

# AUTOSIASTE

vol 3 no 1

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



Leonetto Cappiello 1875-1942

# Directors 1977

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VICE-PRESIDENT:	BOB NEAPOLE	382-3030	342-1969
SEC. TRES.:	HUGH JOCKEL		695-6201
DIRECTEUR DES COMPETITIONS:			
COMPETITION DIRECTOR:	ZAVEN DARAKJIAN	861-3214	683-2055
DIRECTEUR DES ACTIVITES:			
ACTIVITIES DIRECTOR:	RALPH HEMMI		733-8100
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MEMBERSHIP DIRECTOR:	BOB NEAPOLE	382-3030	342-1969
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PUBLICATION DIRECTOR:	PHILLIP AVIS		620-0051

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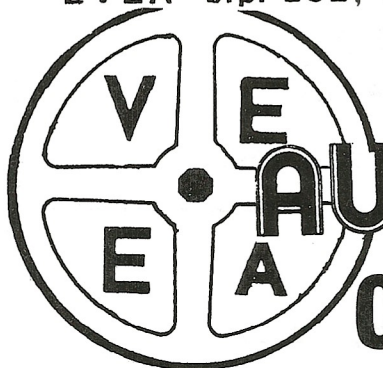
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# AUTOSIASTE vol 3 no 1

Mars 1977

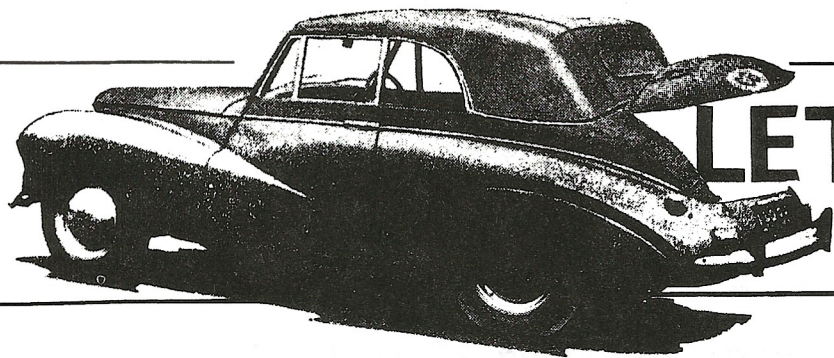
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RATES FOR ADVERTISERS

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# LETTERS

TO THE EDITOR

BELLINZONA, 12/1/76

Cher Amis et Membres EVEA,

Janvier est le mois des assemblées générales. Celle de l'EVEA étant sans doute proche, j'en profite pour vous envoyer ces quelques lignes.

J'ai quitté Montréal pour m'établir dans le sud de la Suisse où le climat est doux avec un hiver très court. J'y ai naturellement apporté ma TC rouge que j'ai conduite depuis Rotherdam sur plus de 1000 km en 1½ jour! Merci Gil pour tes encouragements, tu vois ça c'est bien passé!

Vous me trouverez un peu loin pour participer à vos activités, c'est pourquoi je préfère vous laisser mon adresse, au cas où un des membres se décidait à passer par là. Il serait le bienvenu.

AMITIES A TOUS!

René Kundig  
Via E. Bruni 6  
6500 Bellinzona  
SUISSE

TEL (021) 252233

SIR,

Referring to the last issue of the Magazine, i.e.: Vol 2, No. 5: page 13, "A WORD TO THE WISE"

Tell IZNOGOUD to ask his little sister the meaning of "V.D.", No, it does not mean "Very Delightful"!

Now "O.C." is a very old order of chivalry dating back to mediaeval times; there are 24 classes. For instance, my uncle Ulric, the one with the high pitched voice, is ORDER OF CHASTITY 1st. class: no credit to him, for a Fraser Nash, Circa 1930, bit him in anger you know where!

Yours very truly,

E. RICHARDSON O.C. 23rd class

Welcome one and all to a new volume of the Autosiate.

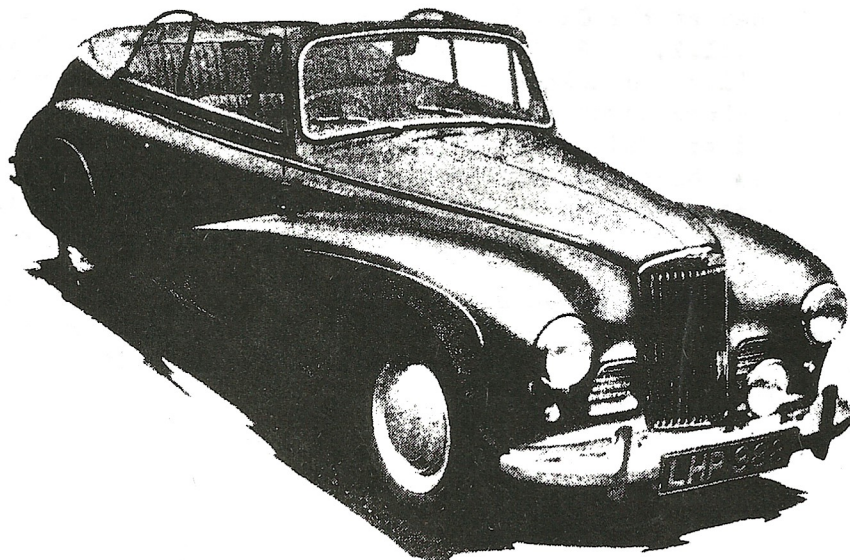
You will find herein some new articles mixed in with the regulars and I hope you will find them enjoyable. There are more planned for the future most notably an "At the Wheel" series. This article will feature driving impressions of our club members' cars, hopefully. Can I take advantage of this moment and ask members to send in a short article on what its like to drive his/her car so I'll have something to print?

I must give many thanks to Bob Neapole, Pierre Ouimet, Ralph Hemmi, Hugh Jockel, Gilles Desroches and the Audio Visual Department of John Rennie High School for contributing and helping out in my first unsteady run at the helm of your Club Magazine.

Your comments and letters are most welcome as to how I can improve the Magazine, what you like/don't like, etc., and I hope the Autosiate can continue to cater to the needs of the Club.

I must go now I think IZNOGOURD just double parked his flying carpet....

*Philip  
Avis*





# 3<sup>rd</sup>. Annual General meeting

21<sup>ST</sup> JANUARY '76

" MINUTES "

Place Hotel Loew's La Cité, Park Avenue, Montréal.

Call to Order The pre-meeting get-together and Dinner started at 19.30 hrs and when the actual A.G.M. was called to order at 2300 hrs there were 15 members and 9 guests present.

The roll call showing that there was the required quorum of members present. The current membership being 46, the quorum is 25% of paid-up members therefore the Meeting was called to order. Vice-President Gilles Desroches presiding in the absence of President Bob Marshall, who could not be present due to urgent business commitments.

The welcoming address was made by Pierre Ouimet, Director, after which the Minutes of the previous Annual General Meeting were read. There being no additions, deletions or changes to be made it was moved by Pat Mullen, seconded by Vince Prather that they be adopted. Put to the vote, the motion was passed.

