

AUTOSIASTE

vol 3 no 2

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



Leonetto Cappiello 1875-1942

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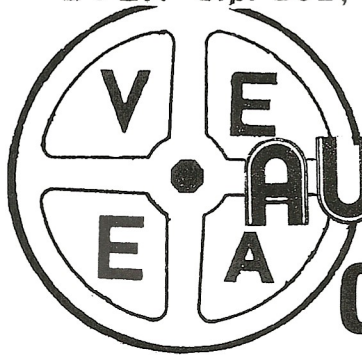
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AUTOSIASTE vol 3 no 2

May 1977

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RATES FOR ADVERTISERS

TARIFS DES ANNONCEURS

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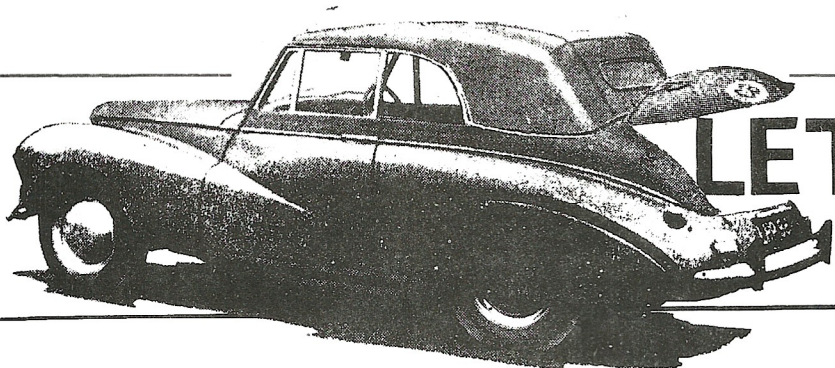
As I write this now the bulletin sits here in my room as the sum of three pages. All of which I wrote as my "Backfires" article. It is the 20th of April, the Authsiaste goes out on the 1st of May about 10 days time and I have nothing to put in it!

Tonight is the directors meeting, perhaps some material has come in since last meeting and someone will have something for me. My thanks in advance to those who did send something in.

We must have about fifty-five members in the Club, French and English, some of whom are regulars at socials and car events some who are rare birds, but all have one thing in common... wheter they all meet in person or not... as Club Members they receive and I hope read the Autosiaste. It is a focal point for all our Membership.

This being so, I hope the membership at large will make more of an effort to send in a little tid-bit or a whole article. If each person sent in one thing we'd probably be set for articles for this year and next! In short how about a transfusion... New blood??

After all, the "Regulars" have only so much to say. When they run dry... what then??



LETTERS

TO THE EDITOR

Grandissimo Iznogoud
9, Iznogoud Drive
c/o EVEA
B.P. 282 ,V.M.R.
Montréal, P.Q.

Le 1er mai 1977

Cher Grandissimo,

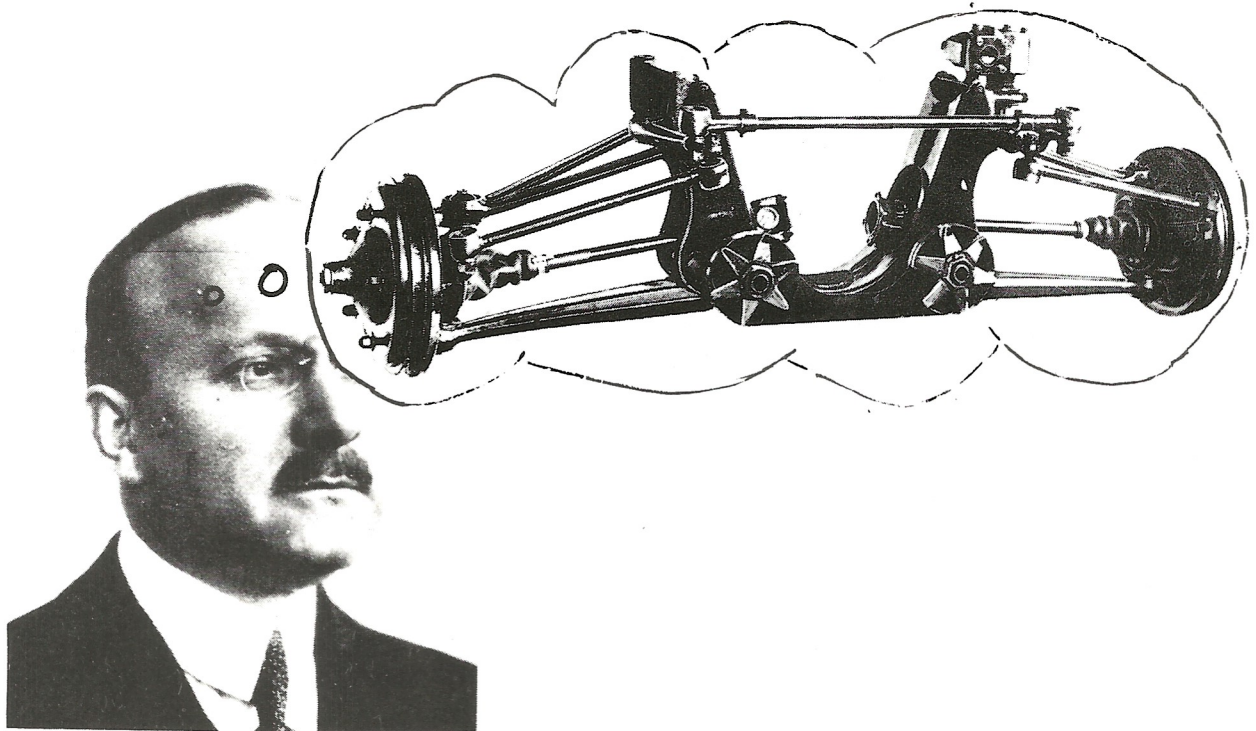
Tu trouveras sans doute ci-dessous de quoi t'enrager à la seule pensée qu'un autre puisse t'égaliser dans la connaissance de cette science dont nous sommes tous de fervents adeptes.

Nous laisserons la première série pour les jeunes talents, tellement ces questions étaient simples. Nous nous bornerons donc à répondre à la deuxième série faite pour les adversaires un peu plus sérieux.

