



SPRING 1979

**VOL 5**  
**no. 1**

# AUTOSIASTE



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MONTREAL, QUEBEC, CANADA



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# Autosiaaste

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1979

## CONTENTS · SOMMAIRE

PRESIDENT'S FORWARD..... 2

EDITOR'S RAMBLING..... 3

LETTERS..... 6

ACTIVITIES..... 7

L'AVENIR D'AUTO..... 9

BASKETCASE DEPARTMENT.....13

IMPORTS.....14

LE CHANTECLAIR.....19

BACKFIRES.....21

SOLVING THE SIDEWALL MYSTERY.....22

BEWARE SANDBLASTING.....23

ACTIVITIES 1979.....25

### cover story

The 1924 European Grand Prix as painted by Rodney Diggins showing Campari's Alfa followed by Lee-Guinness' Sunbeam. Campari won at 71m.p.h.





# PRESIDENT'S forward

The first of Hugh Jockel's new quarterly Autosiastes hits your doormat, with the optimistic name of "Spring Issue" on the cover. Mind you we have been having such pleasantly mild weather recently I am sure everyone, like me, is thinking of warmer temperatures and getting their precious motor vehicles back onto the road, for the 1979 motoring season.

With these thoughts running through the head it is a good time to think of what we hope to achieve as a club this season. A simple answer would be 'the general satisfaction of the members', however this would be a very passive approach. For Hugh Jockel and Phil Avis, their aims will be to produce a better quality Autosiaste at a lower cost. Phil Chartrand will again be applying his techniques of personnel management and psychology to ensure a fully paid up membership ( have you paid your subscription yet?!) and David Laidley's objective will be money in the bank and balanced books at the end of the season. I shall be continuing in my capacity as competition and activities director and this I deal with under my regular Participation column, however my goals in my new position as club President are not so clear. Certainly it is a president's responsibility to preside over the executive to ensure its smooth running but I think the job entails more than this. The club exists not only for the benefit of the members but also to encourage interest and the preservation of our type of vehicle in the Montreal region. During this year therefore, I hope we can continue to make the existance of our club more widely known, much as the Salon did last year, and consolidate its acceptance as a permanent organisation on the North American Vintage car club scene.

Here is looking forward to an amusing 79 season's activities and to seeing you all out with your cars for the first run. Bring your friends and families for some enjoyable motoring.

Bob



# RAMBLINGS



This month brings a double-header, which will happen each three months as the Bulletin and the "Autosiaste" combine in their respective publication dates. As we have already said, the Bulletin is intended to be a monthly newsletter type of publication which will bring to you the more recent happenings such as announcements of impending events; competition results and "Stop Press" items which should be brought quickly to the attention of the members. It will not contain advertisements. At least not for the present. The "Autosiaste" will be quarterly and will be, hopefully, somewhat larger. It is intended that it will contain articles of general interest, some run in serial form if they are too long for one issue without crowding out other matters. Or perhaps they are too tedious to have all at one time ! There will be some clearly defined departments, hopefully containing contributions from members and especially welcome would be those from the distaff side. It is recognized that to a considerable degree the V.E.A.E. is a family affair when it comes to the participation in a number of the activities and there's little doubt that if family members other than the male enthusiast are on these occasions invited to attend, then there may be some helpful comments from that side of the family table. Right ? A policy on advertisements will shortly be forthcoming. On ads other than from members offering to sell (or buy) sars or parts, that is. These will be run in the "Autosiaste" for one issue without charge. They will be repeated for a total of three issues upon request.

A special note, please! We would like to have a reasonably balanced two-language approach in these efforts and to this end would solicit support from French-language members.






An interesting item contained in a recent issue of the Triumph Mayflower Club Magazine, "Flower Power" has just come to hand which could be of interest here to Triumph owners in general. It concerns the 4th Standard-Triumph International Rally which will be held at near Detroit, Michigan during September 14th-15th-16th. A package tour of about ten days is being organized in the U.K. but apart from that it could offer attraction to locals with Triumphs. It may well be that this information is already known but for anyone interested your Editor will be writing to the organiser for details which will be available in due course.

Many clubs make it a point to acquaint their members with the names of concerns which other members have found to give satisfactory service in the hope that by so doing members will be able to avoid the annoyance and unnecessary expense of shoddy workmanship, so common when it concerns ordinary domestic cars but much more so when imported cars and particularly those of earlier years are concerned. Any ideas along these lines, fellows ?

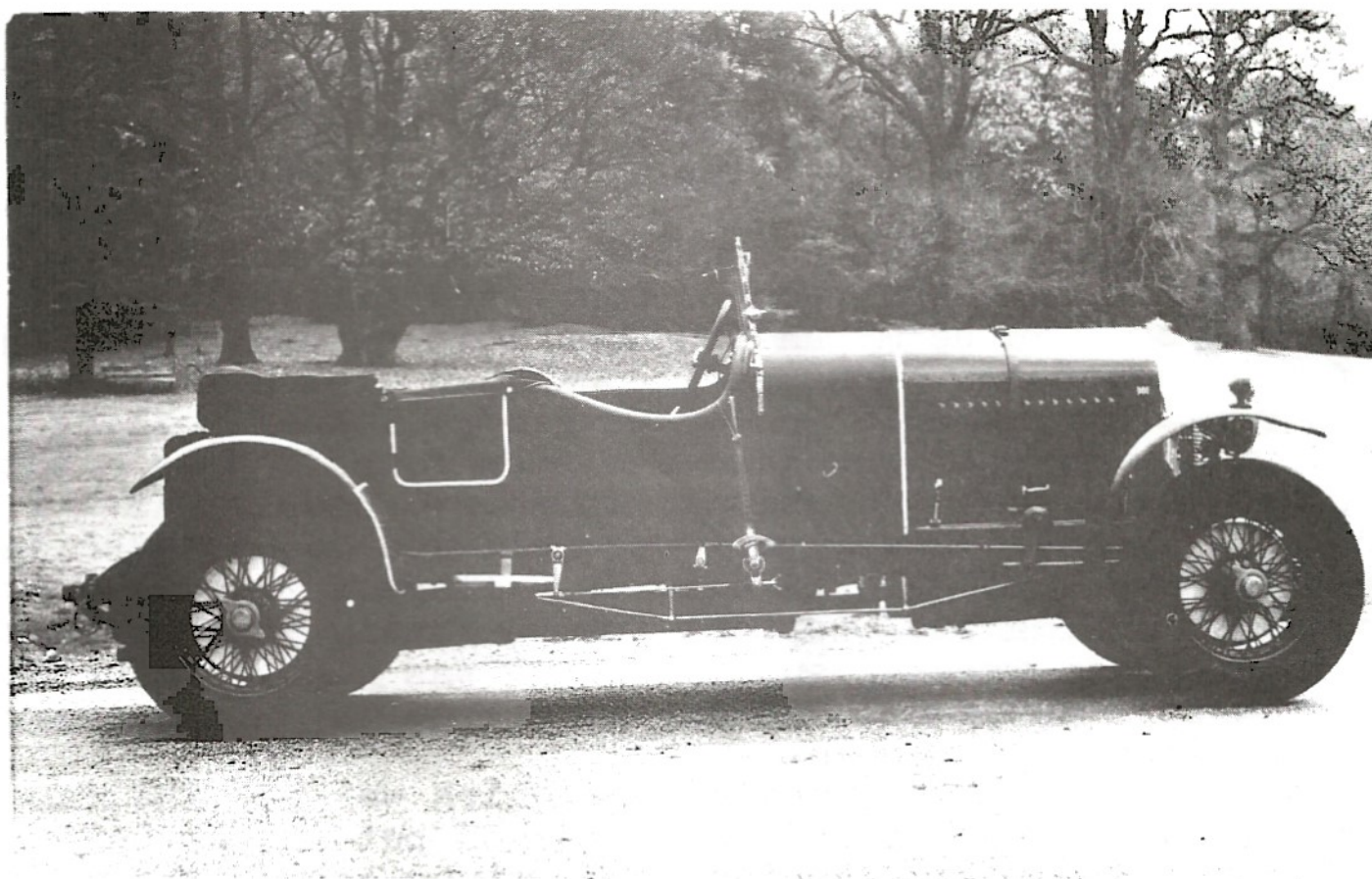
Reference has been made in the "Bulletin" to correspondence with the Customs & Excise Division of Revenue Canada concerning some confusion which may have arisen regarding the importation of automobiles from other countries into Canada. This correspondence and related information is contained in the current issue of the "Autosiaste".

The Bulletin and the "Autosiaste" both look for support from members in the form of articles and generally items which would be of interest to others but they don't have to be original. There are many articles in magazines and newspapers, for example, which the membership generally may not have seen

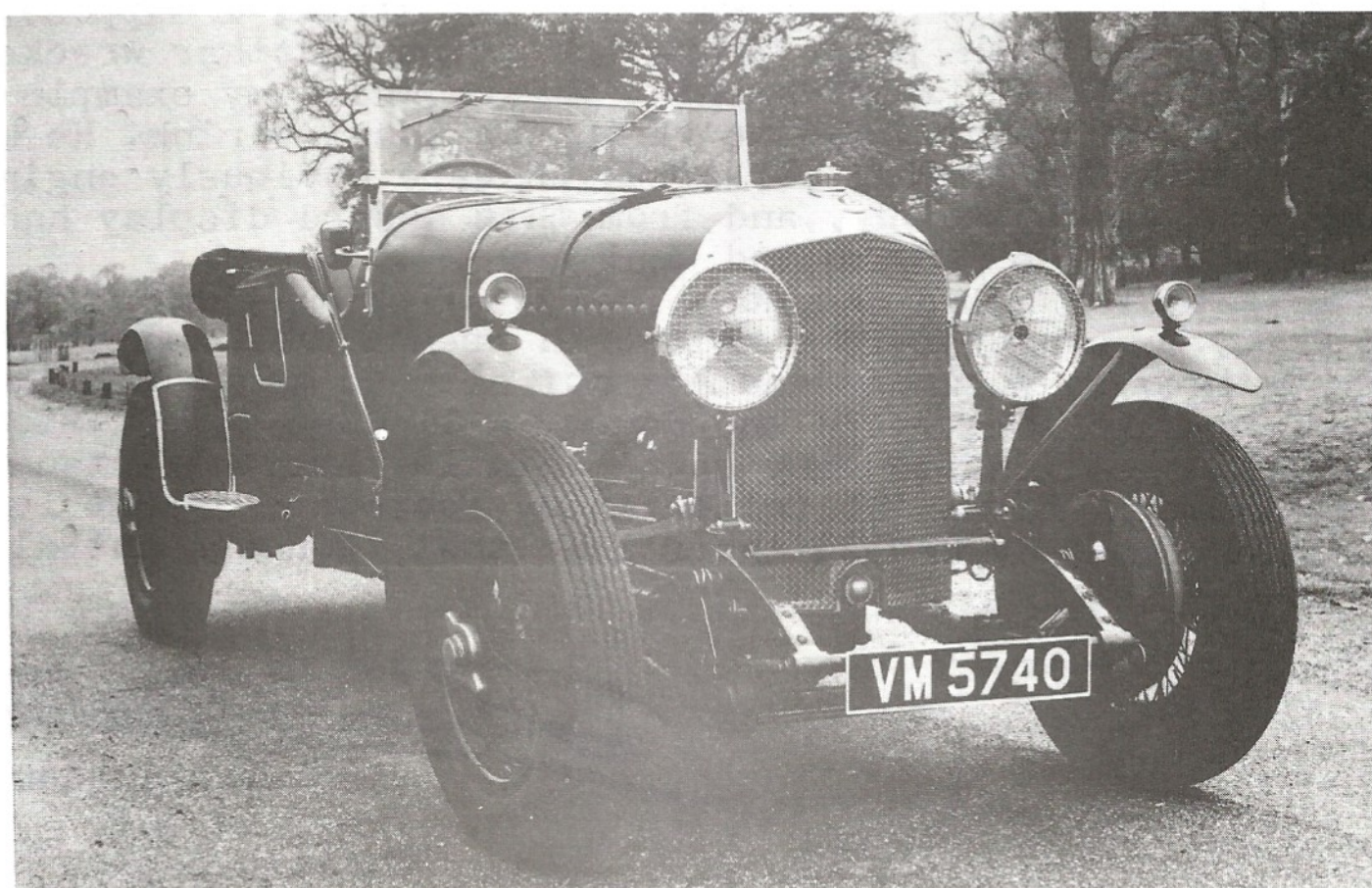




but which would be of interest. This could very well apply to technical matters, perhaps relating to maintenance or repairs on particular models of cars. The only qualification to be followed is that the source of the article be named as copyrights could be involved. Letters to the Editor are invited!

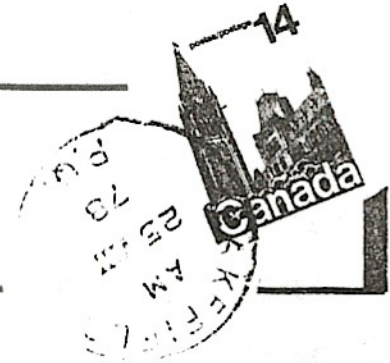


1928 4½ LITRE BENTLEY UNSUPERCHARGED  
THIS CAR WAS FEATURED IN THROUGHbred  
AND CLASSIC CARS AND WAS ONCE  
CONSIDERED ALMOST WORTHY OF THE  
REGAL RICHARDSON STABLE.





# LETTERS



Grey Oaks Rest Home  
March 12, 1979

Dear Sirs,

I was passed a copy of your magazine by a well meaning relative whom I have not seen for some time ( and therefore was not aware of my condition and subsiquently cannot be held responsible) and after I had been sedated and the offending journal had been removed, I reflected a bit.

I was once a normal human being with the usual healthy pursuits of young men my age, women, beer, and cars. It is the latter which finally proved to be my undoing and left me unable to court any notions of the former two. You see I bought an oldish M.G. and became mad keen on restoring it to it's former glory. I knew nothing of this noble breed at the time of purchase and soon found it was a bundle of contrasts, conflicts, and confusions, in short, unoriginal!! I needed first off the original engine, so I was relieved to discover another M.G. of my type was available in a rural village a few miles away. So I borrowed some financial support from a family member and set out.