- Reports
- a) Membership Chairman reported that the current membership was, at this conclusion of the 3rd year of the Club, 46 paid up members. Pat expressed optimism that the Club's increasing image would in due course be expressed in a growing interest in being a member.
  - b) Activities Director Pierre Ouimet stated that in general the representation of the Membership which attended the various events was a useful indication that the type of activities which constituted the past year's programme was acceptable to the majority. Out of 11 events scheduled, 10 were held. The one not run was due to uncontrolled circumstances. However 9 events were in sunshine.
  - c) Publications Director Gilles Desroches pointed out that there were 6 issues of the Club's bulletin, which appeared in a new guise with Vol.2, No.4 with a new name, the "Autosiaste" and a very attractive and unique new format, with particular emphasis on the semi-hard cover which is printed in 4 colours. There was a good round of applause at this point which expressed the favourable view which the membership takes of this innovation. Gilles in closing stressed the need for material to be included in the forthcoming issues and offered his support to the new Director.
  - d) Competition Director Zavan Darakjian not being at that time present and having provided Gilles Desroches with the necessary details Gilles gave the results of the year's activities with an explanation of the points system.

- e) Secretary-Treasurer Hugh Jockel presented the Financial Report for the Club which is reproduced in these Minutes. The motion for adoption of the Report was made by Pierre Ouimet, seconded by Henri Colembani and there being no discussion was approved unanimously.

#### President's Address

The President, Bob Marshall, not being able to attend was represented in the address to the Club by Vice-President Gilles Desreches. During this informal talk, in the French language, Gilles expressed his satisfaction at the support which had been given to the Directors during the past year and pointed out that no organization exists without the active support of its members. He said that he hoped that the incoming Executive would receive at least the same but did also look for an increase in the participation of our many activities. He requested that at this part of the Meeting the proceedings related to the Election of Directors be put in motion.

#### Election of Directors

- a) The Statutory Notice of the Annual General Meeting and Election of Directors to fill the vacancies created by the expiration of the terms of office of Bob Marshall, Gilles Desreches, Pat Mullen and the resignation at the end of his first half-term of Pierre Ouimet, having been given it was therefore in order to proceed with the Election.
- b) The Report of the Nominating Committee was read and the following candidates were presented for the Vote, all having agreed to accept:  
Philip Avis, Ralph Hemmi, Bob Marshall, Pat Mullen, Bob Neepole.  
Further nominations from the floor not being forthcoming, nominations were closed upon motion by Vincent Prager, seconded by Steve Weidt. Passed unanimously.
- c) Ballots were distributed to all Members, upon which the names of the candidates were presented. Each candidate made a short address to present his background and make himself known. The balloting proceeded and the resulting ballots handed to the scrutineers, John McFall and Hugh Jockel. The results of the voting were:-
- d) Philip Avis, 10; Ralph Hemmi, 15; Bob Marshall, 9; Pat Mullen, 13; Bob Neepole, 13.
- e) The Directors which have been voted in are therefore Avis, Hemmi, Mullen and Neepole. They were congratulated by Vice-President Gilles Desreches who thus terminates his term as Director.

#### Close of Meeting

The Third Annual General Meeting closed at 2345 hrs upon motion by Fred Turcotte, seconded by Pierre Ouimet. Unanimous.

The business part of the evening having been concluded with a short Meeting of the new and continuing Directors at which it was decided that they would meet for the first Directors' Meeting at the home of Pat Mullen.

### Final Social

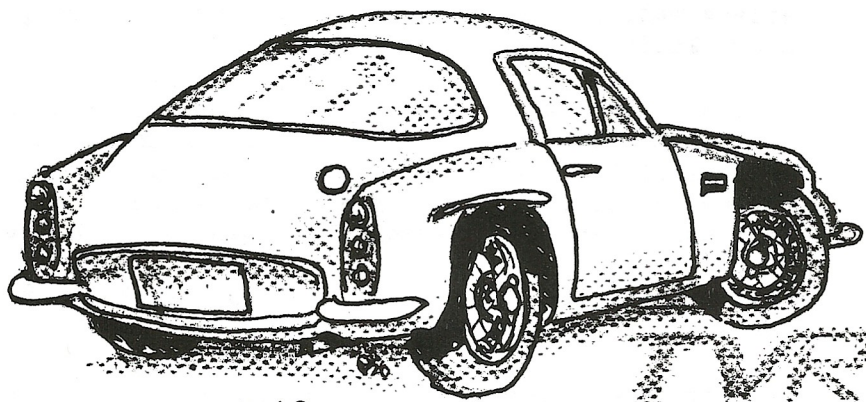
The winners of the Activities Awards for 1976 were announced, they were:

William Ayoub, 1st ; Gilles Desroches 2nd; Pierre Guimet 3rd.

A drawing for door prizes was then announced and some books were disposed of in this manner.

The final event was an expression of appreciation by all, in the form of a good round of applause, to Ralph Hemmi for his efforts in providing an excellent facility for the Meeting and perhaps of more importance, an excellent dinner with wine, well presented and of unique choice.

*S.C. Jockey*  
Secretary-Treasurer.



1960 MK II





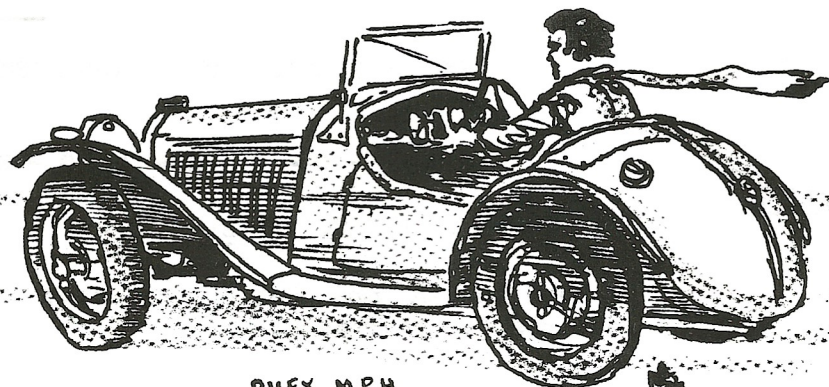
# ETC

Phil Avis recently saw what must be the ultimate car for Canada's winters. A Ferguson tractor with a Hillman minx body!! Honest folks. We know he's a little looney but nobody could invent that! Could be Leylands answer to the Toyota Canadian?

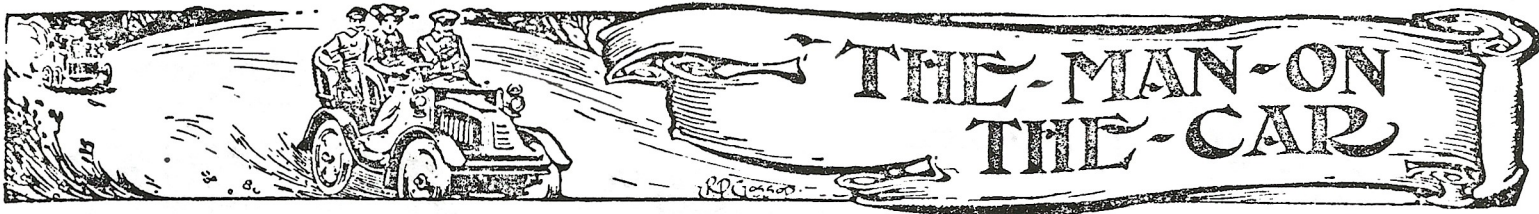
Pierre Ouimet has purchased a huge collection of old "ROAD AND TRACKS" magazines from Hugh Jockel. Rumour has it he cries himself to sleep at night reading the "For Sale" sections; 1430 Invicta: \$3,000, 1932 Aston Martin Lemans \$2,000, etc., enough said! (SOB)

A reminder to those who have not already sent in dues: a new year has started and its once again time to renew your membership. Dues are now fifteen dollars (\$15.00) as you no doubt know.

