

# AUTOSIASTE

EVEA b.p. 282, VMR, Montréal. VEAE p.o. box 282, TMR, Montreal.



Leonetto Cappiello 1875-1942

# AUTOSIASTE

vol 2 no 4

EVEA b.p. 282, VMR, Montréal. VEAE p.o. box 282, TMR, Montreal.

SOMMAIRE

CONTENTS

Oyez! Oyez! La chasse est terminée!! ...Enfin.....	Pierre A. Ouimet.....	2
Etc...Etc.....		4
Auto 75 .....	Bob Marshall.....	5
"Backfires" from a reliable exhaust.....	Phill Avis.....	6
The vintage way to and from Upper Canada Village.....	Pierre A. Ouimet.....	8
The wizard's corner.....		11
Note from the 'bureau à rideau' of the treasurer.....	Hugh C. Jockel.....	12
What cars should we register?.....	Pat Mullen.....	14
"Hick-ups" from an unreliable "blower".....	John Mc Fall.....	16
Concours d'élégance.....	Pierre A. Ouimet.....	19
Slalom.....	Zaven Darakjian.....	21
Activités 1976.....		22

LE "BULLETIN" EST MORT, VIVE L' "AUTOSIASTE" !

Comme vous l'avez sans doute déjà remarqué, notre revue périodique s'est paré d'une nouvelle facade et porte en outre un nom plus exclusif et qui définit bien ce que nous sommes: des enthousiastes de l'automobile. Nous espérons que le changement opéré saura plaire à tous et saura refléter l'image distinctive que votre club porte avec fierté.

Votre éditeur,

Gilles Desroches.

THE "BULLETIN" IS DEAD, LONG LIFE TO THE "AUTOSIAST"

As you are probably well aware, our periodical journal now bears a new front cover and also an exclusive name which we hope, truly represents what we really are: automobiles' enthusiasts. We hope that you will all be pleased by this change and that it will will reflect the distinctive image that your club proudly bears.

The editor,

Gilles Desroches.

OYEZ! OYEZ! LA CHASSE EST TERMINEE!!!... ENFIN.....

Je ne sais si c'est à cause de l'ampleur du défi, ou encore à cause de la température incertaine ou bien du fait que plusieurs étaient en vacances, mais seulement sept de nos membres ont eu l'audace de participer à notre chasse au trésor qui a eu lieu tel que prévu le 11 juillet. Ceux qui s'en sont excusés à cause de la mauvaise température ne sont pas absolus car nous avons eu environ quatre minutes de pluie légère vers quatre heures trente et nous pouvons même affirmer qu'il faisait soleil (un peu) durant nos deux heures de pique-nique (quel pique-nique)..... William avait apporté tout son équipement; hibashi, faux filets, douze pots d'épices, 3 livres de salade, deux bouteilles de vin rouge et j'en passe..... Gilles en a tellement bien profité qu'il en cherchait les pédales dans son TC pour la deuxième partie. Enfin, comme toute activité du club, ce fut mémorable.

Tel que promis, la compétition fut beaucoup plus ardue que l'an dernier, mais Gerry Yannone & Co. nous a prouvé hors de tout doute que sa victoire de l'an dernier n'était pas simple chance, mais bien audace, patience.....et oeil d'aigle, et ce même s'il a failli ne pas terminer, car, paraîtrait-il qu'à un certain moment la zizanie s'est installée dans sa horde et son navigateur y alla même jusqu'à me souhaiter des calamités que la décence élémentaire m'empêche ici d'énumérer.....n'est-ce pas Nicole??...!!

Si vous vous demandez pourquoi la chasse fut moins facile, essayez ceci et vous comprendrez. Première partie: Epreuve à temps limité de 120 minutes pour partir du Centre Laval et aller à Terrebonne en trouvant dans ce laps de temps  
1- Une boîte d'allumettes de bois, 2- Une brique, 3- Un sachet de sucre de marque Lantic, 4- Un morceau d'écorce de bouleau, 5- Un timbre oblitéré. Pour tout vous dire, Hugh

Jockel a parcouru 70 milles pour tout trouver et a même dû aller chez lui à Beaconsfield pour certains items. D'autres plus avisés ont préféré tenter de passer un deux livres de sucre Lantic plutôt qu'un simple petit sachet, mais la loi étant la loi, il ont dû perdre dix points pour cet item non admissible. Pas si difficile que ça me direz-vous. Eh! bien je vous suggère alors de demander à Gilles Desroches ou à Nicole Yannonne de vous parler des questions de la deuxième partie de cette chasse (Vous pouvez aussi considérer les résultats publiés plus bas et considérer que Gilles et René sont arrivés après six heures et que Gerry les précédait de peu et en outre que Hugh n'est jamais arrivé à destination, prétextant....? des toussotements inquiétants de sa vénérable Rolls).