G.W.K: Grice, Wood, Keiller
SCAT: Societa Ceirano Automobili Torino
FACEL: Forges et ateliers de construction
d'Eure et Loire
FN: Fabrique Nationale (D'Armes de guerre)
Liège Belgique
GAZ: Gorkowsky Auto Zavod
(Gorky Automotible Works)

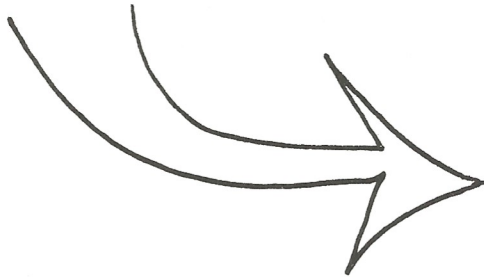
Etant donné que nous sommes toujours à égalité de points et que le Grandissimo Iznogoud relève toujours les défis, en voici trois qui lui sont spécialement destinés.

- 1)- Qui est le "Gentleman", dont la photo est illustrée à la page suivante, très connu par les vrais amateurs, et
- 2)- Quelle est la marque et le modèle de voiture à laquelle appartenait la pièce qu'il pense?



SUPER BONUS

- 3)- De quelle marque est cette voiture
toujours en circulation en Angleterre.
- Cette marque existe encore aujourd'hui
 - Nous en avons un bel exemple à
Montréal



Ces derniers renseignements ne permettront sans doute pas
au Grandissimo Iznogoud de se déclarer forfait pour ce
Super Bonus.

Au plaisir de vous lire bientôt!

Bob Neapole
Ralph Hemmi

CLUB NEWS

NEW PRESIDENT - As we are sure everyone is aware, Pat Mullen has accepted a transfer from his company and is now resident in Vancouver. We wish him all the best. Our mail ballots for a new president were duly counted - about 80% of the membership voted.

Results: Bob Marshall - President, runner-up, Pierre Ouimet

At the time of writing the membership paid up for 1977 is 40. Those who still have not paid... beware! Izanougoud is getting an itchy wand hand!

A warm WELCOME to the following new members:
Un chaleureux ACCUEIL aux nouveaux membres:

ROBERT TAYLER
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Member #54

VINS ET FROMAGES

Un succès qui présage d'une excellente année.

Une belle et chaude soirée d'avril, un site exceptionnel une vaste demeure, des hôtes d'une grande gentillesse, le décor était planté pour que soit réussie cette soirée. Ralph Hemi, métier oblige, avait choisi avec tact et goût les fromages fort bien présentés; il avait même poussé l'audace jusqu'à nous faire découvrir des fromages suisses peu connus.

Les vins, bordeaux blanc et muscadet, beaujolais et bordeaux rouges, furent, semble-t-il, plus appréciés

que les fromages eux-mêmes. Sans doute certains palais et certaines narines trop sensibles répugnaient-ils à l'essai d'un fromage rébarbatif à l'odeur mais si délectable au goût.

Les tartes aux fromages, onctueuses et parfumées, ont manifestement fait l'unanimité.

Le corps étant comblé, encore fallait-il plaire à l'esprit. Phil Chartrand s'en est chargé, fort efficacement, en laissant simplement ouverte la porte de son garage. Les "modestes" dimensions de celui-ci suffisaient à faire pâlir d'envie le plus néophyte des mécaniciens.



Mais je pense sincèrement que le vrai bonheur, c'est admirer une Rolls Royce ou une Lagonda en dégustant une tarte au fromage accompagnée d'un beaujolais corsé.

Et même si le vin et l'envie allumaient quelques lueurs dans les yeux de certains membres, d'autres, les courageux qui sont venus avec leurs voitures, Bryan Pollock avec sa MG, Lawrence Reussing avec sa Facel-Vega et d'autres, ceux-là doivent être applaudis.

Il ne me reste qu'à féliciter Ralph pour son organisation et remercier chaudement Madame et Monsieur Chartrand pour leur accueil fort sympathique en leur souhaitant du fond du coeur que les effluves de fromage ne stagnent pas plus de deux ou trois mois dans leur salle à manger.

Henri Colombani



BOB TAYLER can supply new brake master cylinder seal kits and slave cylinder kits for girling brake systems. Master cylinder kit is \$10.00, slave cylinder kit will be about \$10.00 also. "Original Equipment" lockheed fluid is also available at \$24.00 a gallon or \$7.00 a quart. Phone 937-6608.

BOB MARSHALL recently purchased a 1934 J2 MG in Arnprior, Ontario., and has got it as far as Ottawa...in good shape but needs restoration...another problem is that it has a Ford 10 engine...apparently a correct motor is available in London, Ontario, however,

PHILLIP AVIS is planning to produce jackets or T-Shirts with the Club logo on them. This depends entirely on feed-back from members. Phone 620-0051 - 5:30 P.M. to 6:00 P.M. evenings if you are interested. Phil also has a new "Classic Motor Books" catalogue for those interested in having a look.

It is rumoured that TAZIO RICARDO has finally decided to quit fooling around and buy a real car . It seems he has sent a personal envoy to the rarified atmosphere of the London dealers showrooms to pick him out a "W.O. Bentley!" Should this occur his very nice MK VI would be for sale...

STEVE WEID informs us that an Esso Station in St. Philippe does excellent work at reasonable rates. Ask him for further details.

For Sale / À Vendre


MG T.C. 1946 B.R.G., tan interior mint condition, best offer

Porsche 1961 356B excellent condition, including bumpers

Porsche 1964 356C coupe for parts

1968 Jeep patrol by Datsun 4 wheel drive, good condition

For all above call B. Pollock at 482-7664

THAT 

IS A PHOTOGRAPH
OF A


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ALL-RUBBER
NON-SKID**

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2000 MILES.

IT IS GOOD FOR AS MUCH
AGAIN, AND COULD THEN BE RECOVERED, THE
TYRE BEING UNINJURED.

COULD THIS BE SAID OF ANY OTHER?

