

The Spanner



1867

Dedicated to British Motoring in BC



1965



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THE OLD ENGLISH CAR CLUB
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A note from the President Elect for 2012, - Candy Francis

OECC Members:

Well another driving season is pretty much over and we are thinking ahead to all that needs to be done while the cars are tucked away for the winter. The time is also drawing near for me to step up and assume the duties of President of the Old English Car Club.

I look forward to working with the new board and would like to Thank all who contribute to their branches and the running of the Old English Car Club. Their help and very often, hard work is very much appreciated. I have big shoes to fill, taking over from Steve Hutchens. He is a tireless worker who has contributed so much. I am glad he will be there to help and lend advice along the way.

Since joining the Old English Car Club, we have made many friends, enjoyed a few road trips, great drives and many events in our car. I believe in giving back at least as much as we get out of the club. This may be difficult as we seem to get so much out of it. Members join the club for various reasons, whether it is to gain information, companionship or be with others who enjoy their Old English Cars. My hope is that all members get everything out of the club that they wish. I would like to also encourage the membership to get involved in some way with their individual branch. It takes many people to organize and put on the events, car runs, newsletters, websites, banquets and more in each branch. As in most organizations, it is a few who do the most, but I have seen this change in some organizations as well. There is a lot of knowledge and ideas out there and it would be great to see more of it shared.

I am looking forward to a fantastic 2012. There are many events planned for each branch and the 2012 Brits Around BC.

Happy Driving -Candy Francis
Central Island Branch

Fred Bennett Retires from OECC

Fred Bennett, a founding member of the Old English Car Club of BC, is no longer active with club functions. Fred has for years given so much of his time and guidance to our club. We have paid tribute to him by offering a Lifetime Honourary Membership.

The following letter was recently sent to Fred.

Dear Fred,

On behalf of the Vancouver Coast

Branch of the OECC, I would like to thank you for all the good service you have provided to us. Your involvement and guidance have been very important to the development and life of the club from the very beginning. Your diplomatic skills are an example for all of us, and most importantly you have been a good friend.

We would like to extend to you a Lifetime Honourary Membership. Hopefully we will see you at an event or two in the future. Until then we hope you and Sheila have a good Christmas .

The London to Brighton Commemorative Run

I am pleased to say that our branch's premiere event The London To Brighton Commemorative Run held on November the sixth was a huge success. The weather played an important part and it was a beautiful day for touring.

We had sixty six entries which is the highest number we have seen in close to a decade and double the number over the past few years. There were also a couple of late comers who arrived after registration had closed. We gave them the instructions and off they went. A couple more cars did not do the tour but went directly to White Rock and met us there.

The people at White Rock did a great job of greeting us and providing goodie bags full of discount coupons. The beach side road was blocked off and provided parking for our cars.

We had a good choice of eateries and many opted for the pub next to our parking area. Entertainment including marching bands were on hand to make the day even more special.

I would like to thank those who helped out Allan Englis took care of the parking at Rainbow Station, our new starting point in North Burnaby. The two parking lots were close to overflowing. New to the registration table were Gil and Jocy Mervyn who did a great job. Richard Taylor was our Grand Marshall and saw the cars off one by one.

It was nice to see such a large and happy crowd at the start including a good contingent from the island. We collected a nice pile of food which was given to the Greater Vancouver Food Bank. We look forward to doing the same again next year with a few improvements such as better route instructions. As the old saying goes, "you don't mess with success, you just fine

The 2012 Vancouver AGM

The coming year Vancouver will host the club AGM. This will be on June 23, a Saturday. The Vancouver group is currently nailing down details and should be able to provide more information soon. This will coincide with the start of the Brits Round BC Tour the next day. Rick McDonald has done a fine job as rally master and has laid out a great route for us. Stay tuned for more details about this.



