

AUTOSIASTE

vol 2 no 5

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



Leonetto Cappiello 1875-1942

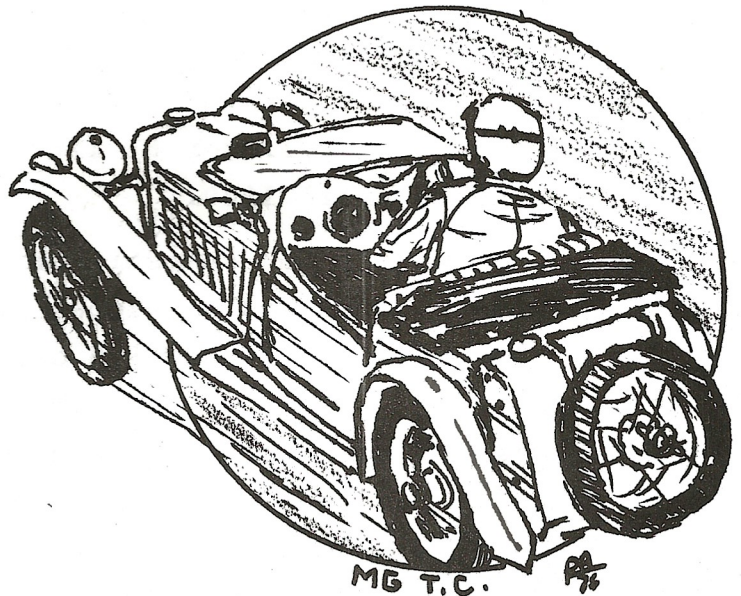
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SOMMAIRE-----CONTENTS

Pre-war Bentleys.....	Bob Neapole.....	2
Les Bentleys d'avant-guerre.....	Bob Neapole.....	7
La colonne des lecteurs - Letters to the editor.....		11
Etc...Etc...Etc.....		12
V.E.A.E. to participate in vintage racing.....	Bob Marshall.....	14
Le coin du magicien.....	X.....	16
An old friend.....	Ed Richardson.....	17
Concours d'Elégance.....	Pierre A. Ouimet.....	19
Backfires from a reliable exhaust.....	Phillip Avis.....	21
Echos du rallye-Here and there between checkpoints..	Pierre A. Ouimet.....	23
Assemblée générale des membres-Annual General Meeting.....		24



BIENVENUE AUX NOUVEAUX MEMBRES:

WELCOME NEW MEMBERS:

Bob Neapole
18 Sthrancona Drive
Mont-Royal, P.Q.
H3R 1E4

Bus. 382-3030
Res. 342-1969

1934 Bentley 3½ litre
Vanden Plas Replica open tourer body

Bruce Marshall
1166 Bd Laird, #8
Mont-Royal, P.Q.

Res. 341-3140

1953 Aston Martin DB2

PRE-WAR BENTLEYS

by: Bob Neapole

I have been asked by Gilles Desroches to contribute an article on pre-war Bentleys in general and on my 3½ litre in particular.

The early history of the Bentley company is well enough known by most members to need only a short resumé of its activities here. From inception in 1919 to bankruptcy in 1931, the original company under Mr. W.O. Bentley produced a total of 3,035 automobiles of six different models.

After two years of development the 3 litre model was introduced in 1921, remaining in production until 1929. However, by 1926 it was realized that the 3 litre engine could not provide sufficient performance for the large closed coachwork insisted on by some owners, so the more powerful six cylinder 6½ litre was introduced. It remained available until 1930.

Primarily for competition purposes, the 4½ litre four cylinder model was developed by 1927. As sold to the public it was usually fitted with open four seater fabric touring bodies by VandenPlas, somewhat in the style of the LeMans bodies of the day. A further development was to supercharge the 4½ litre. For homologation at LeMans it was necessary to produce 50 such models which was done between 1929 and 1931, although a supercharged Bentley never won a major race.

In 1930 the 6½ litre was increased to 8 litre for still more power, providing 100 mph performance from heavy closed limousines, and outperforming the then current Phantom II Rolls-Royce with which it was in direct competition. Only 100 of these chassis were built during 1930-31. The standard wheelbase of the 8 litre was 13 feet!

Throughout the life of the original company, finances (or lack of them) were a constant problem. As early as 1926 "Babe" Barnato (one of the "Bentley Boys" mentioned by Ed. Richardson in an earlier article) had to invest heavily in the company to keep it afloat. However, in 1929-30 Bentley suffered even more severely due to the world-wide depression then taking hold. Finally, in 1931 to boost sales and offer a "cheaper" luxury car comparable to the 20/25 Rolls-Royce they produced 50 8 litre chassis with 4 litre engines. Unfortunately, these cars were not really much cheaper to build, had very poor performance, and did not prevent the firm from going into receivership later that year.

