

AUTOSIASTE

Special
Bumper
Issue

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Leonetto Cappiello 1875-1942

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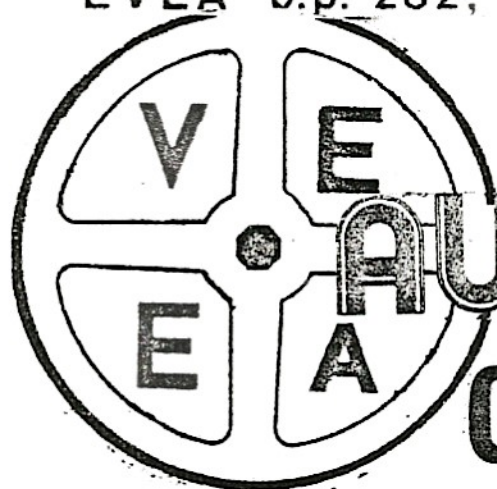
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SPECIAL NOTE

Dear Members:

As you will notice when you thumb through this issue of the 'Autosiaste' there are more than one of our regular articles. This is because there has been no magazine since last year owing to various typing and printing problems and that I was away for a fair amount of time, so this is a combination of those issues that were in the "works", as it were, while I was away but that for various reasons wern't put out. The publishing dates mentioned in one of the editorials are still binding after this issue.

Yours,



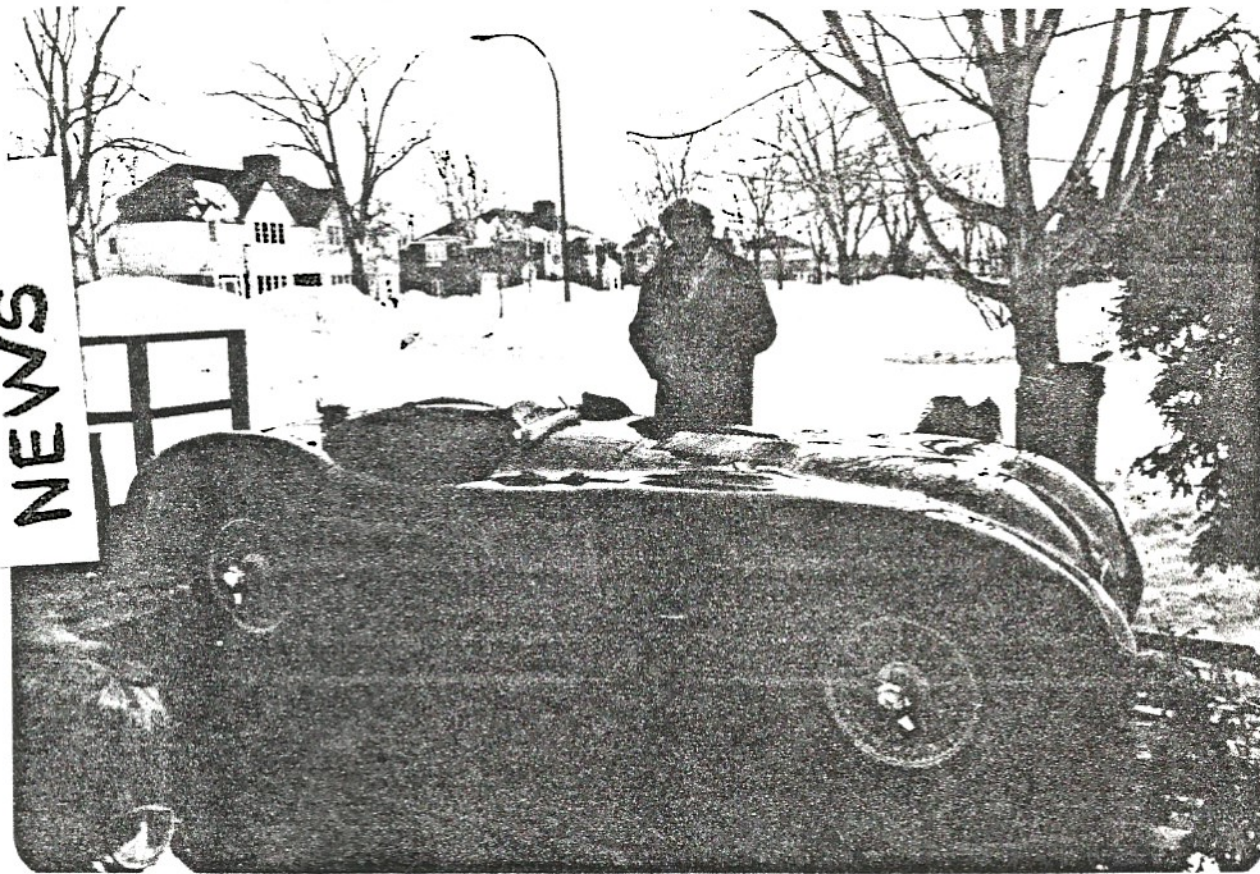
EDITORIALLY SPEAKING

As I am out of the mainstream of club goings on at the moment, I'll just say a bit more about the publishing dates of the 'Autosiaste'. The magazine will be printed five times this year, the five issues making up a volume. The idea is that it comes out every two months and it takes just about a month to get the whole thing from my rough scribblings to finished typed pages which are then cut up and titled to make the "paste-up". This doesn't include taking photographs or getting photocopies from books etc. It then goes to the publisher who takes at least a week. So, the aim is to say that if the...oh say...May-June issue is to come out on time we have to have the copy or articles if you wish, by the last week of May. So the copy deadlines for 1978 will be as follows:

- March 24
- May 24
- July 24
- Sept 24
- Nov 15

We hope this is to everyones' satisfaction.

Club NEWS



CLUB NEWS

Congratulations to Bob and Lynn Tayler on the safe arrival of their new baby daughter - sorry this was not printed sooner, as its old news now.

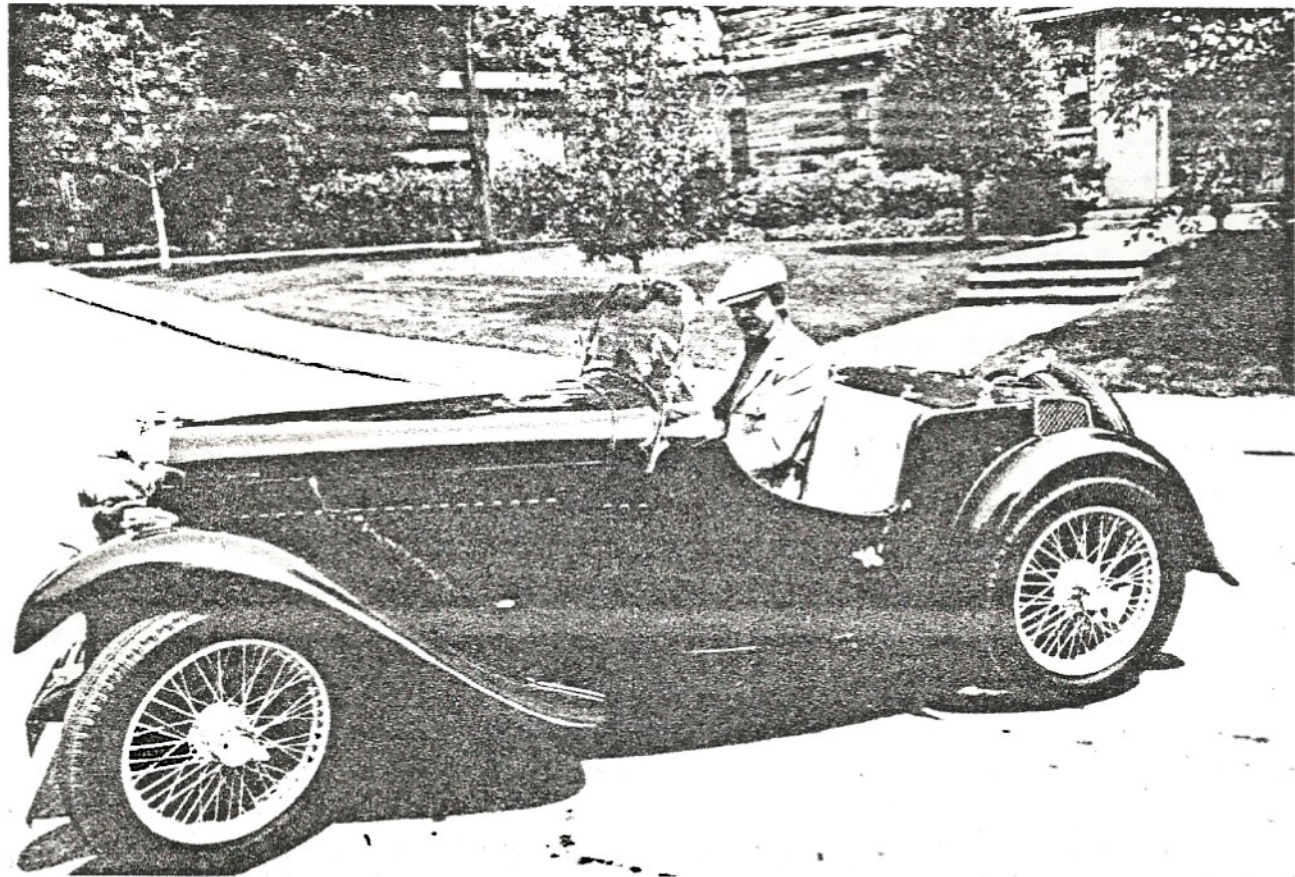
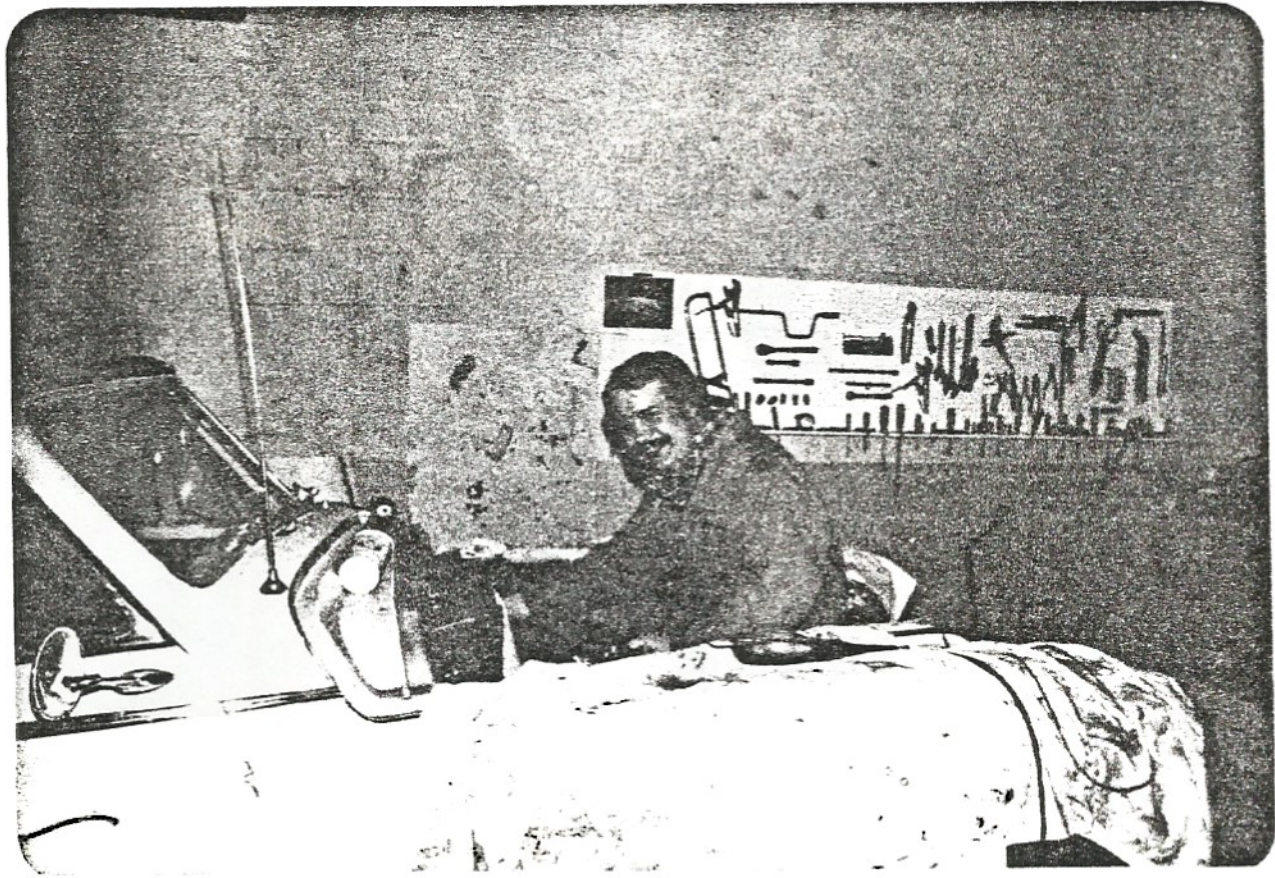
The grand event is coming!! No, not spring but rather the arrival and first outing of the newest addition to Ed Richardson's regal stable - are you ready for this? - a C-type road racing Jaguar!! Bob Marshall has already volunteered to push it out of the container and Zaven is more than willing to polish it!

