

AUTOSIASTE

VOL 4 no 4

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



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VOL. 4

NO 4

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	1 numéro 1 issue	6 numéros (1 an) 6 issues (1 year)
CARTES D'AFFAIRES	\$ 5.00	\$ 20.00
BUSINESS CARDS		
1/4 PAGE	\$ 10.00	\$ 40.00
1/2 PAGE	\$ 15.00	\$ 60.00
1 PAGE	\$ 20.00	\$ 80.00

copy deadlines for 1978
 July 24
 Sept 24
 Nov 15



RAMBLINGS

The executive has been a beehive of activity in the last while getting everything shipshape for our upcoming first vintage car show, yours truly having done the advertising poster and sponsors ticket design, with reasonable results I think. Anyway, those members whose cars will be appearing have been notified and many members are out selling the sponsors tickets and distributing the posters.

I think it will be quite an event to cap off our year!

Another good thing I've noticed of late is the interclub activity we've been having. Ralph Hemmi is involved with the Triumph Club, while Bob Tayler and myself have been more active with the Mercedes Benz Club although I have been in some contact with John Maycock of the Triumph Owners Club but that concerned his Singer mainly. Ahem, but I digress! Now people in these clubs have been joining us for our events with John Maycock in our Rally, and Bandula Kaluaratchi in our slalom in which he drove a gorgeous new Aston Martin Vantage. Do any other members know of people who would be interested in coming along from other clubs, such as the Jaguar Club or the M.G. Club or are there members of these clubs amongst us? Whatever it is, it's nice to see the mingling of clubs as people get together to enjoy cars in general, whatever the type or vintage.

Phillip

many Thanks yet again to Steve Andrews for typing up this issue. Don't worry - you'll grow new fingers!

LETTERS



1561 Kennedy Blvd.,
Chambly, Quebec
1 August '78

Dear Phil,

Just in case members think I am not supporting Club events very well this year, I enclose a photograph of why!

New inner wings, boot floor and rear floor area; re-made door shut supports and main floor.

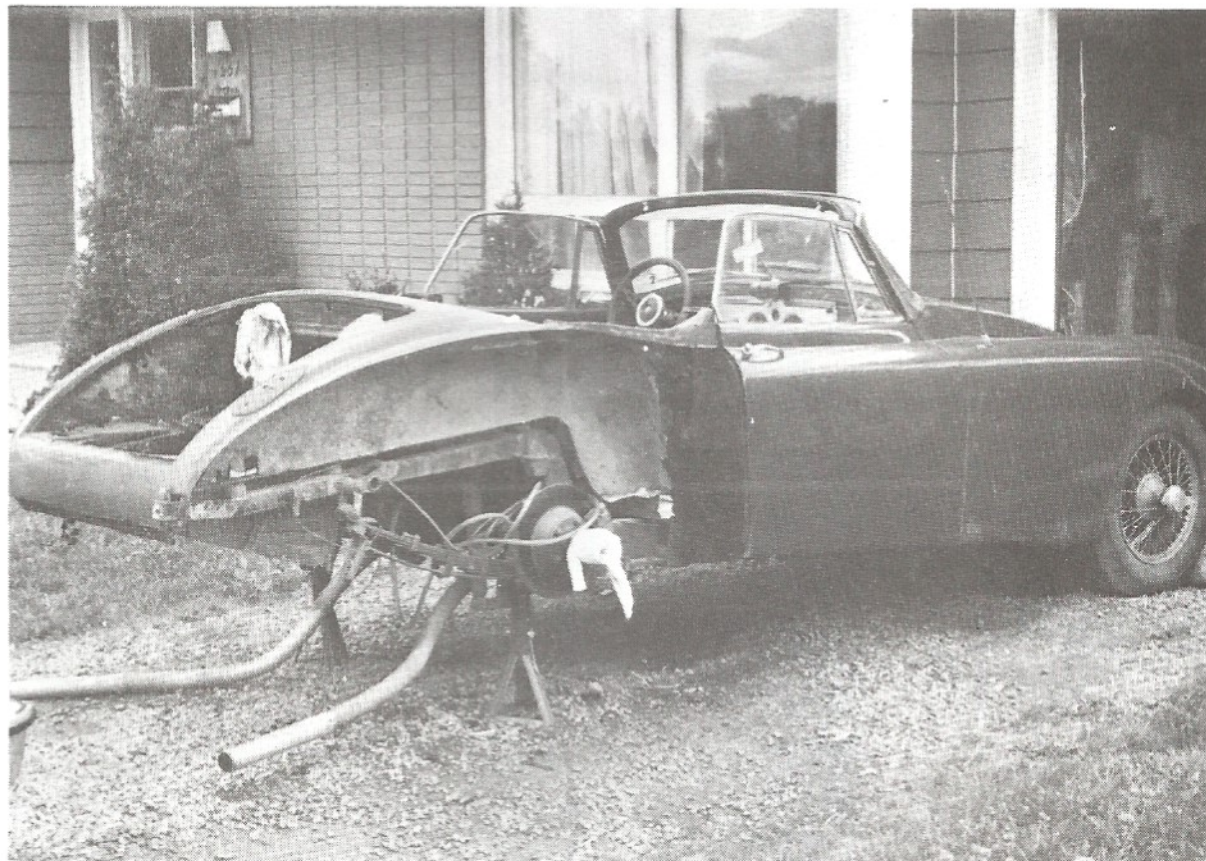
Any XK-150 owners with spares for sale/exchange or needed should contact me. I have most of a second car to dispose of but I do need some bits.

Anyone know of a good, cheap welder?!?!?

Yours

David.

David Dudley



CLUB NEWS

Storage space available in Lachine. Heated, sprinklers, secure. Preferably long term summer or winter. Please contact Hugh Jockel for more information.