Enfin, tout s'est terminé dans la bonne humeur habituelle et Gilles m'a juré qu'il m'obligerait à participer à la prochaine chasse quitte à ce qu'il ait à la préparer lui-même. Voici donc les résultats obtenus par chacun des participants

NOM	Partie# 1	# 2	Total	Points
1- Gerry Yannonne	50/50	39.5/50	89.5	10
2- Gilles Desroches	50	36.5	86.5	9
3- Phill Avis	50	24.5	74.5	8
4- William Ayoub	50	22	72	7
5- René Kundig	40	25	65	6
6- Zaven Darakjian	44	19	63	5
7- Hugh Jockel	26	--	26	4

Tous ces braves obtiennent aussi cinq points pour la participation ainsi que John Mc Fall qui bien que ne pouvant participer a tenu à se joindre à nous pour l'heure d'apique-nique.....Cinq points pour moi aussi Zaven!

Pierre-André Ouimet  
dir. des act.

ETC.....ETC.....ETC.....ETC.....ETC.....

As nobody answered the question about the meaning of what the letters A.C. meant, you will now be taught: A.C. stands for Auto-Carriers Ltd, which comes from the early days of that now famous company. In the early 20th century, they were making delivery vehicles in a very successful way to and they always kept the name after that although they only took the first letters to designate their cars.

As for H.W.M.-Jaguar, it comes from Hersham Walters Motors who made formula 2 racing cars. They once tried to put an XK engine in a specially designed car and it brought both parties a lot of successes. That's it!

If you want to know why some are better than others in slaloms, just remember that Zaven, William and a few others have been racing drivers and may be Ed too in spirit at least with the Bentley boys of the 30's.

What would you think of the idea of having each member to write an article in this publication at least once a year or so? That way, you would not have to read all what goes through Pierre's mind, and may be it would permit some other members to benefit from your experiences or knowledge of an interesting matter.

For those who would like to have protective bubbles over their headlamps (like Pierre on his XK), you can get them at Mirage Foreign Car Parts and they are in the east end on Jean-Talon near Lacordaire. A cheap way to protect "PL" or "J" Lamps on a Jag.

## AUTO 76

by Bob Marshall, president

Each fall there is an automobile show held at the Place Bonaventure. This year's show entitled Salon Annuel Autosport will be on Nov. 12-14. I am sure all of you are familiar with this show. There are vintage and antique cars custom and show cars motorcycles racing machinery etc.

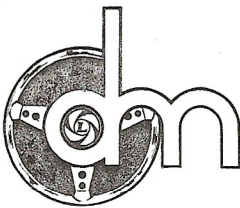
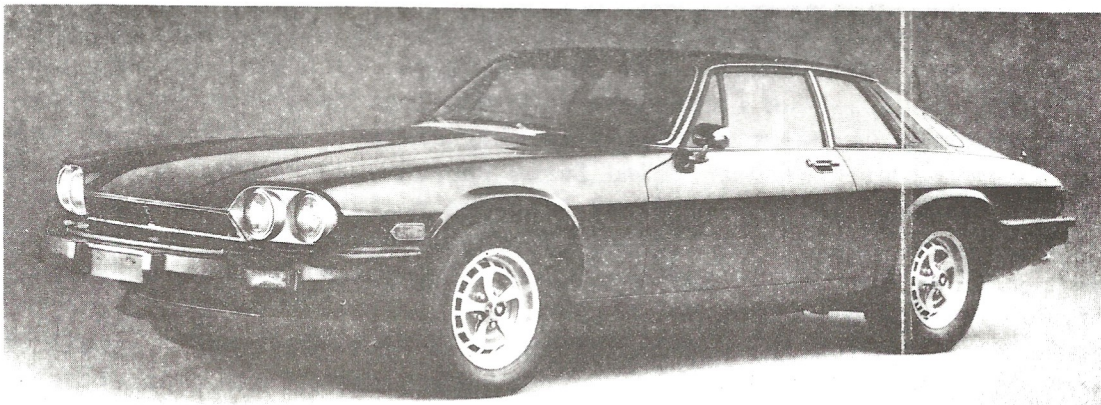
We were thinking that it might be of interest to some of our members to get together and make a club exhibit of about 6-10 of our best cars. There are several prizes and trophies awarded if anyone is interested in collecting hardware.

If I get any interest at all, I will make the necessary arrangements for application.

Please contact me at 733-1044 (home) or 337-3393 (office) before the 15th September if you wish to form a group.



# Jaguar



## Decarie Motors Ltd.

55 Gince Street - St. Laurent, Que. Tel.: 334-9910

**QUEBEC'S NO. 1 JAGUAR DISTRIBUTOR**

## "BACKFIRES" FROM A RELIABLE EXHAUST

By Phillip Avis

Don't look now but our "motoring months" are slipping past and sending us closer to freezing cold winter again, a time to repose and rebuilt, but not much fun to drive in.

With that in mind I have been enjoying the pleasures of open air vintage travel as much as possible, most recently the treasure hunt, full of mystery and adventure.

We assembled under threatening skies but the rain stayed away for most of the time, even letting the sun peep through occasionally, and I think an enjoyable day was had by all.

We in the Singer team experienced a little mechanical trouble when part of the throttle linkage on the twin zeniths detached from one carb, leaving it wide open on full throttle! However, it only took a few minutes to fix while my navigator-friend, John Pearce, ran up and down the street searching for the elusive postage stamp and "Lantic" brand sugar.