Fianlly, some worthy competition for the Singer - what's that, do I hear laughter? Anyway, more details later.

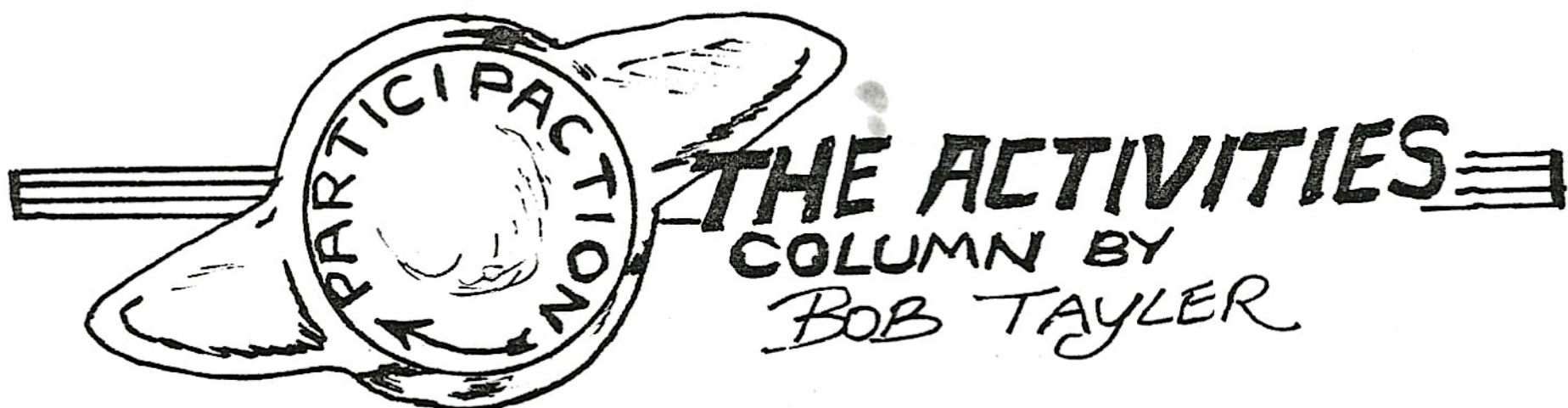
Bob Neapole has now aquired an M.G. F2. This is the six cylinder version of the J2 Midget like the examples owned by the Dohrendorf brothers. Bob plans to try and put his example together - starting from scratch - by this summer - best of luck!

The board of directors is pleased to announce the appointment of Gilles Desroches and Bob Marshall as 'membres de conseil'. See Bob Tayler's column for more on this....

The 1978 board of directors is listed on the inside front cover. The only departure this year from previous years is the the functions of Activities and Competition have been combined under one director, really a chairman, Bob Tayler, who has formed an 'Activities Committee' consisting of Ralph Hemmi, Henri Colombani, and Dick Hills as well as Bob himself. This is to provide the maximum of organizational and coordinatng talent for the ever expanding list of club events...



- CLUB NEWS.....1 - The meistro and his new lady. She certainly has nice curves!!
- 2 - New and experimental power source for Mark VI Bentleys....Rumour is it has a Hemi Head!!
- 3 - New Activitiès Chairman Bob Tayler being active in hus Singer...



PARTICIPATION

The Activities column, by Bob Tayler.....

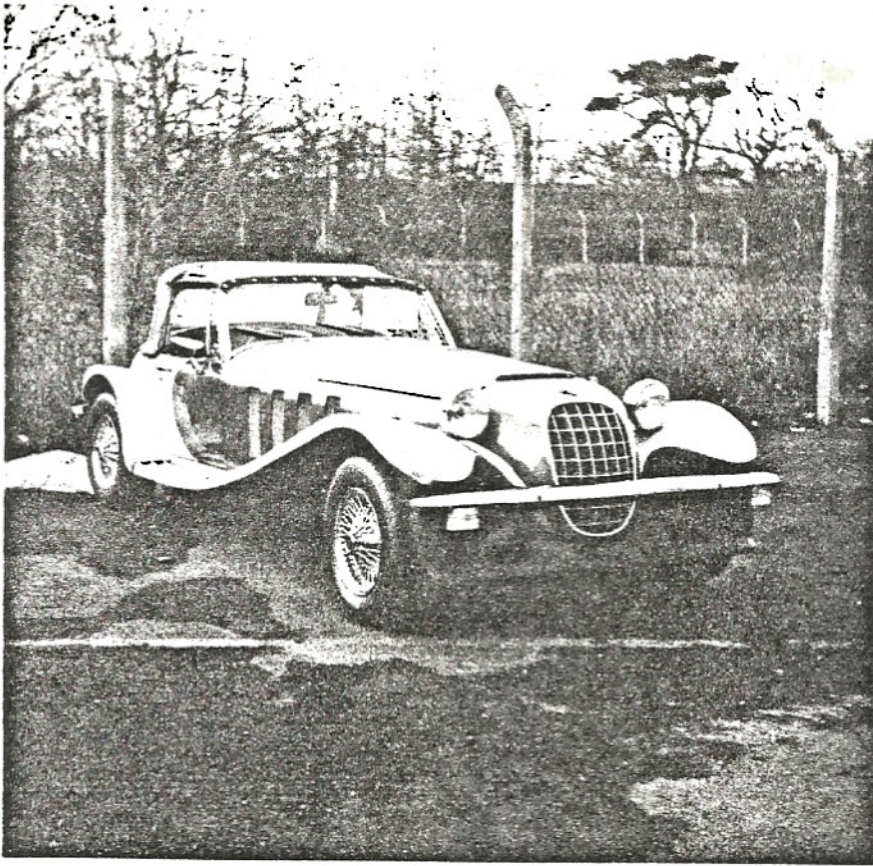
Comment - Before I get into my report of the pre-season meeting, I want to say how much Bob Neapole's announcement pleased me. For those of you who were unable to make it to the meeting it is announced elsewhere in this issue, however I would like to add my two pennorth. I am a comparative newcomer to the VEAE, but in the short time I have been involved I have been impressed by the activity of the members and commitment of the directors. However the club is starting to mature, and Hugh Jockel is the only remaining member of its first executive board. This change, while bringing new blood and enthusiasm to the organisation of the club, inevitably results in a discontinuity which can only be unsettling to the membership.

As a Parliament has its Senate or House of Lords, so we now have a "Comité des membres de conseils", a body of life members charged with the responsibility of advising and perhaps censoring the board of directors. This select membership is not automatically given on retirement from the board, nor even obtained by election. Rather, membership is by appointment, restricted to those who, in the opinion of the board have given very special service to the club and who will continue to be concerned with its direction.

Who, then, are more fitting as our first two "membres de conseil" than the club's co-founders, Gilles Desroches and Bob Marshall?

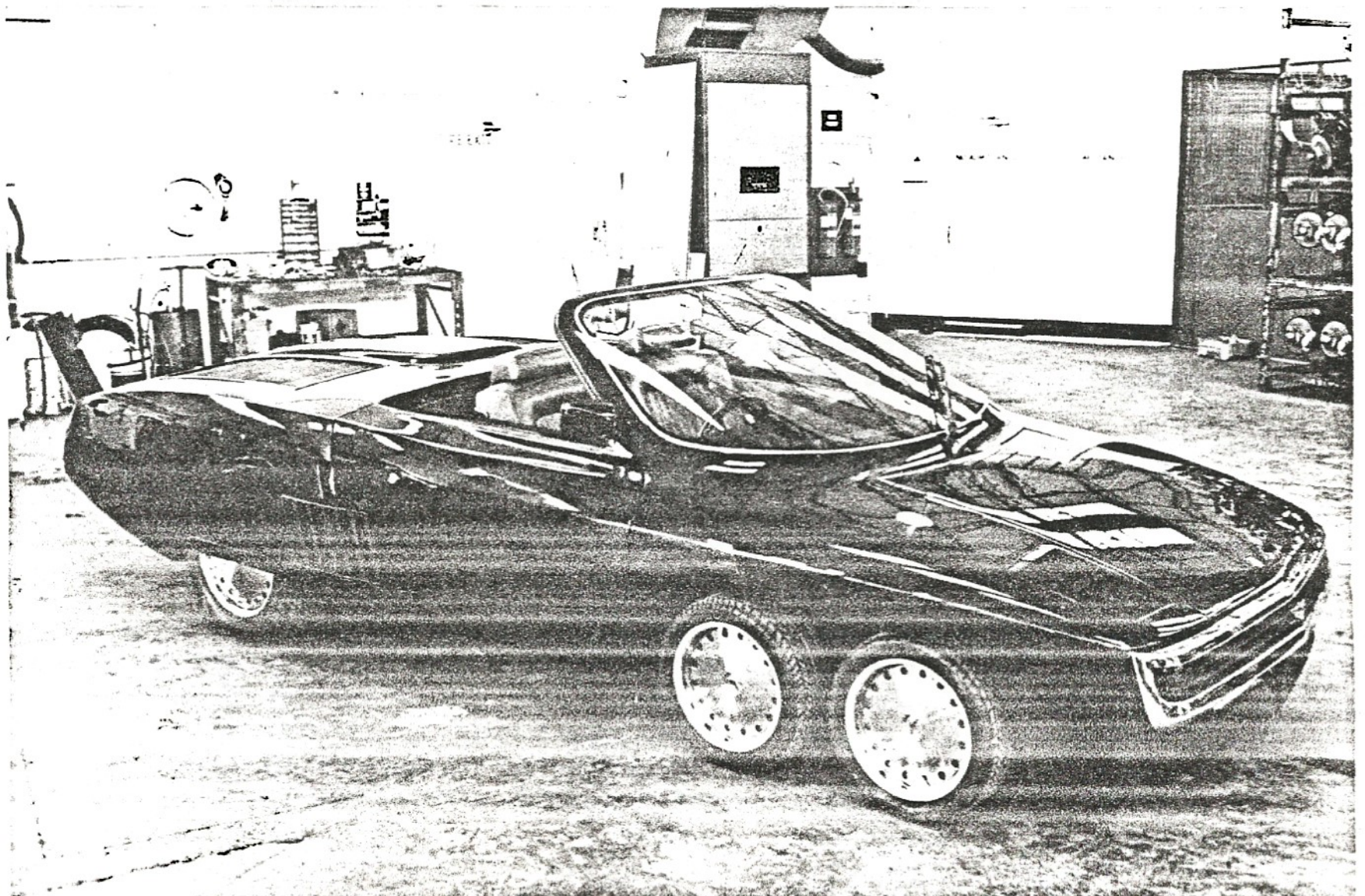
Gentlemen, I hope you will exercise your right and make yourselves heard!

