



vol 7
no 3

autumn 1981

AUTOSIASTE



P. J. Sharpe



Autosiate

DIRECTORS FOR 1981

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

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

"AUTOSIASTE" EDITOR	HUGH JOCKEL
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This issue's cover features a well-known Club car in an appropriate setting, the village square of Woolpit, Suffolk. The owner was probably in the "Wheatsheaf".

Car by Jaguar, photo by P.J. Sharpe,
montage by LeKoj.

Correspondance to the Club should be sent to
F.O. Box 332, Town of Mount Royal
Quebec. H3P-3G6



Autosiate

VOL **7**
NO **3**

AUTUMN ISSUE

1981

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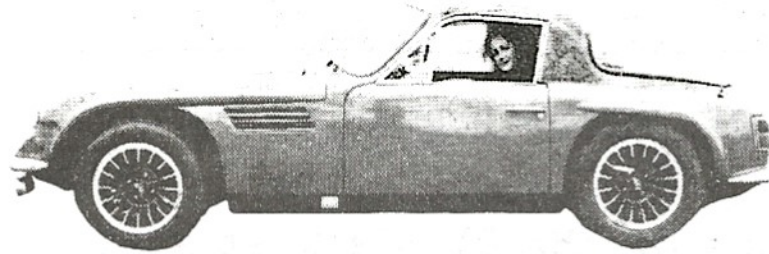
RAMBLINGS

What really is the fascination of the automobile? Is it an ego within us all which makes itself known to us, and others? Some say that it is a sexual thing, expressed in the loving care given to it. But all cars are not loved, in fact some are hated but they are still kept in the garage, or on the driveway or street, ready to be cursed and ill-treated. Is it an extension of ourself, like some ectoplasm which comes forth when turned on, spouting out vapour and noise? The beauty of some cars is not shared by everyone. In fact here again is the expression of the old saw, "Beauty lies in the eyes of the viewer." The art of the engineer is often concealed in an outrageously ugly exterior and vice versa, an abominable engineering job lies under a handsome bit of coachwork. Whatever it is, there's no doubt that a human being will lie about it, boast about it, steal it, scrap it, probably apply all the human emotions in its defense or castigate it to the end of the earth. But still we hang on to it. It has been said that not since the invention of the wheel has the earth and its occupants, human and otherwise, been so affected as by the arrival of the automobile and its allied contraptions.

For we who are conscious of all this, it can still be somewhat of a mystery why we persist in going just a few steps further in our confounding all the logical reasons for having, not just another car but most probably one which is more cantankerous, annoying, expensive, and just downright peskier than the one which shares the garage, or what is more likely, stands out in the snow and rain, hail and sun, twelve months in the year and is ready to take us without any problem across the continent in comfort and on time. Such is the hobby we persist in pursuing!"You'd like me to lie here, Doctor?"....

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"Just for to-day I will try to strengthen my mind. I will learn something useful. I will not be a mental loafer. I will read something that requires effort and thought and concentration. Just for to-day I will be unafraid. Especially I will not be afraid to be happy, to enjoy what is beautiful, to love and to believe that those whom I love, love me. Just for today I will have a quiet half-hour all by myself and in this half hour I will give thanks to Almighty God for the abundance that is mine."



As this is being written the realization that 1981 is all too quickly slipping away, to join the other years of the past. Will it be remembered as a year of success, when the priveleged occupant of the garage was rolled out, shined and polished, beautiful in its new-oldness, and finally put on the road to the delight of all seeing it, a long-postponed delight to feel on the road at last.....or was it just another year of waiting for the chance to get at it, perhaps waiting for parts...or time...or money...or a bit of each? The number of vintage cars which are lingering on in garages, gathering dust and actually slowly deteriorating, must be legion. A real contradiction to the idea that cars saved from the wrecker's compactor and saved for posterity will in some manner contribute to a greater understanding of the past and its automotive engineering and ingenuity.

Our Club has enjoyed several excellent events this year, bringing together members old and new. It is hoped that the good fellowship created by a common interest will have a lasting effect which will carry over into the next season. Counting the Annual General Meeting which took place on February 6th, there were seven events, one more than were scheduled. The extra event was an invitation by the V.A.C.M. to participate with that Club in its 25th Anniversary Week-end at Mont St. Gabriel. Two of the V.E.A.E. cars were there. Two more events are ahead of us and as the second is the year's-end social get-together on November 27th it is more than likely that almost all of the Club cars will be in mothballs by that time or maybe starting to be taken apart in preparation for 1982.

So while it may be that rushing the season's end this way will not be the way to create enthusiasm for the Club and it's efforts at providing a catalyst for the perceptive and appreciative motorist, there is in the near future the opportunity to add the extra bit of reliability, good appearance, perhaps authenticity to the pride of the driveway....your Vintage European Automobile. If you enjoyed your year with the car and the participation in the Club's activities, couldn't you pass the word along to some friend who is keen on our particular kind of motor car and suggest that he (or she, because there must be some lady drivers who would be keen) are welcome as members?

Hugh Jackson

A QUICK LOOK AT THE V.E.A.E.,
Past, Present and its Future.

This year has been one of the Club's most active and I hope, the most enjoyable for you. Not only have we been blessed with good weather for our events but they have been enthusiastically attended. They have been fun.

In the last event, a combination of the Rallye and the Concours d'Elegance, there were thirty-one cars averaging three people in each with others coming at the beginning for the send-off and yet others coming at the end to see the judging and join in the comradeship, having a bite and a sip of wine. All in all, over 100 people attended. According to Past Presidents Gilles Desroches and Bob Neapole and the Editor of the "Autosiaste", this is unprecedented in the seven years of the Club's history.

An activity of this ilk takes hours of planning. While most of us found the Rallye a bit difficult, we should appreciate that some 45 hours were spent setting the course, test running it three times and having the material typed and copied for distribution to the entrants. While many of us found it mind boggling, other experienced rallyists found it a well thought through challenge.

Bill Smith originally took on the job. It was a lot of work which took time away from his and his brother's current priority project, rebuilding another Austin-Healey. As President of your Club and on behalf of the members, I thank him. I would also like to add that not every event may require as many hours by one person but lots and lots of time in planning and co-ordination. Typically, the simplest Club activity with various contributors involved takes at least 80 hours to implement.

The strength of our Club is built on the fact that to be a member you have to be a doer. Just to invest in one of the cars takes a certain amount of courage. To maintain one even with a minimum of restoration is a continuing effort...to rebuild one like Bob and Ed's MG or the Smith brothers' Austin-Healey or Diane and Francois Raymonds' Riley takes an incredible amount of determination, time and personal skill and quite often a considerable amount of money. To rebuild an MG, Riley or Austin-Healey and bring it to near-perfection with so much attention to detail is an incredible feat.

For example, The Smith brothers' Austin-Healey has been made from two vehicles and while not yet totally up to their impeccable standards, is a major accomplishment. There is not a single wave on any of the body panels. It took over 400 hours of shaping, shrinking and welding to reach that standard. New members like Diane and Francois represent a different but just as determined a pair of enthusiasts. With two small children and another on the way, a new home and rising mortgage rates the undertaking of such a project with no previous experience but simply a lot of love for the lines of a particular car and an interest in bringing it back to its original high standard takes the utmost courage. The end product, their Riley Saloon, is truly impressive.

All in all, we are having a very good year. Events are well attended; we are in a reasonable financial position and Peter Bigney as Membership Director believes that we may, for the first time, surpass 60 fully active members before the year-end. So, how can we improve and solidify our Club's position?

FUTURE...In order to continue to have a fruitful experience and successful years one of the things we all pray for is good weather. Had the recent Rallye/Concours happened on a rainy day we would in all probably had only 8 cars and 20 of the heartiest people participating. The reality is that if spend from 500 to 3000 hours (which is up to one and a half years full-time employment for one person) restoring a vehicle there is no way you are going to take it out in the rain. So while only the most dedicated show up on a rainy day, the same amount of planning is involved. So, please, Mr. Weatherman, co-operate!

The Club's magazine, the "Autosiaste" has been maintained at a very high level as a result of the efforts of its Editor, Hugh Jockel, who, assisted by his wife, Billye has sought to present to the membership a publication something which is interesting and brings the Club happenings and other matters of motoring interest. In this he has had but limited support from the members as has consequently had to "beg, borrow and steal" material from other sources. The results have been, in my opinion, phenomenal but in my opinion, good only as far as they went...they could, and should be better. Hugh wants, even demands, more member contribution. Putting together an issue of the "Autosiaste" takes over 100 person hours, which is a lot of hours.

What we need now is to ensure that this effort truly reflects what is going on in the Club. As members we should appreciate that our standards of involvement, of cars, their maintenance and restoration, are very high. If you stop to consider the calibre of the cars in the last Rallye/Concours, it was incredible. Few organizations in North America could have presented such an array of interesting vehicles. What we need and what the Editor needs but isn't getting, is member input about their projects. WE NEED YOUR INPUTS!

SOLUTION...Your Executive, the President and Directors Bob Neapole, Gilles Desroches, Pierre Ouimet, Peter Bigney and Bruce Forward, are suggesting the following:-

1. a) That Peter Bigney will write a column on Cars & Personal items.
b) That Bruce Forward will do likewise on Events and Potpourri.
2. That all members contribute, not just the faithful past such as Ed. Richardson, Zaven Darakjian Pierre Ouimet and a few others but all of us.

If we can bring together the grass roots, the grease pit experiences, the skinned knuckles as the wrench slips, the balancing of twin SU's the search for parts and preparations for the day's outing, we will have accomplished something special.