Central Island Branch



Brits on the Beach 2011

We have been very busy over the past few months and enjoyed some great trips and events. Some of the more notable events were, Kitty Coleman Woodland Park Run in May; Show and Shine at Nanaimo Airport, Brits Across The Sea (BATS) 18-day trip to Disneyland in June; the British Heritage Festival, Brits on the Beach in Ladysmith, Port Renfrew Run in July; Ladysmith Parade, Gold River Run, All British Meet at Filberg in August; and the Lighthouse Country Fall Fair and English Affair in the Park at Fort Rodd Hill in September.

We have approximately 105 paid up members, and Adele Hedges, our Events Coordinator, has started a Member's Gallery showing photos of our members, as well as a Member's Cars Gallery of our cars categorized by marque, all posted on our website.

Our main event of Brits on the Beach was very well attended with over 200 vehicles showing up on the day. There were several "new" cars this year including an old Bentley and an old HRG.



Dave Harris with his 1973 TR6 –Winner of the Octagon Donation



Brits on the Beach

Bentley—The British sports car legend starts here. The first production Bentley was the three liter OHC straight six. In 1924 one of these won LeMans and in 1927 did it again. British sports cars were now on the map and it grew from this point on.

This 1926 three liter seen at Brits on the Beach is a magnificent example being one of the few left which is unrestored and very original. It might look tall and heavy but compared to other high performance cars in the 1920's it was long, low and very powerful. The body is a small lightweight four seater as specified by the Grand Touring classification rules of the day.

What is more amazing about this example is that it has been in the same family since 1936. The current owner who inherited it received it in Halifax, Nova Scotia and drove it across the country this summer. The next time you see it have a good look at a great piece of history.



HRG—Hot right out of the box. Imagine being the first to show up at the race track in the 1960's with a Lotus Elan. Well chances were that you were going to blow the competition off into the weeds Every few years a car like this comes along and in the early fifties it was the HRG. Built by Halford, Robins and Godfrey using the pre war and well proven Frazer Nash chassis and 1500cc OHC Singer engine. This light weight sports car was quick right out of the box.

This example owned by Shane Davis is a beautifully restored example in its original colours. The first owner picked it up from the builders, took it out to the race track the following weekend, entered and won his race. HRG which started in 1936 has a distinguished racing heritage with class wins at Silverstone, The Belgian 24 Hours, LeMans 24 Hours and many others,. It is a pleasure to see one of these rare sports cars in the flesh.





British Cars at the Filberg

Sunday, August 21 in the Filberg Heritage Park's upper field held a brilliant show of British made motor bikes and motor cars. Oldest car in the show was a 1933 MG L1 Magna and the newest car was a 2009 Boat Tail Speedster. Featured car this year was Martin Olfield's beautiful XKE Jaguar, commemorating 50 years of production. The Show is in it's 11th year and is held on the third Sunday in August. There is a large number of people who enjoy the cars that were made in Britain, most of the vehicles were built simply, and can be repaired by the owner in his garage, which is not possible with the cars of today which are high tech and computer dependant. Many of the owners are members of the OECC Society which has branches throughout BC.

Owners of the cars on show were proud to bring their cars into the beautiful park setting, which has been considered one of the most beautiful car show venues in British Columbia. The weather was perfect with the slightly overcast sky bringing out the rich colours of cars that were built with distinctive designs from the designers of, Jaguar, Morris, Austin, Landrover, Jensen Heally, Triumph. Lotus and Morgan to name a few.

The car that won Judged 1st place car in Show, owned by Alan Millham, was a beautifully prepared 1964 MGB which had not expected to win this year as it had been involved in an accident returning from the All British Meet at the Filberg last year. It was a complete surprise that the car placed first in all 10 categories that were used to quantify. Robert Kirk of Courtenay Auto and one of the members of the Old English Car Club had a difficult job of judging the 23 cars in the judged category. All of the cars were so well prepared that the scores were very close. Second place was Chris and Penne Sinclair's beautiful 1968 Morgan plus 8 owned, .and third place was a 1956 Jaguar XK 140, owned by Jim and Darlene Bakeman. Ribbons were also presented for *People's Choice* for the car which was a 1935 Austin Nippy owned by Richard Baxter. Judged *Best in Show* bike and also *People's Choice* motorbike was Chris Timberley's 1951 Vincent Shadow. In total there were 84 cars and a 6 collector bikes in the show.

