

Early Days Automotive

Submitted by: John McLaine, new member



My dad was a Brit. When he came to Canada in the late '20's, bought a much-worn Star motorcar...I believe it was a 1924 model. Needed a lot of TLC so dad was forced out of necessity to become his own mechanic.

Shifting ahead to the early '70's. Dan bought a "tired" Austin A40 and spent many hours under the hood to keep it on the road. This is my first memory of a "family car"

and I picked up a few tips watching him work on "timing"; oil changes and brake adjustment all of which required careful puttering. And I witnessed most of this effort.

In my early 70's, my first car was a '58 Pontiac Pathfinder "two door post" with "three on the tree" and the Blue Flame six-cylinder powerplant. This car lasted all through college and a trip to the Maritimes one summer. But no sports car for sure.

A want ad in the Toronto Star led me to a farm in Sharon ON and the purchase of a '59 Triumph TR 3A roadster. Dr Keith Watson was the owner, and we remain good friends to this day.

Over the years, an assortment of American cars has showed up in my driveway including: '36 Dodge D2 sedan; '48 Chev Fleetmaster coupe; '47 Nash Deluxe Coupe; '54 Pontiac Laurentian 4 door sedan; and a '56 Ford Customline 4 door sedan. All these vehicles were standard shift and most were "drivers" but I enjoyed them all.

So, acquiring Paul Cronkwright's '61 Lark Regal 4 door sedan seems only logical. Built in Hamilton but originally sold at an Esso station/ Studebaker-Packard dealership in Medicine Hat AB, it is 95 percent original and still has the dealer emblem on the trunk.