at 0-79 and the Ballot -Type Hispano-Suiza at 0-30 followed closely. The Bentleys stuck around 0-9...engines increased in size as weights crept up, while Alvis models settled around the same level.

The only index that I have not been able to compile, however, is that of desirability, but none was ever needed. When the decade began Rolls-Royce reigned supreme with their 20-25 and Phantom models; when it ended the Wraith and the Phantom III still held sway and took most of the sales. Then there was the new Mark V Bentley as a sporting second string. Then, as now, there was truly the Magic of a Name.

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ACTIVITIES

1981 ACTIVITIES

<u>DATE</u>	<u>ACTIVITY</u>
Friday, February 6, 1981	Annual General Meeting 6:30 Mtg. Badminton & Squash Club
Friday, April 24, 1981	Vin D'Honneur
Sunday, May 3, 1981	Tour d'Essai - Beauharnois/V.A.C.M.
Tuesday, June 16, 1981 (Evening)	Gymkhana - Hewitt Equipment
Sunday, August 23, 1981	Rallye, Concours & Picnic
Sunday, September 20, 1981	Canadian Railway Museum - Delson Quebec
Friday, November 27, 1981	Closing Social

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Your Activities Committee is hoping that this year's events will prove to be well attended. They have been selected so as to provide something of interest to all members. Family-type events predominate and there should be fun for all and at the same time provide a good reason for getting the old gas-gobbler out on the road while it's still on four wheels.

A Telephone Committee and further notices will remind you of these events as they approach but your own efforts are the most helpful in making 1981 a good year for the V.E.A.E and its members.

LETTERS



"Autosiaste" recently received a communication from a faithful member, Roy Elliott, he of the reliable and upright 1955 Austin Taxi and as he describes them, assorted Studebakers, which is both a letter and an article describing his experiences with several motorcycles and letter, motor cars. A logical and not unusual evolutionary process and one which is certain to be found experienced by quite a number of other members. Perhaps none more than the Dohrendorf brothers! At any rate we'll consider Roy's contribution as more of an article for reproduction as of interest to many, than as a letter.....so here goes....

THINGS DON'T REALLY CHANGE, DO THEY ?

Reading the current Motoring Magazines and papers these it is interesting to see the way the motoring scene has almost turned full cycle in my particular world.

Last week I was in Toronto looking at a BMW....no, not a 503 or 507 but an Isetta 600cc ! An interesting little machine of the 50's whose main attraction to me are the magic words '65 mpg', this from a BMW twin.

I started my driving in 1945 with a similar 500cc twin only this one came from a U.S. army surplus dump outside of Manchester and had 'Indian' marked on the tank. It cost 60 pounds in those days and it also did 65mpg. It had a huge seat that could hold about three people (and often did on Saturday nights coming home from the local Palais de Danse). In 1945 you took anything with wheels and if it was economical as well, you were 'quids in', as they said.

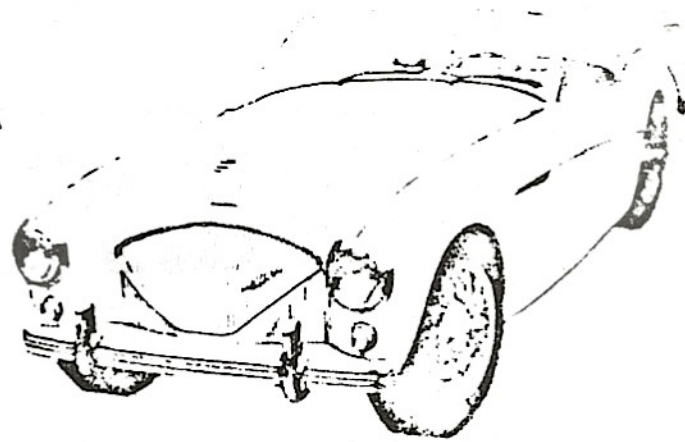
The old Indian, so comfortable to ride in the dry, the beast always wanted to lie down on the rainy cobblestones of my home town. It was traded in on what I thought was a 1932 J Type Midget which according to Thoroughbred and Classic last year (April and August '78) turned out to be a rare Jarvis-bodied M model. Again very economical and such was to be the watchword during the immediate post-war years, through various Humbers, Vauxhalls etc. until I decided to give "Colonies" the benefit of my experience and joined Nelson Eddy's old mob, the R.C.M.P.

My first act was of course to purchase my Drill instructor's 1941 Ford coupé, a rakish machine that did about 15 mpg but in those days it didn't matter. Since then I think that 95% of my transport has been V8 although there were a couple of straight 8's, Brough and Railton respectively, a 4 banger Singer and a Mini Cooper that lasted only three weeks before the chassis fell to pieces. Oh! I mustn't forget the durable old Jowett Javelin which I found in the Sub-Arctic 500 miles from the nearest road, on the borders of Labrador and Québec. It lasted 3 years and never needed a spare part!

So now, some 15 Studebakers later. (They were economical as well as advanced) I am seeking that elusive 65mpg so if anyone knows of an Isetta, Heinkel, Messerschmidt or English 3 wheeler, please give me a ring!

(Signed) Roy Elliott

AUSTIN-HEALEY OWNERS ASSOCIATION OF BRITISH COLUMBIA
P. O. Box 80274, South Burnaby, B.C. V5H 3X5



21 October 1980

Dear Austin-Healey Enthusiast,

The enclosed copy is self-explanatory.

It is our feeling, because of the nature in which the car had been stolen, that the car is either headed back 'east' or down 'south'; perhaps missing the 72 chrome wheels.

We need the help of Healey owners both in Canada and the United States. If you hear, see, or read anything, please contact the Vancouver City Police and/or your local police department.

Thank you.

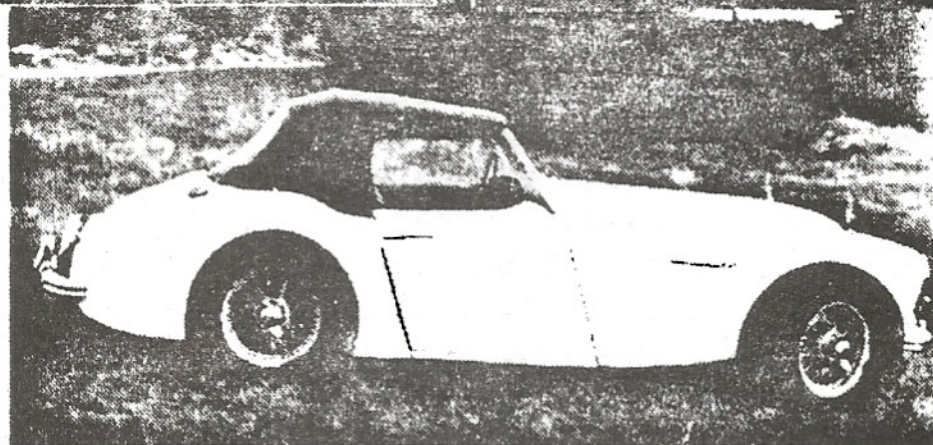
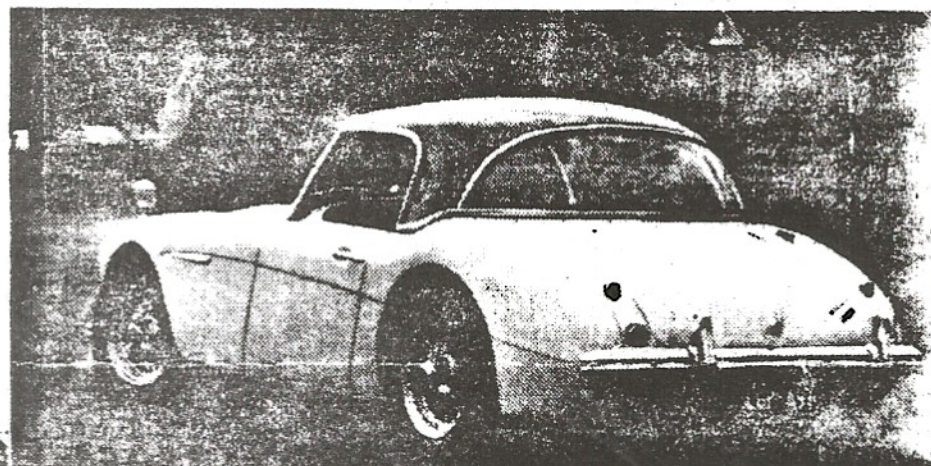
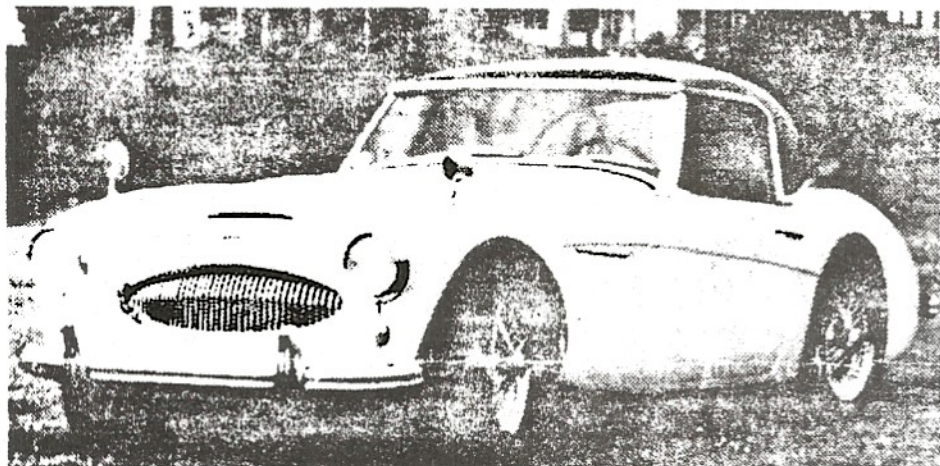
Happy Healeying,

