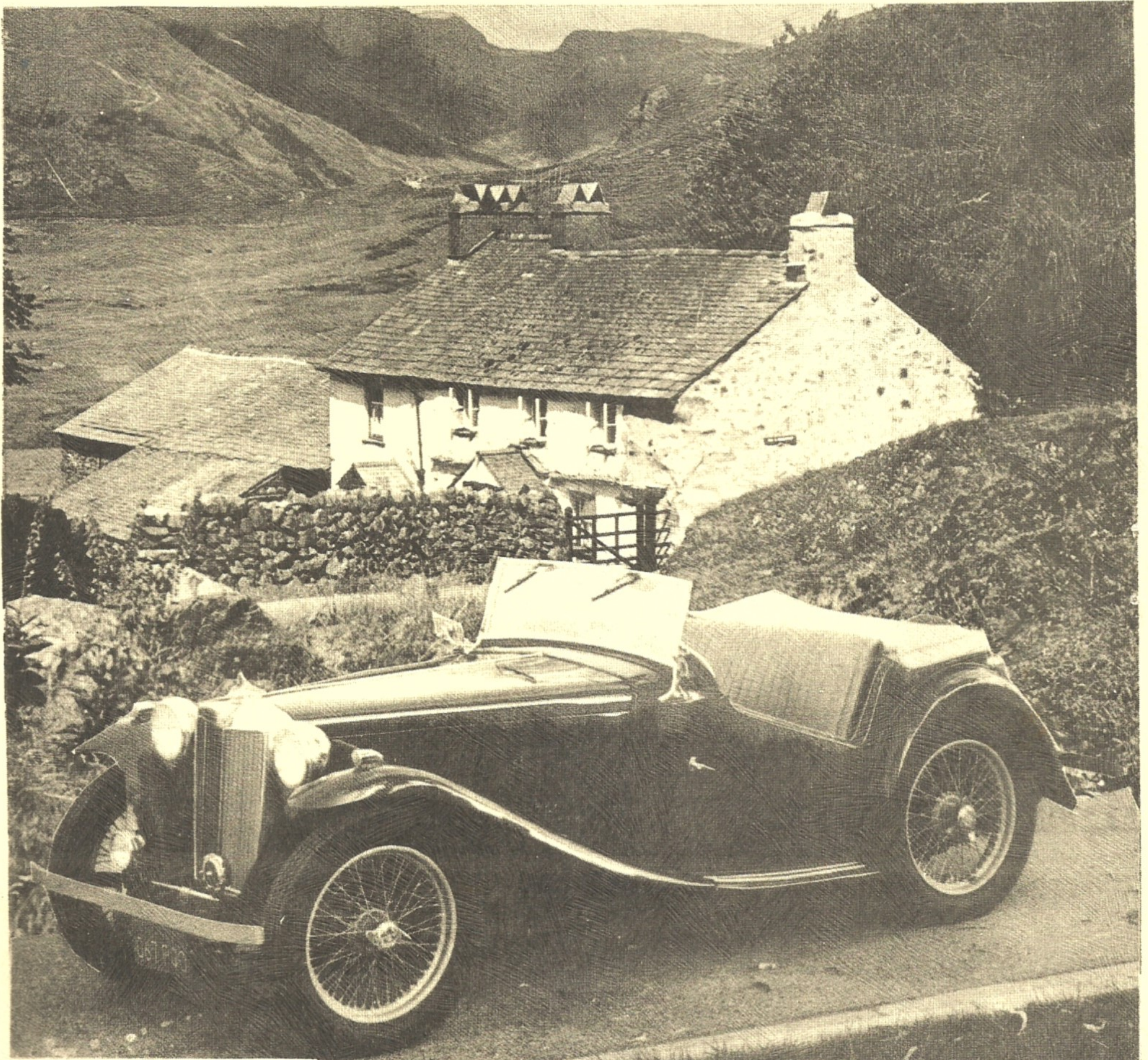




Autosiaaste

VOL 8
N° 1

SPRING - PRINTEMPS 1982



BLEA TARN FARM AND BOW FELL,
CUMBRIA

Photo.. Montage.
T. Parker LeKoj

LES ADMINISTRATEURS POUR L'ANNEE 1982
DIRECTORS FOR 1982

Président	President	P.A. Ouimet	694-1135
Vice-président	Vice-president	P. Bigney	bur.341-5050 rés.697-7412
Trésorier	Treasurer	G. Desroches	bur.342-1320 rés.737-9392
Secrétaire	Secretary	W. Smith	bur.655-6340 rés.461-2545
Recrutement	Membership	P. Bigney	
Assistant au recrutement	Assistant Membership	G. Desroches	
Activités	Activities	B. Neapole	bur.382-3030 rés.342-1969
Compétition	Competition	W. Smith	
Publication	Publication	R. Lord	bur.430-2791 rés.387-7988
		C. Tisshaw	bur.482-6000 rés.695-9689



Autosiaaste

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Le mot du président

La saison automobile 1982 du E.V.E.A. approche à grand pas et après avoir vu une participation exceptionnelle en 1981, les membres du comité exécutif tenteront de se surpasser pour vous intéresser encore plus cette année. Deux nouveaux membres se sont joints au comité exécutif cette année, Richard Lord et William Smith. Ils viendront épauler une équipe chevronnée et apporter une nouvelle dimension à votre club.

A titre de président, je serai à l'écoute de vos suggestions et tenterai de faire progresser le club comme mes prédécesseurs l'ont fait depuis les débuts du club en 1974.

De nombreux commentaires ont été faits sur la nécessité d'augmenter le contenu français de l'Autosiate. En fait, l'amélioration globale de votre magazine sera une priorité et le nouveau format ne fait qu'amorcer les changements qui seront apportés. Richard Lord a accepté cette tâche exigeante et s'est aussi allié un collaborateur en la personne de Colin Tisshaw. Ainsi, les deux groupes linguistiques seront représentés dans l'élaboration de votre périodique.

Des contacts ont aussi été établis avec le V.A.Q. et le V.A.C.M. qui tous deux déplorent le fait qu'un rapprochement ne se soit jamais vraiment fait au cours des ans. Il n'est nullement question de perdre notre autonomie ou notre identité, mais l'expérience du tour d'essai de 1981 a suscité un vif intérêt de la part des participants de tous les clubs et nous tenterons de poursuivre et de développer une telle relation en 1982.

Avant tout, le succès de cette saison du E.V.E.A. sera ce que vous, les membres actifs, en ferez. Je puis vous assurer, au nom de tous les membres du comité exécutif, que nous n'épargnerons ni temps, ni efforts, pour vous présenter des activités qui sauront grandement vous intéresser.

Venez nombreux, c'est la meilleure façon d'aider votre club à avoir du succès.

Le président,



Pierre-André Ouimet

The president's address.

The V.E.A.E. 1982 season will soon start and after the outstanding participation we have had last year, the members of the executive will do all they can to offer you a n interesting season this year. Two new members have joined the executive, Richard Lord and Bill Smith. They will be a valuable addition to a group who already has a good experience.


As president, I will be there to listen to all your suggestions and comments and will try to keep the club on the growth trend it has had since it was started in 1974.

Numerous comments have been made regarding the limited amount of french material that has been published in the Autosiaste. In fact, the improvement of the Autosiaste will be a priority in 1982 and the new format which we now have is only a forecast of things to come. Richard Lord has accepted this major responsibility and has also found himself an associate, Colin Tisshaw. This will guarantee that the two linguistic groups will be reprinted in this important communication vehicle.

Contacts have also been made with the V.A.Q. and the V.A.C.M. which both felt sad that closer relations have never been maintained over the years. We have no intention to sacrifice identity or autonomy, but the success of the 1981 joint trial run and the positive comments by members from all clubs prompted us to try such events this year again.

Overall, the success of this 1982 V.E.A.E. season will be what you, yourself, will make of it. I will stand up for the members of the executive in saying that we will spare neither time or efforts to present you with interesting events.

Be there regularly, bring your friends, that is the ideal way to make this season the greatest ever.



Pierre-André Ouimet.
president.

NOTES DES EDITEURS

C'est suivant un plaisir partagé avec M. Colin Tisshaw que j'ai accepté la tâche d'éditeur à notre périodique l'Autosiate.

La présente livraison est l'oeuvre de M. Hugh Jockel, lequel a toujours fourni des efforts remarquables et très appréciés par nos membres. Mon confrère Colin s'est d'ailleurs adressé à M. Jockel en notre nom à tous pour souligner l'apport de ce dernier à notre revue. Je profite de l'occasion pour vous inciter, cher monsieur Jockel, à continuer à participer à la rédaction de l'Autosiate, pour de nombreuses années encore.

