



Autosiaaste

Vol. 12

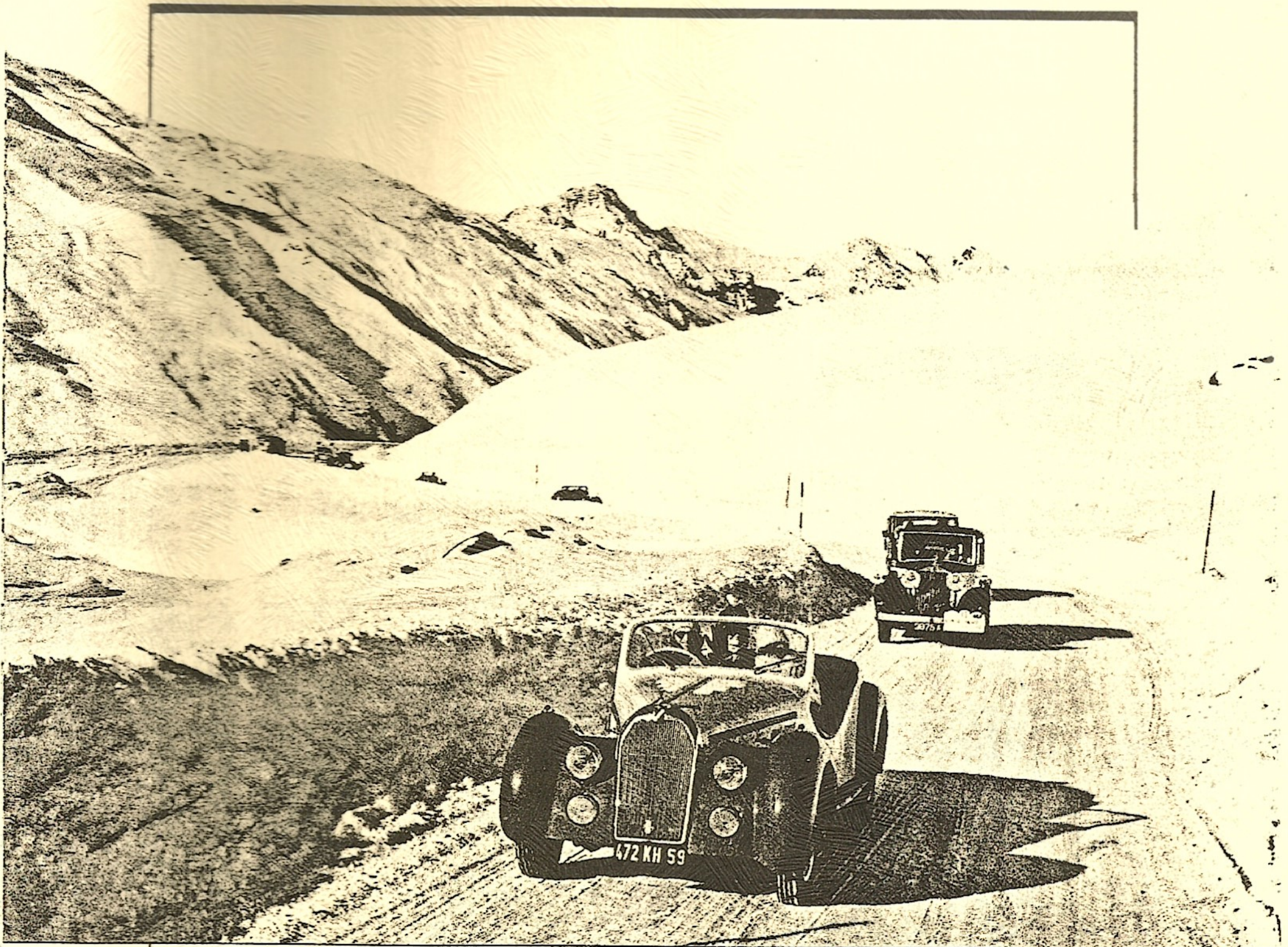
no 1

Membre



Member

Mars March 1986



• Talbot et Rolls Royce • Talbot and Rolls Royce

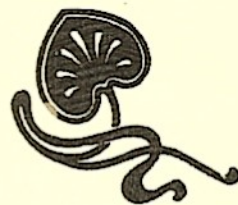


ENTHOUSIASTES DES VOITURES
EUROPÉENNES D'AUTREFOIS
VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

Conseil d'administration
Board of directors
1985

Président President	: Marc Bourgeois	rés.: 733-2447 bur.: 281-1766
Vice-président et direction de l'admission Vice-President and Membership Director	: John Lumsden	rés.: 683-9177 bur.: 366-5050
Vice-président et directeur des activités Vice-President and Activity Director	: Richard Boudrias	rés.: 697-9037 bur.: 735-5427
Secrétaire Secretary	: Daniel Noiseux	rés.: 274-9977 bur.: 274-9349
Trésorier Treasurer	: Jack Keery	rés.: 459-6784 bur.: 931-3504
Directeur et maître pique-nique Director and Pic-nic Master	: Ronald M.B. Cook	rés.: 695-2225 bur.: 631-2281
Directeur de la compétition Competition Director	: Tom Merson	rés.: 683-4474 bur.: 735-5427
Directeur et agent de liaison pour l'Autosiate Director and Liaison Officer for the Autosiate	: Jean-Pierre Lafortune	631-3390
L'Autosiate	: Gilles Desroches	rés.: 737-9392
	Pierre A. Ouimet	rés.: 694-1135 bur.: 744-6731

"L'AUTHENTIQUE"
Pizza cuite au four à bois



Restaurant "La Pizzaiolle", 5100 Hutchison (coin Laurier), Outremont, (514) 274-9349



Autosiate

Vol. 12

no 1

Membre



Member

Mars March 1986

Sommaire — Contents

President's Report	p. 2
Rapport du président	p. 3
Evolution of the sports car	p. 4
La course du Beaujolais	p. 11
Rapport du directeur des activités	p. 15
Treasurer's Report	p. 17
E.V.E.A. Eligibility	p. 20

"Autosiate", organe officiel de E.V.E.A./V.E.A.E., est publié 4 fois par année. Les articles sont sous la responsabilité exclusive des auteurs et ne représentent pas nécessairement l'opinion du Club.

The "Autosiate", the official magazine of the V.E.A.E., is published 4 times a year. The articles published express only the opinions of the authors, not necessarily the club's position.

Tarifs des annonceurs — Advertising rates.

carte d'affaires:	au numéro	20,00 \$
Business cards:	20 \$ per issue	
	à l'année:	60,00 \$
	60 \$ for one year	

Tarifs pour espaces plus grands disponibles sur demande.
Prices for larger ads available upon request.

Rapport du président

par Marc Bourgeois

President's Report

by Marc Bourgeois



Chers amis,

L'année 1985 fût une des années les plus fructueuses et intéressantes de notre organisme non seulement en raison du nombre de membres qui ont participé mais aussi en raison de l'enthousiasme et de l'amitié manifestés lors de la tenue de nos différentes activités. Les comparaisons sont de mauvais goût, dit-on, mais, convenances mises à part, je m'en voudrais de ne pas vous souligner que l'intérêt à nos activités démontré par nos membres dépasse de beaucoup celui des membres des autres clubs de voitures anciennes. Une telle attitude de la part de nos membres ne peut qu'entretenir la motivation de vos administrateurs pour l'année en cours.

During the last twelve months, more than ten meetings of the Board of Directors were held to manage the affairs of your club, not including informal gatherings at the exclusive "Pizzaiolle"; increasing the membership, planning and setting up activities, publishing the "autosiate", analysing the financial position, seeking promotion for our club, all were topics for discussion at these meetings.

L'apport particulier de Gilles Desroches qui, en plus de participer à nos réunions, accomplit magnifiquement la tâche fastidieuse de publier notre revue trimestrielle. Nous entendons poursuivre nos efforts afin de publier de plus en plus du matériel inédit et pertinent aux activités de notre club laissant de côté, en autant que faire se peut, le repiquage d'articles. Je me fais le porte parole de votre conseil pour vous inviter à soumettre des articles et du matériel pour fins de publication dans l'autosiate et ainsi alléger le fardeau de notre collaborateur.

On your behalf, I wish to thank all members of the Board of Directors for their full support and co-operation and more particularly, Richard Boudrias, for having, again this year, devoted so much precious time in setting up most of the activities of our club during the past year. Richard was well supported by Tom Merson and Jean-Pierre Lafortune and such devotion and co-operation have certainly been the key factor for the most enjoyable year we had.

Most of us will remember

- The Economy Run at Oka and delicious brunch at "Clementine" where the topic of discussion was "Is 69 milles to the gallon, the limit of performance for an Austin Healy ?

- The country life for a day at Lise and Guy Gilbert's farm, leaving the distressful thought of what to prepare for the next picnic of our club.
- The weekend at Stowe where some of our members had the privilege of sampling the warm hospitality of the Pinsky's.
- The breakfast with the "Mongolfières" followed by an "impromptu" barbecue at Vincent Prager's country house.
- The Beaujolais happening where cars and drivers were running on a curious wine and oil mixture.