For the first leg we came in fourth outof, I think, eight cars. I was quite happy with that, considering I'd never driven in a rally before.

However, the second part proved less fruitful although we had a hell of a good time.

The first page of clues were achieved fairly easily, the second was hard and by the end of it we were sure we were lost. After that we were totally messed up, having lost our bearings entirely, and we were only getting the clues if we happened upon really obvious ones. But through it all we were joking around and having a great time which, let's face it, guys is the aim of the game.

At the finish we figured we were the last to arrive (one reason why we'd given up on the last lot of clues) as only Pierre's Jag was parked out in front of the shopping center. We soon found Zaven Darakjian's Daimler parked in a corner so we pulled up beside it and wandered into the restaurant to meet Pierre.

Neither he nor Zaven looked particularly happy and Pierre wouldn't accept my pencil as a piece of coloured wood, or painted piece of wood or whatever it was -oh well, nice try anyway!

Our score for the day was either 79.4 or 74.9, I don't recall which, and I think we lost points for having three people in the car. All told we travelled 125 miles that day- not bad for a forty-three year old car, loaded down with people.

If you didn't attend this year try it next year, it really is good fun and Pierre deserves credit for those "rooten" clues!

The curse of having lots of space available in the Bulletin is that anyone can fill it with anything they like so I'm going to push more Singers on you. Currently I am rebuilding new VEAE member Tom von Eicken's car. This one is a 1950's 4AD roadster fitted with an earlier 1074 cc engine in place of the original 1500 cc motor. A '34 LeMans two seater has surfaced owned by a millionaire named Robert Caron and a 1951 4AD 1500 roadster is for sale, this is a restored example, anyone remotely interested should contact Tom von Eicken or me. It is interesting because it was shipped all the way from south america and the speedo is in km/hr.

Lastly, I would like to say a few words about a very enjoyable evening spent with Ed Richardson. We had a look at his beautiful Bentley saloon and went for a ride in his well known MG D type.

He also showed us his treasure trove of photographs which included a '33 Singer sports almost identical to mine and most notably, an exquisite Alfa Romeo 8C Zagato which I fell in love with but at it's present value will forever be beyond my financial grasp.

Others included a monstrous B.N.C. supercharged racer once in Ed's possession, a Lea-Francis Weymann fabric saloon, a Morris Minor which was his twenty-first birthday present his old Singer Junior saloon, a sporting A.C., and his father Clunonine

We also saw samples of his beautiful paintings of birds his delightful picture of a three litre Bentley and looked at paintings of aeroplanes Ed has flown which he commissioned an expert aeroplane artist to do. The best in my view was one depicting the grand old Brooklands track in better days with Ed's plane zooming overhead.

Ed, it seems has enjoyed a rich and adventurous life so far through the best years motoring has offerd. The years I dearly wish I could have seen.

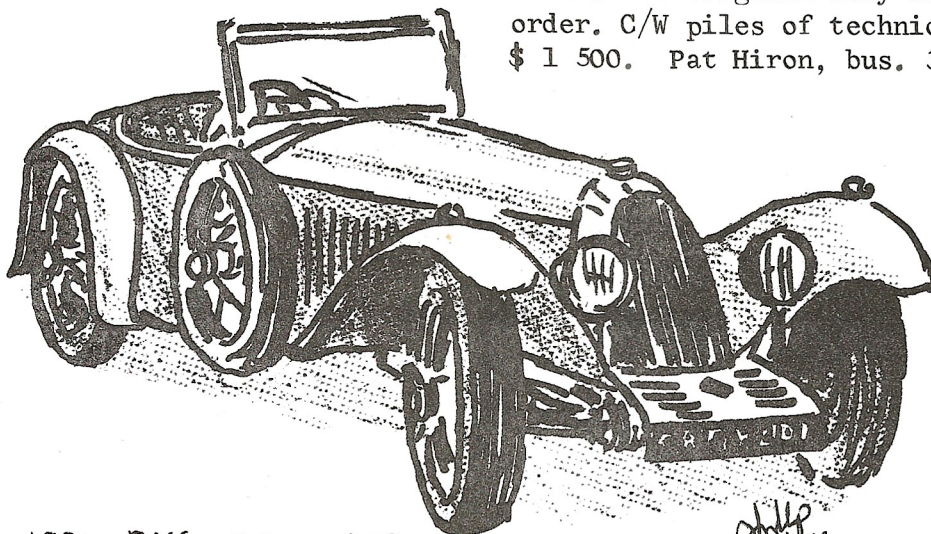
Until next time, cheers,

Phill

BIENVENUE A WELCOME TO:	Bob Morrison	Bus 392-5306
	3 Park Side Place	Res 937-7678
	Montréal	1954 MG TF

A VENDRE...FOR SALE... Austin Healey 3000 Mk III 1966, exc. condition...  
Dirk Schmekel, bus. 322-2371, res. 279-3116

A VENDRE...FOR SALE... Only one in North America (verified by Rover Sports Register U.K.) 1947 Rover 14 HP sports saloon. "Poor man's Rolls Bentley". Much recent mechanical work. New piston rings, rebuilt gearbox, steering box. Many spares. Good solid original body and chassis. Car in good running order. C/W piles of technical information and bills.  
\$ 1 500. Pat Hiron, bus. 395-3876, res. 697-7134.



