

winter 1981



**VOL 7**  
**NO 4**

# AUTOSIASTE



## SEASON'S WISHES

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

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AUTOSIASTE EDITOR	HUGH JOCKEL
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The cover on this issue features a very fine 1923 BENTLEY 15 H.P. This is an early example of the make, without frnt wheel brakes and on beaded edge tires, making it very light to steer. The car is one of many beautiful re-stored and original motor vehicles to be found in the MANX MOTOR MUSEUM, located at Crosby, in the ISLE OF MAN. More details of this interesting museum are contained in this issue.

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

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at the price of Fifty Cents  
each plus postage



# Autosiate

VOL 7  
NO 4

WINTER 1981

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# RAMBLINGS

As could be predicted, the first rash of indignation over the hike in gasoline prices which took the voting majority by surprise a few weeks back, has largely subsided. After all, when the vast majority of car owners needs their vehicles to travel to and from work, what good is there in complaining, other than beefing about it at home, in the home and at the office. And our ever-zealous Provincial Treasurer well knows it! To give the devil his due, he has the citizenry thoroughly accustomed to fiscal surprises, even anesthetized. Surprised, yes. Aroused, no.

If any greater proof of the zero-effect that high-priced motor fuel has on the motoring public one has only to travel frequently on the autoroutes and limited access highways to see that it matters not a bit that the faster one goes the more fuel is used, and not in direct proportion either. To keep just under the stated speed limits and in the right-hand lane is to be passed by most other cars at from ten to thirty miles an hour faster, harassed by ten-wheelers travelling a bare ten feet behind whose drivers are bursting their arteries because at that moment they haven't been able to get into a passing lane and make the next diner ahead of the other guy. And of course while the truck is at that truck stop the engine is idling away. Apparently a diesel once put to rest is reluctant to get started! So our Provincial knoweth well what he doeth!

Apparently the owners of some high-performance machinery in certain areas are having trouble getting high-test leaded gas. It seems that the refineries aren't turning out the stuff because the demand isn't sufficient to warrant a production line. While reducing the compression ratio can in some cases be done relatively easily by using a thicker cylinder head gasket, this is only one aspect of the problem. The valve operation is something else again. If any of our members are having problems with fuel supply perhaps some other who has solved the situation could assist.

The TV as a regular feature tells the viewer what the air pollution count is that day. It seems to be invariably "Acceptable" or "Good". Is this because of our cars now with few exceptions possessed of Pollution control equipment? Or might it also be the result of elimination of coal as a fuel, the majority of our heavy industries being to leeward of the city or the highrise buildings emitting their exhaust systems well above the monitoring equipment? Perhaps deep breathing doesn't change the proportion of pollutants we inhale but we are getting more oxygen. Don't bother to ask your doctor, he's too busy figuring out his Provincial reports!

BEST WISHES TO ALL FROM YOUR DIRECTORS & EDITOR

*John*  
*Jack*

## THE ELECTRIC STARTER

### Your Car's Unseen Strong Arm

Before 1910 the only strong arm which put the automobile's engine into operation was that of the driver or perhaps, that of a more or less willing bystander or assistant. For those of more tender years, the effort of turning over even a co-operative engine was fraught with sweat, aches and probably blasphemy. Bad enough if the weather was warm and friendly but the agony of it all in freezing winter mornings was unmitigated hell. For then, if at any time, the hapless motorist would wish that he had never attempted to put away the faithful horse and buggy or wagon.

The idea of some kind of mechanical starter naturally came to the minds of many for surely in an age when mechanical marvels were appearing daily it would not be beyond the reach of some inventive mind. One such person was Charles Franklin Kettering. Born in the farmhouse of his parents, nestling in the hills of Ashland County, Ohio, August 29th, 1876 he at a very early age started to show his interest in the farm equipment. He earned his first few dollars during the harvest season and proceeded to buy a telephone from a mailorder firm and immediately set about dismantling it to see how it worked.

Kettering began work as a school teacher at the age of 19. In 1896 he entered Wooster College studying classical languages and electricity but had to give it up because his eyesight failed under the intensive study. On two occasions he gave up to give his eyes a rest before entering Ohio State University to study engineering. Again the burden of study demanded that he give his eyes a rest and he took a job as a telephone lineman. After a period at this work, during which he introduced the first central battery system in the state, he returned to Ohio State and graduated with a degree in electrical engineering. He started work at National Cash Register (NCR) in 1904. At that time the Assistant General Manager, Edward A. Deeds, wanted to market an electrically-cranked cash register....without the motor being as large as the cash register itself. This was Kettering's first encounter with the "expert" state of mind which "proved" that a problem was insoluble because it was impossible to do it in the conventional way. These minds said that in order to operate a cash register an electric motor would have to be as big as the register.

Kettering believed differently. He noted that the operation was intermittent, not continuous and therefore a small motor, geared down considerably and although "overloaded" for continuous use, was easily capable of handling the job for the few seconds required for each transaction and could cool off in between. Working on this theory he developed in 1904 the first electric cash register. He ultimately became chief of the Inventions Department of NCR and in association with Deeds became interested in the new-fangled automobile and the two spent much time behind Deed's house building one. As a consequence of this the two became much interested in the electrical equipment needed by the ignition systems of the time which were four main types, two by coil and two by magneto. Kettering eventually concentrated on the coil system and particularly on the weak points such as the breakers, condensers, high tension coil insulation and timing.

Henry M. Leland, president of Cadillac, was dissatisfied with the magneto system of ignition although at that time it was in use on his cars. He had heard of Kettering's invention and as a result of a series of demonstrations in 1909 ordered 8000 ignition sets from Kettering's newly-formed "Delco" organization. The name was an acronym for Dayton Engineering Laboratories Company, into which Kettering and his associates had put all their money, mortgaging their homes and borrowing on their insurance. Delco ignition appeared for the first time as a standard item on the 1910 Cadillacs. The majority still used the magneto.

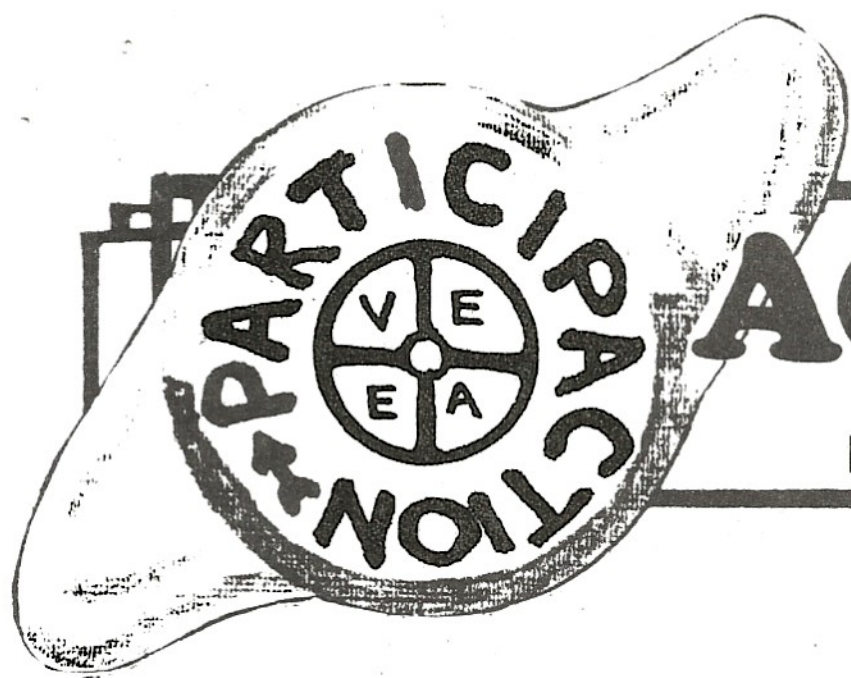
Various self-starters had been tried on automobiles from the start of the century; mechanical, pneumatic, electric and the Prestolite system which filled the cylinders with combustible gas. None of the systems worked well nor did their performance justify their bulkiness and mechanical complication. What was needed was a light, efficient starter with unfailing reliability. Also needed was a similarly light, efficient dynamo for keeping the battery charged...something which had been used by Duryea but not perfected, in his car in the 1890s.

In 1910 a friend of Henry Leland was killed by the crankhandle of a Cadillac which he was trying to start. The Cadillac chief, grieving, called his engineers into his office and told them to "leave no stone unturned in developing a device to eliminate hand cranking". His engineers designed a starter motor and generator combined in one unit. However, their flywheel-type motor-generator was bulky and inefficient. Kettering was called in and he suggested a small motor-generator, separate from the engine and geared down to the flywheel. He pointed out to the engineers that there was no need to worry about overloading a small motor provided that it could turn the engine at a satisfactory speed. As with his cash register of 1905, the use of the starter was intermittent, not continuous and no damage would be done by a high-amperage current only. As a consequence, design was proceeded with and by February 1911 a demonstration was given to Cadillac executives and financiers and that year Cadillac announced that as a standard item the new "Delco" system of starting, lighting and ignition would be on all Cadillac automobiles. It was one of the great turning points of automobile history and the modern electrical system, self-contained and reliable then became the world's standard.