Nell B. Holdstock
President

REWARD

\$1,000

For recovery of this automobile



Description:

B.C. licence EGP 497

1961/62 Austin-Healey 3000 MKII (BT7)

Exterior Colour: Light Ivory; black convertible top

Interior Colour: Red

Body Number: HBT7L14320 Engine Number: 29E RU H753

Engine: 6 cylinder Austin-Healey 3 Litre (green)

carburetion: triple S.U.'s

Distinguishing characteristics:

Wheels: 5, 72-spoke chrome wire

Tires: Michelin XAS 165-15

Interior: Totally original leather, carpets (with red mats)

Top: Original convertible top & side curtains (both on when stolen)

Trunk Contents: spare wheel (Pirelli Centurato mounted)

Craftsman tool box with wrenches, sockets etc.

Orange screw jack & copper hammer

Haynes repair manual

Other:

Wing mirrors; BMC radio; overall condition-EXCELLENT

Missing:

October 14 or 15, 1980 from 1800 block, West 15th Ave. at Burrard,

Vancouver, B.C. Canada.

Contact:

Vancouver City Police (604)665-2190; Case No.80-59252 or local police office.

BUILDING THE ULTIMATE MACHINE

By Zaven Darakjian

Regardless of whichever walks of life enthusiasts come in, whatever their different trades, specialties and interests we all have dreamed about and built in our imaginations our own imaginative four-wheeled boxes. They would be low to the ground, with long noses, big curved fenders front and rear and so on. Did they not seem beautiful, with their light and powerful engines and so the list went on and on until you were deep into sleep. And the next morning you didn't even remember any of it!

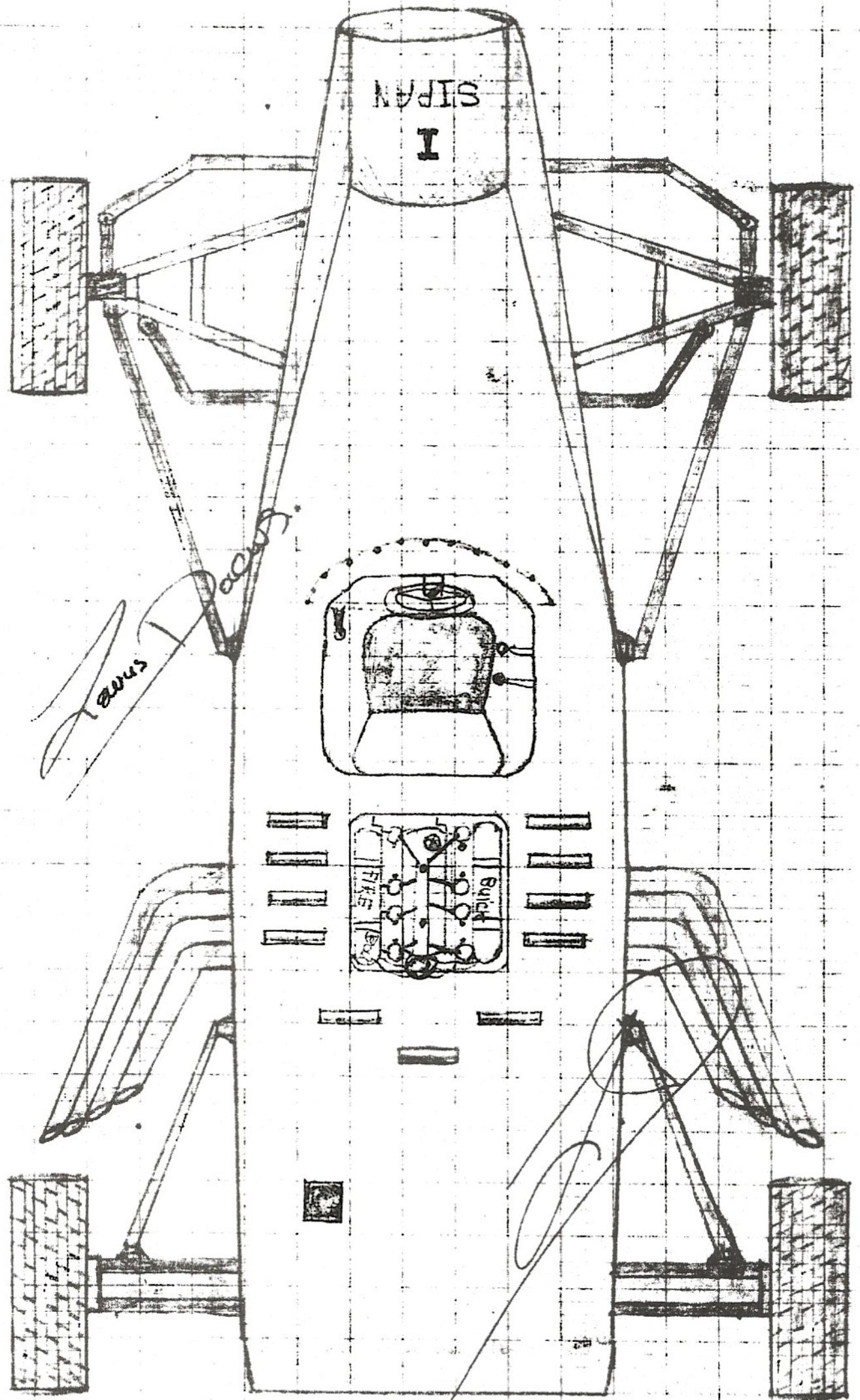
As a young lad of 17 years I decided to build my own Formula car. The object was speed and I tried not to copy any of the contemporary designs and do something original. Step one was to make a design on the board. The excitement was such and the satisfaction so great after looking at the finished work on the paper I knew that I was on the right track. I christened my car "Sipon Dork", a mythical name from ancient Armenian history.