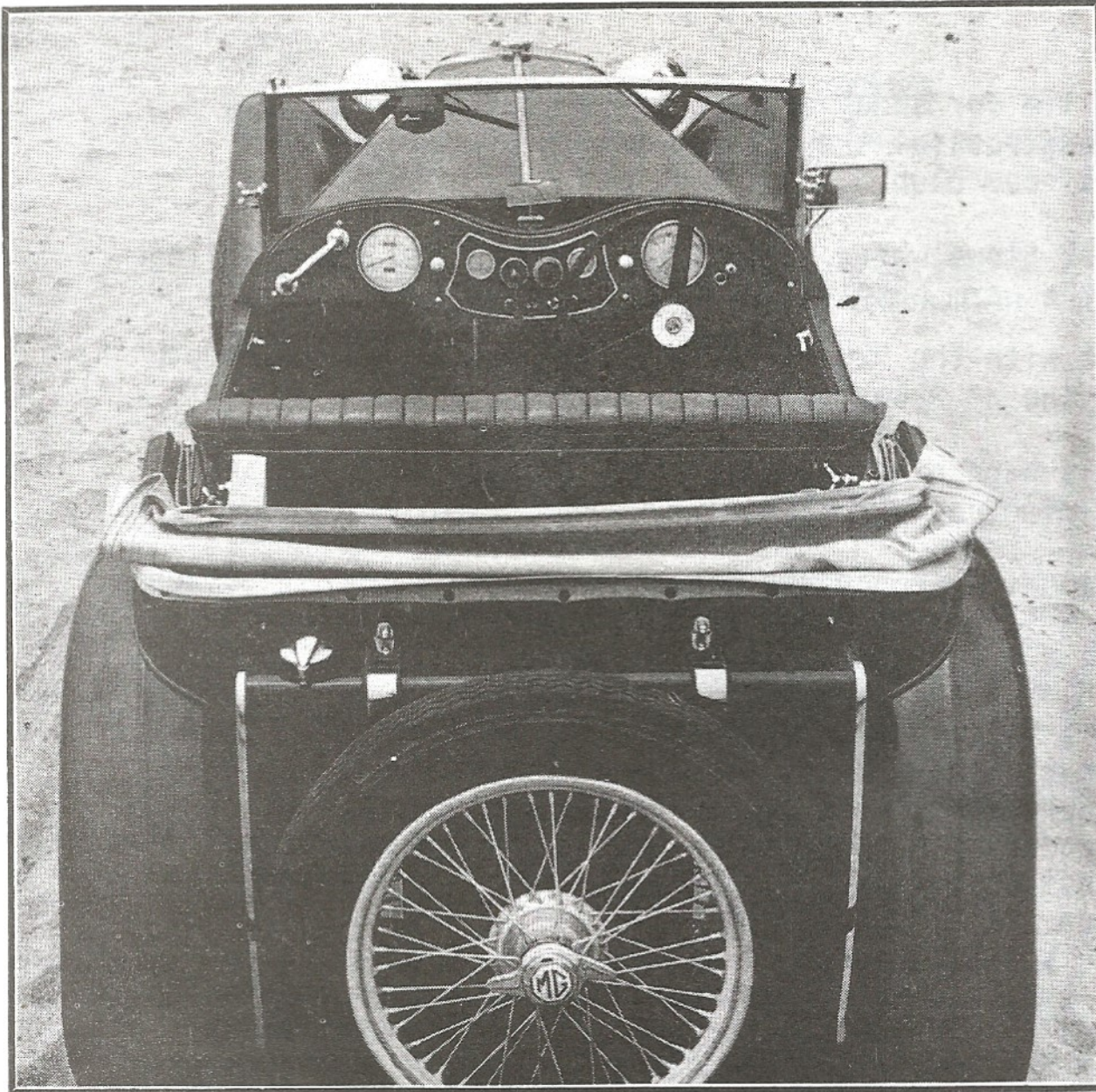
Tel que le démontre le rapport de notre trésorier, la situation financière de notre organisme semble des plus saines. Notre objectif est de maximiser les entrées de fonds par le biais des cotisations, de la vente de réclame publicitaire dans l'autosieste et des contributions volontaires et ainsi d'affecter la presque totalité des fonds recueillis aux activités et à la publication de notre revue. Grâce aux conseils et à la surveillance de Jack Keery, nous avons atteint cet objectif au cours de l'année. Cependant, n'eut été la contribution généreuse de Ron M.B. Cook et de d'autres collègues, notre opération financière ne se serait certes pas soldée d'un surplus de plus de 400 \$. Le succès de nos entrées de fonds, nous le reconnaissons à John Lumsden qui, à l'aide d'un programme qu'il a spécialement conçu pour notre club, met en branle au début de chaque année de calendrier, une campagne de renouvellement des plus suivies. L'efficacité de son travail et la mise à jour constante de notre liste de membre facilite de beaucoup la préparation et la mise à la poste de nos circulaires. Comme vous le remarquerez, notre club se tient à la fine pointe de la technologie moderne.

Je m'en voudrais de ne pas souligner l'apport de Daniel Noiseux, de Pierre-André Ouimet et de bien d'autres qui assument la responsabilité de nous procurer les photos qui sauront animer les plus beaux souvenirs lorsque nos jambes seront trop perclues de rhumastisme pour même effleurer une pédale d'embrayage.

Une nouvelle saison se pointe et votre conseil devra, au cours du prochain exercice, assumer non seulement la gestion courante des affaires de notre organisme mais aussi devra poursuivre une analyse déjà entreprise à l'effet de modifier les critères d'éligibilité des voitures au sein de notre club, l'élaboration d'un plan de groupe d'assurance-automobile et la mise sur pied d'un ou deux événements tout à fait nouveaux et qui sauront soulever l'enthousiasme de tous les membres.

Je vous remercie de la confiance que vous nous témoignez et je vous prie d'être au rendez-vous de nos prochaines activités.

Février 1986



MARVIN LYONS PHOTO

TC TO GTB:

EVOLUTION OF THE SPORTS CAR 1947-1972

First of Two Parts—Clamshell fenders to E-Type

BY RON WAKEFIELD

PAINTING BY WILLIAM A. MOTTA

THE VERY TERM *sports car* could get me off on the wrong foot if I didn't insist on an undogmatic interpretation of it, for what I want to do here is chronicle the development of *sporting cars*—cars designed with motoring entertainment, good roadholding, braking and efficiency among the criteria. That frees me to include a lot of cars that may not fit the narrowest definition of "sports car" as well as steers me clear of any nitpicking arguments about what one is. Just the same, the emphasis here is going to be on *open cars*, cars with lids that come off, for that's what the term sports car has meant to most of us over most of the years R&T has been in existence.

Even though there were no stories on it in R&T until May 1950 (though there was one ad for it in the first issue), it was the MG TC that started it all. Americans didn't even know about sports cars until GIs started bringing them home from England after World War II, but here it was: something so different from the cars we were used to at the time—so utterly *foreign* to our eyes—and so appealing in its own way that it could awake an automotive interest that hadn't been known here before. By today's standards the selection of U.S. cars was shockingly limited. A Chevrolet was just under 200 in. long and had a 3.5-liter 6-cyl engine. A Cadillac was around 215 in. long and had a 5.7-liter V-8. Now here was the TC, a 2-seater tiny by comparison (144.5 in. long, 4 cylinders, 1.25 liters) and whose styling was completely out of touch with modern trends like fade-away fenders, curved windshields and fins.

Other features of the TC were vintage, even in 1947:

wood was used in its body construction. It had a beam front axle on leaf springs, something most American cars had abandoned for independent linkage. It had a manual choke, a "floor" gearshift, lever-action shocks, a grille that really was the radiator. But it also had beautiful proportions, it was far lower than any car we knew in those days, and those who drove it discovered that it provided sensations of driving we'd all forgot existed. It was a sports car.

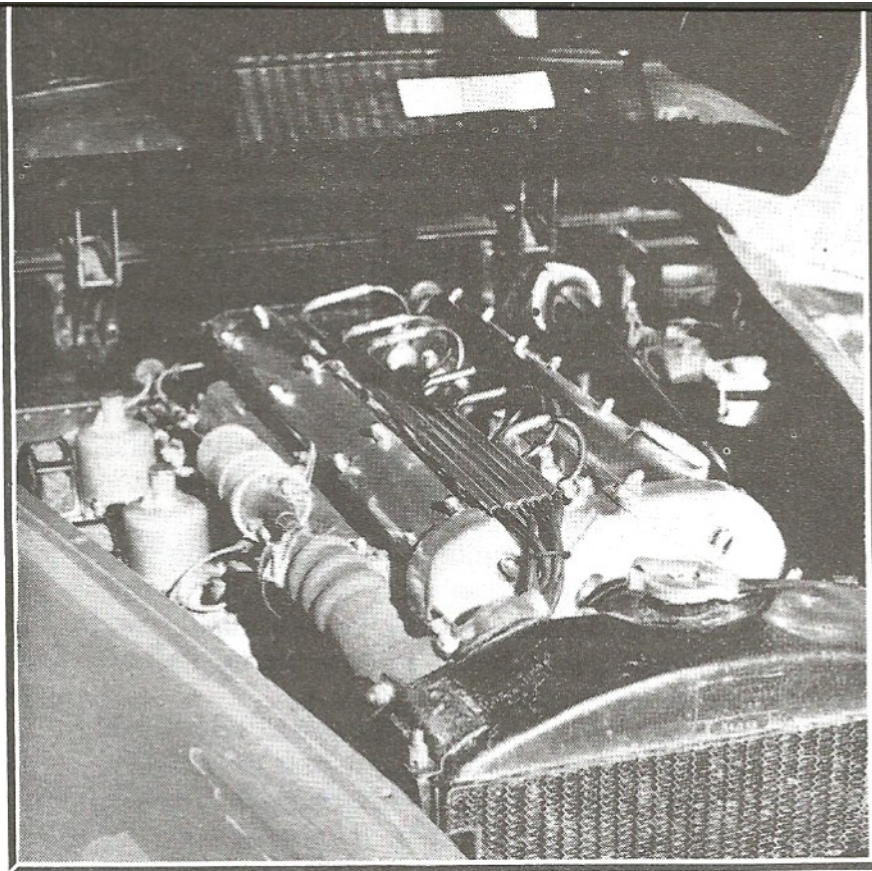
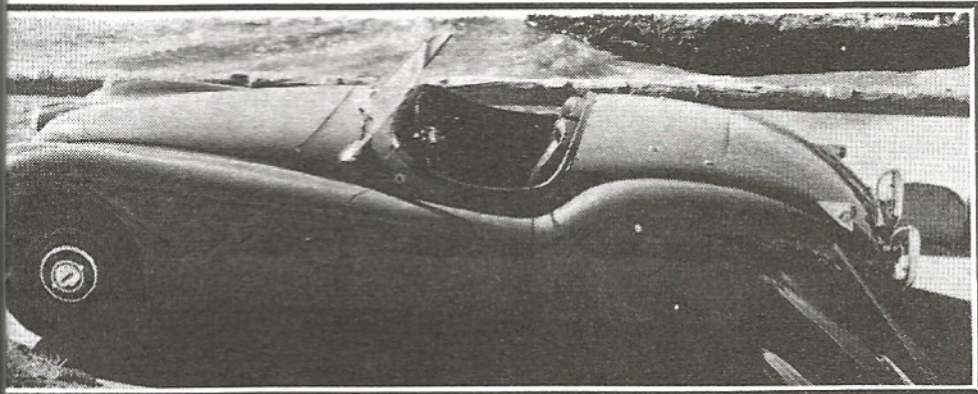
In those early years everything came from Britain. The other car that got things going in America was the Jaguar XK-120. There was hardly anything vintage about it, save a bit of wood in the body also: it was a revolutionary car. Its engine, the famous XK 6-cyl unit that is still with us today, was destined to become the first volume-produced dual-overhead-cam car engine. It had torsion-bar springing in front. Its body was an original, distinctive interpretation of the "envelope" sports-car body that set imitators to work for years afterward. The performance and price were sensational: an early British road test reported 0-60 mph in 12.0 sec and a top speed of 115 mph—pretty close to the 120-mph figure

that gave the car its name. The XK-120 became a *sine qua non* in Beverly Hills, and actually R&T's first story on the car was written by none other than Clark Gable, who owned one.