The car was wrecked and the price was high...unfortunately, by now my eyes were octagonal and anything else was not received by them or entertained by my brain.

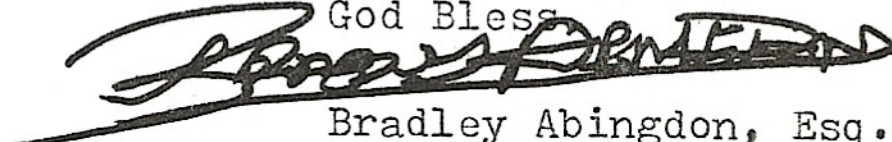
Now I had two cars, neither of which worked. The first was in the garage, so the second I dismantled and put in the basement.

Next, I joined the various M.G. clubs across the world, 66 in all, and took out a bank loan to pay my years dues. Next, I couldn't resist buying the tie clips, mugs, crests, ash-trays, models, calenders, plaques, badges, and other related M.G. memorabilia. To pay for this I sold my parent's bedroom furniture.

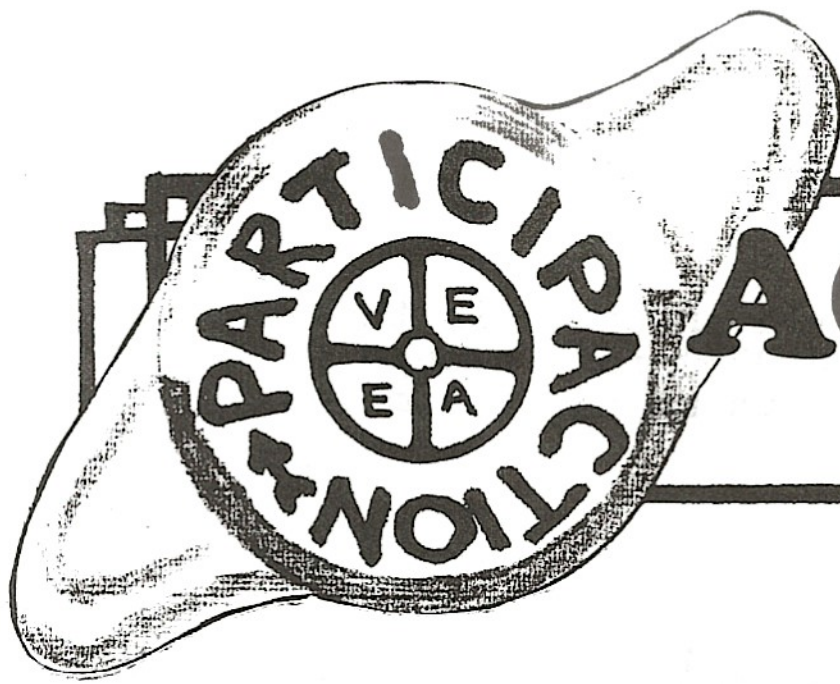
For somtime they had suspected there was something wrong with me and the furniture really was the last straw, I suppose, although I later sold our prize Schnauzer to buy another wrecked M.G. because it still had the original side mirror which my example was missing. Anyway, my parents had me visit our local shrink. He made me examine various ink blots, all of which were obviously engine parts from a P.B. O.H.C. M.G., and from this absurd display had me separated from my beloved cars and sent here.

My fate is sealed and now, sadly, after many shock therapy sessions, I can no longer hold a Whitworth wrench or B.S.F. bolt without going into convulsions and I'm not allowed to go out into the streets of this fair country in the fear I will come upon a stop sign and the dreaded reaction its very shape entails. Let this stand to you then as a warning to those who follow in my footsteps and at least a comfort to those already beyond the fringe that, you are not alone!

God Bless

  
Bradley Abingdon, Esq.  
Order of the  
British Empire  
(two eggs, sunny side,  
bacon, toast, coffee.)



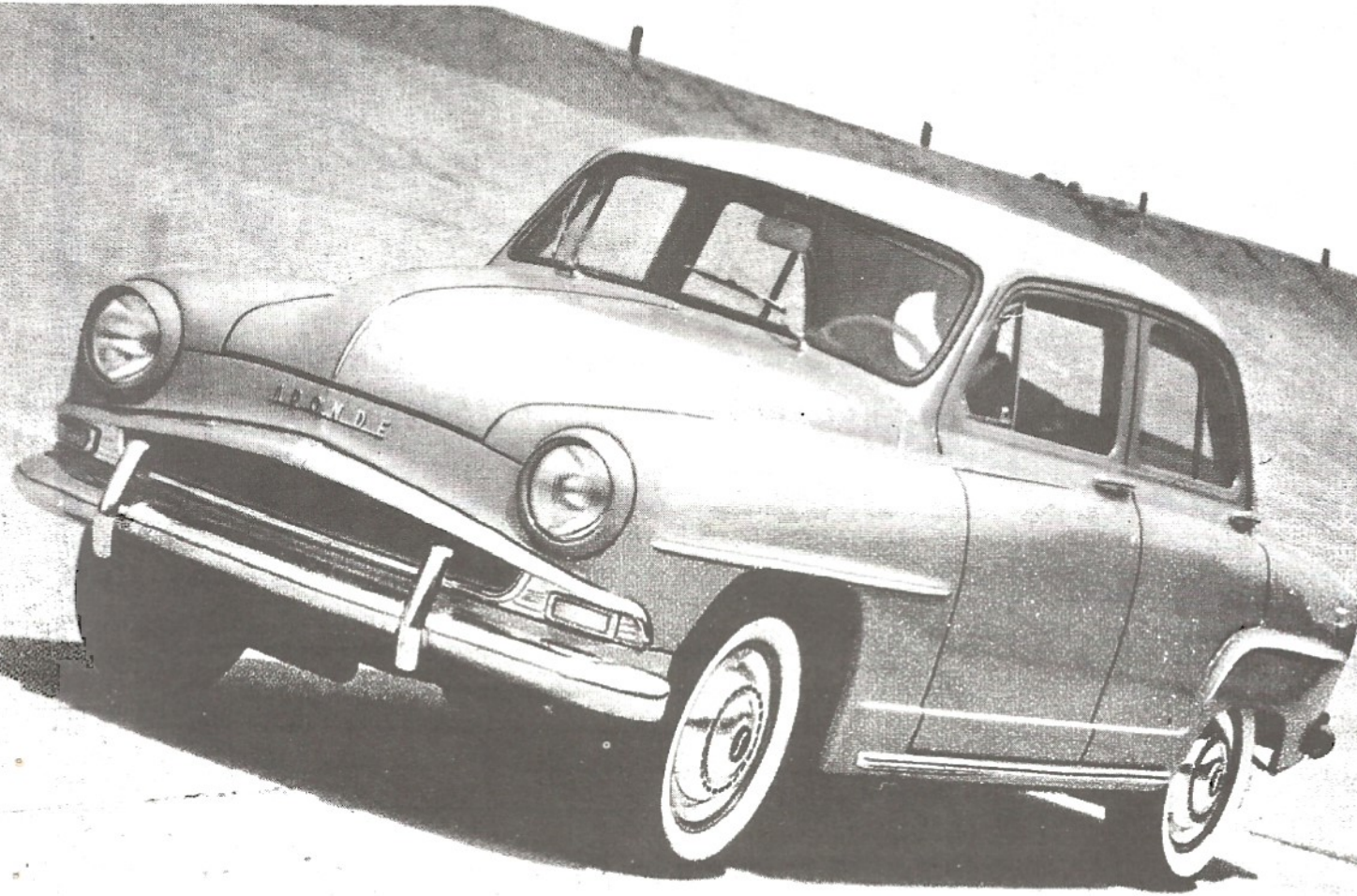


# ACTIVITIES

by BOB TAYLER

Well there is not much to report on for activities since our last Autosiate, so this is going to be very brief. The dinner and annual general meeting held in January was reported very ably by Hugh Jockel in last month's bulletin. I therefore do not intend to describe it in detail. For reasons of cost and ease of accessibility, we decided to have it in the middle of town for a change and I must say I thought the setting very pleasant and comfortable. As we had the United Services Club virtually to ourselves, it was almost like having our own club house (very reminiscent of the RAC club, Pall Mall for anyone who has ever been in that Holy of Holies of automotive sport). A thank you to those who attended. I hope you enjoyed yourselves as much as you seemed to!

This season's activities will be organised by a select committee of fluid composition. That is Bob Marshall, Denis Gauthier, and myself will be definite and we shall be conscripting others how the club as and when available. These will include such able organisers as Ralph Hemmi and Gilles Desroches. If you would like to give us a hand for an event or have an idea for a new activity, call me at 481-4475. I look forward to hearing from you. ⊕



*Renault 1300*  
**MONTLHÉRY**



**SIMCA**



DID YOU KNOW SECTION

.....that the longest Rallye held annually is the East African Safari (first run in 1953) run through Kenya, Tanzania and Uganda, which is up to 3874 miles in length ?

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AND FULL COLOUR

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\* IF YOU DON'T WANT TO CUT A HOLE IN YOUR MAGAZINE  
FILL DETAILS OUT ON A SEPERATE SLIP OF PAPER

PLEASE SEND ME \_\_\_\_\_ JACKET(S),  
SIZE(S) \_\_\_\_\_ COLOR(S) \_\_\_\_\_  
\_\_\_\_\_ AND/OR \_\_\_\_\_ PATCH(ES)  
I ENCLOSE A CHEQUE/MONEY ORDER FOR  
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ADDRESS \_\_\_\_\_

TOWN \_\_\_\_\_ PROV. \_\_\_\_\_  
POSTAL CODE \_\_\_\_\_







# L'AVENIR DE L' AUTO



EST-CE PROMETTEUR ?

Nous avons tous entendu l'histoire du fermier qui possédait six voitures Ford, modèle T, de même que celle de l'homme dont le brevet pour l'invention d'un miraculeux carburateur fonctionnant à l'eau a été acheté et rapidement mis au rancart par Standard Oil, General Motors, ou quelque'autre compagnie gigantesque du même genre. Ces deux personnages mythiques jouent, à leur manière, un rôle tout aussi important que prophétique dans le folklore de l'automobile. Mais commençons par le commencement et nous verrons la suite plus tard.

Dans deux légendes, c'est celle du fermier qui a le plus de poids. Un de vos amis a rencontré quelqu'un dans un bar, ou peut-être était-ce dans un avion, son voisin de siège, et ce dernier lui a raconté qu'il avait un ami dont le frère, ou le cousin, ou la tante avait un jour presque complètement perdu la boule en apercevant quelque part à la campagne un fermier au volant d'une Ford modèle T flambant neuve. Interrogé à sujet, ce dernier avait alors expliqué qu'à une certaine époque entre 1908 et 1927 il s'était rendu compte que l'exceptionnel modèle T de Henry Ford représentait l'apogée dans l'évolution de l'industrie automobile. En homme conservateur et prudent, il avait donc décidé d'en acheter six et il les avait soigneusement remises sur les blocs dans sa garage. Aux 10 ans environ, lorsqu'une voiture devenait trop usée, il en sortait une neuve tout simplement. "Il en reste une couple dans la grange," avait-il ajouté en s'adressant au frère, ou au cousin ou à la tante de l'ami de votre ami. "Berthe et moi serons enterrés depuis belle lurette qu'il y en aura encore."

Et sur cette phrase "mortellement optimiste", le fermier fit un demi-tour de manivelle et le volant magnétique de la vénérable Ford T actionna les quatre bobines du trembleur pour faire démarrer le moteur bien graissé de quatre cylindres et de 2.9 litres comme s'il sortait de la salle de démonstration. Un petit coup sur l'accélérateur après quoi notre bonhomme embraya sa transmission épicycloïdale deux vitesses en petite et le moteur ronronna sur le chemin rural tandis que l'heureux conducteur fredonnait l'air de "Auprès de ma blonde".





Je n'arrive pas à comprendre comment ce cultivateur si prévoyant n'a pas songé à acheter une demi-douzaine de Chevrolet 490 alors qu'il en aurait eu l'occasion, ou même un nombre égal de Dodge ou de Buick. Elles étaient résistantes et beaucoup plus modernes. Mais c'est peut-être ça le point. Comme nous 50 ans plus tard, il avait été attiré par le confort anachronique plus que par l'allure extérieure, et, tout comme nous encore, il avait été assez logique pour savoir à arrêter à temps.

L'homme au carburateur exceptionnel nous fournit un scénario différent dans cette pièce de théâtre fantaisiste sur les véhicules. Il s'agit également d'un personnage de la campagne, un forgeron habitant les bois ou un artisan dans les instruments agricoles. Mais contrairement à notre fermier, le statu quo scientifique ne lui convenait pas, pas plus que les bases de la thermodynamique. Non, monsieur, c'est un empiriste purement et simplement, qui avait remarqué que le poêle de la cuisine dégageait toujours plus de chaleur lorsqu'un peu d'eau de pluie dégouttait de la cheminée. Des mois de gros boulot et d'observation à la forge et à l'enclume ont donné naissance à un carburateur de forme tubulaire et allongée dans lequel on vaporise délicatement de l'eau de source à un débit secret et là, on la mélange avec du pétrole à basse teneur d'octane pour en arriver à accomplir des merveilles.

On raconte que la nouvelle circulait à Wall Street à l'effet que l'Essex de Zeph avait roulé à 85 milles à l'heure et 90 milles au gallon lors d'un test de 500 milles sur la piste de course d'Indianapolis. John Rockefeller lui-même s'est empressé d'agir afin de "sauver la vie des Américains", avons-nous tous appris avec plaisir. Parfois, on nous fait voir William Crapo de Flint, Michigan, le fondateur de la General Motors comme le gros vilain responsable de tout et en d'autres occasions, Henry Ford joue le rôle du personnage important; ainsi, en deux tableaux où l'on nous présente tour à tour l'homme comme un héros et comme un traître on fait comprendre le rôle que joue l'automobile parmi les divers mythes populaires.

Au cours des 10 dernières années, pressions publiques ont été faites auprès des manufacturiers d'automobiles en vue de réduire la pollution et les accidents; mais tout cela n'est rien comparativement au coup énorme qui leur sera porté vers la fin des années 80, alors que les approvisionnements en pétrole brut seront largement réduits, et que, selon les plus récentes statistiques de l'OPEC le prix du pétrole sera doublé ou quadruplé par rapport au prix 1978.