During his connection with the original company, W.O. Bentley managed to design and produce the winner of the LeMans 24 hour race in 1924, 1927, 1928, and 1930, as well as many other successful competition cars.

Rolls-Royce bought the assets and formed Bentley Motors (1931) Limited, probably to prevent the 8 litre from remaining a competitor of the Rolls in the luxury class. However, the introduction of the 3½ litre in 1933 was more in the sporting tradition of old Bentleys. It had a lighter and lower chassis than the "Small" 20/25 Rolls Royce, and a more powerful engine due to the fitting of two S.U. carburettors, a different head, and higher compression ratio to the 20/25 block, and generally better and more sporting performance. The first 3½ litres were delivered to the public in January 1934. Although many coach builders provided a variety of bodies for this chassis during its production to 1937, (and to the 4¼ litre introduced in 1936), the most common were a "Standard" Saloon by Park Ward, and various open four seater tourers by Vanden Plas.

My chassis No. B130BL was ordered by a Sir Ernest Oppenheimer in June 1934. It was fitted with a saloon body by Park Ward and delivered in September, immediately being sent to South Africa. Original prices were £1100 for the chassis, £360 for the body, with extras such as bumpers and radio costing £17 and £26 respectively. (At today's rate of inflation the complete car cost the equivalent of about \$25,000).

The car returned to England in 1937 and was registered EYL 141. In 1972 it was purchased by Frank Dale & Stepsons, London, for restoration and resale. The coachwork was found to be in such bad condition, although the chassis was sound, that it was decided to rebuild the body in the style of the original 17 1934 Vanden Plas tourers.

The engine shows 95,000 miles, but this could be 195,000.. or 295,000. In any case it was rebored and new pistons fitted, although the main bearings were not touched. The front axle was rebuilt with new king pins, bushing, wheel bearings, spring anchors, and steering joints. The original road springs were re-cambered, new bearings were fitted to the rear axle and transmission main shaft, and the radiator was recored. As for the body, the radiator shell, engine hood, cast aluminum bulkhead, and trunk were retained from the original, while replica wings, doors, and side panels were made. The chassis, wheels (rebuilt), gas tank, instrumentation, etc., are original, and the top frame is originally of the period. The interior has been reproduced in the style of the Vanden Plas tourers. The overall rebuild was completed in 1975 to a reasonably high standard. So far, the car runs and handles well. Except for a minor problem with the starter drive, it seems reliable enough, particularly considering the limited "week-end" motoring it is being subjected to.

Finally, many spares for pre-war Deby Bentleys are still available, although they are no longer marketed by Rolls-Royce.

A brief set of specifications of the 3½ litre follows, along with a table showing production of pre-war Bentleys. It should be noted that no more than 5,500 of all models were produced before 1939, which makes any pre-war Bentley a fairly rare animal today. It is all the more suprising, therefore, that over 25% of all pre-war Bentleys are still being driven by members of the Bentley Drivers Club worldwide.

3½ litre SpecificationsENGINE

6 cylinder, overhead valves, pushrod operated
 7 main bearings
 Head and Block: Cast iron
 Crankcase: Aluminum alloy
 Torsional vibration damper on crankshaft
 Pistons: Aluminum alloy, 3½" bore x 4½" stroke
 Displacement: 3669 cc, 225 cu. in.
 Horsepower: 120 h.p. @ 3800 rpm
 Gear driven generator, oil pump, water pump
 Carburettors: 2 - 1 3/8" S.U.
 Fuel pump: Double S.U. electric, 36 g.p.h. capacity
 Cooling system controlled by thermostatically - operated radiator shutters

CHASSIS

Wheelbase: 10'-6", track 4'-8", tire size: 5.50 x 18,
 72 spoke wheels
 Chassis weight: 2510 lbs.
 Gearbox: 4 speed, overall ratios 4.1, 5.1, 7.1, 11.3:1,
 synchromesh between 3rd & 4th
 Rpm @ 60 mph: 2600.
 Top Speed: 95 mph @ 4500 rpm
 Suspension: Semi-elliptical springs, solid axles, hydraulic
 shock absorbers
 Brakes: Rod operated mechanical assisted by servo motor
 operating at 1/30 engine speed off side of gearbox
 Chassis Lubrication: "One shot" oil lubrication system

PRE-WAR BENTLEY PRODUCTION

<u>Model</u>	<u>No. Cyls.</u>	<u>No. Made</u>	<u>Years</u>
3 litre	4	1,624 (4) *	1921-1929
6½ litre	6	544	1926-1930
4½ litre	4	662 (6) *	1927-1931
4½ litre S.C.	4	55	1929-1931
8 litre	6	100	1930-1931
4 litre	6	50	1931

R.R. TAKE-OVER

3½ litre	6	1,191	1933-1937
4½ litre	6	1,241	1936-1939
Mark V	6	17	1939

* Figures thus () indicate additional cars assembled by R.R. from spare parts after their take-over

LES BENTLEYS D'AVANT-GUERRE

par: Bob Neapole

A la demande de Gilles Desroches, j'ai préparé un article sur l'historique des Bentleys d'avant-guerre en général et sur ma 3½ litres en particulier.