The XK-120 was also revolutionary in the amount of comfort and refinement it combined with its performance and price. Road tests of the day waxed eloquent about the excellent ride and low noise level of the engine. Thus the XK-120 can symbolize the whole direction of sports car →



EVOLUTION OF THE SPORTS CAR



STROTHER MAC MINN PHOTOS

Jaguar XK-120 was a pioneer in combining sports-car performance and roadability with sedan-like refinement and tractability.

evolution since the war: more and more comfort, less and less temperament combined with ever improving performance and roadability. If you were to drive one today you wouldn't be so impressed. I did so a couple of years ago, and comparing it to modern sports or GT cars I could note the cranky gearbox with its non-synchronized 1st gear and barely synchronized 2, 3 and 4; its marginal brakes (early racing efforts with it uncovered that) and the almost laughable folding top and removable side curtains. But everything is relative at a given point in time; it was miles ahead of the unabashedly classic sports cars of the period, and that was what counted. We were on our way.

Another thing about cars like the TC and XK-120: enthusiasts raced them. Sports-car racing was obviously in its infancy, but the SCCA—Sports Car Club of America—was holding organized events at the end of the 1940s decade and one found these as well as the earliest Ferraris, Donald Healey's Healeys with various engines, and something called the Allard from England, which went on to make itself a name as a pioneering postwar hybrid using Ford, Cadillac and whatever other powerful American engines seemed appropriate. The road sports car of 1950 was essentially the same machine as the racing sports car of 1950.

Even as we were waxing eloquent about the TC, MG was preparing its successor at Abingdon-on-Thames—the TD. And like any new car that breaks with tradition to replace a well-liked model, it created controversy. The TD replaced the TC's beam front axle with independent front suspension; the TC's 19-in. wire wheels with 15-in. stamped discs and knock-off hubs with plain ol' bolts; and the TC's "hung-from-the-wheels" look with an appearance decidedly less aggressive. One even saw early TDs with whitewall tires, horrors, and the car had bumpers! John Bond took the matter in hand in a TC vs TD article in the March 1950 issue, and his comments on the disc wheels vs wires are particularly interesting when we consider that one can still get wire wheels on some cars in 1972: "The loss of the precious wire wheels is a low blow to the hard-shelled MG enthusiast. However, the writer feels that knock-off wire wheels can never be justified on *any* basis except 'looks' for a moderate priced sports car. Compared to the conventional bolt-on steel disk, the wire wheel is definitely heavier (some 3 lb per wheel and tire assembly on the MG), certainly not as strong, harder to keep clean, and most important of all, much more expensive to manufacture and maintain." The TD, as it turned out, was superior in performance, handling and ride—

the designers at the MG works knew what they were doing.

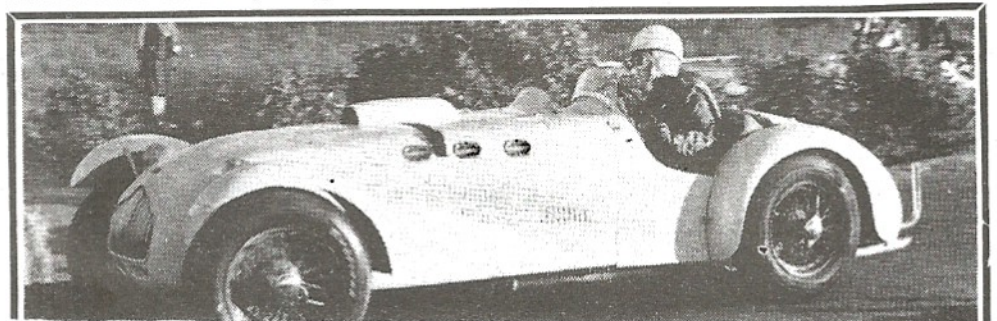
The selection of sports cars was widening in the U.S. At the 1950 New York British Motor Show, Americans got their first look at the Aston Martin DB-2, a fastback 2-seater closed coupe in the idiom of today's most expensive front-engine GT coupes. But the DB-2 was developed directly from cars raced at Le Mans, which should illustrate the different relation Le Mans had to road cars then. The DB-2 was but a 2.5-liter model; like the Jaguar it had a dohc engine which developed 106 or 121 bhp and could drive the car either 105 or 118 mph. The high-performance "Vantage" engine had what was an upper-limit compression ratio for the time: 8.2:1, and the octane requirement was given as 80. Today's "low-octane" unleaded fuel is 91 octane!

Another British sports car appeared that year: an interesting, seemingly advanced one for which a great future could have been predicted easily, the Jowett Jupiter. It carried a pushrod, horizontally-opposed 4-cyl engine ahead of its radiator, had a tubular chassis and aluminum body panels, and achieved good performance with its low weight (about 1520 lb). It, like the TD, had rack-and-pinion steering, which quickly established itself as the superior sports-car steering mechanism by virtue of its good road feel and lack of "play."

In 1951 Jaguar added a coupe version of the XK-120, and a graceful adaptation it was. And even though the MG Midget (as all MG roadsters were called then) was to undergo yet another styling change to become the TF, that year we saw an MG prototype raced at Le Mans which turned out to be clearly the prototype for the MG A—the new envelope-bodied MG that wouldn't go into production until 1956!

Le Mans again: a new Mercedes-Benz prototype called the 300SL placed one-two there and in the Carrera Panamericana in 1952. Since Mercedes had hinted earlier the 300SL might be produced, all we had to do now was wait

Allard J2: an early Anglo-American hybrid, on the race track.



for the production model of this invincible German coupe.

Dr. Porsche's hot rod, the Porsche 356, the first prototype of which was built in the winter of 1947-48, finally came into R&T hands in late 1952. Our testers called it "the car of tomorrow," so impressed were they with its solid construction, rear engine and air cooling. It did 0-60 in 13.8 sec, had a 104-mph top speed and got 27 mpg in city driving—all on a 65-bhp, 1488-cc development of the VW engine. Due credit to its aerodynamics, which became legendary. It also spawned another legend which has far outlived its time; the engine was "developed," all right, with a most unusual engineering feature in the form of roller bearings for the connecting rods. Naturally these minimized engine friction—maybe they also had something to do with its fuel economy—but they were peculiarly unable to withstand low-speed pulling ("lugging") and the Porsche's engine had to be kept up to speed religiously.

The Porsche's suspension was also unusual and advanced. A rear engine virtually dictates independent rear suspension, and it had that—pure swing axles, with the axle's swing radius determining rear wheel camber. Thus oversteer in Porsches also became legendary and the little German specialist firm successively changed the suspension to reduce it. By the way, that Porsche's gearbox was totally unsynchronized. List price was \$4208 on the east coast.

The most significant happenings of 1953 came, again, from Britain—in the form of two medium-priced sports cars of modern design, each derived (as nearly all popular sports cars were and are) from sedan mechanical components. They were the Austin-Healey 100 and the Triumph TR-2.

Healey, who was establishing himself as a master parts-mixer, designed a ladder frame and a graceful steel body, used independent front suspension of the unequal-A-arm type that was becoming universal and a live rear axle on leaf springs and installed a 90-bhp, 2660-cc Austin A90 four with its own transmission. The perfectly ordinary sedan engine, of generous power and torque by 1953 standards for a 2470-lb car, meant the sports car would be free of temperament and easy to tune—and meant that the sedan gearbox's 1st gear was superfluous. Thus Healey "blocked it off" and the 100 had a synchronized 1st gear by default! Oddly enough, he also wound up adding an overdrive to the gearbox to give a cruising gear and I wonder now why he didn't simply use a 3.12:1 final drive (that was the overall ratio in OD) and all four gears of the Austin gearbox. In any case, the Austin-Healey was a landmark car; it was beautiful to look at, adequately powered and long-lived, reasonably priced (\$2985) and thoroughly original. It had no ventilation, traditional hard-to-fold roadster top and side curtains, and next to no ground clearance. But it was fun! The overdrive was a proprietary British unit, the Laycock de Normanville device that has been and still is available in so many sports cars: this is an electrically controlled but hydraulically shifted planetary step-up box and my memory tells me the Healey was the first sports car to use it.