1931 BNC ST. HUBERT 1100 CC.  
"VOITURETTE"

Phill  
1976



"THE VINTAGE WAY TO AND FROM UPPER CANADA VILLAGE"

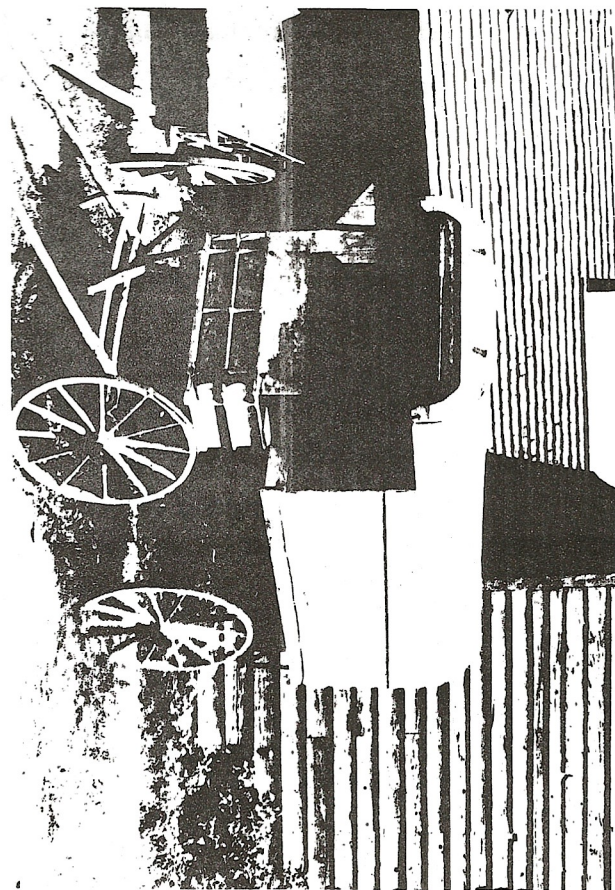
by Pierre Ouimet

May <sup>be</sup> we should call it " A tale of two Bentleys" or may be " How fast can we get there even if we start late" as we must admit that luckily this time only the true thoroughbreds showed up ( Yes Gilles, that means that no M.G.'s came up). At the starting line : Bentley Mk VI d.h.c., XK 140 roadster, A.-H. 3000 , Aston-Martin DB \$, sorry I meant 4., that's what happen when you talk about cars you're not used to see ( eh! John)., a non eligible.....Sunbeam Tiger, a Bentley R Type which is William's latest acquisition, and of course an XK150. We would really need a specialist from Blue Bonnets to describe the way down there as Ralph Hemmi reported that his speedometer reached 140.....k.p.h.. but that's still faster than usual. Dirk tried to push it up against Bob Marshall but fortunately with John Adams DB4 by their side , the blue fog that was created by them, or was it only one of them, tempered those galloping mind and may be saved them money as we all know that the O.P.P. is fairly strict nowadays. Any how, we all made it to U.C.V. where we arrived right in time for lunch which was more of a festin as you can see. After lunch we all went around in little groups and enjoyed the scenic area and the sunny and mild afternoon. Around 3.30, the tour was over and plans were set to come back. We had problems to motivate Dirk as he was a bit tired ( proof #6 your honor is the picture we show here). Some were already gone and some wanted to stay longer so the other some came back in town slowly along the seaway through Cornwall but as time was passing, the Quebec route 2 was abandoned in favour of the Trans-Canada Hyway by which we passed at our starting point around six. It was, we all agreed, a pleasant day, a nice ride back and a nice race to, a good lunch and plenty of nice things that a lot of you missed. May be next time.....!!!!!!! or will it be as usual? Anyway! we all had a good time.