Enfin, nous vous invitons tous à coopérer à la rédaction de l'Autosiate, que ce soit par vos lettres, par vos articles proposés ou par vos commentaires; tout écrit sera bienvenu.

Nous souhaitons vivement faire de cette revue un point de ralliement et d'échange entre nous.

Je termine en nous souhaitant ainsi qu'à nos voitures un agréable été.



Richard Lord

EDITOR'S

RAMBLINGS



The Annual General Meeting of the Club, covering the 1981 Club year, is behind us and a pair of new faces join the Board of Directors. You are probably aware that the Constitution of the Club calls for a total of six Directors to be in office, three of whom are elected each year. The result is a two year term with overlapping by three of the Directors. A maximum of two such two year terms can be held after which there must be a lapse of two years before again serving on the Directorate. Assuming that all parties are agreeable, of course!

The Directors now are Pierre Ouimet, Gilles Desroches, Bob Neapole, Peter Bigney, all of whom remaining from the previous year, Peter now beginning his second round; new members are David Lord and Bill Smith, both of whom will be on the Board for two years. This Board will have as its main ambition the continuation of the traditions which have been the banner of the Club since it was founded in 1975, this being mainly to provide a means whereby persons interested in the preservation and operation of European and British motor cars which were designed and manufactured prior to 1961, could get together in friendship and mutual assistance. Ours is not a Club which is aiming at being the biggest in terms of membership. Instead it tries to remain smaller and be better. The new Directors will be continuing along these lines.

At this writing, the actual appointments have not yet been announced but this will be the subject of the next Directors' Meeting, to take place towards the latter half of March.

Sincere thanks go to the retiring Directors, Philip Chartrand, who is now a Past President and to Bruce Forward who was Director responsible for Publications and Promotion. We can be certain that their interest in the Club will not be the less as a result of their reversion to the less-enerous but none-the-less important role of Ordinary Member.

The various Directors' Reports which were presented at the A.G.M. are contained elsewhere in this issue. Looking back on the Meeting it can be truly said that it was enjoyable as a social event, as a measure of member interest and an indication of the sincerity of all in the preservation and use of the type of motor car which is the raison d'etre of the Club. And so we go on to another year, in anticipation.

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Hugh Jackson



ENTHOUSIASTES DES VOITURES EUROPÉENNES D'AUTREFOIS

VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

RAPPORT de l'assemblée générale annuelle des E.V.E.A./V.E.A.E.
tenue au Montreal Badminton & Squash Club, le vendredi 26 fé-
vrier 1982, à 19 heures.

Tous les membres du conseil d'administration sont présents, à l'exception de Bruce Forward, retenu à Philadelphie, de même qu'une vingtaine d'autres membres, la plupart accompagnés, soit un grand total de 46 personnes.

L'assemblée débute par une présentation générale des activités du club en 1981, par le président Monsieur Phil Chartrand. Ce dernier souligne la grande participation que nous avons obtenue aux activités mais cependant souhaite au niveau du bulletin, une plus grande participation des francophones qui, selon son estimation, représentent environ 30% du nombre de membres. Il en profite pour remercier Hugh Jockel du travail accompli comme éditeur de l'Autosiate et pour mentionner le fait que Hugh travaille présentement à la rédaction d'une histoire du club.

Le diminutif Peter Bigney déride l'assistance par son humour et parvient ainsi à faire adopter sans difficulté l'augmentation de la cotisation, qui passe de 20 à 25 \$ par an, avec surprime de 5 \$ pour les membres qui se joignent après juin. Il profite de l'occasion pour remercier sa secrétaire Terry Spidalieri de l'excellent travail qu'elle a accompli pour le club au cours de l'année qui vient de s'écouler et pour souligner la présence de René Kundig qui revient au club après quelques années d'absence suite à son séjour en Suisse.

Monsieur John McFall que l'on félicite pour son assiduité à nos activités, présente le rapport du comité de nomination qui est accepté à l'unanimité. Messieurs William Smith, Richard Lord et Peter Bigney sont élus membres du conseil d'administration pour une période de deux ans.

Suit ensuite le rapport de Bob Neapole sur les activités de l'année écoulée, qui, lui aussi, souligne l'excellente participation que nous avons eue à toutes les activités, aussi bien sociales que sportives. Devant le succès remporté par le rallye suivi du

concours, ce dernier suggère cependant de tenir séparément les deux activités l'an prochain, en émettant le voeu également que le rallye soit simplifié afin d'être accessible à un plus grand nombre de membres.

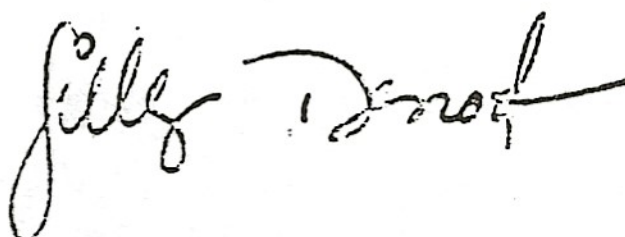
Le secrétaire-trésorier Gilles Desroches présente le rapport financier en montrant, chiffres en main, que l'augmentation de la cotisation est nécessaire pour éviter de terminer l'année 1982 avec un déficit.

Pierre Ouimet remet la coupe Ralph Hemmi à Gilles Desroches, vainqueur du rallye ainsi qu'une plaque souvenir à François D'Allégret qui a remporté le concours d'élégance. Le championnat annuel des compétitions du club est remporté en 1981 par le sportif Edmund Richardson qui est donc en 1982 le récipiendaire du fameux trophée "Bielle M.G."

Le rapport du bureau de direction du club se termine par la présentation par Peter Bigney, d'une plaque commémorative offerte à Phil Chartrand en reconnaissance des deux années où il a été président du club.

Le conseil d'administration tient ensuite une courte réunion, où après de nombreux témoignages d'humilité, il est décidé de confier la présidence du club à Monsieur Pierre-André Ouimet.

La prochaine réunion du conseil d'administration aura lieu mercredi le 17 mars à 20 heures, chez Gilles Desroches, 3000 rue Glencoe. Pour confirmation, téléphoner à 272-5733.



Gilles Desroches
Secrétaire-trésorier intérimaire du club.

THE FOLLOWING IS A ROUGH TRANSLATION OF THE REPORT
ON THE ANNUAL GENERAL MEETING OF THE V.E.A.E....
E.V.E.A. HELD AT THE MONTREAL BADMINTON & SQUASH
CLUB ON FRIDAY 26th FEBRUARY, at 1900 hrs.

.....

With the exception of Bruce Forward, who was out of the City on business, all members of the Directorate were present as were more than a score of the members who were for the most part accompanied by friends for a total of 46 persons present.

The group was given a summary of the Clubs activities and interests in 1981 by President Philip Chartrand who praised the participation by the membership in the year's activities. He particularly praised the French-speaking members for their part and noted that approximately this represents about 30% of the membership. The efforts of the Editor of the "Autosiaste" were also instrumental in making the year a success. He expressed the hope that the coming year would see a similar degree of participation by all and that the coming programme would be equally interesting.

Peter Bigney, the Membership Chairman in a humorous vein spoke of the usual problems in getting annual dues paid in and stated that a new approach would be taken this coming year to encourage earlier payment. The dues will now be increased to \$25 yearly and for those who did not pay before June 1st they would be \$30. He noted that the membership now stood at nearly 70, a satisfactory number which does mean that participation in events is that much greater. Peter made tribute to his secretary, Terry Spidalieri, who was present, for her assistance in carrying out much of the detail work.

John McFall, as Chairman of the Nominating Committee stated that the Committee was submitting the names of Mr. William Smith and Mr. Richard Lord as new nominees and Mr. Peter Bigney as a second term nominee, as candidates for Director for the next two-year term. The President asked if there were any further nominations and as there were none, he cast the necessary recording vote.

Bob Neapele as Activities Chairman submitted his report on the past year's activities. He suggested that an improvement could be made in the organization of next year's by separating the Ra and the Concours d'Elegance and making two separate events instead. The result could be a greater amount of participation and simplified judging.

Next was the Treasurer's Report and he made the point that in order to avoid a deficit in the coming year's operations, the increase in dues, as mentioned by Peter Bigney, becomes a necessity.

Pierre Ouimet, as Competition Chairma said that he was pleased to present the Coupe Hemmi to M. Gilles Desroches. The award for Concours d'Elegance was won by M. Francois D'Allegrét. The award for Clubevent participation was to Mr. Ed Richardson.

The next event was the presentation by Peter Bigney to the outgoing President, Phil Chartrand, of a very handsome plaque, in recognition of his leadership and devotion to the Club in the period of his Presidency, during the past two years.