One of the features of the day was a chance to win a ride in one of the cars. This was a highlight of the day for three very pleased people who had donated to YANA. The day is organized as a fund raiser for Y.A.N.A. and was very well supported by the community.

The "All British Meet at the Filberg" is an annual event organized by the Old English Car Club's Comox Valley branch and is held on the third Sunday in August. The event is supported by RE/MAX, LORDCO, Courtenay Car Centre, and Quality Foods.

Many of the cars on display have been restored to better than new condition after being rescued from forgotten storage garages and farm fields. Many of the cars on display have been faithfully restored to authentic standards and are able to have collector license plates which indicate that the car is over 25 years old and has not been modified. The web site for anyone interested in British Cars in the valley please go to comox-oecc.ca. Everyone is welcome to attend their meetings on the 3rd Wednesday of the month at the Elks Club in Courtenay at 7pm.



South Island Branch



Beacon Hill Park Father's Day Picnic - Sunday, June 19—This year's annual picnic marked the 27th year that English car enthusiasts gathered at Beacon Hill Park. As usual, there was a great variety of cars and bikes on display and as the weather warmed up, more and more of the public arrived.

As is often the case, some seldom seen vehicles were on display, such as Austins A-70 Hampshire and A40 Sports. On the other hand, some marques, notably Morgan and Mini, were very well represented indeed. A contingent of OECC members from the Central Island Branch made the trip down from the Nanaimo area and a few Washington state cars were to be seen as well.

Our thanks go out once again to Jim Walters and Bruce Cornfield for continuing this Father's Day institution. For many participants, the Beacon Hill Picnic is one of the highlights of the many old car events on the Island.



South Island Branch

Oak Bay Collector Car Festival - Sunday, August 14

Much like the Cowichan Valley Car Picnic, the Oak Bay Collector Car Festival is open to any interesting vehicle. And with the cooperation of the municipality, much of Oak Bay Avenue is closed off for the event. Thousands of people crowd the avenue throughout the day.

Live entertainment was once again featured, along with vehicles as diverse as a 1925 LaFrance fire truck to a Betty Boop Thunderbird and matching trailer outfit.

Several OECC members and their cars put in an appearance, as can be seen in the accompanying photos.

Congratulations to Ken Agate who organized another great day out on the Avenue.



Tour of the Ted Forbes Collection - Saturday, June 25

Our second outing in June presented the opportunity for members to view an outstanding collection of '50's and '60's domestic cars belonging to Ted and Sharon Forbes. The Forbes are cutting back on public tours of their collection but Events Coordinator Peter Lee was able to fit us in following a group from the mainland who visited earlier on this Saturday morning.

Twenty cars and more than three dozen members were on hand at the start where Peter handed out driving instructions. The route chosen avoided a construction zone on Sooke Road, and more importantly for those with sporting cars, provided a challenging drive. Indeed, a certain red Mini was driven with such verve it was hard for following cars to keep up!

The only dark cloud on the day became apparent when we reached the Forbes; all was literally in darkness. An accident on Sooke Road, involving a vehicle and a power pole, had resulted in an electrical outage. So the inner recesses of some of the Forbes' garages were viewable only via the flash of cameras. However, other parts were illuminated with natural light and members were able to view the stunning restorations of these large (!) cars. Ted prefers top of the line models with period accessories and nearly all had continental kits installed.

With lunch reservations beckoning at the nearby 17 Mile House, Peter presented the Forbes with an OECC mug and bag as a token of our appreciation. And we were assured that future visits may be possible.

Most of the group then departed to the 17 Mile House. The pub, with power from its on-site generator supplied the customary refreshments and to quote the organizer, "a good time was had by all".