So, as your retiring President (it's for real this time!), when I look back at our organization I am pleased and proud to have been a part of its evolution. I am also confident that with so many dedicated and competent enthusiasts, to quote Romping Ronnie Hawkins, "The good times will continue to roll".

A bientôt,

(Signed) Phil Chartrand



1981 ACTIVITIES

<u>DATE</u>	<u>ACTIVITY</u>
Friday, February 6th.	Annual General Meeting 6.30 pm Montreal Badminton & Squash Club
Friday, April 24th	Social Event, Vin D'Honneur
Sunday, May 3rd.	Tour d'Essai with V.A.C.M. to Beauharnois.
Tuesday, May 26th.	Economy Trials.
Sunday, June 14th.	Gymkhana at Hewitt Eqpt. (Rain date June 21st)
Sunday, August 23rd.	Rallye, Concours & Picnic.
Sunday, September 20th.	Tour to Canadian Railway Museum, Delson.
Friday, November 27th.	Social Event, close of Season's activities.

Note that there may be some special events of particular interest scheduled to take place during the season but at this writing not yet determined as to kind and date.

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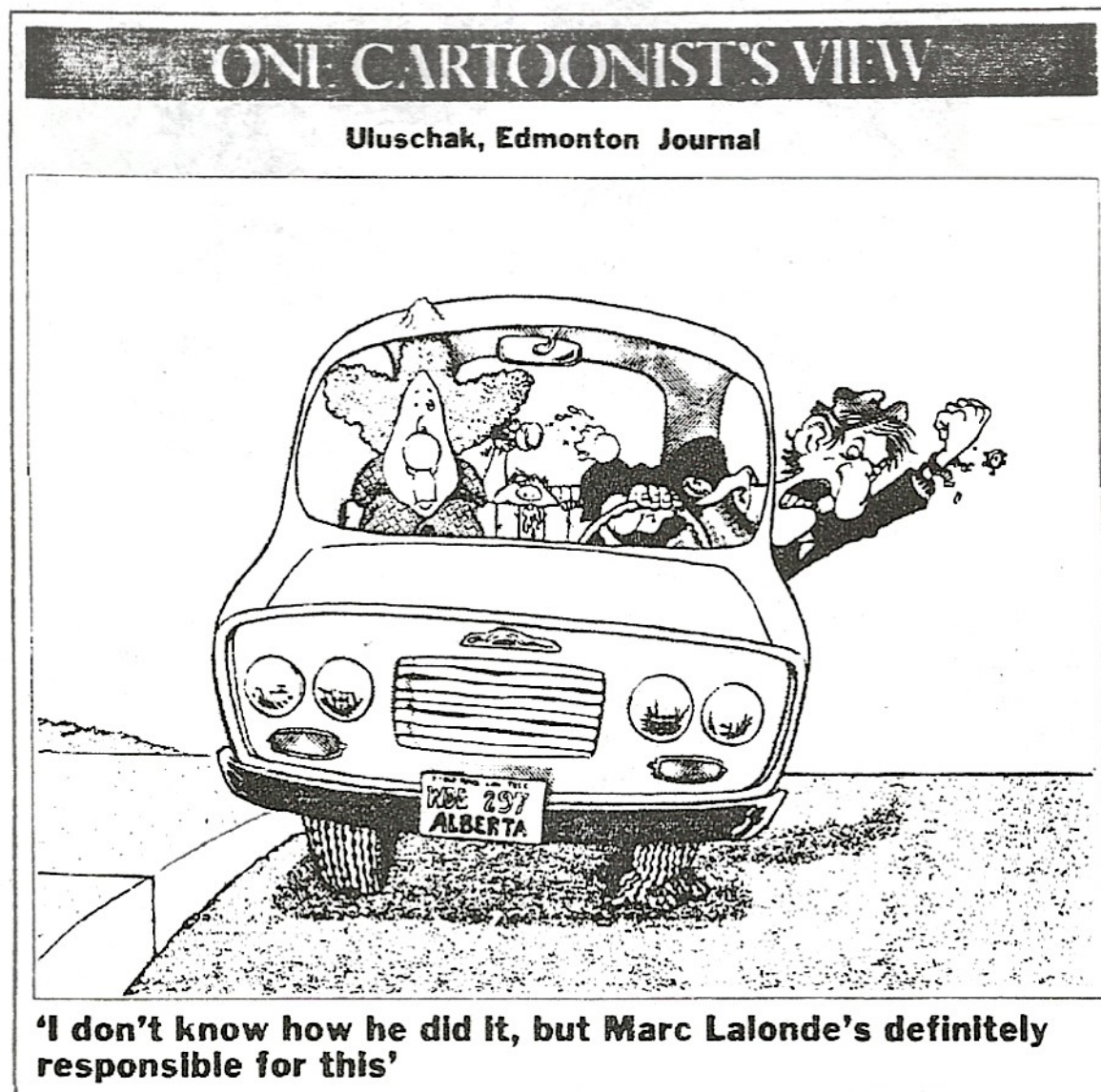
An enthusiastic Telephone Committee will be reminding you of events just in case you do not mark your calender and if you do, you do not look at it again! The Activities Committee works just as hard for a poor turn-out as for a good one but feels supported in inverse ratio!

A Real Bentley Interlude...Cont'd

The skill of the drivers varied considerably, particularly in the gear-changing department! We joined the activities at a small but charming race track which, by using some imagination, could be likened to a miniature Brooklands, complete with Mountain Circuit. As can be visualized this was an ideal setting in which to see the cars in real action. To me the most interesting car was an actual unrestored 1925 3 litre Le Mans team car, still carrying its race number 10. It was driven by Dr. J.P. Benjafield and R. Kensington Moir at Le Mans. The car had been driven from Texas. I am submitting a photograph of the car which I hope is reproduceable.

Watching this car circling the track was indeed moving and memorable. Anyone who has never heard a 3 or a 4½ litre cruising at 60 has missed something. It was said in the 20's that the man who owned a Bentley was not 'Run of the Mill' and having been to that meet I feel that the same can be said...thank God!

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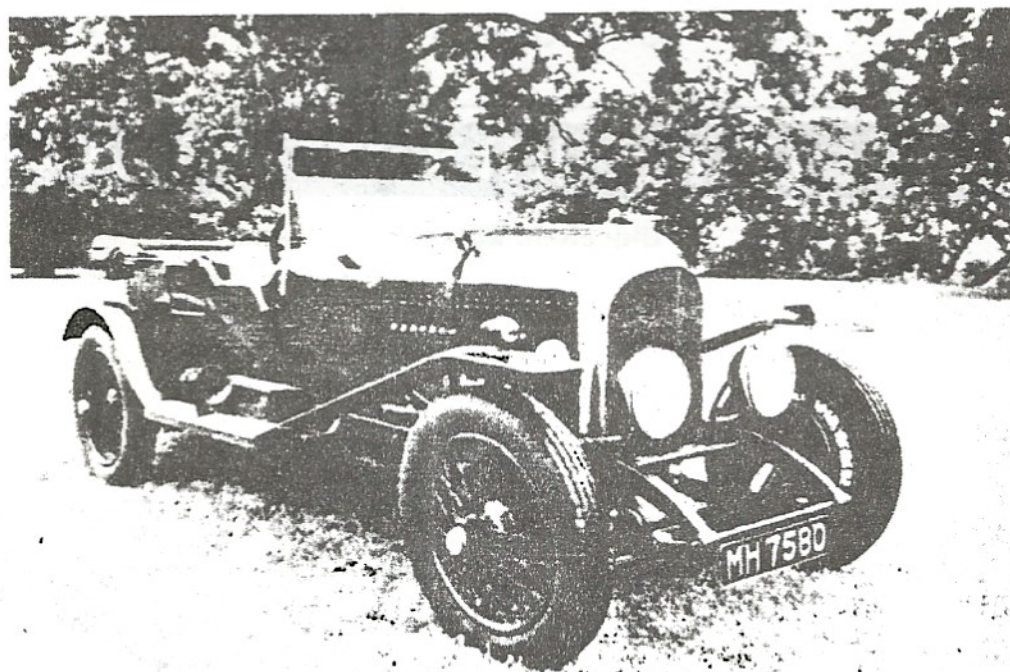
For those of you who missed both the TV and newspaper reports the auctioning of John Lennon's psychedelic Bentley is interesting. The limousine, painted blue, green and yellow outside and purple inside was bought from a museum two weeks after Lennon was shot, for \$50,000. It sold for \$325,000 to a Los Angeles surgeon! A very good reason for refusal by governments to deny extra billings by doctors?

" A REAL BENTLEY INTERLUDE "

by Ed. Richardson

As reported briefly in the last number of this erudite journal, Janet Neapole, her lord and master Bob Neapole (!) and yours truly headed South and kept roughly on that bearing for 250 miles, heading for the "First Vintage Bentley Meeting". That word 'vintage' is so constantly misused on this continent but in this instance every car qualified.

I hope that all our members realise that the last real Bentley was built in 1930 and frankly I take a poorish view of anything bearing that immortal label since. I can afford to say that, having owned one myself! These 'Phoneys' were superb motor cars, just as there have been superb women since Eve!