The other 1953 car, Triumph's TR-2, followed much the same pattern as the Healey with volume-produced mechanicals installed in a sports chassis-body, and its engine too was relatively large at 1991 cc and 90 bhp. Thus it could use overdrive too, and the same Laycock unit was available on it as an option. One can't say much for the TR-2's styling—Triumph was shooting for a lower price than Healey and

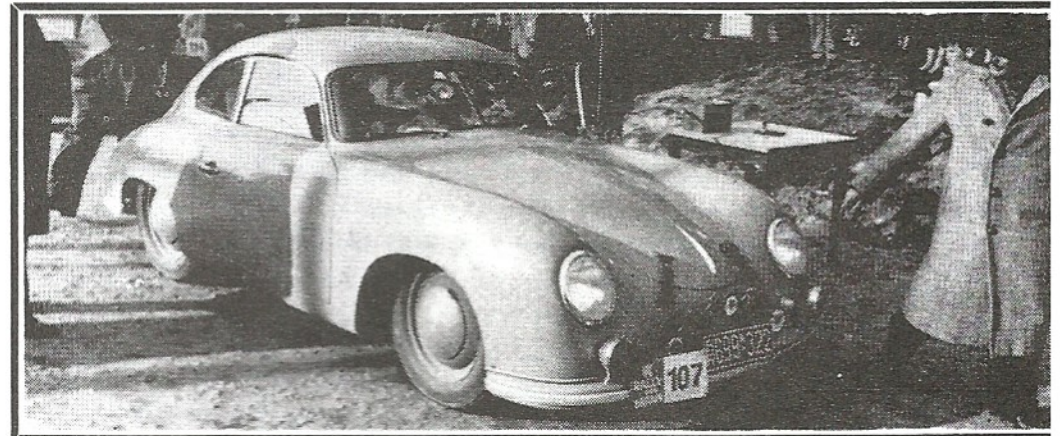
made it at \$2499 U.S. POE—and it made even more extensive use of existing sedan components with the Standard Eight frame, Triumph Mayflower (remember that?) front suspension and rear axle and the Standard Vanguard engine. Interestingly, the Vanguard engine was reduced from 2088 cc to 1991 cc by a bore decrease, to keep the TR-2 under 2 liters for racing purposes; but the compression ratio was brought up to 7.5:1, twin SU carburetors replaced the Vanguard's single Solex, valves were enlarged and timing altered, and structural and lower-end strengthening was done to maintain durability in an engine whose power had been 68 bhp before development began.

Both the Healey and the Triumph gave spirited, if rather unrefined, performance. The 100 did 0-60 in 11.7 sec and 106 mph, the Triumph 0-60 in 12.2 and 103 mph—truly good performance for money spent, and that was what they were intended to provide.

The MG TF appeared at the end of 1953. It was little more than a restyled TD, but I consider it a handsomer car. A year later the TF-1500 came out with, as its name implies, more displacement and power—and taller gearing to ease the overworked MG engine's burden. TDs, which needed around 4000 rpm to do 60 mph, did well to get 30,000 miles between overhauls!

By this time production plans had been announced for the Mercedes 300SL, and for a smaller sports model as

GUY GRIFFITHS PHOTO

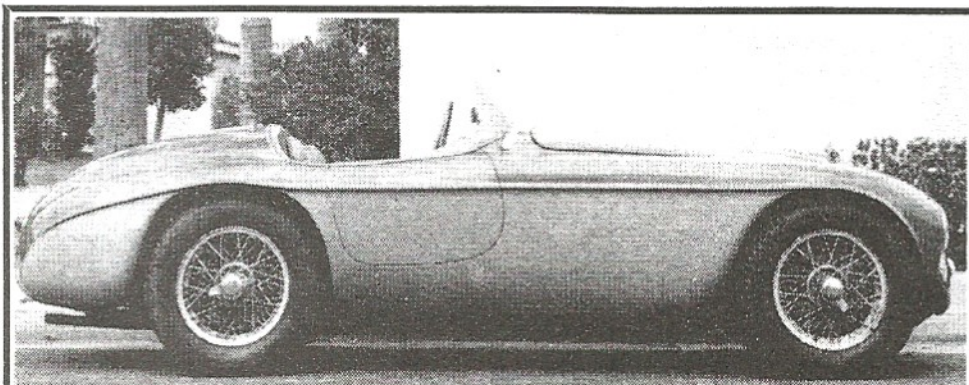


One of the earliest Porsche 356s, in the 1952 RAC Rally

well—the 190SL. The two looked like sisters but they were very different cars, one a tiger and the other a pussycat. Both incorporated features that would come to be standard, or at least common, in sports cars many years later—the Stuttgart firm was in a decidedly pioneering mood then. To start with, the 300SL was built around a tubular frame—not, to be sure, something that has become universal but a bold, weight-saving measure in 1954. And it had an all-synchromesh 4-speed gearbox, something unheard of on a sports car then.

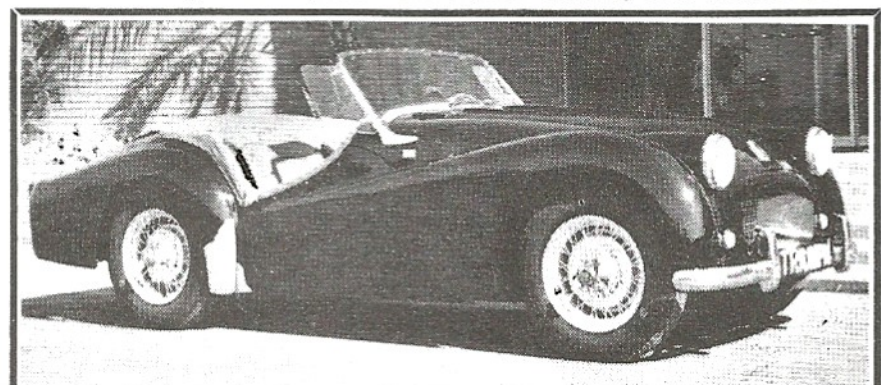
The big breakthrough, however, was its Bosch mechanical fuel injection system. Mercedes' experience with diesels may have led them to try this on a spark engine; in any case they discovered its possibilities for improving engine output without undue sacrifices in low-speed flexibility, developed it through the racing program, and put it into production. The injection, timed by a metering pump that "read" engine

Clean lines of 1949 Ferrari 166 were copied by many others.



RALPH POOLE PHOTO

1953's Triumph TR-2, later TR-3, served long and useful life.



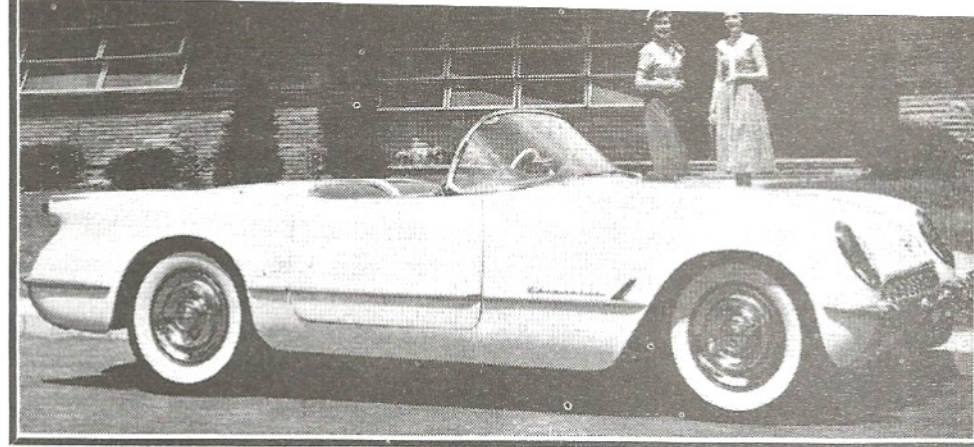
EVOLUTION OF THE SPORTS CAR

speed, intake vacuum and air velocity, ambient barometric pressure and delivered fuel to the nozzles in quantity predetermined to match those conditions, of course replaced carburetors. In those days, as now, Weber carbs were the route to greatest power; but the fuel injection could and did outdo Webers. An additional advantage accruing to injection was that it made possible full utilization of ram intake pipes, for which it is difficult to find space under the hood of a road car when there are carburetors. This injection system, by the way, injected fuel directly to the cylinders of the inline 6-cyl sohc engine, and the result was 240 bhp from 2996 cc—with low-speed tractability and a smooth idle but some early problems with over-richness at low speeds. *That* wouldn't happen in 1972!

The 300SL's body was unique too, for its lift-up doors that became known as "gullwings" because of their appearance when open. These were simply a design expedient: the frame construction was so high at the doors that some extraordinary provision had to be made to get people in and out. The rear suspension was by swing axles, which gave the car a bad reputation in some circles for its oversteer.

It was U.S. importer Max Hoffman, by the way, who saw to it that both the 300SL and 190SL got into production; his firm order for 1000 300SLs made what Daimler-Benz would have considered otherwise a marginal proposition (financially, that is) feasible. The 190SL obviously could command a larger market, but Hoffman's pressure still was critical in getting it going. The 190SL was derived from the existing 180 sedan, using a shortened floor pan of that model as the structural basis for a unitized body (something very unusual then) and an 1898-cc version of that engine, tuned to produce 120 bhp. It too had an all-synchronized gearbox—and windup windows, a rarity in a sporting roadster. And it did not share the 300SL's conventional swing axles: instead, it had Mercedes' new, unique and advanced single-pivot arrangement which lowered the roll center and improved the camber pattern. The 190SL weighed 2500 lb, did 0-60 in 13.0 sec and cost \$3998 POE. The 300SL, a dreamboat among cars, cost \$7463 when we tested it, did 0-60 in 7.4 and 134 mph.

The last "classic" MG, the TF, lasted only two years before being replaced by the new MGA, the A symbolizing a new start. Sure enough, the MGA looked almost identical to that 1961 prototype. And since MG and Austin had gotten



Chevrolet Corvette, 1953, introduced fiberglass bodywork and automatic transmission to the world of sports cars.