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President

Colombani
Sperandio
architectes

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

Henri Colombani, architecte

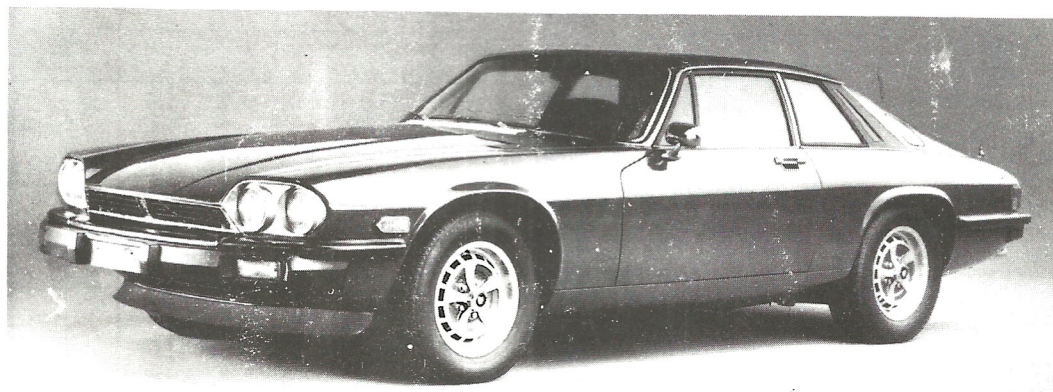


ZAVEN DARAKJIAN

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



Jaguar



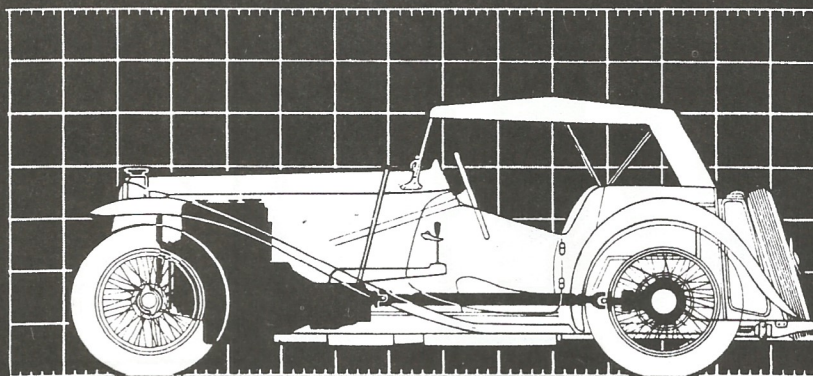
Decarie Motors Ltd.

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

QUEBEC'S NO. 1 JAGUAR DISTRIBUTOR

IN PROFILE

MG-TC



DIMENSIONS

Wheelbase, in	94.0
Tread, f and r	45.0/45.0
Over-all length, in	139
width	56
height	53
equivalent vol, cu ft	239
Frontal area, sq ft	18.8
Ground clearance, in	8.0
Steering ratio, o/a	n.a.
turns, lock to lock	1.5
turning circle, ft	37
Hip room, front	42
Hip room, rear	
Pedal to seat back	40
Floor to ground	12

CALCULATED DATA

Lb/hp (test wt)	40.0
Cu ft/ton mile	78.5
Mph/1000 rpm (4th)	15.5
Engine revs/mile	3870
Piston travel, ft/mile	2280
Rpm @ 2500 ft/min	4230
equivalent mph	65.6
R&T wear index	88.2

SPECIFICATIONS

List price	\$1895
Curb weight, lb	1840
Test weight	2180
distribution, %	47/53
Tire size	4.50-19
Brake swept area	168
Engine type	4 cyl, ohv
Bore & stroke	2.82 x 3.54
Displacement, cc	1250
cu in	76.3
Compression ratio	7.25
Bhp @ rpm	54.4 @ 5200
equivalent mph	80.8
Torque, lb-ft	83 @ 3000
equivalent mph	48.5

GEAR RATIOS

4th (1.00)	5.12
3rd (1.35)	6.93
2nd (1.97)	10.1
1st (3.38)	17.3

SPEEDOMETER ERROR

30 mph	actual, 30.5
60 mph	58.2

PERFORMANCE

Top speed (4th), mph	75.0
best timed run	78.9
3rd (5500)	63
2nd (5500)	44
1st (5500)	25

FUEL CONSUMPTION

Normal range, mpg	22/28
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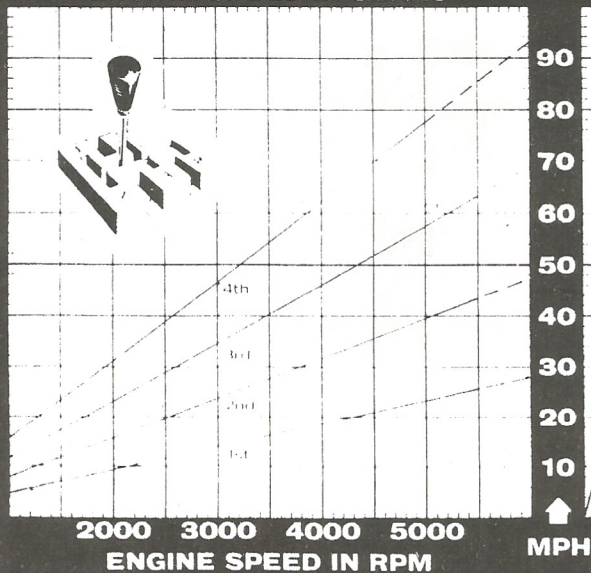
ACCELERATION

0-30 mph, sec	5.7
0-40	8.8
0-50	14.0
0-60	21.2
0-70	34.3
0-80	
0-100	
Standing 1/4 mile	21.8
speed at end	60.8

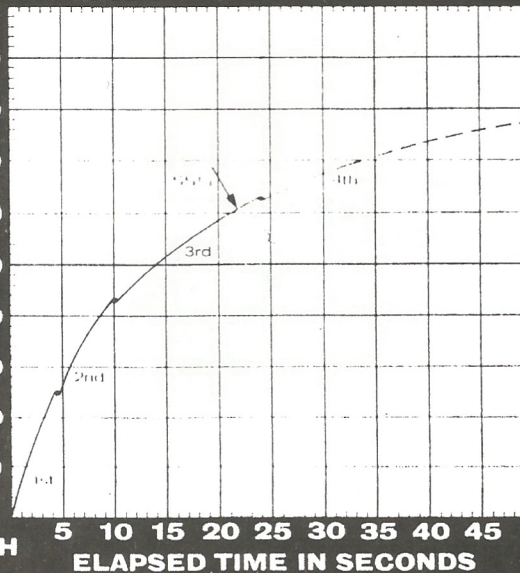
TAPLEY DATA

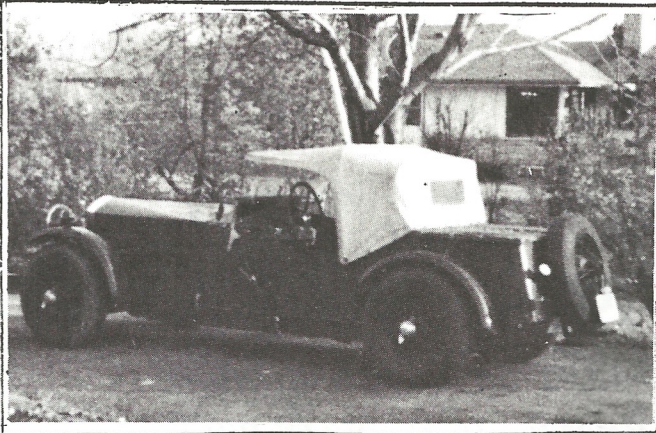
4th, lb/ton @ mph	170 @ 40
3rd	240 @ 36
2nd	350 @ 32
Total drag at 60 mph, lb	120

ENGINE SPEED IN GEARS



ACCELERATION & COASTING





A VERY SPECIAL SPECIAL
PHILLIP AVIS

While trying to find a quick way from a friends house in Baie d'Urfé to Lakeshore Road one day, I chanced upon what looked like a pre-war long chassis Aston-Martin parked in a driveway. Thinking I'd uncovered a goldmine I stopped for a closer look and perhaps a casual chat with the owner, but at close quarters it was clear the car was no Aston, it looked more like an Invicta!