It was a grey, not always rainless, day but to me it was one of the kind of minor high points of my life! There were so many ineffable facets. You see, every car at this strangely magical meeting was over 50 years old. What tales they could tell! By the way, how does one refer to a gathering of Bentleys? Incidentally, how many of our members know the collective noun for a number of snipes, skylarks, perhaps nuns? We all know a 'pride of lions', a 'herd of cattle', probably a 'gaggle of geese' and so on. (How about a 'bevy of Bentleys'...Ed.) To me it has to be a 'beatitude of Bentleys'. I think I know what the late Ettiore Bugatti might have come up with but as this is a family magazine I will keep it to myself!

Well, let me try and be factual and produce some straight reportage, an almost impossible task for a sentimental romanticist. By the way I take no responsibility for any of this. You can blame Bob Neapole, who is bigger and stronger than I! There were 15 cars present ranging from actually tatty to over-restored. With the exception of the 4 litre and the 4½ litre blower there was an example of every model from the 3 litre to the 8 litre and I was lucky enough to be given a ride in four of them, a wonderful and nostalgic experience.

Recent Activities,

reported on by —

GYMKHANA 1981

Bob

This year's Gymkhana was held on Sunday 14 June at the Hewitt Equipment parking lot.

Three tests were arranged for the participants - the "Blind Line Stop" in which it was necessary to stop your car as close as possible to a line 50' distant without going over the line, blindfolded!; secondly, it was necessary to back into four "garages" marked out by pylons - this was done against the clock; and the third test was a slalom, again run against the clock. Each entrant could try each event twice, with only the best results counting towards the overall standings. Penalties were assessed for knocking down or missing pylons. Individual and overall results are listed below.

Aside from the 10 members and one guest that participated, the Phils Avis and Chartrand, the Burgermeisters, and the Sonnenbergs were present as spectators. Bruce Forward, Pierre-André Ouimet, and Bob Neapole organized the event. François Dallegret very kindly donated a poster, drawn and signed by him, as a prize for the winner. As the same François Dallegret was the winner himself, the prize was awarded to Eric Campbell who although not a VEAE member, had the best overall results.

1981 GYMKHANA RESULTS

<u>ENTRANT</u>	<u>CAR</u>	<u>BLIND LINE STOP</u>	<u>GARAGE</u>	<u>SLALOM</u>	<u>TOTAL</u>
F. Dallegret	Jag XK 120	8	55	42	105 (1)
Roy Gillings	MG TF	14	50	60	124 (2)
P.A. Ouimet	Jag 340	52	34	47	133 (3)
R. Elliot	Austin Taxi	34	48	62	144 (4)
J. McFall	Sunbeam-Talbot	7	54	87	148 (5)
N. Paish	A.H. 3000	99	38	40	177 (6)
P. Fletcher	Jag 3.8S	79	50	65	194 (7)
R. Neapole	3½ Bentley	120	35	45	200 (8)
E. Richardson	MG "D"	120	42	40	202 (9)
H. Jockel	Triumph 2000 Roadster	120	80	70	270 (10)

Non-member:

E. Campbell	MGA	34	29	37	100
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VEAE 1981 RALLY

As you will have read elsewhere in this issue, the Rally held on August 23 was the best attended event in the history of the VEAE!

A total of 31 cars entered including six members of the VACM and three other guests.

The total number of cars including Check Point personnel and members present but not entered was in the order of 45 - certainly a turn-out the likes of which we have never seen before!

Bill Smith set the course - which for those that managed to find and follow it was very enjoyable. The instructions proved to be quite a challenge for some entrants, especially those who did not spend their childhoods playing Snakes and Ladders or doing Jigsaw puzzles!

They even put a section backwards.

Many thanks to Bill, Ralph Hemmi, and their helpers for a very well set and well presented Rally. The finish was at Finnegan's Flea Market, west of Hudson where the Concours took place and which proved to be one of the best suited locations for picnics, refreshments, etc. that we have yet encountered.

(We regret that we are unable to identify entrants no. 20 and 23 as, we are unable to read their signatures! Apologizes for having to leave them out.)

<u>OVERALL POSITION</u>	<u>CAR NUMBER</u>	<u>ENTRANT</u>	<u>CAR</u>
5	1	Olaf Dohrendorf	Volks Rabbit
	2	Roger Lamontagne (VACM)	53 Buick Conv.
	3	Jules Gohier (VACM)	48 Buick Conv.
	4	André Bigras (VACM)	56 Cadillac Biaritz
	5	John Lumsden	46 MG TC
	6	B. Lambert (VACM)	31 Packard Coupé
8	7	Cris Morgan	69 Lotus Elan
4	8	J. McFall	55 Sunbeam-Talbot
	9	Don Kelso (VACM)	29 Model A Ford
	10	Hugh Jockel	50 Triumph 2000
	11	Leon Freshon (VACM)	29 Model A Ford S.W.
9	12	Roy Elliott	55 Austin Taxi
3	13	Bob Neapole	34 Bentley
	14	Hans Burgermeister	49 Rolls-Bentley
	15	Cristian Caille (guest)	54 Citroen 15 CV
	16	Phil Chartrand	54 MG TF
	17	Roy Gillings	55 MG TF
	18	Robert Deslauriers	61 Jaguar Mk IX
	19	François Raymond	54 Riley Saloon
	20		
	21	Jean Marc Lachance	60 MG A
10	22	Norton Paish	67 A-H 3000
	23		
6	24	Brian Gray	63 Alfa Romeo 2600
	25	M. Polychuck (guest)	74 TR 6
1	26	Gilles Desroches	Citroen
7	27	Mario Bazzocchi	Jaguar 3.4 Mk I
	28	François Dallegret	Jaguar XK 120
2	29	Bob Tayler	34 Singer LeMans
	30	Jacques Lahaussais	58 Jaguar XK 150
	31	Peter Sonnenberg	59 Jaguar 3.4

ORGANIZERS & HELPERS

Bill Smith	Starter & Chief Organizer
John Smith	CP #1
Dennis Pickler	CP #2
Ed Richardson	CP #3
Eric Poloniski	CP #4
Mike Dohrendorf	CP #5
Ralph Hemmi	Finish

MEMBERS PRESENT BUT NOT ENTERED

Peter Bigney
 Bill Petergrew
 Bruce Forward

une

Ballade

Un soleil radieux, le mercure à 32°C. Surement pas une journée pour une ballade en Jaguar. Non seulement dur pour le pilote, mais ces belles n'ont jamais eu la réputation de tolérer la chaleur.

Eh bien détrompez-vous car la journée Jaguar du 11 juillet a attiré près de quarante personnes, venus de partout à bord de 18 voitures de la marque. Des XK 120, 150, une Type C, des 3,4L. 3,8 L., des XJ des Type E et j'en passe.

On aurait pu croire qu'à cette période de l'année, la majorité des propriétaires seraient en vacances, pourtant, plus de 80% des gens invités ont assisté à la fête, certains remettant même leur départ de 48 heures pour leurs vacances.

A tous ces enthousiastes, un gros merci! Organiser une telle rencontre représente une tâche gigantesque, mais une telle participation vaut bien plus encore. Un vieux rêve réalisé m'a dit Monique; d'autres m'ont rappelé pour dire que c'était le début d'une tradition. On dit même entre les branches qu'un autre membre aurait mentionné qu'il pourrait offrir son jardin pour l'occasion l'an prochain.

Les photos qui ont été prises lors de l'événement n'ont pas toutes été dénombrées, mais nous ferons tout en notre possible pour que les plus intéressantes soient présentées lors de la prochaine activité mondaine où il y aura des facilités pour une projection.

Pour les participants, nous ferons sans doute une réunion spéciale de projection afin de pouvoir offrir des copies de ces photos selon les désirs de chacun.

Il est dommage qu'une journée si belle s'achève si vite et que parmi les quelques cinquante ou soixante livres mis à la disposition de tous, nous n'ayions pu en feuilleter que quelques uns.

La coalition Jaguar est bien active au sein du club et gageons que cela motivera ceux qui ont laissé leur félin enfoui au fond du garage depuis mil neuf cent tranquille y verront une motivation pour une restauration longtemps attendue.

Encore une fois un gros merci à tous les participants et à la prochaine?

Pierre-André Ouimet
Jaguariste "invétéré"

JAGUAR

Never just a car

JAGUAR NEWS.....JAGUAR MOVES.....JAGUAR NEWS.....JAGUAR MOVES.....

by P.-A. Ouimet

- . The Jaguar day has prompted the participation of a few more enthusiasts who have shown interest in the V.E.A.E.

They are:	Mario Bazzocchi	3,4L. Mark I
	Alain-Yves Pigeon	3,4L. Mark I
	Collin Tisshaw	340
	Olivier Janeau	XK 120 Road & DHC
	Howard Cohen	E-Type Roadster Serie II

- . Chris Morgan who is at present restoring an XK 140 FHC has been doing me a great favor. He helped me out with the ball race problems I had for the past year for the Mark V DHC. I personally thank him and must say that this is what a club like ours should always be. Helping one another is vital to the preservation of our cars.. Chris himself said to me how helpful Hans has been with different bits and pieces he was in need of. There are always friends around who either have the part, the knowhow to sort any problem out and in the end, all people concerned benefit, which is great.

- . Ralph Hemmi's XK 120 has been for sale for six hours. That is all the time it took to find a new home for his car. Gilles Desroches, now takes over and plans to restore this rare D.H.C. so that it will be purring in the group sometimes in the near future.