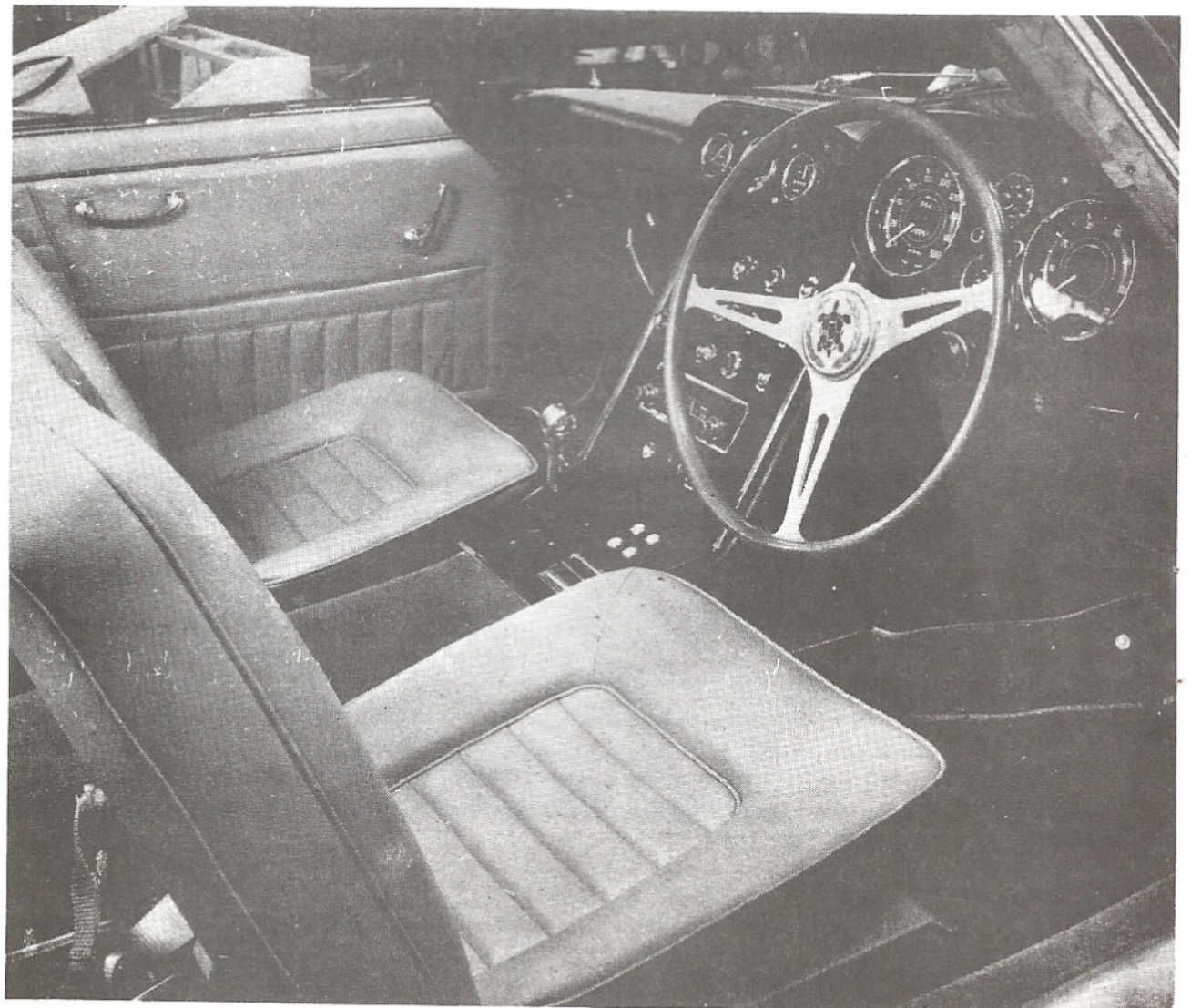
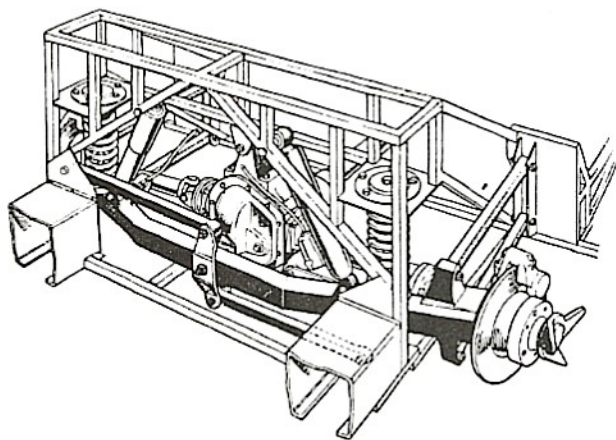
Bob Neapole has resigned his post within the Club to take up residence in Paris, France. His enthusiasm and dedication to the Club will be greatly missed. We wish him good luck in his future endeavours.

Everything is still go for the first annual VEAE Car Show on September 15, 16, and 17. Members are out selling tickets for the Sponsors Night which is the 15th. Regular tickets will be available at the door.

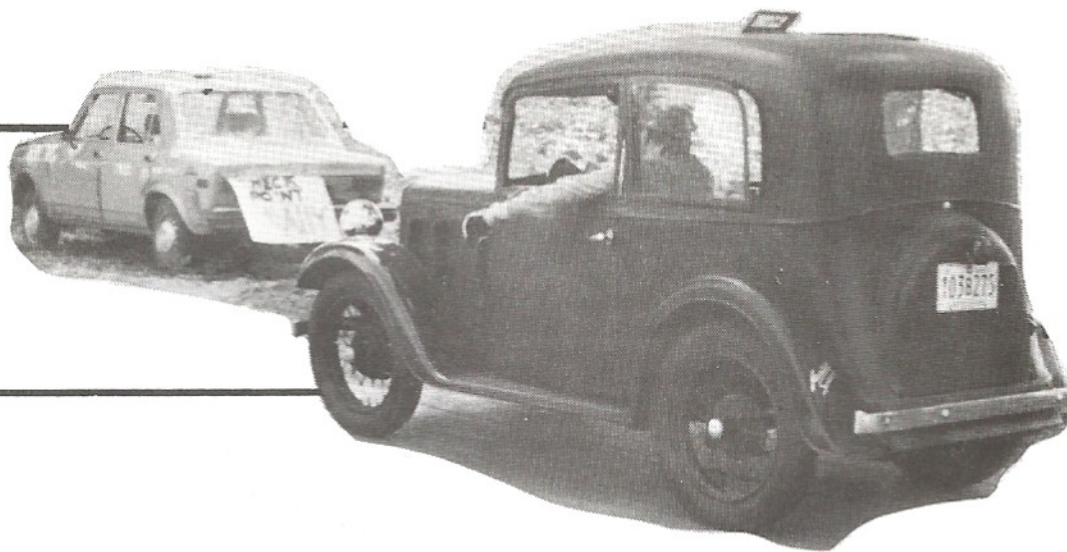


Gordon Keeble

the Anglo-American
in Italian clothing



RALLY!