When I examined it I saw the "Jaguar Cars" badge on the grille and the unmistakable JAG XK dashboard and steering wheel... what exactly was it?

I enquired and discovered it to be the handiwork of a Mr. Wilson, who is in the machine shop/metalwork business. Originally, it was one of those famous Aluminum XK 120 Roadsters of about 1949 and Mr. Wilson only purchased it for the wire wheels he needed, however, one of these collapsed on the way home so he purchased five new wheels and kept the rest of the car for parts.

The Aluminum body was badly corroded and beyond recall so, Mr. Wilson constructed his own Vintage style body along the lines of the Invicta, Frazer-Nash, S.S. 100 cars. The degree of finish and detailing is fantastic and many bits; headlamps, brooklands screens, taillights, sidelamps, etc., are original period parts.

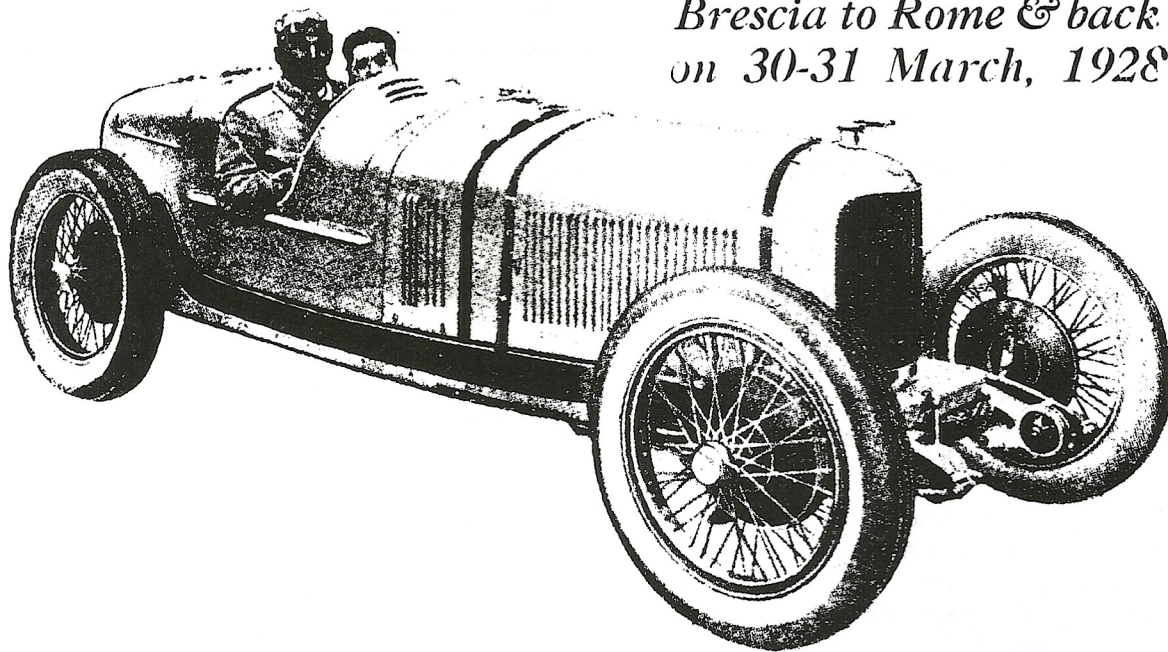
The body is done in a simulated leather style popular in the late 20's, being green leatherette over Aluminum with metal green painted wings and bonnet. The grille and windshield were hand fabricated yet look as though they were produced by a factory forty years ago. An outside handbrake is also fitted which is very in keeping with the rest of the vehicle. A proper convertible top and full tonneau was made, very professionally, to complete the picture.

Besides all this, the chassis, engine, seats, interior is all authentic Jaguar!

This, in my mind, is possibly the best and most authentic looking replica I have ever seen or, in view of its chassis, etc., is it a real classic?

THE MOST STRENUOUS TEST FOR A PRODUCTION MODEL

*1,000 mile Race from
Brescia to Rome & back
on 30-31 March, 1928*



Alfa-Romeo 1st absolute, competing against all comers, 6 Cylinder Sports 1,500 c.c., driven by Signor Campari.

1,500-c.c. Category.

- | | | |
|------|----------------------|------------|
| 1st. | Alfa-Romeo | Marinoni |
| 2nd. | Alfa-Romeo | Barniggia |
| 3rd. | Alfa-Romeo | Presento |
| 4th. | Alfa-Romeo | Machinelli |

DUPLICATE MODELS OF THE WORLD'S FINEST SPORTS CARS will be available commencing deliveries April.



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1, 2, 3, 4TH GRAND PRIX D'ITALY 1925
GRAND PRIX D'EUROPE 1923

*Winners of 1st
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classic car **MART**

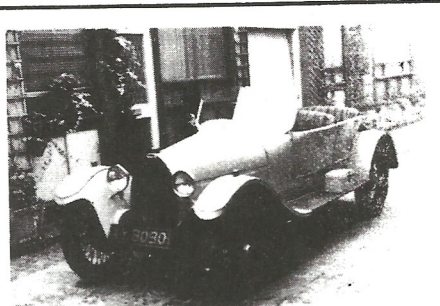
While in England recently I visited a number of vintage car dealers, and thought you would be interested in a brief report on what is available from them, particularly as they represent the most practical way for one of us to acquire a vintage car from the U.K. Like all observations mine should be taken with the proverbial grain of salt....also, I was only able to visit dealers in London, and as in everything else, their prices are higher than in the rest of England, so you will have to make allowances for this.

My impression is that the vintage market is gradually evolving in two directions: -Firstly more and more dealers are specializing in Rolls Royce and Bentley "investment opportunities." For example, I was told by a couple of dealers that early post war Rolls and Bentley models of a "useable" variety are selling like hot cakes. They represent good value in the overall British car market, and can only appreciate in time. For example, a reasonable MK VI Bentley sells for £2,000 - £4,000, which is comparable to the price a friend of mine paid for a new Vauxhall 2300 Saloon in London last week. -Secondly, continental Europeans are now buying English Vintage cars in great numbers, probably because of the low value of the British pound. This is an added dimension, as cars are being exported to continental Europe in large numbers in addition to North America: this can only speed up the eventual depletion of the few available stocks left.