The Royal Automobile Club of Great Britain awarded Cadillac the Dewar Trophy in 1913 for the greatest advancement of the preceding year. (A test of three standard Cadillacs, involving 1000 stops and starts, using the electric starter, had been made by R.A.C. experts in July 1912). The Lanchester Company of Great Britain, renowned for its advanced technical thinking, adopted the Delco system on its 1913 models and by 1916, 98% of current U.S. production models, other than Model T Fords, featured the electric starting. Europe was represented by the new post-war Hispanos and Robert Bosch agreed that the American return to the highly perfected battery ignition systems indicated that ....magneto ignition on motor cars appeared to be on the way out.

In 1916 Kettering and Deeds sold their interest in Delco to United Motors (which later became General Motors) and Kettering immediately organized Dayton Research Laboratories and during 1917-1918 developed a pilotless aircraft that was the forerunner to the WW11 flying bomb.

(The foregoing is an extract from "Special Interest Autos" June 1979)



# ACTIVITIES

By BOB NEAPOLE

## 1981 ACTIVITIES

<u>DATE</u>	<u>ACTIVITY</u>
Friday, February 6, 1981	Annual General Meeting 6:30 Mt1. 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.



VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS  
ENTHOUSIASTES DES VOITURES  
EUROPÉENNES d'AUTREFOIS

December 9, 1981

1981 ACTIVITY RECAP

<u>DATE</u>	<u>EVENT</u>	<u>ATTENDANCE (#)</u>
February 6	A.G.M.	40 - 50
April 24	Wine & Cheese @ Phil's	45 - 50
May 3	Tour D'Essai - Beauharnois	11 cars plus VAW + VACM = 75
May 26	Economy Run	13 cars
June 16	Gymkhana	
August 23	Rallye, Concours & Picnic	30 cars
September 20	Dernier Tour Cdn. Railway Museum	17 cars
November 27	Wine & Cheese @ Bob's	40 - 50

BE SURE TO NOTE THAT THE ANNUAL GENERAL MEETING OF THE  
V.E.A.E. WILL TAKE PLACE ON THE 2nd OR 3rd WEEK OF FEB-  
RUARY. ELECTION OF OFFICERS WILL TAKE PLACE AT THAT TIME.  
AS USUAL, IT WILL BE A SOCIAL AFFAIR AS WELL AS BUSINESS  
SO BE SURE TO COME.





# VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

## ENTHOUSIASTES DES VOITURES EUROPÉENNES d'AUTREFOIS

December 9, 1981

### 1982 ACTIVITIES

- 1) Williamstown Fair - 40 miles - August?
- 2) Stowe - August
- 3) Brome or Lachute Fairs
- 4) Montreal Live Steamers (Katie says "it's a must!")
- 5) Les Cedres Fort
- 6) Additional Activities with VACM

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### 1982 MODIFICATIONS

- 1) Make Economy Run a weekend event (end with picnic)
- 2) Split Rallye and Concours
- 3) Rallye should be for "beginners"



# VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

## ENTHOUSIASTES DES VOITURES EUROPÉENNES d'AUTREFOIS

December 1, 1981

REPORT ON WINE & CHEESE PARTY HELD NOVEMBER 27, 1981 AT THE  
HOME OF R.C. NEAPOLE.

<u>ATTENDANCE:</u>	49 people (44 paying)	
<u>REVENUE:</u>	44 @ \$9.00 =	396.00
<u>EXPENSES:</u>		
	Wine	226.35
	Food	99.52
	Cheese	74.00
	Glasses	18.15
	Name tags	6.92
	Miscellaneous	14.20
		<u>439.14</u>
<u>DEFICIT</u>		<u>\$ 43.14</u>

### LIST OF ATTENDEES:

Mr. & Mrs. Peter Bigney, Terry  
Mr. & Mrs. Hans Burgermeister  
Mr. & Mrs. Phil. Chartrand  
Mr. Zaven Darakjian and guest  
Mr. & Mrs. Robert Deslauriers  
Mr. & Mrs. Gilles Desroches  
Dr. Pete Fletcher and guest  
Mr. & Mrs. Bruce Forward  
Mr. & Mrs. Roy Gillings  
Mr. Ralph Hemmi and guest  
Mr. Bill Israel  
Mr. & Mrs. John Lumsden  
Mrs. & Mrs. Daniel Marquis  
Mr. Mrs. & Miss John McFall  
Mr. Cris Morgan  
Mr. & Mrs. Bob Neapole and two guests  
Mr. & Mrs. Leo Norbert  
Mr. & Mrs. P.A. Ouimet  
Mr. & Mrs. Norton Paish  
Mr. Peter Pichler and guest  
Mr. Ed. Richardson and guest  
Mr. Bill Smith and guest  
Mr. & Mrs. Bob Tayer  
Mr. & Mrs. Colin Tirshaw

## WHAT OTHERS ARE DOING.....

The West Island group of the Vintage Automobile Club of Montreal, (V.A.C.M.O held its Annual Dinner on 21st November at the Whitlock Golf & Country Club. Of the hundred or so present at the affair, there was a contingent from our own Club which included Ralph and Mme Hemmi, Roy Elliott and wife, Billye and Hugh Jockel, John & Mrs. McFall. As usual, the dinner was excellent and the variety of desserts set all calorie-counters goggling! Slides of the week-end at the Club's out-of-town annual "bash" were shown and it was generally agreed that it was a great success. The venue of that, the Manoir St. Gabriel, is well suited to an uninhibited affair, as the members of the V.E.A.E. who were present can testify!

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More on the V.A.C.M.'s activities, particularly those of us who have participated in the several joint meetings held by the Clubs in the past several years.

Their programme for 1982 is now well established and there are a number of events which might interest our members, quite apart from those who belong to both Clubs, because the V.E.A.E. has quite apparently found interest in "that other automobile" the American kind!

The Trial Run...Le Tour d'Essai...2nd May

This will be a Treasure Hunt and Tour, with the general area around Riviere Beaudet the objective

West Island Rallye... 6th June.

The Week-end Rallye...3rd & 4th July. This will be to North Hatley.

Whiteface Mountain day tour...1st September.

Hemmingford Apple Festival....7th August.

The V.E.A.E. Activities Committee will keep you in the picture as these several events approach. By the same token, some of our events can interest that Club.

The Victoria Sport Car "250" with a driver and one passenger performed on a test run under the supervision of the German-Austrian, Italian Automobile Club over a measured road course through the Alps from Nurnberg to Milan and then to Zurich over grades up to 23%. The distance of 1406 kilometers was traveled in 19 hours and 49 minutes, for an average of 71 kilometers per hour including time spent for customs clearance.

**The Sparkling New Victoria**

**\$1395.00**



# CLUB

## NEWS

### NEW MEMBERS

We welcome the following new members to our Club and we hope that they and their 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:

Jacques Lorrain  
1960 Austin-Healey  
3000 Mk111  
Wife's name:  
Maryel

12 Sunset Avenue  
Senneville,  
Quebec. H9X 1S5

Tel: Res. 457-3314  
Bur. 694-6965

Michael Green  
1938 Rolls-Royce  
Wraith. Mulliner  
Sports Saloon  
Wife's name:  
Muriel

(Office) Suite 612  
Place Victoria  
Montreal. H4Z 1H6  
(P.O. Box 322)

Tel: Res. 633-3022  
Bur. 878-2631

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Change of address. Jim Roman, our "BMW man" has left the balmy clime of Jamaica to tough it out over the famous Quebec winter. He has an engagement with SOQUIP, the Provincial petroleum exploration and marketing authority, and is located in Quebec City. He and Marie-Claire Now reside at 4, Parc Samuel Holland, Quebec City, Québec, G1S-3R3.

\* o - o - o - o - o - o - o -

Rumour has it (amongst other things!) that long-time member and dyed-in-the-wool Jaguar enthusiast has of recent days betook unto himself a Mk.V Drophead from, no less, out of the bush in the St. Lazare area! In so doing he has crept right into the enemy camp and gone off with a prize! Ah well...to the bold..etc. etc.

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A strong personal recommendation has come to hand from Ed. Richardson to the effect that members, and others, who might have an interest in travel for business or pleasure should get in touch with a person who is not unfamiliar to us, Mrs. Eleanor Watson. Mrs. Watson specializes in the particularly rare approach to travel, a personal interest in her clients. She operates through Atlantic & Pacific Travel & Tours which firm is located at 4950 Queen Mary Road, 735-4181, Her number is 487-5261. But you don't need to go to the office, she comes to you! Now if that isn't personal service, we wouldn't know what is.

## NOTICE

Elsewhere in this issue mention has been made of the forthcoming Annual General Meeting, this to take place during the second or third week of February, depending on what arrangements are made for a suitable venue.

It is at this Annual General Meeting that the election of Directors takes place and shortly thereafter these Directors appoint from amongst themselves the officers of the Club for the forthcoming Club year. These being President, Vice-President and a Secretary-Treasurer.

The term of office for the Directors is two years, with three new directors being appointed each year. This overlapping allows for some continuity of thought and action in the Directorate and management of the Club.