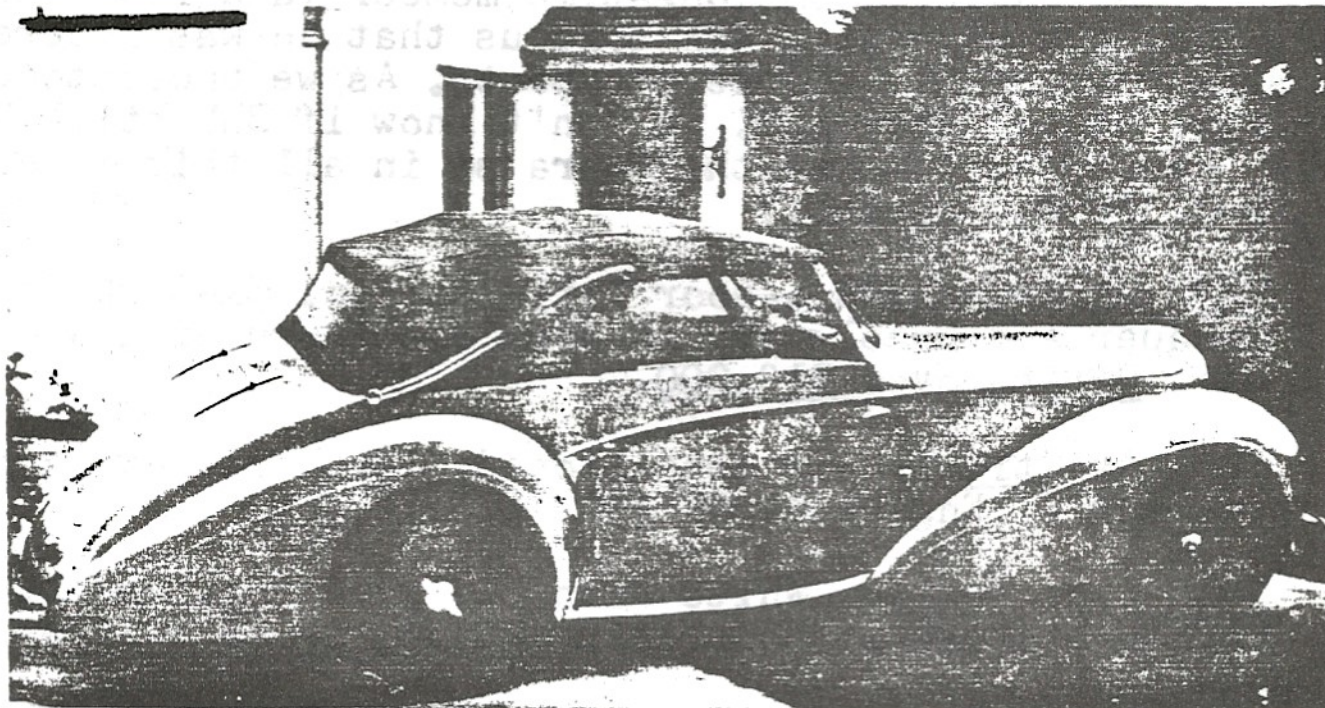
- . XJ 6 are following the breed's reputation and are already sought after. The Serie I (1968-73) are already very hard to find. Hans got himself a nice 1973 lately, while my wife got herself a '72. The problem here is that she plans to drive it this winter. Her excuse is that "You would not want me to drive the 340 would you?" If someone has a way to sort this problem out, please let me know before snow starts.

- . At one point in time, there were more XK 150 in this club than any other models. It now seems that the 120's are taking over. Some 150's went to Toronto with their owners but a few changed hands and the new owners did not join the club. It could be an opportunity for us, when we hear of a car being sold, to ask the seller to inform the prospective owner of the club, thus keeping the group together.

- . I would like to hear from those who are in need of Girling-Lucas-Lockheed- Dunlop components. I am presently trying to establish a contact with their Eastern Canada distributor where we could be allowed to order direct from them at a discounted price once or twice a year, as a non profit collectors' club.

JAGUAR NEWS.....JAGUAR MOVES.....JAGUAR NEWS.....JAGUAR MOVES.....

- . At the Jaguar day, someone forgot a book: Ecurie Ecosse by Davis Murray. Please call me at 694-1135 so that we can arrange its return.
- . We often know of a car being offered for sale, but it is surprising to see how deserted is the section of "For Sale" in the Autosiaste. We often have people coming to us asking "Where could I find this or that" and because of improper communication, we cannot help them. I presently know of two prospective Mark I or II buyers, possibly an XK 150 buyer, but I have nothing to offer. Do you ?



A VENDRE

DELAHAYE 135 MS Cabriolet, carrossée par Henri Chapron, 1941.

Voiture extrêmement rare et entièrement restaurée par des professionnels. La voiture est dans le sud-ouest de l'Ontario et j'ai été mandaté par son propriétaire de lui trouver un nouveau foyer après avoir écrit un article sur ses charmes dans Touring. Le prix demandé est de 35 000\$, mais serait sans doute négociable Pierre-A. Ouimet 694-1135. (Une série de photos sera disponible vers la fin d'août)

BRISTOL 410, 1968, L.H.D., coupé, original owner, 113,000 miles on original Chrysler engine, no winters, perfect (said by owner) condition; asking 10 000\$, contact P.-A. Ouimet who will get you in touch with the owner.

CARS FOR SALE.

1971 Jaguar E-Type Roadster. 37,000 miles. In superb condition with new Michelins. Triple Black..... \$15,000

1967 Daimler Sovereign 4.2. (like the Jaguar 3.8 Saloon) has 4 speed?overdrive. AM & short wave radio. Electric rear window defroster etc. Grey with Blue interior. 64,000 km \$ 7,000

1980 MGB Roadster. With overdrive. Burgandy with tan interior 3,600 km..... \$ 8,500

For these cars contact Howard Cohen, 5500 Macdonald No.407
Cote St. Luc. H3X 2W5. Tel. 487-5276

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To those who have received the special notice sent out some months ago and for the possible interest of more recent members repeated here is the advice from long-time member (and founding father) of our Club, Bob Marshall, who told us that he was interested in disposing some of his stable occupants. As we understood it, the objective was a Cobra 427! We don't know if Bob still has all these cars, nor if he now has the Cobra so in all this ignorance, below is what Bob did have....

1952 Mercedes 300 4-door large saloon. Ex-Dirk Schmekel. New lacquer and upholstery. A very smooth-running and comfortable car. Offers over \$10,000.

1971 Avanti 11. Air conditioned, leather, new paint and carpets Automatic. Engine is GM 350 V8. \$11,000

1960 A.H. Sprite. White with red interior. Excellent condition car in storage in Montreal. \$3,500 or best offer.

1927 Rolls-Royce Phantom 1 Park Ward 7 passenger landaulette. Car is well-known in the Club and appeared on numerous events while owned by member Hugh Jockel. It is the Club's oldest classic and is a very rare body style. Price to be discussed.

Bob can be reached at 56 Elvina Gardens, Toronto. Days 416-671-3646
Nights 416-487-8295

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A CHANGE IN PACE, SO TO SPEAK.....

From the Malaysian and Singapore Vintage Car Register comes this about one of their events..... a thing called "A Kombok Krawl".

"Events got under way about 9.30 with the first test; a hill-climb giving starter-finisher and spectators a splendid view of the proceedings. As expected, Tom Inkster fairly stormed this one in his one-owner MG A in

a searing 39 seconds while the best of the pre-war efforts was Chong Yee Hin's in his Austin 7 Tourer in 71 seconds. Tyler's Model T Ford came to a halt half-way up the hill, rolled back a bit, got re-started and clocked in at just over 5 minutes. Reid had a similar problem at the same spot with carburation trouble and failed to record a time while he was clearing out his jets. A similar thing happened to him on the way down from Kuala Lumpur. He chose a moment to let his Chummy out when the offside expressway lane was clear and put his foot down. He roared past another Austin 7, modern Volvo and a BMW plus an MG TC and finding Tyler in his "T" in front was in the process of offering its driver a sarcastic two fingered wave when all of a sudden, when just ahead of the "T" his engine cut out he had no option but to chop off the startled Tyler with a neat left hand swerve of commendable dexterity which caused the "T" to introduce some extra-ordinary stopping power!

...The third test was a splendid circuit with plenty hazards; steep hills up and down, a couple of garages and the nastiest hairpin bend imaginable.....even the Austin 7's had some difficulty getting around bearing in mind that they do not have a particularly good turning circle as related to the overall length.....Tyler said he scared himself as his car slid from side to side of the narrow uphill gradient....All the while, George Wills had been doing well with his TC, just managing to tip Miss Chan Mo Lin's similar car. This latter car was seen for the first time since Mo Lin had bought it from Hong Kok Cheong.Some 46 people set down to a splendid curry lunch at the Istana Inkster, provided by Bilal's of Seramban. A "beer wagon" had been in attendance at all the tests and adequate business was reported! ".....

It is interesting to read of such sports (and other) car activities in, to us, little-known places. The events which this and other clubs enjoy are generally run in the tea and rubber estates and the roads and trails which are used would seem to present a real challenge to the participants...and to their cars. Some of the members had travelled considerable distances, even from as far as Singapore, a round trip of almost 500 miles!

It would appear as if the restorations carried out by enthusiasts in that part of the world are of very high calibre. The search for parts reaches to Australia, Britain, Europe and the variety of cars is quite interesting. It embraces Mini-Mokes, Peugeots, Ford T's, BMW, and in the event noted, a fully restored Talbot "75". The Vintage and Classic car enthusiasm knows no boundaries of nationality, culture or language! Perhaps the only limitation is the price. But then, what does this not apply to! Thirty-nine cent a pound steak is long gone, too!