VINTAGE AUTOS LTD

—★—★—

1925 BUGATTI TYPE 30, 8-cyl. → touring car with original Gangloff tulip-shaped coachwork, exhibited for many years at Beaulieu. This car has covered only 6,300 recorded miles, and must be one of the most authentic Bugattis in existence.



£11,500

1925 Bugatti now for sale at Vintage Autos as advertised in "Motor Sport" November 1973

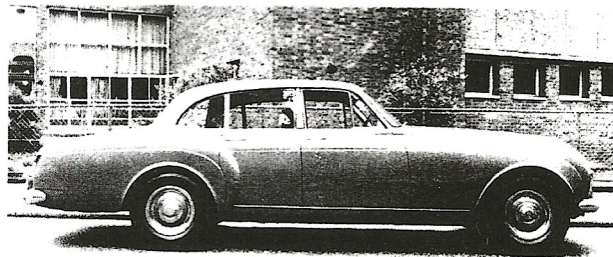
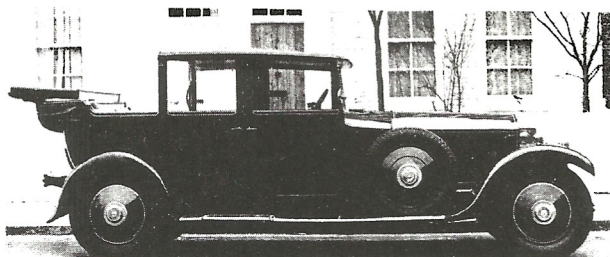
FRANK DALE & STEPSONS

Exerpts from recent Stock List.

1964

Bentley S3 Continental four door saloon by H. J. Mulliner. This aluminium coach built car is known as the "Flying Spur" and very few were made. Painted in Dark Metallic Blue with Pale Blue/Grey leather. A well maintained car at

£10,000



1927

Rolls-Royce Phantom I fitted with Landauette limousine coachwork by Park Ward. Twin sidemounts and grid to the rear for a fitted trunk. 73,000 miles recorded and we believe it must be genuine. The front compartment is in Black leather and the rear is in West of England cloth. The folding back section is made in coach hide. The car is in excellent original condition and for it the price

£17,500

1920

Rolls-Royce Silver Ghost Continental Speed Model open touring car by Barker. The simple elegant coachwork embodies all the best aspect of the past Edwardian era. Painted in Naples Yellow with polished aluminium bonnet and Black mudguards and a grid to the rear for a fitted trunk. A mechanical report from a leading Silver Ghost specialist is available.

£27,500

Following are some observations on a sampling of dealers,
(in no particular order):

- Vintage Autos Ltd. - 20 Brook Mews North, London, W.2

This organization is run by one of the real characters in the business, Jack Bond. He is a one man band the buyer, salesman, and manager rolled into one, and operates out of a small Mews garage with virtually no overhead. He does no work on the cars he sells, but prefers to buy and resell original or restored cars, generally of a sporty nature. If necessary, restoration is subcontracted out. He recently sold an original 1930 4½ litre Bentley V d P Tourer with only 64,000 miles to a Swiss buyer for £20,000. It was promptly driven to Switzerland and the new owner called back to say he made it OK, and was pleased with the car. Bond had a 1925 Bugatti Type 30 2 litre straight eight open tourer in stock which he claims has only 6,354 miles on it from new but for which he wants a pile of money. He has a reputation for honesty, claims he won't haggle over his prices, and generally seems to handle cars in the above £8,000 range. I would guess he sells about one or two cars a week on the average.

- Dan Margulies - 12/36 Queen's Gate Place
Mews, London S.W. 7

Margulies has a low overhead operation in several Mews garages and deals primarily in sports or sports/racing Vintage cars. His volume is about 300 cars per year.

He does some cosmetic clean-up of cars for sales preparation purposes, but sub-contracts any serious restorations. Margulies will buy and sell cars of much lower standard than Bond, for example, but then again his prices can be much lower. In fact, he told me that to keep up his volume he is forced to handle a high proportion of non-original or rebodied specials, etc., at relatively lower prices. However, he did have an original 1934 Rolls 20/25 Saloon in stock for £5,750 as is (needing some interior work and exterior paint and platework), or £6,800 with all work done. He still had an enormous 6½ litre Bentley open 4 Seater Tourer in the garage, although it was already sold. It had been rebodied in the '30s and had been stored since 1940 and still had the British war-time head-light shutters fitted. This car needed a lot of work, but was sold as-is for restoration by its new owner. Not far from Margulies' establishment I found an MG specialist - probably an independent operator in view of the absence of a company sign, or any sign for that matter. In any case he had a 1934 PA which had been restored to a high standard for sale for £5,000. There was a J2 almost completed for a customer, which again displayed excellent workmanship (sorry, Bob, no J-2 engines though...), and he was currently working on an M-type with a fabric boatailed body which would be for sale at £2-3,000 when completed. I am sure this gentleman, and no doubt many like him, do not advertise and can only be found by being on the spot.