Paradoxalement, le premier défi à relever, soit des mesures visant à la pollution et les accidents, n'a fait qu'aggraver le second problème, le plus important. Pourquoi? Parce que les dispositifs de contrôle anti-pollution fixés sur les moteurs ont tendance à les étouffer, à réduire leur efficacité thermique déjà pas tellement grande, et à diminuer le millage au gallon. De plus, la demande de pare-chocs sécuritaires, de renforcement des portes et toute la carrosserie en général a augmenté le poids des véhicules, contribuant ainsi à une plus forte consommation d'essence. Les améliorations en vue de réduire la pollution et les accidents rendent les voitures de moins en moins propres à faire face à la lutte importante qui les attend.



Les règlements touchant cette lutte sont maintenant écrits en toutes lettres dans la législation américaine. En 1985 la consommation d'essence pour tous les véhicules manufacturés aux USA devra être de 27.5 milles au gallon américain, soit 32.75 au gallon impérial ou 52:4 kilomètres. Ceux qui ne se conformeront pas aux normes fixées par la CAFE (Corporate Average Fuel Economy) se verront infligés des peines très sévères; ces peines pourraient être aussi élevées que \$5 pour chaque dixième de mille au-dessous des normes et ce chiffre doit être multiplié par les nombres des véhicules manufacturés. En d'autres termes, après 1985, un manufacturier ayant produit un million de voitures faisant 26.5 milles au gallon devra payer une amende de \$50 millions pour les modèles de cette année-là; quel encouragement pour la croissance économique puisqu'ils'agit d'une industrie où l'on trouve encore beaucoup de grosses voitures et de familiales dont la consommation moyenne d'essence est de 13 milles au gallon, soit moins que la moitié des normes fixées par CAFE.

A première vue, les nouveaux règlements peuvent paraître très simples, mais, mis en pratique, ils sont extrêmement complexes et coûteux. La curiosité des ingénieurs doit être excitée puisque pour eux, de fascinantes possibilités sont en perspective. Mais il n'ya pas d'autres solutions: il faut que les voitures deviennent plus légères, plus petites et consomment moins d'énergie. C'est complètement absurde de penser que de nos jours, il faut compter 4000 livres de métal pour transporter un être humain de 160 livres, et la formule de base visant à économiser un mille au gallon pour chaque véhicule dont le poids aura été réduit de 300 livres est tout à fait logique, et elle le sera encore d'avantage lorsque les normes et les sanctions de la CAFE seront en vigueur.

Ce qui est étonnant, et cela nous ramène à l'histoire de notre fermier qui croyait qu'en 1908 Henry Ford avait résolu tous les problèmes, c'est que le modèle T contenait plus d'aluminium que la plupart des voitures actuelles, mais si alors l'usage de l'aluminium n'avait rien à voir avec la réduction des poids. Ford préférait l'aluminium (dont le poids équivaut à peu près au tiers de celui de l'acier en plus d'être moins sujet à la corrosion) pour certaines parties de la carrosserie parce que ce métal était plus facile à travailler; un avantage que l'acier a retrouvé il y a déjà longtemps grâce à l'avancement de la technologie.

Cette oeuvre se continuera en la prochaine  
"Autosiaste"

The English language version of this article  
will be in a future issue  
of the "Autosiaste"





# Bumper Crop!

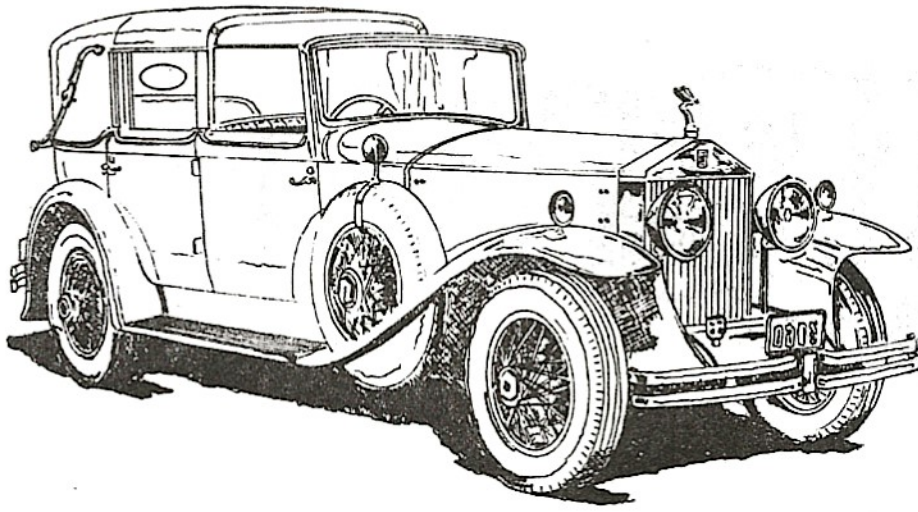


Yes...they're cropping up on bumpers everywhere!  
Our own V.E.A.E. licence plate, full colour silk screened  
plates depicting the vintage cars shown here along with the  
club crest. Order yours today and fly the club colours  
before supplies are bumped off!!!

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.





# BASKETCASE DEPARTMENT

Here are a couple of interesting recipes, courtesy of the R.R.O.C. Owners' Cookbook which might find favour:

Geraldine Lesunaitis is the creator of this one which comes at the right time for St. Patrick's day parties:

To serve 6:  
1 envelope unflavoured gelatine  
½ cup cold water  
½ cup sugar  
1/8 tspn salt  
3 eggs, separated  
¼ cup green crème de menthe  
¼ cup white crème de cacao  
1 cup heavy cream, whipped

Pour the water into a saucepan over medium heat, sprinkle the gelatine over it; then add the salt and egg yolks, as well as half of the sugar. Stir constantly till the gelatine dissolves and the mixture thickens slightly...about 5 minutes. Remove the saucepan from the heat and stir in the crème de menthe and the crème de cacao. Now chill the mixture, stirring occasionally till it mounds slightly when dropped from a spoon. Beat the egg whites till they're stiff but not dry, gradually adding the remaining sugar till the meringue is very stiff. Fold in the flavourfull gelatine mixture and whipped cream into the meringue, then then turn the resulting delight into a 6 cup mold. Chill until it's firm, then unmold and serve it to 6 leprechauns!

Joyce Balint apparently has found that this one is just Jim Dandy when taken in a large thermos bucket to a picnic and served under a broad spreading tree, by a rippling stream while the old boiler nearby is cooling off. (Her husband George, perhaps ?);

1 bottle of champagne or sparkling Burgundy  
2 Bottles ginger ale  
1 quart ice cream or sherbet  
Slices of fruit (e.g. pineapple and cherries)

Spoon the sherbet or ice into a punch bowl, then pour in the champagne and the ginger ale, using a circular motion around the bowl. The sherbet will foam. Add the fruit and pour the whole issue into your thermos bucket for later.



# IMPORTS

The February issue of the Bulletin refers to correspondence on the subject of importation of Automobile into Canada. This follows:-

Dominion Customs Appraiser,  
Revenue Canada,  
Montréal.

13th Jan. '79

Dear Sirs,

The Vintage European Automobile Enthusiasts Club has recently had its attention directed to the fact that some changes in the import regulations applying to Vintage and Antique Motors coming into Canada, Have taken place.

As this Club is expected to be able to keep its members informed of any legislation or regulations which could influence them in their intention to import such motor cars, may we receive from you the currently applicable regulations for their guidance and the related country of origin, that is, from Britain, U.S.A. and elsewhere.

Thanking you in advance for your early attention in, to us, very important matter, we are

Yours very truly

Hugh C. Jockel  
Sec.-Treas. V.E.A.E /E.V.E.A.

Revenue Canada  
Customs & Excise  
P.O. Box 400,  
Station "A", Montreal

1979-01-25

V.E.A.E.  
c/o Mr. H.C. Jockel  
400 Beacon field Blvd.,  
Beaconsfield, Qué.

Dear Sir,

This refers to your letter dated January 13th 1979 concerning regulations governing the importation of vintage and antique motors into Canada.





In this instance, we presume that the use of the term "Motors" is intended to mean the vehicle as there are no special regulations as such directed to the importation of parts of antique vehicles.

Inasmuch as this particular type of motor vehicle is concerned please find attached hereto, copies of Memorandum D33-15 entitled "Importation of used or second-hand automobiles and motor vehicles" which spells out the regulations on such importations.

(regulations on such importations)

Furthermore, we are enclosing copies of tariff items 43803-1 and 43829-1 which specify the rates of duties applicable to vehicles N.O.P. although the Customs tariff provides elsewhere for certain specified automobile parts for repairs.

Trusting this information will be of use, we remain,

Yours truly,

(Signed) R.V. Patenaude,  
Information Services  
Montréal Region.

Following are the several sheets referred to by Mr Patenaude reproduced in their entirety although the only really applicable sections are "Schedule A" and (c) of the leading page of Memorandum D-33-15 dated December 15th, 1976.

It should be noted that effective at the late part of last year, the Federal Sales Tax became 9% instead of 12%, which is a useful saving of 25% of the F.S.T. component of importation. And this is reflected in the reduction occurring in the P.S.T.!







## MEMORANDUM D33-15

Ottawa, December 15, 1976

Ottawa, le 15 décembre 1976

**IMPORTATION OF USED OR SECOND-HAND  
AUTOMOBILES AND MOTOR VEHICLES**


Item 99215-1 of Schedule "C" to the *Customs Tariff* prohibits the importation of:

"Used or second-hand automobiles and motor vehicles of all kinds, manufactured prior to the calendar year in which importation into Canada is sought to be made:

This item does not affect in any manner automobiles and motor vehicles:

(a) imported under tariff items 70200-1, 70505-1, 70600-1, 70700-1 or 70800-1, or under tourists' or travellers' vehicle permits;

(b) imported by a *bona fide* settler on a first arrival but not entitled to entry free of duty under tariff item 70505-1;

 (c) *bona fide* purchased on or before the first day of June, one thousand nine hundred and thirty-one, by consumers for their own use and not for resale;

(d) forfeited or confiscated for any offence under the Customs laws, or the laws of any province of Canada;

(e) left by bequest;

(f) exempted from the provisions of this item by a regulation of the Governor in Council in any particular case or class of cases. (10/12/49; D49-273)"

These Regulations have been established pursuant to paragraph (f) of item 99215-1 of the *Customs Tariff* by Order in Council P.C. 1974-406 dated 26 February 1974 which revoked the Used or Second-hand Motor Vehicle Regulations made by Order in Council P.C. 1964-236 of February 13, 1964, as amended.

**REGULATIONS RESPECTING THE APPLICATION OF  
ITEM 99215-1 OF THE CUSTOMS TARIFF TO  
USED OR SECOND-HAND MOTOR VEHICLES****SHORT TITLE**

1. These Regulations may be cited as the **Used or Second-Hand Motor Vehicle Regulations**.

**IMPORTATION D'AUTOMOBILES ET DE VÉHICULES  
À MOTEUR USAGÉS OU D'OCCASION**

Le numéro 99215-1 de la Liste "C" du *Tarif des douanes* interdit l'importation des:

"Automobiles et véhicules à moteur de toute sorte, usagés ou d'occasion, fabriqués antérieurement à l'année civile pendant laquelle on cherche à les importer au Canada.

Ce numéro ne doit aucunement viser les automobiles et véhicules à moteur:

a) importés sous le régime des numéros tarifaires 70200-1, 70505-1, 70600-1, 70700-1 ou 70800-1, ou en vertu de permis pour véhicules de touristes ou de voyageurs;

b) importés par un colon authentique, à sa première arrivée, mais ne bénéficiant pas de la franchise en vertu du numéro tarifaire 70505-1;

c) achetés de bonne foi le ou avant le 1<sup>er</sup> juin 1931, par des consommateurs pour leur propre usage et non pour la revente;

d) confisqués par suite d'une infraction aux lois douanières, ou aux lois de toute province du Canada;

e) provenant de legs;

f) exemptés des dispositions du présent numéro par un règlement du gouverneur en conseil dans un cas particulier ou une catégorie de cas. (10/12/49, D49-273)"

Ce règlement a été établi en conformité avec l'alinéa f) du numéro 99215-1 du *Tarif des douanes* par le décret C.P. 1974-406 du 26 février 1974 qui abrogeait le Règlement sur les véhicules à moteur, usagés ou d'occasion, établi par le décret C.P. 1964-236 du 13 février 1964, dans sa forme modifiée.