(We are indebted to Ed. Richardson for the foregoing extracts from the Register. Ed. is, as we all know, a fund of information and he does keep abreast of happenings in many places)

LETTERS



Several interesting letters have been received in time for inclusion in this issue. Received these last days from one of the owners of the Manx Motor Museum, in Crosby, Isle of Man, which is an island perhaps best known as the venue of what amounts to a tradition in motor cycle race circles, the Isle of Man Tourist Trophy. Mr. Richard Evans, one of the principals of the Museum and personal friend of your Editor comments on the car which was featured on the cover of the Spring issue, No. 1 of Volume 7. This was an Itala and Mr. Evans goes on to say....

"It is very appropriate that this copy of your excellent journal was sent here because the owner of the ITALA on the cover is over here now, one Sam (christened Cecil) Clutton, founder member of the V.S.C.C. and long time President. This car is still extensively campaigned in the U.K. having been recently rebuilt with a replica of the original racing body. He sure does drive it too. I have been with him when he has had it over here and on these narrow twisting roads we have been weaving in and out of other traffic at above 70 M.P.H. which remember is with only two wheel brakes. It has a maximum of approaching 90 now!"

He goes on to talk of the antique and vintage car world in that area, as follows....

".....in the U.K. it is very depressed. Dealers are swapping cars amongst themselves but real sales at any price are few and far between. Most of the auction results are bought in, or 'bought' by the owner to try to artificially raise the value. Namely, the owner bids the car up to a silly price, pays the auctioneers commission and at the next auction advertises the car as having brought such and such a figure at the previous auction....."

The conclusion must be drawn to the effect that whereas there have been over the past year or so a belief that the place to sell a vintage or antique car at a good price was in Britain, if one were to believe the advertisements in Hemmings, for example, by buyers in that country, pleading for good examples of British and European cars. Well, it must be that the bloom goes from the rose in Autumn, and also it does in cars.

The Manx Motor Museum is, by some standards, quite small but it includes very interesting examples of British and European cars. In addition it contains several fine examples of North American cars, including a 1937 Model 812 Roadster. Your Editor's 1908 International is part of the display, by the way. The Museum does all its own mechanical and body restoration and in fact makes its own replica bodies. The 1923 Bentley with the boat-tailed body is one made there.

In this writer's opinion, these small Museums are more interesting than the gigantic collections, even including Bioulieu, which cannot really be appreciated in the time available, as a rule.

.....and from stalwart member Roy Elliott..

Dear Sir,

Como, P.Q.
23/8/81

Now that I have recovered from the feeling that today's rally organizers should be strung from the nearest tree, I would like to say how nice it was to see 35 cars out; (even though they often seemed to be going the opposite way to me. In the sand pit there were three cars coming from three different directions, would you believe?)

May I suggest that future organizers bear in mind that the majority of us are NOT seasoned rallyists and directions should be a wee bit more simple (for the simple-minded such as myself). Apart from this it was a super turnout and Finnegan's an ideal place to finish in with plenty of parking and no sticky-fingered peasants squeezing your horn etc. and at VERY reasonable prices.

I have not seen many of the cars in today's rally before. Were they in fact members and if not I hope that they were approached with that in mind.

It is always a pleasure to partake in these joint VACM/VEAE meets. We seem to get a decent turnout (although we seemed to outnumber the VACM cars today) and the runs are always fun. This I think is the secret of a successful meeting, getting people to feel that it is FUN. So all concerned, keep it up.

Thank you.

Roy Elliott & Family

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..... then on a different matter from Ed. Richardson...

Dear Sir,

When my Jaguar XK120C was delivered, I proclaimed with, I hope, due modesty that it was the only Jaguar of its kind in Canada. Then about two years ago a gentleman from Toronto told me that I was wrong and that there was one in Toronto in mint condition which he had driven and a week or so later he kindly sent me photographs of the car. It has been said throughout the years that the camera does not lie. That may be so but it is capable of a number of terminological inexactitudes.

Well recently at a vintage race in Ontario I saw the actual car concerned and considering the circumstances of its restoration in Toronto, it was a brilliant piece of work but by no means was it an original car and there were countless small incorrect details.

I feel that I can still say that my C Type is the only one of its kind in Canada....so there!

Sincerely

(Signed) Ed. Richardson.

The Editor,
The Autosiate,
V.E.A.E./E.V.E.A.

5th September '81

Dear Sir,

So very easy to criticize from that lofty perch which we call hindsight and an exercise bordering on impertinence from one taking no part in the dull, unappreciated and often disheartening job of organizing and inspiring our little Club. Needless to say, I could, like most sinners produce countless alibis! However, here I go.

I thought August 23rd a delightful day, even to the presence of "Mary and her Little Lamb"! From a study of the regulations and talks with a number of the competitors the Rallye was too difficult for our type of Club. That is not to say that the concept was not excellent. As four competitors know, I did not take part but was just a marshal at No. 3 checkpoint. No work, just an idyllic summer afternoon with surrounding lush and lovely country, with my book, my beer and a big green cat for company.

I do trust that it is appreciated that rallyeing is not just a C-Type Jaguar's thing but I do state that (sotto voce) to Gilles, Bob and John, that had I entered my erstwhile Bentley or my MG with my brilliant and charming navigator by my side I would almost certainly have won! I wonder if she remembers the time when she wanted to quit and I would have none of it, insisting that we press on regardless? Another time I seem to recall is when we had a six month old baby aboard and the judges would not give even one bonus mark!

I think that in future rallies and concours should be separate events. I think that for all our events members should be told in basic English and French that "starting times" are just that with a maximum of 15 minutes leeway. As for the Concours I feel that the Directorate should have a set of rules and regulations for the judges based on a 100 point system at the same time considering if age could merit some kind of bonus. (Of the car, or the crew, especially the crew, Ed.?) However, none of these things should be taken too seriously. Our main object should be to love and cherish those strange, maddening, fascinating, inanimate yet not soul-less almost female creations that I call ageing and aged motor cars.

I expect that many will label me a sentimental old fool when I say that, viewed subjectively and also perhaps, objectively "There is something rather ineffable about my MG and myself as we grow old together."

(Signed) Ed. Richardson.

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Personally Speaking Peter says.....

As Membership Chairman, I have responsibility for informing members of all Club activities, maintaining up-to-date membership records, and collecting the annual dues. In the course of these activities, I get the opportunity to meet and talk to a great number of interesting people and to see some fabulous cars. The objective of this column will be to give you a greater insight into the cars and their owners.

As of mid-September, the Club has a total of 54 members including 14 new members. As Pierre Ouimet will tell you... the Jaguar is a most desirable automobile. Of our 14 new members this year, half of them own Jaguars.... and not only do they own Jaguars, but they own some members of the Cat family that I believed were virtually extinct in Montréal.

For example, François Dallegret has three Jags including a very fine 1954 XK120 roadster which he drives daily all summer. Many of you have seen this fine car in Club events, and it is in superb condition. François also owns a very rare 1949 XK120 alloy body roadster which is not running at the time. Also owning a XK120 is Danielle Marquis who has a 1953 convertible. Another XK120 is owned by Charles Henstridge; his is a 1951 which he has owned for over 20 years. I had the rare pleasure of driving a XK120 recently, and I can assure you I would willingly swap my Healey for one!

From the wonderful world of Jaguar, we also have new member - Philip Farah who owns a very fine 1948 Mark V Drophead Coupe. At the other end of the age bracket is Jacques Lahaussois' 1958 XK150 Drophead Coupe which is currently supporting a new dark-blue paint job. Jaguar Sedans are also well represented, with Collin Tisshaw rebuilding his green 340, and Robert DesLauriers who drives his Mark IX daily. In addition to the Mark IX which is in excellent condition, Robert also owns a 1953 Alvis Drophead Coupe. Robert is currently restoring the Alvis and would appreciate hearing from anyone who can recommend a good body shop (487-9697).

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...contd

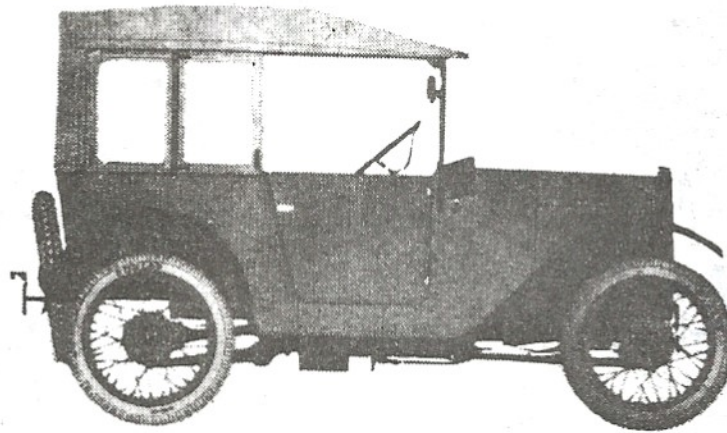
But not all our new members drive Jaguars. Norton Paish has joined the ranks of the truly fortunate in acquiring an Austin Healey 3000 Mark III. I try to park faraway from Norton at Club events because I do not want observers to make close comparisons between my car and his! In addition to the Healey, Norton also has a MGA as does Jean-Marc Lachance whose MGA is in concours condition.