As a result of a pre-season meeting held on March 17 at the yacht club, a final list of activities was drawn up, and is printed as usual on the back cover of the 'Autosiaste'. We tried to schedule the events in accordance with the wishes of the majority of members to ensure the maximum participation.....so lets see everybody turning up for the very comprehensive list of events to be presented for your enjoyment.



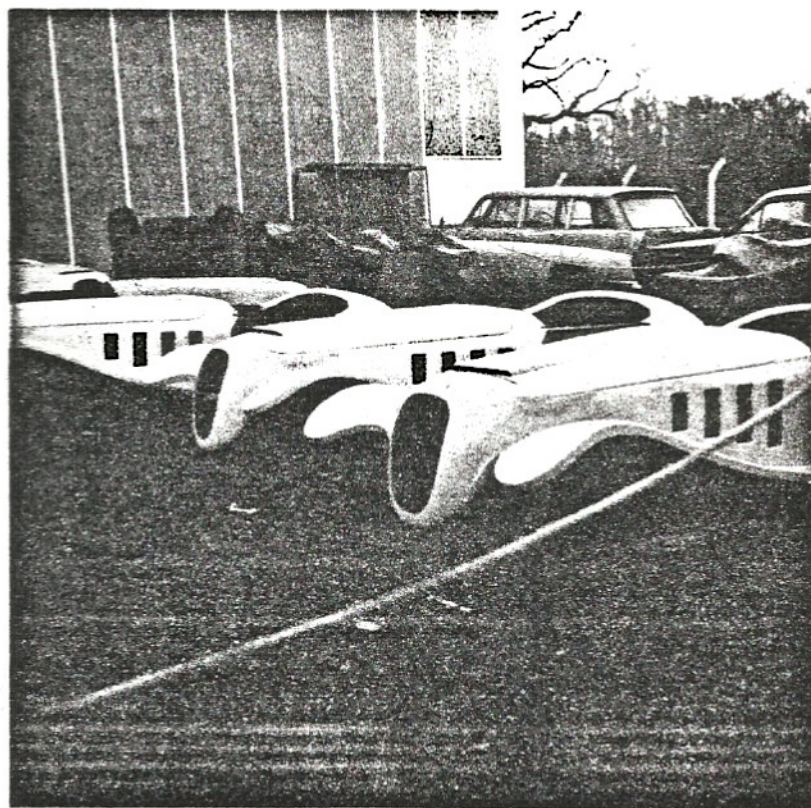
PANTHER WESTWINDS....

- 1 - Rear lot of the factory
- 2 - Lima bodies awaiting assembly
- 3 - Finished Lima
- 4 - The editor examines a partly-assembled DeVille



PANTHER 6

AROUND BRITAIN



AROUND BRITAIN.....PART I

The Editor at PANTHER WESTWINDS, Bob Jankel's Replicar Company....

It was a damp and overcast day when we arrived at the remains of the world-famous Brooklands racetrack. Those who knew it in better days would probably have trouble in recognising most of it now. Today it is a tumble of factories, cracked concrete, and weeds from what we could see....

However, it was not the grand old lady of speed we had come to look at, but rather the Panther Westwinds Company, builders of fine, exotic, and sometimes sort of impractical, replica cars since 1972.

If you aren't familiar with the Panther concern, it is run by and was started by a former fashion designer named Bob Jankel after he received requests from friends to build copies of a replica SS 100 that he had built for himself. This was the company's first car, the J-72 (Jankel 1972), powered by the Jaguar six cylinder engine and later the V-12. The body is hand-crafted aluminum set on a fabricated real chassis frame. The interior is real leather and the electrics and gauges, etc., are Jaguar. The company's second car was the 'DeVille' Limo: a car strikingly like the Bugatti Royale, especially in the frontal treatment with a very Bugatti-type grill shell. Later a two door convertible DeVille was offered. I myself have never been overly enthusiastic about this car - unlike the J-72 which does look quite the part - the DeVille looks shamefully like what it is - a modern car trying to look old fashioned.

A recent addition to the range is the charming little Panther Lima. This is sort of a deviation from the Panther norm as it is made not from aluminum but rather fibreglass. Also, it is produced in much larger numbers than any other Panther and uses Vauxhall rather than Jaguar mechanics. I saw a number of these attractive sports cars on the road during my stay and they are handsome, fast and practical little vehicles. In appearance they have a touch of Riley Imp to the rear, a dab of Fraser Nash LeMans to the front, even perhaps a bit of B.M.W. 328 thrown in as well. The Lima is sold through Vauxhall dealers as well as through Panther themselves and, I believe, is now available in the U.S. and Canada. In Montreal the dealer is probably Cristo Paaros, who already deals in the J-72.

The latest of the range must be the biggest attention-getter ever. I think Mr. Jankel must have had a bit too much wine with lunch when he thought up this one. It certainly takes the game of "One-Upmanship" to dizzying new heights! Called simply the Panther Six, it is a six wheeled wedge shaped convertable (with, I gather no top) powered by a 500 cubic inch Cadallic V-8 engine mounted amidships, fitted with twin turbochargers!! Despite its size the car is a two seater leather interior and with Panther-designed gas-plasma barographs and LED readouts. The thing's even got a built-in 'Insaf' fire extinguisher system which works automatically by heat sensors like those in Formula One racers!! The export price at the time of our visit was set at a modest £38,500, but then, the air conditioning is included in that! Oh, by the way a hard top for it is only £1850 if you want to drive it in the rain. Panther can also fit a television and telephone for you if tell 'em to.

Besides producing this range of cars, Panther Westwinds also does design work, prototypes and one-offs, as well as restoration of classic cars in general. They own a series of subdivisions which deal with most aspects of restoration and fabrication, known as 'Panther Shapecraft', 'Screencraft', and 'Spraycraft', the names of which are self-explanatory.

The factory and offices are clean and extremely modern and everything seemed to be well organised. There certainly wasn't any shortage of work for the Panther craftsmen. Outside it was possible to see the line-up of finished cars and stacks of bodies, most of which were for the Lima whose doors come from the M.G. Midget, by the way. The materials used are all really first class and you can't fault the workmanship on these cars at all.

Summing up; Panther Westwinds is a nice refreshing change from Modern cars that all look like they came from one box-shaped mold, and whatever your opinions on replica vintage cars, the Lima and J-72 must be the best examples of the state of the art on the roads today. Despite their high purchase prices they must be well worth it in terms of quality and dollars per fun ratio. Long may Panther prowl!



AROUND BRITAIN.....PART II

The Editor in Barry Walker's Pre-War Parts Centre....

I guess many old M.G. owners in our club are familiar with Barry Walker's services. The Dohrendorfs I believe obtained many of their J2 parts from him, and Pat Mullen and more recently Bob Neapole have bought cars from the centre.

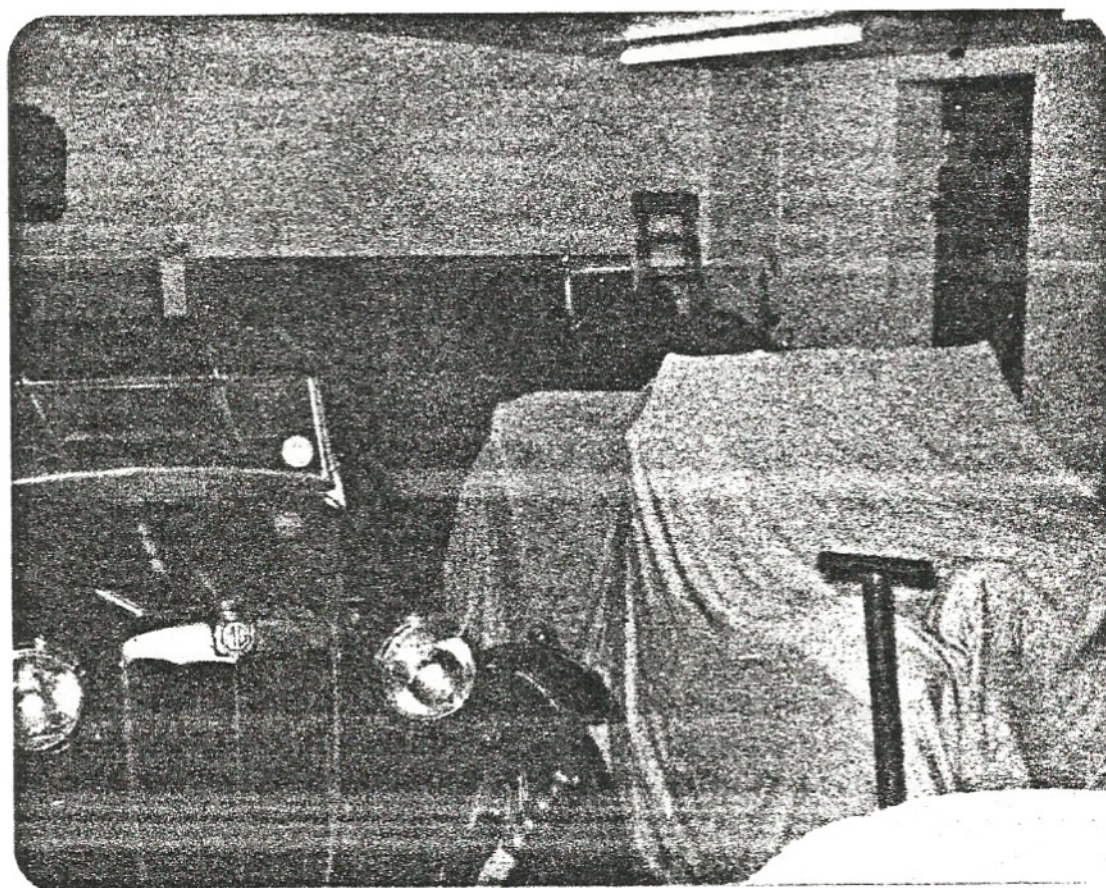
When I dropped in Barry was just finishing a move to his new Chiselhurst premises from the old establishment at Sparrows Green in Wadhurst. He was able to supply me with a number of small bits and pieces that I needed for my Singer. About Singers, he said that he was getting a lot more people nowadays coming in for early Singer sports car bits as the M.G.s and the Singers of the day shared a number of electrical and trim parts as well as mechanical bits such as shock absorbers, wheels, some pistons (the M.G. 60 mm ones) and sundry other things.

All his parts are restored to a good standard and Barry also deals in second hand unrebuilt spares for those who want to do it themselves. He is also having a lot of replica parts made including ash frames, panels, wings, knock-offs and most recently, the outside mirrors which fit on the windscreen post. In fact when I was there he was in the process of packing these and sending them off.