The following is The Hemmi Cup Rally final standings held on August 13.

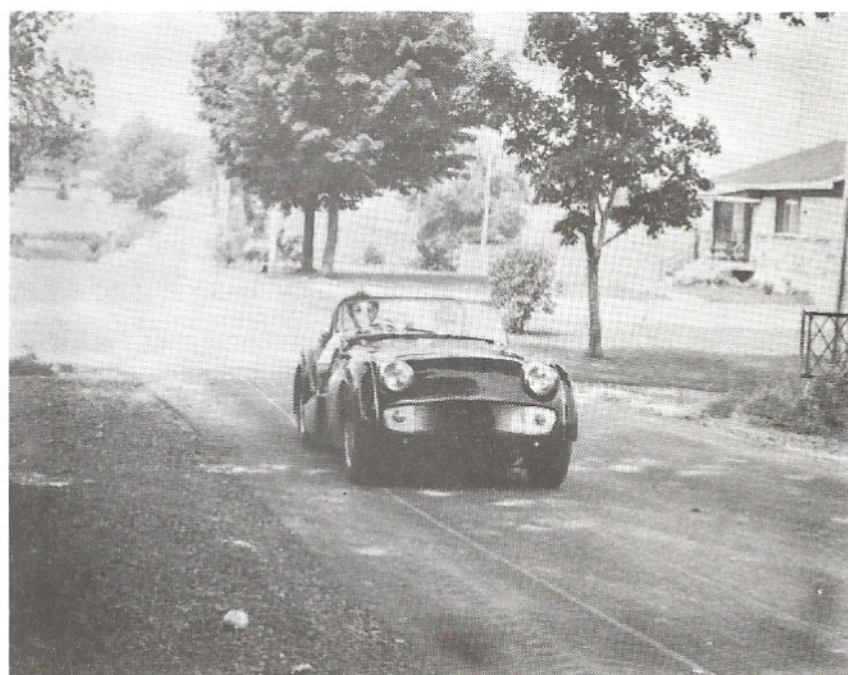
COMPETITOR	AUTOMOBILE	PENALTIES
1.P. Bigney	Austin Healey	24
2.J. Maycock	Triumph	40
3.C. Caille	Citroen	71
4.E. Richardson	Bentley	76
L. Reusing	Facel Vega	76
5.B. Tayler/B. Israel	Singer/Austin 7	83
6.D. Thornton	Jaguar	113
7.J. McFall	Sunbeam	208
8.H. Jockel	Triumph	274
9.J.J. Raynaud	Bentley	305

OFFICIALS: Ralphe Hemmi, Bob Neapole, Phil Avis, Steve Andrews, and Graham Nott.

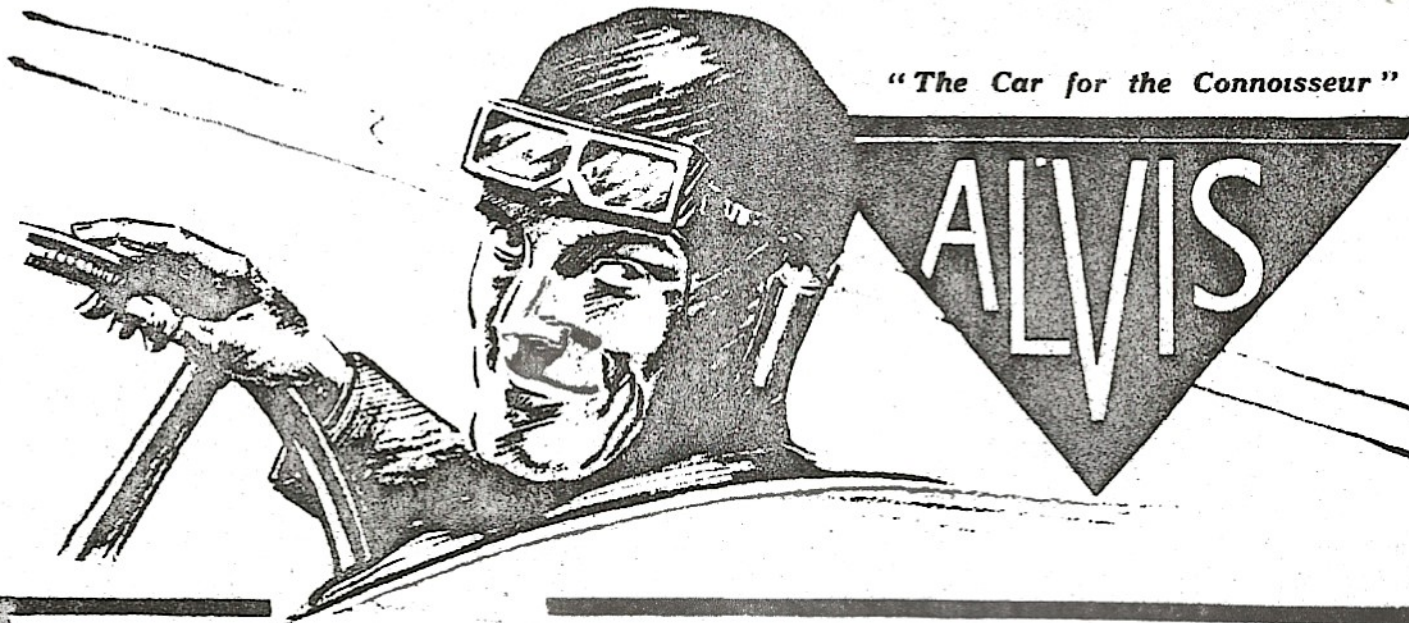
The Rally commenced at the Rosemere Shopping Centre and ended at the Willow Inn where the Hemmi Cup was awarded to Peter Bigney, with second place going to John Maycock, and third place to Christian Caille.



PETER BIGNEY heads towards the winners circle in his AUSTIN HEALEY



JOHN MAYCOCK, President of the TRIUMPH CLUB, at check-point 3 on his way to a second place award..