- Paradise Garage - Heathmans Road, Parsons Green,
London SW 6

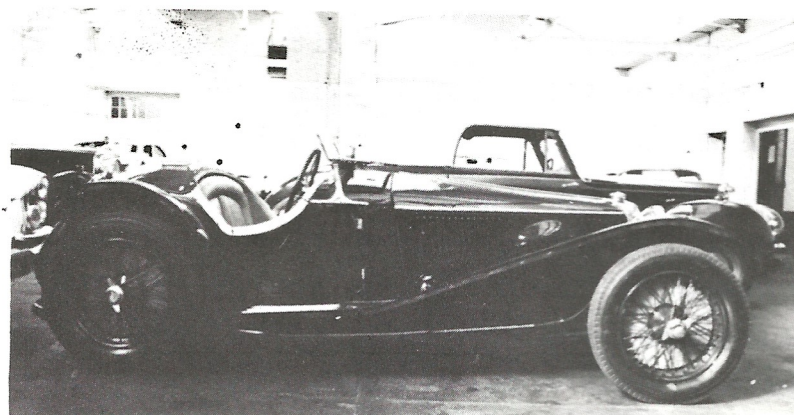
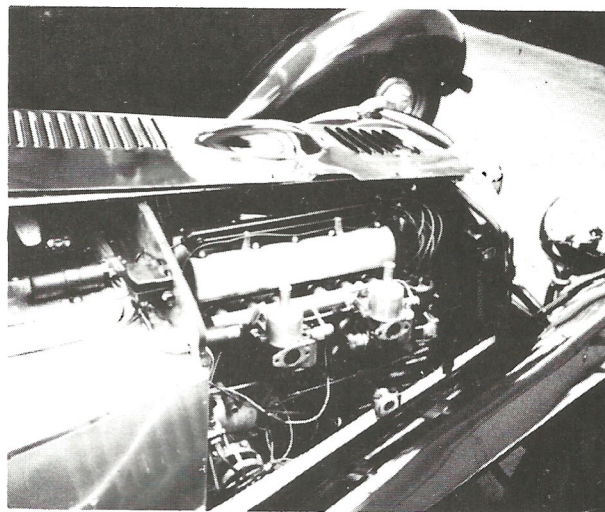
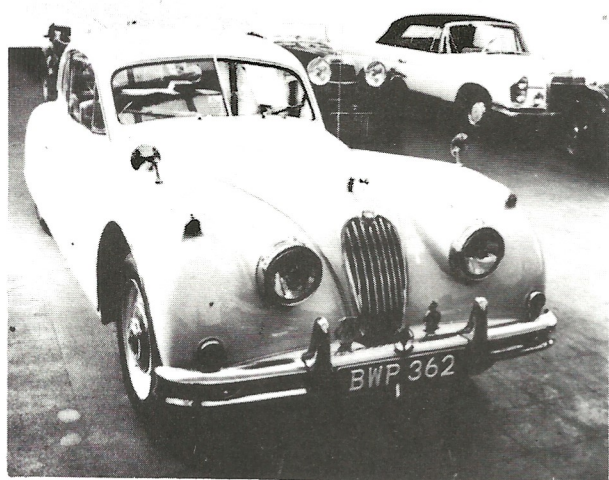
This is a newly-formed organization specializing in non-Rolls and Bentley cars and is a subsidiary of Clarendons who now deal exclusively in Rolls Royce and Bentley.

Paradise had a very interesting selection of sports cars of all ages, mostly in good condition, and their staff seemed to be knowledgeable and enthusiastic.

A '66 Aston Martin DB VI with Vintage Engine... £2,850, while a 1962 DB 4 GT was available for £5,750.

A custom-built XK 140 Coupe with Hooper interior and a certified 25,000 miles originally owned by the late Begum of Bahawalpur was offered for £7,500. This same car was sold at auction in February of this year at Alexandra Palace for £4,400 according to the April issue of "Thoroughbred and Classic Cars". It was considered the best sale of the day, although a 70% mark up does seem a bit much!

A more ordinary XK 140 in good restored condition would go for £3,850. A well restored 1935/6 Aston Martin 1½ litre was offered for £7,500, while an excellent 1936 Riley MPH would cost £9,500. A couple of MG TC'S, both supercharged averaged about £3,700, TF's seem to go for £3,900, while TD's are less at £3,000. The Godsal featured in the March issue of "Thoroughbred and Classic Cars" was on sale at about £5,500. Finally, a Mercedes 300 SL, reputed to be one of the 1955 team cars but actually re-bodied in the U.S.A., again as described in the April issue of T. & C.C., was offered at £18,500! Whew!



Paradise Garage

Top Left: XK 140 Custom Coupe

Top Right & 1936 Riley MPH

Centre:

Bottom Right: '66 Aston Martin
DB 6



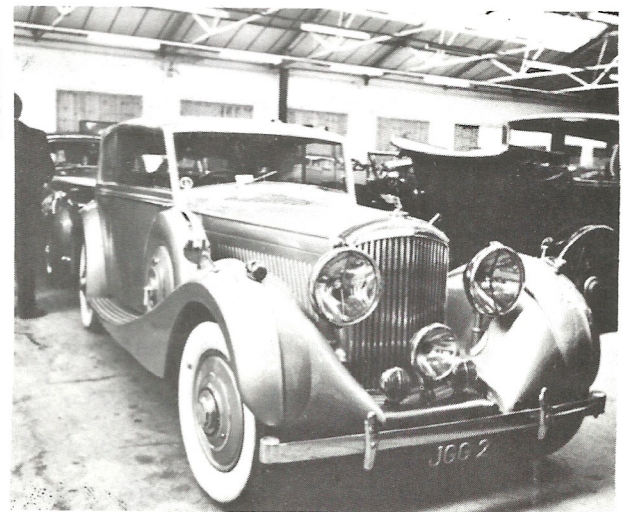
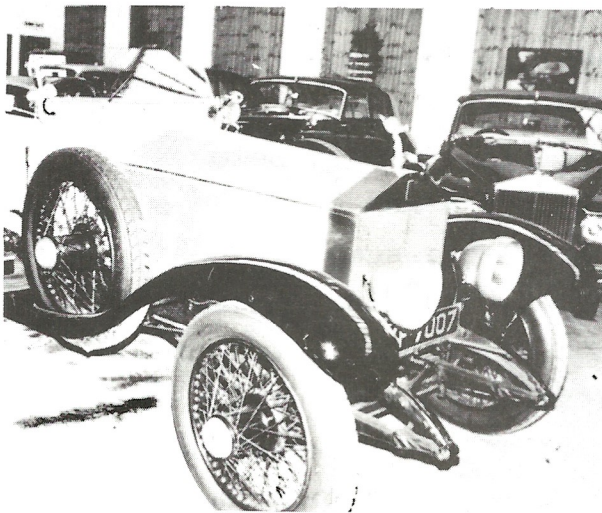
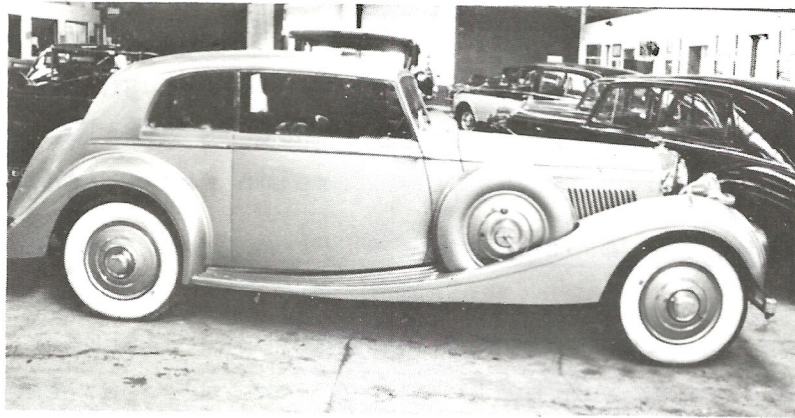
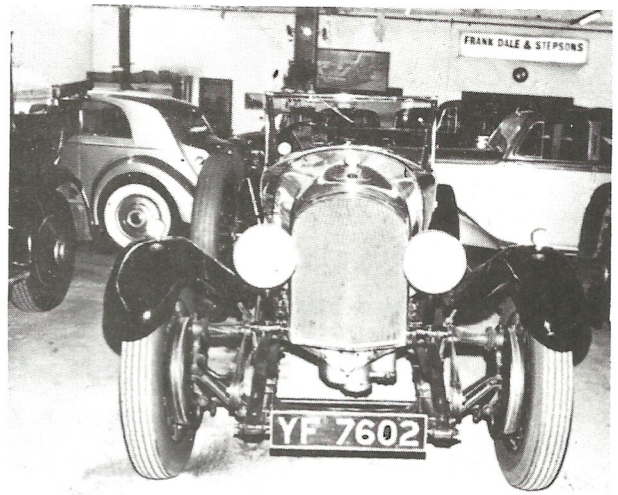
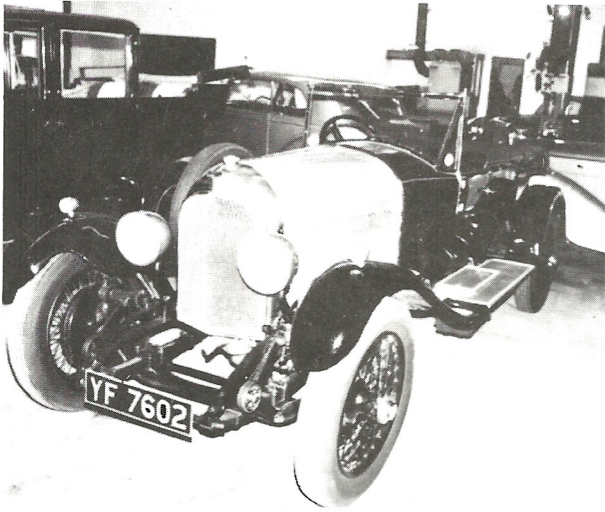
Paradise Garage will try to keep about 40 cars in stock at all times, and in view of the size of their premises and overhead, their turnover must be quite substantial.