The new Directorate then held a short meeting during which a few relevant matters were discussed and after it was over, the Club's new President was revealed as being Mr. Pierre Ouimet. However, the various other officers were not appointed, this being deferred until the next meeting due to the lateness of the evening.

The next meeting of the Directors will be on Wednesday 17th March at the home of Gilles Desroches, 3000 Glencoe, at 2000 hrs.

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ENTHOUSIASTES DES VOITURES
EUROPÉENNES D'AUTREFOIS
VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

Le 25 janvier 1982

RAPPORT DU SECRETAIRE

Comme dans plusieurs organisations sociales ou sportives, l'année débuta par la nomination d'un "volontaire" pour occuper simultanément les postes de vice-président, secrétaire et trésorier. On fit gentiment croire à cet élu, pourtant quadragénaire d'expérience, que ces fonctions ne prendrait qu'un tout petit peu de son temps libre et c'est ce que le titulaire sortant de ces postes a bien l'intention de faire miroiter à son successeur.

Heureusement que le vice-président n'eut pas à remplacer le président durant son mandat, car la tâche de secrétaire-trésorier s'est avérée assez accapareuse. En plus de la correspondance officielle du club, la tâche de secrétaire consiste à prendre les minutes des réunions et à les faire parvenir aux membres du conseil, s'occuper du casier postal, avoir la garde des documents, préparer la papeterie, etc. En moyenne, cette tâche peut exiger environ 4 heures de travail par mois, en plus de la réunion officielle du conseil d'administration.

Le travail de trésorier, dont on trouvera le rapport ci-annexé, exige en moyenne à peu près le même temps que celui de secrétaire, ce qui signifie que la tâche combinée de secrétaire-trésorier requiert environ une journée de travail par mois.

Afin de faciliter la tâche de recrutement et d'expédition, il fut décidé de tenter de mettre sur informatique la liste des membres du Club. La mise au point du programme exigea des dizaine d'heures de travail, sans compter le temps nécessaire pour entrer les noms, adresses et autos de tous les membres. Grâce à la collaboration constante de Peter Bigney, il fut possible de maintenir cette liste constamment à jour, ce qui facilita considérablement l'expédition des avis officiels du Club et de l'Autosiate.

Combinée aux efforts des autres membres du conseil, la somme de temps consacrée à l'exécution de ces tâches n'a pas été en vain car la situation du Club est excellente avec un nombre record de membres, une organisation solide, des finances prospères.

L'année 1982 pourrait être encore meilleure et il y a tout lieu de faire confiance à nos successeurs.


Gilles Desroches
Secrétaire



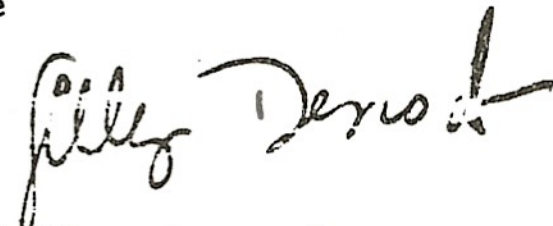
ENTHOUSIASTES DES VOITURES
EUROPÉENNES D'AUTREFOIS
VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

Etat des recettes et déboursés
du premier janvier 1981 au 31 décembre 1981

RECETTES	1980	1981	
Cotisations	1 080,00 \$	1 305,00 \$	
Ecussons	-	80,00	
Activités	1 040,50	661,50	
Intérêt	346,07	436,85	
	2 466,57		2 483,35 \$
DEBOURSES			
Activités	1 226,20	1 450,88	
Administration	177,38	227,70	
Autosiaсте	694,89	724,72	
Divers	150,03	10,19	
	2 248,50		2 413,49
REVENU NET	218,07		69,86
SOLDE (Début de l'année)	590,47		808,54
SOLDE (Fin de l'année)	808,54 \$		878,40 \$

A L'ACTIF DU CLUB : Certificat de dépôt Roymor
à 14,75% venant à échéance
le 8 avril 1984 2 000,00 \$

- AUSSI :
- Chronomètre
 - Ecussons
 - Papier et cartes
 - Encyclopedia of British Motors Cars
 - Cassette vidéo sur courses auto
 - Panneau magnétique


 Gilles Desroches
 Trésorier

EDITOR'S REPORT on THE 1981 AUTOSIASTE

This Report will, in the first section, make comparisons between the 1980 and 1981 operations of the Autosiaste. In doing so it is hoped that the general improvement which has taken place in the latter year will lead to an examination of what contributed for the improvement.

	<u>1981</u>	<u>1980</u>
Number of issues in year	4	4 plus final Bulletin of 1979.
" " pages Spring	32	20 "
Summer	28	22
Autumn	32	28
Winter	34	24
	<hr/>	<hr/>
Total for year	126	100
	<hr/>	<hr/>

Inclusions by members:

Reports & Pages	9 19	2 8
Articles & Pages	9 20	6 13
Letters & Pages	6 6	4 6
Total costs for year including postage	\$724.72	\$694.89

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Thanks are due to the members who prepared reports on the Club's activities, submitted articles and illustrations and particularly to those who took the trouble to send in letters, which are ever welcome as a sign of members' interest in the magazine. Particular thanks to Peter Bigney for arranging with Pat the use of their typewriter which meant that the Editor's venerable Remington No.12 could be retired.

Whereas the policy on cover illustrations for this year has been to portray interesting cars rather than a fixed illustration, the hope is that more belonging to members can be used. However, the reproduction techniques which financing dictates we must use, precludes anything requiring retouching, enlarging or reducing. Good definition in colour photos is a must and for inside photos only black and white which would be acceptable to a normal photocopy technique, which rules out newspaper copy although line drawings are great.



VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

ENTHOUSIASTES DES VOITURES EUROPÉENNES d'AUTREFOIS

REPORT ON ACTIVITIES 1981

- 1) The Annual General Meeting was held February 6, 1981 at the Montreal Badminton and Squash Club with 42 people in attendance. During the business part of the evening, Messrs. Desroches, Ouimet and Neapole were elected directors of the club.
- 2) The spring Wine and Cheese Party was held at Phil Chartrand's house on April 24. Forty-five members and guests attended. Ralph Hemmi organized and selected the wine and cheese.
- 3) The first motoring event was the Tour d'essai held on Sunday May 3. Peter Bigney was responsible for the organization of this event which was a leisurely run to the Hydro-Quebec generating station at Beauharnois. Over 75 old cars participated; 11 from our Club with the rest from the V.A.Q. and the V.A.C.M.
- 4) Our first evening event, the Economy Run organized by Pierre Ouimet, was held on Tuesday May 26. Thirteen cars topped up at the Place Vertu Shopping Centre and followed a 25 Km route around Ile Bizard, ending up at the Royal St. Lawrence Yacht Club. Two separate fuel consumptions were calculated: overall and based on an index based on engine capacity devised by Pierre. The first three in each category are as follows:
 - a) OVERALL
 1. Bill Pettigrew - 1960 Metropolitan
 2. Reynald Mayo - 1961 Hillman
 3. Roy Gillings - 1955 MG TF
 - b) INDEX
 1. Denis O'Brien - 1958 Aston Martin DB3
 2. Pete Sonnenberg - 1959 Jaguar 3.4
 3. Bob Neapole - 1934 Bentley 3.5L

...2

5) The Gymkhana was held June 16 at the Hewitt Parking lot. Bruce Forward and Pierre Ouimet ran things. Twelve cars entered although several others showed up as spectators. The first three places were:

1. François Dallegret - 1952 XK 120 Jag.
2. Roy Gillings - 1955 MG TF
3. P.A. Ouimet - 1968 Jaguar 340

It should be mentioned that the overall best performance was turned in by a guest, Eric Campbell in an MGA, who has since become a member.

6) The combined Ralley and Concours was held on August 23. The Rallye was set by Bill Smith and the concours was judged by a panel of judges under Hugh Jockel. The Rallye was challenging for many of the first-time entrants with the result that old cars were lost all over the country-side around St. Lazare and Hudson. Everyone nevertheless eventually found their way to Finningan's Flea Market in Hudson for the concours and a picnic. The results for these two events were as follows:

- a) RALLYE
 1. Gilles Desroches - 1955 Citroen 11BL
 2. Bob Taylor - 1934 Singer Le Mans
 3. Bob Neapole - 1934 Bentley 3.5L
- b) CONCOURS
 1. François Dallegret - XK 120
 2. E. Richardson - C Type Jag
 3. R. Neapole - Bentley 3.5L

7) Our last motoring event, a Fall Tour to the Canadian Railway Museum in Delson took place on September 20. A total of 17 cars were present for the run to Delson from a meeting point in front of Victoria Hall in Westmount.

8) Our final event, the winter Wine and Cheese was held at Bob Neapole's place on November 27. 49 members and guests were present, and the wine and cheese was once again selected by Ralph Hemmi.