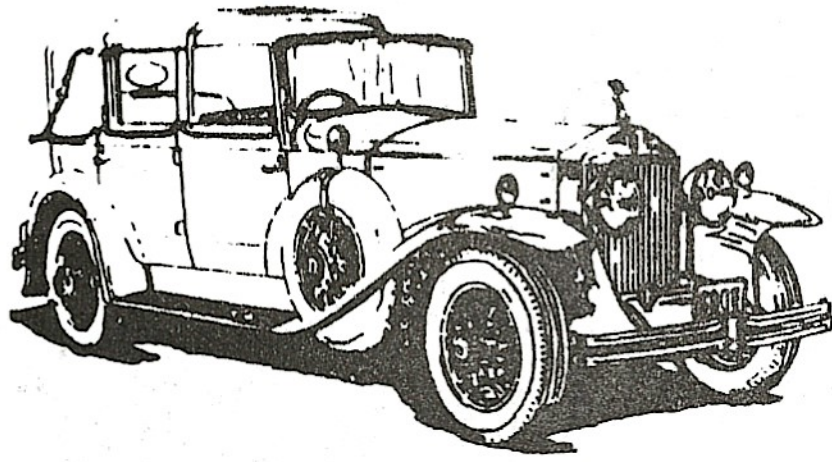
In the Spring of 1965 I started to scavenge parts here and there but mainly from scrap dealers. Some decisions were made on the specifications. I wanted a Buick V8; the first transmission would be 3 speed and behind it would be another, a 4 speed from an Opel Commander. The two joined transmissions would give a selection of 12 speeds. For example with No.1 box in 1st gear you would be able to go through the 4 speeds of No.2 box then you would shift No.1 box to 2nd and put No.2 through the 4 speeds and then do the same with No.1 box in 3rd and the 4 speeds of No.2 box. Very simple! Right, you'd have your hands full with shifting! God! The hours that I spent practicing on that! Anyway, you needn't start from 1st but go right from call it 5th. The idea was to give you quick RPMs through the gears. Zip-zip-zip...got it! Oh Yeah... I also had also 4 reverse speeds but I don't want to go into that yet.

From the gear boxes there would be a 26" driveshaft joining them to a Skoda (Czechoslovakian) split rear end, perfect for an independent suspension effect. The engine's original intake manifold would be discarded and instead there would be hand-made direct feed carburation designed by yours truly. The front end was independent suspension by unequal A-arms built to fit on Simca kingpins. The rack and pinion steering would be from a Singer Chamois. Very light and responsive.

By the Fall of '66 all this was complete. The budget was low but spirits high! People heard about my project. There were lots of comments, such as.. "When you build your own car and you don't have a license to design you could get fined".... "G.M. will get rid of you".... I heard them all and I was worried somehow. My problems started when politics went bad and I decided to leave for Canada. The idea of being killed in battle didn't please me. I'd rather die in the arms of a beautiful girl in a Sunbeam convertible!

What happened to my masterpiece? A friend was going to finish it up but I was told three years later that it landed up where it had come from...in the scrapyards! I felt a twitch of pain thinking of so many hours spent, late nights worked, and finally, money gone. Well, I learned a lot from it and I don't regret it. But I still say sometimes before going to sleep, how would it have felt to drive that, the ultimate machine....Vroom...Vroom!Boys will be boys!





BASKETCASE DEPARTMENT

Auto Stakes. According to a quite recent press release another Canadian car plant is being held hostage as auto-makers continue to bargain with Ottawa for concessions. This time, the newly-married Renault of France and the U.S.-based American Motors are looking for FIRA (Foreign Investment Review Act) takeover approval and a break on 1980 Auto Pact violations. Hanging in the balance is the future of AMC's Brampton, Ontario assembly, which could be shut down or start making Renaults.

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On-Board Computers may make tune-up changes in a big way in the fairly near future. The computerization of the automobile engine, as is now being installed on GM cars, with an expected 4.5 million to be thus equipped for the 1981 model year, will mean very basic changes in the type of servicing needed by such cars. The service station bays are being taken over by electronic repair shops. Prompted mainly by government pollution and mileage standards, the auto industry is expected to spend more than \$1.5 billion by 1984 (George Orwell, do you read me?) to install micro-compressors...tiny computers...in cars to provide precise control over engine performance. Some are in use now, for dashboard gauges and radios and on the new 4-6-8 Cadillac, in this case to sense the engine load under varying conditions of driving and through sensors operate solenoids which will raise the valves on the unwanted cylinders to provide 4, 6 or 8 cylinder operation.

Some say that the auto mechanic as we now know him, even the good ones, can be on the way out. Analysts expect that drivers will welcome the changes but with them will come higher repair bills and in the end, the reconstitution of the mechanic. The auto industry is busy re-training dealer mechanical shops in electronics and is making efforts towards building sophisticated testing equipment to diagnose computer-related problems. Already contracts are being let out to certain centres for such services.

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Rolls-Royce has released photographs and specifications of its new "Silver Spirit". Several prototype SZ models (car's code name) were brought over quietly to the U.S. during the past two years for special testing of the cars' new features under U.S. conditions. The first production car built to full American specifications was flown from the Crewe factory to Michigan for E.P.A. certification tests. Thence to Denver, Colorado for further testing and finally driven back to Lyndhurst, New Jersey for a check by the company's technical people and finally to JFK International to be put in a container for direct shipment back to Manchester, the nearest airport to Crewe.

It was reported that the car came through all the most rigorous examinations with flying colours, not only meeting the exhaust emission requirements but exceeding them, thus eliminating need for a waiver of carbon monoxide requirements standards.

The Long Line of R-R names has used the prefix "Silver" since the beginning of the century with the introduction of the Silver Ghost and following the spiritual or ephemeral style in naming each model, continuing through the Phantom, Silver Dawn, the Silver Clouds and Silver Shadows....and now the Silver Spirit. There is now also a long wheel-base saloon, known as the Silver Spur. This last name will evoke recollections among Bentley admirers for they will remember the Bentley "Flying Spur" model of coachbuilt cars several years ago. Before the present Silver Spirit name was decided on there had been a great deal of speculation on the name for the new model, as would be imagined, with all sorts of rumours flying. But now the "secret" is out!

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The New Bentley will come in one model, a 4-door saloon, known as the "Mulsanne". This name is a complete departure from the Bentley series, which used letters from the alphabet starting with the Mark V of 1939. Previously they had been identified by the engine capacity. The last alphabet letter used was the T2. The new name is for the sporting history of the days of the vintage Bentley. It refers to the section of the Sarthe Circuit in France, scene of the Le Mans 24-hour race where the Bentley was five times victor. The Mulsanne Straight was the section on which the speeds attained were phenomenal for the time.

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The late Shah of Iran had placed a very large order with Britain for its latest "Shir" tanks which were equipped with R-R engines. The company was hurt last year as a result of the Ayatolla Khomeini's cancellation of the order.

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Hydraulic System Mineral Oil (HSMO) is a much better lubricant than conventional brake fluid and therefore reduces friction between moving parts and in damping systems. It is less corrosive than conventional brake fluid and if accidentally splashed or dribbled onto bodywork during servicing it will not mark the finish as will ordinary fluids. Furthermore it is non-hygroscopic so it will not absorb water nor encourage it to seep into hydraulic systems. As water in the braking system can cause vapour-lock fade as the result of heavy braking, this problem is solved with HSMO.