On my way to work one day, I saw a MG TC in the parking lot of the company beside Gillette. John Lumsden owns the 1946 TC which he bought in the early 50's in England. The reason he chose the TC was because it was the only car he could find that fitted his particular finances at the time. He has owned the car since then, and is in very fine original condition. Brian Gray is a connoisseur of all cars... his Alpha Romeo 2600 Spider was imported by Brian from California and is in beautiful condition. Brian also owns a 1956 Thunderbird two-place roadster and a 1956 Lincoln Continental Mark II. At the Gymkhana next year, it would be an interesting challenge to run the Lincoln versus John Lumsden's MG TC!

Future columns will profile members and their cars. I would like to make two requests... first, if you know of someone who either has a Vintage European automobile built or designed prior to 1961, let's get them into the Club... second, if there is a car that you would like more information on, please do not hesitate to call me and will get you in contact with some owners (697-7412).

Happy Motoring!

* * * * *



NEW MEMBER

We welcome the following new member to our Club and we hope that he and his guests will enjoy participating with us in our events and in the comradeship which results from association with others who are interested in the same endeavours:

John Lumsden
1946 MG TC
2 Seater
Wife's name
Marjorie

23, 15th Street
Roxboro, Quebec.
N8Y 1N4

Tel. Res. 683-9177
Bur. 735-2221

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Our indefatigable Membership Director, Peter Bigney, explains his views on Pay-TV as he sees Gillette's participation when that medium comes into bloom, in the August 29th issue of The Financial Post. Seems that we can expect Gillette's name to appear on appropriate programmes in due course. We'll be on the lookout for it, Pete.

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For once this journal has become aware of changes of ownership in our members' cars. It generally happens that everyone else gets to know before us, probably through the grapevine method.

In any case let it be known that Ralph Hemmi's stable is now two cars less. The 1949 Mk VI with the Pinin Farina touring body now reposes in the premises of our President, Phil Chartrand and the 1954 Jaguar XK-120 now belongs to our Secretary-Treasurer and Jag. fancier, Gilles Desroches. Now all that Ralph has to do to right out of the vintage picture is dispose of his 1965 Mercedes 300 SEL.

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Peter and Gill Pichler have, in addition to the MG TF, a 1960 MGA.

Ron Cook's business phone number now is 631-5466. You'll remember Ron as closing up on ardent MG owner, Yvan Bureau of Sherbrooke. Ron now has 3 MGs, Yvan has 4.

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There are almost enough MGs and Jaguars in the Club to start up one-make sections. Certainly it warrants thinking about when it comes to the Concours d'Elegance. In other words, separate classes.



the by bruce
forward
*Director's
Chair.*

Possibly the most frequently asked question, as far as restoring cars in Canada is concerned is, should I do it at all. I would like to share some of my thoughts on the subject with you.

Until a few years ago, the only cars that justified restoration were true special interest and milestone cars. Thorough restorations of "ordinary cars" (MGA's TR 3's A-H's and such) obviously involved costs quite a bit in excess of the then current values. I purchased my first TR 3 for restoration in 1972 for \$300. Over the next couple of years I searched around for the required parts and found several of these cars in sound condition available for \$500 to \$600. Clearly my project was no financial success, it did however, introduce me to many interesting people and a pastime I have enjoyed ever since.

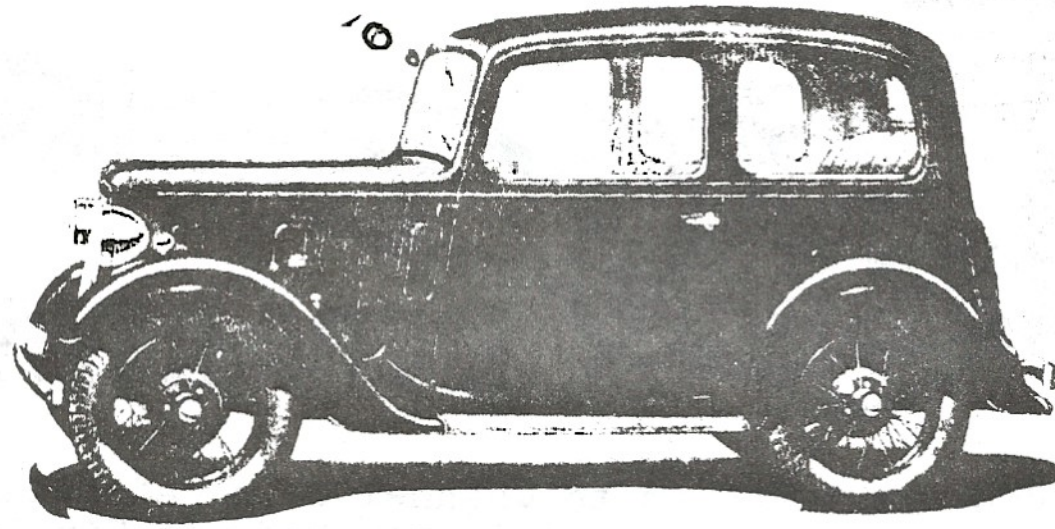
Times have changed: A glance at newspapers reveals that anything older than last week is an antique and a car with a radio and transmission is a sports car. Fiberglass repros are produced in every description from MG's to Auburns. Why? Well forgetting the emotional aspects that government is taking away our toys, look at a more practical point of view. Today's plastic mini mizers can carry stickers in excess of \$10,000. Convertible? unless you are willing to spring \$15,000 or more for some conversion, forget it.

What can the same \$10,000 buy that's still a car? Well, that same old TR 3 we talked of earlier was sold this past summer for \$3200. The buyer, far from disappointed, recently returned to buy a second. Two days after returning to Kitchener with the first, he was offered a profit of \$1500 for the car. But; the owner has no intention of selling. His idea is to create a lifetime supply of cars he enjoys for himself and his family.

I have recently been offered two restorable Jaguar XK 140's for \$4000 and \$6000 respectively. They both require more than a slick paint job. Mechanically they should be returned as nearly as possible to new. Engines and transmissions need checking and one will possibly need a rebuild. When complete, they will in effect be 25 year old cars, but, every bit as dependable as any new car. Depending on the work required restoration costs should run \$5000 to \$6000. Completed they will undoubtedly fetch upwards of \$15,000. Has anyone priced a TR 7 lately?

If you are still with me you surely have some views of your own. Help assure the success of the new format Autosiaist by sharing those ideas with your fellow members.

In future issues this column will deal with the progress of my next project with sideviews of parts expeditions through the mud of Hershey and the inspirations of Rhinebeck.



Strange, the distance some people will go to win the Rallye Coupe Hemmi. Rumor has it that club VP Gilles Desroches spent several weeks searching Europe for a vintage car fitted with a metric speedometer. In any case félicitation Gilles for a fine auto and a well deserved victory.

Speaking of the Rallye / Concours, WHAT A TURNOUT. There are few clubs who would not be thrilled to boast such a field. If exciting machines seem to be popping up more frequently at events this year, it is for very good reason. Not many enthusiasts will resist the opportunity of participating with the likes of Mercedes 300 SL and 190 SL and MG's of the TC, TF and A variety to mention but a few. Jaguars; well discounting the ZOO cars at some museums, when was the last time such an impressive group gathered together? Entrants from as far as St. Jean, laval, Varennes and Huntingdon as well as our guests from the V.A.C.M. contributed to what can only be termed a roaring success. Along with pride, go our sincere thanks to the Aird family and all of the organizers; WELL DONE.

Roy Elliott in the trusty Taxi and John McFall, Sunbeam sporting a new roof once again carried the torch to Stowe. Many others including the Morgans and Burgermeisters were seen sloshing through the flea market.

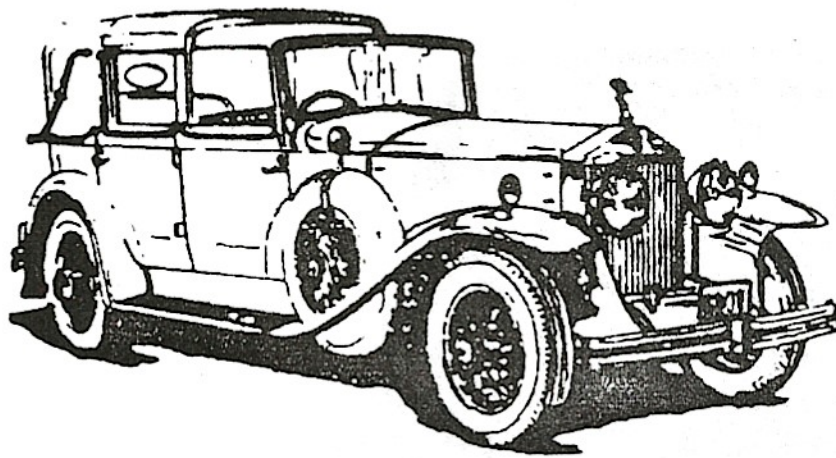
Zaven taking a short break from the racing circuit turned up at an L.D.C. slalom a few weeks ago in his Sunbeam Alpine.

Phil Chartrand and Bob Neapole ventured further to compete in the London to Brighton Tour in Phils Lagonda.

Bob N. has had a particularly busy season also taking in the vintage races at Shannonville and the Bently gathering at Woodstock Vt.

Talk of venturing further, Pierre Rolland and Alain Carter (trial run participants) toured New England and The New Jersey coast in their Healey 3000's, returning just in time to head for Stowe.

Perhaps Chris Morgan will write us a short note and share his secret for uncovering Jaguar wood trim in Toronto and J lamps in England.