UN RAPPORT DES ACTIVITES 1981

<u>NOM DU MEMBRE</u>	ACTIVITE No 1	2	3	4	5	6	7	AGM81	Autosiaste	TOTAL
Bigney, Peter**	1	2	2	0	0	2	1	1	2	11
Bureau, Yvan	1	0	0	0	0	0	0	0	0	1
Burgermeister, Hans	1	0	1	1	2	0	1	0	0	6
Burton, Charles	1	0	0	0	0	0	0	0	0	1
Campbell, Eric	-	-	-	2	0	0	0	0	0	2
Chartrand, Philip**	1	0	0	1	2	2	1	1	0	8
Cohen, Howard	-	-	-	-	-	2	0	0	0	2
Cook, Ron	0	0	0	0	0	0	0	0	0	0
Dallegret, François	1	0	2	3	3	0	0	1	0	10
Darakjian, Zaven	1	0	0	0	0	0	1	1	1	4
Deslauriers, Robert	1	0	2	0	2	2	1	1	0	9
Desroches, Gilles**	1	0	0	0	3	0	1	1	1	7
Dohrendorf, Michael	0	0	0	0	2	0	0	0	0	2
Dohrendorf, Olaf	0	0	0	0	1	0	0	0	0	1
Donolo, Louis	1	2	0	0	0	0	0	1	0	4
Douch, Kenneth	0	0	0	0	0	0	0	0	0	0
Elliot, Roy	0	0	0	2	2	0	0	0	1	5
Farah, Philip	0	0	0	0	0	0	0	0	0	0
Fletcher, Pete	1	2	0	2	0	2	1	0	0	8
Forward, Bruce**	0	2	0	1	1	0	1	1	2	8
Gillings, Roy	0	0	2	2	2	2	1	0	0	9
Gray, Brian	-	-	2	0	2	1	0	-	0	5
Green, Michael	-	-	-	-	-	-	-	-	-	-
Hemmi, Ralph	1	0	0	0	2	0	1	0	0	4
Hentsridge, Charles	0	0	0	0	0	0	0	0	0	0
Hodgson, René	0	2	0	0	0	0	0	0	0	2
Hughes, Mark	0	0	0	0	0	0	0	0	0	0
Israel, Bill	0	0	0	0	0	2	1	0	0	3
Jockel, Hugh	0	2	0	2	2	2	0	1	-	9
Lahaussais, Jacques	1	0	0	0	2	0	0	0	0	3
Laidley, David	0	0	0	0	0	0	0	0	1	1
Lord, Richard	0	0	0	0	2	1	0	1	0	4
Lorrain, Jacques	-	-	-	-	-	-	-	-	-	-
Lumsden, John	-	-	-	-	2	0	1	-	0	3
Marshall, Robert	0	0	0	0	0	0	0	1	0	1
Marquis, Danielle	-	-	-	-	0	0	1	-	0	1
McFall, John	1	0	2	2	2	0	1	1	0	9
Morgan, Chris	1	0	0	0	2	0	1	1	0	5
Neapole, Robert**	1	2	2	2	2	2	1	1	1	14
Neiss, Morrie	0	0	0	0	0	0	0	0	0	0
Nobert, Léo	-	-	-	-	-	1	1	-	0	2
O'Brien, Denis	1	0	3	0	0	0	0	0	0	4
Quimet, Pierre-André**	1	0	2	2	0	2	1	1	2	11
Paish, Norton	-	-	2	2	2	2	1	0	0	9
Peacock, Kim	0	0	0	0	0	0	0	0	0	1
Pettigrew, William	1	0	3	0	1	0	0	0	0	5
Pichler, Peter	0	1	0	0	2	0	1	0	0	4
Pidoux, John	0	0	0	0	0	0	0	0	0	0

** Désigne un membre du comité exécutif 1981.

NOM DU MEMBRE (suite)	Activité no	1	2	3	4	5	6	7	AGM81	Autosieste	TOTAL
Praeger, Vince		1	0	0	0	0	0	0	0	0	1
Raymond, D&F		-	-	-	-	2	2	0	-	0	4
Reusing, Lawrence		1	0	0	0	0	0	0	0	0	1
Richardson, Ed		1	2	0	2	2	2	1	1	1	12
Richmond, Francis		0	0	0	0	0	0	0	0	0	0
Roman, James		0	0	0	0	0	0	0	0	0	0
Smith, John		1	2	0	0	2	2	0	1	0	8
Smith, William		1	0	1	0	2	0	1	0	0	5
Sonnenberg, Peter		0	2	2	1	2	0	0	0	0	7
Taylor, Robert		0	0	0	0	2	0	1	0	0	3
Tisshaw, Collins		-	-	-	-	-	-	1	-	0	1
Villanyi-Bokor, Charles		1	0	0	0	0	0	0	0	0	1
Wansbrough, Marshall		1	0	0	0	0	0	0	0	0	1
Weid, Steve		0	0	0	0	0	0	0	1	0	1
Wright, John		1	1	0	0	0	0	0	0	0	2
Yannone, Gerald		0	0	0	0	0	0	0	0	0	0

Pour sa participation assidue, et ce depuis les tou débuts du club, pour sa persévérance en compétition, nous désignons donc comme

CHAMPION DE LA SAISON 1981

ED RICHARDSON

dit "Tazio Ricardo"

qui au volant de la doyenne du club, sa MG D 1930 et de sa magnifique Jaguar Type C a su démontrer ce que doit être un vrai Enthousiaste des Voitures Européennes d'Autrefois.

Une mention honorable est aussi faite aux membres suivants qui ont fait chaude lutte à notre grand champion.

François Dallegret	10 points (dont 2 victoires: gymkhana et concours d'élégance, non seulement est-elle belle, mais essayez donc de le suivre....)
Hugh Jockel	9 points toujours fidèle au rendez-vous
John McFall	9 points notre gagnant de 1980
Norton Paish	9 points qui n'a manqué aucune activité depuis qu'il est membre du club et qui sera possiblement l'homme à battre en 1982.

Et une mention très spéciale à BOB NEAPOLE qui n'a manqué AUCUNE activité cette année. Toutefois, en tant que membre du comité exécutif, il ne peut être désigné comme champion.

Voici le barême employé pour les points décernés pour les activités en 1981.

- 1 point pour la présence d'un membre à une activité ou pour chaque article soumis pour l'Autosiate.
- 1 point pour la participation à une activité au volant d'une voiture éligible au club.
- 1 point pour une victoire lors d'une compétition ou d'un concours au volant d'une voiture éligible au club.

Description des activités de 1981.

numéro

1	24 avril 1981	Vins et fromages	1 point maximum
2	3 mai	Tournée d'essai	2 points maximum
3	26 mai	Tournée d'économie	3 points maximum
4	16 juin	Gymkhana	3 points maximum
5	23 août	Rallye et concours*	3 points maximum
6	20 septembre	Musée du rail	2 points maximum
7	27 novembre	Soirée sociale	1 point maximum
AGM81	février	Assemblée annuelle	1 point maximum
Autosiate	---		1 point par article

Comme la'urait dit Pierre de Coubertin, le but n'est pas de gagner, mais de participer et c'est pourquoi il n'y a qu'un seul point de donné au gagnant, plutôt que d'établir un système complexe qui donnerait un avantage certain à celui qui ne gagnerait qu'une fois au détriment de celui qui participe toujours et qui est le vrai enthousiaste, celui dont votre club a vraiment besoin.

J'espère que la saison 1981 a su vous plaire et je tiens à vous remercier de votre participation à nos activités. Au plaisir de vous voir en 1982.


Pierre-André Ouimet

directeur.

octane odyssey

Well, gasoline isn't getting any better and octane additives don't get cheaper. Those of us who have high compression engines or who like to run with a non-stock spark advance curve have been having our problems. The subject has been covered pretty thoroughly in a variety of publications but I thought that it would be a good idea to summarize some of the better things that you can do to eliminate or reduce pings.

Once you've gone the high compression route and you are experiencing pinging, altering the spark advance doesn't seem to help much. Surprisingly enough, a high-lift cam can actually help reduce pinging because the increase in overlap reduces the effective compression even though the engine is breathing deeper.

Another route is to change the stoichiometric ratio! (The what?)

The stoichiometric ratio describes the air-fuel mixture in the engine. The ideal ratio for gasoline engines is about 13.5 to 1. This ratio promotes the best blend of power and economy and generally maximizes the efficiency of the engine. Either more or less fuel will reduce the likelihood of pinging. The trouble with going lean is that it may not show up at low speeds under part throttle but may come back at full throttle and high speeds when you can't even hear it. Jetting rich can cause your economy to deteriorate and, if you overdo it, may cause harm to the engine in the form of unburnt fuel washing the oil from the cylinder walls, resulting in scoring and increased oil consumption.