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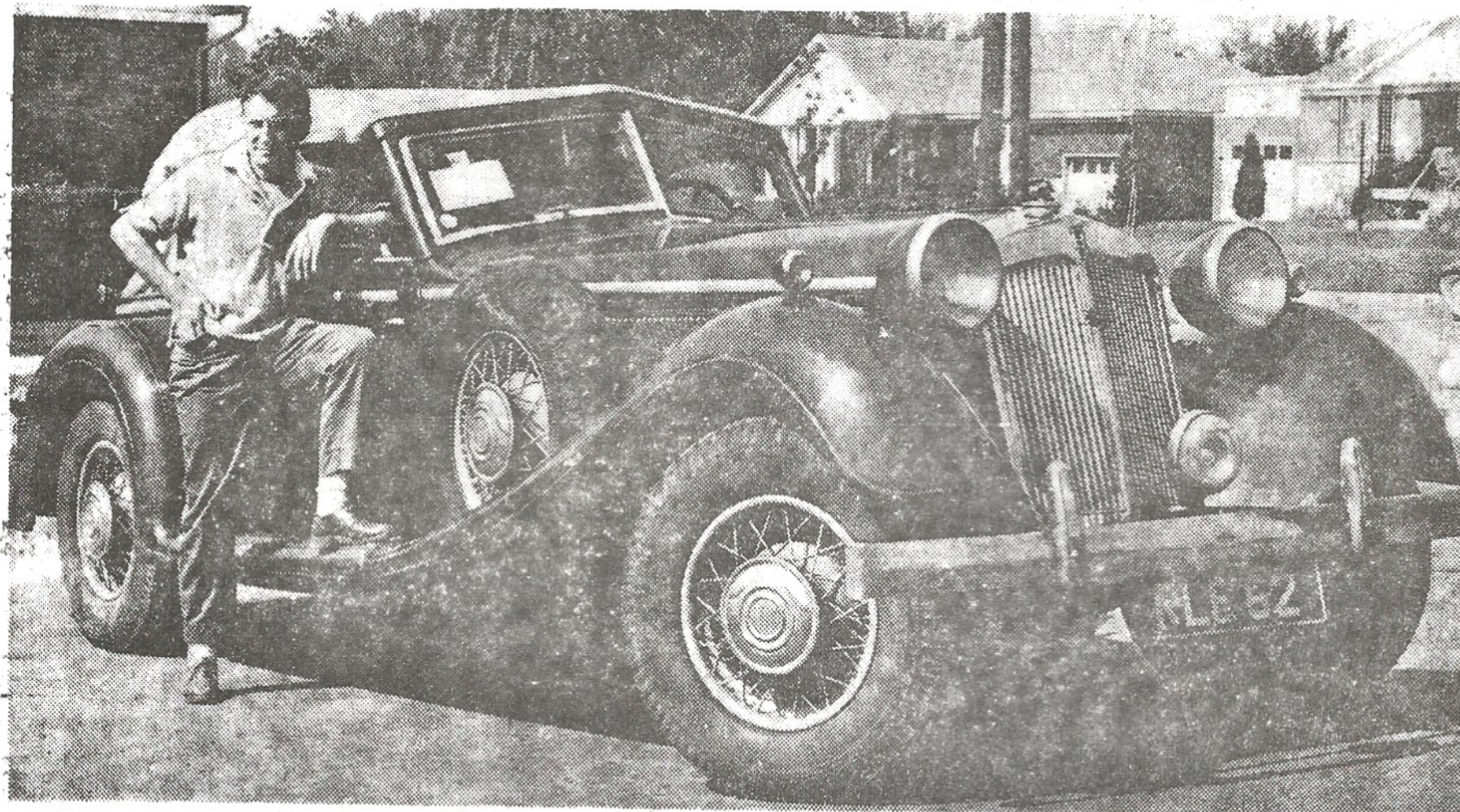
So the "Hill Holder" has been re-discovered by Subaru, the Japanese small car builder. This simple device, which is in effect a wedge, prevents the car from running backwards while in a forward gear. To this writer's recollection it has been in use by a number of makers at times during the past 60 years, possibly Nash and Hudson among the larger (at the time) makers. Perhaps we'll see a return to such things as the electro-magnetic clutch, free-wheeling (just recently dropped by Saab) Auto-Start, which on Packard and perhaps others, re-started the engine if it stalled. Particularly handy if it happened on a railway crossing just as the 5.25 approached!

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An eloping young couple from Sydenham,
Found that the father had strictly forbydenham,
But the young lady knew, that he dared not pursue,
For she'd pinched all his pants and hydenham.

'Where is it Now?'

THE MONTREAL STAR, MONDAY, SEPTEMBER 11, 1961



—Staff Photo by Paul Lagace

Edmond Filiette, a Ste. Dorothee importer, stands beside the 1939 car which he believes was used by

Field Marshal Rommel in Normandy prior to the Allied landings of 1944. Filiette bought car in London.

St. Dorothee Importer's Prize

Old Car Believed Rommel's

By DON NEWNHAM

A 17-year-old piece of World War II history stands on four wheels in the Montreal suburb of Chomedey, on Ile Jesus.

And the mystery that began on the Normandy peninsula in 1944 remains unsolved.

The question: is the 22-year-old car being tuned up in a Chomedey garage the staff car used by Field Marshal Erwin Rommel when he was preparing the German coastal defences of northern France before the Allied invasion of 1944?

The present owner, a 45-year-old Ste. Therese importer, Edmond Filiette, is convinced that the two-door Horch-Auto Union convertible is the one used by the Afrika Korps leader in Normandy.

Filiette, who bought the car in London three years ago and brought it to Montreal during

the summer, is a French Army veteran who lived in Normandy during the Nazi occupation of France — in the same area that Rommel was fortifying.

But Filiette never saw the German field marshal — or the car.

Following Facts

And he is now working on a single-handed project of detection to re-trace the car's journey since the end of the war, when it was taken to England by a British officer.

In his search, Filiette has the following facts:

The Horch is one of 30 made in 1939 for the German General Staff. The Horch company is now out of business.

To the left and right of the rear seat are sockets that once held the upright posts of map boards.

Apart from those identifying

features, the 17-foot-long car looks like any high-priced car of 1939 vintage. Its field grey warpaint has long been removed, and it is now a glossy maroon.

The grey leather upholstery is almost free of signs of wear, except for a small hole in the seat beside the driver — the seat Rommel is shown occupying in World War II pictures.

Fitted with two 20-gallon gas tanks, the car has a consumption of about 10 miles to the gallon. Each wheel is fitted with a hydraulic jack. There are two gear boxes, giving eight forward speeds and two reverse.

The milometer shows 97,124 kilometers (about 60,300 miles).

Now Filiette is corresponding with the Canadian headquarters of a German automobile manufacturer to try to get authentication of the car's connection with Rommel.

Driverless car circles for hours

NIAGARA FALLS, N.Y. (AP) — A nimble fireman who made a well-timed leap into the driver's seat finally managed to stop a driverless car that had been going in circles backwards around a shopping mall parking lot for two hours.

The car's wheels were turned so that the vehicle never varied in its path or hit anything, but police and firemen called to the scene said they had been afraid the front wheels might change position, sending the vehicle into a nearby store.

The driver of the car, Russell Peters, 43, said he left its engine idling Thursday while he got out to mail a letter at Summit Mall. He said the car then went into reverse and began circling.

Peters said he tried to leap into the open front door of the car, but hurt his ankle. He limped to his home about a two kilometres away and telephoned for help.

When sheriff's deputies James DeVantier and Carl Berak arrived at the mall, the car was still going around and around at about 25 kilometres an hour. The deputies called firefighters who hosed down the car, hoping water would get inside the engine compartment and short the electrical system. No luck.

People started gathering to watch the odd scene, and many of them offering unsolicited advice. Finally, fireman Duane Stoelting leaped through an open door to reach the keys and shut off the ignition.

City policeman Allen Van den Bosch said it was possible that Peters unknowingly had left the car in reverse. "He might have just left it in reverse, and then the carburetor loads up and away it goes," Van den Bosch said.