And to the organizers of the tour, Peter and Daphne, thank you once again for an enjoyable outing.



Vancouver Coast Branch

The Montagu of Beaulieu Award for dedication to the hobby this year was presented to Elaine LaFontaine and Pat Jones. This husband and wife duo has a great history of restoring cars and helping others with theirs. Elaine has the beautiful Wolseley sedan which was a major undertaking requiring all the front sheet metal from another car. However, Elaine was not put off and went to night school to learn how to weld and do body work. She also did her own paint job. It is an example of her ability and some might say courage that this rare car is back on the road. Elaine is now finishing a bare shell restoration of a 1957 Austin Cambridge. Once again she has done most of the work on this one. Pat Jones has restored a number of cars including a Mini tin wagon, an Austin Marina and a Jaguar E-type. He is currently working on a Triumph Spitfire which is down to the bare shell having just had new floors put in. Pat is also known for being a good help to others. On a few of the Brits Round BC Tours he came to the aid of some of our members who had broken down. More recently he has been involved with John Fluvog's projects which include a customized Jaguar MK/10 and an Austin A 40 with Miata running gear. Pat and Elaine have done some wonderful work to save and restore some fine old British machinery. They have the right spirit and they have the Montagu of Beaulieu Award. Well done!



Our September meeting was held at RX Autoworks in North Vancouver. The ownership duo of Mike Taylor and Ian Davey opening their doors to let us see what few enthusiasts get to experience. Examples of V12 Lagonda Rapide, one off Alfa Romero airline coupe and others under restoration was fascinating. Their facility is more to hospital levels of cleanliness than the usual garage that most of us are used to. Mike and Ian have restored some magnificent cars over the years. A few of them are Pebble Beach Concours winners. It is always a treat to pay them a visit and see what is on the go.



Vancouver Coast Branch



John Chapman's Sunbeam Imp is close to start up. When it hits the pavement all those Mini 1000 owners had better watch out. Mr. Bean might have a sour look on his face.



Richard Taylor's MGTC recently got back on the road after a ten year rest in the garage. During that time Richard got the engine rebuilt and restored the body. He has owned the car since 1963 and has travelled across the country in it. As you can see the car is done to his personal taste which is the way it was often done in the sixties. Restoration to stock didn't come along until the seventies. May you have many more happy miles in your snappy little sports car, Richard.



Steve Diggins 1936 Morris 8 racer is taking shape. Ok, some of you are snickering because the words "Morris 8" and "racer" are in the same sentence. However, when this car hit the track in the mid fifties the little flathead blew up and it was replaced by a Wolseley OHV unit which made it a little faster. It will be on the road next year after sixty years off.

1933 TALBOT AV105 JAMES YOUNG SUPER SPORTS

In 1997 when I was selling a French Talbot 12/32, I was contacted by a garage proprietor in Columbus, Ohio who wished to find out about this strange car that he had stored for a customer. It was a London Talbot which carried James Young sill plates on its four seater tourer body.

Some quick research in Anthony Blight's Talbot bible 'Georges Roesch and the Invincible Talbots' established chassis number 35288 was an AV105 -- the car described in my boyhood reading as one of the finest sports tourers of the early thirties and one of the last 'vintage' cars. A car with the mystique of famous racing achievements at Brooklands and Le Mans; a car that placed 3rd in the 1932 Le Mans behind two supercharged Alfa Romeos; and a car that swept the 1932 and 1934 Alpine Rallies without the loss of a point by their team of three cars.

This seemed like an opportunity to acquire a fine but tired motor car which carried the London registration number ALD 2. I negotiated its purchase from the absentee owner after a trip to Columbus, and arranged for the car to be transported to Vancouver.

Although I was able to run the car for a while I found it to be essentially unroadworthy. The engine rattled, the wiring non-existent, and the body and wings danced around like a blancmange. The colour did the car no favours -- a rather ugly rendering of Talbot competition light green, cracking off on large portions of body filler..