The next solution is to get the octane rating up somehow. What I've found is that octane boosters are expensive and that they don't help all that much, especially at mid-range speeds where the engine is coming on to the torque curve. This is the likeliest place for a high compression engine to start pinging when the fuel is inadequate. Octane boosters may help high-speed knock but that's not the big problem for street driving.

John Bisset of the Connecticut Valley (BMW) Chapter is one of the members who took an active interest in the problem and did some research. What follows is from "Die Zeitung".

Many of you are like me. We who own the older models have watched helplessly as the oil companies have eliminated premium gas at their stations or have reduced octane for their "premium". Rather than detune my engine to use lower octane gas, I have been searching for a "safe" alternative for several months now. Through an acquaintance at work I have found a solution! It's something a friend of his read in a Corvette Club newsletter. The solution was offered by two independent expert sources, the Ethyl Corporation and the Shell Oil Company.

The bottom line is that mixing the highest octane unleaded with the highest available leaded fuel gives a mixed leaded octane rating higher than either of the components. Lead addition increases the octane most when the first part is added. Thus, adding a little lead to the "high octane stock" of the unleaded results in a higher octane than is generally available. You will probably want to experiment to optimize the proportions for your car. But Shell gives a good place to start. Current octane ratings (R+M)/2 for Shell are 89.5 for unleaded regular and 92 for unleaded super. A mixture of 25% leaded regular and 75% super will result in a 95 octane mix. Try it, it works!

In case you are worried about the seeming third-hand nature of this information, please refer to the article below, which is excerpted from the BMW Motorcycle Owners' Association Newsletter. Our two-wheeled relatives have a lot to be concerned about because the metallurgy in the motorcycle engine requires lead in the fuel so that the valve seats do not wear out.

The measure of a fuel's ability to prevent sudden explosion, or in another word, detonation, in the engine's combustion chamber is the octane number of the fuel.....In practice, three octane rating systems are used, two of which are the low speed Research Octane Number (RON) and the high speed motor Motor. Number (MON). The U.S. Department of Energy requires that gasoline pumps be marked with the average of the RON and the MON, a number that represents a practical performance octane rating for a road vehicle. There have been several terms used for this number: Anti-knock Index, Road Octane Index, Pump Octane Number or PON but the official and correct term is U.S.D.O.E. Octane Index. You will recognize this number on the pump as a symbol of;

$$\text{USDOE} = \frac{R + M}{2}$$

Octane ratings of 96 or higher are able to resist detonation with compression ratios of up to about 11:1. Octane ratings of 94 to 95 are able to handle compression ratios of up to about 10:1.

It should be noted that some BMW manuals state octane requirements in ROZ which is the German equivalent of our RON and is not the same as the DOE pump sticker octane index. To convert the ROZ to DOE octane subtract 4 points from the ROZ.

Laboratory tests have confirmed that you can blend leaded premium fuel right at the gas pump by the addition of one gallon leaded regular to three galls of unleaded premium. This is 25% leaded regular to 75% unleaded premium. The exact mixture is not critical but should be in the range of 30% -20% leaded with 70%-80% unleaded premium. The leaded premium can be used in the mixture and is even better than using the leaded regular.

The proposed mixture should meet the needs of engines with compression ratios of up to 10:1 with the exact limit influenced by specific engine design, operating temperature and timing.



The above article was heavily edited since it was geared to motorcycle engines and contained a lot of information superfluous to the car owner. Thanks go, however, to the BMWOA technical staff for the fine job of research and writing that they've done on the subject. Some additional information on the subject was sent in by a Mr. Koster of Bowie Maryland who says that when he tanks up he tries for 20/25% leaded regular to 80/75% Hi-Test lead-free. He also says that as for gasohol, many plastics and synthetic rubbers such as fuel pump diaphragms or the Viton-tipped carburettor float needles and floats tend to swell and to distort. This condition isn't arriev at until many months of continual use have passed. Also, adding fuel line anti-freeze (Methanol) does the same thing!

(Many thanks to member Bob Fletcher for this interesting info.)

VIVE LE SPORT I

A Contribution by Ed. Richardson

I was looking through some back numbers of the publication put out by the Vintage Sports Car Club and one article appealed to what I would suppose some would term my vintage sense of humour. For what it is worth I have tried to make some sort of a precis of the long article which is the story of a group of Lagonda enthusiasts during about a ten year period spanning the 60's and 70's.....

" Lagonda cars have always been something special to me ever since I took my first ride inside my Mother who was a passenger in a 2 -litre prior to my birth in 1938. It is frightening to realize that it is now more than ten years ago that I started building up old cars with David "Beanz"Hine, called "Beanz" for obvious reasons (and also more unpleasant ones!).

In the mid-60's we decided to build a racer the basis of which was a tired 1937 LG 45 saloon purchased from Brian Dearden-Briggs in exchange for fifteen crisp 'oncercs' and a promise to leave his wife alone! I remember at the time thinking this rather expensive as the engine was not included but worse, the petrol tank contained about 15 gallons of a rather unpleasant liquid which had been squirted there by visiting vintage types returning from the pub to Deardon-Briggs' house which was of course a Mecca for Lagonda devotees in those days! What memories are now recalled of the rebuild! The 'garage' was situated in one of the poorer areas of the town and the premises were unheated, ill-lit and damp. However, fortified by Oldham Brewery and excited by the fact that late at night we could occasionally spy on lovers having a quick 'night-cap' in the recessed factory door opposite a very convenient crack in our door meant that the car was completed in the time of four months!

We now leave the story of our old racer in cold storage because the reason that we sold the car was to concentrate on a new project. This was to be a near replica of the 1939 V-12 team cars. Work began in 1967 when we came to a happy arrangement with a local and skilled panel beater. I wont enter into all the ins and outs of the rebuild as it was all rather complicated and talking about ins and outs reminds me that David got himself married about this time and for a while found the mysteries of women more interesting than those of V-12 engines!

Shortly after this time Captain Alistair Barker arrived on the scene and laid on an LG45 chassis for a start on his rebuild. Rumour had it that lagonda chassis were not the only things laid on by the good captain in the garage and he seemed somewhat upset when I removed my independently-sprung LG6 saloon as the suspension was getting a bigger bashing in the garage than it ever got on the road!"

The writer then completed his article with a measure of nostalgia.....

"As I said at the beginning, the years roll on far too quickly. The writer covers ever-increasing portions of his face in an attempt to cover all the evidence of increasing age! Some of the group have begat children and married. Some have done it the other way around. It is true that as one gets older the pull of the rude programme on the 'telly' seems more attractive than lying on your back doing up nuts or whatever in the middle of a Northern winter."

To me the foregoing is quite amusing. To others, je ne sais pas!

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THANKS TO OUR PAST EDITOR... MERCI HUGH...

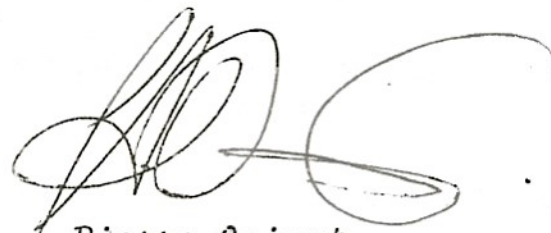
April 23, 1982

Mr. Hugh Jockel

Dear Hugh:

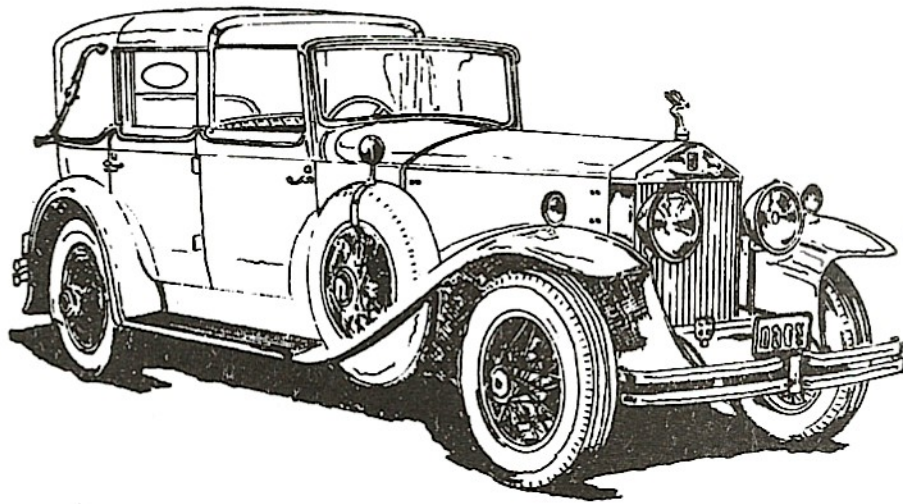
It is with mixed feelings that I write on behalf of the Association to express our appreciation and gratitude for the time, effort and skill that you have invested over the past few years to keep the Autosiaste rolling along. The organization and research which you invested was reflected in the high quality of our magazine. My feelings include my thanks for the superb editorial role and responsibility which you displayed, and regret for the fact that your role will be somewhat diminished by the passing of responsibilities to the new team of editors. My hope is that you will continue to be a contributing editor, and will continue to offer some "Ramblings" for inclusion in L'Autosiaste.