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I've almost forgotten what gear changing means since I had this ALVIS. She's 'some' car, believe me. I'm more bucked over this bus than I've been over anything since I was demobbed from the R.A.F. Driving an ALVIS is more akin to flying than anything I've yet struck on terra firma. Hop in! Seeing is believing. Only half an hour to spare? Alright, we'll do thirty miles in that time. In less than ten minutes you'll want no other car than an ALVIS. Bet you a fiver! Right, taken!!"

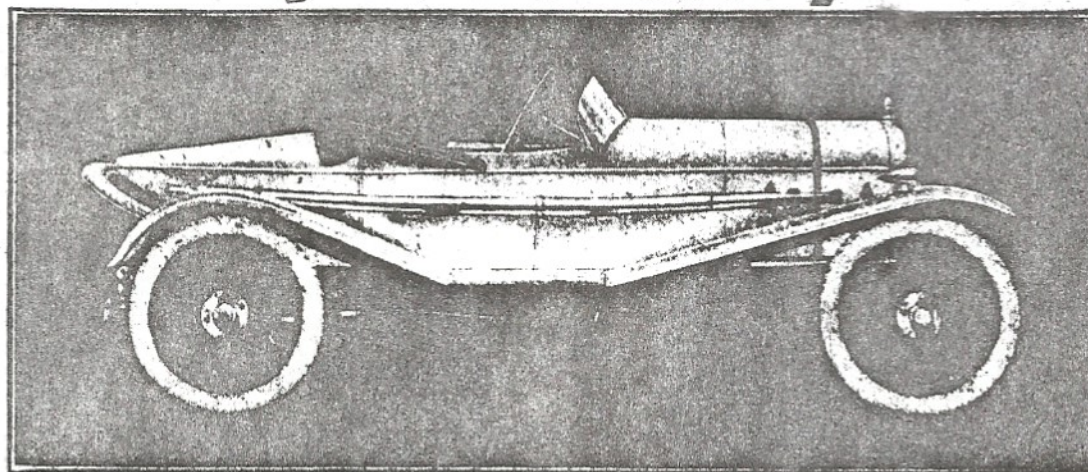


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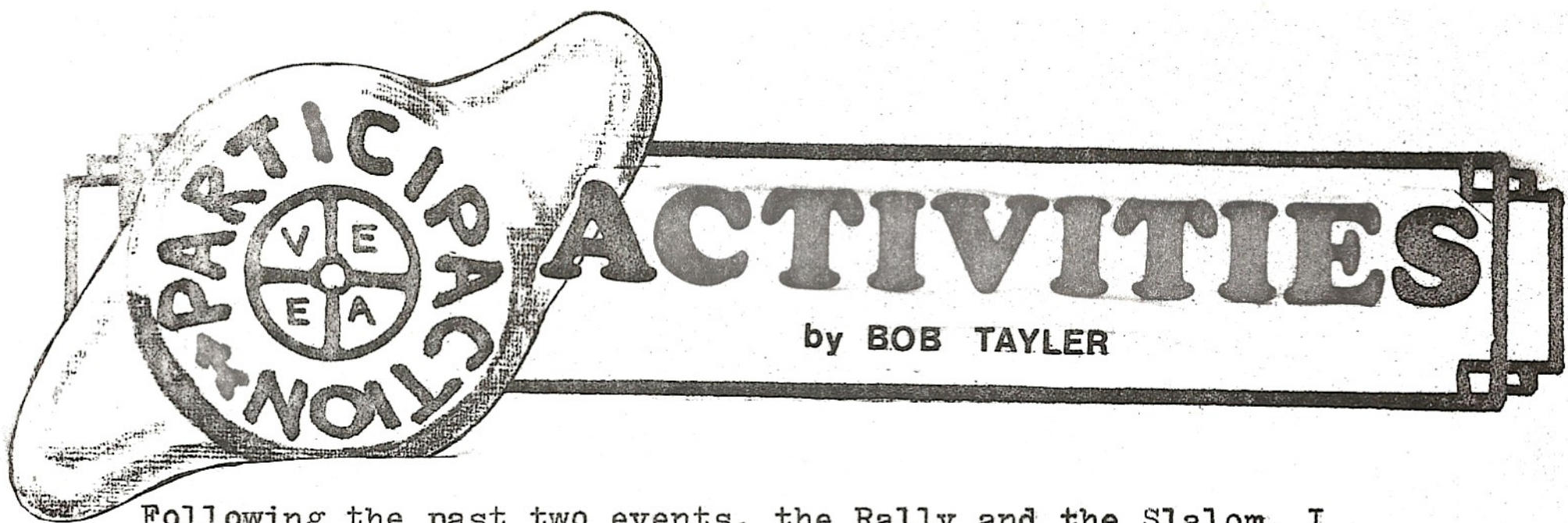
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ACTIVITIES

by BOB TAYLER

Following the past two events, the Rally and the Slalom, I am considering changing the name of this column to 'FULL SONG'.

Not wishing to bore you with personal details in what is supposed to be a report of the club's activities, I am unable to resist sharing with you my pleasure in the performance of my little Singer Le Mans. Despite having purchased her over 11 years ago, the rebuild and resulting 'run in' period have meant that it is only now that I am discovering her capabilities. Trying to make up some lost time due to a slight navigator's error (referred to as a 'Lynnie') we touched for the first time 60 mph a magic figure of 30+ years ago - the 'Mile a Minute'. In this modern age we take high speed for granted. Even our everyday family saloons are capable of 100 mph plus and nobody gives a thought to the fact that every hour of the day there are passengers flying at twice the speed of sound in La Concorde.

Back in 1934 there were certainly a privileged and foolhardy few aviating their way around the world, but for the man on the street the ultimate thrill of speed was a ride on a steam express train. The Flying Scotsman, Flèche d'Or, Le Mistral, the 20th Century LTD; such as these were the ultimate. No wonder la petite voiturette du sport caught the imagination of a generation and became so sought after. Speed at one's fingertips.

A mile a minute through the orchards of Oka on a beautiful summers day, the sound of a 30's exhaust in the air - isn't this why we have a VEAE? I know it is for me!

RALLY COUPE HEMMI

Many thanks to Ralph Hemmi and Bob Neapole for taking over the organisation of this event. With the exhibition taking so much of my time I needed the respite.

With such beautiful weather and a very pleasant route the rally could not fail to be the success it was. A number of spectators gathered at Rosemere to see off the 12 competing cars of which 11 finished. Zaven and his attractive navigator disappeared at the start and were not to be seen again. Who led who into the woods?