Barry also deals in buying and selling complete restored and unrestored cars. As can be seen from the photos accompanying this article, the centre is well organised and it is easy to locate any particular part in the stock. The only problem is actually finding the building itself as it is set well back from the road in an unlikely spot between two houses. The only identifying mark is a small sign on the fence of one of the neighbouring homes. You can not just drop in on Mr. Walker but should ring for an appointment, although he is usually there on tuesdays and thursdays. His services are, however, open during regular shop hours on weekends.

All in all, Barry Walker's is a one of a kind service as I don't know of any other that deals almost exclusively with pre-war M.G.s although Barry has expanded his range now to cover T-type cars as well, and must be a great help to those people restoring the early cars. The one thing I might complain a bit about is that I found his prices to be a bit high for my tastes but then what isn't expensive these days, especially in the old car field?

The Pre-War MG Parts Centre,
1A Albany Road, Chiselhurst,
Kent, England.
Telephone: 01-467 7788



THE PRE-WAR MG PARTS CENTRE...

- 1 - The quaint town of Chiselhurst
- 2 - Parts galore - all well organised
- 3 - Complete cars restored and unrestored awaiting buyers

AROUND BRITAIN.....PART III

The Editor visits the National Motor Museum at Beaulieu....

While roving around England I thought that one place was an absolute must on my schedule and that was Lord Montague's National Motor Museum. The last time I had been there it was a tiny little affair but then that was about 16 or 17 years ago and at that time I was only a tiny little affair as well. Anyway, thanks to the magic of cine-film I was able to watch our aged home movies of that trip and to compare it with the museum now.

To tell the truth I didn't even recognise it! The buildings and layout are completely new and the whole place is really quite incredible. There is even a new information/gift shop/library complex which also acts as the main gate, a bar-restraunt with lecture facilities, an out-door exhibition area and various other smaller 'side show' buildings - one on "Transportation Through the Ages" and one on model railroads. The whole estate is now linked by a monorail track which actually passes through the museum similar to the American Pavilion at Expo '67.

We arrived in Beaulieu on a weekday so everything was very quiet and we could browse around without anyone rushing us. The accomodation at the Montague Arms was also excellent. If you stay in Beaulieu itself you have no other choice but to stay there - its the only hotel in town!

The day we visited, thw workshops were preparing twenty-odd cars for a film and were also testing the Lord's 4½ litre Lemans Replica Bentley before its despatch to Australia for a rally there. Despite all this work going on the shop steward was more than happy to stop and chat with us and when we got on to the subject of Austin Sevens he produced an aluminum engine block and a crankshaft which he sold to me for a mere five pounds!!

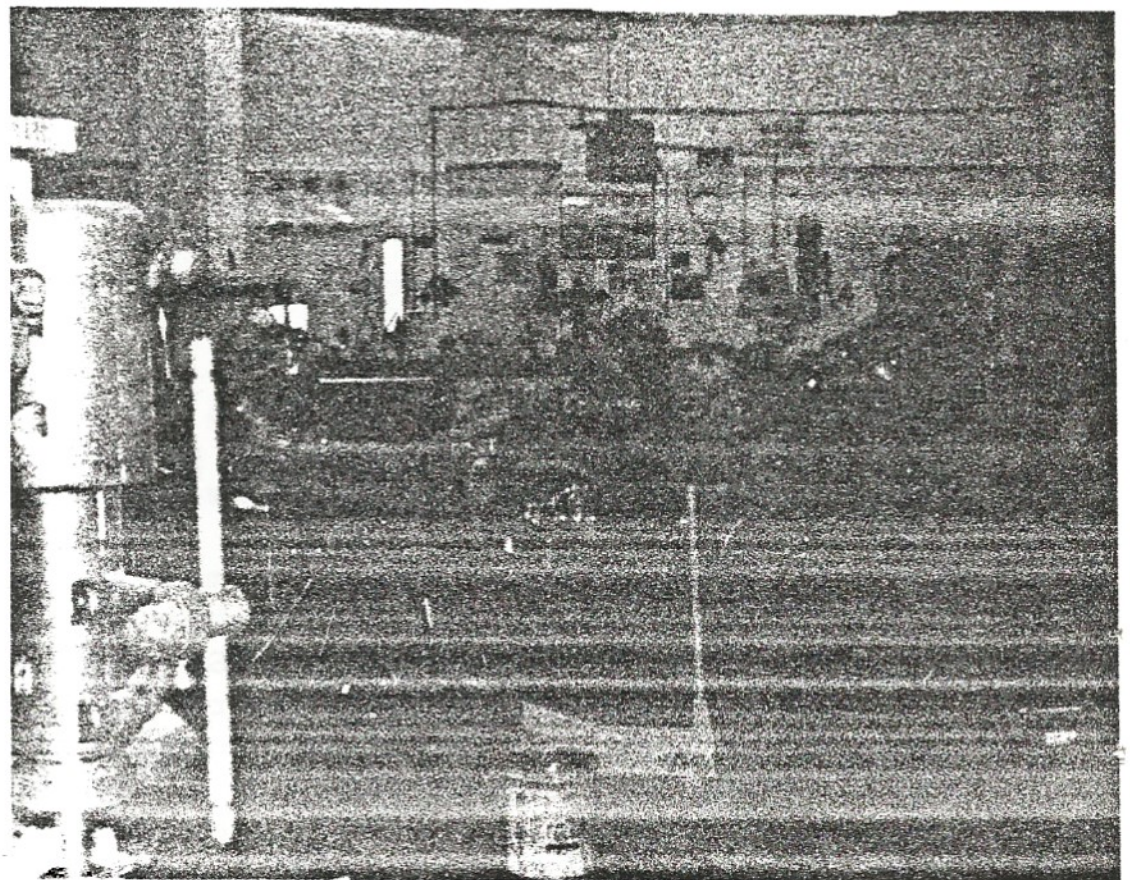
Later we had a chat with the museum director and when we displayed interest in a few particular cars he said "Never mind, just undo the barriers and pull out whatever you want to photograph"! They couldn't have been more helpful and accomodating. Obviously, the museum is run by true enthusiasts rather than the stuffy no finger prints, no touch types!!

Incidentally parked outside with apparent disregard for the intermittant rainshowers was a beautifully prepared C-type Jaguar without any top, which of course is how they were originally sold.

The library next to the information centre also proved to be as incredible as the museum. I approached the desk with a smile on my face expecting to get a "I'm sorry, Sir, we don't have it" from the clerk when I asked for original road tests of the 1933 Sports Lemans and I could say Ha! caught the great National Museum with its pants down - Your files aren't complete after all! But to my astonishment my inquiry produced three old magazines, two 'Autocar's and a 'Motor'. I was amazed!! I was completely floored when the clerk then proceeded to produce a copy of the original owners' handbook for the car as well!! Photocopies of all this material came to a mere three-and-one-half pounds.

So it was with heavy heart that we left picturesque Beaulieu the next day. The girl at the Montague Arms reception desk was very kind enough to drive us from Beaulieu to Hythe so we could catch a ferry to Southampton to connect with a train back to London. She must've felt sorry for me having to lug that engine block around along with my luggage!!

As I sat on the train chewing on a cup of rotten British Rail coffee and hanging on to an Austin engine block I concluded that the National Motor Museum was really the mecca for all true vintage enthusiasts the world over.



NATIONAL MOTOR MUSEUM....

1 - The Lord's 4½ litre Lemans Replica Bentley

2 - The Beaulieu workshops

RENAISSANCE

—re-born or still-born?

Something old, newly built in Canada and first shown at Motorfair last month. The labour pains are only the beginning — now there is the problem of the regulations

By Ray Hutton. Photographs, Ron Easton

Colour page: yours for £22,000, the Thirties' mixture (1977-style) Renaissance from Montreal. No, it is not a convertible, the vinyl roof covers solid steel, from which most of the bodywork is also constructed. The massive 16in. wheels (and chassis, suspension and brakes) are from the Ford Econoline van; those bumpers are specially made and are very substantial.

Below left: fascia panel is turned aluminium, housing a comprehensive set of instruments and teamed with a 13in. steering wheel and an incongruous-looking combined radio and eight-track stereo tape player.

Below right: the massive bonnet houses a potent power source — a cooking 6½-litre Ford V8 with two-barrel carburettor.

"WE WANTED to produce a medley of the Thirties, the best of Bugattis, Packards, Rolls-Royces, and other fine cars. To capture their character rather than copy any one of them. A copy can never be a perfect replica. We took what we felt were pertinent features from a number of cars."

It is a reasonable enough idea, as Bob Jankel of Panther would testify. Hy Edelstein of Le Vicomte Classic Coachbuilders of Montreal is not yet in the Panther Westwinds class even if some of his handiwork is. As the creator of the Renaissance — an appropriately French/British name for a car from Quebec — he is particularly proud that one feature sets his car apart from its "replicar" competitors: the wheels. "So many of them look wrong for using modern wheels that are too small," he says. "We wanted 16in. wheels."

No American cars use 16in. diameter wheels, so Edelstein looked at commercial vehicles. He found in the Ford Econoline van (about the size of a Transit) not only the right size wheels but a strong girder chassis frame, modern wishbone and coil spring, independent front suspension and some very substantial brakes — 11½in. ventilated discs at the front and 12in. drums at the rear. It was the basis he needed to build the car of which he had dreamed for 25 years.

The Econoline is a forward control van so it was not as simple as adding an old-style body on to an off-the-shelf chassis. The centre of the frame had to be dropped and reinforced to provide the correct floor level in the passenger compartment. And the engine — he chose a cooking 6½-litre Ford V8 with two-barrel carburettor — had to be relocated further back in the chassis.

The birth of the Renaissance took nine months. The engineering work was carried out by a workshop in Montreal with, appropriately, both truck building and old car restoration experience. The humble chassis is clothed with a body of distinctly Rolls-Royce Phantom II overtones. It is made from 18 swg steel, hand formed throughout and very well finished with a craftsman's touch in the execution of door hinges, edgings and the Bugatti-style side depressions which are followed by the contrasting colour panels curving gracefully behind the doors. The wings, however, are glass-fibre — also very well finished — and reinforced with a framework of steel. The running boards are borne on side members from the chassis.

Anyone who has attempted to restore a pre-war car will know how difficult it is to obtain authentic-looking detail components — lights, horns, all sorts of body details — from that era. Edelstein has had to have the big 10in. headlamps specially made; they have Bosch quartz-halogen bulbs. Cibie Oscar spot lamps form appropriately rounded supplementary lights, but those on stalks at the rear had to be specially made, as did the stainless steel wheel discs which disguise the truck wheels. Contrary to appearances, the

Renaissance is not a convertible. The canvas-texture vinyl roof material covers solid steel even though it is profiled to look like a hood, has specially-made outside hood irons and even press fastenings.

Outside, the Renaissance avoids the vulgarity of some of its competitors. The lines are crisp and imposing, though the radiator shell might have made it more so if it had been borrowed from a Rolls-Royce rather than a Packard or an Armstrong Siddeley. There is a stainless steel alternative to the body colour cowl of the first car and customers will be offered any colours they would like for the body finish.

The car's interior manages by the correct juxtaposition of seat, steering wheel and dashboard plus high sides and a shallow screen to produce a period setting. The desire to have some modern conveniences has meant that a very nice leather-bound 17in. steering wheel sits in front of modern column stalks, electric window lifts, and Stewart Warner instruments on an engine-turned aluminium fascia panel, and adjacent to a regular Ford T-handle automatic transmission selector and plastic covered handbrake. Even more incongruous are the combined radio and eight-track tape player and the under-facia air conditioning ventilators.