**RÈGLEMENT CONCERNANT L'APPLICATION DU  
NUMÉRO 99215-1 DU TARIF DES DOUANES AUX  
VÉHICULES À MOTEUR, USAGÉS OU D'OCCASION****TITRE ABRÉGÉ**

1. Le présent règlement peut être cité sous le titre: **Règlement sur les véhicules à moteur, usagés ou d'occasion.**



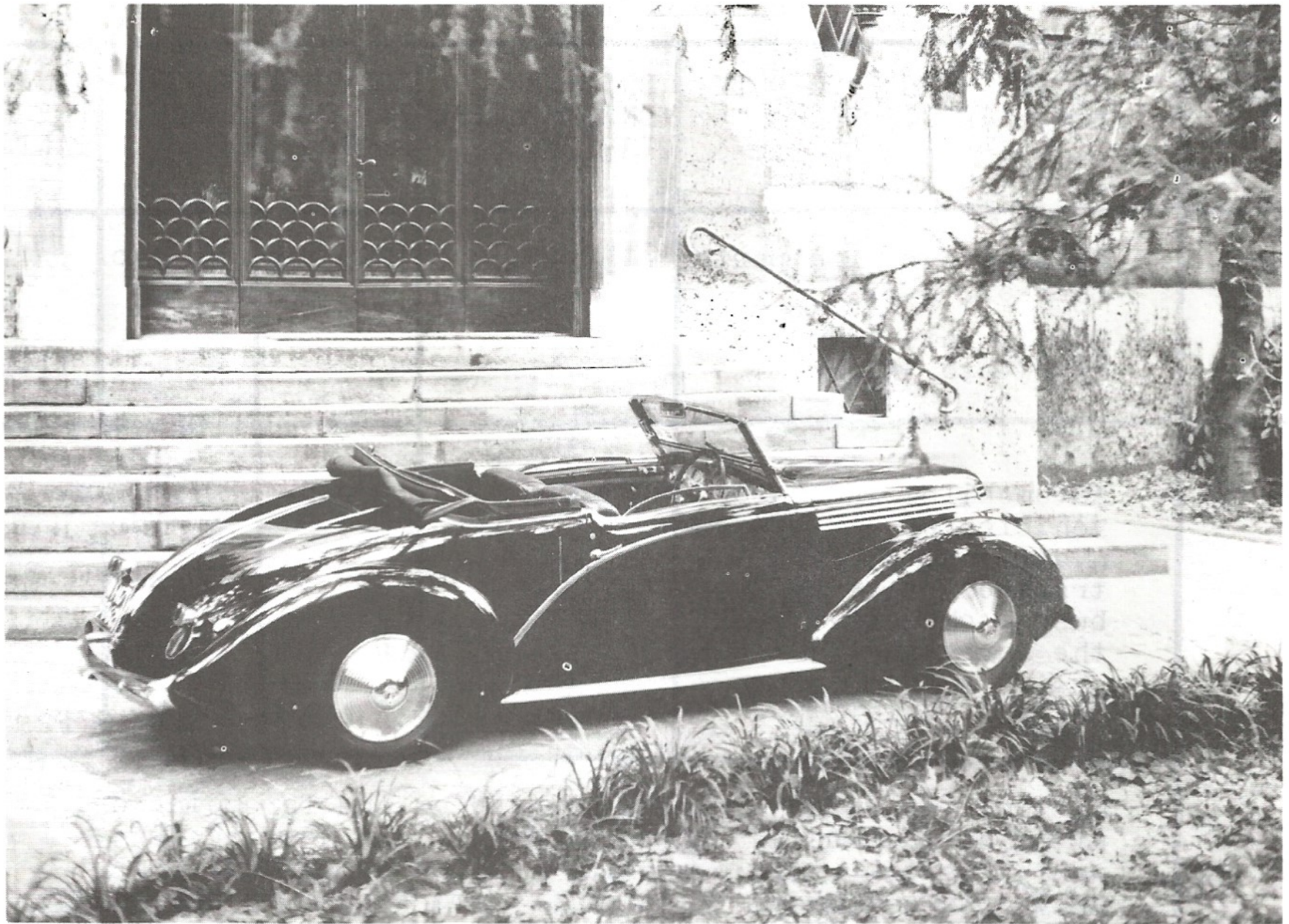


SCHEDULE "A"

TARIFF ITEMS	GOODS SUBJECT TO DUTY AND FREE GOODS	BRITISH PREFERENTIAL TARIFF	MOST FAVOURED NATION TARIFF	GENERAL TARIFF	GENERAL PREFERENTIAL TARIFF
43800-1	Railway cars and parts thereof, n.o.p. G.P.T. rate from 1/7/74 to 30/6/84	15 p.c.	17.5 p.c.	30 p.c.	11.5 p.c.
43803-1	Automobiles and motor vehicles of all kinds, n.o.p.; electric trackless trolley buses; chassis for all the foregoing G.P.T. rate from 1/7/74 to 30/6/84	FREE	15 p.c.	27.5 p.c.	FREE
Machines or other articles mounted on the foregoing or attached thereto for purposes other than loading or unloading the vehicle shall be valued separately and duty assessed under the tariff items regularly applicable thereto.					
43829-1	Parts, n.o.p., electro-plated or not, whether finished or not, for automobiles, motor vehicles, electric trackless trolley buses, fire fighting vehicles, ambulances and hearses, or chassis enumerated in tariff items 42400-1 and 43803-1, including engines, but not including ball or roller bearings, wireless receiving sets, die castings of zinc, electric storage batteries, parts of wood, tires and tubes or parts of which the component material of chief value is rubber G.P.T. rate to 30/6/84 From 19/11/74 to 30/6/79	FREE  FREE	15 p.c.  12.5p.c.	35 p.c.  35 p.c.	FREE







1936 LANCIA "APRILIA"

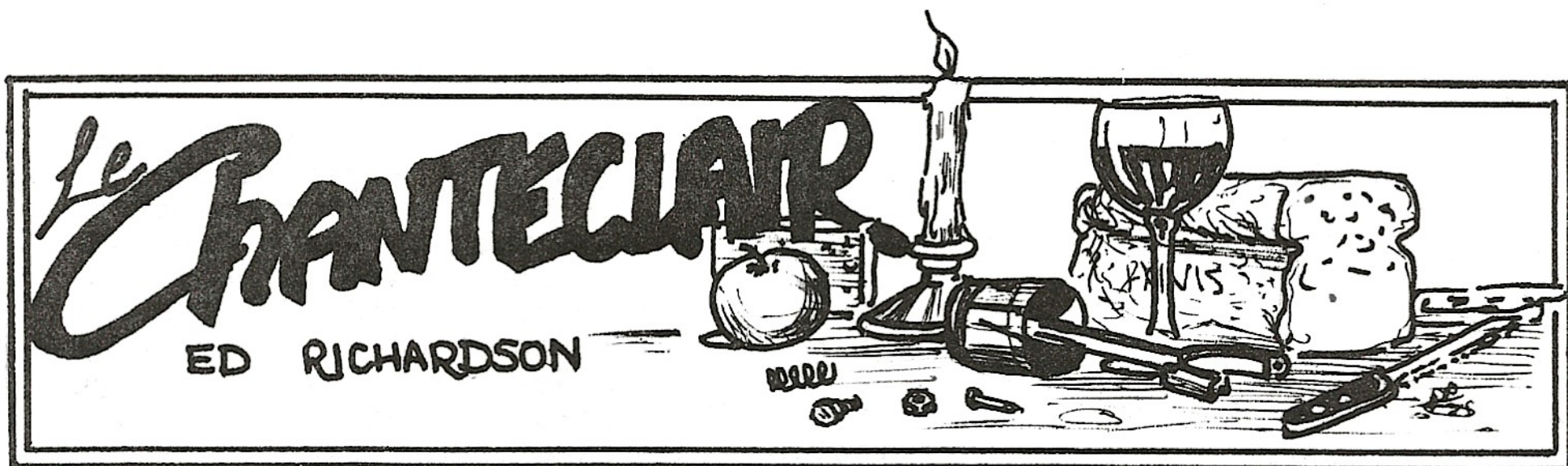


The MG is my automobile, I shall not want another.  
It maketh me down to lie in wet places;  
It soileth my soul;  
It leadeth me into deep waters;  
It leadeth me into the paths of ridicule for its name sake;  
It prepareth a breakdown for me in the presence of  
mine enemies;

Yea, though I run through the valleys,  
I am towed up through the hills.  
I fear much evil while it is with me.  
It anointeth my head with oil.  
Its tank runneth over.  
Surely to goodness the darned thing won't follow me all  
the days of my life, or I shall dwell in the house  
of the insane for ever.

With apologies to Abingdon.





In a previous contribution I had implied that I agreed with William Shakespeare when he said, through his Henry V "Old men forget....." and yet when I remember as if it were yesterday a certain May afternoon at Brooklands in 1934, I have to wonder.

The sky was blue with an occasional cumulus cloud drifting majestically westwards. I was wearing brown suede shoes, horrible socks with blue suspenders, grey flannel trousers and a Harris tweed jacket of a rich bracken-brown colour which I never have been able to duplicate. In those days a Harris tweed from the "Outer Isles" had a unique and pungent odour and at times slivers of teasle were still imbedded in the weave.

I remember that Caroline, who was with me on that day said, "It kind of turned me on." She did not of course use that terminology. Girls in those days were more subtle and exciting.

Wonderful, unique Brooklands. "The right crowd and no crowd-ing there". Dear God! How different were the cars, the drivers, the spectators from those of today. Sublime and elegant women in the paddock and on most parts of the track. No shirts, jeans, trousers, pantyhose. In other words, every woman wore a skirt, usually well-cut.

Now the reason for this preamble is, I suppose, to take a second look at Shakespeare and to put on record that I cannot unconditionally agree with him!

Amongst the drivers on that day, now so far distant, was a cultured and charming Frenchman by the name of René Dreyfus. To me, Dreyfus and a Bugatti were almost synonymous. He was driving a Type 59 on that happy, carefree afternoon.

Now let me, as it were, change gear and take you to a restaurant in New York City named "Le Chanteclair". The canopy on the outside reads only that but it might as well have stated "The Board Room of the Automotive World". Nowhere else in the U.S. or Canada would one find a daily gathering of so many internationally-known celebrities as in this small French Restaurant in the heart of New York City.

A glance at the daily reservation log reads like a Burke's Peerage of Motoring. Drivers, engineers, designers, organizers, coachbuilders, manufacturers, publishers, writers. Representatives of all were there. The food is superb and for the car enthusiast the companionship is unparalleled.





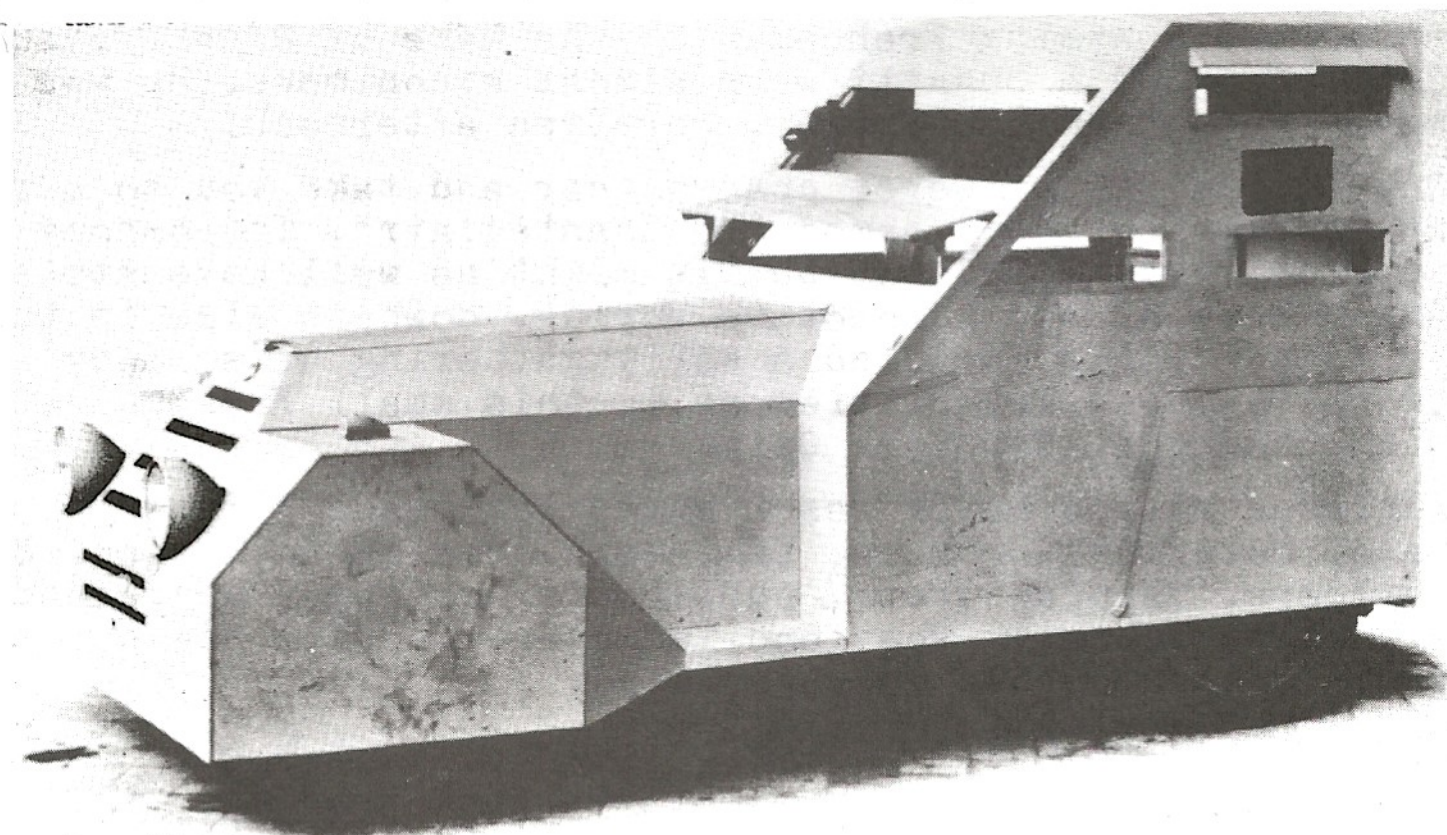
Of course not everyone who passes through the restaurant's portrait gallery of motoring personages and the array of over 400 car club emblems is aware of what Le Chanteclair represents. The intimate and luxurious dining room is muralled with the complex traffic pattern of La Place de la Concorde and to some diners, be they ambassadors, U.N. delegates or visiting Frenchmen a dinner there is a highlight of a sojourn in America. A momentary and nostalgic return to Paris while in New York City. Their's is a different world but with Le Chanteclair's motoring fraternity they share the anticipation of elegant food, impeccable service and the convivial Old World charm of owners René Dreyfus and his brother and lifelong partner, Maurice.

Occasionally they may ask one of the brothers about the reason behind the photographs and the club emblems. The reply would be charmingly simple. René was a racing driver. A very modest response. To be accurate, should be added that Le Chanteclair's gracious co-owner is a former champion driver of France, a veteran of over 100,000 racing miles across three continents, a participant in over 200 races and winner of 106 prizes including 36 chequered flags, 19 second and 17 third place finishes.