There was an interesting mistake in the instructions in the first section resulting in a Piccadilly Circus/1'Etoile effect where we were all going around in ever decreasing circles. The local

villagers at the particular cross-roads found it extremely amusing, but not so a naturists colony which Lynn and I landed up in! Fortunately Bob Neapole came along like the good shepherd to put us all back on route.

Congratulations to Peter Bigney for a very fine win. Well deserved for he and his wife had the presence of mind to translate from the Km instructions to miles and so spotted the mistake. Peter put his success down to his great sense of direction but more about that later.

Again it was very pleasing to see a number of non-competitors who came out to the Willow Inn for lunch and to welcome the competitors as they arrived. These included Gilles Desroches, Phil Chartrand and Ralph Hemmi's Mother who came to see the family's silver being given away!

Results published elsewhere.

THE SLALOM

Another very well attended event. It is very encouraging that we are getting over 50% of the membership to the majority of the meets even if the cars are unable to compete. For those of you who were unable to make it to this event you missed some very exotic machinery. William Ayoub brought his new Ferrari, Bandula Kaluaratchi from the Mercedes Benz Club somehow managed to obtain a brand new Aston-Martin and we had a new application for membership from James Roman who is the very self effacing but proud owner of a magnificently restored Type 507 BMW, a convertible 2 str.

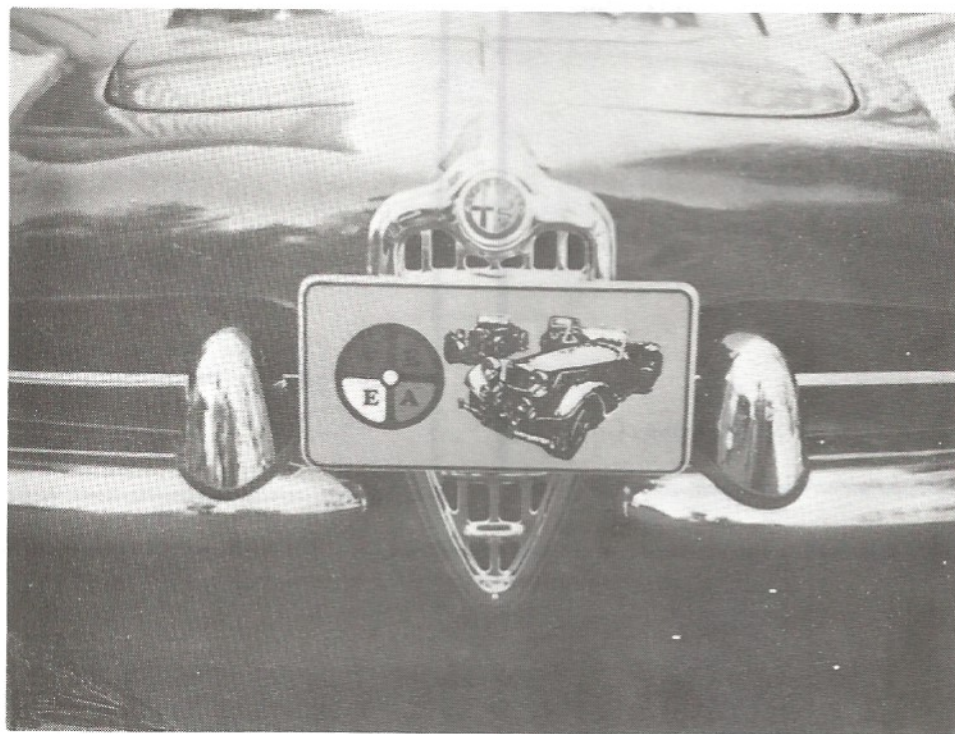
Some other members who came but did not compete included Dave Thornton, David Dudley, Phil Chartrand and Vincent Prager. Other cars came and went but I did not see who they were. We were also delighted to see so many wives, friends and children. Sunday morning seems to be a good time.

The competition was fast and furious, as can be seen from the results. Peter Bigney this time got lost on his first run, so now we all know it is Pat, his wife, who has the sense of direction. Pat, he needs you!

The Aston, with Bandula at the wheel made fastest time with its almost effortless and impressive power. Ed tried to change the club executive by finishing through the Pits area - (apparently we put the chicane in the wrong place) and Ralph waited until the competition was over before showing us all how to do it with a 1.04 sec. lap 'just for fun'. Rumour has it he had to go round picking up connecting rods, valve stems and various gear teeth before proceeding to the Triumph Club's meet in the afternoon.

There are many more anecdotes to tell but only so much magazine space. If you want to know what happens, come down to the next one and see for yourself.

Bumper Crop!



Yes...they're cropping up on bumpers everywhere!
Our own V.E.A.E. licence plate, full colour silk screened
plates depicting the vintage cars shown here along with the
club crest. Order yours today and fly the club colours
before supplies are bumped off!!!

NOTE: Club restrictions binding the use of the club badges
do not apply to this licence plate.

For further info contact Phil Avis at 4424 King St., Pierrefonds
or 620-0051.