Once again the standard of interior trim in soft leather and good quality cloth is excellent. The front seats are basically Volvo but retrimmed and subtly reshaped. The driving position is basically "right" and all-round visibility at least as poor as was a 16-foot town coupé of the 1930s!

Despite its modern running gear and home comforts, the Renaissance contrives to feel somewhat like a 1930s car too. The steering is light — Ford power-assisted — but the big steering wheel needs to be positively wound and unwound through its four turns from lock to lock. The throttle, a floor-hinged organ pedal, needs a hefty push with the whole foot, not a light dip with the toe, and the brake pedal has a lot of travel, little feel and a very sudden stand-it-on-the-nose response to a hard panic push. Of course, if one analyzes it, the brakes are typical of many modern commercial vehicles. They are unusual in

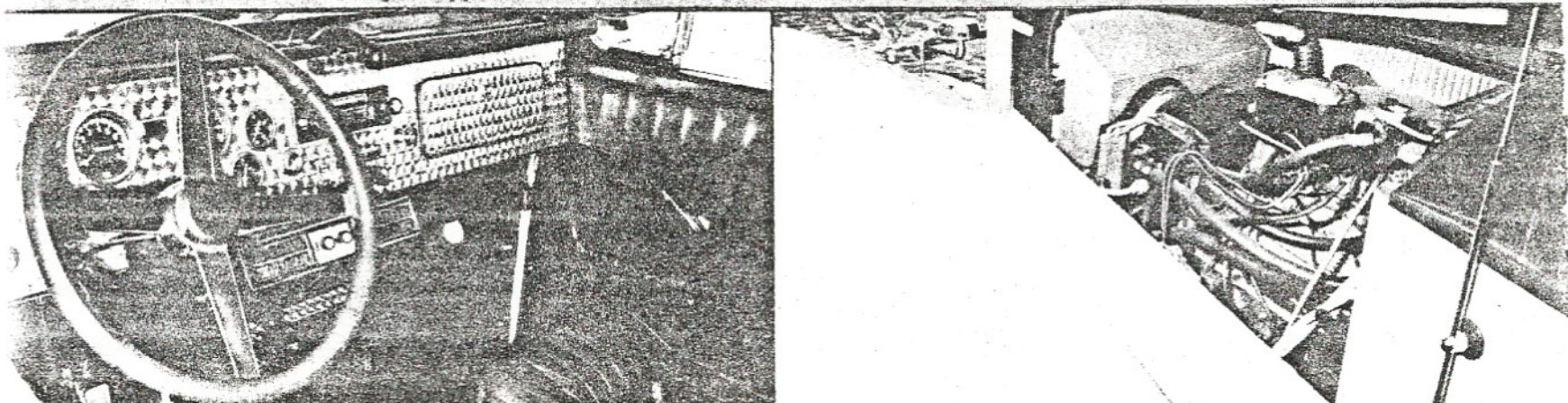
car terms in having a hydraulic servo and the Bendix anti-lock system that has been available on some Lincolns and Cadillacs.

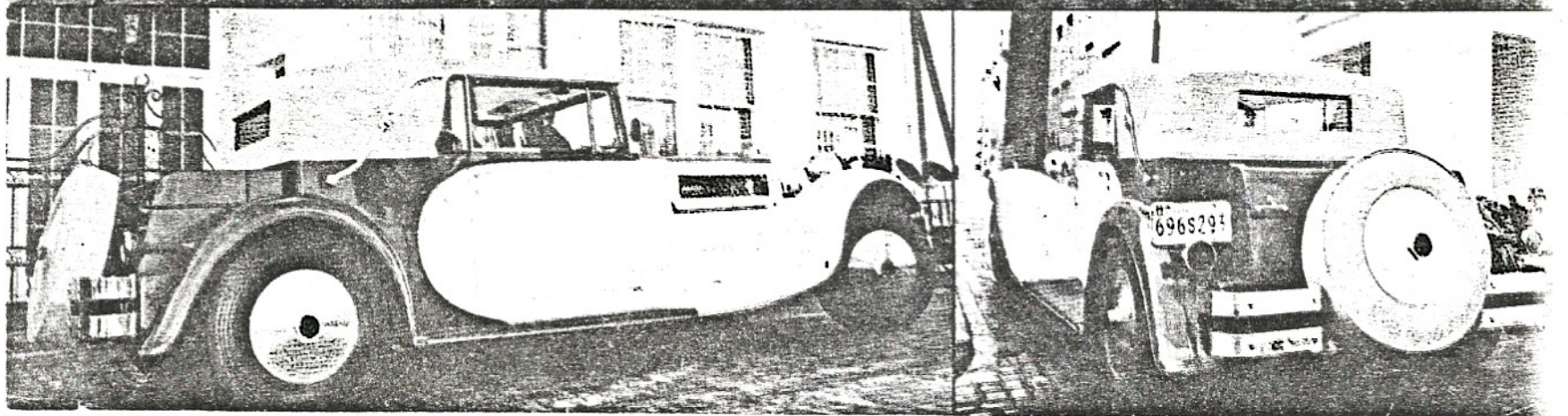
The odd thing is that it even sounds a little like the big cars of yesteryear. The Ford V8 — pleasantly subdued from inside the car — does not have the Detroit V8 rumble with which we are familiar. Edelstein thinks that the wide engine under a narrow louvred and uninsulated bonnet might be the common factor.

But the problems of building yesterday's car today extend beyond the search for period authenticity. Visitors to last month's Motorfair may have seen the Renaissance tucked away behind a staircase. Its appearance in London constituted a World première of sorts. But Edelstein is not sure that he will be able to sell his car here because of the E-mark approval regulations which require, as he puts it, the "sacrificial goat" — a Renaissance thrown at a concrete wall in the interests of safety science, or at least of getting the necessary certificate. With a projected annual production of 12 cars he cannot afford that. Back home in Quebec he says they took a more realistic view: "Our car's built like a Sherman tank — big and heavy. Built to last like the good cars of the Thirties. The authorities recognized that — and that they approve lightweight glass-fibre things. They gave us approval." By a trade pact, what goes in Canada goes in (most of) the United States.

Hy Edelstein, his wife and partner Hedy, and their small team of enthusiastic sub-contractors are ready to make up to 50 replicas of the prototype Renaissance replicar for around £22,000 each. They know they have some customers in Canada but they are somewhat disillusioned with the idea of selling in Europe. And the Middle East. They anticipated some problems with selling to the Arabs but found them of a quite different kind. No type approval problems there — but there is an Arab embargo on Ford products. And they only used those to get the 16in. wheels. □

Le Vicomte Classic Coachbuilders PO Box 430, St Sauveur des Monts, Quebec, Canada J0R 1R0





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EDITORIAL

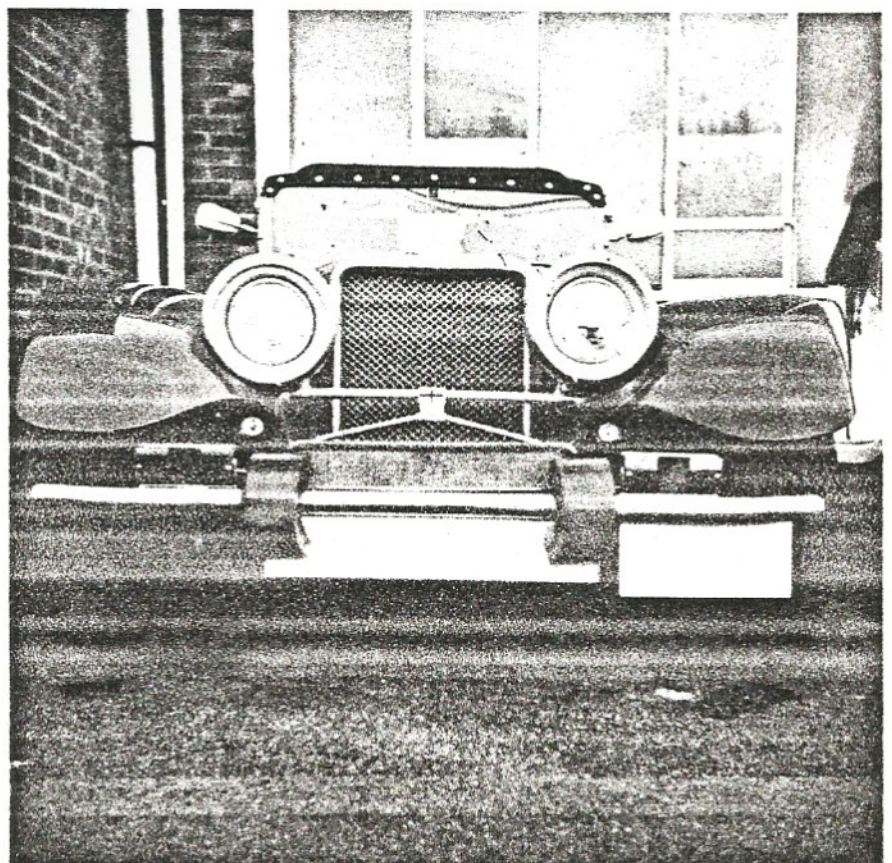
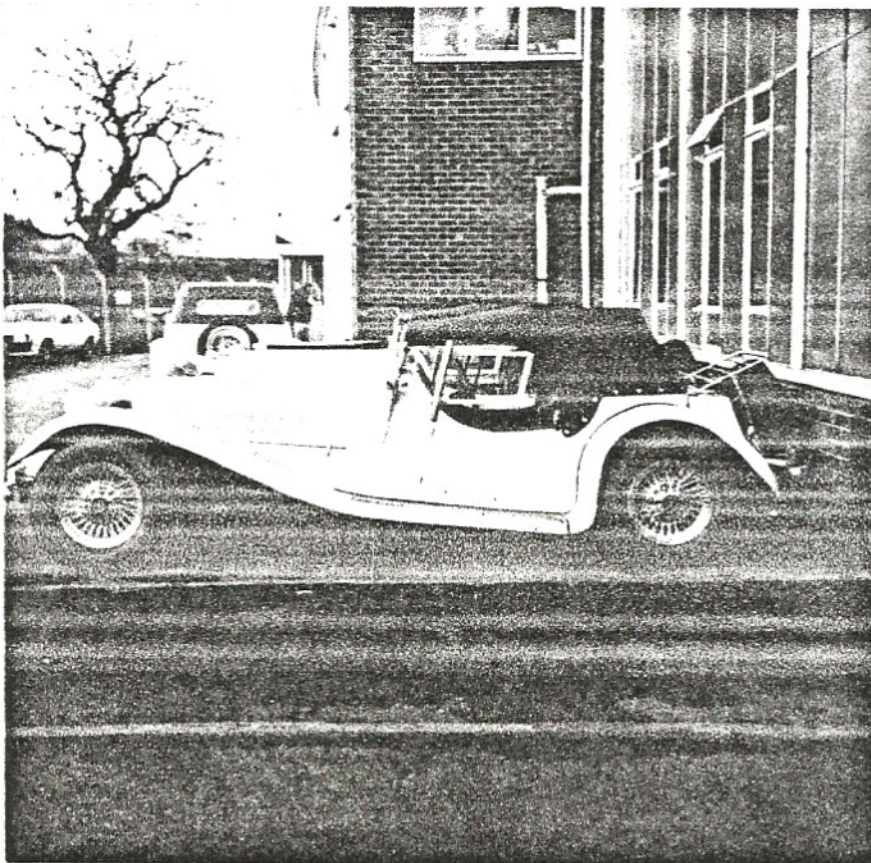
The winter seems to be quickly slipping away bringing us closer to a new season of events. It will be interesting to see what new things our committee will come up with. As you know, the events of '78 will be more tailored (no pun intended, Mr. Activities Director) to suit what the membership at large wants (this was all discussed at our film show on Friday March 17 - for those who didn't attend).