L'histoire de l'ancienne compagnie Bentley est probablement très bien connue de la plupart des membres et un court résumé est tout ce qui est nécessaire ici.

Après une période de développement de deux ans, le modèle de 3 litres fut introduit sur le marché. C'était le premier des six modèles construits sous les ordres de W.O. Bentley par la compagnie originale, production totalisant 3,035 voitures de 1919 à 1931. Le modèle 3 litres fut disponible jusqu'en 1929, mais en 1926 on a constaté que le moteur de 3 litres n'avait pas la performance suffisante pour la carrosserie grosse et lourde de cette époque, alors un puissant six cylindres 6½ litre fut introduit sur le marché et fut disponible jusqu'en 1930.

Pour la compétition qui était alors de première importance pour la compagnie (ie: utilisée comme moyen de publicité) le modèle 4½ litres fut amélioré en 1927. Vendu sur le marché, il était généralement construit avec une carrosserie ouverte de type "Touring" à quatre places, fabriqué selon le style des bolides "Le Mans" de ces années. Les modifications continuèrent pour donner le modèle 4½ litres "Supercharged" dont Bentley a assemblé plus de 50 versions dont le but premier était l'homologation à la course des 24 heures du Mans, même si aucune Bentley "Supercharged" n'a gagné une course majeure.

En 1930, le 6½ litres fut amélioré jusqu'à 8 litres pour obtenir une plus grande puissance et une meilleure performance. Même avec une carrosserie plus volumineuse et plus lourde, les limousines modèles 8 litres pouvaient atteindre une vitesse de pointe de 100 milles à l'heure et généralement elles avaient une meilleure performance que la Rolls-Royce Phantom II son plus sérieux rival dans ces années. Malheureusement, la production des châssis du modèle 8 litres c'est limitée à 100 exemplaires en 1930-31. L'empattement normale d'un châssis du modèle 8 litres était de 13 pieds.

Le côté financier fut un problème constant pour les anciennes compagnies. Par exemple, il fut nécessaire pour M. "Babe" Barnato (un des "Bentley Boys", selon Ed. Richardson dans un de ces récents articles) d'investir un montant très considérable pour maintenir la production Bentley en 1927. Mais, malgré tous ses efforts, la dépression mondiale de 1920-30 fut le coup de grâce pour Bentley. Ils ont quand même construit 50 modèles 4 litres pour faire compétition à la 20/25 Petite Voiture de Rolls-Royce malheureusement sans succès. Donc, la compagnie originale fut dissolue finalement en 1931.

Pendant ces douze années en tête, M. W.O. Bentley était le dessinateur et le producteur des voitures gagnantes de la course des 24 heures du Mans en 1924, 1927, 1928 et 1930.

La compagnie Rolls-Royce a acheté les biens immobiliers et a formé Bentley Motors (1931) Limited et a ainsi mis fin à la compétition entre la Rolls et le modèle 8 litres dans la classe "Luxueuse". Ils ont alors lancé le modèle 3½ litres après deux ans, modèle de la tradition des Bentleys sportives. Le châssis était plus léger et surbaissé que les 20/25, et le moteur à deux carburateurs S.U. avait une tête redessinée, donc une performance supérieure et plus sportive.

Les premiers modèles 3½ litres furent vendus en janvier 1934. Il y avait beaucoup de compagnies "Coachbuilders" qui fabriquaient des carrosseries à cette époque et on trouve plusieurs exemplaires de leurs variétés sur les chassis du modèle 3½ litres, ainsi que le 4½ litres introduit en 1936. Néanmoins, les styles les plus populaires étaient un "Standard Saloon" à quatre places par Park Ward, puis un "Tourer" ouvert à quatre places vendu par Vanden Plas.

Mon chassis No. B130BL fut commandé par un certain Sir Ernest Oppenheimer en juin 1934. Il fut assemblé avec une carrosserie "Standard" Park Ward et livré en septembre pour être expédié en Afrique du Sud. Les prix originaux sont de £ 1100 pour le chassis, £ 360 pour la carrosserie et les accessoires comme les pare-chocs et la radio coûtent £ 17 et £ 26 respectivement. (Aujourd'hui avec l'inflation la voiture toute équipée aurait une valeur d'environ \$25,000).

En 1937, la voiture est revenue en Angleterre et enregistrée EYL 141. En 1972, elle était achetée par Frank Dale & Stepsons, un vendeur de voitures antiques pour la remettre en état et la revendre.