Did you know anyone can write an article in the Autosiaste? Yes, thats right.. so don't think you're counted out, the editor is crying for copy. If you have some spare time to write a little something it is always appreciated.



RILEY M.P.H



MEMBERSHIP

As of the date of publication of the Autosiate we have 48 active members, and a total of 49 cars registered. Of course not all of these cars are runners, and I note that Phil Avis has disposed of one of his Singers, but we probably still have 40 more or less operable cars which could turn out for all events.

We would like to extend a warm welcome to the VEAE to the following new members:

DENIS GAUTHIER Member #51  
 45 de la Bruere, Apt. #16  
 Boucherville, P.Q.

Tel: Home 655-7335  
 Bus. 655-3131 X 230

1962 AH 3000

PHIL CHARTRAND Member #52  
 50 Oakland Ave.  
 Montreal, P.Q.

Tel: Home 486-4458

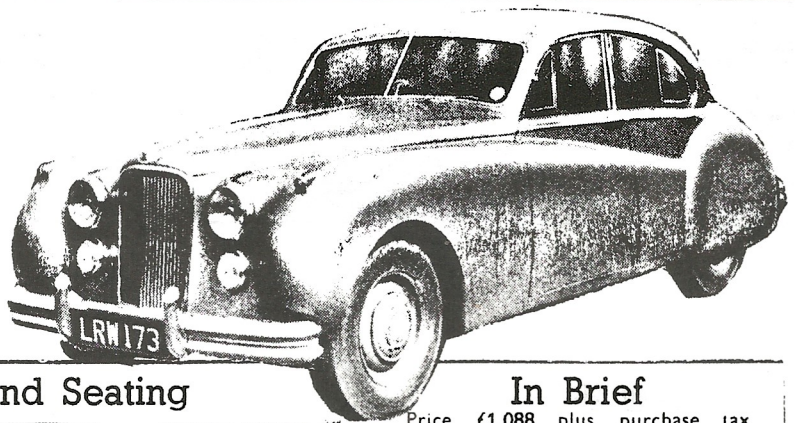
1936 Rolls Royce 20/25 Limosine  
 1932 16/80 Lagonda Tourer  
 1948 2½ litre Riley Sedan

Type: Mark VII Saloon  
Make: Jaguar  
Makers: Jaguar Cars Ltd., Coventry

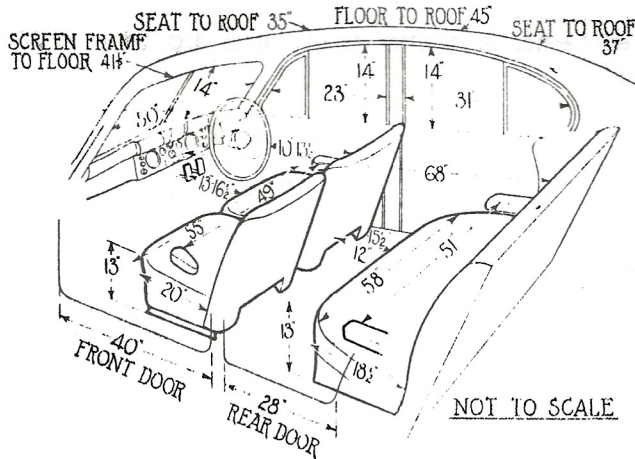
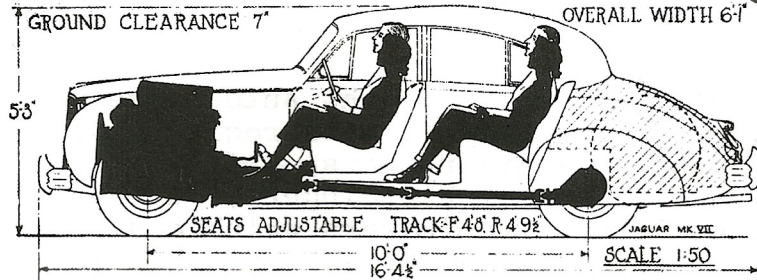
IN PROFILE

# JAGUAR

## Mark VII



### Dimensions and Seating



### Test Conditions

Cool, dry weather, with light breeze. Smooth concrete surface (Ostend-Ghent motor road)  
Premium-grade Belgian pump fuel (approx. 80 octane). Test car equipped with 8/1 compression ratio (7/1 ratio available for low grade fuels).

### Test Data

ACCELERATION TIMES on Two Upper Ratios.		Top	3rd
10-30 m.p.h.	..	7.9 secs.	5.6 secs.
20-40 m.p.h.	..	7.8 secs.	5.5 secs.
30-50 m.p.h.	..	7.9 secs.	5.7 secs.
40-60 m.p.h.	..	8.3 secs.	6.2 secs.
50-70 m.p.h.	..	8.6 secs.	6.9 secs.
60-80 m.p.h.	..	10.4 secs.	—
70-90 m.p.h.	..	16.5 secs.	—

ACCELERATION TIMES Through Gears	
0-30 m.p.h.	4.6 secs.
0-40 m.p.h.	7.0 secs.
0-50 m.p.h.	9.8 secs.
0-60 m.p.h.	13.7 secs.
0-70 m.p.h.	17.5 secs.
0-80 m.p.h.	23.9 secs.
0-90 m.p.h.	34.4 secs.
Standing Quarter Mile	19.3 secs.

FUEL CONSUMPTION	
26.0 m.p.g. at constant 30 m.p.h.	
25.5 m.p.g. at constant 40 m.p.h.	
23.0 m.p.g. at constant 50 m.p.h.	
20.0 m.p.g. at constant 60 m.p.h.	
18.0 m.p.g. at constant 70 m.p.h.	
15.0 m.p.g. at constant 80 m.p.h.	
11.5 m.p.g. at constant 90 m.p.h.	
Overall consumption for 1,140 miles, 64.7 gallons, equals 17.6 m.p.g.	

HILL CLIMBING (at steady speeds)	
Max. top gear speed on 1 in 20	92 m.p.h.
Max. top gear speed on 1 in 15	89 m.p.h.
Max. top gear speed on 1 in 10	73 m.p.h.
Max. gradient on top gear	1 in 7.6 (Tapley 290 lb./ton)
Max. gradient on 3rd gear	1 in 5.6 (Tapley 395 lb./ton)
Max. gradient on 2nd gear	1 in 4.1 (Tapley 525 lb./ton)

BRAKES at 30 m.p.h.	
Tested with top gear engaged.	
1.00g retardation (=30 ft. stopping distance) with 120 lb. pedal pressure	
0.75g retardation (=40 ft. stopping distance) with 50 lb. pedal pressure	
0.52g retardation (=58 ft. stopping distance) with 25 lb. pedal pressure	
Tested in neutral with engine stopped (no servo assistance).	
0.74g retardation (=40 1/2 ft. stopping distance) with 120 lb. pedal pressure	
0.47g retardation (=64 ft. stopping distance) with 50 lb. pedal pressure	

MAXIMUM SPEEDS	
Flying Half Mile	
Mean of four opposite runs	101.0 m.p.h.
Best time equals	103.5 m.p.h.
Speed in Gears (at 5,200 r.p.m.)	
Max. speed in 3rd gear	74 m.p.h.
Max. speed in 2nd gear	51 m.p.h.
Max. speed in 1st gear	30 m.p.h.