Then came the real research. What was the history of ALD 2, a James Young bodied tourer, an animal of which those in the know knew nothing. It turns out to be one of at least three tourers constructed on the 95/105 chassis. Generally James Young clothed Talbots with saloon and drophead coupe coachwork. Factory records show that the chassis was delivered to the main agents, Pass and Joyce in April 1933. It was sold with its Young tourer body on 2nd, June. The car was advertised again in August 1933 having completed 4000 miles (presumably an extended European tour).

Unfortunately, the James Young records were lost in the Blitz and the London registration records destroyed by bureaucratic vandals when transferred to the DVLC in Swansea. The first owner that I was able to find was a Mr. Haigh, who owned it in 1954. His son, Bill, contacted me and told me that he had been taken home as a newborn in the car. The family had christened the car 'Thunderguts'. I have been unable to find the original owner of the car despite its distinctive number plate.



1933 TALBOT AV105 JAMES YOUNG SUPER SPORTS continued

The Talbot went through a succession of owners in the South of England and copious bills from the Talbot guru, John Bland, were acquired later from Burnell Stewart, the first US owner. Its course is well documented through the small ads. in Motor Sport through the late 1950s and 1960s.

These advertisements led me to postulate the Follows Theory of Car Condition:

“The condition of a car is inversely proportional to the number of times that it is advertised in Motor Sport”.

I am fortunate to be well acquainted with one of British Columbia's best known restorers, Ed Arnold. Unfortunately he had retired and moved to a hilltop in the interior of British Columbia. He graciously accepted, and I delivered the car to him in the autumn of 1999. Little did I know that it was to take almost eleven years to get it home again!

The ash frame and aluminium skins were repaired and replaced where necessary. The James Young body number 743 was found stamped into the front wings and chalked under the seats and upholstery. Further research shows that this number is chronologically correct. There had been various colour changes during its life but I it started life in black with a brown interior.

The engine and gearbox were shipped to Archers in Dunmow, Essex as they are one of the Talbot experts and in the fullness of time they returned having been rebuilt and bench tested. Throughout the restoration I received enormous help from Colin at Archers and Bill Barrott in Sheffield. Both were unstinting in their advice over very many phone calls and faxes, and generous with original spares which they were prepared to sell. This included a lot of difficult to find fiddly bits. The STD Register were instrumental in providing a new crown wheel and pinion in a 4.0:1 ratio and knock on hub caps and hubs. John Marks of Vintage Restorations constructed me a beautiful pair of instruments (speedo and rev counter) from the remains of the old rev counter. Vintage Headlamp Restorations restored my Rotax headlamps and provided new Rotax pass lamps (originals now totally unobtainable) to embellish the front of the car.

We decided to paint with lacquer in a dark blue, mainly because it looks so right and Ed enjoys working with it. Lacquer paint seems to be universally frowned upon in favour of paints that are truly toxic! However Bill Hirsch in New York will mix and send you any quantity you like. As it cannot be legally sold in Canada I had to pick it up in the US and transport it across the border. For some reason individual importation is quite acceptable!



1933 TALBOT AV105 JAMES YOUNG SUPER SPORTS continued

Chroming was the usual nightmare!

When it came to the interior, all the seat frames had to be rebuilt – a complicated piece of carpentry. Ed had not touched a piece of leather for about twenty years, but after a period of head scratching and the rebuild of his sewing machine, he set to on the Bridge of Weir nut brown leather. The wool Wilton was chosen for its match of the blue body. The dashboard was made with birdseye maple and stained to match the leather. The results are a joy to behold.

In my desire for originality I required cloth covered colour coded wire for the electrics. The only problem with modern wire is that the cloth outer is applied over plastic covered wire and so has a greater diameter than the original. This makes life very difficult when threading wire through conduit and steering columns. The rebuild of the fuse box and instrument box deserve a chapter to themselves.

You may wonder why the restoration took ten years. Although the Talbot appears to be a very simple design, it is in fact most complicated. The rebuild also had to compete with Ed's necessity to maintain an acreage and various spells of ill health.