Après une inspection rigoureuse, il fut décidé de refaire la carrosserie dans le style "Tourers Vanden Plas" original de 1934, parce que le chassis était toujours en très bonne condition, mais la carrosserie Park Ward était trop détériorée pour la remettre en bon état à un coût raisonnable.

Le moteur a 95,000 milles, mais il est fort possible qu'il ait 195,000 milles ou même 295,000 milles. Il a été calibré et des pistons neufs furent installés, cependant, les coussinets principaux sont toujours les originaux. Le pont avant fut reconstruit incluant les axes de fusée, manchons, roulements des roues, fixations des ressorts et les joints de directions sont neufs.

Les ressorts ont été renforcés, des nouveaux roulements ont été installés sur la transmission et l'axe arrière et le radiateur fut rénové. Pour ce qui est de la carrosserie, la calandre, le capot, la paroi anti-feu en aluminium coulée et la malle ont été gardés de la carrosserie originale, alors que les ailes, les portes et les panneaux latéraux furent refaits. Le châssis, les roues (re-construites), le réservoir d'essence, l'instrumentation, etc., sont les pièces originales ainsi que l'armature du toit est aussi de la période. L'intérieur a été reproduit dans le style du Vanden Plas Tourers. La restauration complète fut terminée en 1975 et est d'une très grande qualité. A date, la voiture fonctionne bien et est d'une conduite très agréable. A part un problème mineur avec le démarreur, la conduite demeure très sécuritaire particulièrement si l'on considère son usage très limité actuellement, pendant les fins de semaine seulement.

Finalement, on peut encore trouver plusieurs pièces de rechange pour les Bentleys même si elles ne sont plus maintenues sur le marché par la compagnie Rolls-Royce.

Une brève description des spécifications de la 3½ litres d'avant-guerre suit ainsi qu'un tableau qui montre la production de toutes les Bentleys assemblées avant la guerre. Il est aussi à noter qu'une production moindre de 5,500 voitures au total de tous les modèles fut construite avant 1939, ce qui explique la rareté des Bentleys d'avant-guerre.

Par conséquent, il est quand même surprenant que plus de 25% de toutes les Bentleys d'avant-guerre sont actuellement conduites régulièrement par les membres du "Bentley Drivers Club" mondial.

La colonne des lecteurs

Letters to the Editor

Dear Gilles,

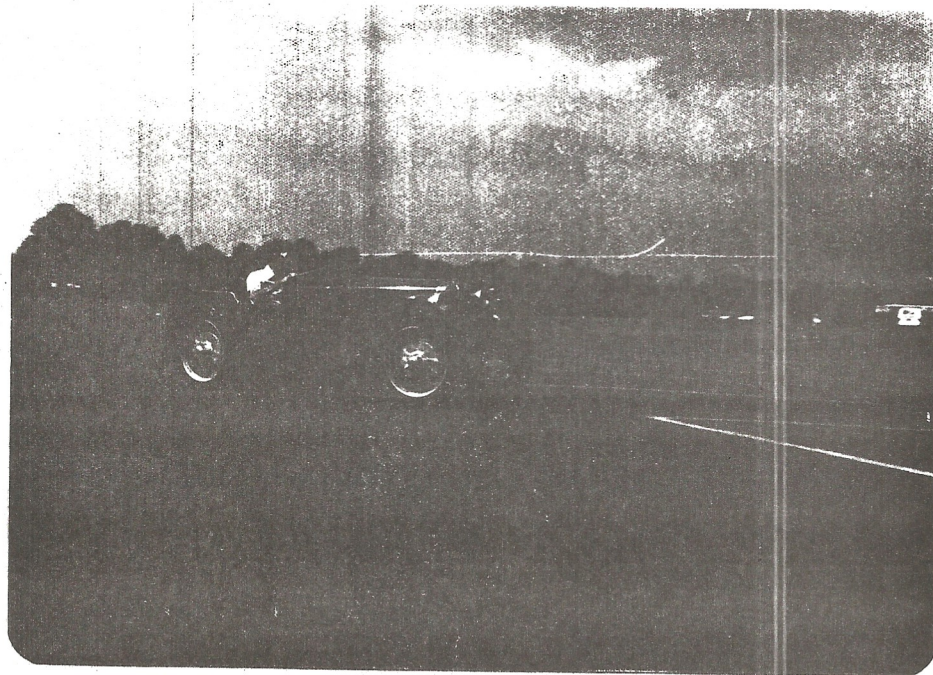
Should you ever reach the bottom of the proverbial barrel, the enclosed might prove useful as a filler or something. I must apologise for the typing, my typist was inebriated; needless to say her services have been dispensed with!

I do congratulate you on the journal, both its cover and contents. Bravo!

I also enclose a little snap which might amuse: - Tazio Ricardo at very high speed??! in his MG in the slalom.