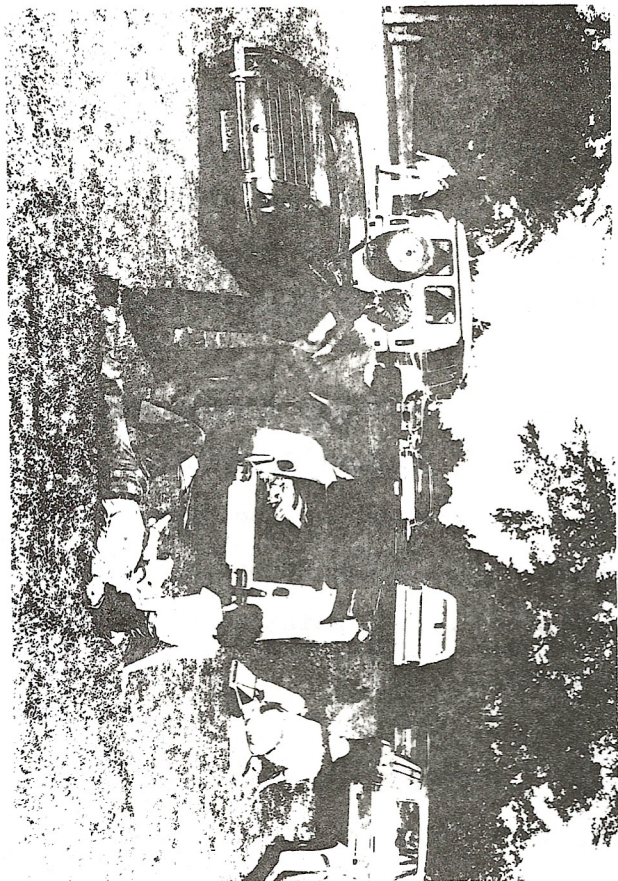
*Pierre*



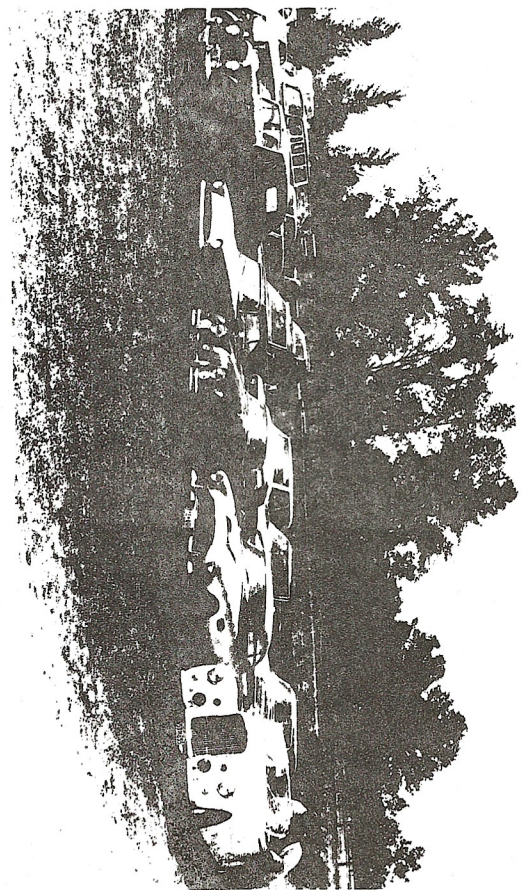
Dirk sur le pilote automatique!



La prochaine acquisition de William



Quel beau spectacle Mesdames!



Prêts pour le concours d'élégance ?

# ETC...

- La majorité des concurrents sont sortis indemnes de la dernière chasse au trésor. Cette chasse était, paraît-il, patroné par l'association des oculistes du Québec dans le but de les voir s'arracher les yeux. On a hâte de vous voir comme participants l'an prochain les époux Ouimet !

- Comme d'habitude, cette chasse a été remportée par Nicole...oups Gerry Yannone avec l'assistance de leurs deux enfants. Parlant de Nicole, cette dernière a suivi récemment des leçons de conduite données par son fils! Il était fatigué de pousser l'auto de reculons parce que sa maman ne pouvait engager la marche arrière. A la suite de ces cours, il arrive maintenant moins souvent à Nicole de démarrer en quatrième vitesse.

- UN GRAND MERCI A GERRY YANNONE QUI A EFFECTUE LES SEPARATIONS DE COULEURS ET TOUS LES PREPARATIFS NECESSAIRES POUR L'IMPRESSION DE LA NOUVELLE COUVERTURE DE L'AUTOSIASTE. LE RESULTAT PARLE DE LUI-MEME.

- Le dernier slalom a été des plus réussi et tous les participants se sont bien amusés. Il faut souligner le travail de Zaven habilement secondé de sa compagne-assistante Marielle. L'activité s'est déroulé à un rythme accéléré ce qui démontre que les membres du club commencent à acquérir de l'expérience dans la compétition.

- Le mariage a sérieusement affecté les performances (sportives) de notre compétitif Marcel Boucher. Le diminutif pilote de Laval a vu son félin vaincu par celui de nul autre que Pierre A. Ouimet ce qui vous donne une idée de son (piètre) rendement.

- La Jaguar de Pierre a fourni un effort si grand pour vaincre celle de Marcel qu'elle est tombée en panne (eh oui, à nouveau) peu de temps après le slalom. Heureusement William était là et il a montré à Pierre comment changer une bobine (coil) ce qui lui a pris une demi-journée.

" THE WIZARD'S CORNER"

Hy folks! I am the wizard IZNOGOUD and will try to go along with you all for a while if you want to support me a bit. The name of my game is to find answers to all the silly questions I ask and to send me back the answer at P.O. Box 282, T.M.R. Station, Montreal. As I am always using my flying carpet, all petrol distillates are of no value to me so I now have on hand a case of Castrol Super GTX 20 W 50 which will be given away to those who will answer my questions. Ready to go? All right now.

Here are five type or models of cars made; who can tell me the name of the car ( example: a TD Is from.....M.G.)