Connected with both Paradise Garage and Clarendous is "Export Parts Agency" , also located in Heathmans Road, under Bill Williams. He has many new and second hand Rolls and Bentley spares, both pre- and post-war vintage. There is no catalogue, and it is a question of digging through boxes and bins, and searching through shelves to find the part in question, although Mr. Williams seems to know pretty much what is available, and he says he will respond to foreign enquiries.

Frank Dale & Stepsons - Farm Lane, Fulham
London, SW 6 1QH

This is probably the largest establishment of its type and is now run by Ivor and John Gordon, the Stepsons of Frank Dale. They deal exclusively in R.R. and Bentley cars, with a very few exceptions. Their cars are of a generally high standard and the firm has a good reputation. For your information, an excerpt from their recent stock list is included below.

Not mentioned is a superb 3 litre Red label Speed Model Bentley open tourer circa 1926 (big sump, twin "sloper" S.U. carburettors) in really outstanding condition. It is on consignment at Dale's and should fetch £15,000. Believe it or not, its present owner regularly used the 3 litre as a tow car for a veteran which he really liked, although you can't fault the condition of the Bentley in any way. Actually Dale's want to keep the car amongst their own collection and are really not pushing its sale at all. You may be interested in the photographs of John Gordon's personnel 1938 4½ litre



Frank Dale & Stepsons

Top: 1926 3 litre Speed Model Bentley

Centre & Bottom Right: 1938 4 1/4 litre Bentley Sports Saloon by James Young

Bottom Left: 1920 R.R. Silver Ghost Continental tourer by Barker

James Young two door Bentley Saloon which is a twin to one owned by Briggs Cunningham which was written up in the April 1976 "Road and Track". An early example of a "hard top". Definitely not for sale!

- Coys of Kensington - 2-31 Queens Gate Mews,
London SW 7

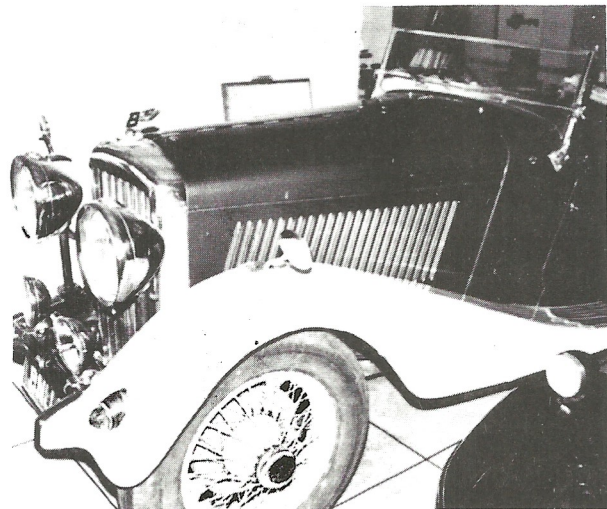
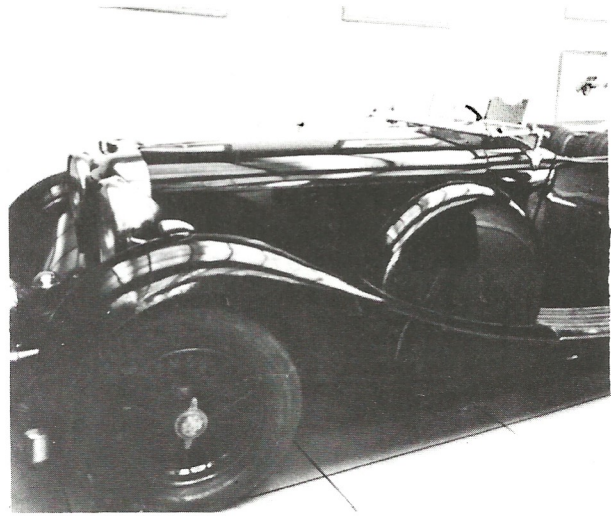
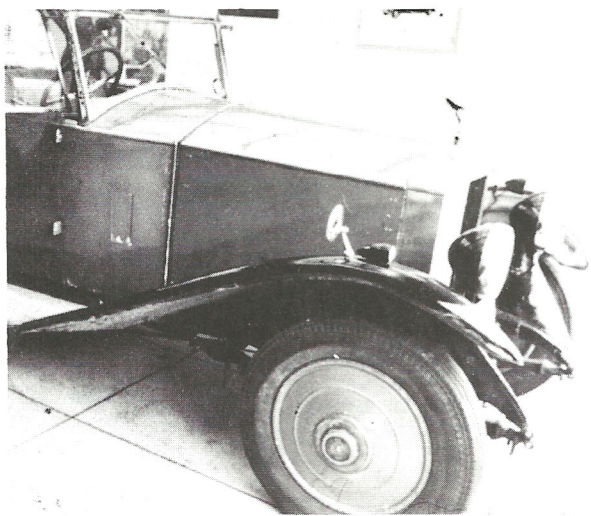
Here I found 1936 Lagonda LG-45 tourer with a recorded 55,000 miles, probably genuine. This and a 1930 R.R. 20/25 touring car by Windover both seemed quite original and both needed a lot of cosmetic work to bring them up to standard. The Rolls, complete with Auster rear windscreen was priced at £10,500. I also found an original 1934 or '35 3½ litre Vanden Plas Bentley tourer for sale at £9750 which considering its really tatty condition did not seem very good value. It was painted metallic maroon and white of all things and I suppose needed at least \$2-3,000 worth of work to put it in good shape. They also had a nice 1931 R.R. Phantom II Saloon by Barker in the show room which had been recently sold for £14,950 at auction. A lovely car but at that price a definite "investment".