A Director may serve for a maximum of two consecutive terms of two years each.

The Nominating Committee, under the Chairmanship of John McFall, has submitted to the Directors a slate of candidates who have indicated that they will, if elected, serve on the 1982 Directorate.

The Membership will be duly advised of the names of the candidates, in accordance with the constitution's requirement for such notice.

The Editor at this time wishes to express his sincere thanks to all who have contributed to the "Autosiaste" by providing articles, photographs or other help and in whatever way assisted in making the Club's magazine interesting. To them all he wishes a Merry Christmas and a Happy and healthy 1982

# Personally Speaking

Peter says-----

Sunday, December 6 was the Healey's last drive for this season. Sunday night the snow flew, and while it looks very festive, winter does not do much for a car that requires 50 weight oil and has one inch ground clearance. For the past five years, I have been able to get the car on the road for March 17 - to celebrate St. Patrick's Day - and I have driven it well into December. You can't do that with a sail boat!

The car continues to astound me as each year it runs better. For example, when I first purchased the car five years ago, it leaked oil, brake fluid and water from many locations. With each successive year of driving, there are fewer leaks and it now deposits less on the garage floor than my wife's Chevy.

So much for fibreglass bodied diesel powered Healeys.

What has 400 wheels and goes ten million miles per year? ... Samson Limousine - that's who! MG owner, Ron Cook, has the ultimate toy for those who like to justify their car hobby. He is the owner and operator of Samson Limousine that provides the classiest ride from the airport to home at no extra cost over the cab fare.

Ron will also arrange to pick you up at your house, or take you to a wedding, or pick you up downtown, or put a car at your disposal for a modest fee. Each one of his 1981 Chrysler New Yorkers comes equipped with a uniformed driver personally hired by Ron. If you haven't tried this luxurious experience, I suggest you call 631-5466 (that's 631-LIMO) and experience the ride of your life!

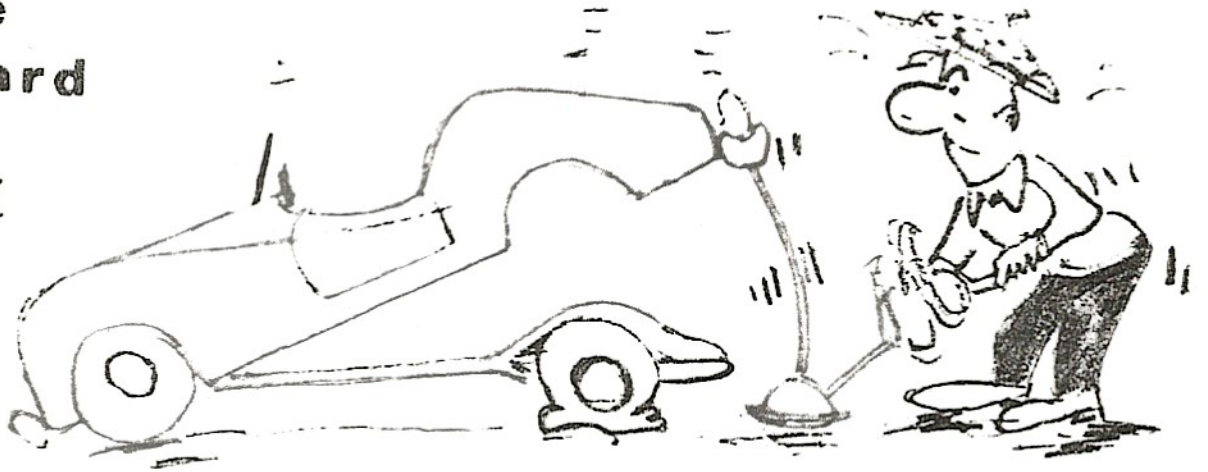
This was a very successful year and I would like to thank each one of you for your contribution and attending our events. We are closing the season with a record of 16 members, including 19 new members. We have added a great number of Jaguars this year including several XK120's.

We are developing the plan for 1982, so if you have any suggestions for events or destinations, please call Activity Chairman - Bob Neapole (342-1969) or myself (697-7412) and we will be glad to toss your suggestion into the hopper. We could also use volunteers to either organize or help run our 1982 events.

My best wishes for a Happy Holiday Season and a Prosperous 1982!

See you at the Annual General Meeting in 1982.

*the* by bruce  
forward  
*Director's  
Chair.*



This is the last article I'll write this year, and as such, a good opportunity to look back at what's happening in the V.E.A.E. and the Antique Car hobby as a whole. The term "Antique Car" has become a misnomer, it seems anything over two years old with a semblance of performance or two cents worth of style has become collectable. Don't misunderstand, I personally think people should collect WHATEVER turns them on. And what with new Chryslers looking like Fords and Fords looking like Chevs and all looking like hell I can see the appeal of a '71 Porsche or a '67 Corvette. My concern is the amounts of money being invested in some of these rigs, both in terms of purchase price and restoration work. If a repro loaded TR 4 is worth \$6000. or someone shells out \$15,000. for an XKE in need of restoration then a truly collectable car has to be worth more than a three bedroom house in downtown Toronto.

JAGUARS STALK MG

A very definite trend seems to be developing in our own club. With the relaxing of age limits to include "E Types", and Pierre Ouimet shepherding an ever growing flock, The Big Cats of Sir William are

rivaling the ever popular MG's for top ranking among members. Overall membership is at an all time high and the good mix of old and new faces at the recent wine and cheese paints an impressive picture for the coming season. Much credit for this upsurge should go to the organizers of this years events and to Bob Neapole our Activities Director.

#### THE YEAR TO BE

By the time you read this ( if you bother at all ) all but fanatics ( people with Turtle Wax in their veins ) will have mothballed their toys til April. We will be bringing our latest TR into the now nearly completed garage to be spruced up for spring. One of Louise's relatives recently asked if we ever sell any of our " old cars ". I told him I buy two cars a year and every five years or so I sell one. This must be a special year because we parted with two.

#### TRIUMPH FOLLOWS MG DOWN THE TUBE

Pete Bigney recently returned from the U.K. and confirmed that British Leyland have discontinued making Triumphs as we know them. PK's have been part of my life for many years. Although I haven't been crazy about their latest cars, I have been proud to be associated with some older models of the marque. I am sure that many of you were as saddened by the news as I.

Upon hearing of a movement by some to revive that countries auto industry we are reminded that in 1803 the British Government created a "Civil Service" position calling for a man to stand on the cliffs of Dover with a spyglass. He was supposed to ring a bell if he saw Napolian coming. The job was abolished in 1945.



FOUR - WHEEL DRIFTS

I'm sure that all who attended join me in thanking Bob and Janet for hosting the final club event of 1981 and congratulate Bob for the superb job he did on his Magna.

As mentioned earlier Pierre recently added another Jag to his fleet. Talking of the Mk V, if he keeps it up Chris Morgan will have to be given a Finder of the Year award.

Hans recently returned from Europe and Brasil ( with a stopover in Africa ?) Thanks Hans for the wonderful Webbers and the pictures from Rio aint bad either.

Sorry not to be able to take Francois up on his kind offer of a lift to Hershey. J'espere que vous avez trouve les pieces pour la XK 120.

Roy Elliot, who's driveway has recently been home to a Gran Turismo is still looking for an Isetta. Anyone out there have any leads other than the guy in the insulation ad on TV ?

Nice to see our presidents new Bentley " back on its wheels ", we look forward to seeing it at next years events.

Gilles Desroches is in process of deciding the fate of his XK 120 and is also the author of an interesting article on importing cars into Canada, Gilles having valuable experience in that area.

Seen recently in a popular publication :

WIFE WANTED AD : " 45 year old bachelor wants lady mechanic to share two car garage with grease pit. Model T Ford owner preferred. Please send photos ( of car ) with first letter. Larry Lonesome , Bad Knee , Nebraska.

SEASONS GREETINGS JOYEUSE FETES

*Bruce*

## QUELQUES CONSEILS POUR LE TRANSPORT D'UNE AUTOMOBILE ANCIENNE DE L'EUROPE AU CANADA

PAR GILLES DESROCHES

Le dernier numéro de l'Autosiaste contenait quelques bonnes suggestions notamment en ce qui concerne l'importation de véhicules de plus de 25 ans ainsi que certaines adresses utilisés pour les chromes et les pots d'échappement. Aussi, pour continuer cette chronique des bons 'tuyaux' je vous transmets le fruit de mes expériences dans le transport des autos EUROPE-CANADA.

### PAS MOINS DE QUINZE ANS: PERMIS - PLUS DE 25 ANS: GRATUIT

La loi permet d'importer des véhicules qui n'ont pas moins de 15 ans à condition d'affranchir les droits et taxes qui s'y appliquent. Si votre voiture a plus de 25 ans, invoquez l'item 69320-1 pour l'entrer en franchise de droits. Vous n'aurez que la taxe fédérale de 9% à payer.