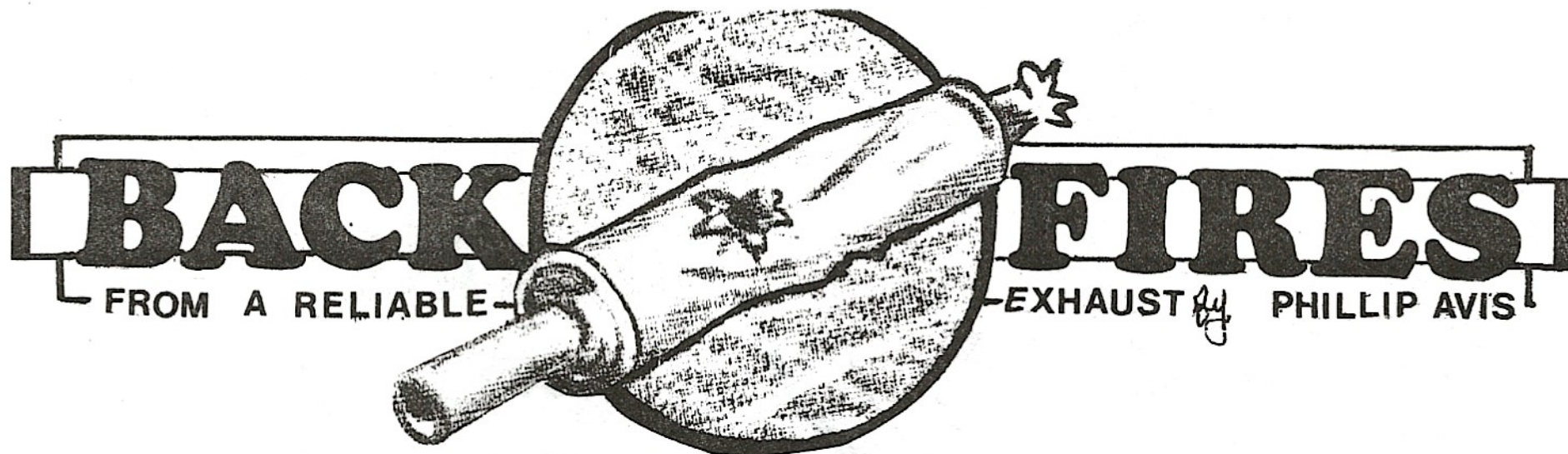
From racing driver to restaurateur was not an illogical progression. In fourteen years of participation in European racing the Dreyfus brothers had sampled the finest culinary offerings of Europe's greatest hostelrys and had developed a fastidious and demanding palate. Such gourmet qualifications would be a natural lure leading into the very competitive world of restaurant ownership.

So it has therefore been said that the Dreyfus skill and accomplishment in motor sport lies behind the thriving success enjoyed by Le Chanteclair today. Whether cars or cuisine, their pursuit has always been excellence. ⊕

★ Can you identify the car beneath the armour ?  
If you can, call Ed. Richardson







Many may breath a sigh of relief when I say I really don't have much to say this time. All the things I mentioned in the last bit of dribble have come to pass in that I did finish my frame and the rear axle did get welded up, but the situation with the differential is much worse than anticipated, in fact it's disasterous!

First off, the bearings were on their way out but those can most probably be replaced with a modern equivalent, but sadly the crown wheel and pinion are breaking up...or more precisely, losing bits of their teeth. To make matters (their usual) worse, the Singer Club sold their last set about six months ago! There is an axle floating about in Ottawa somewhere so if I can locate it I may be alright. The oil seals were easily obtained for the half shafts although the one for the pinion is an odd size and has to be ordered from France. Well, they never said it would all be easy, I suppose.

The next step is to reinstall the brakes, etc. and have the wheels trued and tuned, have the various engine bits machined... then on to the bodywork!

I should mention one "fun" thing that happened to me, though. When I came out of that drug induced coma you suffer after waving your wisdom teeth out (as I did) I found that my Fiat had lost the entire contents of its gas tank while I had been incapacitated. This did not please me one iota, seeing as I had just got over the shock of having to replace the front disc pads in minus temperatures before I went into the Hospital. I should say the shock came from contemplating doing the job, not doing it...I still haven't done it! Anyway, returning to the tank...it had a hole in it...brillant deduction, Sherlock!! So, I pulled it out, repaired the hole in the fender of the car and fixed the gas tank strap. Being really on top of things ,so I thought, I put in the spare tank I had in our garden shed. Ah, Murphy struck again, for although the tank hadn't leaked when I tested it in the garage, under the vacuum imposed by the fuel evaporation return system, it sprung a lovely leak along the seam where the two halves of the tank are welded together. After much gnashing of teeth on my part, Hugh Jockel was very kind enough to pick up both myself and the tank and take us to a place which could repair it. This they did and he delivered it to me while I was out practising my brand of "white knuckle" flying in that winged form of transport known as an airplane. Does trying to land in a 30M.P.H. crosswind make you tense...yup!! Anyway, I'm still waiting for the fibreglass to cure and then I put it in and hope for the best..... oh yes...there's still those bloody brakes to do...

Cheers.

*Phill*





Motorists around the world are often baffled by the figures, letters and words that appear on tire sidewalls. In Britain, for example, a motorist was cautioned by police recently for SR and not HR rated tires on his Rover 3500.....when he probably didn't even know the difference.

But these words and partly coded symbols are not quite as mysterious as they appear at first glance. Besides the size markings, the other letters and symbols indicate that the tires have passed specific requirements for various markets of the world.

The markings are:

- (1) Tubeless or tube type.
- (2) Size designation, i.e. 175 refers to the width of the tire in millimetres, S is the speed rating (113mph/170kph), R is for Radial and 14 is the rim diameter in inches. In addition, the word 'radial' follows referring to the carcass design. Some tires have 70 following the size designation, this refers to the tire's profile and means that it is 70% as high as it is wide.
- (3) TWI stands for Tread Wear Indicators. These cross-bars show when the tread has worn down to 1.6mm.
- (4) and (5) One of the new European standards. 88 is the load indicator, referring to the maximum load per wheel, and S again refers again to the speed rating, i.e. 113mph/170kph.
- (6) and (7) Material and number of casing and tread plys i.e. Sidewall--2 layers of rayon; Tread--2 steel belts and 2 layers of rayon.
- (8) 36 PSI (248 kN/m<sup>2</sup>) Max Cold Infl. spells out the maximum inflation pressure when cold and expressed in lbs per sq. inch.
- (9) 1,310 lbs (593 kg) maximum load means the max. per wheel----applicable in the U.S. and Canada only. A lower rate applies to Europe.
- (10) Manufacturer.
- (11) and (12) Certificate of approval, in accordance with Economic Commission for Europe (ECE) standards. The figure identifies the country in which approval was given, i.e. 4 means Holland.
- (13) DOT stands for Dept. of Transport, certifying that the tire conforms to U.S. specifications.
- (14) Manufacturer's coding; LM factory, MEB type code, J3 size code, 344 date code.

Of these markings, 4,5,11,12 are new. Others for longer. 6,7,8,9, and 13 applicable only to tires going to the U.S.







In a recent conversation with Ed. Richardson we were discussing a car which was in the process of a complete restoration and when he mentioned it had been sandblasted I shuddered!!! After explaining some of the horrendous sandblasting experiences I knew of , Ed suggested I write an article for the Club Journal.

So, in the interest of restoring and preserving Vintage Cars here is some information on sandblasting which might be useful.

To those of us who have spent many hours removing paint which has accumulated over 30 or 40 years which can easily amount to 1 to 5 paint jobs the thought of using compressed air and sand to do the job is like having an income tax man say - you won't have to pay tax for the next three years! However, beware..! because you can get more than the rust and paint free metal as a result if you use sandblasting on a flat steel panel it can stretch and might end up looking like a gravel road!

Here are a few examples:

- (1) One of the most capable mechanics and problem solvers I know who does considerable work for Museum of Science and Technology in Ottawa sandblasted the hood of his 1930 Willis Knight which had a mere 30,000 miles on it, he afterwards stated it was irreparable, the easiest way to fix it would be to replace the panel, fortunately, he noticed the problem when he did the hood so the rest of the car was saved.
- (2) Zaven's former partner sandblasted a 1961 Daimler frame and weakened it to such an extent that it had to be rebuilt..
- (3) One of the first Lagonda's I ever saw was a 1934 M45 four-seater coupé. It was decrepid but beautiful. A Doctor in Ottawa recently purchased the car for a complete rebuild by an experienced restorer. Because of the amount of work on the car the rebuilder decided to sandblast. The last I heard was that over 50 pounds of lead had been used to try and straighten out the ridges and buckles on the steel body with limited success.
- (4) Phil Avis started to sandblast a friends 1950 Singer Roadster's hood. After doing 4 to 5 inches one side he notices it was beginning to curl at the edges and he immediately ceased and desisted.



All of the afore mentioned deal with steel imagine what would happen if you tried it on aluminium..

The advantages!

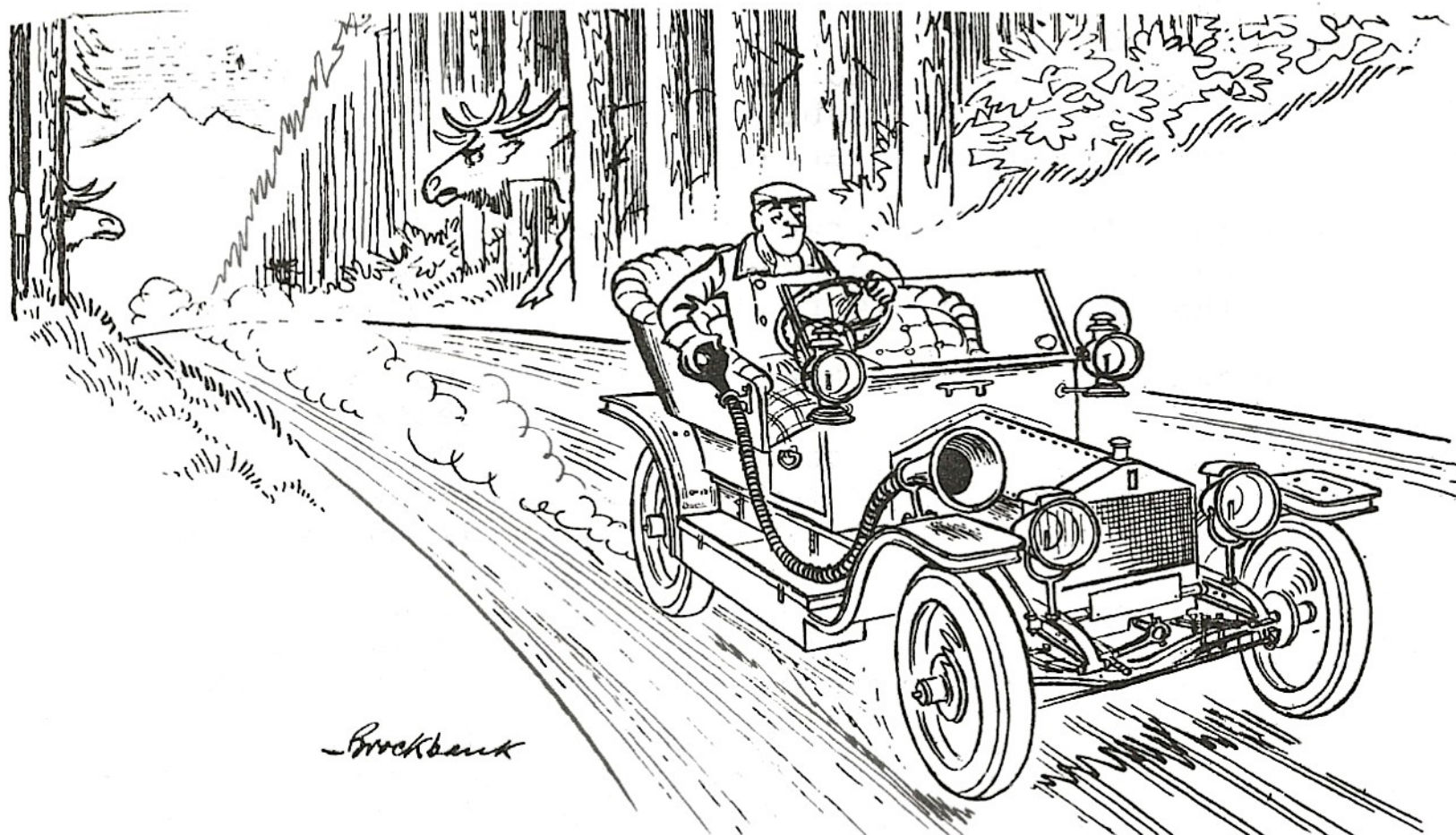
Sandblasting cleans metal beautifully, it gets at pits in metal which are impossible to get off by any other means while it tends to get into the darndest places, problems can be avoided by stripping all parts from, for instance, a frame before sandblasting.

Restorers like Harry Sherry believe strongly in sandblasting, he feels it is the only way to really stop rust unless you replace the metal. He uses it extensively on door and fender edges but with caution and great care.

If you are determined to use sandblasting remember the two major variables.

- (1) Air pressure: Which can be varied and of course varies the impact of sand to metal.
- (2) Grade of sand: Was an effect on the abrasive impact apparently some restorers use crushed walnut shells for delicate jobs. Glass beads are popular medium.

So if you are going to use sandblasting be careful. It is recommended that you use it in stages, that is, you make a first pass with low air pressure observing the reaction and increase the pressure slightly for the next pass and please remember, paint remover is slower and dirtier but it has never been known to buckle a panel!







E.V.E.A. V.E.A.E.

# ACTIVITIES 1979

- 6 AVRIL.....SOIREE DE FILM/FILM NIGHT
- 11 MAI.....VIN D'HONNEUR/WINE AND CHEESE
- 3 JUIN.....TOUR D'ESSAI/FIRST RUN
- 24 JUIN.....GYMKANA
- 8 JUILLET.....SURPRISE !!!!!!!!!!!!!!!?
- 12 AOÛT.....RALLYE COUP HEMMI/RALLY
- 9 SEPT.....CONCOURS D'ELEGANCE
- 23 SEPT.....DERNIER TOUR/LAST RUN

LOCATIONS AND TIMES TO BE ANNOUNCED





VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

# BULLETIN

Vol. 1 No. 1  
FEBRUARY

1979

ENTHOUSIASTES DES VOITURES EUROPEENNES d'AUTREFOIS

Dear Member,

1979 and this Bulletin will, we hope, bring the Club into a new era of enjoyment and participation, by members generally and by your Directors.

A number of innovations and improvements are planned. One of these will be a change in the format of the "Autosiaste". It will be smaller, of pocket size, more convenient to carry and to keep. It will be issued four times yearly, in touch with the seasons. Spring, in March; Summer, in June; Autumn, in September; Winter, in December. They will be mailed on the 15th of these months. Several departments will be featured. Our aim is to have an "Autosiaste" which will have "Family" appeal instead of only to the Auto Enthusiast! We also want to increase the bilingual content when possible.