- |                     |             |             |       |
|---------------------|-------------|-------------|-------|
| 1.- Wraith.....     | Rolls Rolls | 39          | ..... |
| 2.- Dolomite.....   | TRIUMPH     | 34-38       | ..... |
| 3.- Wyvern.....     | VAUXHALL    | 48-57       | ..... |
| 4.- Double Six..... | DAIMLER     | 30's + 70's | ..... |
| 5.- Devon.....      | AUSTIN      | 49-52       | ..... |

I will give three quarts of oil to the first and only the first ( the stamping date deciding) who will send me a good answer, and to prove that I'm not cheap I will double the prize to six quarts if the person also identifies this one:

\*\*\*\*BONUS: Stelvio.....RILEY (30-34).....

Not so easy hé! friends! It is nice to claim here and there that you're a connaisseur, but you can't get that type of thing to the GREAT IZNOGOUD unless you can clearly demonstrate your knowledge.

Before I leave, here's a hint to find the answers. All these cars can be found in your club though not the same models.

ZOOM...ZOOOOOUM.....ZOOZOOOUMMMM.....

NOTE FROM THE 'BUREAU À RIDEAU' OF THE TREASURER

There is no doubt that Club members have sometimes asked themselves the question "What are the Club monies used for?". In asking this they are not exceptional. Probably every member of every club sometimes does exactly that. And correctly so. After all, the Club is a non-profit organization and any money received should be used for the benefit of the membership generally, either at the moment or in the reasonably near future. Everyone knows that there are times when there is a considerable intake of money as when the memberships become due and when at an event each participant pays to enter. It should also be remembered that there are occasions when a large amount of money must be taken out of the treasury as when there is a social occasion in a public hall or when Club badges are bought in quantity to get good appearance with quality at a reasonable price. So for these and other good business reasons a reserve must always be on hand to keep the Club solvent.

So that the Club's membership can have an idea of the sources of its funds and how these funds were used during 1976 until the end of July the following analysis should be of help:-

RECEIPTS

Membership dues received	\$ 190.00	44.2 % of total income
Badges sold	120.	27.9 " " "
Club events	90.	20.9 " " "
Advertisements in Bulletin	30.	7.0 " " "
	<hr/>	<hr/>
	\$ 430.00	100.0
	<hr/>	<hr/>

DISBURSEMENTS

Bulletin, printing etc.	\$ 120.41	31.0 % of total	
Postage	5.03	1.3	" "
Meetings & Social			
(Wine & Cheese Party)	37.68	9.7	" "
Prizes	61.70	15.9	" "
( 1975 event winners)			
Bank Charges	4.50	1.2	" "
Insurance	75.00	19.6	" "
P.O. Box Rental	8.00	1.7	" "
Club Equipment (Stop watch)	75.55	19.6	" "
	<hr/>	<hr/>	
	\$ 387.87	100.0	
	<hr/>	<hr/>	

So that the entire story can be known, your Treasury started this year \$393.82 to the good. This added to the year's receipts makes a total of \$823.82 against the total Disbursements of \$387.87 in 1976 to the end of July so that the Club's treasury has at this time on hand \$ 435.95. Not excessive but reasonably healthy.

These figures and the information which they indicate should not be taken as other than an informal appraisal of the Club's financial condition.

WHAT CARS SHOULD WE REGISTER?

by Pat Mullen

In order to run the competitive activities of the club, we have to decide which cars are eligible. One of my responsibilities is to chair the Admissions and Membership Committee which rules on car eligibility.

Our job is to ensure that all European cars sufficiently old to be of interest solely on account of their vintage (of both manufacture and design) have a chance to be entered in automobile competition with a reasonable hope of success. This is clearly impossible if modern cars of higher performance and better road-holding (and better availability of spare parts) are allowed to be entered.

Where, then, do we draw the line? This is a question which is difficult to answer for some marques and models, easy for others; as the years go by the answers will change and the relative difficulty of answering will also change.

A few examples:

This year, all MGA's and no MGB's are eligible because all 1961 models are eligible and the MGB is a current model started in 1962.

All Jaguars with non-independent rear suspension are eligible unless someone turns up with an example less than ten years old.

Broadly speaking the rules (in 1976) are:


- European cars only.

.../2

What cars should we register? - page 2

- All cars of 1961 or earlier.
- No cars later than 1966.
- Some 1962 to 1966 models of which the basic design is 1959 or earlier or which the Committee believes would enhance the appeal of the club to its members, eg. a racing car or a marque now non-existent.
- If a non-original motor or body is fitted to a chassis/suspension unit, all three major assemblies must conform to the above rules.
- It is sometimes necessary to fit modern versions of subassemblies, such as radiators and even gearboxes to older cars when parts are unobtainable. This is allowed but please let us know under "modifications" when you register the car; another club member with a non-running car may be very interested!

Just keep those registrations coming in - there's no charge!



ZAVEN DARAKJIAN **PIT STOP**  
175 PEEL ST. MONTREAL  
TEL. 861-3214

SYSTÈMES VISUELS INC.