### CONTAINER OU A NU?

Mon expérience d'une quinzaine d'années dans le transport maritime m'a démontré qu'il est presque inutile de transporter une auto en container. Le système RO-RO (Roll-on - Roll-Off) est très au point et les voitures sont rarement endommagées ou pillées durant le transport. La sécurité des installations portuaires s'est aussi grandement améliorée particulièrement à Montréal. Cependant, à titre d'information, je donnerai également les adresses et prix des containers. (N.B. Les voitures sont placées dans des containers pour le chargement et le transport.)

### L'IMPORTANT C'EST LE VOLUME ET NON LE POIDS

Rappelez-vous que sur un navire, l'espace est plus précieux que le poids. Les dimensions de votre auto sont donc ce qui déterminera votre coût car le prix est calculé au mètre cube. A titre d'exemple, une berline normale de 4 portière (v.g. une citroen traction-avant) mesure environ 11 mètres cubes.

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QUELQUES CONSEILS POUR LE TRANSPORT D'UNE  
AUTOMOBILE ANCIENNE DE L'EUROPE AU CANADA

A PARTIR DU HAVRE PAR LA CIE ACL

Présentez-vous avec votre voiture au port du Havre à la Cie Générale Maritime au quai de l'Europe. Demandez à parler à M. Dhune ou à M. Granger-Pascal. Le numéro de téléphone est (35)25.81.11. Vous pouvez aussi contacter à Paris M. Villain au 266-6019 pour information.

Le tout n'est qu'une formalité qui prend à peine 20 minutes et vous n'avez RIEN A DEBOURSER. Vous payez ici à l'arrivée de l'auto.

A Montréal, vous pouvez contacter M. Daniel Lagacé chez A.C.L. à 871-3271.

Le coût tout compris Le Havre-Montréal s'élève à 63\$/m<sup>3</sup> soit environ 700\$ pour une voiture de 11m<sup>3</sup>.

N.B. Au port de chargement on vous remettra une note de chargement attestant de l'état de votre auto.

A PARTIR DE LIVERPOOL PAR ACL

L'adresse: Cunard Broklebank Ltd.  
Cotton Exchange Building  
Old Hall St. L39 BN  
tél: (051)-227-3000

Le coût: environ 72\$/m<sup>3</sup> soit environ 800\$ pour une auto de 11m<sup>3</sup>

LONDRES - MONTREAL EN CONTAINER PAR CAST

L'adresse: CAST  
Staple Hall  
Stonehouse Court  
London EC3A-7AX  
tél: (01)-621-0744

Coût du container - environ 1800\$

...

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QUELQUES CONSEILS POUR LE TRANSPORT D'UNE  
AUTOMOBILE ANCIENNE DE L'EUROPE AU CANADA

LE HAVRE - MONTREAL EN CONTAINER PAR CAST

L'adresse: CAST  
32 rue Pierre Brassolette  
76600 Le Havre  
tél: (35) 21.31.99 ou  
(35) 21.36.09

Coût du container - environ 2000\$

COMMENT PROCEDER A MONTREAL

Suivre la feuille de procédures pour dédouaner et prendre possession de votre voiture. Le dédouanement se fait en moins d'une demi-heure et les papiers nécessaires sont:

- 1) Connaissance Maritime;
- 2) Contrat ou reçu du vendeur de l'auto;
- 3) Enregistrement du véhicule;

ou vous remettra une formule rose K-22 pour obtenir vos plaques du Québec. Vous avez 10 jours ouvrables pour immatriculer votre véhicule.

En deux heures vous pourrez dédouaner votre auto et en prendre possession au port. C'est aussi simple que cela!

POUR OBTENIR VOTRE IMMATRICULATION

Présentez-vous à un bureau officiel du Gouvernement du Québec (pas une caisse populaire) avec:

- 1) Contract d'Achat;
- 2) Papiers de douane
- 3) K-22
- 4) Certificat d'inspection (cette formule est disponible au bureau des licences)

Vous paierez la taxe de 8% sur le prix d'achat augmenté de la douane.

Voilà toutes les formalités sont acquittées. Il ne vous reste plus qu'à vous promener au volant de votre 'ancienne' acquisition.

...

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QUELQUES CONSEILS POUR LE TRANSPORT D'UNE  
AUTOMOBILE ANCIENNE DE L'EUROPE AU CANADA

PROCEDURES POUR PRENDRE POSSESSION DE VOTRE AUTOMOBILE A MONTREAL

1. Dès réception de votre AVIS D'ARRIVEE (Arrival Notice), veuillez présenter à nos bureaux, personnellement ou bien par l'entremise de votre représentant attitré, le CONNAISSEMENT MARITIME ORIGINAL émis par l'Argent d'ACL au port d'embarquement. Ceci devrait être accompagné par votre chèque certifié, mandat ou argent comptant couvrant le montant dû indiqué sur L'AVIS D'ARRIVEE (Arrival Notice) en échange du BON DE LIVRAISON (Delivery Order) et, le cas échéant les copies nécessaires pour les Douanes Canadiennes.

2. Vous devez alors vous présenter aux Douanes Canadiennes pour fins de dédouanement, à l'adresse suivante:

DOUANES CANADIENNES  
400 Carré d'Youville  
2ieme Etage  
Montréal, P.Q.  
(entre 8h30 a.m. et 4h30 p.m.)

3. Une fois votre auto dédouannée, nous vous suggérons de téléphoner au quai pour un rendez-vous, afin de prendre possession de votre automobile, à l'adresse suivante:

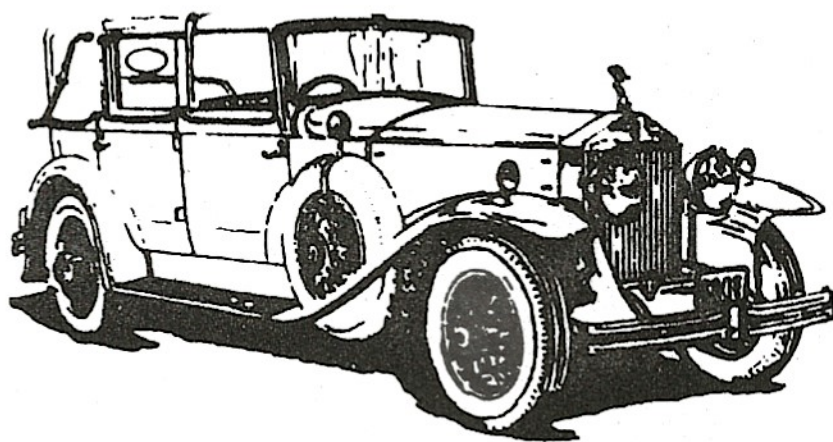
SECTION 66, PORT DE MONTREAL  
tél: 254-6047  
(entre 1h30 a.m. et 11h30 a.m., et 1h00 p.m. et 4h30 p.m.)

\* \* \* \* \*

N.B.: Nous vous allouons 9 jours pour réclamer votre automobile du port, après quoi des frais d'entreposage seront dûs. Pour le quatre (4) premiers jours \$0.69 par mètre cube par jour, \$1.36 par mètre cube pour chaque jour suivant.

Les frais d'entreposage doivent être payés à Ceres Stevedoring, Section 64 du Port de Montréal (au soin de M. ENNIO RIZZO).

SI LE LAVAGE DE VOTRE AUTO EST REQUIS PAR LE DEPARTEMENT D'AGRICULTURE, CECI PEUT ETRE FAIT A LA SECTION 66.



# BASKETCASE DEPARTMENT

If anything touches an Editor's heart (presuming that he/she has a heart) it's the reader who obviously goes right from cover to cover of the book, magazine or whatever and just to prove the point. it's with considerable pleasure that member Ed. Richardson wrote the other day his comment on the last paragraph of page 29 of the Autumn 1981 issue...the most recent one. Under the title ....

## " AN INTERLUDE "

One little item, the last paragraph on Page 29 of the Autumn issue of the "Autosiaste" brought back a memory of long ago. On my very last flight in the R.A.F. in 1946 I suffered complete engine failure at about 2000 feet in a Miles Magister (a post-war trainer, monoplane which was intended to do the job done in earlier years by the Tiger Moth) over fairly heavily wooded country near Nottingham. I made for the only possible clear spot and all would have gone well had not the bloody field been littered with junk cars. I missed a number of them but finished up with the tail high in the air and the nose hard against a circa 1930 Vauxhall of some kind at about 30 mph. To use a probably forgotten observation.. "only my batman and the laundry knew how this little caper affected me" ! Had I been in an operational type of aircraft I doubt if I would be writing this. T'is said that the gods take their favourites first and from experience I am inclined to agree.

(Signed) Ed. Richardson

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The June 15th issue of the Financial Post's magazine section, contained an item in its travel section which included a visit to Reno's most celebrated non-gambling attraction, Harrah's automobile collection. The party which was taking the tour was guided through a small part of the 1000 car museum by the services supervisor, Jim Edwards, who can drive every vehicle in the place and who's even helped to fly the restored 1928 Ford Tri-Motor plane across the continent.