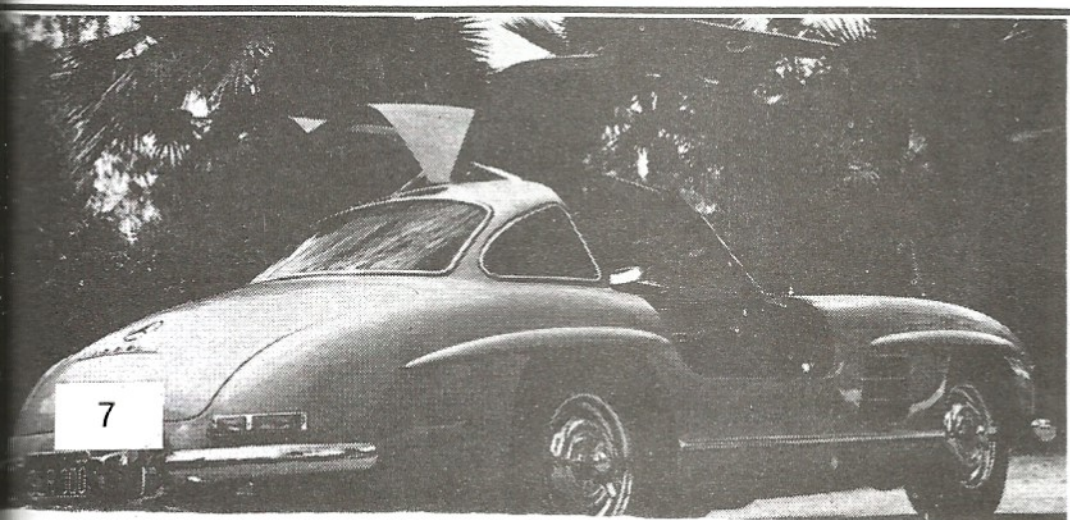
AC Ace, a 1953 car that had a tubular chassis and all-independent suspension, had wonderfully pure modern roadster styling.

together by this time to form British Motor Corp., its engine was derived from an existing Austin one, the so-called B-series. It was another shock to the MG traditionalists to see an envelope body, but it was inevitable and the car was a solid improvement. It derived 68 bhp from its 1498-cc engine, no more than the TF generated, but the improved aerodynamics made all the difference in performance from 35 mph up, and a further reduction in numerical axle ratio was possible for less fussy cruising and longer engine life.

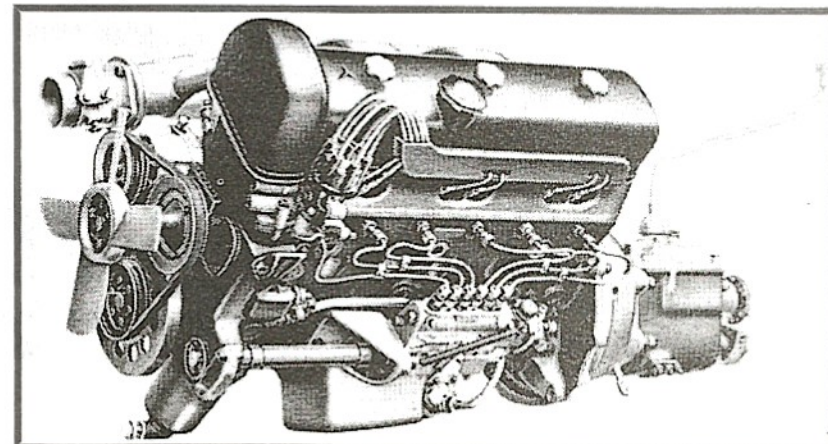
I got carried away and passed right over the Corvette. It happened at GM in mid-1953 because someone there was impressed enough by sports cars to want to build one. Dimensionally and conceptually it was patterned after the XK-120, and naturally it used available Chevrolet components for its chassis and powertrain. It was significant for three things: first, for getting the U.S. into the sports car business (no, I haven't forgot the Nash-Healey); two, for its fiberglass body, to my knowledge the first one produced in large quantity; and three, for its automatic transmission. The last probably got there by default, as Chevrolet didn't have a suitable manual gearbox anyway, but it was the first sports car to have an automatic—the old 2-speed Powerglide.

Another 1953 car I skipped was the AC ace, introduced

GORDON CHITTENDEN PHOTO



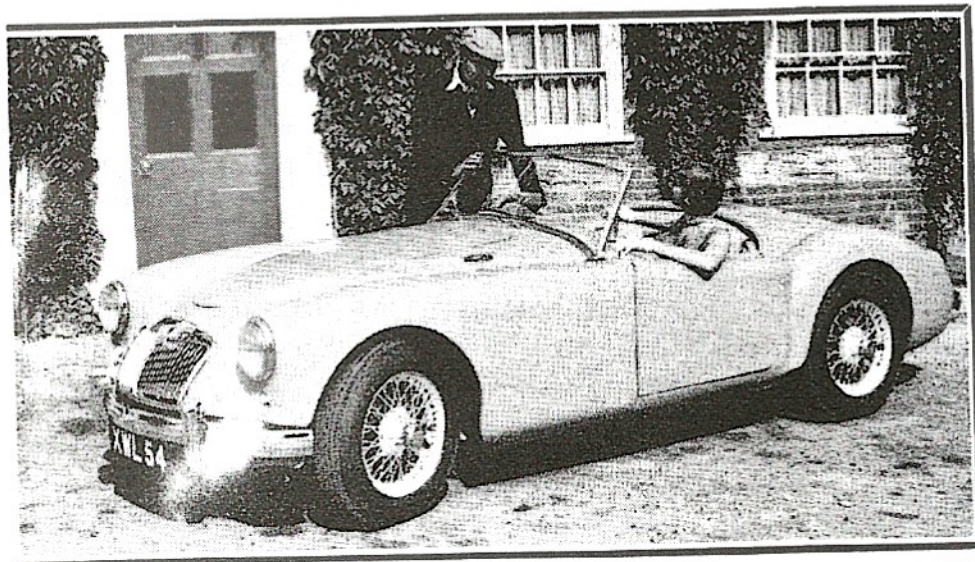
Mercedes 300SL of 1954, based on successful competition car, brought fuel injection and all-synchromesh gearbox with it.



at the London Show of that year and possessing a tube frame, all-independent chassis (albeit with transverse leaf springs!), an overhead-cam engine and one of the prettiest roadster bodies of the period. This car did some interesting evolution itself, which I'll cover later.

Ford followed Chevrolet's Corvette lead with the 2-seater Thunderbird in late 1954. One of our comments on this one was "too much luxury to qualify as a sports car," a comment that sounds narrow-minded now; but in reality it wasn't a sports car and Ford didn't claim it to be. Rather it was a "personal" car, with regular Ford components through and through mounted in a finely proportioned body that still looks good today. It's an old R&T lament that Ford didn't pursue it any further (the name has been applied to a large luxury car since 1958), but Ford was more interested in sales figures than a sports car.

The Corvette got a V-8 in 1955, along with the other Chevrolets, and it was a historic engine indeed with its light block construction, good rev range, smoothness and quietness. It's still in production today, having grown from 265 to 400 cu in., and has powered too many sports cars to name. Now 1956 was an especially good year for the Corvette: it got a far better looking new body, an all-synchro 3-speed gearbox, windup windows with electric lifts optional (another first in sports cars) and a full 225 (gross) bhp



A new era for traditional MG: the envelope-bodied MGA of 1955 outran its boxy predecessor because of superior aerodynamics.

from the V-8. It had acquired guts to go with its looks.

A car that became one of our favorites came out in 1956: the Alfa Romeo Giulietta. Its Pinin Farina roadster body was so good it became a classic and was to look good for 10 years of production. Like most other premium sports cars of the period it had finned drum brakes, but its coil-sprung live rear axle was something very unusual. The Giulietta brought the dohc engine to a smaller sports car: its 1290-cc engine produced 65 bhp at 5500 rpm and reached 6600 rpm—a truly remarkable speed for a production car in 1956—on the top-speed run. It was, as you'd expect, a torqueless wonder. Alfas have come a long way since the Giulietta—but it set the tone, the character that has stayed with them ever since: a relatively softly sprung, quiet-running sports car with standard-setting controls, steering and handling. Most other sports cars have evolved exactly in this direction. It also had radial tires, certainly part of its impressive handling and destined to become *the* tire construction for sports cars.

Late in 1956 the Austin-Healey 100-Six was introduced to replace the 4-cyl 100. The 100 had acquired a "real" 1st gear (unsynchronized) in the meantime, and now the tractor-like four was superseded by another Austin sedan engine, a 6-cyl 2770-cc pushrod ohv unit. It developed 102 bhp @

4600 rpm on its 8.25:1 compression ratio (compression ratios were inching up steadily as fuels of higher and higher octane rating became available). The car was stretched a couple of inches to accommodate the longer engine, and the body was opened up to provide two little "jump" seats behind the main ones—the Healey was now a 2+2. The new engine was far smoother, naturally, than the old four and much prettier to hear; but the extra car weight just about offset its extra power. A year and a half later this was rectified by a new cylinder head, a 6-port affair with bigger valves and higher c.r. for 15 extra bhp. Now the Healey could get to 60 mph in close to 10 sec and reach nearly 110 mph instead of the original 100 that had been its name. It still had drum brakes, still no ground clearance. Shortly after the 6-port engine came out, Healey revived the 2-seat body configuration "by popular demand" while continuing to offer the 2+2. In another 1956 update the Triumph TR-2 became the TR-3 with 11% more power, a facelifted body and improved side curtains.

A foretaste of things to come was the Jaguar XK-SS, announced in early 1957 and clearly a street version of the D-Type racing car. It was a hairy thing, its body rivets unabashedly visible, and by now Jaguar was extracting 262 bhp from the same 3.4-liter XK engine that developed 160 in 1948. Sadly, only a few XK-SSs were built before its factory burned. There were no more, but we had had a glimpse of the future's E-Type.

Disc brakes, developed in racing, were now beginning to filter into sports cars and the Aston Martin DB2-4 Mk III we tested in May 1957 had them at the front. These discs, then called "spot" disc brakes because of the relatively small area of lining material acting on the disc, are not to be confused with some earlier attempts at disc braking (such as Chrysler in 1951) with disc-on-disc action.

The Corvette continued to mature and develop: in 1957 it got a 4-speed, all-synchro gearbox option, and by golly, when Chevrolet decided to do it they did it well. Aside from a shift lever that transmitted too much noise into the car, the new box was a model of gearbox operation, with light and positive action, powerful synchronizers and quiet gears. That year you could also get fuel injection on the Corvette, which along with a 10.5:1 compression ratio and other mods got the 283-cu-in. (4.6-liter) pushrod V-8 up to, you guessed it, 283 bhp. Chevrolet's fuel injection wasn't at all like Mercedes': in fact, it just barely rated the name "fuel injection." It was a constant-flow system with no timed pulses of fuel, and it delivered fuel not to the cylinders or intake ports but to the intake manifolds. As later carbureted versions of Corvette engines developed the same power as injected ones, I think it's safe to conclude that the only tangible benefits of this Rochester injection system were better low-speed running and an immunity to fuel starvation on corners. We also got a first look at something really significant in fuel injection in 1957: the Bendix Electrojector system, the first electronically metered fuel injection. It was to be offered on a Rambler and a Chrysler model but never really

Alfa Giulietta: evolutionary step toward the "soft" sports car.