In my optimism I had entered the car for the Pebble Beach Concours d'Elegance in the spring of 2008 in the Pre-war Sports and Touring Class. It is said that the last 10% of a restoration takes 90% of the time – a contention that I was about to prove. Not only did I miss 2008, but also 2009 and only just made 2010. Unfortunately the 2010 event did not feature this class, so we ended up in the pre-war European Classic Class. Sitting on the lawn among all the late French swoop (Delages, Bugattis etc.), English perpendicular was at a distinct disadvantage.

The London Talbot is virtually unknown in North America. If the name Talbot stimulates anything more than a blank stare it invariably conjures up a French Lago-Talbot and pronounced accordingly. I am aware of only four Roesch Talbots in North America and take a perverse pleasure in the knowledge that I will not encounter another of these fine machines incarcerated in any of the major collections.

I have to feel very satisfied that we took the trouble to rebuild the James Young body rather than replace it -- a pleasing result from a unique design by one of London's premier coachbuilders. It should now serve me well for many years and I look forward to participating in future events and tours.

DR. ROBERT C. FOLLOWS



The Ratsoy Collection



On October 4th our branch, had a tour of a private collection in Richmond. The owner was nice enough to open his garage doors and let us wonder around at will. This is one of the most significant collections in western Canada. He has about one hundred forty vintage and classic vehicles most of which have had ground up restorations to concours specification. I would say they are better than new.

The collection is housed in two buildings. The first which is the main building contains about eighty cars and trucks all of which have had total restorations. There are so many beautiful cars to be seen it is hard to know where to start. Most notable would be the row of about fourteen Ford convertibles from the 1930's. Each one of these is worth big money in North America. There is one unrestored car in the building and it is a 1906 Stevens - Duryea. It is in amazing original condition. For Austin enthusiasts there is a most beautiful A-40 pickup which has been restored to the highest level. The cars in this building are top notch but also of interest is the collection of vintage music boxes, phonographs and juke boxes around the perimeter. You could spend a lot of time, looking at these. The man in charge of the collection walks around answering questions and also starts up the ancient music boxes so that you have something to listen to as you view the car. He does this one a time and it is really quite nice.

Beside this main building is another one with about fifty cars in it. Most of these are restored but there are also some which are on the to do list. Behind the main building is the restoration shop with four dedicated workers and five cars in various stages of completion. Next to this building is a body and paint shop. Just about all the restoration is done here except for the chrome plating and upholstery.

One of the cars on the to do list is an Austin Atlantic convertible. This is an all original low mileage car brought from the original owner in Seattle. He liked the kind of work they do and they promised him it would

have a ground up restoration so he sold it to the collection.

They also have the parted out remains of another Atlantic convertible which I believe had been in a fire. Surplus to the collection and something they would like to sell are two dismantled A40 Sports. One is an early floor shift model. All the aluminum body work has been done for one so it would be a good project for someone. If anyone is interested let me know and I will put you in touch.

This is an amazing collection and if you have a passion for classic North American vehicles it must be like heaven on earth. The collection is not open to the public but a group like ours can arrange for an opening. - S.D



The Rarest Rusty Bucket - by Steve Diggins

After World War Two the modernized Austin factory was put into full production. There was a good selection of new models introduced of cars and trucks. At the end of the production lines there was a huge painting of Austins being loaded for export and an inspirational slogan "The ships are waiting". The British government coined the phrase "Export or die" to impress upon the public the seriousness of putting the economy back on track.

The Austin factory was now one of the best in the world. The new models of A40 and A70 were arguably the finest mass produced four cylinder cars and their styling for once was very contemporary. Even their trucks were very stylish with smooth flowing lines and fully skirted rear fenders. I think the exciting new Jaguar XK120 might have been the inspiration for the styling. These nicely styled vehicles were exported around the world and Canada was a very important market. This was a high water mark era for Austin.