He told the group that each of the impeccably-restored cars has been driven at least 250 miles without incident and most of them 500 miles. His knowledge of them gives him a rather jaundiced view of the American auto industry today. He pointed to the 55 mpg efficiency of the 6 cyl. 1915 aircooled Franklin roadster with a few exceptions the last air-cooled American car until the 1960 Corvair. Then there was the 1909 Thomas Flyabout whose all aluminum body made it 1000 pounds lighter than the model T Ford. And the American Austin Bantam Roadster in 1933 had 4 wheel brakes, got 50 mpg and sold for \$305. (One of these little babes took me and a companion to the Chicago World's Fair and back like a breeze...average speed not so high but what the heck, it was transportation...Editor) Then past the 1915 Briscoe Cloverleaf.. "The body's made of papier mache and resin and Detroit acts as if a moulded Fibreglas body was something new" he beamed.

Our hard-working (for the Club and Gillette) Membership Secretary, Peter Austin-Healey Bigney, along with Pat, have quite recently come back from a visit to the U.K. and France. Needless to say, because both Pat and Peter are people who take much joy out of almost everything that they do, the trip was a really fun event. Pat did some brass rubbings in London, which hopefully some of us will see, and Pete did some rubbering around motor cars. Just in case anyone is interested enough in BL products to consider bringing a specimen to Canada, Pete returned with some price lists of current models (if there are any being made, what with the well-known strike -force in BL's plants) so that you can visualize the prestige-making image of one of these creations as it stands in your driveway. Naturally, after plunking down around \$30,000 for a beautiful Rover 3500SE with all the goodies such as those you'd expect on your Seville, you wouldn't hide it in the garage, would you now!

Some idea of how prices for cars in the U.K. have zoomed up:

<u>ROVER</u>	2300 Saloon, bare without any options	5,980	pds	taxes	xta
	3500 SE " with loads of options	9,554	"	"	"
	Vanden P " " " " "	12,009	"	"	"
<u>TRIUMPH</u>	Dolomite Saloon				
	1300 bare without options	3,503	"	"	"
	1500 " " "	3,789	"	"	"
	1850 HL with available "	5,313	"	"	"
	Sprint " " "	6,068	"	"	"
	Spitfire 1500 " " "	3,887	"	"	"
	Soft top				
	TR7 " " " " "	6,183	"	"	"
	Acclaim CD " " "	5,106	"	"	"
	Saloon				
<u>MGB</u>	GT Model " " "	5,714	"	"	"
<u>MORRIS</u>	Mini 1000 City, bare without options	2,321	"	"	"
	Metro " " "	2,768	"	"	"
	Allegro 1000 " " "	3,130	"	"	"
	" 1.7 HL " " "	4,140	"	"	"
	Ital 1.3 " " "	3,370	"	"	"
	" 2.0 Bare, Except automatic	4,655	"	"	"
	Maxi 2 HLS " " "	4,655	"	"	"
	Princess 2 HLS " " "	5,833	"	"	"

Taking the Pound Sterling at \$2.40, adding \$1500 for shipping, add Federal and Provincial taxes, and anything else that comes with importing.....?

As a closing, cynical comment, taking into account that there is a good deal duplication in the various models of the different makes, and that only a fraction of what's available as shown on the price lists, there's one conclusion that can be arrived at and it's simply that the multiplicity of makes, models and engine specifications, to say nothing of the options, is a costly exercise in gobbledegook, unnecessary cost structuring, to say nothing of confusing to the buyer.

Thanks very much, Peter.

JACKIE STEWART retired eight years ago and to many, his fans, fellow Scots and that quite broad section of the public which, if not frenetic about the sport of motor racing, did take a liking to the unassuming gentleman who had gone through and easy times, both racing and personal.

So what about Jackie Stewart now? Apart from his knowledgeable commentaries on current racing events as they appear on the TV what is his view about retirement from what was, in reality, his life? When he was in Montreal last autumn in connection with the Canadian Grand Prix 1981, he was interviewed by Herb Zurkowsky of the Montreal Gazette and here are some of the highlights of that interview,

Jackie Stewart, winner of many Formula One Grand Prix victories, three world driving championships and several million dollars to the good, has no desire to return to the precarious sport of auto racing. He has had numerous attractive offers, including a \$2.5 million guarantee by Brabham only two years ago plus more recent and less than casual feelers about his interest.

But Stewart is secure, both mentally and financially, as a representative to 10 major national corporations, among which is the ABC television network, which was one of the reasons for his recent visit. He has had the good sense to cash in on his name and seek out endorsements...before he retired...that would live out his career.

"Financially you know that I'm well off if I could turn down a \$4 million offer. I do this work because I enjoy it." Stewart shrugs. With Stewart, as any driver, the topic of death cannot go untouched in any conversation, especially since Stewart's Tyrrell Matra International team-mate, Francois Cevert, was killed during time trials for the 1973 U.S. Grand Prix at Watkins Glen, N.Y. Although Stewart's retirement was already imminent, Cevert's death completely extinguished his competitive desire. In 13 seasons of driving, his most severe injury was a broken wrist in 1968.

He said, "My life has been amazing but if I die tomorrow, I won't have any regrets. I can honestly say if I die, nothing was left to be done."

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With the current plague which seems to be affecting typesetters working on the newspapers as a result of which every edition seems to have enough "ERRATA" to warrant a separate section or else put in a disclaimer to the effect that anything seen or reported to be seen is not to be taken as reliable and therefore if you have any brains at all, don't believe it happens only in the big-time!

So in that vein, you faithful readers who, having noted that the Autumn edition of the "Autosiate", on page 25 stated that Phil and Bob had taken the former's Lagonda to compete in the LONDON-BRIGHTON be ye advised that it wasn't London, the Capital of the bleedin' world but London, Ontario nor was it BRIGHTON, Sussex but also of Ontario!!



THE RETROMOBILE SHOW AT CANNES, held in that well-known festival centre, granted, mostly film festivals which apart from anything else, have identified the area with glamorous topless starlets frolicing on the Croisette. But on this occasion, a Signor Marc Nicolisi had an idea that it was time to resurrect his earlier successful Paris Retromobile Show.

The name is not as familiar as it could be because it is a meet for classic and antique cars, with much of the flea-market activity that's so fascinating for the simple enthusiast as well as being indispensable to the collector in search of specific parts. Perhaps Hershey is the closest thing on this Continent but for the North American who is particularly interested in Continental and British cars Hershey isn't too good. Perhaps it's the best that can be summoned up in such a vast expanse of real estate but for the man with a 1933 Delage, for example, who needs a speedometer dial or who has somehow latched on to an early Peugeot and believes he has a treasure if he can only get some engine parts, Hershey is a bit luckless. The Paris show is now an annual event.

The idea of holding a Retromobile Show at Cannes grew out of the realization that there are lots and lots of cars scattered around the South of France whose owners consider that Paris is too far away. Cannes is not the geographical centre of the southern provinces but it is a city that has a very active office of municipal events, offering Retromobile the most attractive terms.

The variety of cars to be seen there is legion. From vintage Amilcars and Citroens to the large American cars which found their way there in considerable numbers, attractive no doubt because of their long-range fast touring capabilities. At this show, among the numerous gems, was, for example, a beautifully restored Amilcar CGSS. There was a restored Citroen 11 of 1937, with a large cabriolet body. Another rare bird was a Matford, the Ford produced in France by the Mathis concern from 1936 to 1940. Bugattis were there by the numbers. Several other countries had their representatives. There was Classic Motor Action of Holland with several excellent Rolls-Royce examples. The Flea market had the usual gaggle of displays but with an unusual collection of goodies for the European and British seeker.

Perhaps such an event could be an attraction in this country, but then Hershey isn't so very far away and if it isn't raining, it could be a fun holiday. Unfortunately, our area of the country isn't overpopulous with vintage and classic car enthusiasts, nor such cars and the success of what would essentially be a specific-oriented show is in the marginal. Even the auctions held in recent years have been of minimal serious interest to enthusiasts. Of course this may well be due to the doubts, probably well enough founded, that a car acquired at an auction is suspect and secondly that the circus-like atmosphere is too much of a buildup to be trusted.

However, the RETROMOBILE show at Cannes was a great success and when the next one is scheduled, maybe it would be possible for some fortunate enough to be able to include it in a forthcoming itinerary.

## POST-TRIVIA.

Usually informed sources (a phrase generally attached to political reports! Which this, blessings be these days, this is not!) tell us that a recently-offered E-Type 12 cyl. which on the driveway was a young man's dream and for which the not-inconsiderable sum of 17G's was being asked, turned out when in the hands of this Club's expert on such exotica, to be a real dog! Wouldn't touch the century on any provocation and acted as if it dreaded hot Hondas on its tail! Anyway it went for around half asking which goes to prove that if you want to make a silk purse out of a sow's ear, don't pay for the final article!

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Look for another XK-120 in the ranks of the Club in the near future. It indicates a well-known member of the V.A.C.M. who, while not relinquishing his first love, a pristine Ford Model "A" Station Hack, nevertheless does appreciate that something good can out of the U.K!

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After having read Ed. Richardson's very interesting commentary on the "First Vintage Bentley Meeting" which he and Bob Neapole and Janet attended and which appeared in our autumn issue of this year, it was with much pleasure that while thumbing through back issues of T.& C.C. that in the December 1980 issue there was an advertisement by a London firm known as "Lemographics" for personally-signed full colour prints of a painting by Phillip Lemon of "Old No.7" one of a team of 3-litre Bentleys which entered in the 1927 LeMans. This car, the subject of the artist, was a companion to the one described by Ed. as appearing at the Meeting. It might interest some to see the advertisement, below.