**MASTER CHART**



VISUAL SYSTEMS INC.

810 rue MARSHALL Street,  
LAVAL, QUÉBEC H7S 1K1  
Tél.: (514) 333-1782

R.A. MARSHALL  
President



"HICK-UPS" FROM AN UNRELIABLE "BLOWER"

by John McFall

How Gullible indeed! Maybe it was the "Singer-Lemans" that "rolled over" on a visit to "TIP-TOP" at Fairview shopping center reported in a recent "Bullitin" under the heading of "Backfires from a reliable Exhaust" by Phill Avis.

Certainly anyone can see that the "Alpine" is quite stable even at the steep angle it is displayed at, - even after 3 months it still holds its angle - it was designed to race round corners + talk about a flat drift in gravel, - but read on!

A 1955 it isn't - 53/54 maybe - mine is a bonafide 1955, but sceptics are easily confused, even "Roots Dealers" are confused about Sunbeam Alpine Series III and Mark III ( about 10 years). From 1952 to 1956 Alpines like mine and the Tip-Top car were produced in a series of Mark numbers, all body shells being identical ( British Light Stamping and Pressing Co.) only trim ( Chrome, etc.) + some minor improvement in running gear distinguish the different Mark numbers.

A true "Export" or left hand drive car was produced and is identifiable by the serial number. About 2500 (sedans, convertables, and Alpines) originally came to Canada during 1952 to 56.

While the "Chrysler Metallic Brown" paint on the Tip-Top car is NOT authentic nor is the "Mocha" coloured interior, the effect is, none the less, quite pleasing to the eye. The Authentic colour schemes are : - "Alpine Mist" (silver) with special bright

Red upholstery (which fades in the sun to an orange colour): Ivory, with special Bright Red upholstery: Coronation Red with extra light Fawn upholstery (tan): Sapphire Blue with extra light Fawn upholstery (tan) - all wheels furnished in Body colour except Ivory which had Bright Red wheels. Interior Plastic was either Black or Cream (wheel, knobs, etc.)

Reasonably priced tires are a problem, the correct tire is a 6 Ply Dunlop Fort 550 X 16 - some 600 X 16 Canadian Tire tires can be used but clearance in the rear and turning radius in the front is lengthened considerably - not to mention handling and some performance.

The standard engine is a 4 cylinder monoblock, valve in head with 3 main bearings + a single throat, down-draft carb. Bore + Stroke are 3.1875 X 4.33 ins giving a cc of 138.2 cu ins. I develops 80 HP at 4200 RPM or somewhere near 90 HP with dual carbs + a special HC head (mine is standard).

Wheelbase is 97 $\frac{1}{2}$ " and unladen weight - 2900 lbs ; with a driver + passanger (max Capacity) + 150lbs luggage - 3350 lbs.

In 1952 the Sunbeam Racing Team won 3 Coupes des Aples and the Manufacturers Team Prize against all competitors. They also came second in that year's Monty Carlo Rally.

In 1953 the Sunbeam Alpine 2 seater won no less than 4 Coupe des Alps in the International Alpine Trial.

In 1954 - a prepared Alpine was driven in a timed speed test to 119 MPH (by a woman no less) - much faster than I care to run mine - I've had her up to 30+ on the Autoroute with plenty more to go, but not for me.

Really it is a GT type car and tours very comfortably at 55 to 60 all day but is a real pill in today's traffic around town. (4 speed box).

For those of you who have stuck it out so far, you may be interested in knowing that, to my knowledge, there are now only 5 Alpines of this series left in Canada (1976): 1) mine (original, 3rd owner), 2) 1 fully restored in Simcoe Ont (original owner), 3) the Tip-Top Car (actually in good running condition + I believe an original car) 4)+5) 2 scrappers in Whitby Ont. (Imported in the 1960's)

There are about 3 or 4 Convertable Coupes (4 passenger modles) arround and another 3 or 4 Sedans (Saloons) somewhere in Canada.

These 3 body modles were the whole extent of the car line in 1952 to 56.

There appears to be no shortage of Alpines of this preiod available in U.K. + I suspect the \$11,00 mentioned for the Tip-Top car is about right - after all there are dozens of MG, Jag, Am, Ferrari + Rolls around but how many of this Alpine have you seen in Canada - + my car has its original gear box - however I'd be glad to discount this price by 10% to any member, maybe even another 3% for all cash!- as is of course! -First come first served!

Hillman, Rapier + Humber cars up to the mid 60's have some interchangeable parts with the 52 to 56 Alpines + I would be pleased to pass along (Free to any member) tips on local sources for odd parts for these cars.

Many thanks to Phill Avis for his challanging (to me) report on the "Tip-Top Alpine" - maybe this will spur an article on some other Marque - from our membership.

"IS THERE ANYTHING AS GOOD AS THE ALPINE OUT THERE??"



John McFall  
637-6834  
Member #13

" JUGE, OH, JUGE, DIS-MOI QUI EST LA PLUS BELLE ? "

Ainsi en sera-t-il lors de notre concours d'Elegance qui aura lieu le dimanche 19 septembre à compter d'une heure trente ( 13:30 hres).