WEIGHT	
Unladen kerb weight	34 1/2 cwt.
Front rear weight distribution	53/47
Weight laden as tested	38 cwt.
INSTRUMENTS	
Speedometer at 30 m.p.h.	3% slow
Speedometer at 60 m.p.h.	2% fast
Speedometer at 90 m.p.h.	accurate
Distance recorder	accurate

### In Brief

Price £1,088 plus purchase tax  
£605 18s. 11d. = £1,693 18s. 11d.  
Capacity .. 3,442 c.c.  
Unladen kerb weight .. 34 1/2 cwt.  
Fuel consumption .. 17.6 m.p.g.  
Max. speed .. 101.0 m.p.h.  
Max. speed on 1 in 20 gradient .. 92 m.p.h.  
Max. top gear gradient .. 1 in 7.6  
Acceleration:  
10-30 m.p.h. in top .. 7.9 secs.  
0-50 m.p.h. through gears .. 9.8 secs.  
Gearing:  
19.3 m.p.h. in top at 1,000 r.p.m.  
69.5 m.p.h. at 2,500 ft. per min. piston speed.

### Specification

**Engine**  
Cylinders .. 6  
Bore .. 83 mm.  
Stroke .. 106 mm.  
Cubic capacity .. 3,442 c.c.  
Piston area .. 50.4 sq. ins.  
Valves .. Twin o.h. camshafts  
Compression ratio .. 8/1 (optional 7/1)  
Max. power .. 160 b.h.p. at 5,200 r.p.m.  
Piston speed at max. b.h.p. .. 3,620 ft. per min.  
Carburettors .. 2 S.U. horizontal (auto choke)  
Ignition .. Lucas coil  
Sparking plugs .. 14 mm. Champion NAB (L105 with 7/1 c.r.)  
Fuel Pump .. 2 S.U. electric (1 per tank)  
Oil filter .. Tecalemit full-flow  
**Transmission**  
Clutch .. Borg and Beck 10 in. s.d.p.  
Top gear (s/m.) .. 4.27  
3rd gear (s/m.) .. 5.84  
2nd gear (s/m.) .. 8.48  
1st gear .. 14.4  
Propeller shaft .. Hardy Spicer (divided)  
Final drive .. Hypoid bevel  
**Chassis**  
Brakes .. Girling "Autostatic" (Vacuum assisted self-adjusting hyd. brakes)  
Brake drum diameter .. 12 ins.  
Friction lining area .. 202 sq. ins.  
Suspension:  
Front .. Torsion bar and wishbone I.F.S.  
Rear .. Semi-elliptic leaf springs  
Shock absorbers:  
Front .. Girling telescopic  
Rear .. Girling PV7  
Tyres .. Dunlop 6.70 x 16  
**Steering**  
Steering gear .. Burman recirculating-ball worm and nut  
Turning circle, Left .. 38 ft. Right .. 34 ft.  
Turns of steering wheel, lock to lock .. 4 1/2

**Performance factors** (at laden weight as tested)  
Piston area sq. in. per ton .. 26.5  
Brake lining area, sq. in. per ton .. 106  
Specific displacement, litres per ton mile 2,820  
Fully described in "The Motor," Oct. 18, 1950

### Maintenance

Fuel tanks : Left, 8 gallons ; Right, 9 gallons.  
Sump : 24 pints, S.A.E. 30 summer, 20 winter.  
Gearbox : 2 1/2 pints, S.A.E. 30. Rear axle : 3 1/2 pints, S.A.E. 90 hypoid gear oil. Steering gear : S.A.E. 140 gear oil. Radiator : 22 pints (2 drain taps). Chassis lubrication : By grease gun every 2,500 miles to 25 points.  
Ignition timing : 5° b.d.c. static. Spark Plug gap : 0.022 in. Contact breaker gap : 0.012 in. Valve timing : I.O., 10 b.d.c.; I.C., 50 a.b.d.c.; E.O., 57° b.d.c.; E.C., 15° a.c.d.c.  
Tappet clearances : (Cold) Inlet 0.004 in. Exhaust 0.006 in. Front wheel toe-in : 1/4 in. Camber angle : 3-1/4°. Castor angle : 0°. Tyre pressures : Front 23-25 lb., Rear 25-27 lb. Brake fluid : (Also clutch withdrawal mechanism) Girling crimson. Battery : 12 volt, 64 amp-hour. Lamp bulbs : 12 volt. Headlamps, 48/48 watt ; Foglamps, 36 watt ; Side, number plate, luggage locker lamps, 6 watt ; Reversing lamp, 24 watt ; Stop/tail lamp, 6/18 watt. Fuses : Four 35 amp.

Ref. B/35/52



Bonjour à vous tous, eh oui! je suis encore là!

Il faut dire que votre enthousiasme et surtout votre célérité à répondre à mes questions m'a drôlement motivé à revenir. Plusieurs d'entre vous ont tenté de remporter la palme et l'honneur cette fois ci est revenue à Phill Avis qui a été le premier à me soumettre les bonnes réponses que voici d'ailleurs:

- 1: SAAB : Svenska Aeroplan Aktie Bolaget
- 2: DKW : Damp Kraft Wagen
- 3: FIAT : Fabbrica Italiana Automobili Torino
- 4: ALFA : Anonima Lombarda Fabbrica Automobili
- 5: SIMCA: Société Industrielle de Mécanique et de Carrosserie Automobile.

Aujourd'hui j'ai deux jeux de questions à vous soumettre. Le premier est destiné à tous ceux qui voudront bien gagner à nouveau des prix et le second est spécialement conçu pour ceux qui se pensent supérieurs au GRANDISSIMO DES GRANDISSIMO. On le joue pour l'honneur seulement d'ailleurs!

Série # 1: On associe souvent le nom d'une marque de voiture à celui qui en fut l'auteur tel Jaguar qui est l'oeuvre de William Lyons. Sauriez-vous me dire quelle marque de voiture furent produites par les messieurs ci-bas mentionnés:

- A: Cecil Kimber:.....
- B: David Brown :.....
- C: John Black :.....
- D: Mark Birkigt:.....
  
- Bonus: Giovanni Agnelli:.....

Qui saura dire cette fois? Ah! oui 3 ou 6 Castrol aussi!

18 Strathcona Drive  
Montreal, P.Q.

December 13th, 1976

Grandissimo Iznogoud  
Le Coin du Magicien  
c/o EVEA  
B.P. 282 VMR  
Montreal, P.Q.

*why didn't you  
have them all them?*

Cher Grandissimo:

Attached are the answers to your quiz in Vol. 2 No. 5 of the Autosiaste. We are not probably not the first to reply as your questions were quite easy but if we do ~~win~~, send the oil to Ralph. Make sure it is 20W50; otherwise it will either be burnt up or will leak out before it does much good.