On behalf of the members, and all the readers who have enjoyed the fruits of your work, my sincere thanks.



Pierre Ouimet
President

/ak



BASKETCASE DEPARTMENT

THE LADA 1500 received a mixed revue in the September 1976 issue of *Road & Track*. Historically it is an interesting co-operative effort between FIAT of Italy and Russia. The latter nation, aware that its own auto industry was inefficient and quite unable to cope with a growing demand internally and at the same time create a useful export with, particularly, its satellites but also the near and far East, reached an agreement with Fiat in 1965 to put such an enterprise into being. Russian engineers studied the Fiat operation at Mirafiori and during the ensuing three years built an enormous 22.5 million square feet factory at Togliatti, on the banks of the Volga .

In this plant they began operations in April 1970, producing a modified version of the Fiat 124. It looked like a Fiat 124 with a hole in the front bumper for the starting crank. It sold in the USSR as the Vaz 2102 and 28,000 were produced that first year. In 1971 the production reached 162,000 and the car was introduced to export markets at the Brussels show. It was called the Lada, which is said to mean 'darling' (remember the 'Fairlady' roadster put out by Datsun a few years ago?). 1972 production was 323,000 and to-day (1976) it is more than 600,000 per year. Ninety miles of automated assembly lines spit Ladas out at a rate of one each 90 seconds and each day 2230 new cars are put into the factory car park. They are marketed in more than 70 countries through the national export agency. (Doesn't sound as if there are any strikes!)

The car now is somewhat different from the original 1200, although appearing much like the Fiat 124. It now has a single overhead cam instead of pushrods and is a free-revving and powerful little job. The car's light weight and all coil suspension made it an attractive Group 1 racing proposition. The cars carried off the Manufacturers Team Prize in the 1975 Tour of Britain and this made good publicity.

The article goes on to ask where else could you buy a 5-seater with cloth upholstery, reclining seats, halogene lamps, pile carpeting, intermittent wipers, full instrumentation, engine and trunk lights, radial tires and a 21 piece tool kit for (at that time) \$2880?

However, in road testing the reviewer wasn't so kind. Nice on the engine and gearshift, revving willingly up to beyond the red 6500 without complaint. Shifting nice and clean. Clutch good and easy. On the open road with a smooth surface it behaved well but once on the rough it betrayed itself with a nautical rolling and on esses a disturbing oscillation. Strong self-centering and a basic under-steer made for a very 'iffy' drive. The seating was very uncomfy. He summed up by saying the Lada 1500 looks like a good bet. Not for him! But they're probably better now and they're still cheaper.

FINDING THINGS TOUGH? Well, according to the January 16th, 1982 issue of The Financial Post they weren't so easy for the early years of motoring either. Many of the problems faced by those early motorists have a familiar ring to them.

Finding competent mechanics in an age of blacksmiths was a real problem, as was finding spare parts. The result as a greater degree of skill in analysing troubles and carrying out repairs on the part of the owner or his (or her) chauffeur. Improvisation was the watchword in many cases and perhaps the success of the Model T Ford was its compatibility with roadside or barnyard repairs.

As the provinces began to contribute towards road development and recognize the growing use of automobiles, increased taxes and registration fees became a fact of life. One might be forgiven for wondering if the road taxes in those days were more likely to end up being used for that purpose! Like the tax on restaurant meals was originally meant to go towards the hospitals....

Then, before the joys and freedoms of the automobile became fully realized, there was a gasoline crisis and prices at the hand-cranked roadside pumps by 1916 went soaring like a Sopwith Camel biplane.

In 1914 gasoline was plentiful and the price hadn't risen much over the 7 cent price paid in 1898. But two years later, the supply was down and the demand went up, dramatically, leading to a price of about 31 cents in Toronto and 40 to 50 cents in the East and West. In one month it went up 8 cents.

Talks of alternate fuels, alcohol and kerosene were two, made the newspapers. Fortunately, as new oil finds and more efficient methods of producing gasoline from crude were found, the prices moderated but they were always fairly volatile in those early years.

So, maybe there's no shortage of fuel now, unless it is a contrived one but there certainly is a shortage of trained mechanics. But perhaps that's contrived, too. With the complexity of even the very smallest of today's cars and the clearly indicated fact that production shortcuts aren't compatible with on-the-road or even shop dis-assembly to such a degree that to change a spark plug on some cars can only be done from under the car, or when it's on a hoist. So it seems that eventually the small-part replacement will be eliminated in favour of sub-assembly replacement. It could be easier to take out a 'plug-in' engine than change spark plugs or to remove a cylinder head. Have you seen the top of your engine lately? It's down there somewhere, under the hoses, wires, various relays and belts! This writer tried to find the horns on his Buick the other day...even the service department couldn't tell me exactly where it was. Frankly, let me find a good 1960 Fairlane or Belair or even my '66 Toronado...the best car I ever had in 40 years.

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Have you noticed that tire chains and emergency strap-ons are back?

**BEFORE B.M.C.
that was!**



**They Don't Build
Them Like This
Any More!**

HOW many cars sold at the Scottish Motor Show, which ended in the Kelvin Hall, Glasgow, last night, will still be ticking over smoothly in 52 years' time?

That's how long a 1929 Morris Cowley owned by Duncan McDougall has been on the go.

Duncan works for his family's electrical firm, based just a stone's throw from the Kelvin Hall.

The firm bought the car in 1972 for £15, and recently made it roadworthy.

Now they use it as a works' van, and it certainly pays its way. It's clocking up about 500 miles a week around Glasgow.

Duncan reckons the car is worth about £4000 to an antique motor enthusiast.

But it's definitely not for sale.

● The show's organisers said last night they were "delighted" at the way things had gone.

Despite the recession, sales were £30 million, treble the last show's figure.

And while attendances were down on last year, at just over 130,000 they were much better than anyone anticipated.

One of our alert members, whose name we shamefacedly confess cannot be remembered at this writing, handed the above clipping from a Scottish newspaper to us at the A.G.M. The paper is the Sunday Post, published in Glasgow. The issue, dated November 22nd, 1981 also carried a report on the Scottish Motor Show which, as reports have it, was a great success. It would have been nice to know, at least to this writer, that as exhibits would have been examples of several Scottish motor cars, built in that country bearing names which were highly regarded in their time. For example there was the Albion (later to be succeeded by trucks of that name), Argyll, Arrol-Johnston (which won the '05 TT ahead of the Rolls-Royce), Beardmore. As matters now go many of today's will be as forgotten as they.

The Following is Submitted with all Reverence due
a Special Being

Trudeau is my Shepherd, I am in Want,
He maketh me to Lie Down on Park Benches,
He Leadeth me beside Still Factories,
He restoreth my faith in the Conservative Party,
He guideth Me in the Paths of Unemployment for his Party,
Yea, the I Walk through the Valley of Soup Kitchens
I am Hungry.
I do Fear for Thou art against Me,
Thou Anointeth My Income with Taxes
My Expenses Runneth ever,
Surely Poverty and Hard Living shall Follow Me
All the Days of the Liberal Administration
And I Shall live in Rented Houses Forever
and Ever, so help me God.

....The above may be sung to good effect by an individual or small or large groups, preferably with gestures by the hands or other parts of the anatomy....

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5000 years ago Moses said, "Pick up your shovels, mount your camel or ass and I will lead you to the Promised Land."

5000 years later the Conservatives said, "Lay down your shovels, light up a Camel, sit on your Ass, this is the Promised Land."

Now be careful, Boys and Girls, Trudeau will take your shovel, sell your Camel, kick your Ass and tell you that there is no Promised Land.

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Thus it was in the Beginning, and in the End,
and Ever shall Be!
Ora Pro Nobis

SOME RANDOM NOTES ON THE

AUCTION SCENE

The trends in the various motor car auctions which take place here and there may not be the best guide to what any given vintage or antique car can fetch in the everyday marketplace but in a general way the indicators can be found, if at the same time a real comparison of identical models and makes can be made. But that is, it must be admitted, difficult. However, just as an exercise in something that wont prove anything but might be interesting follows.