In addition, a monthly Bulletin will be printed, also to appear on the 15th. It will feature immediate news of Club happenings and planning. The format will be simple and so less costly. The first is the one you are now reading.

We do solicit support by your contributions to these publications. Each item which you think might be of interest to other members, either original or an excerpt, (if the latter please give the credit line or name of the publication from which it was taken) all are welcome. Photographs particularly so but do remember that black and white reproduce the best.

We plan on having a technical question and answer column; one which the ladies would be interested in; reports on other Clubs' activities. Your suggestions as to what would be appropriate would be appreciated.

Finally, small-type advertisements by members, referring to cars or parts wanted or for sale will be printed in the Bulletin as space permits for two consecutive issues free. They can be repeated for two more on request. But please let us know if you sell or have bought what you advertised.

There will still be advertising space available in the quarterly issues of the "Autosiaste". Rates upon application.

E.V.E.A. C.P. 282 V.M.R. - V.E.A.E. P.O. BOX 282 TOWN OF MOUNT-ROYAL  
MONTRÉAL, QUÉBEC, CANADA



VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

(V.E.A.E. / E.V.E.A.)

1978 ANNUAL GENERAL MEETING

MINUTES

Place: United Services Club, 1195 Sherbrooke St., W., Montreal, Québec.

Date: 19th January, 1978. Social gathering to precede Dinner and Meeting, 1900 hrs.

There was a short social gathering in the Club lounge prior to the call to dinner. At this time members and their guests met and exchanged the greetings appropriate to the occasion. A total of 30 persons were present, 16 of whom were members. Unfortunately, a number of the members whose support was most helpful at numerous other occasions, both social and at events, were absent. The telephoning of all members available had been carried out and there was during these calls good reason to believe that the turnout would be better.

The call to dinner came at approximately 2000 hrs and all repaired to the dining room, which was set with tables mostly sitting 4 or 6 but there were also some for 2 so the atmosphere lent itself to sociality. The dinner was excellent, both as to the substance and the service. An expression of appreciation could be heard from all sides. The ambiance could not have been improved upon, what with the fireplace and cosy air of the lounge and the candlelit tables in the dining room. Wines were served, to complement the roast beef dinner and tasty desserts.

The dinner came to its conclusion at about 2130 and then all proceeded to the upper floor of the Club where a meeting room had been made available, with chairs in theatre fashion and a head table for the Executive.

Call to Order The Meeting was called to order by the Acting President, Secretary-Treasurer Hugh Jockel, at 2145 hrs. The Minutes of the previous Annual General Meeting, that of 1977, were read by the Secretary-Treasurer. There being no changes, upon a motion by Mr. H. Colombani, seconded by Mr. Bob Morrison, they were adopted unanimously.

The Acting President then welcomed the members and their guests and expressed on behalf of the Executive the appreciation of the turnout. He mentioned that as there had been no arrangements made for a speaker, the A.G.M. could proceed rapidly so that there would still be time for further socializing at its conclusion. Tribute was paid to Bob Tayler for the arrangements which he had made for the Meeting and the remarks were roundly applauded.

Next followed the various Director's Reports, a

Membership Director Philip Chartrand

My Report involves our activities in this area for 1978. As a bit of background let me say that at the end of 1977 we had 53 members, 47 of whom were paid up. Although we in general try to keep the membership at around 50 members, with the normal wastage due to resignations, transfers out of the area, etc. a more practical view allows us to exceed this figure to some extent to offset this.



So at this point in time we have 57 paid-up members. Although there is no active recruiting programme we do continue to look for suitable members. We define as acceptable potential members:

- a) Persons who are interested in the restoration and preservation of Vintage European and British motor cars.
- b) Those who are interested in coming to and participating in our activities and functions.
- c) Those who are prepared to share their knowledge, talents, skills or energy with others who are less capable or knowledgeable.

I think that when you have listened to Bob Tayler's account of our activities in 1978 that our membership largely meets these criteria. Thank you for your attention.

#### Activities Director Bob Tayler

Ambitiously scheduled was an 11 event programme, decided on after a pre-season meeting which gave members an opportunity to participate in the planning. In fact only 8 of the events were actually held but it must be pointed out that only 2 were actually cancelled, the Hill Climb due to the lack of a suitable location, the Treasure Hunt because of a lack of organizing personnel. The final Tour was dropped because of a clash of dates with the Salon.

In mentioning the Salon, this took a tremendous drain on the resources of the Club, requiring something like a total of over 50 meetings of the various executive groups. Any criticism of the organization of the event bear this in mind. The most satisfying point is the level of participation of our members and also of their many guests who chipped in to help in many ways. To them we extend our heartfelt thanks.

The crowning point of the year's activities was the Salon itself at which over 60% of the Club participated. Our cars were on show for a total of 2½ days and during this period were the attraction of over 1600 people. Thank you.

#### Publications Director Phil Avis

The main problem in producing a magazine or other Club publication, in fact any "volunteer" printed matter is getting the material to put into it. We have been lucky in getting some interesting articles from members but we are sure that there is writing talent still to appear. We have been examining the possibilities of changing the format to a smaller size. Our supply of covers is almost exhausted and this would be the time to make a change. Some economies could be made this way. The costs of production and postage are increasing, like everything else. A total of 6 issues came out last year, 5 regular and a "bumper" one. The last issue covered the Salon in picture as well as print and I want to thank the contributors for their efforts at making the "Autosiaste" such a unique magazine, with items of interest for all.

#### Secretary-Treasurer Hugh Jockel

At this point in my presentation I would like to read to you the high points of this year's Financial Report, leaving the details for you to read in the next "autosiaste" or perhaps a special bulletin.



Our receipts for the year totalled \$4,454.95 as compared to \$1,668.50 for the preceding year. Expenses were \$4,462.24 compared with \$1,566.28 for the year before. Of course the big item in the large differences was the Salon. There were both greater receipts and expenses. Our membership and badge sales did not differ that much. However, we did sell many more dash plaques in 1977. Our social receipts were greater this past year but so were the related expenses. Actually, the greatest single expense this past year was the "Autosiaste", the printing of which cost \$810.47 as compared with \$27.95 in 1977. Last year and for part only of this year, we were able to take advantage of the fact that one of our very good members, now temporarily out of the country, put certain facilities to our advantage. We will now seek ways of reducing the costs involved in producing the "Autosiaste", at the same time keeping the membership informed.

It is now appropriate to make mention of the Salon. Bob has just told you that there over 50 meetings of the several committees. In the beginning the objectives were examined. Naturally, we had some rosy views on how much money could be made. The matter of a co-sponsor with connections became obviously desirable so that additional manpower in the actual operation could be available. After several attempts were made a favourable prospect appeared to be the Westmount Y.M.C.A. and it was chosen. It was near the chosen location, which in itself was about the right size for the number of cars which we could muster from the Club and the extra ones whose owners could be persuaded to show them. And it seemed to be convenient to transportation, had parking nearby and security was good. The receipts, expenses and profit would be split 50/50.

Then there was the matter of what would be done with the money. There were a) Putting in a supply of tools for the use of members. b) Renting a storage garage for the use of members whose facilities were absent. c) Reducing or eliminating annual dues and having only an initiation fee. d) Setting up a fund for loans to members so that they could get ahead with the restoration of their cars. This last could have been popular but the administration would have been a real task and would require a special committee to examine the genuineness of the applications, the security offered and all the other matters which loans involve. It is hard enough to get volunteers for the normal activities of the Club. And there's always the risk of bad feelings being aroused and the sour grapes which could be set up. So in the final analysis it all really depended on the amount of money taken in. As it turned out our share, after all expenses had been paid and which was the same as the "Y", was \$2,686.99 of which \$2,516.99 was paid to our Treasury in 1978, the rest \$170.00 in 1979. In addition we made \$11.95 in poster sales.

After some discussion it was decided that the amount received was not large enough to meet some of the possible objectives but at the same time if left in the Treasury could be frittered away without being put to best use. So it was invested in part, \$2,000, in a Royal Trust Certificate at 10%, due 31st January, 1980. The interest is semi-annual and will come to us as a cheque each 1st June and December and at maturity. The balance of the receipts, \$686.99 was put in the Treasury. It is the hope of the present Directorate that a major part of this will be retained as a reserve. So after all we have \$2,686.99 we didn't have before the Salon. Thank you for your patient attention.



The Directors' Reports having been concluded the Secretary-Treasurer changed his hat and went back to being the Acting President and proceeded to give his President's Address, as follows:

Ladies and gentlemen, members and their guests, in the name of the Directors and personally, I bid you welcome to this, the Fourth Annual General Meeting of the V.E.A.E. / E.V.E.A. It may come as a surprise to some of you that the Club has been in existence that long. As I see it from the records, the first meeting of 5 enthusiasts was held in Vince Prager's home on the 11th of September, 1974. Of those 5, four are still with us in person, the fifth, Pat Mullen is in Vancouver busily instilling knowledge, of which he has considerable over and above that relating to MGs. So now we can look both back and forward, with satisfaction and pleasurable anticipation.

(The above was for a considerable part in the two languages)

(From this point on it was primarily in English.)

At this time I want to express my thanks to your Directors for their efforts and time; to former President Bob Neapole, whose office I am temporarily filling until the end of what would have been his term of office, this year; Bob sends his greetings and I am sure that I express the thoughts of all when I say that we'll be happy to see him and his family again when they return later on this year. Bob was active in the early planning of the Salon and much of its success must be due to his guidance and suggestions. I also want to express your Directors appreciation of the efforts of all who helped with it and also those who faithfully attended the various events during the past season.

Just a word now on that theme. The activities which are planned each year are intended for you, the members, pleasure and interest. Without your participation there cannot be any serious effort put into planning the programme if the Activities Committee realizes that no-one is going to turn out. Sure, the weather may be unfavourable, that can't be controlled, there could easily be personally serious reasons for non-attendance. This is reasonable. It's a bugbear which haunts every Activities Chairman and his fellow workers, in all clubs. The only thing that we on the Directorate ask is that you support the Club's efforts to provide you with a means of finding an extra interest in your hobby, your Vintage European Automobile.

Back to the Salon for a moment. We have learned some valuable lessons by staging an event which was a first, not only in Montreal but probably in Canada. Lessons which will do us well if we are to have a repeat at some future time. Personally, I think we can have a repeat. But not too soon as our turnover of cars isn't enough for us to have different ones for the public to see and enjoy. Perhaps we should have it in conjunction with another club, perhaps the V.A.C.M. As long as the cars are unique and Vintage. If a co-sponsor is sought, it should be a service club which has good contacts in the business community that can be capitalized on. We do owe the "Y" a vote of thanks for their co-operation, however. Within the limits of such an organization, they did their job with enthusiasm and contributed greatly to the overall scheme of things.

I realize that I've taken up a great deal of your time so without any further palaver we'll proceed with the business of the Election of Directors for the 1979 Club year. Thank you for your attention.

A short question period followed. Zavan asked if there was another Salon would it be held in another part of town. Henri Colobani if any decision had been made. Phil Chartrand replied that no decisions could be made now. This would be for the incoming directorate.



## Election of Directors

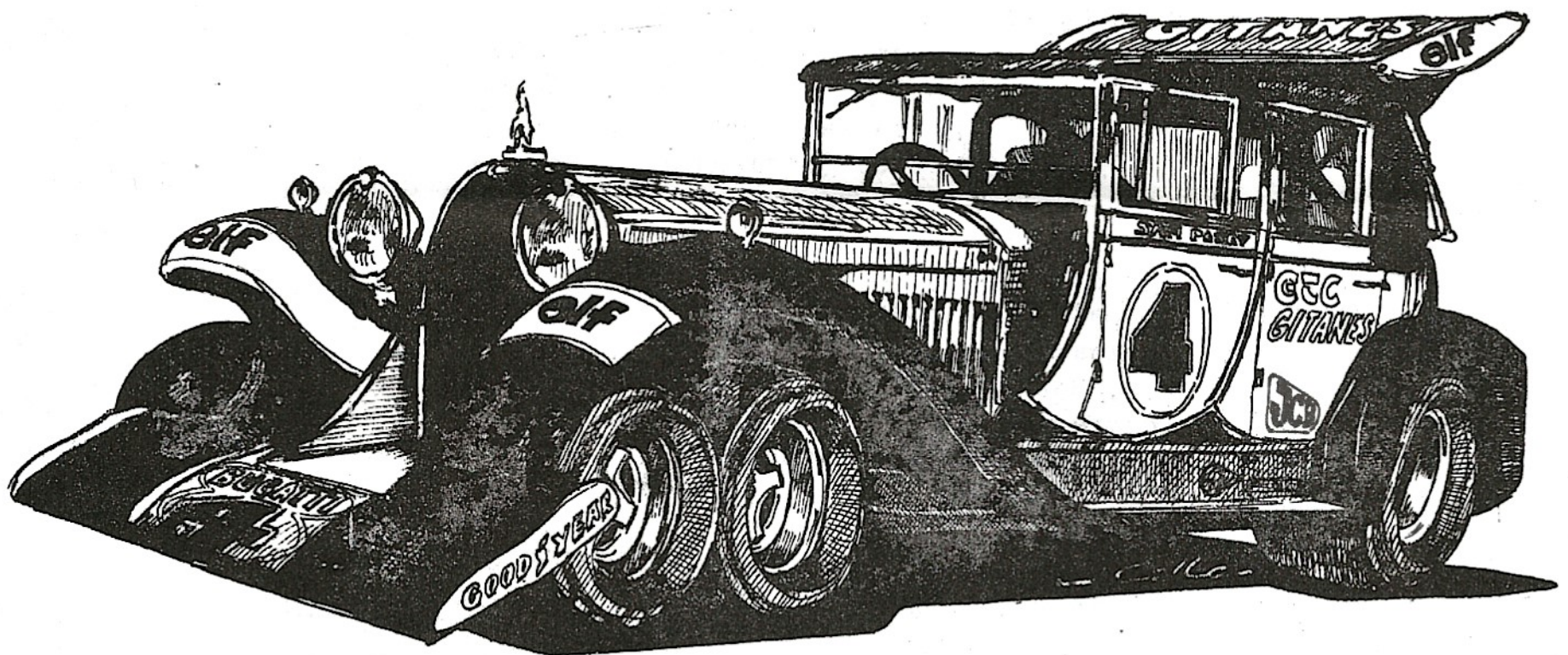
The Secretary-Treasurer then read the Nominating Committee's report which stated that messrs Dirk Schmekel, Philip Avis and David Laidlay were willing to be nominated. The report has already appeared in the "Autosiate" as a supplement. A quorum of members was present.