Le site magnifique du terrain de balle du Collège Jean-de-Brébeuf nous est entièrement réservé ( tout en gazon). L'adresse de cet endroit est: 5625 Decelles, Outremont, Qué. Nous tenterons de vous diriger à travers le campus pour que vous ne puissiez manquer cette parade qui promet m'a-t-on dit du jamais vu, de l'exceptionnel, du "faites-moi rêver!

Ainsi nous vous attendons en grand nombre et une recommandation spéciale et é-i s c r è t e est faite à un membre pour cet évènement : GERRY LAVE LES ROUES DE TA 140!!!!!!!  
Sans racune et à bientôt,

---

" YOURS IS NICE I AGREE, BUT WAIT TILL YOU SEE MINE!!!! "  
to be read with a pretentious accent.

No one, of course, would ever think that way, in our club at least, but, still, we will all have a chance to compare at our annual Concours d'Elégance that will be held on september 19, 1976 from one thirty p.m. (13:30).

We will benefit the baseball field of Collège Jean-de-Brébeuf which is at 5625 Decelles, Outremont. We shall try to lead you through the campus so that you might be present to see dreams! Sorry I meant nice cars, even some that you

...../2

have never seen if I beleive rumors around.

So we will be waiting for you all there and to make sur e  
that everybody notices here, is a liberal translation of so-  
mething that was written in the french announcement in a  
very discrete manner : GERRY ONE DAY HAD A CAR, HE HE HE HI HO!"  
GERRY NEVER WASHED THE WHEELS? HE HI HE HE HE HO  
NOW IF YOU WANT TO KNOW THE END OF THAT  
KNOWN SONG MAKE SURE TO JOIN US AT THE  
CONCOURS.

N.D.L.R.: Nous tenons à exprimer nos plus sincères remerciem  
ments à notre ami Gerry pour être devenu le point de  
mire de cette prochaine activité et aussi pour avoir  
servi de tête de turc pour égayer cet article.

N.D.L.R.: Gerry doit aussi être félicité pour avoir par-  
ticipé de façon très concrète à la réalisation  
de la nouvelle page couverture de notre revue  
l'AUTOSIASTE.

En foi de quoi je ne sais si j'ose  
signer.

P.A.O. dir. des activités

SLALOM

August 22 1976

	Type auto.	Slalom time Best of 3 trials	Slalom fi- nishing posit.	Consistency seconds within	Consist. position	Position overall	class
CLASS A 0 to 2600c.c.							
William Ayoub	Mercedes 190 SL	45.4	1	2.6	3	1	1
Bob Marshall	Austin Sprite	46	2	6.9	5	2	2
Pierre Bilodeau	MG TF	47.3	6	3.3	4	3	3
Gilles Desroches	MG TC	48.1	7	18.3	10	5	4
Laurence Retusing	Facel Vega	53.8	8	11.7	8	4	5
Ed Richardson	MG D	1.00	10	D.N.F.	12	8	6

## CLASS B over 2600c.c.




Pierre Ouimet	Jaguar XK 150	46.1	3	1	1	1	1
Bruce Marshall	Aston Martin DB 2	47	4	7.1	6	3	3
Marcel Boucher	Jaguar XK 150	47.2	5	2.4	2	2	2

## CLASS SEDAN

Ralph Hemmi	Bentley Mk VI	55.4	9	18.8	11	7	2
D. Duhaime	Austin Princess	1.01	11	12	9	7	2
Hugh Jockel	Rolls Royce P2	1.17.3	12	9	7	6	1

Timing Zaven Darakjian  
Ass. Marielle Lambert

# ACTIVITES 1976

1. 26 MARS (vendredi 8<sup>00</sup> pm): SOIREE DE FILMS
2. 23 AVRIL (vendredi 8<sup>00</sup> pm): SOIREE SOCIALE  
DEGUSTATION DE VINS &  
FROMAGES
3. 16 MAI (dimanche 09:45 ): PROMENADE D'ESSAI
4. 13 JUIN (dimanche 1<sup>00</sup> pm): GYMKHANA
5. 11 JUILLET (dimanche 10<sup>00</sup> am): CHASSE AU TRESOR  
PIQUE-NIQUE
6. 1<sup>er</sup> AOUT (dimanche 9<sup>00</sup> am): GRANDE PROMENADE A  
UPPER CANADA VILLAGE
7. 22 AOUT (dianmche 1<sup>00</sup> pm): SLALOM
8. FETE DU TRAVAIL: GRAND PRIX MOLSON, TROIS RIVIERES
-  9. 19 SEPT. (dimanche): CONCOURS D'ELEGANCE,
-  10. 10 OCT. (dimanche 12<sup>00</sup> pm): RALLYE # 1 (2<sup>e</sup> essai)
-  11. 31 OCT. (dimanche 1<sup>00</sup> pm): PROMENADE D'ADIEU DANS  
LE PITTORESQUE MONTREAL

Si vous avez des suggestions, n'hésitez pas à me contacter à 694-1135

Pierre A. Ouimet dir. act.