The February, 1982 issue of the French magazine "Auto Revue" says:

De ce fait, nous ne nous sentons nullement coupables de 'trahison' en vous présentant par les détails la liste complète des véhicules proposés ainsi que leur prix d'enchère.

C'est la première fois en France que l'on dépasse le million de francs dans une vente aux enchères de voitures de collection. Et c'est aussi la première fois en France que l'on trouve autant des grandes classiques réunies en pareille occasion.

Le hall d'exposition Peugeot de l'avenue de la Grande Armée s'est admirablement prêté à cette exhibition qui tenait du 'show' que de la vente traditionnelle à Drouot. Que pouvons-nous en tirer comme conclusion? Premièrement, que M. Seydoux a parfaitement réussi sa mise en scène, deuxièmement que des ventes de ce niveau se déroulent régulièrement en Grande Bretagne et aux Etats Unis, et que, comme toujours, nous en sommes encore à nous étonner de ce qui se pratique couramment chez nos voisins, troisièmement que les prix atteints ont été, somme toute, au niveau de l'ambiance et des modèles présentés, presque tous dans un état général voisin de l'exceptionnel.

Les deux vedettes de ce 'show' non improvisé aurent bien sûr été la Rolls-Royce Phantom I cabriolet Brewster et l'Isotta-Fraschini 8A cabriolet Castagna. Elles ont toutes les deux gravité (plus ou moins) autour d'un million de nouveaux francs, ce qui ne devrait étonner personne,....

Ferrari 212 inter 1951 (transformée)	160,000 fr.	
Packard Super eight 1940	150,000	
Aston-Martin DBS V8 1971	200,000	
Talbot Lago Record 1948	130,000	
Alfa Romeo 1750 Grand Sport 1931	340,000	* (not sold)
Rolls-Royce Phantom I 1927	460,000	
Talbot Lago Special 1500 1938	640,000	
Bentley 4½ 1 1938 Coupe Partout (body)	640,000	
Rolls-Royce Phantom I Roadster by Brewster	1,050,000	
Oldsmobile 98 1949	58,000	

The January, 1982 issue of Thoroughbred & Classic Car.....

Aston-Martin le Mans 1½-L 4-seater 1933	8,500 pds
Alfa-Romeo 6C-2500-SS Cabriolet, 1949	6,000
Bentley 3½ L Park Ward Saloon, 1935	7,000
Bentley Mk VI Mulliner Saloon, 1951	4,800
Bentley "T" Saloon, 1973	7,000
Bugatti T-44 Coupe, 1928	18,000
Ford T Roadster, 1920	4,800
Ford GT40 Coupe, 1968	32,000
Lotus 30 MkII Sports Racer, 1964	11,000
MG-TA 2-seater, 1937	3,800
Morris Minor 1000, 2 door saloon, 1969	1,300
Rolls-Royce Sedanca Phantom I Barker, 1927	19,000
Rolls-Royce Phantom II, DH Coupe, 1929	36,000
Facel-Vega, Facel II, Coupe, 1964	3,000

All above cars were Class 2 condition

The October, 1978 issue of Veteral & Vintage tells us.....

Alvis 12-50 Sports 2-seater, 1926	6,000 pds
Alvis TD21 DH Coupe, 1960	3,000
Bentley 3 L Red Label, VDP 4-str, 1934	12,000
Bentley 4½ L Mk VI Mulliner Saloon, 1949	4,500
DeLage D8 2-door Saloon, 1930	5,500
Ford 3-window coupe V8 60 HP, 1936	5,000
Hispano-Suiza H6B Replica Boat-tail, 1928	13,000
Jaguar XK 150 LH Coupe, 1960	3,400
MG TD 2-Seater, 1952	2,800
Rolls-Royce 20/25 DH Coupe, 1934	13,000
Rolls-Royce Cloud III 2 door Saloon 1965	17,000
Singer 9, roadster, 1939	1,300
Vanden Plas Princess R Saloon 1965	1,500

All above cars were Class 2 condition.

There were quite a number more cars than those above but these are samples of the marques which might be of interest to us.

The french Franc is recently roughly 20.5 cents. The pound around \$2.15 at the time.

Amsterdam, the Netherlands, auction by the Kruse group....

Alvis Speed 20, 1934, DH Coupe	11,500 dollars
Aston Martin DB S, Sports, 1968	5,000
Bugatti Type 50 2 str, 1930 8 cyl (Abbots)	40,000
Delahaye 175M Aerodynamic Coupe, 1949	30,000
Jaguar SS100 2str 1935	17,500
Jaguar 1½ L. Saloon, 1947	5,000
MG 18/80 2str Roadster, 1929 (Carbodies)	8,750
Rolls-Royce P-11 Sedanca (Gurney-Nutting)	14,000
Mercedes Benz, Cabriolet, rumble, 1937	14,000

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LETTERS



The Editor,
The Autosiate,
Box 332,
Town of Mount Royal,
Quebec.

Dear Sir,

I had intended to be at the meeting this Friday but unfortunately I will be away.

I would be very grateful if you would publish this letter in the Club magazine.

There is an organization in Eastern Canada which is concerned with the racing of pre-1962 sports and sports racing cars. Several of the cars owned by members of the V.E.A.E. are eligible to race in Canada and the U.S. and it would be good to see some more cars out on the track. If anybody is interested in running a car during the coming season I would be delighted to give them full information.

The first race is at Sebring, Florida on the 19-20 March. There are several events in Ontario and New England during the summer. There is no need to be an aspiring Stirling Moss but an easily obtained racing license is required.

The biggest challenge is to get everything organized and underway. So please give me a call.

Yours faithfully,

(signed) John Wright

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We at the "Autosiate" were very pleased to receive a note from Mr. Lloyd A. Brown, Curator of the Craven Foundation asking us to please continue sending the magazine "as this is the only Canadian publication specializing in European vehicles that we are aware of. We find it to be a worth-while addition"

Thank you very much, Mr. Brown. Your remarks are appreciated. You will certainly continue to receive "The Autosiate".

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3605 The Boulevard
Westmount, Quebec

December 23rd, 1981

Mr. Hugh C. Jockel
C.P. 156
101 Upper Whitlock
Hudson Heights
JOP 1J0

Dear Hugh,

After reading the winter Autosiate I feel sorry for James Roman in his cramped quarters, residing in 502 and 507 and if my memory of European symbols serves me right, his office is in the toilet!

For the person interested in an Isetta, I offer three phone numbers, all in the U.K; Brighton 509699, South Ockendon 7713, and a reputedly restored, 19,000 mile car(?) owned by "Erett" at 0562-882067.

Thanks for such a superb Autosiate, and best Seasons Greetings.

Yours Truly,



Denis O'Brien

DOE/ja

A VERY SPECIAL TOUR TO BRITAIN

Those members who attended the Annual General Meeting heard Mrs. Eleanor Watson describe a Tour to Britain with a difference. A difference in appeal and concept. It is intended to attract the Vintage car enthusiast ----and his companion----offering something for each. Reproductions of the brochure are shown herefor you.

Mrs Watson can be reached for more details, prices, and so on at Atlantic Pacific Travel Inc. 514-735-4181

Silverstone Vintage Sports Car Race '82

Presented by
Atlantic Pacific Travel Inc.



For lovers of vintage motor cars - a fabulous tour! This tour will take you to Silverstone on Race Day; to visit the most important car museums in Britain; to a prestigious car works, and to the greatest dealer in vintage Rolls Royce and Bentley cars in the world. Lively evening entertainment and alternate touring for the ladies is also being offered.

**04 July
SUNDAY**

Continental breakfast.
Morning at leisure.
Afternoon visit to the Transport museum at Syon Park.
Evening: Dinner at Flanagan's, an Edwardian Fish Parlour, and a sing-a-long with a honky-tonk pianist. Very informal and good fun, a glass of beer or wine is included.
Overnight at the Waldorf.

**05 July
MONDAY**

Continental breakfast.
Full day excursion to include both the RAF museum at Hendon and the Shuttleworth Collection.
Lunch is included.
Evening free.
Overnight at the Waldorf.

**02 July
FRIDAY**

MONTREAL (MIRABEL)/LONDON

Tour registration (at least two hours before departure time) at BRITISH AIRWAYS' counter at Mirabel Airport. From 20h00, Mrs. Elly Watson, tour director, and Mr. Pierre Ouimet will be there to greet you.

Those interested in being seated together should register at the same time.

After registering, you can go directly to the Embarcation Hall where you can purchase alcohol, cigarettes, tax free.

22h20

Departure from Mirabel - Flight BA 074.

**03 July
SATURDAY**

LONDON

Arrival at Heathrow Airport. Our Tour Manager will be there to welcome us. Transfer in private motorcoach to the Waldorf Hotel on Aldwych in the theatre district.