ADS

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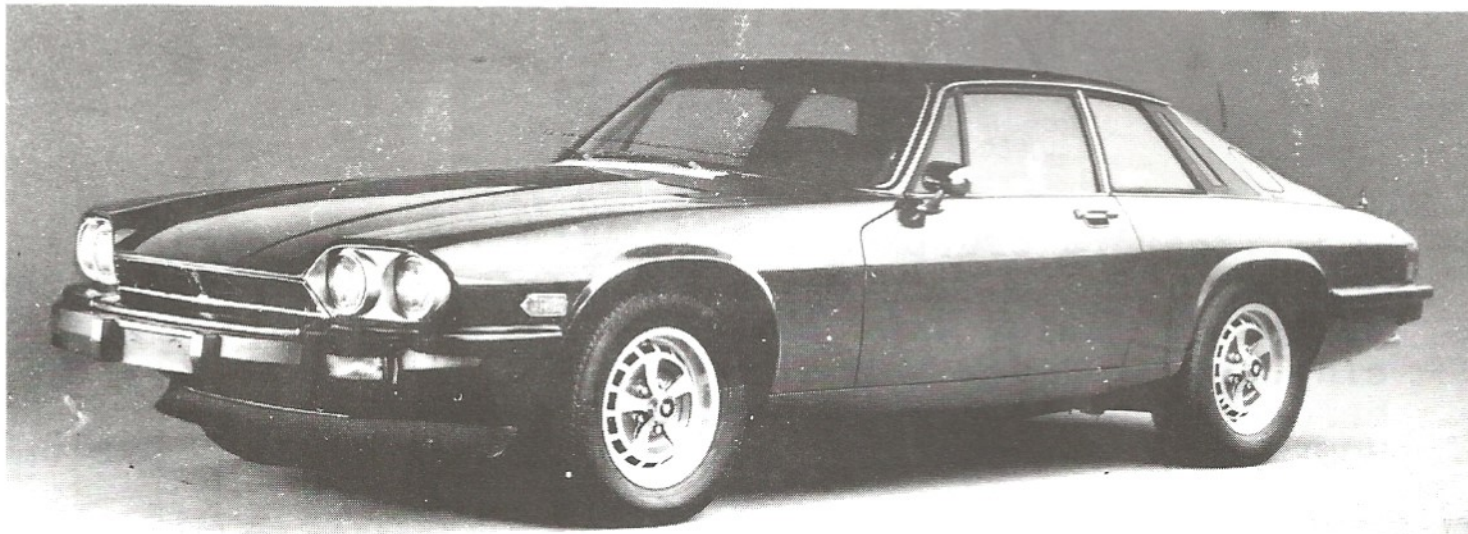
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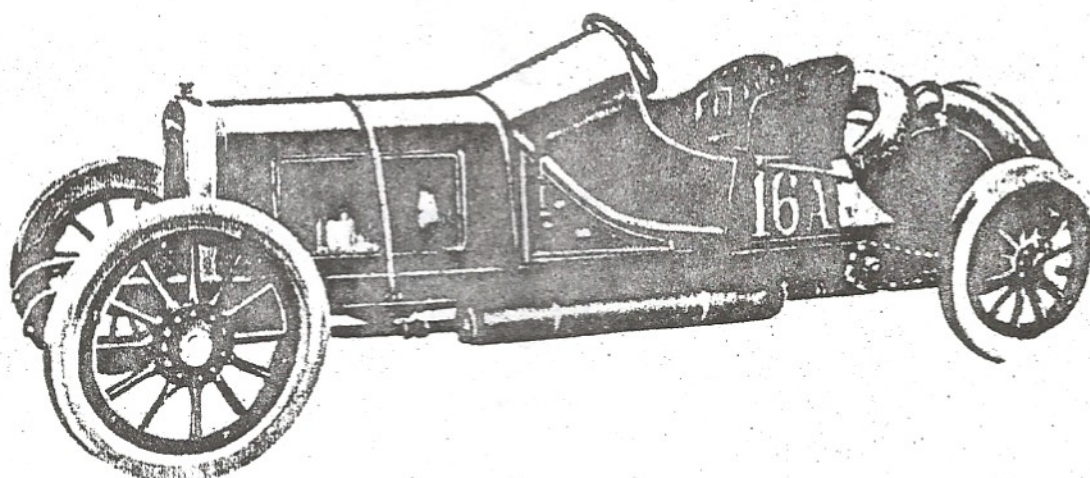
THIS IS FUN!..
 ITS THE FIRST TIME I'VE BEEN
 IN A CAR YOU
 HAVE TO PEDDLE!

- CAD THAT I AM I JUST COULDN'T RESIST THE ABOVE!
 I GUESS I SHALL BE HEARING FROM ED'S EVER-ACTIVE SOLICITOR NOW WITH BELOW THE BELT PUNCHES ABOUT WHEELS DETACHING FROM CERTAIN TYPES OF CARS BUILT IN COVENTRY.



Twin-cam hemispherical combustion chambers are considered among the most efficient designs by automotive engineers. They allow for what is known as a cross-flow ahead. Gas comes in on one side, is compressed, ignited, and flows directly out of the valve on the other side.

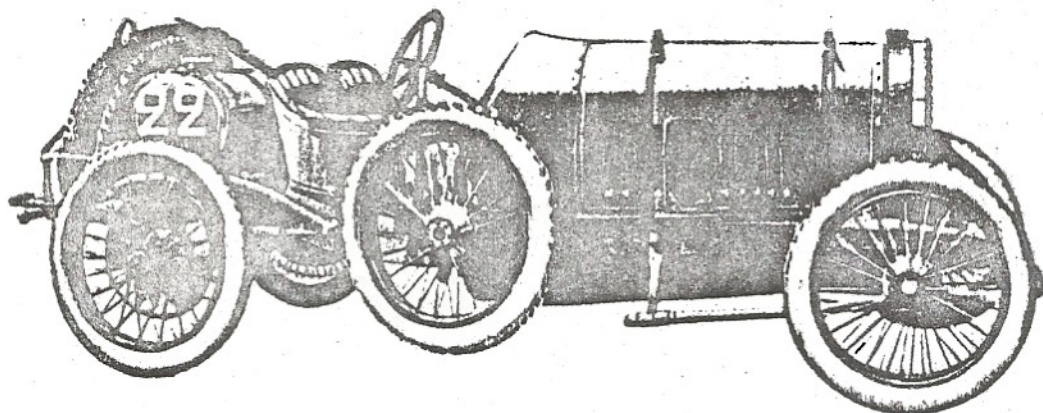
PIPE



COMPETITION HEMIS.

The Pipe 1907.

The first car to come out with inclined overhead valves and a hemispherical type of combustion chamber was the Pipe competition car. While it did not have an overhead camshaft, it was nevertheless a very advanced design. It had a 13½ - litre engine and its output was 60 B.H.P. Its greatest success was in the 1907 Kaiserpreis where Hartvest, driving an 8-litre model with the same head arrangement, place second, being beaten only by the great Novalari driving a Fiat.



PEUGOT

Peugot 1912

Somewhat hesitantly, Robert Peugeot allocated some money for racing purposes. The design team was made up of Paul Zurelli who had been hired from Pispano Suiza.