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For anyone who has need of the two gas tanks as used on the XJ-6 Saloon, and is willing to have the small leaks taken care of by fibre-glassing, contact Hugh Jockel. He has the pair to dispose of for the owner who has moved to Saskatoon. New ones cost a fortune and even any repairable are hard to find. The cost of fibre-glassing is low and it's a reliable process. Call Hugh at 453-2272 (Hudson)



## OLD No. 7



In 1927 a 3-Litre Bentley driven by S. C. H. Davis and Dr J. D. Benjafield won the 24-hour race at Le Mans, the first and arguably the most famous, of four consecutive wins in this race by the Bentley equipé.

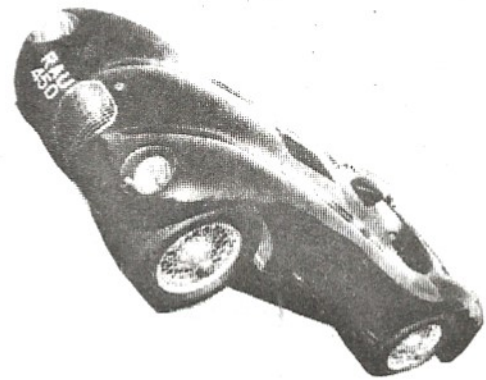
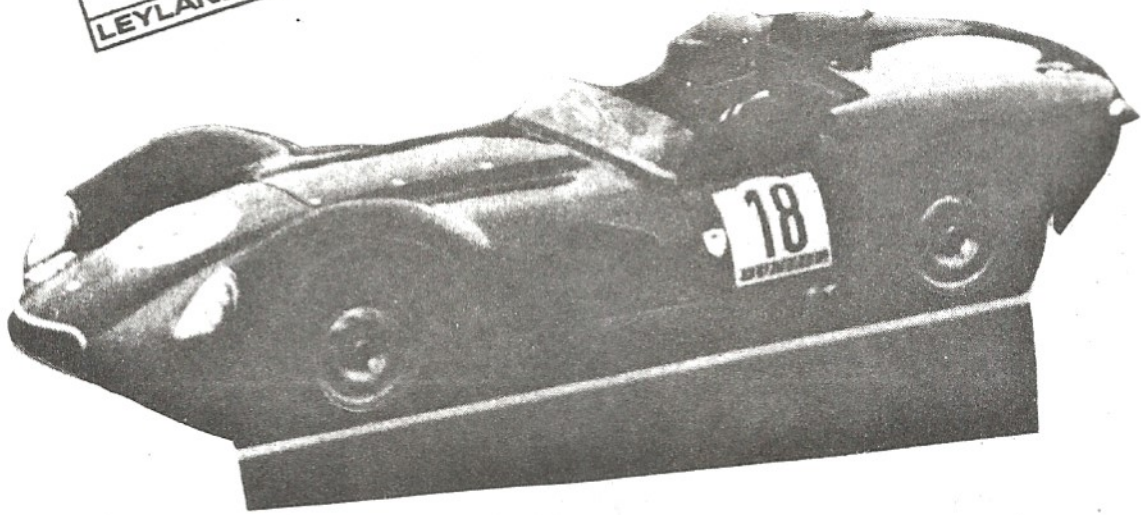
This victory was achieved despite a crash at Whitehouse corner early in the race which eliminated the two other Bentleys and severely damaged "Old No. 7."

We have produced a limited edition of only 500 full colour prints of "Old No. 7" from an original painting by Phillip Lemon. The prints are individually signed by the artist and countersigned by Sammy Davis who has said:

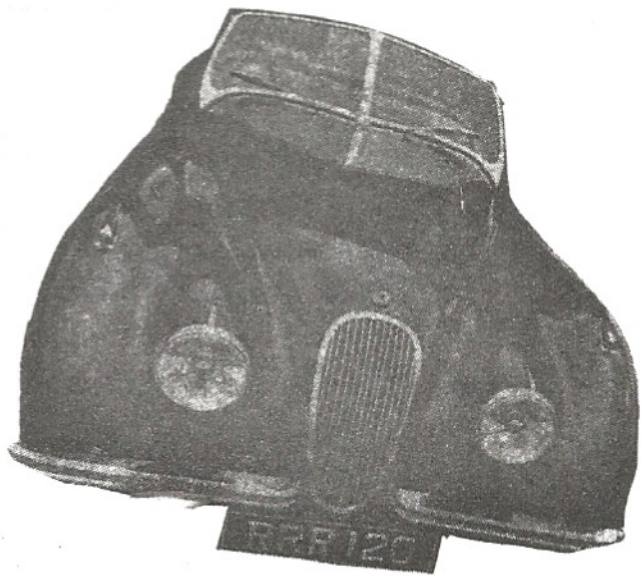
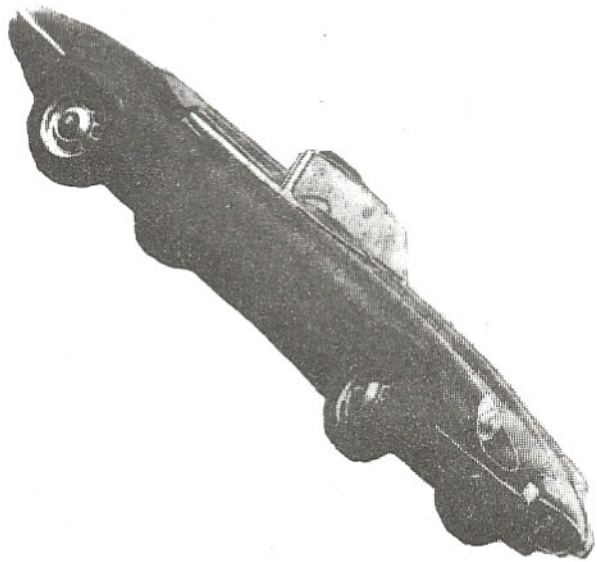
"This is the best portrait I have seen of the old car, and it deserves it, for neither Benjafield, nor I, thought it would overcome the damage sustained in the crash, much less that it would develop more speed than ever it had done before and so win the race."


The print is 17" x 23" and is accompanied by an article by Sammy Davis. It is yours for £46.00 plus £1.75 p&p.

BRITISH  
  
LEYLAND  
**Jaguar**



BRITISH  
  
LEYLAND  
**Jaguar**



BRITISH  
  
LEYLAND  
**Jaguar**

---JAGUARS ---JAGUARS ---JAGUARS---

With the thought that as the Club now has more than a passing few Jaguar aficionados many could be interested in knowing what the list prices and production figures were at the time of the production of their cars. Some data on these have come to hand, the source being Jaguar Cars, Coventry. So here goes:-

XK LIST PRICES, U.S.A.

<u>YEAR/MODEL</u>	<u>ROADSTER</u>	<u>COUPE</u>	<u>DROPHEAD</u>
1950 XK-120	\$ 3,945	---	---
1951 XK-120	4,049	\$ 3,850	---
1952 XK-120	4,039	4,065	---
XK-120 S.E.	4,434	4,460	---
1953 XK-120	3,345	3,875	\$ 3,975
XK-120 S.E.	3,545	4,075	4,175
1954 XK-120	3,345	3,875	3,975
XK-120 S.E.	3,545	4,075	4,175
1955 XK-140	3,450	3,795	3,795
1956 XK-140	3,456	3,810	3,810
1957 XK-140	3,595	3,995	3,995
1957/58 XK-150	4,520	4,475	4,595
1958 XK-150S	5,120	n.a.	---
1959 XK-150	4,520	4,500	4,620
XK-150S	5,120	n.a.	---
1960 XK-150	4,520	4,643	4,763
XK-150S	5,120	n.a.	---
1961 XK-150	---	4,643	4,743

Note: XK-140M and MC prices not available. Overdrive optional at \$160 in 1955, \$165 in 1956-61. The Automatic was optional at \$240 in 1955, and at \$250 in 1956-61.

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XK PRODUCTION

<u>MODEL</u>	<u>R.H. DRIVE</u>	<u>L.H. DRIVE</u>	<u>TOTAL</u>
XK-120 (Current '49-'54)			
Roadster	1,175	6,437	7,612
Drophead ('53-'54)	294	1,471	1,765
Fixed H'd ('51-'54)	194	2,484	2,678
	<u>1,663</u>	<u>10,392</u>	<u>12,055</u>
XK-140 (Current '55-'57)			
Roadster	73	3,281	3,354
Drophead	479	2,310	2,789
Fixed H'd	843	1,965	2,808
	<u>1,395</u>	<u>7,556</u>	<u>8,951</u>
XK-150 (Current '57-'61)			
Roadster ('58-'60)	92	2,173	2,265
Drophead ('57-'60)	662	2,009	2,671
Fixed H'd	1,368	3,094	4,462
	<u>2,122</u>	<u>7,276</u>	<u>9,398</u>
TOTAL XK-120/140/150	5,180	25,224	30,404

## JAGUAR PRICES AND PRODUCTION (CONT'D)

When it is realised that outside of a few either experimental or special cars the total production of the Jaguar line of sports cars was 60,808 it was by all standards a relatively small production and by comparison with the mass-production figures which we are accustomed to seeing, they could almost be thought of as minute.