18h30

Balance of day free.
Welcoming wine reception with cold hors-d'oeuvres.

30

Overnight at the Waldorf.



06 July Continental breakfast.
TUESDAY Morning at leisure.
Afternoon: Men's special visit to Frank Dale and Stepsons, Fulham, the world famous vintage Bentley and Rolls Royce dealer.
Ladies to tea at Fortnum and Mason.
Evening: Dinner at the London Room. A cabaret evening with wine included.
Overnight at the Waldorf.

07 July Continental breakfast.
WEDNESDAY Full day visit to Beaulieu to the National Motor Museum.
Lunch included.
Evening at leisure.
Overnight at the Waldorf.

08 July **LONDON/STRATFORD**
THURSDAY Continental breakfast.
Morning departure by deluxe motorcoach for Stratford. A visit will be made to Anne Hathaway's Cottage prior to check-in at Alveston Manor.
Lunch at Alveston Manor.
Afternoon: Ladies - to Worcester to visit the famous Royal Worcester porcelain factory. "Seconds" may be bought at a bargain price.
Men - sightseeing in Stratford at the Motor Museum and a visit to Shakespeare's Birthplace.
Evening free.
Overnight at Alveston Manor.

RESERVATIONS AND FOLDERS

Mrs. Elly Watson
Mrs. Lois Wells

ATLANTIC PACIFIC TRAVEL INC.

4950 Queen Mary Rd. - Suite 405
Montréal, Quebec - H3W 1X3

Tel.: 735-4181

Quebec permit holder. no. 12348504-0150

London
Syon Park
Beaulieu: National Motor Museum
Stratford
Donnington Car Museum
Shuttleworth Collection
Frank Dale & Stepsons
Rolls Royce
Silverstone

British
airways

09 July Full English breakfast.
FRIDAY Men: Full day to Donnington Car Museum and Rolls Royce Car works.
Lunch included.
Ladies: Visit to Shakespeare's Birthplace. Optional brass rubbings in Stratford or just browsing.
Evening: Round trip transfers for a performance at the Royal Shakespeare Theatre.
Overnight at Alveston Manor.

10 July Full English breakfast.
SATURDAY Full day visit to Silverstone for Vintage Sports Car Race Meet. Tickets to meet and paddock included.
Evening: Round Trip transfers to Warwick Castle for mediaeval five-course banquet, including mead and wine. Live entertainment throughout the evening.
Overnight at Alveston Manor.

11 July **STRATFORD/HEATHROW**
SUNDAY Full English breakfast.
Noon departure from Stratford for a relaxing ride aboard a deluxe motorcoach to Heathrow Airport for our flight to Mirabel.
18h20 Departure for Mirabel.

GENERAL CLAUSES AND CONDITIONS

The Tour price includes:

Air Transportation in economy class aboard BRITISH AIRWAYS.
Transfers and baggage handling from Airport to hotel and vice-versa.
Dinner and breakfast on board.

Accommodations in Deluxe Hotels on a basis of two persons sharing a room, with bathroom. Supplement for single accommodations.
All breakfasts, lunches, and dinners as per itinerary including the farewell dinner (tea and coffee included at each meal).

Taxes, service charges, tips to Hotels and restaurants and others.

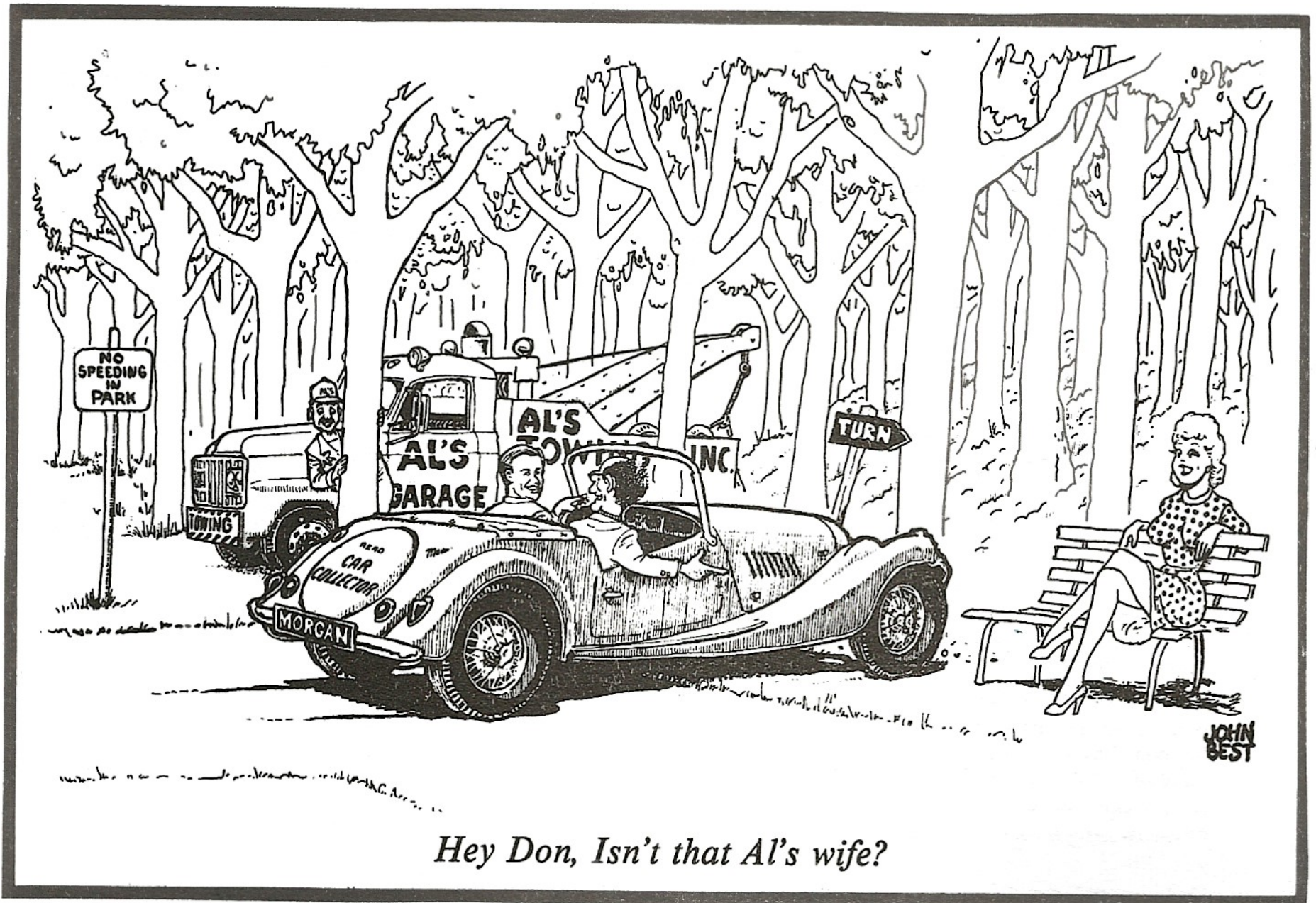
The excursions, Stratford performance, entrance fees to museums and race as listed in the itinerary, and a local professional guide.

The Tour does not include:

Meals other than those mentioned in the program.

All personal expenses such as beverages, taxis, passport, baggage, vaccination, insurance and traditional end-of-trip gratuity to your Tour Guide.

CAR-TOON



"Cribbed" from the Nov. 1980
issue of CAR COLLECTOR.....
By kind permission of the
Copy Owner, Peter Bigney!

ACTIVITÉS POUR 1982 - ACTIVITIES FOR 1982

	<u>Responsable responsibility</u>	<u>Date</u>
Vin et Fromage Spring Wine & Cheese	R. Neapole	Vendredi, 23 avril Friday, April 23
Tour d'Essai / Trial Run	P. Bigney	Dimanche, 2 mai Sunday, May 2
Economy Run	P.A. Ouimet	Jeudi, 18 mai Tuesday, May 18
Gymkhana	B. Neapole / W. Smith	Dimanche, 6 juin Sunday, June 6
Concours d'Elégance	R. Lord	Dimanche, 29 août Sunday, August 29
Rallye Coupe Hemmi	W. Smith	Dimanche, 12 septembre Sunday, September 12
Steamers Fall Run	G. Desroches	Dimanche, 3 octobre Sunday, October 3
Vin d'honneur	P. Ouimet	Vendredi, 19 novembre Friday, November 19

Gérald Maltais
Gérant de District Senior
Senior District Manager

Bureau des Ventes du Québec
Quebec Sales Office
752 Chemin du Golf
Ile-des-Soeurs
Montréal, Québec H3E 1A8
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CORBY/wiser's
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