HEMI HEADS CONT

and another driver, Jules Groulx, were joined by a young Swiss, Ernst Henry. Henry, originally a draftsman, soon became a full-fledged member of the design team. Some authorities have stated that "the cars they produced were among the most significant in the history of motor racing." The output of the grand prix engine of 7.6 litres was 130 B.H.P. at 2200 R.P.M. Georges Baillot, driving one of these cars, defeated a Fiat with almost twice the engine capacity. The 1913 grand prix cars were smaller at 5694 c.c. and produced 115 B.H.P. Boillott and Groulx scored a 1-2 victory in the Grand Prix, this being the first time in the history of the event that one make took the first two places. These models had numerous successes, including victories during the 1914-1917 War at the Indianapolis 500. While engine capacity varied from 3 to 7.6 litres, they consistently featured 4 valves per cylinder and double overhead camshafts. Their effectiveness forced other major competitors such as Fiat to switch to a hemitype design.

PRODUCTION CARS.

LAGONDA 1927

In 1927 Lagonda's chief engineer, Davidson, designed one of the first production model cars with a hemi head. The two litre engine was originally designed for use in the sedan but showed its potential for competition; thus, the Speed Model version was born with a very attractive Vanden Plas type of coachwork (there is a somewhat tatty one in the club, so there is no need to show the readers a picture). The new model did well in competition.

"A prospective victory at Le Mans in 1928 was averted when Baron d'Erlangers' team car crashed into the rear of team member Sir Francis Samuelson's machine. D'Erlangers' car continued without front brakes and dampers, averaging 65 M.P.H. as against 69.11 for the winning Bentley."

Lagonda would have to wait until 1935 to win Le Mans with a much larger non-hemi engine. The original hemi Lagonda offered a nine-year guarantee. Writing on another model, the Encyclopedia of Motor Cars states:

"On it could be found all the high-quality details for which the marque was distinguished; for silence, reliability and lasting qualities it had few equals; 300,000 miles between overhauls was a normal figure."

RILEY NINES.

Shortly after Lagonda's introduction of hemi heads, Percy Piley introduced his Riley Nine. The 1087 c.c. 32 B.H.P. four-cylinder engine, like the Lagonda, the twin cams. This design was to form the basis of Riley's various engines until 1957 when B.M.C. discontinued this superb design of engine.

XK- 120

Perhaps the most sensational and impressive of all hemis was the 1948 XK-120 Jaguar, which established a world record of 132.6 M.P.H., a top performer at a relatively modest price. William Lyons, who had always had an eye for line and reasonable prices, produced both the aesthetic line and a corresponding power train. Never again would Jaguars be referred to as the "gutless six" (SS-1), or the "spiv's special" (Marks IV and V). Costing \$5000.00 in 1948, they were, in my view, the best value available at the time. Past and current owners who did not do their own work would continue to argue that the maintenance costs made up for the low initial investment. Nevertheless, Jaguars of that era with that type quickly became well-deserved classics.

The Future.

Considering our ecological and fuel consumption problems the hemi head seems to be part of the solution. Hemi heads are superbly efficient, clean-burning, and have the potential of both saving fuel and limiting pollution. They may continue to be the combustion chamber suitable for many years to come. In any case, on examination, the hemi head with its dome effect is a thing of beauty and truly a joy to behold.

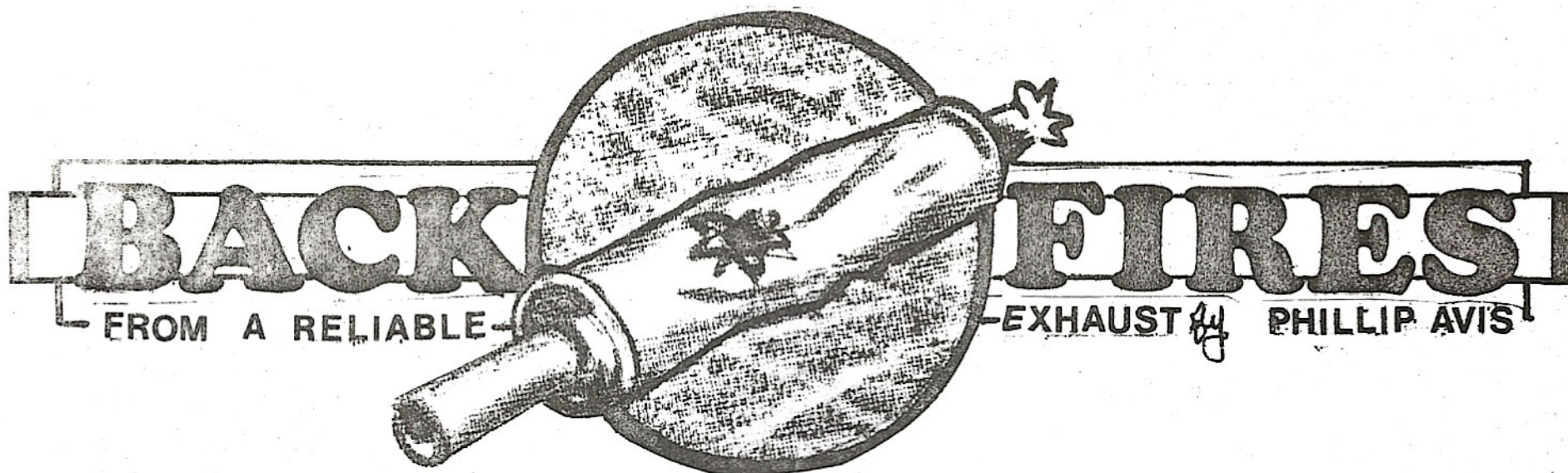
P.S.. Re: RALPH HEMI.

Our Club is fortunate to have a Swiss model hemi head, a typical example of the best of the design. Note how the ears are at 60° degrees to the head. Note also how they perk up at the sight of suitable fuel, particularly of the wine and cheese variety.

As for the "cross-flow head", if you have ever had a discussion with Ralph on something he does not agree with, you will see the hemi head in action at a very high level of efficiency, inside one ear and out the other. ⊕



LEFT: Scott Jensen's tiny MESSERSCHMITT K.R.175... bought in England last spring. He's still trying to figure out what it's supposed to be! Why did he buy it in the first place? ...he's a PILOT!!!



Since nothing has happened in my life concerning classic cars I'll continue with the stunning saga of the Fiat rebuild. Are you sitting comfortably???...then I'll begin.

The muffler did finally arrive four days after I ordered it and although it was a slightly different design it did fit...step one of major disasters complete! The engine timing I just couldn't get right, so I took the car, driving it is a series of wild rabbit hops! to our local Fiat expert. He was his usual jolly old ill mannered self with a scowl which can kill at ten paces but he did finally give in to my breaking down in tears and threats of suicide. Over a hundred dollars later, I bet that made him smile, he had rectified the problem and replaced the odd piece, and I came to pick up the car.