We have a challenge for Iznogoud - Can you tell us where these initials come from?

- 1)- H.R.G. **HALFORD, ROBINS + GODFREY ENGINEERING Co**
- 2)- D.A.F. **DOORNES AUTOMOBIEL FABRIEK**
- 3)- B.S.A. **BIRMINGHAM SMALL ARMS Co.**
- 4)- N.S.U. **NECKAR SU. WORKS, NECKARSULM, WÜRTENBERG**

BONUS: What is the derivation of the initials "DFV" as used to describe the current Cosworth-Ford formula I engine?...

**DOUBLE FOUR VALVE**

Knowing that the Grandissimo Iznogoud would never decline a challenge, we submit a double-or-nothing proposition: if you can answer these, including the bonus, keep the oil; if not we will expect to receive double the oil for our correct answers. The time limit is next spring for obvious reasons. Of course, you could refuse the challenge.....

Please let us know your reaction and in the meanwhile, Joyeux Noël et Bonne Heureuse Année!

*You were wrong  
and I am right  
so what's next?*

*Yours  
Iznogoud!*

*Bob*

Ralph Hemmi &  
Bob Neapole

# IZNOGOND

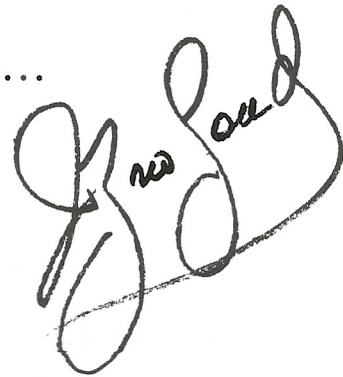
Série # 2 Spécialement destinée à Bob Neapole et Ralph Hemmi.

On continue dans les anagrammes pour vous messieurs:

- 1- G.W.K.:.....
- 2- SCAT :.....
- 3- FACEL :.....
- 4- F.N. :.....
- LA SUPER: G.A.Z.:.....

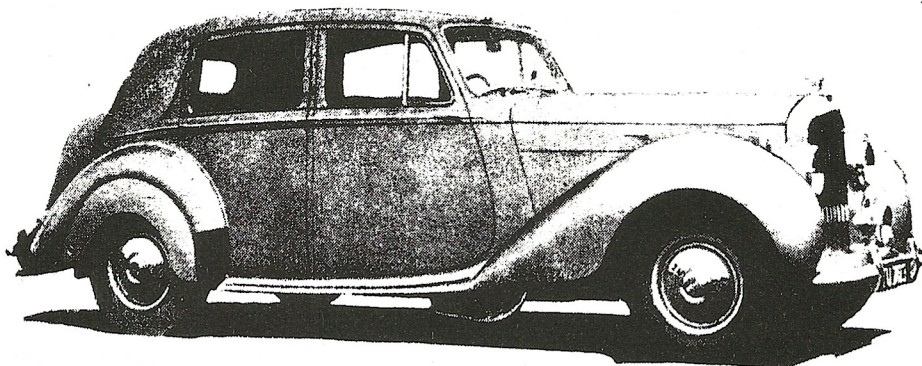
Messieurs j'attends vos réponses avec impatience, et j'accepte de nouveaux défis si vous avez quelque chose de différent à me demander car les anagrammes perdent définitivement de leur saveur.....

Sans rancune...



**For Sale / À Vendre**

FOR MARK SIX BENTLEY: exhaust system and gearbox for 4½ litre model.  
contact ED RICHARDSON at 738-2897.



# PLACE BONAVENTURE MONTREAL,

## ● EXPOSITION ANNUELLE



A la demande de Gilles DESROCHES, qui me demande de dire ce que je pense sur l'exposition de la Place BONAVENTURE, je voudrais préciser les différentes raisons qui peuvent pousser quelqu'un à exposer sa voiture à ce show :

- le désir de gagner un prix
- la vente de la voiture ou la recherche des offres intéressantes
- faire connaître un club
- ou simplement participer à un événement.

Après avoir participé à ce show, je peux dire qu'aucune de ces raisons ne m'incitera plus jamais à participer à ce show.

Je pense qu'il est inutile de parler de prix ni d'offres intéressantes et sérieuses faites pendant cette exposition.

Faire connaître le club, oui et non. Les quelques "recrutements" à la suite de ce show ne seront sans aucun doute pas plus nombreux que les découvertes faites par hasard dans la rue, ou par une porte de garage ouverte.

La majorité des visiteurs étaient francophones, alors que toutes nos voitures anciennes étaient anglaises, ajoutez-y la tendance politique actuelle, et les grosses questions absurdes des visiteurs qui ont daigné s'arrêter à notre stand, la fatigue, le bruit et les dépenses relativement élevées : inscription, parking, frais.

Honêtement, je comprends celui qui, comme moi aura une attitude très négative envers ce genre de show.

Pour terminer, j'aimerais faire une proposition.

Il est temps d'organiser notre propre exposition à Montreal, même éventuellement avec la collaboration d'autre club de voitures anciennes.

RALPH HEMMI



# ADS

SYSTÈMES VISUELS INC.



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

R.A. MARSHALL  
President

**Colombani  
Sperandio**  
architectes

560 ouest  
boul. Henri Bourassa  
Montréal H3L 1P4  
Tél.: 514 337 4202

Henri Colombani, architecte

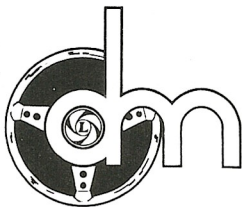
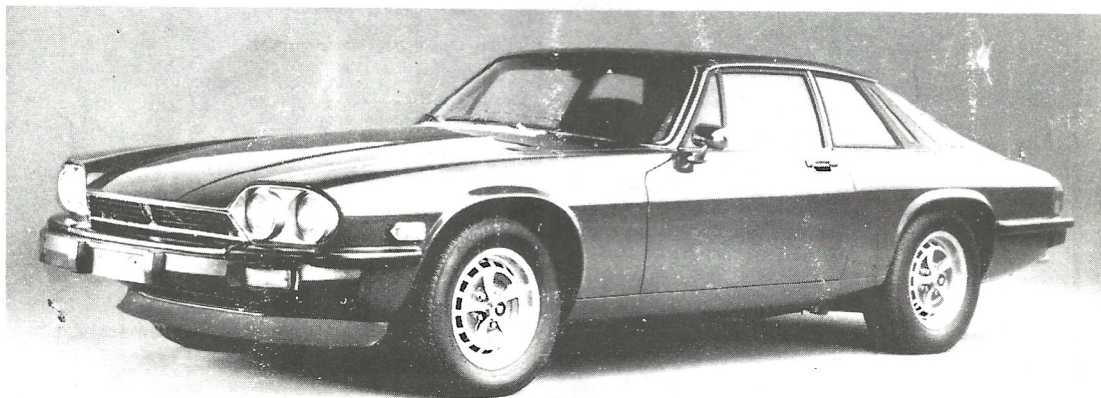


ZAVEN DARAKJIAN

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



# Jaguar



## Decarie Motors Ltd.

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

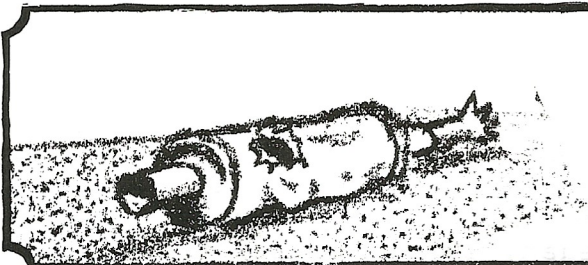
QUEBEC'S NO. 1 JAGUAR DISTRIBUTOR

DUTY BEFORE ALL.