As an interesting comparison, Rolls-Royce Motors turned out a total of 7618 cars during the years 1947 to 1961. This included Silver Wraith, Cloud 1 and Cloud 2, Silver Dawn and the 16 of the 8 in-line cylinder Phantom IV. If the Bentley models built by R-R at Crewe during these years are added, the models concerned being the Mk VI, R-Type the S-1 and S-2, then an additional 10,948 can be added, to make a grand total of 18,666. In fact only 42,142 Rolls-Royce and Bentley cars were built from 1907 right through to 1961. This does not include the "Vintage" Bentleys which were those turned out by the old Bentley organization prior to 1933. After that they were being made by Rolls-Royce and in fact for most of the later years they were actually Rolls-Royce but had a different radiator and wherever insignia was required, such as hubcaps, instruments etc. As the advertising put it... "for the diffident but discriminating purchaser we offer the same motor car but with a different radiator and insignia for a slightly lower figure" (!)

If there is any conclusion to be drawn out of a comparison of R-R and Jaguar it must only be that they are both quality cars, of limited production, embodying much that is hand-built and of unique design. Perhaps it could be hazarded that of both marques (and Bentley) there are still many early survivors in roadable condition. For example, it has been said that over 50% of the R-Rs and Bentleys which were built are still operable, with many in almost daily use. Could anyone hazard a guess as to how many Jaguars are still on the road? One very significant measure is the price tag on early models, most particularly the roadster XK-120.

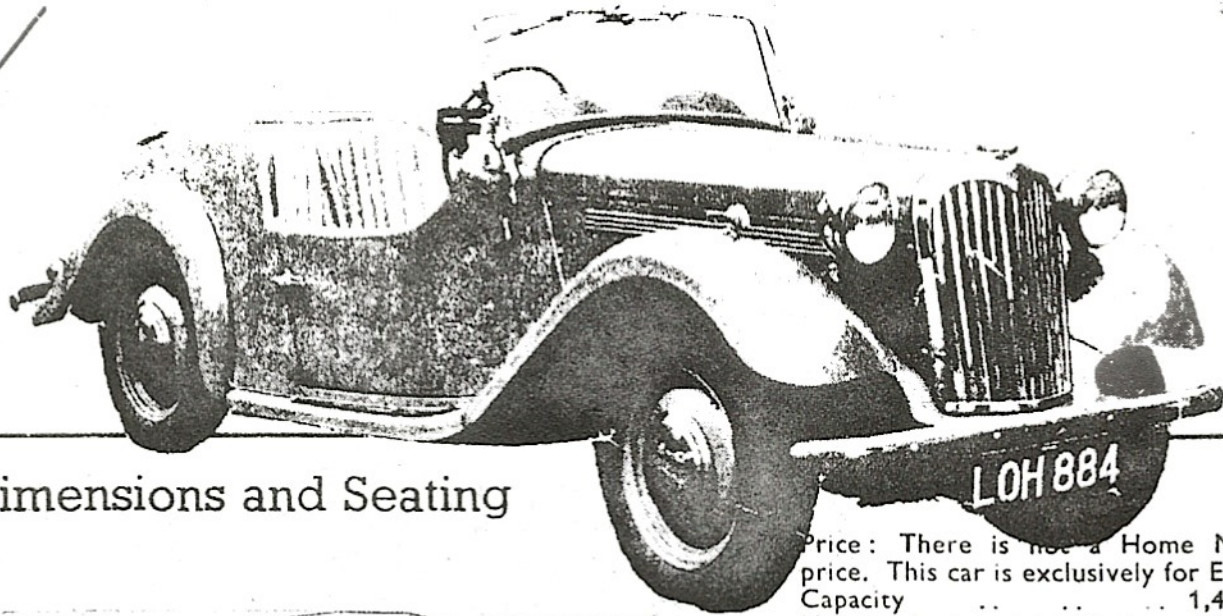
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Jaguar enthusiast Ed. Richardson writes that he is frequently asked the top speed of a XK-120C. In a sense this is a rather foolish question because the buyer of these cars had a choice of 5 back axle ratios. How the position is as follows:

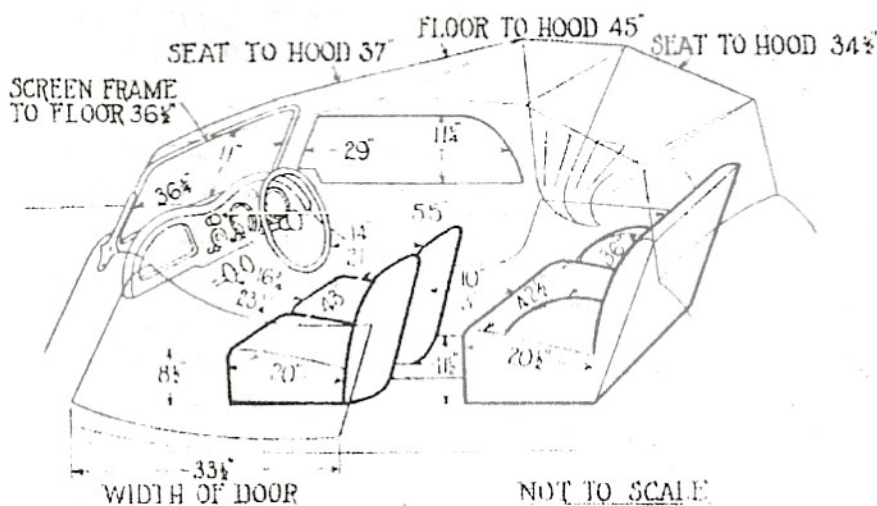
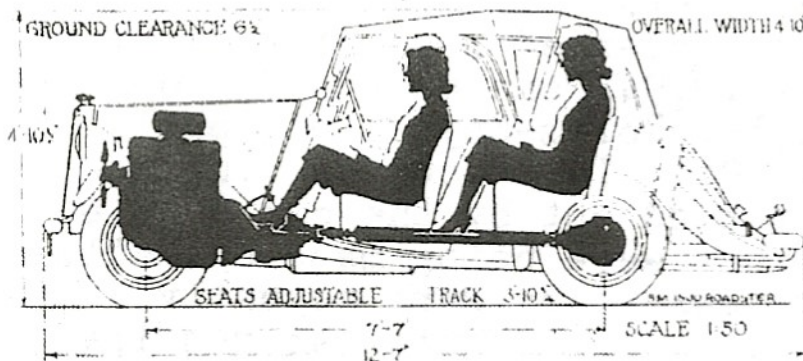
Ratio	3.31	: 1	148	mph	at	5800	rpm
	3.54	: 1	139	"	"		
	3.92	: 1	125	"	"		
	4.09	: 1	119	"	"		
	4.27	: 1	115	"	"		

These figures cover the standard 2 SU carb. car as run at LeMans in 1951. In 1953 three Webers were fitted and a number of owners of earlier cars were converted to this. Of course the performance was then somewhat higher. The C-Type was a stark competition car in which for the first time comfort was sacrificed on the alter of high performance. If you want to get rid of your lady love take her in a C-Type for an hour in 90 degree F. ambience! (Say again, Ed! This by ye Editor)

**IN PROFILE**



**Dimensions and Seating**



**Test Conditions**

Warm, light breeze - dry. Pool petrol.

**Test Data**

**ACCELERATION TIMES on Two Upper Ratios**

	Top	3rd
10-30 m.p.h.	8.9 secs.	6.9 secs.
20-40 m.p.h.	9.2 secs.	7.2 secs.
30-50 m.p.h.	10.3 secs.	8.7 secs.
40-60 m.p.h.	14.2 secs.	

**ACCELERATION Times Through Gears**

0-30 m.p.h.	5.4 secs.
0-40 m.p.h.	9.4 secs.
0-50 m.p.h.	14.1 secs.
0-60 m.p.h.	23.6 secs.
0-70 m.p.h.	44.8 secs.
Standing quarter-mile	22.0 secs.

**MAXIMUM SPEEDS**

Flying Quarter-mile	72.7 m.p.h.
Mean of four opposite runs	73.8 m.p.h.
Best time equals	
Speed in Gears	
Max. speed in 3rd gear	60 m.p.h.
Max. speed in 2nd gear	41 m.p.h.

**FUEL CONSUMPTION**

37.0 m.p.g. at constant 20 m.p.h.
34.0 m.p.g. at constant 30 m.p.h.
31.0 m.p.g. at constant 40 m.p.h.
29.5 m.p.g. at constant 50 m.p.h.
24.0 m.p.g. at constant 60 m.p.h.
Overall consumption for 258 miles, 10 gallons
= 25.8 m.p.g. (driven hard).

**WEIGHT**

Unladen kerb weight	16.25 cwt.
Front/rear weight distribution	56:44
Weight laden as tested	19.75 cwt.