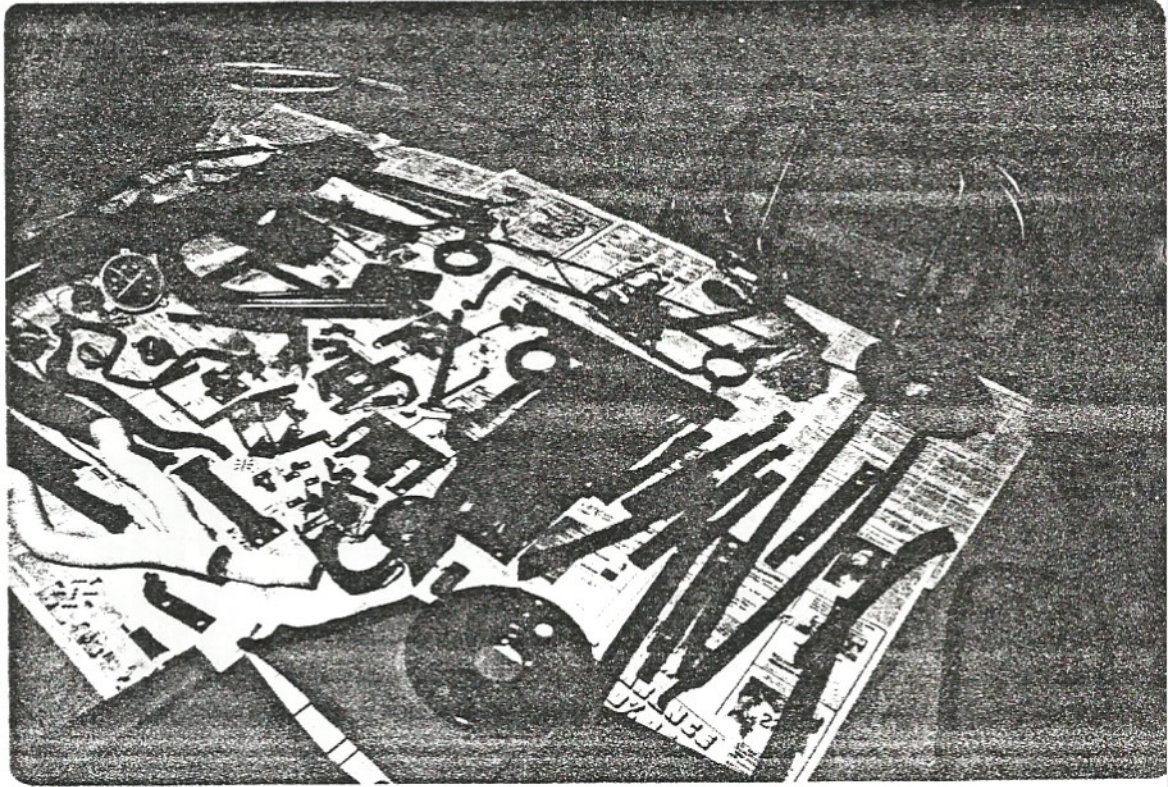
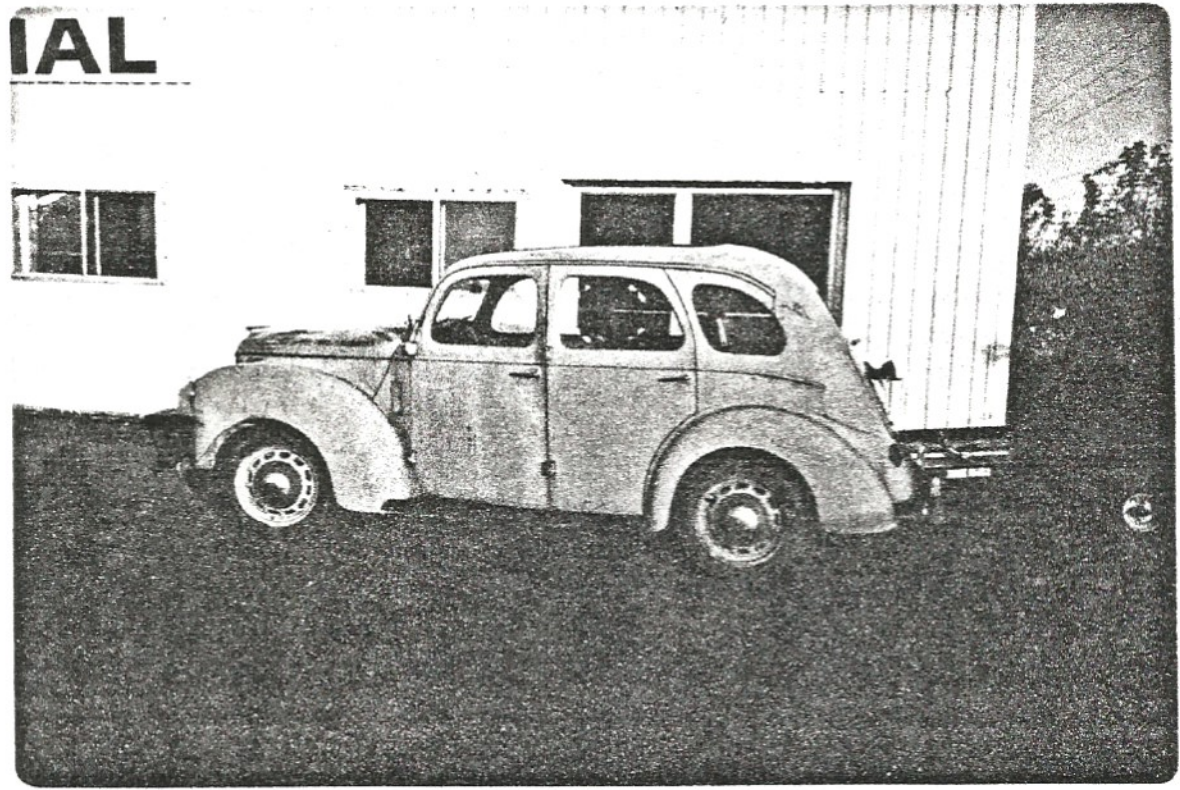
Yet again I find myself with late issues on my hands, these being the last issue of last year and the first of this year, but I couldn't put these together from the other side of the Atlantic although I did send a couple of articles for Bob Neapole to have typed up by his trusty secretary. Anyway, now I'm settled back in again I'm going to get back into the right schedule, the publishing dates of which are listed separately.

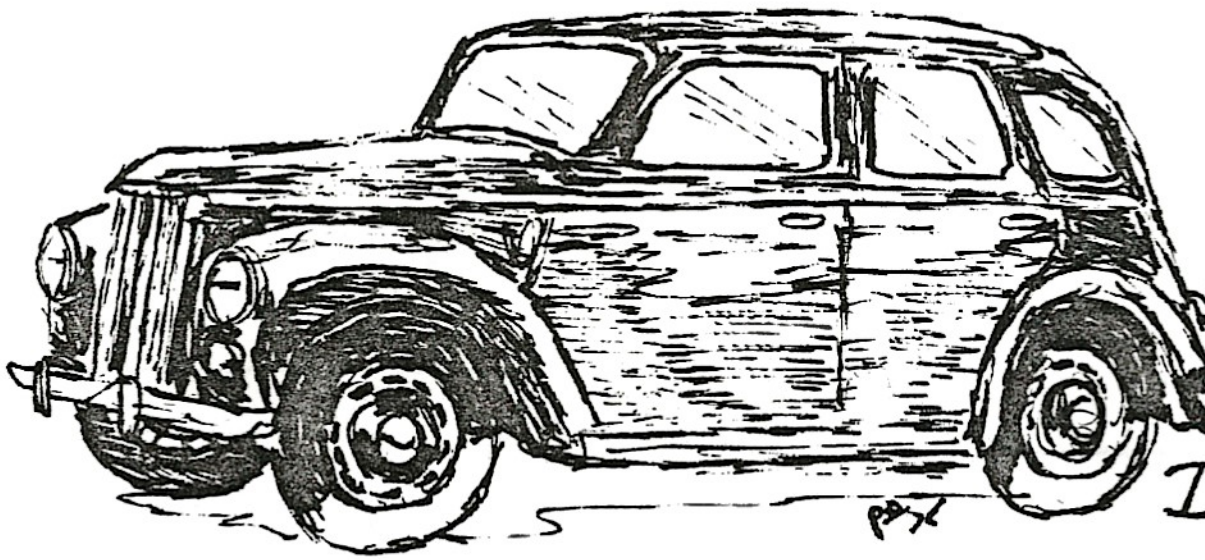
Lastly, a word about Club T-shirts and window badges. These have been in the works for a long time now and the company we have been dealing with seems to have no interest in getting samples or estimates to us. Therefore I am going to produce these items myself. I have formed my own silk screening "company" and am now ready to produce Club T-shirts, Club jackets and Club licence plates for the front of your regular car. Prices will be roughly \$10 for T-shirts, \$15 to \$20 for jackets, and \$8 for licence plates. I need about ten orders to start a run. If you are interested in ordering please give me a ring and I will provide further details.

Yours,

Phill







Perfecting Prefects

By
DAVID NERCESSIAN

ON PERFECTING PREFECTS by David Nercessian

Restore a Prefect? Yes, it's true. I thought it might take four months, but so far it's been a year and a half. But with luck it might be back on the road this summer.

It all started innocently enough; just do up the main things, I thought. Reline the brake shoes...fix the leaky fabric insert in the roof...a new rubber for the rear window...etc. So out came the jack stands, up went the car, and off came the drums. But those wood floors did look a bit warped, the clutch was beginning to sing under stress, and a cracked battery case had done its work on the steel floor pans.

So, part by part the car came apart, and Prefects being Prefects, I decided I would have to do most of the work myself to make any economic sense of it at all. One exception has been the engine, which was rebuilt outside. Through some rather questionable business practices I paid an exorbitant amount for what on the surface seems to be mediocre work.

Up to now most of the work has been wire-brushing, followed by priming and painting. This became tedious early in the game, especially with the smallest pieces. I'm trying not to skip details and have dismantled all the gauges to clean out the dust and repaint the needles.

I rebuilt the generator, starter, heater (added later), and water pump, and reupolstered the back of the rear seat which took the brunt of the leaky window. All the bakelite items, window frames, horn - push, and dome - light submitted well to their ordeal by buffing compound. The pieces for the new headliner are already cut out, but the courage to put a needle to it has yet to be found. The current project consists of making new cowl and door panels but the main caecass and its fenderly appendages will have to await warmer weather for attention.