Ah well, vive le sport, sic transit and all that.

Ed Richardson.





Voici quelques échos du dernier concours d'élégance:

Ed Richardson was very happy with the judging at the concours..... after he had called his lawyer who told him that if the judges didn't do or said that..... he could have.....

Si vous voulez un électricien compétent pour réparer votre voiture, on peut peut-être vous en suggérer un: William, expert entre tous, se véhicule dans une Vauxhall sans lumières de freins. Si vous voulez savoir pourquoi il n'ose les réparer, demandez le à son ami Pierre. Depuis qu'il a réparé ses clignotants, les lumières de freins de sa Jaguar allument même en AVANT. Conclusion.....

Quote from Brian Pollock: "My Porsche is what we call a waiting restoration!".... We now wonder if we will see his restored car before or after the completion of Pat's NB.

Brian Pollock a tenté en outre de soudoyer les juges pour qu'ils déclarent sa Porsche vainqueur au concours. Après avoir longtemps hésité, les juges ont refusé, prétextant que les pare-chocs de sa voiture n'étaient pas aussi immaculés que ceux de la Bentley de Bob Neapole.

ETC.....

Note to Ed Richardson: The Grandissimo IZNOGOUD did not understand why you adressed him in such a 'cavalier' way when you called him Dr. Stinker Iznogoud V.D.O.C. Who can tell Iznogoud what it means? Also Ed or Tazio Ricardo O.C. 23rd class, the car named Stelvio was not a PASS as you thought.

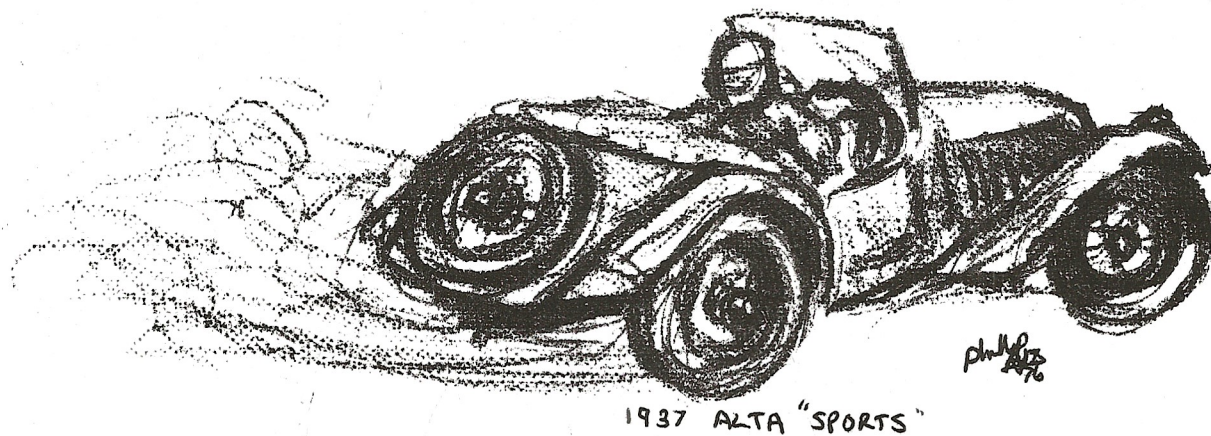
Si vous voulez savoir les réponses aux questions de Iznogoud, payez votre cotisation 1977 pour vous assurer votre prochaine copie de l'"Autosieste. Une bonne idée n'est-ce pas?

A VENDREA VENDRE.....

BLOC Moteur de Bentley 4 1/2 L., Pressure Plate, Clutch, Générateur, pour Mk VI ou R Type. William 334-5823.

Pneus blancs Bande 4", Cinq pneus absolument neufs
prix : \$ 90.00 chacun. appeler William 334-5823.

Jaguar 420 G en état so and so..... appeler Pierre 694-1135



1937 ALFA "SPORTS"

V.E.A.E. TO PARTICIPATE IN VINTAGE RACING

Zaven Darakjian and I drove up to Kingston a couple of weekends ago to attend the CASC meeting arranged to decide upon whether vintage sports car racing would be feasible in Canada next year.

We spent the full day in the meeting contributing some valuable input into the formation of what will certainly be a sure thing next spring.

The meeting was made up of the CASC executive, several members of the VSCCA and many people who were just interested in getting the program started.

When the question was asked: "How many in the room have eligible cars ready for a racing program next spring?", about 35-40 people raised their hands.

With such a response, it was decided that we would go ahead and that we should spend the afternoon making the rules.