Following this he asked if there were any further nominations. There not being any the Secretary-Treasurer then moved that the three nominees be elected by acclamation. This motion was seconded by Bill Isreal. The motion was unanimously approved by the members.

The Director's for 1979 are; Messrs Chartrand, Jockel, Tayler all of whom are in the second year of their term. New Directors are Messrs Philip Avis, who has been re-elected to serve a second term, Laidley and Schmekel, all three to serve for two years, to the end of the 1980 Club year.

The new Directorate was greeted with applause. They were then asked by the retiring Acting President and Secretary Treasurer to meet after the A.G.M. for a special Meeting at which time the new Officers for the Club would be selected from among them. A Report on that Meeting will be made.

This concluding the business of the A.G.M. it was therefore moved by Bob Marshall, seconded by Bill Isreal that the Meeting be terminated. The motion was carried unanimously. The time was 2245 hrs.



ZAVENS ANSWER TO BEATING C-TYPES??



VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

( V.E.A.E. / E.V.E.A. I )

FINANCIAL REPORT FOR THE CLUB YEAR JANUARY 1st, 1978 to DECEMBER 31st, 1978

PART 1

PROFIT AND LOSS STATEMENT

RECEIPTS

	<u>1978</u>	<u>1977</u>
Memberships	\$ 760.00	\$ 705.00
Badge Sales	95.00	90.00
Plaque "	7.50	92.50
Club Events		
Annual General Meeting	\$ 625.00	360.00
Sugar Party	49.00	
Wine & Cheese Party etc,	168.51	371.00
Auto Salon (to 29 Dec.)		
General receipts	\$2516.99	
Poster Sales	11.95	
(Club's 50% of all)		
net receipts	2528.94	
	<u>\$ 3371.45</u>	
Advertisements in "Autosiate"	155.00	50.00
Miscellaneous receipts	66.00	
	<hr/>	<hr/>
Total Receipts	\$ 4454.95	\$ 1668.50
	<hr/>	<hr/>

DISBURSEMENTS

Printing of Autosiate	\$ 810.47	\$ 27.95
Other Printing (Letterheads etc.)	142.15	19.21
Postage	77.96	106.57
Club Events		
Annual General Meeting	\$ 726.93	447.72
Sugar Party	42.00	
Wine & Cheese Party etc.	298.00	333.81
Misc. Expenses (Social)	25.00	
	<u>\$ 1091.93</u>	1091.93
Advertisements	Ø	34.80
Competition Expenses	Ø	35.32
Prizes	40.00	108.46
P.O. Box Rental	10.00	10.00
Insurance (1977 \$120, 1978 \$105)	225.00	100.00
Miscellaneous expenses	60.48	340.44 (Plaque
Bank Charges	4.25	2.00
Investment		
(Royal Trust Cert. 10% due 31st Jan. 1980)	2000.00	
Interest paid 1st June & Dec & Maturity		
	<hr/>	<hr/>
Total Disbursements	\$ 4462.24	\$ 1566.28
	<hr/>	<hr/>
TOTAL PROFIT/LOSS	\$ (- 7.29)	102.22
	<hr/>	<hr/>



VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

( V.E.A.E. / E.V.E.A. )

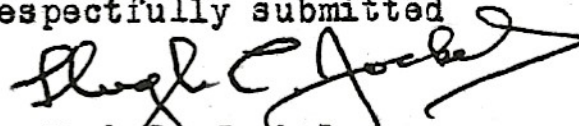
PART 2

FINANCIAL REPORT 1978

BALANCE SHEET

On hand and in Bank at 1st January 1978	\$ 502.52
Receipts for the year as per Part 1	4454.95
	<hr/>
	\$ 4957.47
Less Disbursement as per Part 1	4462.24
	<hr/>
On hand and in the Bank at 31st December	\$ 495.23
	<hr/>

Respectfully submitted

  
Hugh C. Joekel

Secretary-Treasurer

19th January 1979

ADDENDA

The following items are in the Club Inventory but not shown as assets:

Radiator Badges	40
Dash Plaques	15
Easel & Magnetic Board	1
Stop Watch	1
Plastic Pylons	30
Misc. stationery supplies	



YMCA/VEAE VINTAGE EUROPEAN AUTOMOBILE SALON

SEPTEMBER 15 - 17, 1978

REVENUE

Sponsors Night		\$3,980.00
Booths		550.00
General Admission		4,460.92
Food Concession		<u>12.96</u>
Gross Income		9,003.88

EXPENSES

Advertising	\$1,862.12	
Miscellaneous	64.24	
Refreshments	526.55	
Rent	750.00	
Security	333.20	
Transportation	<u>93.79</u>	3,629.90
Net Income		<u>\$5,373.98</u>

DISTRIBUTION

VEAE	\$2,200.00	
	316.99	
	<u>170.00</u>	2,686.99
YMCA	2,200.00	
	<u>486.99</u>	2,686.99
		<u>\$5,373.98</u>

STOP PRESS! - ACTIVITIES

6 AVRIL.....SOIREE DE FILMS/FILM NIGHT  
 11 MAI.....VIN D'HONNEUR/WINE AND CHEESE  
 3 JUIN.....TOUR D'ESSAI/TRIAL RUN  
 24 JUIN.....GYMKANA  
 8 JUILLET.....SURPRISE !??:??:??:??:??:?  
 12 AOUT.....RALLYE COUPE HEMMI RALLY  
 9 SEPT.....CONCOURS D'ELEGANCE  
 23 SEPT.....DERNIER TOUR/LAST RUN

79.1979.1979.1979.1979.19





VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

# BULLETIN

Vol. 1 No. 2  
MARCH

1979

## ENTHOUSIASTES DES VOITURES EUROPEENNES d'AUTREFOIS

This, the second of the monthly Bulletins which hopefully will bring to the members up-to-date news concerning the Club's affairs, competition results and in general matters of current interest, will perhaps be a disappointment to some who may have thought that there will always be six or ten pages. This may be the case on occasions but in general items of topical nature and better all-around interest will be in the quarterly Autosiaste.

For openers,,the result of the famous Ed. Richardson quiz or whatsit can now be announced. You'll remember that 'way back in Issue No.5 Vol 4 the Autosiaste on page 3 showed an antique car (which to some could have been a Renault but definitely was not) of rather unique appearance even for that era when individuality was the wathword. The letter which accompanied the photo was from none other than the redoubtable Ed. Richardson who offered a prize for the first correct identification. Well, from the welter of answers who do you suppose came up with the right on? None other than Ye Editor who correctly named it as being an Arrol-Johnston. Could it be that he, as a Scot, recognized it as a fellow Countryman? Perhaps. For the record let it be known that in addition to whisky, haggis and pretty girls Scotland several marques of motor cars of considerable quality, the names of which have long since disappeared from the automobile scene.

The Arrol-Johnston Company started building motor cars of the "dog cart" variety shortly after the turn of the century. They were at the outset rear-engined, of massive appearance and shape, described by one writer as being quite suitable for the transportation of dead stags. However, common sense, a characteristic of many Scots, prevailed and around 1905 the Company decided to enter its products in the racing scene. As a consequence it produced a win in the 1905 T.T. race ahead of a Rolls-Royce and again in 1911 the Company team proceeded to win as an équipe the Coupé de l'Auto. About 1925 the Company folded. Sic transit etc !

. A contemporary of the Arrol-Johnston in Scotland was the Argyle. This car featured early use of front-wheel braking and a single-sleeve valve engine which employed as a valve system a sliding sleeve between the piston and the cylinder wall. This sleeve had ports in it which, when the sleeve actuated by cams from a layshaft moved up and down it skewed in a corkscrew motion and the ports then corresponded with others in the cylinder wall. It was a successful design which had a relative in the better known double sleeve valve Knight engine. The Company folded in 1931.

E.V.E.A. C.P. 282 V.M.R. - V.E.A.E. P.O. BOX 282 TOWN OF MOUNT-ROYAL

MONTRÉAL, QUÉBEC, CANADA



To complete the picture there was the "Albion". This car was the result of two partners of Johnston's starting out on their own to make a name in the burgeoning motor car industry. Their 1910 product was typical of the cars which they made from 1903 to 1913 when production was changed to trucks. That first car had a 16 hp 2 cylinder water-cooled engine 3 speed forward and reverse. There is an example of the 1910 car in the Glasgow Museum of Transport. The Albion Motor Car Company has supplied very many trucks to industry and the War Department in both Wars. The name only exists nowadays on heavy trucks. The Company is now part of BMC. Finis!

There arises some confusion regarding the importation of cars, perhaps the result of article which appeared in another Club publication in which it was stated that there is now a 15% duty imposed on all cars imported whether from Britain, the U.S. or elsewhere. Your Editor directed some enquiries to Revenue Canada Customs & Excise on the subject and the result of these enquiries is printed at length in the Autosiate. It is to be hoped that the answers will allay fears that the type of car which is of greatest interest to the members and more easily found in Britain may still be imported without being unduly penalized.

It is interesting to note the degree of knowledgeable attention which police authorities in Britain are expected to apply to cars on the road when it comes to matters of safety. To have an M.O.T. certificate of roadworthiness is mandatory and the majority of the local police is expected to be aware of what major items to watch for as they notice a car on the road. An example of this alertness relates to tires and the application of the correct tire to a given car. In the current issue of the Autosiate is an example of what we in Canada could well be guided by as it relates to sidewall markings:

We are given to understand that that Ed. Richardson is about to release on an unsuspecting membership his new puzzle-pic. More on that in due course. Perhaps the prize will be a jumble of bits from old car jigsaw puzzles. A sort of do-it-yourself make-a-car.

While on the make-a-car kick how about H.J.Sibley's ad in the latest Hemmings? He offers a custom-built sports roadster body to convert your tired old Bentley Mk V1 or R Type into a real jazzy bit of crumpet-catching machinery? Wow!

The March issue of the Autosiate will contain some tantalizing and mouth-watering recipes culled from no less than the Rolls-Royce Owners' Club own special cookbook. Now we don't have to have a 1950 Silver Wraith Franay? pass. Limousine to enjoy Steak Havarti as does PAT Vevrovsky or a 1934 3½ litre Bentley to slip Charleston Benne Wafers into our eagerly-awaiting gullets like Ann Perrow. Are you listening, Bob Marshall and Phil Chartrand?

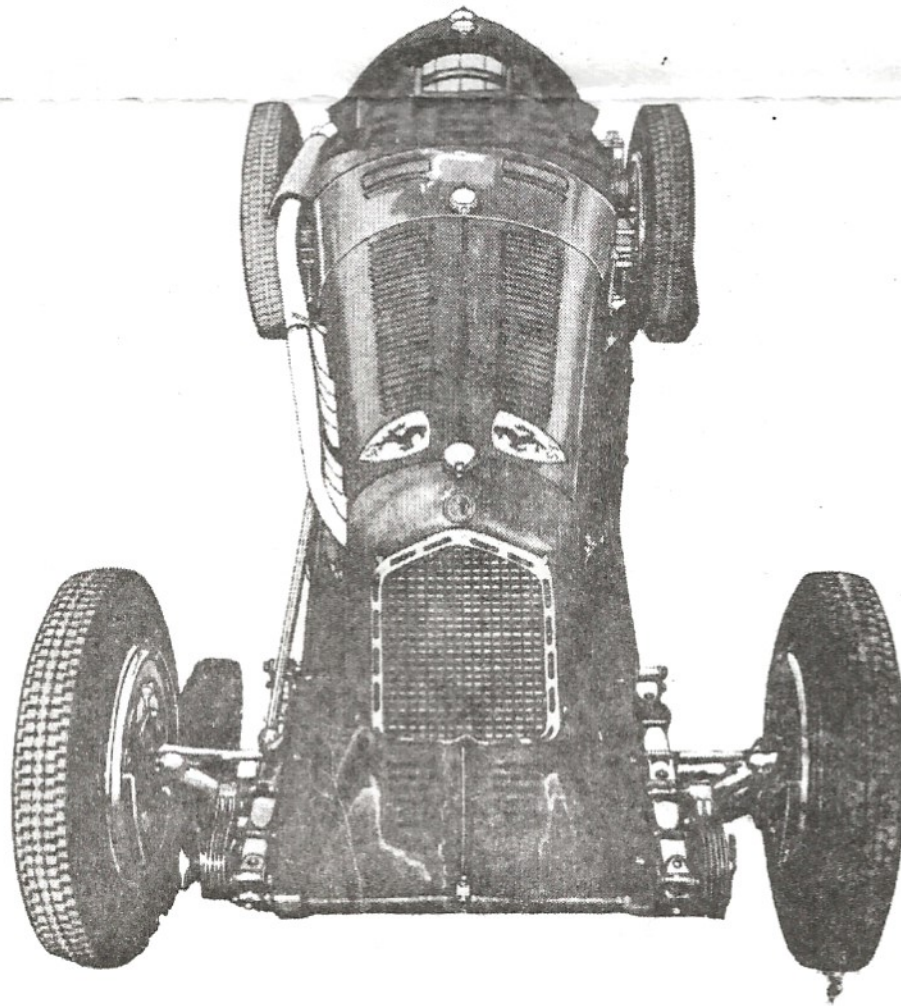
If you ever had ideas about the delights of a steam car you might change your mind after having read Manx Motor Museum's Dick Evan's account of his trials and tribulations with his 1904 Stanley. It's printed in part in the current Autosiate and closes as follows "On the road remember to watch boiler water level, main steam pressure, main and pilot fuel pressures, oil sight glass, tank water level and if you have time, the road!" You have problems? Incidentally, Dick now has Hugh Jockel's International Autobuggy.