Serge
Monette

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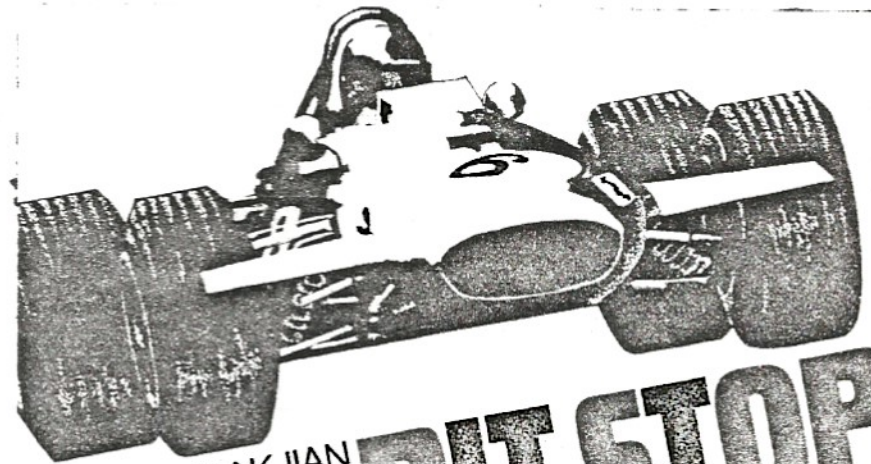
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R.A. MARSHALL
President

Colombani
Sperandio
architectes

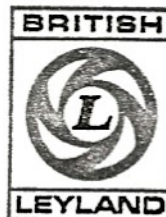
560 ouest
boul. Henri Bourassa
Montréal H3L 1P4
Tel.: 514 337-4202

Henri Colombani, architecte

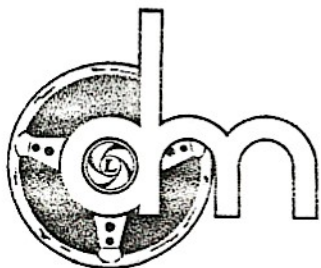
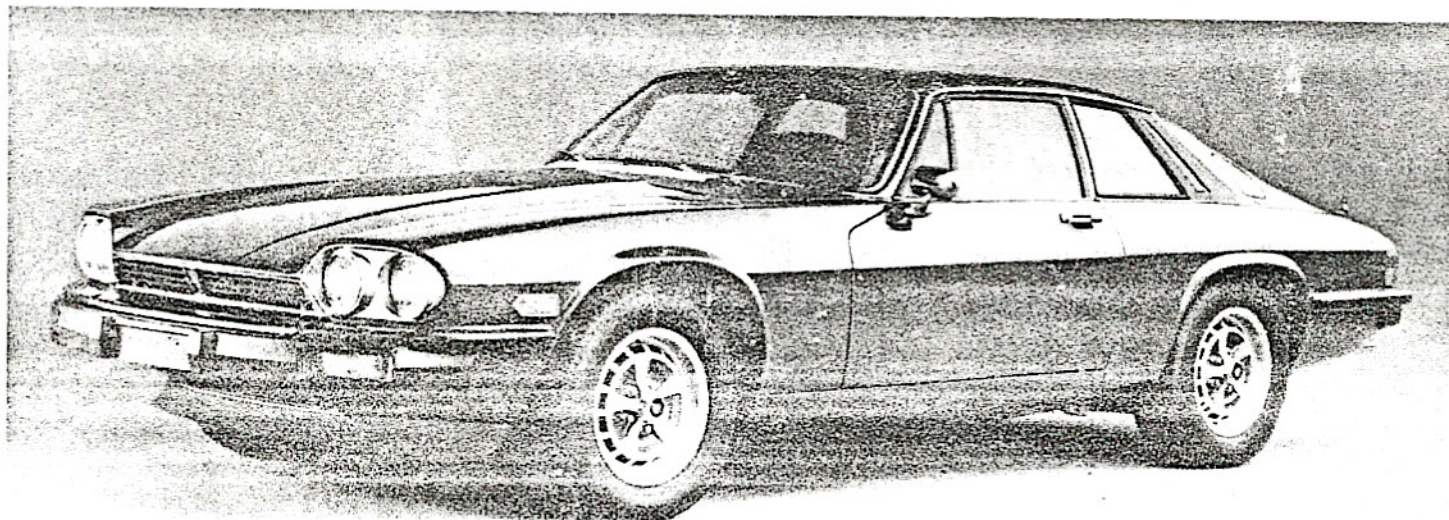


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1977 ANNUAL GENERAL MEETING

MINUTES

PLACE

Royal St. Lawrence Yacht Club, Lakeshore Road, Dorval, P.Q.

DATE

3rd February, 1978. Social gathering to precede dinner, 19:00 hours.

The Annual General Meeting was preceded by a social gathering in the Lounge of the Club during which the members and their guests were able to meet, renew old acquaintances and make new ones. To say nothing of notes on the year's activities, speculation on the standing of the members in competition and hopefully, expressing good intentions of participating in more of the coming year's activities. The call to Dinner came at the welcome hour of 20:00 hours.

The diners having all been seated and the first course served, President Bob Marshall welcomed all to the Meeting and in a brief address outlined the objectives of the Club for the benefit of the guests present, made reference to the plans for the coming year and spoke on the subject of the Quebec Automobile Insurance Act, which will be effective starting this year. He quoted from a letter written to the Vintage Automobile Club of Montreal by Mr. DeCosta of the Provincial Government in which was outlined the No-Fault Insurance Plan as it applies to Quebec drivers. The reaction to this was, as could be expected, diverse and credulous.

As the dinner drew to its conclusion, there was unanimous praise for the planning and the execution and a particularly excellent menu which included both white and red wines at the appropriate stages of the meal. The coffee being served, President Bob announced that the Annual General Meeting would commence without delay.

CALL TO ORDER

The Meeting was called to Order at 21:00 hours and the Minutes of the previous A.G.M. were read by the Secretary-Treasurer. There being no changes to be made, upon a motion for adoption by Ed. Richardson, seconded by Ralph Hemmi, they were adopted by a unanimous vote of the members, of which there were 20 present out of the total membership of 53. There was in excess of the minimum quorum necessary for a voting, 25%.

REPORTS

The various Directors were then requested to present their reports:

Membership - Bob Neapole reported that the membership was now 53, a net increase over the previous year of 7. He made mention of the change in the event entrance fee having been eliminated by raising the annual dues, from \$10.00 to \$15.00. He attracted attention to the fact that some members are still to be heard from on the Dash Plaque "donation". He expressed hope for a 100% response in the near future.

Activities & Competition - Ralph Hemmi for the former and on behalf of Zaven Darakjian for the latter, in the French language stated that the Club standings would be reported on later in the evening.

Publications - Phil Avis, Publications Chairman, being in Britain at this time and unable to personally present his report, this is being ably handled by his colleague in the preparation and production of the "Autosiaste", the Club periodical. He reported that although the normal 6 issues per year could not this year be reached, 5 were actually turned out. This year's issues totalled 183 pages consisting of 39 of photographs, 18 of editorial comments, articles of general and technical interest came to 33 pages. The balance consisted of advertisements, news items and miscellaneous. The quality of the publication has gained many compliments. He stated that the big problem was getting material and he appealed to the members to assist in this by contributing anything which could be of interest to the members generally.

Secretary-Treasurer - Hugh Jockel presented the Annual Report verbally to the effect that the year's receipts from all sources came to the sum of \$1,668.50, disbursements were \$1,566.28, the excess of the former over the latter being \$102.22. The cash on hand at the beginning of the year was \$400.30, at the end \$502.59.

The reports were moved for adoption as a group by Ed. Richardson and seconded by Steve Weidt, passed unanimously.

ELECTION OF OFFICERS

- a) The Statutory Notice of the Annual General Meeting and Election of Directors to fill the vacancies created by the expiration of the term of office of Bob Marshall, Zavan Darakjian and Hugh Jockel 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, all having agreed to accept office if elected, were presented to be voted on:
 - H. Burgermeister, P. Chartrand, H. Colombani, R. Hills, R. Taylor, H. Jockel. (Jockel for a 2nd term, all others 1st).
- c) Further nominations from the floor not forthcoming, upon a motion by V. Prager seconded by O. Dohrendorf, passed unanimously. The ballots were distributed, collected and handed to the scrutineers, Ralph Hemmi, John McFall. The results were:
- d) Burgermeister 1, Chartrand 14, Colombani 8, Hills 8, Jockel 19, Taylor 10.
- e) The new Directors are, therefore, Messrs. Taylor, Chartrand and Jockel.

The retiring Directors were thanked for their efforts on behalf of the Club by Bob Marshall and a round of applause emphasized his remarks. The Directors will next meet and, from among themselves, select the several officers who will comprise the Executive.

CLOSE OF MEETING

The Fourth Annual General Meeting closed upon a motion by Phil Chartrand seconded by Ralph Hemmi, unanimous, at 22:00 hours.

The annual General Meeting having terminated, the assembly then returned to the social side of the evening. It was generally agreed that the A.G.M. was a satisfactory one. Under the Chairmanship of Bob Marshall came the:

Competition Standings - It was announced that the accumulated totals of the year's competitive points showed the members with the three highest totals were:

- 1st Ed Richardson
- 2nd Dirk Schmekel
- 3rd Hugh Jockel

The other standings were stated

A round of applause greeted this announcement. Bob expressed his appreciation of the efforts put forward by all competitors and said that he hoped that the coming season would be as successful.

Presentation of Prizes - Ralph Hemmi then presented prizes to each of the three top winners. The prizes consisted of a choice of motoring books as listed in Classic Motorbooks 1977 Catalogue to the respective values of \$25.00, \$20.00 and \$15.00. Cheques to these amounts will be mailed to the winners named.

The next event was the drawing for special door prizes. There were three prizes, the winners and their respective prizes were:

- 1st A week-end for 2 at a Laurentian resort (Donated by C. Caille)
Won by Dick Hills
- 2nd Dinner for 2 at a Holiday Inn (Donated by C. Caille)
Won by Henri Colombani
- 3rd A Motoring book (Donated by E. Richardson)
Won by Bob Taylor

In addition there were two other motoring book prizes won, one of which was donated by Ed. Richardson, the other by Bob. Marshall.

Finally, in the prize-giving department there were the 3 Club cups for the 3 top point winners in the Club's annual Rallye, won by:

- 1st Bob Marshall
- 2nd Bob Taylor
- 3rd Bruce Marshall


After a fine round of applause, which followed these announcements, Bob Marshall told the Club that he was donating a new Trophy which would recognize the winner of the 1978 Competition events.

SPEAKER

The speaker of the evening, Mr. Harry Sherry, who was referred to in the most recent issue of "Autosiaste" as the owner-operator of a custom body shop in Warsaw, Ontario and renowned for his meticulous restorations was introduced as our speaker for the evening by Bob Marshall. Harry presented a very enjoyable slide exposition of the unique work which is carried out by his establishment, with a talk aimed at pointing out the many special features involved. Following his talk was an enthusiastic question and answer period. Applause.

FINISH

Mr. Sherry was then thanked by Bob Marshall and the A.G.M. and social evening terminated at 23:00 hours, having been voted a successful affair.