GENERAL

All the sport cars for sale second, third, or even tenth hand have been thrashed pretty regularly during their lives, and all show varying signs of this. Here it is definitely "buyer beware". In the case of larger saloons the initial cost probably insured they weren't clobbered until much later in their careers, and once in a while, not at all. This, plus their initial mechanical over-design puts the odds in favor of the chassis, engine, and gearbox outliving the body. So there are still a number of driveable examples around with sad looking coachwork.

These probably represent better value for the buyer able to organize body restoration or even a cosmetic tidy-up.

In all cases (except for the venerable Mr. Bond who claims he will not haggle!) the prices quoted by dealers are negotiable, and arranging for ocean shipment is relatively easy. No doubt all dealers charge what the market will bear, and no doubt they continually buy and sell cars amongst themselves, but unless you are able to spend a lot of time beating the bushes in search of a particular car, the reputable dealers make quite an array of vintage motoring available to us.

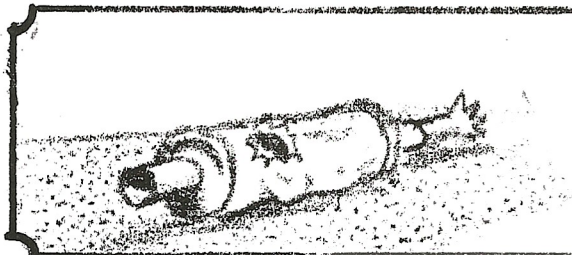


Coys of Kensington

Top Left: 1930 20/25 R.R.
Tourer by Windover

Top Right: 1936 Lagonda LG 45
Tourer

Left: 1934 3½ Bentley
Vanden Plas Tourer



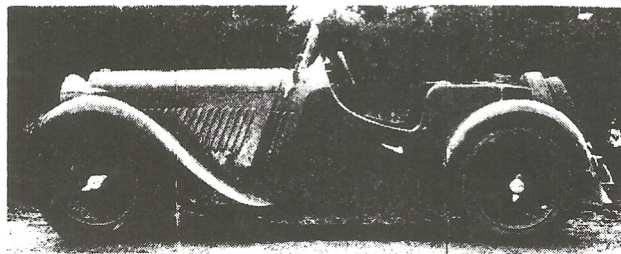
Back Fires

FROM A RELIABLE EXHAUST
BY *Phillip Avis*

We've all seen, I'm sure, the growing trends of "Equal rights for women" in all fields, many in which men thought women totally unable to complete, and this is all well and good stuff as far as I'm concerned (those leaning to Monsieur Chauvin's philosophy please don't write!). However, one hardly expects to find that sort of thing crashing into the vintage car world. For a start I don't think there ever was any sex discrimination in the old car movement, nor can I see a reason for there to be any, anyway. Be that as it may, I espied an ad in the March 1977 motorsport for my favourite brand of vehicle which seems to now be enjoying a sudden popularity in Britain. AHH! Along with words like "Chairman" the name Singer "LeMans" has gone down the drain with the British sex discrimination act. I don't know about you but "Le Vingt-Quatre Heures du Persons" just doesn't have the same ring to it!!

In a more regular vein the Avis stable of autos continues to trundle on. The '33 "Lepersons" has returned home from its Town of Mount-Royal winter resting place and is now being fiddled with to get ready for the summers events.

ONLY WITH RESTORATIONS CAN ONE BE ALLOWED DISCRIMINATIONS



**THIS "SINGER LES PERSONS" IS BEING RESTORED BY
Antique Automobiles Ltd, 35-39 Main St., Baston, Peterborough. Tel: Greatford (07786) 288/488**

I never had a chance to do any of the things I wanted to do to her partly because of time partly due to delays in getting the right parts... George Singer where are you when I need you?!

Bob Tayler, whom some will remember from last years Rally, has officially joined the Club now. He owns the (drool!) immaculate Singer 2 seater of 1934 vintage, so you'll be seeing him and me together I hope at most events this summer keeping the marque alive: remember when you see that tell-tale drip of oil and hear the groaning whine of the old gearboxes in the distance the Singer team can't be far.

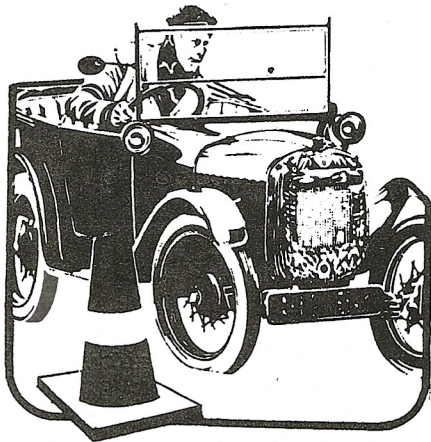
Tom Von Ekken should also have his '54' Roadster out which after having around at my place for months, has become affectionatly known as the "Black Bitch" for its reluctance to do most anything without difficulty.

The Fiat has been running very well since its purchase was related last month. Since January, it has done about 4,000 miles with no problems to the running gear. But some misery has been suffered with the much maligned Fiat hardware i.e. door locks, switches, window winders, hood release, etc., a weak point on these cars for sure, as many have told me!

Anyway... by the time you read this it will be soon time for the promenade d'essai our first event of the season and if you've got time to read this I guess your car must be readier than mine!

CHEERS!!!

Phill



Activities

1977

- | | | | | | |
|---------------|---------------|------------------|-------------------------------|---------------------|---|
| 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

1871

1871