THE SURREY POLICEMAN : It's no use you hidin', Sir. I must 'ave yer name an' address.

DRAWN BY LAWSON WOOD.



# Back Fires

FROM A RELIABLE EXHAUST  
BY *Phillip Avis*

It seems maybe I should wear black to mourn the passing on of my motoring pets. No, they didn't go on to that great scrap-heap in the sky, rather, I sold them.

Yes, the evil lure of money and the temptation to sample the luxuries of a good regular car caused me to sell my beloved 1949 Singer Roadster to a young man in St-Léonard who had fallen in love with it and had spent most of the Summer trying to convince me to sell it.

In turn, I sold my less than-loved Renault 12TL luckily, not to a friend.

Now the hunt was on: what new and wonderful machine should I purchase to chase about the boulevards in... a Bentley?... Ferrari... or, how about a lovely Volvo P-1800, only one owner from new?... Unfortunately, my wallet likened to Toyotas, Volkswagens and Rusty Fords.

Oh well, I looked around anyway: first I saw a very nice Peugeot 404 BRG with tan seats but (oh dear) an automatic. The price was right but my timing wasn't... missed it! Next was another Peugeot this time a 304 at Tri-colour motors. The price was outrageous, the car a body-fillers dream.. that was right out!

Yet another Peugeot followed that. (I was caught in some wierd rut!) A man at Center auto in Pointe-Claire, said he could fix me up with at 204 Coupé with leather seats, but I never heard from him again!

Mixed in there also were a couple of tired Renaults, an Opel Station Wagon and some other non-discripts.

By now nearly four weeks had passed. I was at wits end trying to cope with the horrendous Trans Urbain bus line service which oft-time runs here on the West Island and I would even have taken back my Renault had someone offered.

Then, one Saturday, I took in the Montreal Star and, without much hope, I scanned through the "For Sale-Autos" section. There I spied an ad: "Fiat 124 Special Sedan, 1972, excellent condition".

With a lift from a friend, Steve, I rushed out to St. Bruno, cash in hand, if this car was any good I was going to buy it... After all, enough of Trans Urbain is enough!

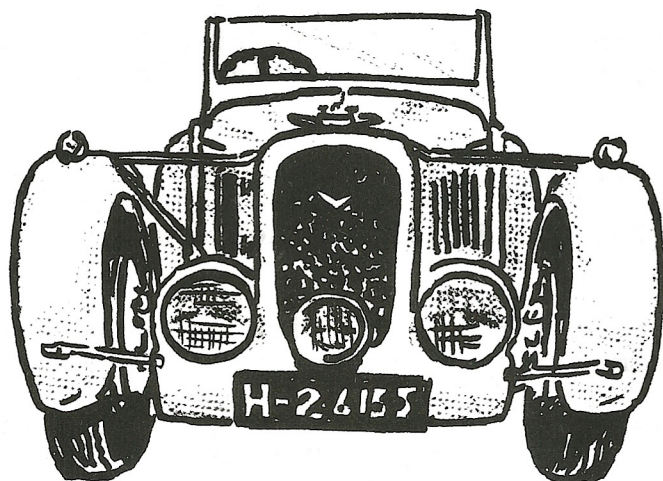
The owner, a Major in the Army, was somewhat taken aback by our speedy arrival; his paper hadn't even arrived yet and he didn't even know if the ad had been printed!

Anyway, to finish a happy tale I bought it, complete with an AM/FM cassette stereo, four winter Michelins and five summer ones, all almost new, and a "Towing Package", I was pleased as punch!

Originally the Fiat was bought by the Major in Germany while he did a tour of duty there and there are some interesting "Decals" from the places he visited on the car.

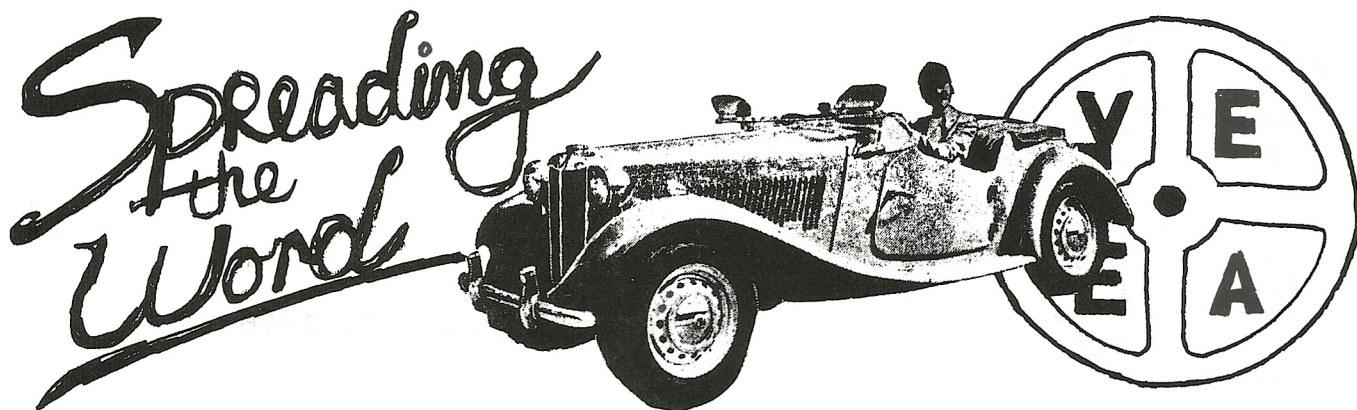
Lastly I should mention I didn't sell all my cars, the 1933 Lemans Singer is still with me... never mind America, it was "The Car I Loved First"!!

CHEERS:  
*Phill*



1936 ASTON-MARTIN  
"MILLE-MIGLIA"

*Phill  
A  
76*

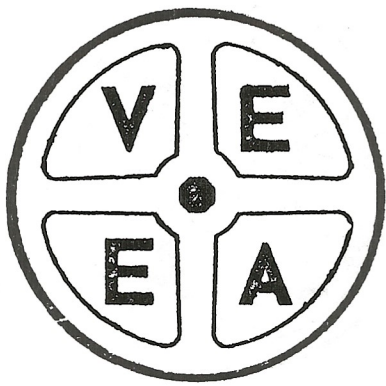


BOB MARSHALL fut très occupé à la propagande de l'existence de notre Club, et en développé une publicité.