BURMA-SHAVE DEPARTMENT

Those of you who tuned in to Channel 6 on Wednesday 2nd Sept. in the hope of seeing the Expos trim the Reds in Cincinnati only to have the game stop because of the torrential rain and switched to another station should have hung on a little longer, until 9. At that time our trouble-beset network substituted a very fine film which was right up our alley, as the saying is. From then to 9.30 there was a film which started with a view of great National Meet of the Ford Model "A" Restorers' Club being held in Dearborn, Michigan.

Although some may look with a degree of disdain at what is the real original "Detroit Iron" nevertheless the Ford from its inception has been acknowledged as paramount in many aspects of the automotive world, apart from the fact that it was with the Ford Model T that mass-production as it is known today, and not only in that industry, started.

The film traced the history of the Ford, the car, the man and the production, from its inception to the stupendous surprise introduction of the Model "A", whose design had been kept as much a secret as was the Normandy invasion on D-Day. At that point in the film it focussed on the art and science of finding, restoring and showing Model A Fords. The difficulties which restorers face and how they solve them was all very nicely handled, culminating in the showing at Concours d'Elegance and judging, with some emphasis on problems facing judges.

The film was titled "A Lady out of Lizzie" and there was nary a word of advertising during the whole 30 minutes. And that was a big plus.then in due course back to the game but 'nuff said!

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An amusing little book has just come to hand. It's one of the nostalgic things which titillate the memory of those who were fortunate enough to be able to drive or at least, be driven and watch the roadside gliding by, from 1925 right through until 1963. It was during these years that BURMA-SHAVE roadside signs flourished on the roadsides.

They consisted of a series of small signs, ten inches high by a yard long on top of a post just around the best height to be read by the passing motorist and probably his passengers. They were set about thirty yards apart, which distance increased to about fifty as car speeds went higher. They were lettered with catchy slogans which rhymed in jingle fashion, all leading up to the last, the sixth one which said BURMA-SHAVE. Some examples of the witty,

and practically tuneful rhymes are.....

EVERY SHAVER
NOW CAN SNORE
SIX MORE MINUTES
THAN BEFORE
BY USING
BURMA-SHAVE

YOUR SHAVING BRUSH
HAS HAD ITS DAY
SO WHY NOT
SHAVE THE MODERN WAY
WITH
BURMA-SHAVE

HINKY DINKY
PARLEY VOUS
CHEER UP FACE
THE WAR
IS THROUGH
BURMA-SHAVE

MAKES SHAVING
A
GRIN GAME
NOT
A SKIN GAME
BURMA-SHAVE

WHEN CUTTING WHISKERS
YOU DON'T NEED
TO LEAVE
ONE HALF OF THEM
FOR SEED
BURMA-SHAVE

FREE! FREE!
A TRIP
TO MARS
FOR 900
EMPTY JARS
BURMA-SHAVE

THAT SHE
COULD COOK
HE HAD HIS DOUBTS
UNTIL SHE CREAMED
HIS BRISTLE SPROUTS
WITH
BURMA-SHAVE

The book is called "The Verse by the Side of the Road" and was written by Frank Rowsome Jr. who is also the author of "Trolley Car Treasury". It contains an intriguing opening chapter of early motoring reminiscences and includes all 600 of the roadside jingles. It has been printed both in the U.S. and Canada.

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If computers had existed in the early 1800's, before Otto invented his cycle and Daimler and Benz got together, they probably would have predicted that with the population increase expected by now there would be so much horse transport that we would be unable to clear away the manure. (We seem to have both...Ed.)

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MORE ON ROADSIDE SIGNS.....

For many years Kodak promoted the use of their cameras and films by large highway signs on the approach to scenic views which said "SCENIC VIEW AHEAD KODAK AS YOU GO"which was fine and probably got the message across, to Kodak's benefit and perhaps posterity... the trouble was that eventually the scenic spot became so popular that motels and refreshment stands sprang up with the result that Kodak was in fact drawing attention to other peoples' merchandise! That and 'Highway Beautification Committee' efforts finished them but the idea was good while it lasted.

AND STILL MORE.....would you believe it?

An unusual number of highway accidents in West Virginia some years ago at a location which had previously been almost accident . The location was in a moderately hilly area where a slight up-grade on a gentle left curve was edged on the right hand side by a fairly steep grassy slope. The accidents all occurred in the early evening, at dusk. As this curve was approached, at a certain point visibility was impaired by trees on the left side of the road.

Because of the overview offered to the cars approaching this curve, it seemed to be a logical place for a roadway sign which would be easily seen by approaching drivers and other occupants. Most particularly as in daytime a very pleasant view of the West Virginia hills could bejoyed. The sign advertised a well-known make of tire, appropriately enough for a highway traveller. It embodied a realistic highway scene.

The accidents in every case involved a car leaving the road just before the sign and because of the nature of the slope invariably there was a rollover, with accompanying serious injury and a few lives.

It took quite a long time and many Coroners' inquests before the cause was definitely established and it was intriguing in its simplicity. The sign as seen by a driver, and particularly one to whom the road was new or seldom travelled over, was that of a highway with a car approaching. There was a white line down the centre of the road and to add realism to the scene, the headlights of the approaching car were silvered. A good sign but too realistic.

With a combination of dusk, perhaps not-too-bright lights on the oncoming car, the fact that the sign was elevated at just the right height all combined to create the illusion that the road continued straight, that an oncoming car was to be avoided and the driver simply continued straight on....and over the edge!

There was of course considerable legal wrangling to follow but it was ruled that neither the owner of the sign, the advertiser nor the motorists could be held solely responsible therefore.....misadventure.

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ANNOUNCEMENTS

FOR SALEROAD & TRACK issues offered for sale by Ed. Richardson. These are November, 1953 and September 1958. Both in good condition. \$10.00 each. Phone 738-2897

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Mr. Richardson wishes to advise all that he has divested himself of part ownership with member Mr. Bob Neapole of the 1932 MG Magna having been bought out. (sounds like a corporate un-merger!)

A HOBBY HAZARD....YOU HAVE BEEN WARNED!

An article which was first printed in the Vintage MG Club News was reprinted in the June issue of the magazine Cars & Parts which, in our opinion, can very well stand further publicity. It states:

This is presented for the benefit of old car hobbyists who use or who are exposed to Totuol, Zylol, N.Propl Acetate, Methyl Isobutyl Keystone, better known as epoxy paint.

"Warning! Vapour harmful or fatal. Avoid prolonged or repeated breathing of vapour or spray mist. Use with adequate ventilation" This notice appears on labels. One cold Saturday morning last winter, I entered the heated garage to paint the fuselage of a model glider. It was recommended that it be sprayed with epoxy and I did just that. I applied a tack coat and then stepped out of the garage. Some 25 minutes later, I added a finish coat and then stepped out of the garage to empty the spray gun and clean it. Total time spent in the spray area was less than four minutes of the original 25 required!

About half an hour later, I stepped outside of the building and noticed a strong smell associated with rivers and large bodies of water. It seems that it was apparent only to me.

About two hours after spraying, chest pains began to develop in my lower chest cavity...and just five hours after painting the glider, I found myself in a Coronary Care Unit!

Even though I suspected a possible poisoning from the epoxy and took a can of it to the hospital, an educational programme took place which should be shared. There is no anto-toxin as in the case of a snake bite, or reversing type of chemical to render the epoxy harmless. If you're going to live, you live. If not, all they can do is watch you die.

The resins and hardeners inflame the tissues in the lungs and the surrounding area near the heart. The chemical effects are just like inducing a coronary, but no trace is found later.

If you must spray epoxy, wear a face mask (carbon activated), since the powder or dust is just as dangerous as the original wet spray. Remember, its effect is cumulative over a period of time. When your tolerance is reached, there is no reversing a future occurrence!

This sounds like a very scary experience for the writer of the story and should be taken seriously by any of us, or should be passed on to others, who might be thinking of using any spraying materials which contain the substances mentioned. The notice on the package has to be taken seriously, as is its intention.

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At the beginning of World War 11, Britain found a use for junk cars. They were hauled onto fields which would have been vulnerable to the landing of Nazi gliders during any attempted landing during the Battle of Britain. However, they also prevented their use as emergency landing fields!

HORSEPOWER RATINGS

S.A.E., R.A.C. and A.L.A.M. compared

As far as horsepower formulae are concerned, when it comes down to the wire, its what gets to the wheels and shows up on the speedometer that really counts. However, when considering vintage cars and particularly British models, quite frequently the R.A.C. rating is quoted and in fact it was the basis for the license charges, as expressed by the model number, Austin 7, Wolseley 14-40, Rover 12. and others. There has always been some mystery attached to these figures, at least as far as this writer is concerned and it just recently came to light how the it relates to the engine size. Also how it came about.

The formula was introduced about 1905 and the Association of Licensed Automobile Manufacturers (A.L.A.M.) adopted it as their standard. The Association held the patent rights to the famous Selden Patent and it wasn't until Henry Ford won his law suit that knocked the patent into the waste paper basket that the start of the Association's decline became noticeable. The Royal Automobile Club in Britain adopted the same formula and it was known as the R.A.C. formula.

When this formula was introduced it gave a fair approximation of maximum output for current (1905) designs but higher values of compression and piston speed at peak horsepower soon made it obsolete. It is seldom nowadays that this form of describing an engine performance or power is so expressed. Torque figures are more explicit.

However, for anyone who has the problem of an engine the bore diameter of which is known and of course as well, the number of cylinders, perhaps the accompanying table might be of help in identifying it. By this means the model of the car, as shown by the examples above, can perhaps be verified.