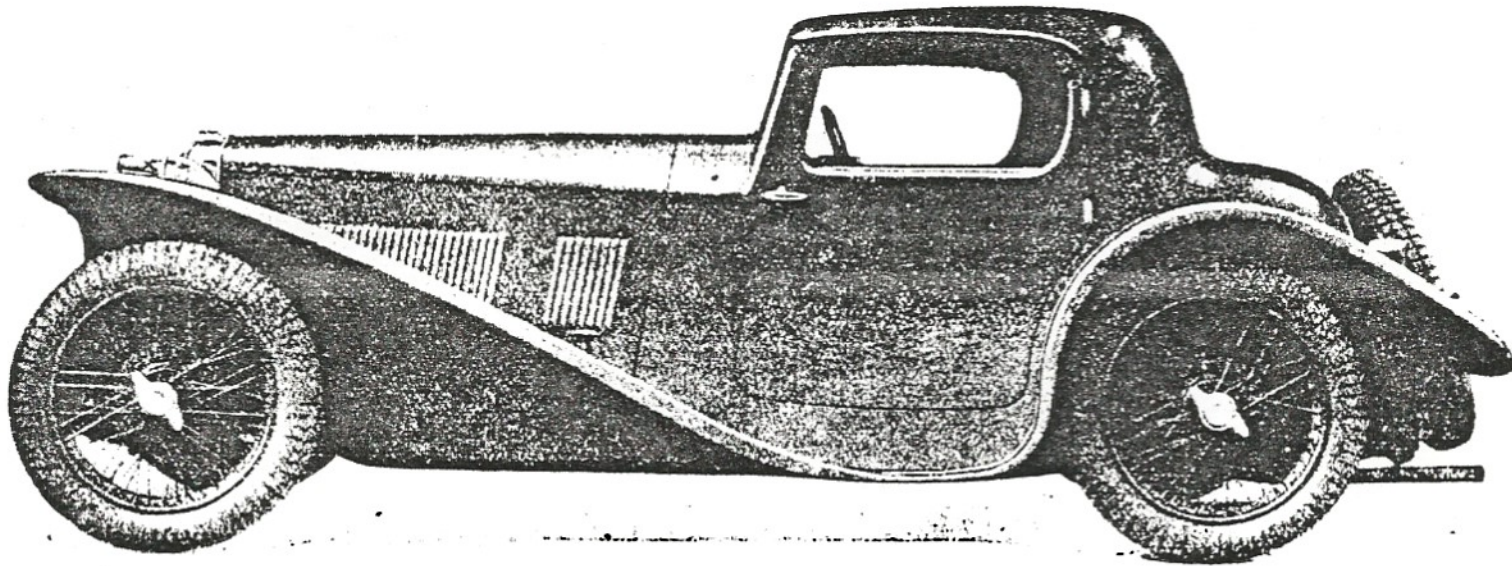

Secretary-Treasurer



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FINANCIAL REPORT FOR THE CLUB YEAR JANUARY 1st 1977 TO DECEMBER 31st 1977

PROFIT AND LOSS STATEMENT

PART I

RECEIPTS

Memberships	\$ 705.00	
Badge Sales	90.00	
Plaque Sales & Donations	92.50	
Club Events - 1976 Annual General Meeting	360.00	
- Other Social events	371.00	
Advertisements in "Autosiaste"	<u>50.00</u>	\$ 1,668.50

DISBURSEMENTS

Printing, etc., re "Autosiaste"	27.95	
Postage, " "	106.57	
Club Events - 1976 Annual General Meeting	447.72	
- Other social events	333.81	
Competitions, expenses	35.32	
Prizes	108.46	
Miscellaneous		
- Stationery	19.21	
- Insurance	100.00	
- P.O. Box Rental	10.00	
- Dash Plaques (297)	340.44	
- Advertisement	34.80	
- Bank Charges	<u>2.00</u>	
	<u>506.45</u>	<u>\$ 1,566.28</u>

EXCESS RECEIPTS OVER DISBURSEMENTS \$ 102.22

VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

FINANCIAL REPORT 1977

PART 2

BALANCE SHEET

On hand in Bank and in Cash at beginning of year	\$ 400.00
Receipts for the year as per Part I	<u>1,668.50</u>
	\$ 2,668.50
- Less Disbursements as per Part I	<u>1,566.28</u>
CASH ON HAND AND IN BANK, DECEMBER 31st	<u>\$ 502.52</u>

* * * * *



Back Fires

FROM A RELIABLE EXHAUST

BY *Phillip Avis*

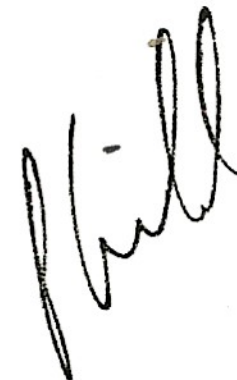
As I write this month's trivial dribble I'm sprawled out on an easy chair listening to Elton John crooning out a slow and easy number on the record player, trying to recover from post-Christmas shock. Motor cars seem a million miles away. And well they might - the Austin is buried under a mound of snow in the back yard (suitably wrapped up, of course), the Singer sits cosy enough in our garage and the Riley, as equally buried as the Austin, sits out in the driveway, while the Fiat is plugged in for the night.

There's been little time for cars over the winter season. The only thing I've done is to help my friend Graham set up our workshop in our rented garage and to move his Sunbeam Alpine there. This is a 1963 Series Three model with a detachable hardtop and seems to be in sound, restorable condition. The interior is excellent and the engine runs well. The worst part is the rocker panels and lower sections of the front fenders which are rusted out. As Sunbeam fans know, the point behind the front wheels was absolutely the worst when it comes to rusting, especially where the chassis point joins the corner of the body. However this example isn't too far gone and certainly can be resurrected. Graham would be very grateful of any information on these cars and any potential source of spares. He can be reached at 684-7304. I know he'd appreciate any help members can offer on this his first attempt at restoration.

As for myself, I am jetting away to the damper clime of Merrie Olde (and this time of year, wet) England for six weeks. I've bought a British Rail Pass which enables the bearer to travel on any train, anywhere in Britain, any time for one month. So, I'll be zipping up and down the country looking at all the lovely old cars and collecting various bits and pieces that I want. I can certainly do with the break as work was incredibly hectic over Christmas and I can't stand freezing cold Canadian winters!

Anyway, I hope all of you will be attending the A.G.M. which, sadly, I'm going to miss and that you enjoy yourselves. If it is anything like last year it should be a great event. See you at our March and April monthly meetings!

Cheers,



BACKFIRES.....FROM BRITAIN!!!

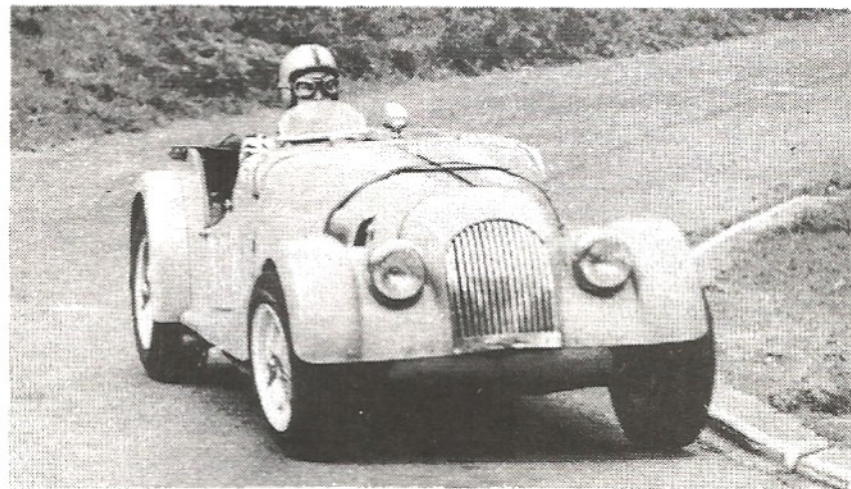
Yes...there's no real escape from the "drollery" (if that's a real word - if not, it is now...) of BACKFIRES!!! Which, as the title says, reaches out over three thousand miles to test your control at stifling yawns!!!

With the fanfare out of the way, I can continue:- Here I am in Merrie, and dare I say, Damp Olde England surrounded by motor cars of every description. Its fantastic! To go through London seeing Ferraris, Lamborghinis, Rolls', even less exotic domestic cars that were never marketed in Canada is enough to raise the blood pressure of any car buff. Latest in the motoring news here is the reorganization of British Leyland...yet again, which involves the splitting of Austin - Morris and Jaguar -Rover -Triumph into two separate companies; the first obviously covering family cars or large volume sales-type vehicles; while the other is to market specialist up-market cars. The new scheme, it seems, doesn't include Wolsley or M.G! Wolsley hasn't been a name for years and as those who read Motorsport will know, the general opinion is that M.G. has been living on borrowed time in the Leyland empire for a few years now, so neither really comes as a surprise. The real surprise of the whole affair is that the new man in charge of Leyland, Mr. Edwards, actually has the unions on his side even though he will ask them to accept 12,000 redundancies next year! Now it seems he has the dealers backing him too! I think all concerned realise this is Leyland's last chance to make it. Leyland still has no intention of introducing all new models until the mid-eighties when they will introduce what they call a 'Super Mini' and a larger car called the 'Cortina Basher'. I personally think Leyland is going to be hard pressed to stay in the running if they are just going to continue until then with face-lifted versions of the Allegro, Maxi, Marina and Mini. I know the models that we get in Canada could really do with a shot in the arm. It would be nice to see the Triumph Dolomite introduced to North America, especially to replace the miserable Austin Marina which must have the worst reputation next to Fiat for suitability for Canada's climate. I think the new Rover 3500 could do very well in Canada as well. It is a beautifully engineered, if not well put together, car. The latter is really due to the unions putting their usual crippling two cents - worth in. Perhaps with the new scheme we will see this car on our shores.

What's going to happen to the sports car end of Leyland I wonder? It seems if they are going to do away with M.G. which, lets face it, isn't really M.G. any more (the new Midgets have Triumph engines!) then that leaves only Jaguar and Triumph. Well, Jaguar is really out too as the XJS isn't really a sports car; it's more a Grand Turismo with a grand price tag, and the rest of the range are all saloons. This leaves us with Triumph which have the TR7 which the press "ho-hummed", the Spitfire and the GT6. They've canned the good old TR6 now, which is too bad as it had a character all of its own. All in all, it doesn't look too good for sports car buffs and no hope against European competition like the Fiat X-1-9 and the Lancia Scorpion. Lets hope B-L has something new and exciting to bounce back with. Best of Luck to Mr. Edwards I say.

Cheers,

Phill



ACTIVITIES 1978

	Date	Time		Coordinator
1.	17 Mars	20.00	Assemblée avant saison/ Pre-season meeting	Bob Tayler/ Ralph Hemmi
2.	2 Avril	16.30	Cabane à Sucre - Ferme du Radar Sugaring Off	Ralph Hemmi
3.	7 Avril	20.00	Soirée de Films - St. Lawrence Y.C. Film Night	Bob Tayler
4.	12 Mai	20.00	Vin d'Honneur et Petite Exposition Wine & Cheese - Chateau Chartrand	Ralph Hemmi Phil Chartrand
5.	28 Mai	09.30	Tour d'Essai/ Trial Run	Dick Hills
6.	11 Juin	T.B.A.	Gymkhana	Bob Tayler + Committee
* 7.	18 Juin	-	Ottawa Encans/ Ottawa Auction	Ralph Hemmi
8.	25 Juin	TBA	Course de Côte/ Hill Climb	Bob Tayler Dick Hills
9.	9 Juillet	10.00	Chasse au Trésor/ Treasure Hunt	Henri Columbani Ralph Hemmi
10.	13 Août	09.30	Rallye 'Coupe Hemmi' The Hemmi Cup Rally	Bob Tayler + Committee
* 11.	18-20 Août	-	Stowe, Vermont - Grand Concours d'Elegance	Ralph Hemmi
12.	27 Août	TBA	Slalom	Bob Tayler
13.	10 Sept.	11.00	Concours d'Elegance - EVEA/VEAE	Henri Columbani
14.	17 Sept.	TBA	Dernier Tour 'A Vapeur'/ Final Tour 'In Steam'	Dick Hills
15.	8 Oct.	-	PREMIER EXPOSITION EVEA/ FIRST VEAE SHOW	Bob Tayler

Votre comité vous souhaite une saison bien amusante et bonne chance!

Your committee wishes you a most enjoyable season and good luck!

Les événements marqué par Astérix sont pas officiel du club.
Those marked by asterisk are not official club events.