Voici la liste de ceux à qui nous avons déjà envoyé une copie de notre "Autosiaste" et la lettre attachée à l'endos de la page couverture:

Vintage Sports Car Club of America  
Sports Car Collectors Society of America Inc.  
Sports Car Club of America  
Antique & Classic Car Club of Canada  
Automobile Quarterly  
Hemmings Motor News  
Milestone Car  
Motor Trend  
Road and Track  
Old Cars  
Thoroughbred and Classic Cars  
Sports Car (Ash Publishing)  
Classic Motorbooks

BOB MARSHALL has been busy spreading the word about the existence of our Club, fostering some publicity for us. Above is a list of those to whom he has already sent out copies of our "Autosiaste"; and on the next page, the letter that was enclosed with each one.



December 27, 1976

Gentlemen:

I am taking this occasion to introduce our newly formed club: The Vintage European Automobile Enthusiasts. We are moving into our third year of social and competitive events designed to foster an interest in the preservation and restoration of automobiles of European origin.

Our cut-off date is December 31 1961 (with a few exceptions) and we have thus far attracted forty-six members with approximately sixty cars. Our events include a gymkhana, slalom, rally, treasure hunt, concours and several tours.

Included in our 1977 program will be vintage track racing in conjunction with the newly formed Vintage Automobile Racing Association of Canada (VARAC) at Circuit Mont Tremblant and Mosport.

I am enclosing for your files the latest edition of our bulletin which is distributed amongst our members every two months.

Mention of the VEAE in your publications would be much appreciated and we look forward to hearing from you concerning upcoming events in which we could participate.

Yours truly,

Robert A. Marshall, President

**EVEA b.p. 282, VMR, Montréal.**

**VEAE p.o. box 282, TMR, Montreal.**

# Vintage Racing WITH VARAC

## Detailed Post-War List of Eligible Vehicles (Jan.1/41 to Dec.31/61.)

AG & AC Bristol & ACECA.  
Roberto Sports Racers 750 and 1100cc  
Alfa Romeo (Giulietta Sprint & Spyder & Sprint Veloce)  
Arnolt Bristol  
Allar- All.  
Aston Martin - All.  
Austin Healey 100, 100S and 3000.  
Austin Healey Sprite & Sebring ( Frog Eye Only ).  
Bandini.  
Borgward ( Rennsport Only)  
Buckler  
BMW 507  
Bugatti 101  
Berkeley 895 (Sports)  
Bristol 405  
Bocar XP-5  
Cisitalia  
Connaught  
Cunningham  
Cooper-F3, Climax 1100 Sports Racing, Form 1&2, Monaco Sports Racing  
Crosley- Super Sports.  
Chevrolet Corvette  
Dellow  
Deutch Bonnet. Sports Racers only.  
Delage  
Delahaye  
Demar Mk.11.  
Daimler SP 250  
Devin DSS ( Super Sports )  
Denzel -VW engine  
ERA  
Enzmann  
Elva Mk.1,2,3, 4 and Courier (MGA only) Front engined Formula JR only.  
Excalibur -J  
Echnida  
Ferrari. All single seater front engine & 2-seater & G.T. cars  
Formula 1 - All front engined  
Fiat 1100 cc, MM, V-8, 1100, 1200 and 1500 Sports  
Formula 2- All front engined  
Facel - Vega. Facellia.  
Fairthorpe Electron  
Formula JR. All front engined cars  
Frazer -Nash.  
Gemini - Formula JR. Front engine Only  
Gordini  
Gilbern -BMC or Climax 1100 only

**VARAC**  
VINTAGE RACING (CONT.)

HRG  
HWM. Jaguar engine  
Healey Silverstone  
Jabro MK.1.  
Jowett Jupiter  
Jaguar. XK 120, 140, 150, C-Type, XK.SS.  
Jensen 541.  
Kieft.  
Kurtis.500-K, 500M, 500-X (also Muntz)  
Lister, Chevrolet and Jaguar engined  
Lancia. Aurelia  
Lea Francis. **Sports only**  
Lester. MG and Climax  
Lola - Front engined. FJ and Sports Racing Climax 1100  
Lotus Sports (Mk3, Mk.6. Mk.7 series one and two.  
BMC Mk.8, Mk 9, Mk.10, Mk.11,  
Elite (1957 to 63)  
Mk.15, Mk.17, Mk.19.(Climax only)  
Maserati. All sports and GT  
MG. TC, TD, TF and A plus A twincam  
Mercedes Benz. 190Sl, 300-S Drophead and Sl, Gullwing  
Morgan. All  
Moretti  
Marcos 105-E 1961 only  
Muntz ( See Kurtis)  
MBM - OSCA engined  
Nardi  
OSCA  
Peerless. TR-3 only  
Pegaso  
Porsche. Type 356 N, Super and S-90 Drophead and Coupe  
Type 550, 550 RS, RSK, RS-60 and 61.  
Siata 750. 1100, 1400, 2 litre V8  
Stanguellini  
Sadler. All FJ, All sports racing and Formula Libre  
Singer. Sports  
Sunbeam Alpine. 1494 cc engine  
Sabra Sports  
**Turner**  
Triumph. TR2,TR3  
Taraschi  
Talbot-Lago (Darracq)  
Tojeiro. MG, Bristol, Jaguar, Coventry-Climax. Front engined only.  
TVR. ( Jomar ) Grantura. Ford 100E, MGA or 1100 Coventry  
Climax only.  
Veritas



# RENCONTRES MENSUELLES

Tout d'abord un grand Merci a notre ami Bob Neapole pour nous avoir trouvé un endroit idéal pour nos rencontres mensuelles :

Le Royal St Laurent Yacht Club à Dorval

J'espère que tous nos membres et surtout nos absents réguliers pourront profiter du cadre exeptionnel que nous offre ce club dans lequel nous trouvons : Bar, Restaurant, Salles privées et en été terrasses et pelouses.

Les prix : 1 alcool ou 2 bieres \$ 1.50 taxe et service compris.

Retenez donc les soirées suivantes pour votre club :

March	4	Mars
April	1	Avril
May	6	Mai
June	3	Juin
July	1	Juillet
August	5	Aout
September	2	Septembre
October	7	Octobre
November	4	Novembre
December	2	Dœmbre

# Monthly Meeting

Many thanks to Bob Neapole for finding us a perfect spot for our monthly meetings.

The Royal St. Laurent Yacht Club in Dorval.

I am sure all members will agree the change of location is more than a measurable improvement over our current meeting place.

The prices at the bar-restaurant are reasonable:-  
\$1:50 for one drink or two beers - tax and service included.