A. L. A. M. STANDARD HORSE POWER FORMULA					
Bore of cylinder squared x No. of cylinders, + 25					
(Based on 1000 feet of piston speed per minute)					
BORE		HORSE POWER			
Inches	Millimeters	1 Cylinder	2 Cylinders	4 Cylinders	6 Cylinders
2½	64	2½	5	10	15
2¾	68	2¾	5½	11	16½
2½	70	3	6	12½	18½
2¾	73	3¼	6½	13½	19½
3	76	3½	7½	14½	21½
3¼	79	3¾	7½	15½	23½
3½	83	4½	8½	16½	25½
3¾	85	4¼	9½	16½	27½
3½	89	4½	9½	19½	29½
3¾	92	5½	10½	20½	31½
3½	95	5½	11½	22½	33½
3¾	99	6	12	24	36½
4	102	6½	12½	26½	38½
4½	105	6½	13½	27½	40½
4½	105	7½	14½	28½	43½
4½	111	7½	15½	30½	45½
4½	114	8½	16½	32½	48½
4¾	118	8½	17½	34½	51½
4½	121	9	18	36½	54½
4¾	124	9½	19	38	57
5	127	10	20	40	60
5½	130	10½	21	42	63
5½	133	11	22	44½	66½
5½	137	11½	23	46	69½
5½	140	12½	24½	48½	72½
5½	143	12½	25½	50½	75½
5½	146	13½	26½	53	79½
5½	149	13½	27½	55½	82½
6	152	14½	28½	57½	86½

The Motor Continental Road Test No. 5c/52

Make: Jaguar
Makers: Jaguar Cars Ltd., Coventry

Type: Mark VII Saloon

Dimensions and Seating

In Brief

Price £1,088 plus purchase tax
£605 18s. 11d. = £1,693 18s. 11d.

Capacity 3,442 c.c.
Unladen kerb weight.. 34½ cwt.
Fuel consumption .. 17.6 m.p.g.
Max. speed .. 101.0 m.p.h.
Max. speed on 1 in 20
gradient 92 m.p.h.
Max. top gear gradient 1 in 7.6
Acceleration:
10-30 m.p.h. in top.. 7.9 secs.
0-50 m.p.h. through
gears 9.8 secs.

Gearing:
19.3 m.p.h. in top at 1,000 r.p.m.
69.5 m.p.h. at 2,500 ft. per min.
piston speed.

Specification

Engine	
Cylinders	6
Bore	83 mm.
Stroke	106 mm.
Cubic capacity	3,442 c.c.
Piston area	50.4 sq. ins.
Valves	Twin o.h. camshafts
Compression ratio	8/1 (optional 7/1)
Max. power	160 b.h.p.
at	5,200 r.p.m.
Piston speed at max. b.h.p. ..	3,620 ft. per min.
Carburettors .. 2 S.U. horizontal (auto choke)	
Ignition	Lucas coil
Sparking plugs	14 mm. Champion NAB (L10S with 7/1 c.r.)
Fuel Pump	2 S.U. electric (1 per tank)
Oil filter	Tecalemit full-flow
Transmission	
Clutch	Borg and Beck 10 in. s.d.p.
Top gear (s/m.)	4.27
3rd gear (s/m.)	5.84
2nd gear (s/m.)	8.48
1st gear	14.4
Propeller shaft	Hardy Spicer (divided)
Final drive	Hypoid bevel
Chassis	
Brakes	Girling "Autostatic" (Vacuum assisted self-adjusting hyd. brakes)
Brake drum diameter	12 ins.
Friction lining area	202 sq. ins.
Suspension:	
Front	Torsion bar and wishbone I.F.S.
Rear	Semi-elliptic leaf springs
Shock absorbers:	
Front	Girling telescopic
Rear	Girling PV7
Tyres	Dunlop 6.70 x 16
Steering	
Steering gear	Burman recirculating-ball worm and nut
Turning circle, Left, .. 38 ft. Right .. 34 ft.	
Turns of steering wheel, lock to lock .. 4½	
Performance factors	
(at laden weight as tested)	
Piston area sq. in. per ton	26.5
Brake lining area, sq. in. per ton	106
Specific displacement, litres per ton mile 2,820	
Fully described in "The Motor," Oct. 18, 1950	

Test Conditions

Cool, dry weather, with light breeze. Smooth concrete surface (Ostend-Ghent motor road)
Premium-grade Belgian pump fuel (approx. 80 octane). Test car equipped with 8/1 compression
ratio (7/1 ratio available for low grade fuels).

Test Data

ACCELERATION TIMES on Two Upper Ratios.		
10-30 m.p.h.	7.9 secs.	3rd
20-40 m.p.h.	7.8 secs.	5.6 secs.
30-50 m.p.h.	7.9 secs.	5.5 secs.
40-60 m.p.h.	8.3 secs.	5.7 secs.
50-70 m.p.h.	8.6 secs.	6.2 secs.
60-80 m.p.h.	10.4 secs.	6.9 secs.
70-90 m.p.h.	16.5 secs.	—
ACCELERATION TIMES Through Gears		
0-30 m.p.h.	4.6 secs.	
0-40 m.p.h.	7.0 secs.	
0-50 m.p.h.	9.8 secs.	
0-60 m.p.h.	13.7 secs.	
0-70 m.p.h.	17.5 secs.	
0-80 m.p.h.	23.9 secs.	
0-90 m.p.h.	34.4 secs.	
Standing Quarter Mile	19.3 secs.	
FUEL CONSUMPTION		
26.0 m.p.g. at constant 30 m.p.h.		
25.5 m.p.g. at constant 40 m.p.h.		
23.0 m.p.g. at constant 50 m.p.h.		
20.0 m.p.g. at constant 60 m.p.h.		
18.0 m.p.g. at constant 70 m.p.h.		
15.0 m.p.g. at constant 80 m.p.h.		
11.5 m.p.g. at constant 90 m.p.h.		
Overall consumption for 1,140 miles, 64.7 gallons, equals 17.6 m.p.g.		
HILL CLIMBING (at steady speeds)		
Max. top gear speed on 1 in 20	92 m.p.h.	
Max. top gear speed on 1 in 15	89 m.p.h.	
Max. top gear speed on 1 in 10	73 m.p.h.	
Max. gradient on top gear	1 in 7.6 (Tapley 290 lb./ton)	
Max. gradient on 3rd gear	1 in 5.6 (Tapley 395 lb./ton)	
Max. gradient on 2nd gear	1 in 4.1 (Tapley 525 lb./ton)	
BRAKES at 30 m.p.h.		
Tested with top gear engaged.		
1.00g. retardation (=30 ft. stopping distance) with 120 lb. pedal pressure		
0.75g. retardation (=40 ft. stopping distance) with 50 lb. pedal pressure		
0.52g. retardation (=58 ft. stopping distance) with 25 lb. pedal pressure		
Tested in neutral with engine stopped (no servo assistance).		
0.74g. retardation (=40½ ft. stopping distance) with 120 lb. pedal pressure		
0.47g. retardation (=64 ft. stopping distance) with 50 lb. pedal pressure		

Test Data (continued)

MAXIMUM SPEEDS		
Flying Half Mile		
Mean of four opposite runs	101.0 m.p.h.	
Best time equals	103.5 m.p.h.	
Speed in Gears (at 5,200 r.p.m.)		
Max. speed in 3rd gear	74 m.p.h.	
Max. speed in 2nd gear	51 m.p.h.	
Max. speed in 1st gear	30 m.p.h.	
WEIGHT		
Unladen kerb weight	34½ cwt.	
Front-rear weight distribution	53/47	
Weight laden as tested	38 cwt.	
INSTRUMENTS		
Speedometer at 30 m.p.h.	3% slow	
Speedometer at 60 m.p.h.	2% fast	
Speedometer at 90 m.p.h.	accurate	
Distance recorder	accurate	

Maintenance

Fuel tanks: Left, 8 gallons; Right, 9 gallons.
Sump: 24 pints, S.A.E. 30 summer, 20 winter.
Gearbox: 2½ pints, S.A.E. 30. Rear axle:
3½ pints, S.A.E. 90 hypoid gear oil. Steering
gear: S.A.E. 140 gear oil. Radiator: 22
pints (2 drain taps). Chassis lubrication:
By grease gun every 2,500 miles to 25 points.
Ignition timing: 5 b.t.d.c. static. Spark
Plug gap: 0.022 in. Contact breaker gap:
0.012 in. Valve timing: I.O., 10° b.t.d.c.; I.C.,
50° a.b.d.c.; E.O., 57° b.b.d.c.; E.C., 15° a.t.d.c.
Tappet clearances: (Cold) Inlet 0.004 in.
Exhaust 0.006 in. Front wheel toe-in: ½ in.
-¼ in. Camber angle: ½ -1¼°. Castor
angle: 0° ± ½°. Tyre pressures: Front 23-
25-lb., Rear 25-27 lb. Brake fluid: (Also
clutch withdrawal mechanism) Girling crim-
son. Battery: 12 volt, 64 amp-hour. Lamp
bulbs: 12 volt. Headlamps, 48/48 watt;
Fog lamps, 36 watt; Side, number plate, lug-
gage locker lamps, 6 watt; Reversing lamp, 24
watt; Stop/tail lamp, 6/18 watt. Fuses: Four
35 amp.

Ref. B/35/52

car--toon (get it?)

THIS PAGE IS DEDICATED TO THE DARING YOUNG MEN
AND THOSE NOT SO YOUNG
WHO PARTICIPATE IN RALLYES!