RALPH POOLE PHOTO

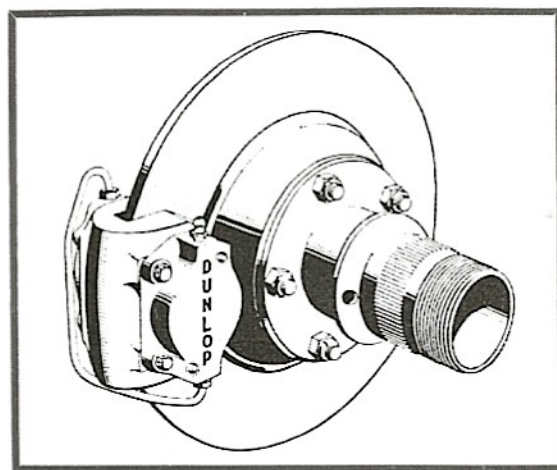
EVOLUTION OF THE SPORTS CAR

got into production; and since there were no transistors then it was a bulky and overly complex affair. Basic patents on electronic injection acquired by Bendix then still apply to the popular current Bosch system.

BMW tried its hand at a sports car in 1957 too, and this is another one Max Hoffman influenced; he was now selling the make in the U.S. It used a 3.2-liter pushrod V-8 from the company's big sedans set into a tube frame with torsion-bar front springing, a live axle, big drum brakes and a beautiful Albrecht Goertz 2-seat open body laid over it. Unfortunately, BMW was in no financial position to be producing a high-priced sports car; 248 of them were built before the ailing company dropped the project. The 507, as it was called, had a removable hardtop that was beautifully integrated with the body, another nice advance for sports cars.

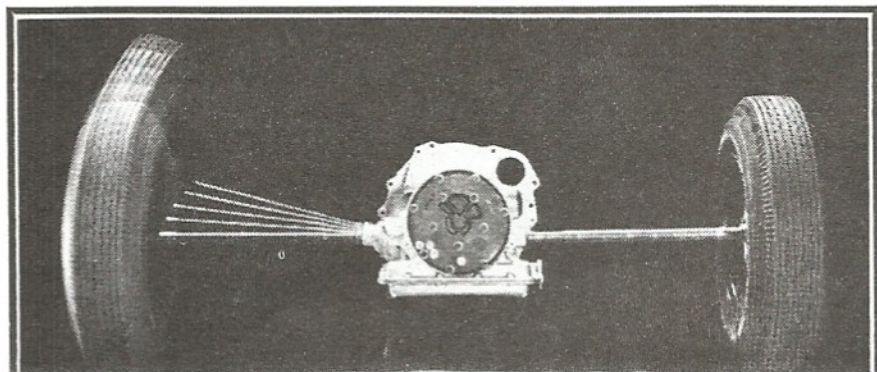
Jaguars continued to evolve; our road test of the XK-150 in November 1957 labeled it "A sports car turns into Gran Turismo," and that's a nutshell description of the whole mainstream of sports car evolution. There was now an automatic transmission option (a Borg-Warner unit left over from Studebaker), the windshield was curved and one-piece, the sheet metal was all-new and not so sexy as the 120 and 140, the inside was roomier and gradual evolution had brought the XK engine to 210 bhp with no less tractability. The new Jaguar may have looked tamer, but over the years performance and comfort had increased, and the 150 was a giant step forward in braking because it became the first production car to use disc brakes at all four wheels.

The end of 1957 saw a new Alfa Romeo 2000 roadster introduced at Turin (this was Alfa's "big" sports car), the Lotus Elite with its all-fiberglass body-chassis structure, strut suspension front and rear and all-disc brakes, and the first Austin-Healey Sprite. With the Sprite we were returning to basics: the regular MG (MGA) had evolved into something



By 1960 disc brakes were appearing even on popular sports cars.

Most early independent rear suspensions were swing-axle types.



KURT WÖRNER PHOTO

Austin-Healey Sprite, 1958, was a return to basics that was to bring sports cars within the reach of young people.



KURT WÖRNER PHOTO

1957 Corvette was a high point with its fuel injection, all-synchro 4-speed gearbox and good-looking removable hardtop.



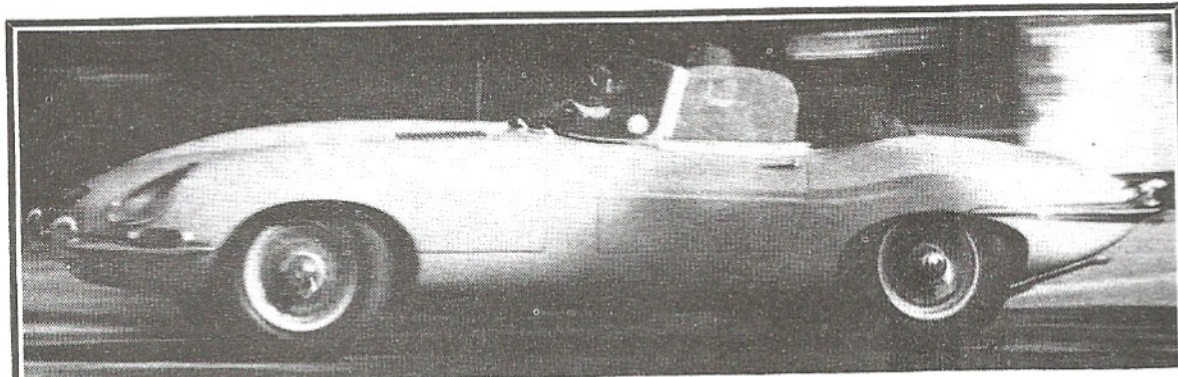
Another soft sports car, the Sunbeam Alpine of 1960 with its American-inspired (but very clean) finned bodywork.

fancier and, as so often happens, somebody realized that it was time to slip in something underneath. Once again utilizing production sedan components, BMC came up with a 1460-lb 2-seater with envelope bodywork, got 48 bhp from the 948-cc pushrod four and achieved a performance that was slightly better than the MG TC's at a lower price.

The Sprite almost pioneered an item that was to come into wide use later: disappearing headlights. In production form, though, its headlights simply sat there protruding from the smooth bodywork they were originally supposed to have folded into, because the mechanism would have been too expensive for the price target BMC had set.

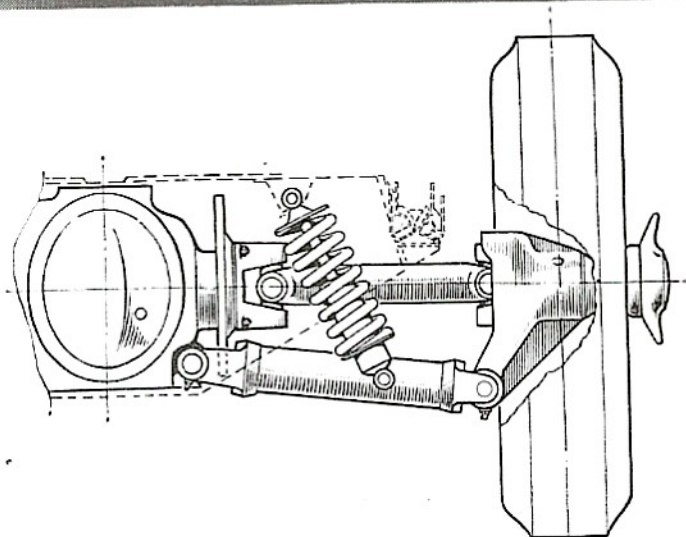
In 1958 Jaguar added a roadster to the XK-150 line and at the same time introduced the "S" engine version with 9.0:1 compression ratio and 250 bhp. Until that time the only open XK-150 had been the convertible or "drophead," with its thick padded top and occasional rear seating. Again, a return to basics.

Our "big" Healey, which kept abreast of the times so well in those days, got a 3-liter engine in 1959 with 15 more bhp, plus disc front brakes and a new name—3000. It was now up to \$3395 and still a good buy, and its 0-60 time was now below 10 sec. The popular British sports cars still hadn't discovered synchromesh 1st gear; it, the Jaguar and the new 1600 MGA still had their crash 1st. The MGA did get disc front brakes and it now cost \$2485.



GEOFFREY GODDARD PHOTO

Jaguar's E-Type was as advanced in 1961 as the XK-120 was in 1948.



One of its outstanding features was a new form of independent rear suspension, still up-to-date today.

SPORTS CAR TRENDS, 1947-1961

Body

- Envelope Bodywork
- Improved Folding Tops
- Windup Windows
- Unit Body Construction
- Occasional Seating (2+2)
- Removable Hardtops
- Fixed-roof Coupes

Engine & Drivetrain

- Increasing Displacement
- Increasing Compression Ratio
- Overhead Cams
- Increasing Number of Cylinders
- Decreasing Stroke:Bore Ratio
- Higher Rotational Speeds
- Synchronized 1st Gear
- Automatic Transmissions
- Overdrives

Chassis

- Disc Wheels
- Use of Sedan Components
- Finned Drum Brakes
- Coil Springs
- Torsion Bars
- Disc Brakes

By now Porsches no longer had roller bearings, but the no-lugging edict was so effectively circulated that even today we hear Porsche drivers needlessly revving their engines. Porsche had also been whittling away at its oversteer as its performance went up and the Super 90 we tested in March 1960 had not only a front anti-roll bar (something gradually coming into universal use) but a "compensator" at the rear to reduce roll resistance there.

A significant introduction that year was the new Sunbeam Alpine—a name that had been applied to an early postwar roadster but now meant an MG-size roadster with more emphasis on comfort and style, less on sporting attributes. This was the first popular-priced one with windup windows.


Volvo showed its new coupe in 1960, the P-1800. It was another sporting car derived from sedan components; here the sturdy Volvo inline four had been stretched to 1.8 liters and installed in a distinctive coupe with tight 2+2 seating, all-coil springing, disc front brakes and a unit body. The significant thing about this car is that it brought Volvo's sturdy character to a sporting car.