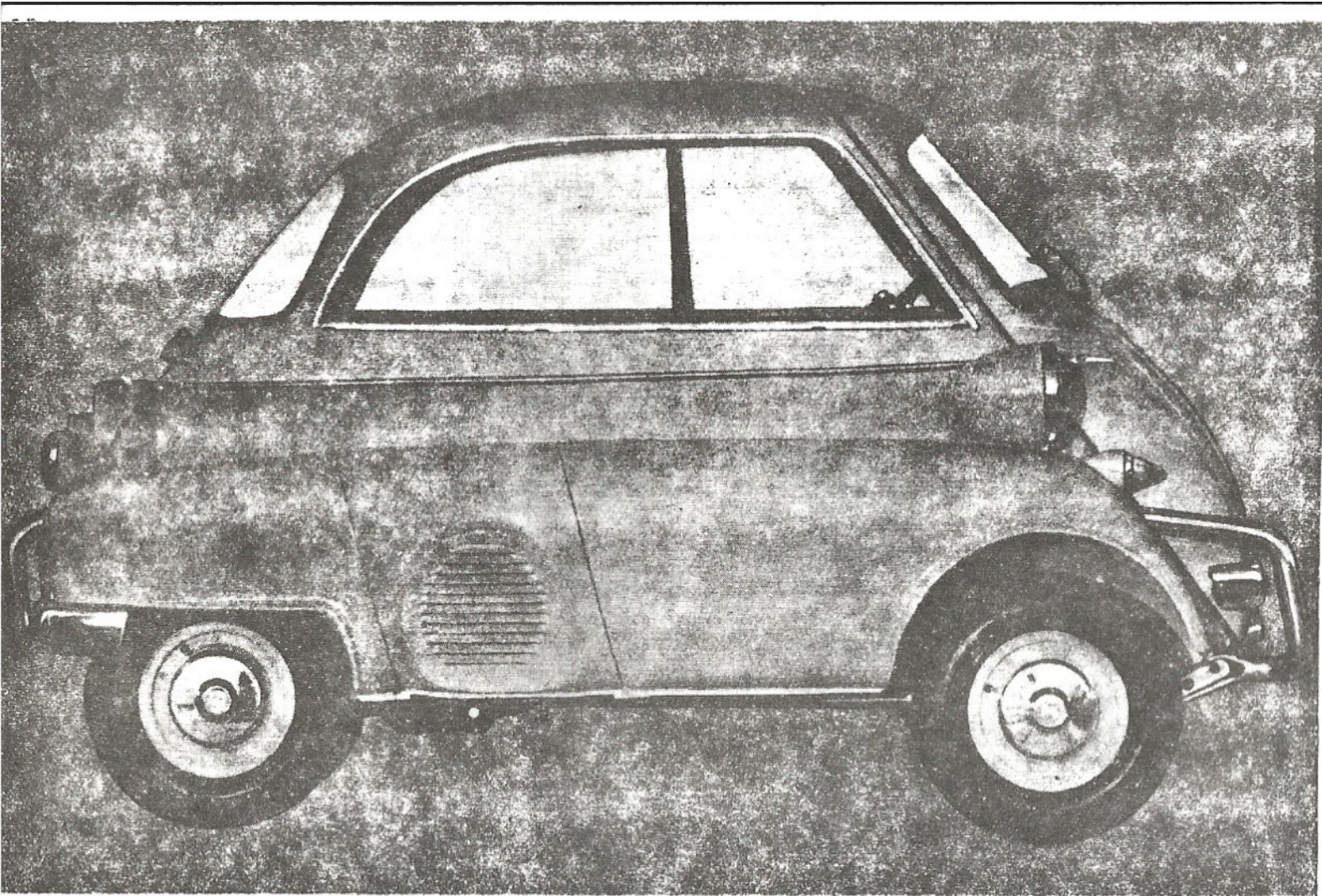
Peters "was able to drive it away after they got it stopped," Van den Bosch said. "No problem."

Although the above news item does seem a bit unlikely in some respects, particularly that the car kept to its circle without noticeable deviation although in reverse the front wheel axle caster will assert itself readily on a very flat surface, the ability of a car with an automatic transmission to continue without any operator is well-established.

When the British firm of Daimler, which later took over Lanchester with its usefully smaller line of motor cars, brought out its famous "Fluid Flywheel", a development later used by Chrysler and called "Fluidrive", there were numerous demonstrations designed to show how slowly the car could go without stalling. The engine would be started, transmission engaged in bottom gear and with the handbrake just lightly engaged, the driver would get out and walking very slowly with a hand on the steering wheel, would guide the car around the area like as if leading a dog! The engine was just ticking over, barely above the stall point and with the brake exerting a slight drag, the car barely moved. When the pre-selector gearbox came in use, clutch operation was almost needless except when starting up and stopping. Incidentally, Chrysler never admitted to the arrangement with Daimler, publicly!

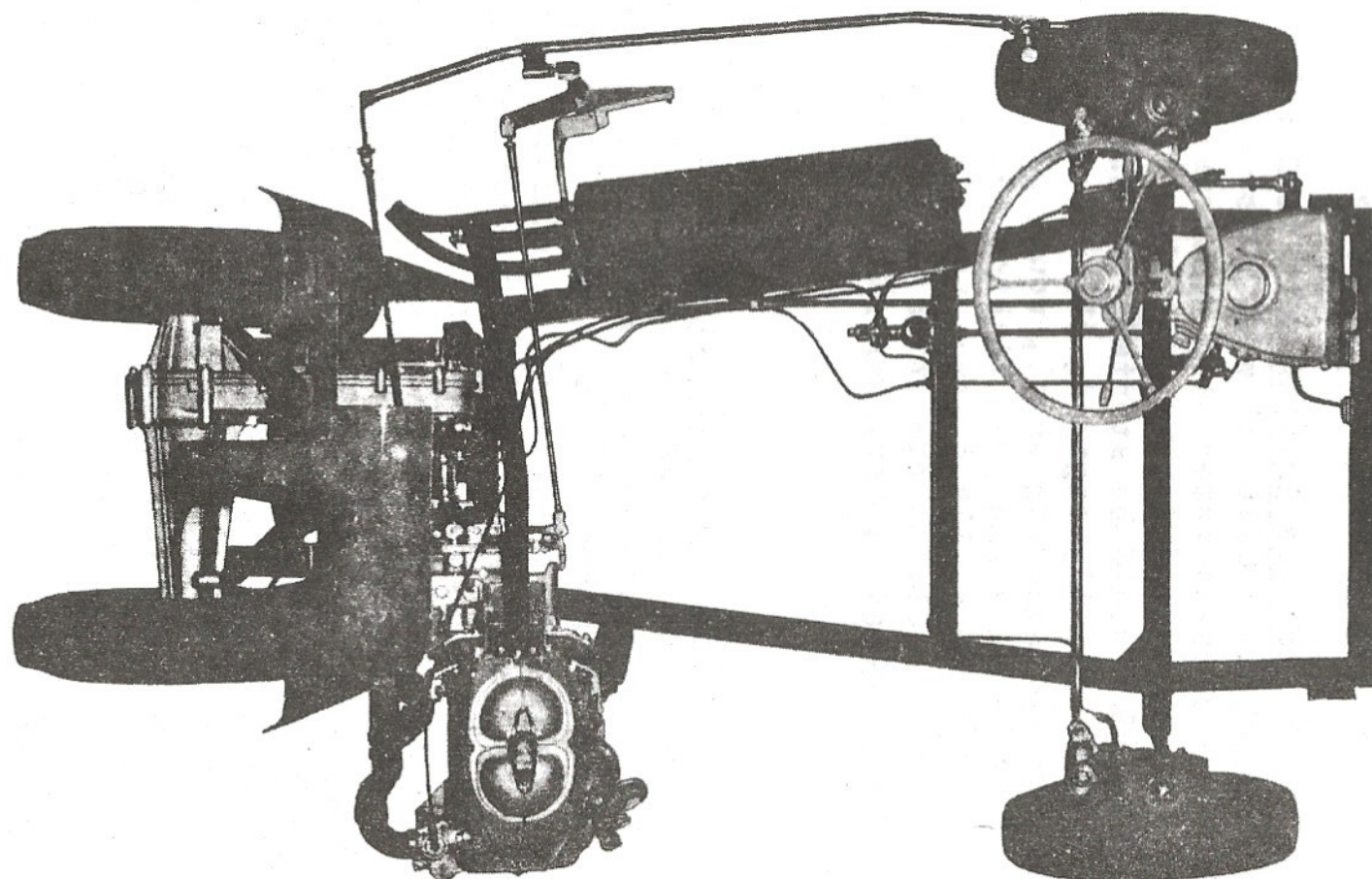
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With the small car inclined to get smaller and a frequent preview of what's around the corner (and that phrase is now getting somewhat tiresome) which will be everyone's shopping vehicle, doesn't it seem somewhat ironic that the years past saw the Metropolitan, Henry J, Willys 77 and quite a few others, all relatively small even by to-day's standards, come and go? In addition to these named, all U.S. makes except the Metropolitan which was a hybrid U.S. and British, there were loads of European makers catering to the increasing desire of the masses for wheels. Member Roy Elliott has kindly sent in another of his interesting contributions, this time a double-header of which one relates to a quite popular albeit unique, example of the "bubble car", this time the B.M.W. Isetta. From the Editor's file is another example of a European small car, which was sold here briefly. The model illustrated, the Goggomobile GLAS, went like a scalded cat. Not much heavier than a large motorcycle, with 4 speed box and 17 h.p. it performed very well. So, as they say, "what else is new?". And why all the fuss about "New developments"?