The A40 line of cars and trucks powered by a new 1200cc OHV engine were the prime models to carry the Austin name and fortunes to the world. The A70 models with a 2.2 litre engine looked like their smaller siblings but were larger in size. They were also produced in much smaller numbers, about 10 percent of the A40 production numbers.

Due to Fred Deeley there was a strong market in BC for Austins and quite a few of the A70 Hampshires were sold. They came in three models: the four door sedan, the pickup and the woody wagon. There are still a few of these left with a couple of sedans around and a very rare woody known as a Countryman taken out of Victoria to California a number of years ago. I had never heard of a surviving pick up model until a couple of years ago when Central Island Branch member Mike Minter called me to say someone in Duncan had just retrieved one off a farm. At first he thought it was an A40 pick up



but realized it was something different and called Mike to identify it.

Yes it is a Hampshire and a Canadian LHD model sold by Fred Deeley. It is complete and quite straight but horribly rusty as it had sat outside for about forty years. A couple of months ago Mike gave me another call to say the owner has changed plans and wants the Hampshire to go to a new home or maybe it would be scrapped. So Mike and I tried to think of someone who would take it on. I did think of a likely candidate but when he saw how rusty it was he backed off.

Small vintage trucks are rare from the start because they were built in smaller numbers. As working vehicles they were used, abused and then disposed of.

There are fewer than a couple of dozen A70

Hampshire pickups left in the world, mostly in Australia. This one is the only Canadian LHD example known to exist. That makes it beyond rare. It is unique. Well, it is mine now and I hope to bring it back to life and get it back on the road someday.



Flashes.

Lieut.-Colonel Michael W. Egan, P.A.C., Army Ordnance Department, has handed over his duties as examiner at Malta for the R.A.C. on completion of his term of duty at that station, and has returned to England.

* * *

We are notified by the makers of the Sheffield-Simplex cars that a clerical error occurred in their returns in connection with "The Autocars of 1911." The body space on their 45 h.p. 12ft. wheelbase model is 10ft. 2in., and not 9ft. 5in.

* * *

The military governing body of Paris has asked the Automobile Association Générale to furnish it promptly with a list of military automobilists who will be willing to put themselves immediately at the disposition of the Staff Office with their cars in readiness for service. These automobilists will be employed in transporting the generals and staff officers, and the length of such service, even should it prove less than the number of days during which they are constrained to serve in the ordinary way, will exempt them from one of their ordinary military periods.

* * *

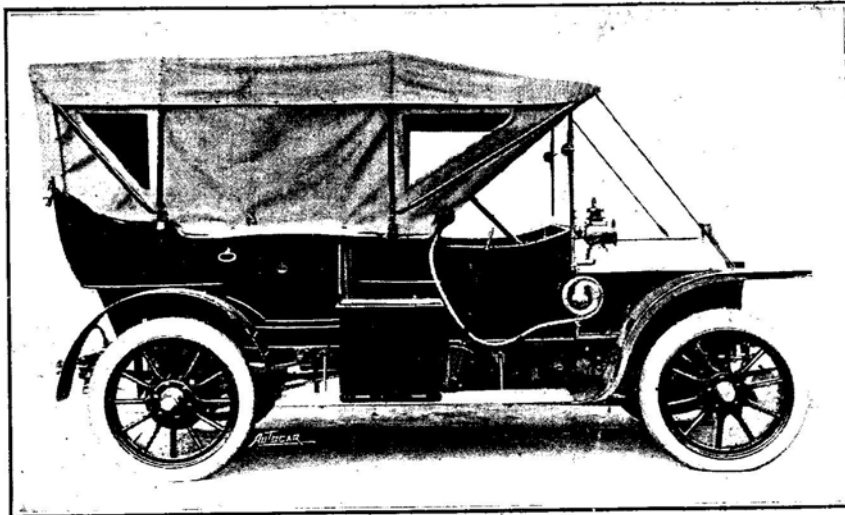
The monthly election of candidates for membership of the R.A.C. took place on Wednesday last, when 112 names were submitted. This election brought the number of members up to 5,900, so that the R.A.C. expects to have 6,000 by the time it enters into possession of the new building in Pall Mall, which will be early in the new year.