In 1960 a Ferrari 250GT had a 2953-cc sohc V-12 of 240 bhp @ 7000 rpm and did 0-60 mph in 7.1 sec. Ferrari was just making the switch to disc brakes and the marvelous engines were steadily being developed for more power. The 1960 Turin show saw Ferrari adopt occasional rear seating and give it the name—2+2—that has stuck ever since.

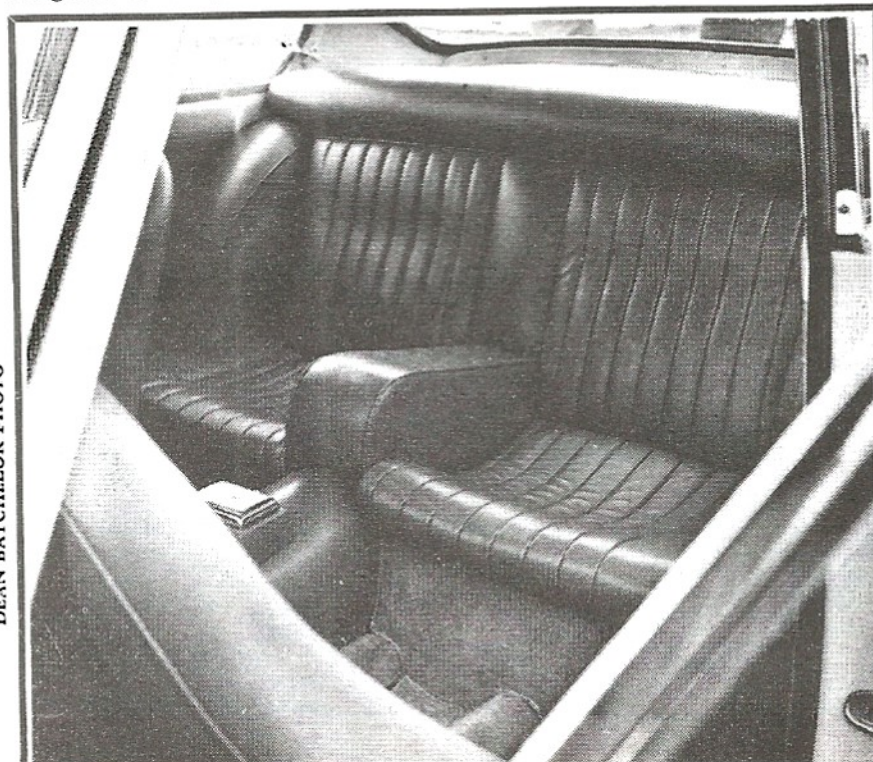
We look forward to new models just as much as you do: it's great fun to study and write about an exciting new car. One of the most exciting ever to come our way was the E-Type Jaguar. It was full of innovations, wild to look at, fast—and okay, if it (in typical Jaguar fashion) was far from sorted-out when it was first sold, well, it was so advanced you could forgive it. Gone were the separate frame and body of the XKs, in their place a voluptuous stressed-skin unit structure with a tubular front end. Front suspension was developed from the D-Type, rear suspension was an original type of independent linkage, and there was no engine-driven cooling fan but rather an electric one in front of the radiator. The E-Type represented real progress, not simply a new set of compromises. It weighed fully 440 lb less than its predecessor and yet offered similar accommodation. The XK engine now had three carburetors and developed

265 bhp. The only antique feature left was the old gearbox.

Thus Britain, who had introduced us to the sports car, had brought us the modern sports car—including nearly all the essential ingredients one expects in 1972. Gone was the simple body with direct covers for the wheels, replaced by a smooth envelope that would slice efficiently through the air. Gone was the horsecart ride, front and sometimes rear wheels now being suspended independently on supple springs with plenty of room to work. The body now was a load-carrying part of the structure, not just an enclosure, and if the enthusiast wanted to be fully enclosed he could choose a coupe; even in roadsters, however, weather protection had come a long way. Disc brakes were there to handle speeds 1947's drums couldn't. And the smoothness and silence of the E-type would have astonished even the driver of a 1947 luxury car—yet were allied to fantastic performance.

Not that progress was about to stop; but in ensuing years it wouldn't be coming so fast and furious. The sports car had matured from leisure-time diversion into delightful transportation. Next month: TR-4 to GTB. 

New Ferrari for 1961 was the 2+2, named for its seating arrangement and first to use that designation, so popular now.



DEAN BACHELOR PHOTO

Nouveau Beaujolais rally or tempete in a wine glass

by Jack Keery

It seems to me that every time the editor of this illustrious journal asks me to recount a Club event, it turns out to be one that I barely remember, not because it was boring or anything, but usually because its content was measured in percentages. So I have had to survey many of those in attendance so as to share recollections with our readers. If there is any similarity between what actually transpired and what is written here, it will be not only a coincidence, but also a surprise.

I suppose it all started the night before when, with no expense spared, VEAE Rally participants were invited to pre-taste this year's selection of fine Nouveau Beaujolais by the SAQ. Gaining admission to the Sheraton Centre was no small feat (no pun intended), because Louise Boudrias was put in charge of operating the parking garage elevator. She was unable to get it up and neither could Richard, which is a whole other story.

Finally, Bea Gillings led the way to the Convention floor which the SAQ shared with the Schenley football awards. Alcoholic beverages were certainly well represented that night as were football players and someone even remembers Jean Nocera offering to sign autographs in the Lobby.

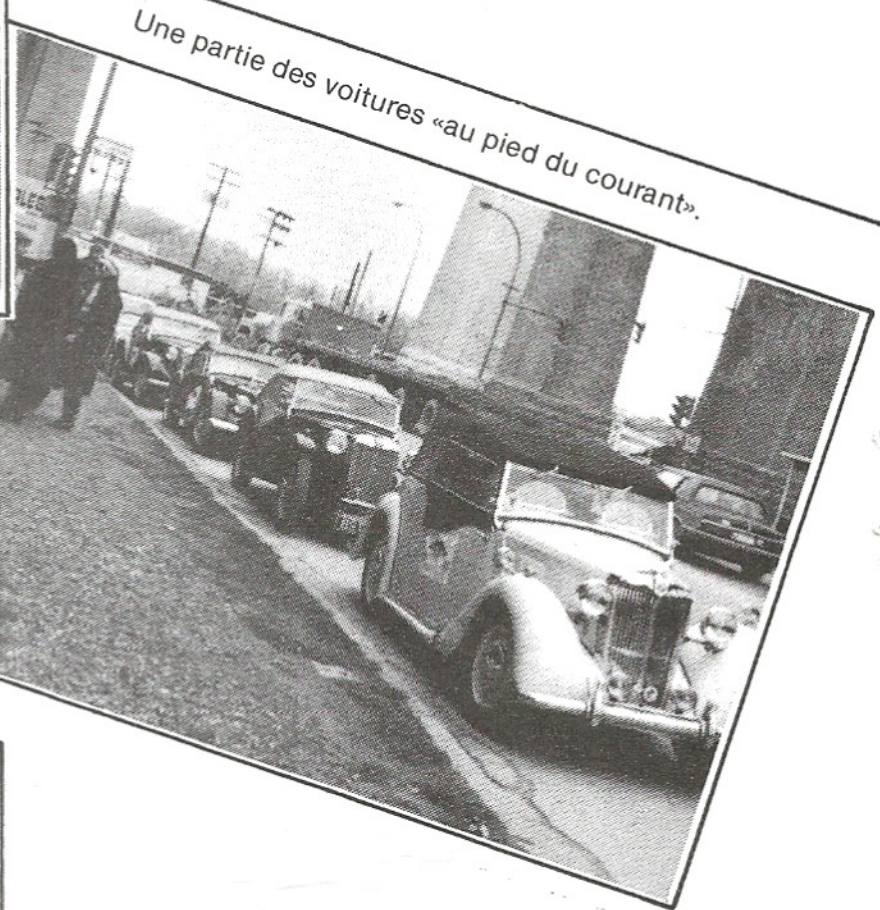
After a lengthy wait for the entrance of the Official Wine Tasters, garbed in ermine and mink (our President wore a plain business suit), we were able to get down to business, that being a delightful evening sipping the elixir that helps one forget about oil leaks, cracked heads and unavailable spare parts. Dinner followed for some at a West Island eatery where Risha Merson entertained the crowd by noshing matzoball soup.

The next morning turned out to be cloudy, as was the weather. Radio bulletins predicted afternoon snow with below normal temperatures. For the first time I envied our tractioniste colleagues whose vehicles are equipped with heaters (Carol-Ann, Louise, Lorraine, etc.), so I put one in my MG. Claire didn't mind at all. On arrival at the SAQ depot to pick up our precious cargo, I noticed a European Cadillac and a Healy 4x4 from the Laurentians as part of the cavalcade.

There were three things that distinguished the Rally which followed. The first was an all pervading smell of burning clutch plates. The second was the strange man lying on the road with a camera whose twin brothers did the same thing at several other points during the Rally. The third item that struck me was the poisonous looks from people lined up in the cold outside liquor stores.