BMW ISETTA SPECIFICATIONS

Engine	BMW fan-cooled single cylinder four-stroke engine	
Bore	72 mm (2.83 in.)	
Stroke	73 mm (2.87 in.)	
Capacity	298 c.c.	
Compression	7.0 to 1	
Power	15.5 HP (SAE)	
Valves	over-head valves, push rod operated	
Lubrication	Circulating system with gear type pump	
Starter	12 Volt starter	
Electr. Equipment	12 Volt / 130 Watt Generator	
Engine Position	Right hand side, transverse behind the seat	
Clutch	Single plate dry clutch	
Transmission	BMW four forward speeds and reverse gearbox attached to the engine	
Final drive	Resilient mounted drive shaft and totally enclosed, fully adjustable chain drive in oil-bath	
Chassis frame	Rigid tubular chassis frame	
Wheel Suspension	Independent front wheel suspension, swinging arms, coil springs and hydraulic shock absorbers. Rear wheel suspension, quarter elliptic leaf springs and telescopic hydraulic shock absorbers.	
Wheels	Split-rim disc wheels. Spare wheel with tire	
Tire Size	4.80-10	
Steering	Steering wheel, reduction steering gear, smallest turning circle approx. 24 feet	
Brakes	Four wheel hydraulic brakes. Brake diameter 7 in. Total brake lining area 49.9 sq. in.	
Dimensions:		
Tread, front	47.2 in.	Overall length 89.9 in.
Tread, rear	20.4 in.	Overall width 54.3 in.
Wheelbase	58 in.	Overall height 52.6 in. (unladen)
Weight:		
Kerb weight	approx. 770 lbs.	
Carrying capacity	507 lbs.	
Road Performance:		
Max. Speed	52.8 miles per hour	
Climbing ability	First gear 1 in 3	
Fuel consumption	approx. 62 miles / U.S. Gal.	

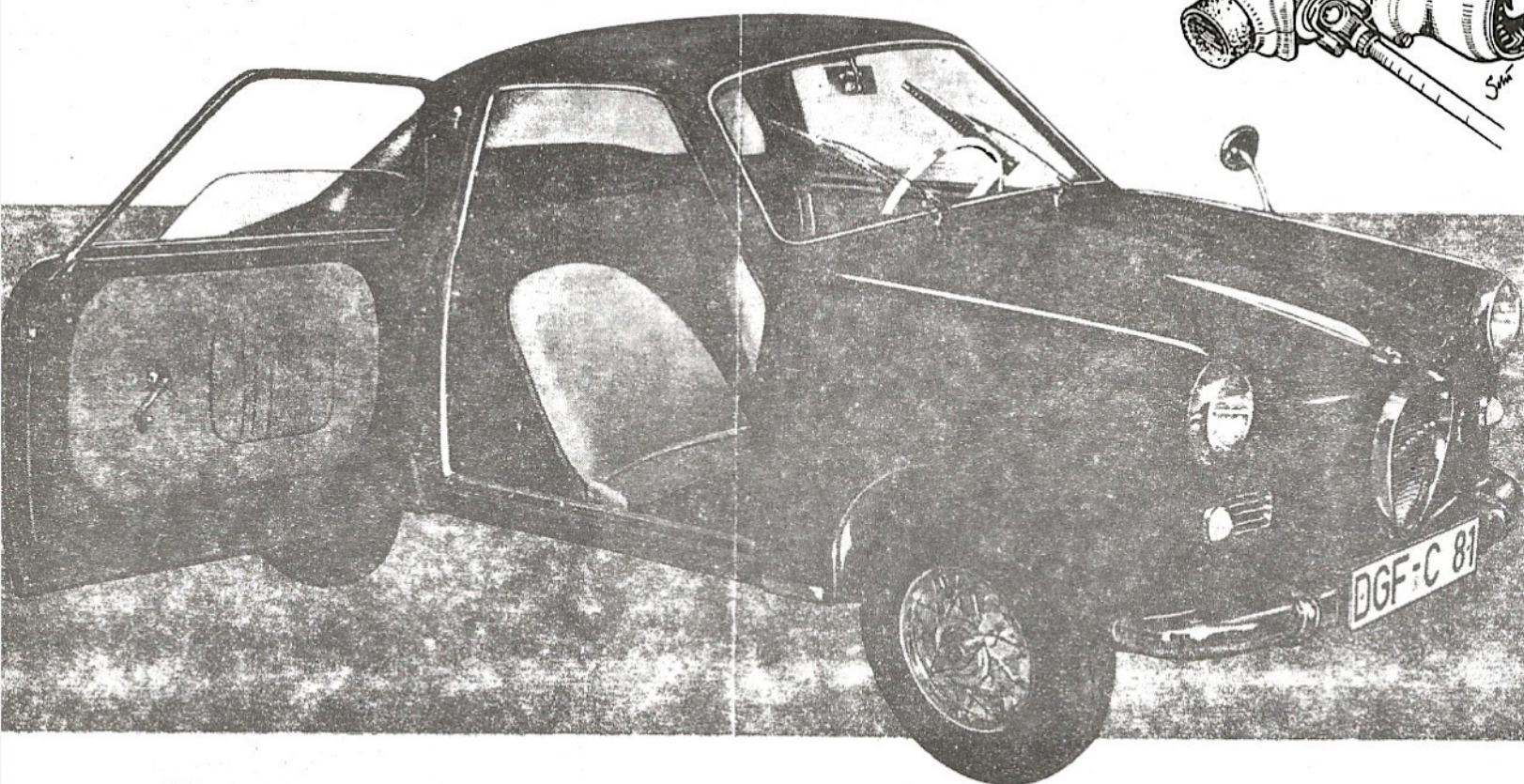
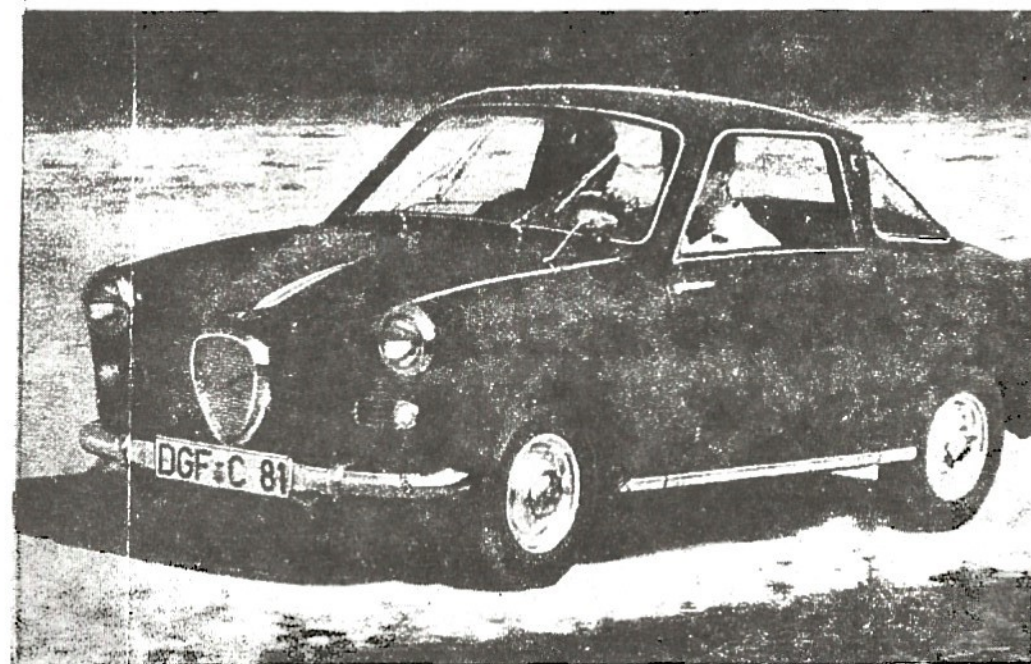
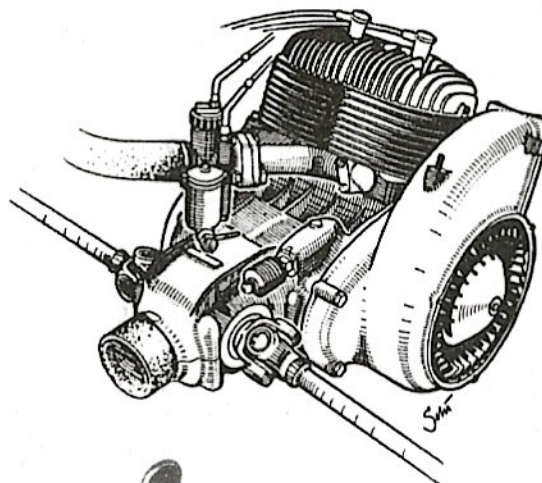