After the lunchbreak, we reunited to draw up the regulations and I will attempt to outline several of them below. None of these are yet official but will give you an indication of how the events will be run:

- a) All cars, to be eligible, must have been produced before or on December 31st 1961.
- b) All cars must pass a basic scrutineering test before each race.
- c) All drivers to compete, must hold a basic FIA-CASC competition licence. Don't let this scare you. It is not difficult to obtain. Drivers schools will be held at Mosport and Tremblant next spring.
- d) All cars competing must have a minimum of a metal to metal, two point seat belt with a 3" abdomen width (this can be obtained by installing an ordinary seat belt and then simply sewing a 3" x 12" strip of felt to it across the stomach).
- e) Roll bars are not required but are recommended.

- f) Window glass does not have to be replaced if it is shatterproof.
- g) Cars may run with soft tops or hard tops in place.
- h) Cars may run with soft tonneau covers in place but metal tonneau covers are not permitted (D-Type Jaguar).
- i) Drivers must wear fire retardant (Nomex) underwear. A Nomex outerwear suit is recommended but not required.
- j) Drivers must wear a helmet with S.N.E.L. 1970 specs.

The list of regulations is longer - these are just the basics. We will all receive minutes of the meeting by mail.

As mentioned before, drivers schools will open in early spring and the race program will begin shortly after that. Races will be run at Mosport, St-Jovite, Shannonville (Ont.) (just west of Kingston), Sanair and Trois-Rivières. An invitational will be held at Watkins Glen (New York) with the VSCCA during the U.S. Grand Prix.

As you can see, a very exciting summer lies ahead of us. All of our cars are exigible and remember, the emphasis is not on driving flat out and ruining your car and perhaps injuring yourself and others, but on participating in a fun sport which has been developed have to allow Canadians interested in vintage cars to bring them out on to a track and enjoy themselves.

To play down the hard, flat out competitiveness we have decided that there will not be any classes. This means that a Morris Minor could be competing with a BirdCage Maserati Type 61. It is obvious which is the faster car but the Morris could be the winner!

Think about joining in the fun. We estimate that the total cost to set up will be approximately \$75 for underwear, helmet and seat belt. Add to that the drivers school and you are ready to race.

Any volunteers. We have two already - Zaven and yours truly

Bob Marshall
President

"LE COIN DU MAGICIEN".

Bien le bonjour! Eh, oui, c'est moi le magicien IZNOGOUD!
 Bien peu de gens se sont risqués à repondre à mes questions,
 mais j'ai quand même décidé de tenter à nouveau l'expérience,
 présumant que les questions n'étaient sans doute pas assez dif-
 ficiles la première fois pour que vous daigniez y répondre.

Aujourd'hui, mes questions porteront sur un sujet différent.
 Vous savez tous que plusieurs marques d'automobile ont un nom qui
 vient d'un anagramme tel B.M.W. qui vient de Bayerische Motoren
 Werke; ainsi donc, je vous défie de me dire d'où viennent ceux
 qui sont énumérés ici-bas:

- 1) S.A.A.B.:.....
- 2) D.K.W. :.....
- 3) F.I.A.T.:.....
- 4) A.L.F.A.:.....

BONUS: S.I.M.C.A.:.....

Comme la dernière fois, je remettrai 3 pintes de Castrol au
 premier à me donner la bonne réponse et je double le prix si
 la question "BONUS" a aussi une bonne réponse.



Le gagnant du premier concours: Bob Morrison (M.G. TF)

Les réponses: 1: Wraith: Rolls-Royce, 2: Dolomite: Triumph,
 3: Wyvern: Vauxhall 4: Double Six : Daimler
 5: Devon: Austin BONUS: Stelvio: Riley or
 Bugatti.

AN OLD FRIEND

by Ed Richardson

Earlier this year, thanks to Dick Hills, I met an old and very dear friend. No, not two-legged but one with wire wheels at each corner. One which had given me some of the greatest and most stimulating experiences of my life.

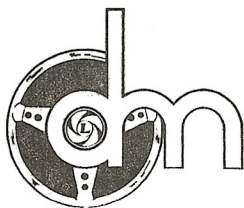
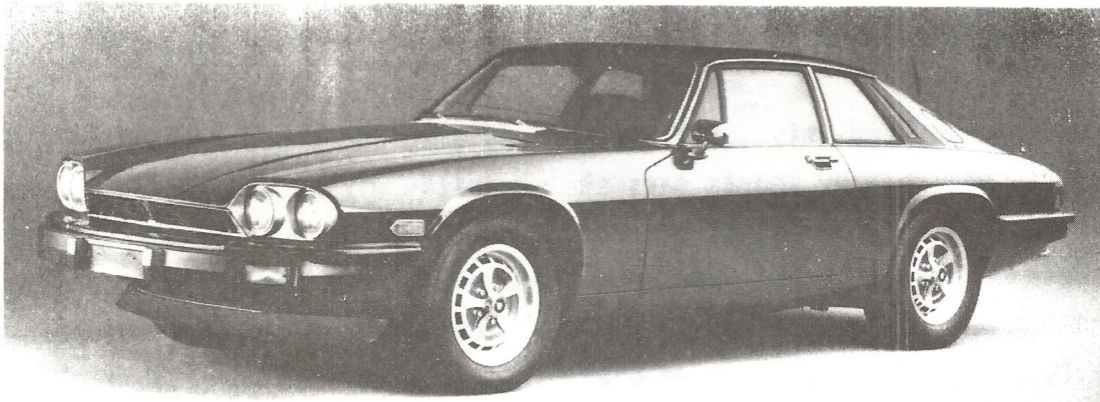
Most of you know her; great cars are feminine to me, a grey Jaguar XK150S.