The dates to remember for the monthly get together are:-

MARCH 4

APRIL 1

MAY 6

JUNE 3

JULY 1

AUG 5

SEPT 2

OCT 7

NOV 4

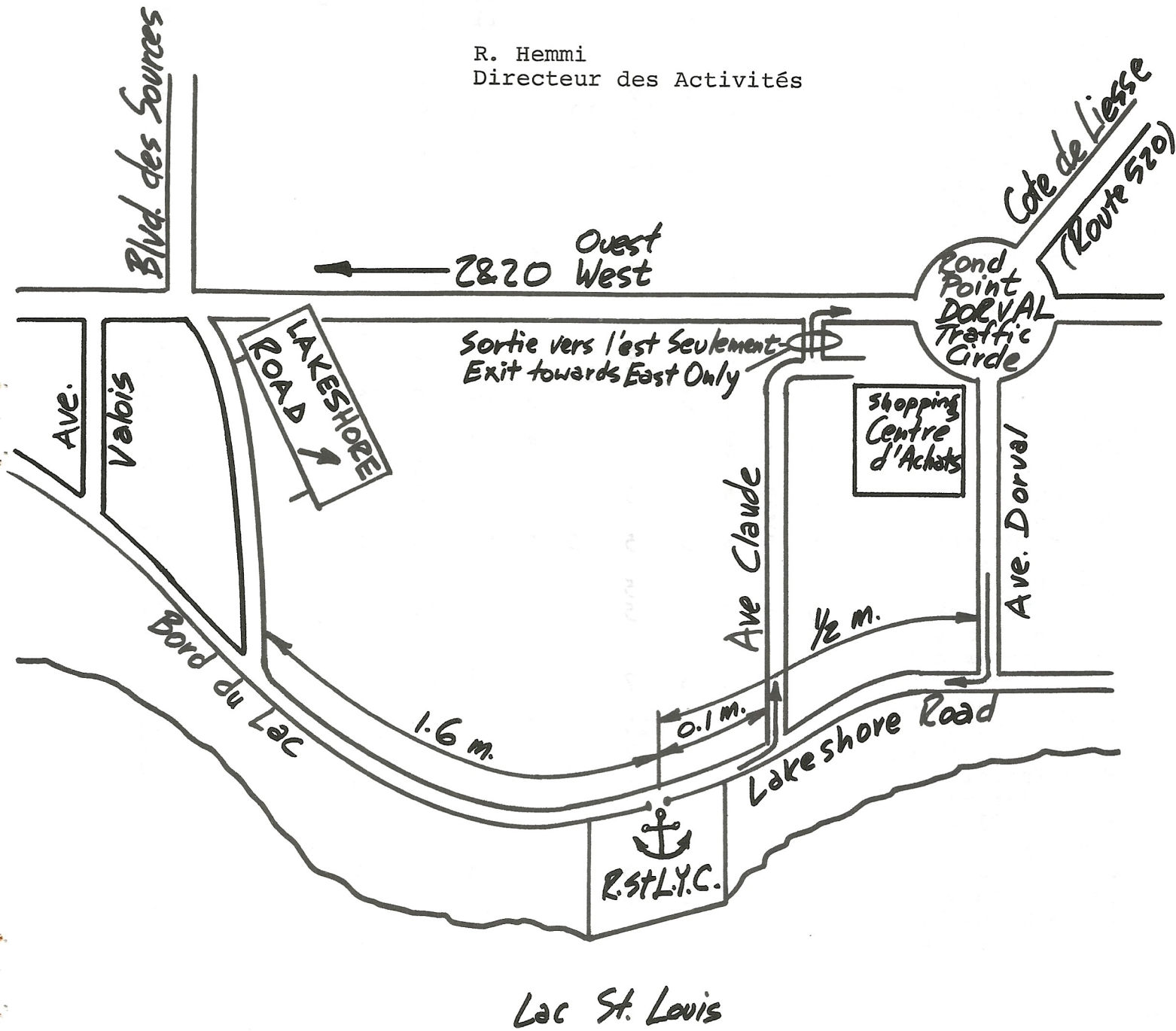
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Soirées Mensuelles  
Monthly Meetings

Le plan suivant peut vous aider  
à trouver le Club R.St.L.Y.C.

The map below should help you find  
the R.St.L.Y.C.

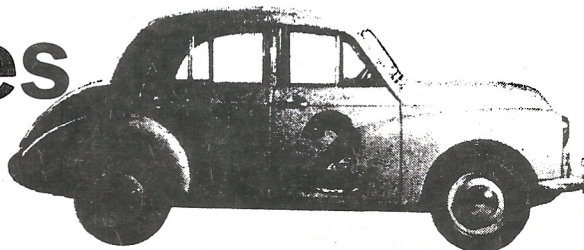
R. Hemmi  
Directeur des Activités



# Points 1976 Season

	A.G.M.	FILM	WINE + C	TRIAL	GYMKH	T. HUNT	B.C. V.	SLAL.	CONCOY.	RALLY	FARGWELL	TOTAL
John Adams		5					5		5			15
Phil Avis				5	13	13			5	5	5	46
Will Ayoub	5	5	5	5	13	12	5	15	9	11	5	90
Clement Beauregard	5											5
John Belton												
Pierre Bilodeau								10	7		5	22
Marcel Boucher	5	5		5				11	5			26
Yvan Bureau												
Bill Childs												
Henri Colombanie	5	5	5	5	9				5			34
Zaven Darakjian	5	5	5		11	10		5	9	5		55
Roy Davis					5							5
Gilles des roches	5		5	5	10	14		9	7	5	5	66
Michele Dohrandof	5		5						5			15
Olaf Dohrandof			5									5
Daniel Dreyfus			5								5	10
Ralph Hemmi				5	15		5	7	5	6	5	48
Richard Hills	5	5	5						12	12		39
Pat Hiron												
Bill Israel										5		5
Hugh Jockel	5	5	5		8	9		6	5		5	48
Rene Kundig	5			5	5	11						26
Bob Marshal	5	5	5	5			5	14	5	5	5	54
Brian Mc Entee	5		5									10
John Mc Fall	5	5	5				5	5		5	5	35
Bob Morrison									5			5
Pat Mullen	5	5	5		5				5		5	30
Jaques Nolin		5										5
Pierre Ouimet	5	5	5	5	5	5	5	13	5	5	5	63
Stephen Parker												
John Pidoux	5				5				5		5	20
Brian Pallock	5	5	5		5				11			31
Vincent Prager	5										5	10
Lawrence Reusing	5							8			5	18
Ed Richardson		5	5	5	7			6	13		5	46
Michael Samuelson	5											5
Dick Schmekel				5	14		5		14	13	5	56
Peter Sennenberg					7							7
Fred Turcotte	5		5									10
Denis Turgeon			5						5			10
Tom Von Eicken												
Don Wayne	5	5										10
Steve Weid	5	5	5		5			5	5	5	5	40
Gerald Yonone	5	5	5	5	5	15			5			45
Bruce Marshall								12	11			23
Robert Neapole									15	8	5	28

# Activities



# 1977

1. 1 avril (vendredi 8:00 PM) - Soirée de films
2. 30 avril (samedi 8:00 PM) - Soirée sociale
3. 15 mai (dimanche 9:30 AM) - Promenade d'essai
4. 12 juin (dimanche 1:00 PM) - Gymkhana
5. 18-19 juin (samedi 8:30 AM) - Ottawa encans  
Marché aux puces
6. 10 juillet (dimanche 1:00 PM) - Slalom
7. 7 août (dimanche ) - Rallye
8. 20-21 août (samedi 8:00 PM) - Petite promenade a Stowe,  
Vermont (2 jours)  
Grand concours d'élégance
9. 28 août (dimanche 10:00 AM) - Chasse au trésor
10. 18 septembre (dimanche ) - Concours d'élégance EVAE
11. 1 octobre (samedi ) - Promenade d'automne et  
soirée sociale
12. 16 octobre (dimanche 1:00 PM) - Promenade d'adieu dans  
Montréal

Si vous avez d'autres suggestions, n'hésitez pas à me contacter  
à 738-4925 ou 733-8100

RALPH HEMMI  
Directeur des Activités