Your dream can be realized

With the GOGGOMOBIL Coupé you will acquire a car of sporting appearance, allied with elegance and comfort, which we are sure will satisfy your every wish. — We feel confident that this latest production from Dingolfing will rapidly gain popularity and a world-wide reputation. — All the excellent qualities by which the GOGGOMOBIL Saloon T 250 and T 300 achieved their sensational triumphs in the sporting field, on long distance trials, mountain rallies and daily use, will be surpassed by the GOGGOMOBIL Coupé. — The roomy sports two-seater, with a lower centre of gravity, larger tyre section and stream-lined body, will facilitate a much higher speed and give all the qualities and performance expected of a sports car. — The powerful brakes which have been introduced will give you a greater feeling of security at the higher speeds you will attain.

SOME OF THE CHARACTERISTICS:

The GLAS parallel-twin two-stroke engine, fan-cooled, which guarantees good climbing ability; good permanent output and good acceleration. — Special technical features: **Electro-magnetic pre-selective gear**, and the engine, gearbox and differential combined in one block. The GOGGOMOBIL Coupé, equipped with swing axles, helical springs and hydraulic shock absorbers, competes favourably with the best cars of the present time with regard to the technical finish.



TECHNICAL DATA:

Type:	TS 300
Engine:	GLAS parallel-twin two-stroke engine, fan-cooled
Capacity:	293 cc
Output:	17 hp at 5000 rpm
Carburettor:	BING starting carburettor
Electric system:	NORIS 12 V
Gear:	Electro-magnetic pre-selective gear, four-speed gearbox with reverse gear
Wheelbase:	70,8 in (1800 mm)
Track:	39,8 in (1010 mm), when normally loaded
Weight:	925 lbs (420 kg)
Permissible total weight:	1433 lbs (650 kg)
Tyres:	4,80 x 10"
Length:	120,1 in (3050 mm)
Width:	55,9 in (1420 mm)
Height:	48,0 in (1220 mm)
Climbing ability:	34%
Standard fuel consumption:	51,1 miles per imp. gallon (13,6 litres/100 km)
Capacity of tank:	6,6 gallons (25 litres)
Maximum speed:	62 mph

Prospekt Nr. PG 05 B/USA



HANS GLAS GMBH ISARIA-MASCHINENFABRIK DINGOLFING/BAYERN

Printed in Germany

Wife vs. Jaguar

By Dolly Jordan

He stands staring at the Jag
And he sees a checkered flag
And I know he has a new love on his mind.

Flesh is not her composition
But she still is competition
And I'm trying not to be the jealous kind.

She will never call him honey
Though he lavish all his money
And nurture her with tender loving care.

I know she brings him pleasure
That is difficult to measure
I think that it is more than I can bear.

His heart begins to pound
Though she utter not a sound
And his eyes take on a shine I've never seen.

He will polish her and pet her
And never will forget her
No wonder I am just a little green.

But she's only made of steel
She isn't even real
She's nothing that can make me rage and shout.

I've really no objection
To this object of affection
'Cause when I get my hands on her --- watch out!

CLUB

NEWS

NEW MEMBERS

We welcome the following new members to our Club and we hope that they will enjoy participating with us in our events and in the comradeship which results from the association with others interested in the same endeavours:

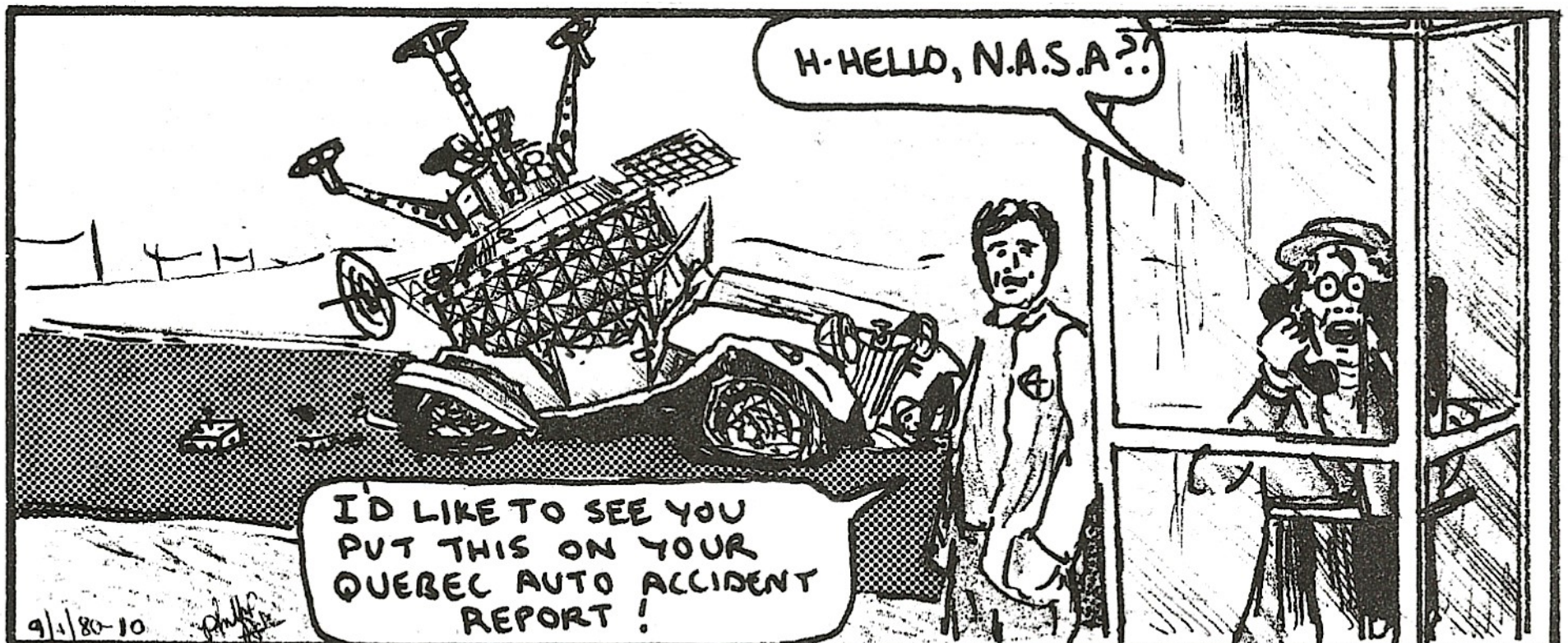
<u>Francois Dallegret</u> 1939 Citroen 11CV Roadster	357 Prince Albert Westmount, Québec H3Z 2N9	Tel. Résidence 486-8600 Bureau 486-1444
1954 Jaguar XK120 M Roadster		
1952 Jaguar XK120 Roadster		
1949 Jaguar XK120 Alloy Roadster		

<u>Philip Farah</u> 1948 Jaguar Mark V Drophead Coupé	20094 Lakeshore Road Baie d'Urfie, Québec H9X 1P3	Tel. Résidence 457-9679 Bureau 381-5911
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<u>Robert DesLauriers</u> 1953 Alvis TA 21 Drophead Coupé	71 Curzon Street, Montréal west, Québec	Tel. Résidence 487-9697 Bureau 482-6000
1961 Jaguar Mk LX Saloon		

We'd like to particularly draw your attention to our first get-together for 1981 on a social basis which is the Vin d'Honneur (possibly a Wine & Cheese) and it takes place on Friday, 24th April. The location and time to be given later. This will be a good occasion to meet other members and generally get right into where things happen and the wheels go 'round.