If you are ever in the Isle of Man or for that matter, in Wales where you are as close to it by land as you can get, be sure to visit the museum. It's not very large but it does have a nice selection of interesting cars including a Ghost which was featured in the TV series "Upstairs Downstairs". In addition, You will find Dick a very knowledgeable person on cars generally and restorations in particular, which he and his brother mostly do themselves. His wife does the upholstery and similar work !

At last it can be told or rather, put into print. The point standing for 1978 shows the winner as Ed. Richardson with 60, Ralph Hemmi with 55 and Hugh Jockel with 50. The scoring method takes into account the attendance at events, with a car, without a car and the placings in competitive events, 1st, 2nd, and 3rd. So now we all know. (This was given out at the A.G.M. but if you weren't there how could you be sure)

Special note to the Executive: The next meeting will take place on Wednesday 21st March at 2000 hrs. The location will be, as usual when possible, the Royal St. Lawrence Yacht Club unless advised otherwise.



THE IDEAL MONTREAL DOWN-TOWN  
SHOPPING CAR ?





## ENTHOUSIASTES DES VOITURES EUROPEENNES d'AUTREFOIS

There may be some who, reading this, Bulletin No.3, will be of the opinion that the first two issues represented the first glow of a fitful fire and that nothing much would be happening after that. Well, we at the production end hope that this will not be the case and for our part will do all that we can to continue with the pattern established by the first two issues. BUT, and this is the big issue, some material will have to originate with the membership at large. And this means you, the reader. Sure, it's an old story and one all-too-often heard and printed in club journals but it is a fact that the membership as a whole is the best source of items which would be of interest to others and could well be reported in the Bulletin or the Autosiate. So having said this, now to to-day's news and gossip.

- o - o - o - o -

In the current issue of the Autosiate in which was quoted correspondence between the Club and Revenue Canada on the subject of importation into Canada of automobiles, regretably an important paragraph was omitted, part of Page 3 of Memorandum D33-15. That page is reproduced in full as part of this Bulletin and you could well be advised to attach it to the relevant section of the Bulletin. As a matter of fact the balance of the communication is reproduced although much of it does not concern our interests.

- o - o - o - o -

For those of you who may want to equip your car with an authentic radio or replace an existing one which has joined its less fortunate brothers in the limbo of the junkyard a concern in England may have the answer to your problem. Tudor Rees Vintage Services of Bristol stocks new and "previously owned" (A euphemism which seems to have become rather fashionable of late but which really means second-hand or used and seems to have started with some Rolls-Royce and Bentley dealers who are sensitive to the views of their potential clients !) radios, both tube and transistor types. A copy of their offerings is reproduced in this issue. If any member has dealings with this firm we would like to hear about it for the guidance of others.

- o - o - o - o -

IMPORTANT There has been much difficulty in getting satisfactory results to attempts in getting in touch with the firm "Motorbooks Canada" in respect to some books ordered from that concern following the awarding of prizes for the 1977 competition year. Six books, of which three were prizes, were ordered early in 1978. Three were received in June of that year the balance being on "back order" reference to them being contained in a letter dated August that year. Numerous attempts to contact the firm by telephone were to no avail there being no response to the calls.



Finally, with the thought that the similarly-named firm in the U.S., Classic Motorbooks, of Osceola, Wisconsin might have some connection and could throw some light on the elusive concern in Kitchener, a letter was written to Classic explaining the situation. However, their reply of 22nd March of this year to ours of a week earlier stated that there was no connection between the two but that nevertheless they would make an attempt to establish contact. There has been no further action as of this writing. So it would appear that Motorbooks Canada is a dead issue and money sent to it and the books not yet received, is a dead loss.

- o - o - o - o - o -

A little snippet of history (more or less !) gleaned from a News & Chronicle of 1974 may now be quoted as security has been lifted. Or to put it another way, no-one is peering over this humble writer's shoulder while the following goes into the record;

"While rallying, like racing has traditionally been thought of as an exclusively male sport, more women are showing an interest in competition.

Evelyn McCullough of Pointe Claire and Billye Jockel of Beaconsfield teamed up Sunday to prove that women -- drivers and navigators--can compete with the best of them.

The team quickly became known as the "Snoop Sisters" (named after television's comedy duo who, while driving their Model T, run into sometimes dangerous but always laughable situations)." Sic Gloria Transit!\*

- o - o - o - o - o -

#### CLUB NEWS AND OTHER MATTERS

Your Club's first event occurred on Friday, 6th April and couldn't have been much less attended. Eight members, which included two of the Directors, were there plus one guest. The occasion was a Film Night and while Bob Tayler's efforts to get a film of racing could not unfortunately be secured, there was a very fine selection of five films procured from the National Film Board, of general interest. One of them featured some good motorcycle racing sequences, another was a fascinating documentary of the movement by road of the Calendria part of the Nuclear Power project supplied by Canada to India, using a massive 70 ton tractor-trailer combination over specially reinforced roads (and wider-by-inches archways to be passed through ) to its destination many hundreds of miles in the hinterland. A 3 week journey at 10 mph ! The final film was on boating in the Rideau and Trent waterways. Appropriate enough for the location of the meeting.

Please remember <sup>Laurence Reusing's</sup> that the next event is the <sup>4th</sup> Wine & Cheese Party which will be at ~~Phil Chartrand's~~ on Friday, ~~14th~~ May. It should be another interesting showing of some of the Club cars in an elegant setting. You will be getting a reminder call a bit closer to the date but please put a circle around the date on your calendar and do bring your wife, girl-friend, mother, father or as you feel inclined. The more there, the more fun for all (and the more pleased will be the Activities Chairman and his crew !)

STOP PRESS - 1960 FORD ZEPHYR (U.K) 4 DOOR SALOON  
REBUILT MOTOR - GOOD BODY - CALL BRUCY  
AUTO - 19 GRAND BLVD - PINECOURT.

\* VERY LITERALLY TRANSLATED AS "WHAT A WAY TO GO"!!



The guest mentioned as being among those present at the Film Night was David Peebles, of D K Automobiles, who extended printed invitations to his Company's presentation of the new Mercedes-Benz, Station Wagon 300 TD which will take place at the Company showroom, 4815 Buchan Street, Montréal on 26th April from 6.00 to 9.00 pm. Wine and cheese will be available.

- o - o - o - o - o -

The following gems have come to our attention and deserve circulation:

Hans Burgermeister is now the proud possessor of a 2.4 Jaguar. This particular model of the illustrious marque was a compact unit-construction car reportedly fully on a par with the most advanced of Continental "Gran Turismo" designs. It was available for the export market in the 3.4 version. Such 2.4 cars as are in North America were imported by private individuals, many being U.S. Armed Forces personnel returning home with what was most likely one of the best-ever souvenirs.

John Pidoux states that he will absolutely, positively and even most certainly produce, with justifiable pride, his Riley Roadster, this season for the edification and admiration of the multitude. (Yea verily thy Editor will weep with joy betimes!)

Phil Avis has succumbed to the lure of the siren Fiat ! Calling sullenly from the lair of the Spyderys came now his, a Sport Coupé, none less. Alas my poor "7" where art thou now ?

Auction Canada will again be holding its "bash" in Montréal quite soon. Such auctions, even if there's no intention to buy, can be instructive and amusing. The famous Kruse organization, which for years has held front and centre stage in the auction stage in the U.S., is now associated with the London-based and well established firm, Victoria Carriage Co, in the promotion of the car auction idea in Britain. Also in Europe, It seems that the impetus being given to this type of merchandizing as it may apply to Vintage and Classic motor cars will do little good to the sincerely-interested person who sees the prices of cars go sky-high as a result of this wholesale participation in the market place of persons whose main interest is the fastbuck return.

Several cars have come to our attention as being for sale. They are:

XK-150 Coupé. Stated as being a runner but needing work on the brakes. Green, this car was at the Salon. Johannis Geisler, 3475 Mountain St. Montréal, Apt 1703 282-0290. Price around the \$4,000 mark.

1954 MG TF. Fully restored except seats. Black and red, Reasonable for quick sale. J-P Nadeau, 11,985 Jean-Bouillet, Montréal. 331-7213 or business, 366-1050 (33)

XK-150 Drophead. Runner, fair condition but needing interior work. David Dudley, 2101 Ave. Bellevue, St. Bruno. 653-2187. Price in the \$4,000 area.

Austin-Healey 3000, 1961 2 carb. engine. All in excellent condition, recently mostly restored. Has imported seat and carpet material. Two tops, Michelins. some useful extras. Around \$6,000. G. Doull, 20 Sunset Ave., Hudson, Qué. 458-5968, business at 697-4220

In mentioning these cars, the descriptions are for general guidance only and are not binding.



# Tudor Rees

(VINTAGE SERVICES)

OFFICE & SHOWROOM AT:

64 Broad Street, Staple Hill, Bristol, BS16 5NL, Gt. Britain.

Telephone: Bristol (0272) 565472. VAT Reg. No. 139 9018 47.

IMPORT EXPORT

OBSOLETE ELECTRONICS

RADIO, T.V. & INDUSTRIAL  
VALVES

ANTIQUÉ WIRELESS

SEPTEMBER 1978

## THE SUPPLY, REPAIR, OVERHAUL & RESTORATION OF VALVE CAR RADIOS, 1929 to 1960.

### SUPPLY

We have in stock, at the present time, over 200 valve car radios dating from the mid 1930's up to circa 1960. Due to general component ageing & other typical faults (see below) the receivers cannot be guaranteed to be in working order when supplied direct from store, thus sale of such radios must be on a "as found" basis. We are, of course, prepared to overhaul our "stock" radios to your requirements, or supply all service information & spare parts should the customer wish to attempt the repair himself.

### REPAIR

We are prepared to repair any valve or valve/transistor hybrid car radio of British or foreign manufacture. However the repair to the basic fault on a radio manufactured prior to circa 1956 can only, in our opinion, be considered to be a temporary measure, as due to component ageing the set cannot function to its maximum efficiency and will tend to be unreliable. Although we will repair a pre 1956 radio and guarantee the work done, we cannot guarantee the future overhaul reliability of the receiver, and thus strongly recommend that any pre 1956 radio be fully overhauled only.

### OVERHAUL

We are prepared to fully overhaul any car radio 1920's to the 1960's, thus not only repairing the initial fault that silenced the set, but also replacing all the "likely to fail" parts and thus producing as new performance and better than new reliability. Any set fully overhauled by us carries a 2 YEAR GUARANTEE!

A typical overhaul will include:-

1. New vibrator (subject to availability).
2. New "buffer" capacitor.
3. All wax/paper capacitors changed "on spec" for high quality polyester.
4. All electrolytic capacitors changed, or "reformed" in rare cases.
5. Any valve not up to 90% performance.
6. Rectifier & output valves usually "on spec".
7. All insulation checked & replaced if necessary.
8. Volume control changed (except in rare cases).
9. Radio completely re-aligned for maximum performance.
10. Dial lamp changed.
11. Knobs, switches cleaned, checked etc, etc.

The typical cost for a full overhaul is £40 to £60 depending on model and general physical condition when received by us. 50 70



(h) imported by a former resident of Canada returning to resume residence therein,

(i) having been a resident of another country for at least twelve consecutive months immediately prior to returning to Canada;

(ii) if immediately prior to returning to Canada, he has been continuously absent from Canada for a period of not less than 6 months and during that period of continuous absence owned the motor vehicle for at least 6 months;

(iii) having emigrated from Canada or having been assigned to extended duty in another country by his employer and having been compelled to return to Canada on account of illness, unemployment or other personal reasons satisfactory to the Minister of National Revenue;

X (i) that are not less than fifteen years old and are imported as antiques or collectors' items;

(j) of any model year, where any such automobile or motor vehicle is manufactured prior to January 1 but imported after January 1 and before December 31 of that year;

(k) imported as formula or sports racing cars and not for use on any public highway;

(l) imported by a resident of Canada who, as a result of an accident while travelling abroad, had a vehicle owned by him destroyed or so damaged that its repair was impracticable, and who acquired a motor vehicle while abroad to replace the vehicle so destroyed or damaged;

(m) to which upon importation the **Foreign Aircraft Servicing Equipment Remission Order** would apply;

(n) temporarily imported, to which upon importation the **Temporary Entry Remission Order**, or any order from time to time in effect permitting temporary entry for commercial purposes, would apply; and

(o) forfeited pursuant to the *Narcotic Control Act*.

#### EXEMPTION

3. All used or second-hand automobiles and motor vehicles to which these Regulations apply are exempted from the provisions of item 99215-1 of the **Customs Tariff**.

December 15, 1976

h) importés par un ancien résident du Canada qui revient au pays pour y résider de nouveau,

(i) après avoir été résident d'un autre pays au moins douze mois consécutifs immédiatement avant son retour au Canada, ou

(ii) si, avant son retour au Canada, il en a été absent pour une période continue d'au moins 6 mois, durant laquelle il a possédé le véhicule à moteur au moins 6 mois;

(iii) après avoir émigré du Canada ou avoir été affecté en service prolongé dans un autre pays par son employeur et forcé de retourner au Canada pour cause de maladie, de chômage ou pour d'autres raisons personnelles jugées satisfaisantes par le ministre du Revenu national;

i) ayant au moins quinze ans, importés comme antiquités ou pièces de collection;

j) d'un modèle de n'importe quelle année, si l'automobile ou le véhicule à moteur a été fabriqué avant le 1<sup>er</sup> janvier et importé après le 1<sup>er</sup> janvier et avant le 31 décembre de cette année-là;

k) importés comme voitures de formule ou de course devant servir exclusivement hors route;

l) importés par un résident du Canada dont le véhicule particulier a été, dans un accident survenu lors de son séjour à l'étranger, soit détruit, soit endommagé au point de le rendre irréparable, et qui a acquis un véhicule à moteur à l'étranger pour le remplacer;

m) que vise le **Décret de remise de l'équipement d'entretien d'aéronefs étrangers** au moment de l'importation;

n) importés temporairement et visés, au moment de l'importation, par le **Décret concernant la remise fiscale à l'égard de l'entrée temporaire de marchandises** ou par tout autre décret en vigueur qui en permet l'entrée temporaire à des fins commerciales; et

o) confisqués en vertu de la *Loi sur les stupéfiants*.

#### EXEMPTION

3. Les automobiles et véhicules à moteur visés par le présent règlement sont exemptés de l'application des dispositions du numéro 99215-1 du **Tarif des douanes**.

15 décembre 1976