* * *

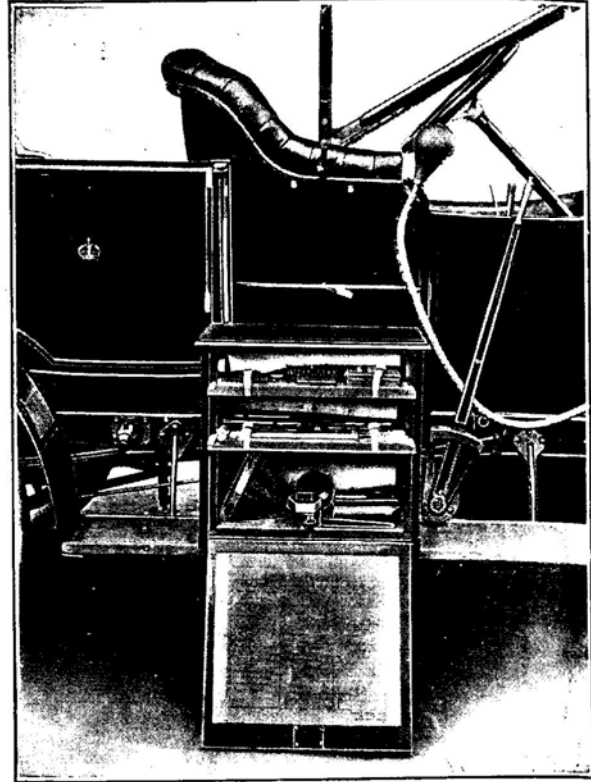
The members of the committee of the Society of Motor Manufacturers and Traders were invited to the dinner of the Chambre Syndicale de Constructeurs d'Automobiles at Paris on Thursday, December 1st. The invitation was accepted, and Mr. E. Manville, President of the Society, was one of the post-prandial speakers.

* * *

As a result of the attention which the makers of Napier cars have given to the requirements of Colonial users, the Crown Agents for the Colonies have placed an order for a number of 15 h.p. Colonial Napiers for the use of Government representatives in the over-



A 15 h.p. Colonial Napier built for the Crown Agents for the Colonies.



The Colonial Napier tool-box.

seas dominions. Needless to say, these orders were placed after rigorous tests both at the factory and on the road. During the road test the 15 h.p. model fully equipped and with five occupants averaged thirty-two miles per gallon of petrol with a ton mileage of 55.1. At the conclusion of lengthy tests the engines were dismantled and examined for wear; none, however, was found. The accompanying illustrations give an idea of the outlines of one of these cars. The side view shows the hood with its side curtains, the high side doors, and the special tool cabinet on the running board. The other illustration shows the contents of this cabinet open to view with the list of tools and spares printed on the inside of the lid. The cars have been specially fitted with large radiators and a special ground clearance, the flywheels being in front to lift with the axle. Other points considered by the Crown Agents' inspectors were the cylinders, pistons, and radiators, which were all hydraulically tested. Fibre gear wheels were prohibited, and the timber for the bodywork was tested to ensure its suitability for tropical work. The water circulation was tested, a maximum temperature of 100° F. being allowed after a full speed run. The brake gear was tested to hold the car stationary on a 1 in 7 grade, either forwards or backwards, each brake being individually capable of holding the car. It was also necessary for each car to start on this grade without difficulty.



STRAIGHT FROM THE MOOSE'S MOUTH

BUY LAND-ROVER BUY CANADIAN

- ❖ Every **LAND-ROVER** body is made of **CANADIAN ALUMINUM ALLOY**.
- ❖ **LAND-ROVER's** are exported to 156 other countries
- ❖ Since 1948 **LAND-ROVER** has used over 60,000 Tons or \$38,000,000's worth of **CANADIAN ALUMINUM**.
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