When you met someone you have not seen for many years do you feel sometimes perhaps that something has stirred in the attic of your mind, and has disturbed the dust, uncovering a photograph or an object propped against the wall? Then memories come flooding back like a rising tide, or perhaps in my case a better metaphor might be "long dead sap".

She was sensitive, but when appreciated and properly handled - divine! Unlike many sports cars she was silky with a subdued note. Only when the accelerator was depressed beyond the three-quarter mark, and the speed past 90 miles an hour, did the exhaust note change to a menacing roar. The speedometer needle would indicate 120 mph in no time; then a wild intoxication would come over me as it continued to climb to 130 mph. bringing every nerve to the peak of concentration as the landscape rushed at me, my eyes searching far ahead, anticipating a cross-road, a child, or animal. When a gentle curve came up, I would ease the accelerator and let the speed drop back to around 110 mph., then with a flick of the wrist, negotiate the curve and be confronted with a long straight. The accelerator would be floored, the twin petrol pumps working furiously, the three big SU carburetors wide open. Soon, 140 miles an hour would be on the dial, and the tachometer needle into the red area, the car running as if on rails, the front end heavy and firm. For two or three minutes I

would know a moment supreme above others in the life sensation of man, a feeling related to ecstasy. Another corner, sharper this time, a touch of brake, flick out of over drive at 100 mph., drop down to 80 mph., and the curve would be behind me.

Such was the last of the "classics". A real motor car which will never become a laughable reminder of passe fetishes as will 99 percent of Detroit's tasteless and flashy products.



Decarie Motors Ltd.

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

QUEBEC'S NO. 1 JAGUAR DISTRIBUTOR

UN SUCCES SANS PRECEDENT: le Concours d'élégance 1976.

Ceux qui sont venus en ont eu plein les yeux! Du soleil d'abord, qui nous a honoré de sa présence du début à la fin, et aussi de voitures toutes aussi rutilantes les unes que les autres.

On vous promettait des surprises, on en a eu! Qui aurait prédit qu'il y aurait autant de Bentley que de M.G.? Qui aurait pu prévoir qu'il y aurait 22 autos sur ce site magnifique et que près de 70% des membres du club y seraient?

Mentionnons que cinq voitures en étaient à leur première apparition, dont la grande gagnante du concours: la superbe Bentley 1934 de Bob Neapole. Le ton est lancé, à partir de maintenant le slogan du club est : ON PARTICIPE.

Vous trouverez dans les pages de l'Autosiate plusieurs commentaires qui ont fusé durant cette très agréable journée.

Les résultats officiels:

NOM	VOITURE	POINTS
NEAPOLE	BENTLEY 34	96
Schmekel	A.H. 3000	90
Richardson	Bentley Mk VI	88
Hills Dick	Jag. XK 150	86
Marshall B.	Aston Martin	80
Pollock B.	M.G. T.C.	80
Darakjian Z.	Daimler SP 250	76
Ayoub W.	Vauxhall	76
Bilodeau P.	M.G. T.F.	74
Desroches G.	M.G. T.C.	74
Hemmi R.	Bentley Mk VI	70
Archambault F.	Porsche 356	70
P. Townsend	Bentley S 1	68

suite des résultats du concours d'E.

<u>NOM</u>	<u>VOITURE</u>	<u>POINTS</u>
Turgeon D.	M.G. TD	68
Adams J.	Aston Martin	64
Yannone G.	Jag. XK 140	40

Il faudrait aussi mentionner que certaines autres voitures étaient sur les lieux mais qu'elles n'ont pas été jugées , surtout celles qui appartenaient aux juges qui étaient Bob, Hugh et Pierre. L'an prochain, cette tâche sera partagée par Bob Neapole et le directeur des activités.

RENDONS A CESAR CE QUI EST A CESAR:

Notre envoyé spécial nous rapporte que Gerry mérite des félicitations pour avoir nettoyé ses roues . Elles étaient en effet propres, propres, propres. Il les a frottées si longtemps qu'il a tout juste eu le temps de laver le reste de sa voiture.....



by Phillip Avis

By now only the hardiest, or those with hardtops, will be venturing forth in their sports cars... Winter is upon us... Time for me to retreat to Florida, or, on my budget, a sunlamp, but lets not dwell on frosty unpleasantness!