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NOTES ON THE V.E.A.E./E.V.E.A. PUBLICATIONS

"BULLETIN" & "AUTOSIASTE"

Publication of the V.E.A.E./E.V.E.A. "Bulletin" started in October 1974 as Vol. 1 No. 1. The Editor was Vincent Prager. The 4 typed pages had a circulation to total 15 members and it contained both English and French language articles. The opening Editorial stated "This is the first of what hopefully will be many regular editions of The Bulletin and we take this opportunity of welcoming you to the V.E.A.E. Bienvenue au E.V.E.A. We would hope that this Bulletin will become a two-way avenue of communications with you the member not only reading what is in the Bulletin but contributing to it. Your ideas, articles, want-ads, criticisms and active participation of any sort will make this a better publication and will make the V.E.A.E. a better club." It continued in typed form, without cover, through Vol.1 (5 issues) over the period of 15 months, until the end of 1975.

1976 saw the Bulletin in soft board covers. The cover illustration carried a bright simulated film strip depicting six Club events. This was Vol. 2 and the Editor was Gilles Desroches. Issue No. 1 contained an article by Zaven Darakjian in which he described his 5 week tour of Australia in a 1963 Humber Super Snipe bought locally in Sydney. A typical comment was "Road signs keep you informed, such as 'Last Reliable Water Supply is 770 miles' or 'Kangaroo Crossing for next 38 miles' " His experiences over 4800 miles showed relatively minor troubles. A broken generator connection, half a dozen flats, 15 quarts of transmission oil and a major miss in cylinder No. 4. Another contributor was Ed. Richardson, whose article "The Bentley Boys" aroused feelings of nostalgia in some of the older readers. Pierre Quimet's contribution on the insuring of V.E.A.E. cars was of interest to all. Subsequent issues of that year contained contributions by Phil Avis, Pierre Quimet, Bob Neapole, Bob Marshall as well as several others.

No. 4 of that year saw the demise of "The Bulletin" and the appearance of a bright new "Autosieste". Its brilliant cover bore a stylized racing car as its principal feature. The original drawing was by the famous Italian illustrator, Leonetto Capriello. The name was an amalgam of the words 'automobile' and 'enthusiast'. In Vol. 2 No. 4 there appeared an interesting article by John McFall entitled "Hick-Ups from an Unreliable Blower". It commented on article in the previous issue by Phil Avis in which he took to task the matter of the 1955 Sunbeam Alpine which reposed (and still does!) at a rakish angle in the "Tip-Top" store in the Fairview Shopping Mall. John, however, went on to give an eloquent history of the various Sunbeam Alpines in a series which confirms the opinion of many that there is a machine to be admired and reckoned with in competition.

Paid display advertisements first appeared in No. 2 of Vol. 2 with Bob Marshall's "MasterChart Visual Systems Inc." showing a business card. Subsequent issues contained numerous other advertisements, some quite well illustrated. No. 1 of Vol. 3 dated March 1977 showed that it was the year when Phil Avis succeeded Gilles Desroches as Director and Editor. The format was unchanged and more ads appeared. Numerous illustrations, both in half-tone and line drawings, entered into the printing and in general, contributions by members were of high calibre.

Whereas the first three years of publication saw French language articles appearing regularly, there was a considerable reduction after that. This raised a comment by the Editor who concluded with the question, "Where are all the French journalists in the Club?"

The V.E.A.C.'s Vintage European Automobile Salon was featured by a full-page notice on the inside back cover of No. 4 of Vol. 4 which appears to have been issued during the summer of 1978. (Because the dating of issues was overlooked for a period subsequent to July 1977 the date regularity became confused).

No. 5 of Vol. 4 contained some excellent photographs of the Salon. These were taken by Bob Tayler and the variety of cars exhibited was very apparent. The next issue contained an interesting article by Phil Chartrand in which he described Javen Darjian's participation in a special event which formed part of Montreal's first Grand Prix, that for GT 1, 2 and 3 production cars. Javen drove his MGB to a creditable 10 laps for a time of 105 kph. That issue also showed how the Club participated in the film "A Man called Intrepid" by supplying a number of members' cars for several sequences. The same issue also had a reproduction of a period photo, circa 1930, of Place Jacques Cartier which was one of the locations for several shots in the film.

At the end of 1978 a decision was reached by which it was hoped that some of the cost of the Autosiate could be reduced. This would discontinue a monthly issue and in its place there would be a simple four or five page Bulletin, for eight months of the year and an "Autosiate" for the other four, that is, March, June, September and December in its usual format. By this some printing costs would be saved as well as postage and in addition, as contributions from members appeared to fewer, better "mileage" could be had from those which did come in. Space advertisements would be confined to the "Autosiate".

Spring 1979 brought No. 1 and Vol. 5 of the new series and with it a new cover design by Phil Avis. This showed a reproduction of a Rodney Diggins painting of Campari's Alfa Romeo leading Lee Guinness' Sunbeam in the 1924 European Grand Prix. In the Autumn issue an event was celebrated by printing a "Special 5th Anniversary edition". It was No. 3 of Vol. 5. In it Pierre Guimet contributed "Memoires pour l'Autosiate" and Ed. Richardson mused "why a mere fraction of our members take part in the activities of the Club". That year also saw the last of our paid advertisements. It had been difficult to offer an attractive proposition to advertisers. Our circulation at approximately 65 wasn't interesting and the mechanics of soliciting, preparing copy and collecting were too complex. So they were dropped. The year-end issue, No. 4 described Ed. Richardson's bi-level garage as a unique way of piggy-backing two cars in a normal one car garage. (with the technical know-how of Bob Neapole!)

1980 saw Hugh Jockel as editor and the dropping off of the 8 issue Bulletins, again as a cost-saving measure. The costs of printing and mailing under the existing arrangements were almost equalling the annual dues intake, leaving little or nothing for the Treasury. So it was decided that commencing with Volume 6 there would be Spring, Summer, Autumn and Winter issues occurring in March, May, August and November, the dates for these to be as close to the 15th as practicable. For the first time since its conception the publication was not in the hands of a Director except in an advisory capacity. The Editor would produce the "Autosiate" and could call for assistance as the situation required.

The Autumn issue contained an article by Gilles Desroches recounting the Club's formation and there was a reprint of Pat Mullin's article giving the terms of reference for admission of cars. The year finished with the Winter issue, No. 4 which included a list of current members which, interestingly, includes 15 of the founders in the total of 58 for an ownership of 105 eligible cars.

DIRECTORS FOR 1981

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

PHILIP CHARTRAND	PRESIDENT
GILLES DESROCHES	VICE-PRESIDENT & SECRETARY-TREASURER
BOB NEAPOLE	ACTIVITIES
PETER BIGNEY	MEMBERSHIP
PIERRE OUIMET	COMPETITION
BRUCE FORWARD	PUBLICATIONS & PROMOTION

SPECIAL NOTICES FOR THIS ISSUE

"STOP PRESS"

Peter Bigney, he of the indomitable Austin-Healey, is looking for a Summer Cottage to rent for July and August or possibly longer. Location by preference in the Laurentians but Lake of Two Mountains on either shore or Eastern Townships would be considered. Lakeside if possible; three bedrooms; reasonably modern. Commuting distance would be nice. If you have any leads, Peter would be greatly pleased to hear from you at his HOME...697-7412...or OFFICE...341-5050

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Ed. Richardson's 1931 "D"Type MG became 50 years old the week of the A.G.M. The oldest car in the Club outside of Bob Marshall's R-R P-1.