It was a moment of tension, I got in...started the engine and... it was sheer music! I never imagined a Fiat engine could run so sweetly. The car ran like a charm and I was then the happiest idiot in town that day.

Time went by and all was well then strangely the engine started acting up again. When I took my foot off the gas as I slowed down from speed, the car would shudder and stall as though it was starved on the idle jet as it came off the main running jet. This engine has the Weber 32 D.H.O.E. emission control carb. which when taken apart would take an Einstein to figure out how it works, let alone how to fix it! So, one evening after a meeting, Bob Taylor, Phil Chartrand, and myself took a quick look at the situation. Bob, who owned a Spyder 124 at one time, figured it was probably something to do with the electric fast idle solenoid which, sure enough when energised fail to work in the true Fiat tradition.

Anyway, here it is a number of weeks later and I'm too busy with other things to fix, so I've just set the idle up above the point where the main jet cuts in to keep it running. But then that's the story owning a Fiat with close to seventy thousand miles on it. You're always jury rigging it to keep it going.

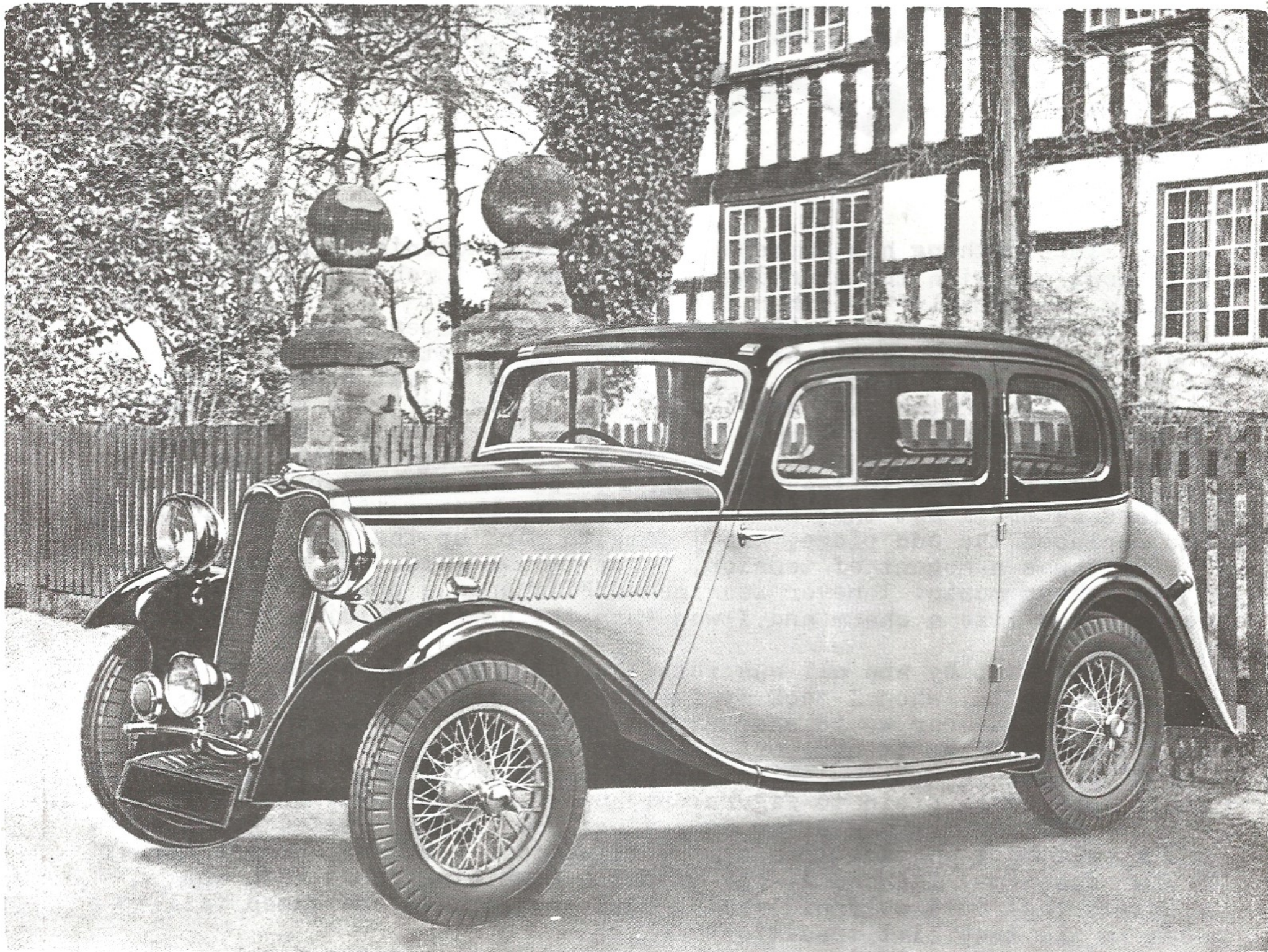
Ah, they don't build them the way they used to!!!

CWEERS!
Phill

Don't throw things at the editor....the following sent in by Bob Tayler!!!

SINGER

THE ELEVEN H.P. SPECIAL SPORTS
SALOON



Features such as a super efficient engine with twin carburettors, exceptionally powerful brakes and independent front wheel suspension make for the safe, comfortable and easy attainment of a higher average speed than has hitherto been regarded as customary for cars of this price and horsepower, and this high average speed, of far more use on crowded roads than a high maximum is always at the call of the driver.

A smart four seater, two door saloon body is fitted, with sliding roof and a large luggage compartment at the rear. The instruments include a large dial revolution counter with clock combined and a large dial speedometer. A spring steering wheel and a high intensity flat beam fog lamp are also fitted. The hammock slung seats in front with folding back rests are adjustable, and the two separate seats at the rear have side and centre arm rests. Furniture hide upholstery with pneumatic cushions, spare wheel covers and traffic indicators incorporating an automatic cancelling device. Three ash trays, scuttle ventilator, interior driving mirror, pile carpets and underfelt, roof lamp, walnut cappings, etc. Safety glass throughout.

PRICE ex Works circa 1935 was 295 pounds.

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