**INSTRUMENTS**

Speedometer at 30 m.p.h.	7% fast
Speedometer at 60 m.p.h.	8% fast
Distance recorder	5% fast

**HILL CLIMBING (at steady speeds)**

Max. top-gear speed on 1 in 20	60 m.p.h.
Max. top-gear speed on 1 in 15	55 m.p.h.
Max. top-gear speed on 1 in 10	46 m.p.h.
Max. gradient on top gear	1 in 10 (Tapley 225 lb./ton).
Max. gradient on 3rd gear	1 in 8 (Tapley 270 lb./ton).
Max. gradient on 2nd gear	1 in 6.2 (Tapley 362 lb./ton).

**BRAKES at 30 m.p.h.**

0.20 g. retardation (150 ft. stopping distance) with 20 lb. pedal pressure.
0.39 g. retardation (77 ft. stopping distance) with 50 lb. pedal pressure.
0.85 g. retardation (36 ft. stopping distance) with 118 lb. pedal pressure.

Price: There is not a Home Market price. This car is exclusively for Export.  
 Capacity 1,497 c.c.  
 Unladen kerb weight (Dry) 16 1/2 cwt.  
 Fuel consumption 25.8 m.p.g. (driven hard)  
 Maximum speed 72.7 m.p.h.  
 Maximum speed on 1 in 20 gradient 60 m.p.h.  
 Maximum top gear gradient 1 in 10  
 Acceleration 10-30 m.p.h. in top 8.9 secs.  
 0-50 m.p.h. through gears 14.1 secs.  
 Gearing: 15.56 m.p.h. in top at 1,000 r.p.m., 66.3 m.p.h. at 2,500 ft. per min. piston speed.

**Specification**

<b>Engine</b>	
Cylinders	4
Bore	73 mm.
Stroke	89.4 mm.
Cubic capacity	1,497 c.c.
Piston area	29.56 sq. ins.
Valves	O.H. camshaft
Compression ratio	7/1
Max power	48 b.h.p. at 4,600 r.p.m.
Piston speed at max. b.h.p.	2,700 ft. per min.
Carburettor	Solex
Ignition	Coil
Sparking plugs	Champion
Fuel pump	S.U. electric
Oil filter	A.C. by-pass type
<b>Transmission</b>	
Clutch	Borg & Beck
Top gear	4.875
3rd gear	6.12
2nd gear	9.45
1st gear	14.55
Propeller shaft	Hardy Spicer
Final drive	Spiral bevel
<b>Chassis</b>	
Brakes	Girling hydro-mechanical
Brake-drum diameter	9 ins.
Friction lining area	86.9 sq. ins.
Suspension:	
Front	Independent coil spring
Rear	Semi-elliptic
Shock absorbers:	
	Armstrong (direct-acting) front
	Armstrong (double-acting) rear
Tyres	5.00 x 16
<b>Steering</b>	
Steering gear	High-efficiency worm and ball
Turning circle	33 ft.
Turns of steering wheel, lock to lock	21
<b>Performance factors (at laden weight as tested)</b>	
Piston area, sq. ins. per ton	30.4
Brake lining area, sq. ins. per ton	88
Specific displacement, litres per ton-mile	2,920

**Maintenance**

Fuel tank: 7 gallons. Sump: 7 pints S.A.E. 40 (over 90 F.), 30 (32 F. to 20 F.), 20 (10 F. to 32 F.), 10 (10 F. to 10 F.), 5 (below 10 F.). Gearbox and differential: 2 pints S.A.E. 40 (above 10 F.), 30 (below 10 F.). Rear axle and steering gear: S.A.E. 90 (above 10 F.), 2 pints; S.A.E. 90 (below 10 F.), 1 pint. Radiator and engine: 15 pints (three drain taps). Chassis lubrication: By grease gun every 1,000 miles to 21 points. Ignition timing: 4 B.T.D.C. Spark-plug gap: 0.25 in. Contact breaker gap: 0.12 in. Valve timing: Inlet, 10 B.T.D.C. to 50 A.B.D.C. Tappet clearances (hot/cold): Inlet 0.04 in., exhaust 0.06 in. Front wheel toe-in: 1/8 light. Camber angle: 1 laden. Castor angle: 2 laden. Tyre pressures: Front 18 lb.; rear 23 lb. four up, 20 lb. two up. Brake fluid: Girling "Crimson". Battery: Lucas G1W 7A. Lamp bulbs: 12 v. bulbs are fitted; wattage and dipping arrangements are fitted individually, in accordance with the regulations operating in the country to which the car is dispatched.

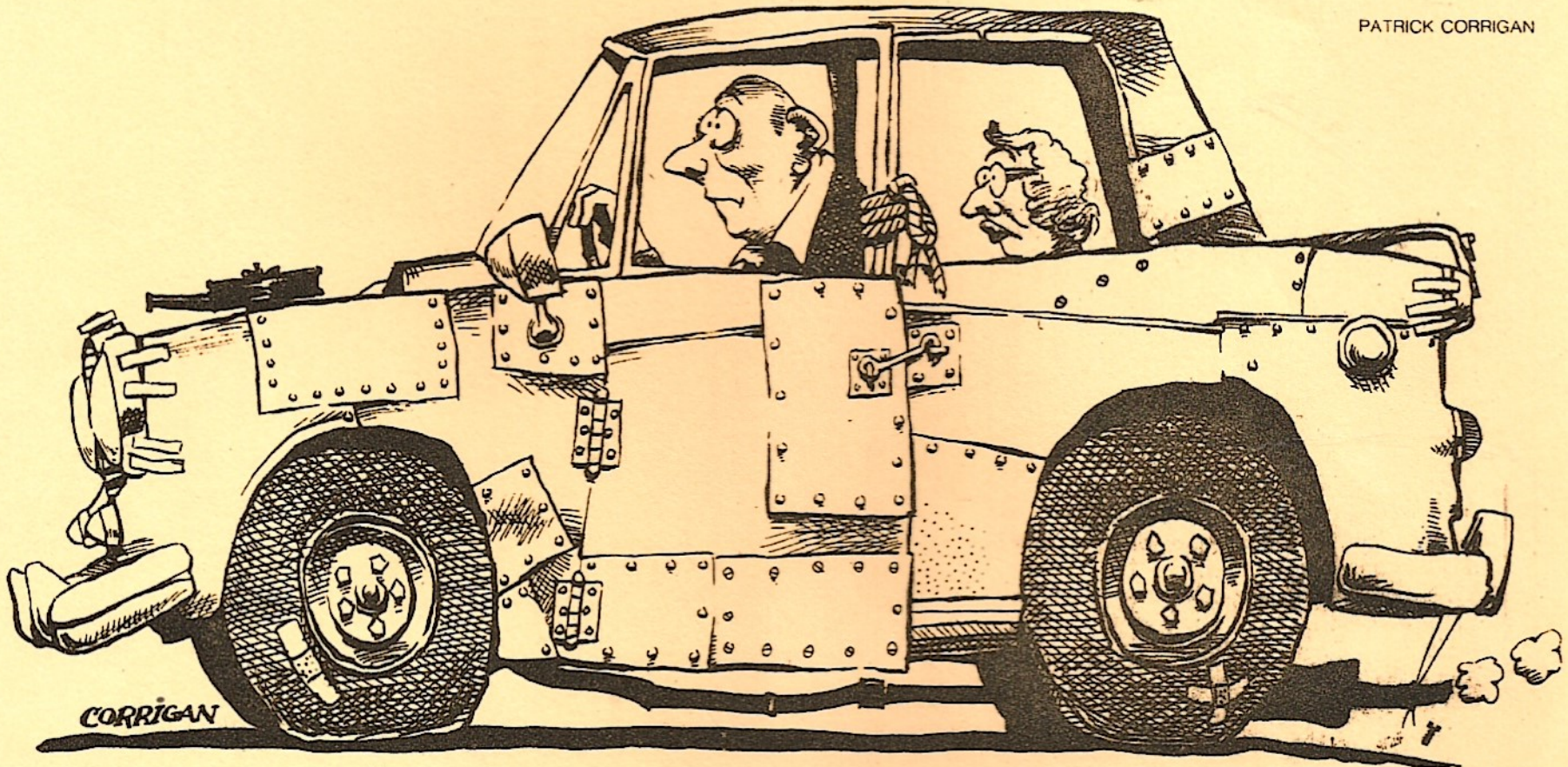
Ref. B'15 51.

the **singer** roadster  
 BY SINGER MOTORS  
 BIRMINGHAM

# CAR-TOON

IN THIS ISSUE, THIS PAGE IS DEDICATED TO  
THOSE OPTIMISTIC SOULS WHO ARE  
JUST HANGING ON...JUST!

PATRICK CORRIGAN



So, on an optimistic note, shall we quote that  
unsung hero who, despite all odds, carried on!

Es geht alles verüber  
Es geht alles vorbei,  
Nach jeden Dezember  
Gibts weider ein Mai.

(or if you prefer)

Everything passes  
One day it'll be over  
After every December  
There's always a May.

*Season's*

*Greetings Best Wishes to All*