The concours and rally are now pas and may I hang my head and say I was totally inactive for both, being reduced to a mere spectator. I did take my beautiful Renault to the concours in the hope of winning a prize but there wasn't a category for "best worst" oh well, at least Bob Marshall seemed to like the thrush muffler... er... I mean, he did comment about it.

I keep telling everyone I have an "RR" and they are suitably impressed conjuring up images of flying ladies, why should I shatter the dream and tell them it stands for rusty Renault, for those who haven't had the honor of seeing it, it is a 1971 12 TL with a burnt clutch, funny alternator, tired shocks and customised body by "crunch"!

The rally certainly seemed like alot of fun, what I saw of it i.e.: begining and end! At least the Singer flag was kept flying by newcomers Bob and Linn Taylor in their immaculate 1934 Singer two seater. Now that makes four Singers in the club, what do you think, Ed, could be the start of the Bentley Boys ala Singer?!

Now the reason my Singer was absent was because I had the back axle out for repairs to the casing. I worked the Friday night before the rally to get ready in time, Bob Taylor helped me most of Saturday and I worked through untill four o'clock Sunday morning, got three hours sleep and went back to work. I was about ten minutes from being finished when rally time

rolled around. There I was, stuck without a bleeding tube to do the brakes and not enough fluid to spare just letting it run onto the floor!!

So, I arrived again at a meet in my rotten Renault with a paper bag over my head, watched everyone depart and then scoured the town for a gas station with a mechanic on duty. I finally found one and, yes, he had a tube that would do, with help from girlfriend, Jane, who manned the brake pedal the task was completed in about five minutes after with we went for a test drive and check. All was well so, we were able to see the intrepid rallyists arrive at the Edge water... missed it by that much!!

As most of you no doubt read last issue, John McFall took sword in hand forged by light steel stampings, of course, dipped it in engine oil and wrote his revenge on me for condemning the Tip Top Alpine. Well now that we've heard from the Sunbeam section how about someone writing for the Jag's, Healeys, M.G's and Bentleys or are they not worth the effort (Is that a hint to arouse insentive?). Remember if you all write in at once you can crowd me right out (Is that an insentive to write). Lets being hearing from you!

Oh yes, John, the Singer didn't roll over visiting Tip-Top. We just knocked over some trays of shirts.

Cheers,



ZAVEN DARAKJIAN **PIT STOP**
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R.A. MARSHALL
President

HERE AND THERE BETWEEN CHECKPOINTS:

William a tenu a participer au rallye malgré le fait que sa voiture avait une fuite du réservoir d'essence. Résultat: 75 milles parcourus: 18 gallons d'essence. Qui disait que les systèmes anti-pollution était la raison principale d'une haute consommation?

Bob Taylor était tellement concentré qu'il n'a même pas vu Pierre aux Cèdres et ça lui a valu une pénalité de 50 points. Dommage car il avait la victoire a portée de la main et ce à sa première expérience.

Ralph se plaignait de l'injustice du fait que sa voiture était en kilomètre et que toutes les informations étaient en milles. C'est dire ce qu'on ne ferait pas pour préparer des excuèdes si on perd.....ou si on se perd.

When Bob Neapole started the rallye, he had a calculator, an electronic watch and may be computers hidden in the trunk, but whatever equipment, he never made it to the 4th checkpoint. What happenèd Bob, was there a bug in your program?

L'ASSEMBLEE GENERALE DES MEMBRES.

La troisième assemblée générale des membres du E.V.E.A. aura lieu le VENDREDI 21 JANVIER 1977 à compter de 19:30 hres, heure à laquelle un cocktail aura lieu , suivi d'un souper vers 21:00 hres. L'endroit: le nouvel hôtel LOEW'S LA CITE, situé au 3625 de l'Avenue du Parc, près de l'Université Mc Gill. Le prix pour le souper a été fixé à quinze dollars par personne (\$ 15.00) ceci incluant taxes et service ainsi qu'une généreuse portion de vin. S.V.P, veuillez remplir la feuille ci-incluse et nous la retourner avec un chèque au plus tard le 15 janvier 1977.

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THE ANNUAL GENERAL MEETING .

The third annual general meeting of the V.E.A.E. will be held on FRIDAY, JANUARY 21st, 1977, from 19:30 p.m. at which time a cocktail will take place, followed by a supper around 21:00. This will be held at the new hotel LOEWS LA CITE, 3625 Park Avenue near McGill University. There will be a charge of fifteen dollars per person (\$ 15.00) which covers all the costs of the supper including wine , service and taxes. Please fill in the included form and mail it back with your cheque before January 15th 1977.