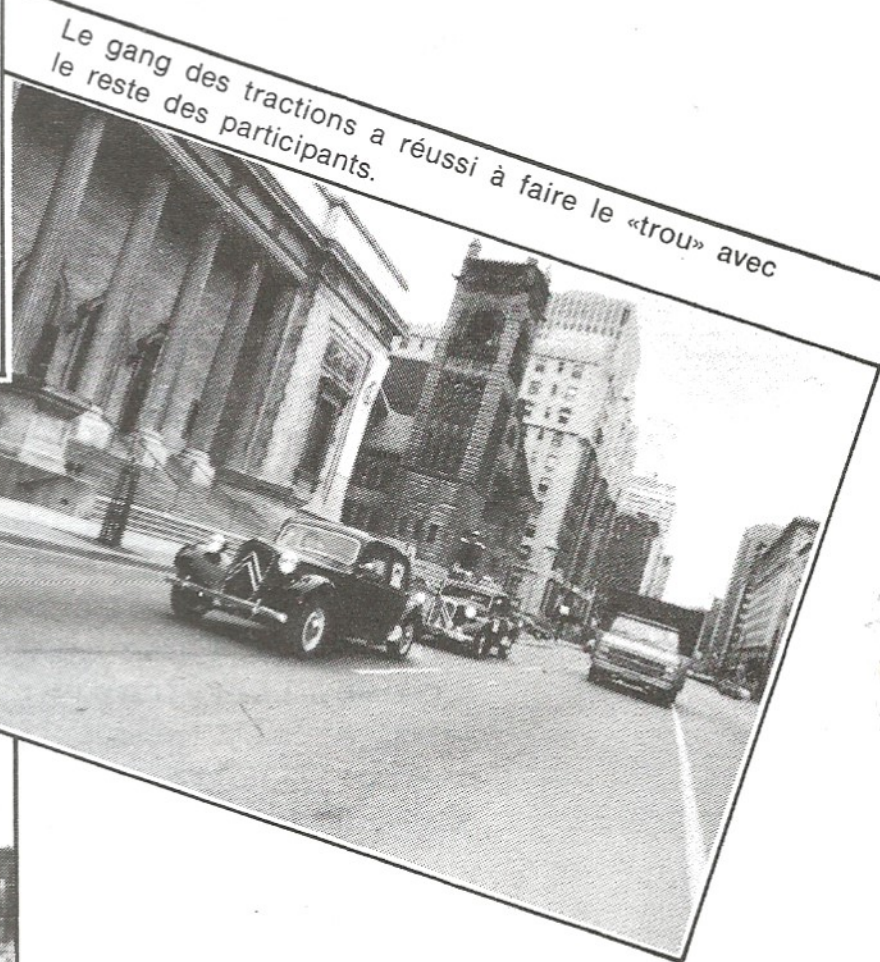
Le photographe avait des dons de comédien.



Une partie des voitures «au pied du courant».



L'organisateur Richard Boudrias en bonne compagnie.



Le gang des tractions a réussi à faire le «trou» avec le reste des participants.



La course est chaude rue Crescent: MG, Morgan, MG, Sprite.

Sourire de satisfaction de l'organisateur.



Toast au vin nouveau.

De gauche à droite: les Boudrias, les Keery et les Lumsden.



Le grand champion Jean Nocera et les couples Hamel et Therrien.



Regardez bien, à droite, le regard glacial de l'homme qui venait du froid (1926 Cadillac turbo-cabriolet, avec échangeur d'air).

In spite of all these things, we managed to arrive at the Ile de France where our President, Marc Bourgeois, after lengthy legal negotiations, had secured privileged parking facilities. While the cars were being put away in case of inclement weather, the restaurant was uncorking the Nouveau Beaujolais (by the case) and in general preparing for the onslaught. There was even a photographer with tire marks on his chest waiting to snap pictures of the participants.

The raison d'être was served, beautifully chilled. All the hype about bouquet, taste, smoothness, etc. was true and made it easy to consume. A bangers and mash lunch followed (the French have a fancier name) accompanied by more and more Nouveau, while less and less people were there to drink it. Photographs now available show 4 or 5 hardy types sitting in an otherwise empty dining-room, upholding the reputation of our Club. Actually, that was about all they could uphold, given those lopsided grins.

Finally, as the restaurant staff began serving dinner, our Beaujolais luncheon drew to a close. Being in a windowless area, no one expected the tempête that awaited us on the sidewalk. The air was filled with particles of solid humidity, while heads were filled with Beaujolais Bravado. Of course our cars could be driven home. Why not? Well, I'll tell you why not ... because my neighbours couldn't believe their eyes when the next day I was outside in the snow washing SALT from my poor, beautiful old car. Never again!

In conclusion and by all measures, the Rally Nouveau Beaujolais was a success. We are an adventurous Club and attendance was a sellout. Thank you.

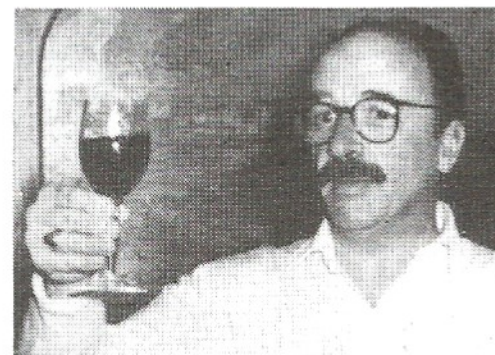
On behalf of the VEAE, its executive and members, we express our sincere appreciation to the SAQ for its sponsorship of the Rally and for the invitations to the pre-launch party. Finally, to Richard Boudrias, a medal for patience and perseverance in organizing this collaboration.



Rapport du directeur des activités

Activity director report

Richard Boudrias



Le calendrier des activités 1985 n'est maintenant que bons souvenirs, photos éloquentes et nous inspire des projets grandioses pour la saison prochaine...!

Souvenez-vous de la visite de la Brasserie Labatt, du Gymkhana, du 80 milles/gal d'une certaine Austin Healey noire..., le concours de pique-nique chez les Gilbert, sans oublier le "week-end" à Stowe, les Montgolfières et le rallye Hemmy, la température sibérienne du Beaujolais nouveau et pour clôturer, le diaporama à l'occasion du vin et fromage chez notre ami Gérard "Corby" Maltais!

Comme vous le savez, chaque année votre Club décerne un trophée au membre qui, par sa participation ou sa visite, a accumulé le plus grand nombre de points.

Voici le résultat des cinq finalistes:

Good souvenirs, eloquent photographs and super projects are now all that is left of the 1985 activities.

Remember the visit to Labatt Brewery, the Gymkhana, the famous 80 mi/gal of a certain black Austin Healey..., the pic-nik competition at the Gilbert, our great weekend at Stowe, the Hot Air Balloons, the Hemmi Rally, the cold morning of the "Beaujolais nouveau" and last but not least, our now legendary wine and cheese at Gerry "Corby" Maltais.

As you know, each year, your Club awards the member who by his/her participation has accumulated the highest number of points.

Here are the results of the five finalists:

<u>Rang/Rank</u>	<u>Nom/Name</u>	<u>Points</u>	<u>Chance</u>
1	Jean Nocera	41	4
2	Roy Gillings	30	3
3	Carol-Anne Auger	27	2
4	Billy Israel	24	2
5	Paul Dorval	18	1

et les autres/and the others: alphabetic/tique

<u>Nom/Name</u>	<u>Points</u>	<u>Chance</u>
Boissonneault Serge	12	1
Boudrias Richard	36	3
Bourgeois Marc	31	3
Briggs J.E.	8	
Bureau Gilbert	6	
Chartrand Phil	5	
Cohen Howard	8	
Colombani Henri	13	1
Cook Ronald	21	2
Darakjian Zaven	3	
Deans Robert	5	
Deslauriers Robert	3	
Desroches Gilles	18	1
Harry Francis	3	
Janeau Olivier	3	
Keery Jack	28	2
Kundig René	10	1
Lafortune Jean-Pierre	18	1
Legault Michel	3	
Lumsden John	36	3
Maltais Gérard	21	2
Marcoux Jean	3	
Merson Tom	41	4
Nobert Léo	5	
Noiseux Daniel	41	4
Ouimet Pierre-André	21	2
Pidoux John D	3	
Pinsky Joel	5	
Prager Vincent	5	
Shelso Robert	10	1

N.B.: THE "SUPER SPOUSE" AWARD GOES TO BEE GILLINGS. CONGRATULATIONS!

Treasurer's Report

by Jack Keery



ENTHOUSIASTES DES VOITURES EUROPEENES D'AUTREFOIS VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

Unaudited
as at 2.24.86

Statement of Revenue and Expenses for the year ended December 31, 1985

<u>REVENUE</u>		
	<u>1985</u>	<u>1984</u>
Annual Dues	2,350.00	1,655.00
Badges	90.00	165.00
Activities	2,230.50	1,067.50
Interest (1)	310.86	305.09
Advertising (2)	60.00	585.00
Miscellaneous	100.00	Ø
	<u>5,141.36</u>	<u>3,777.59</u>
	=====	=====
<u>EXPENSES</u>		
Activities	3,152.52	2,106.67
Administration	253.29	532.40
Autosiate/Bulletins	959.30	894.17
Badges	60.00	110.00
Miscellaneous (3)	278.50	50.00
	<u>4,703.61</u>	<u>3,693.24</u>
	=====	=====
Excess of Revenue over Expenses	437.75	84.35
Members' Equity beginning of Year	<u>4,701.94</u>	<u>4,617.59</u>
Members' Equity, end of year	<u>5,139.69</u>	<u>4,701.94</u>
	=====	=====

ENTHOUSIASTES DES VOITURES EUROPEENES D'AUTREFOIS
VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

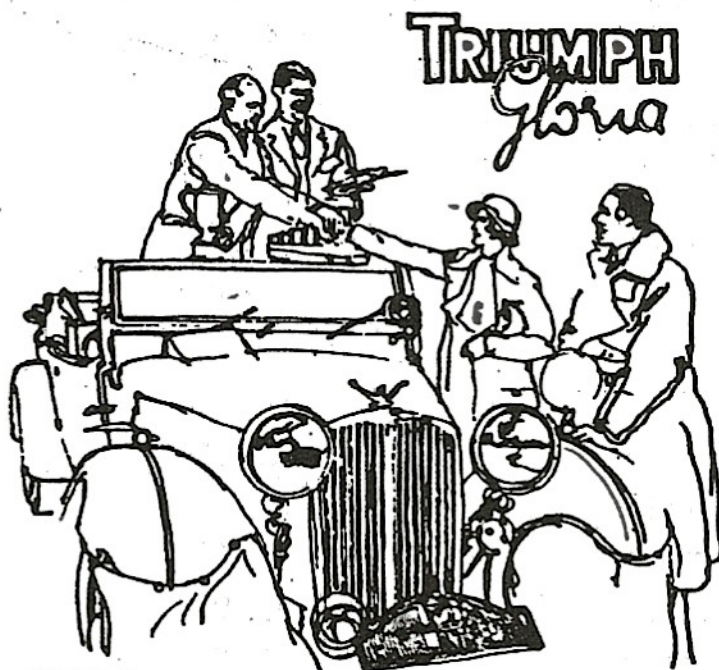
Balance Sheet as at
December 31, 1985

ASSETS

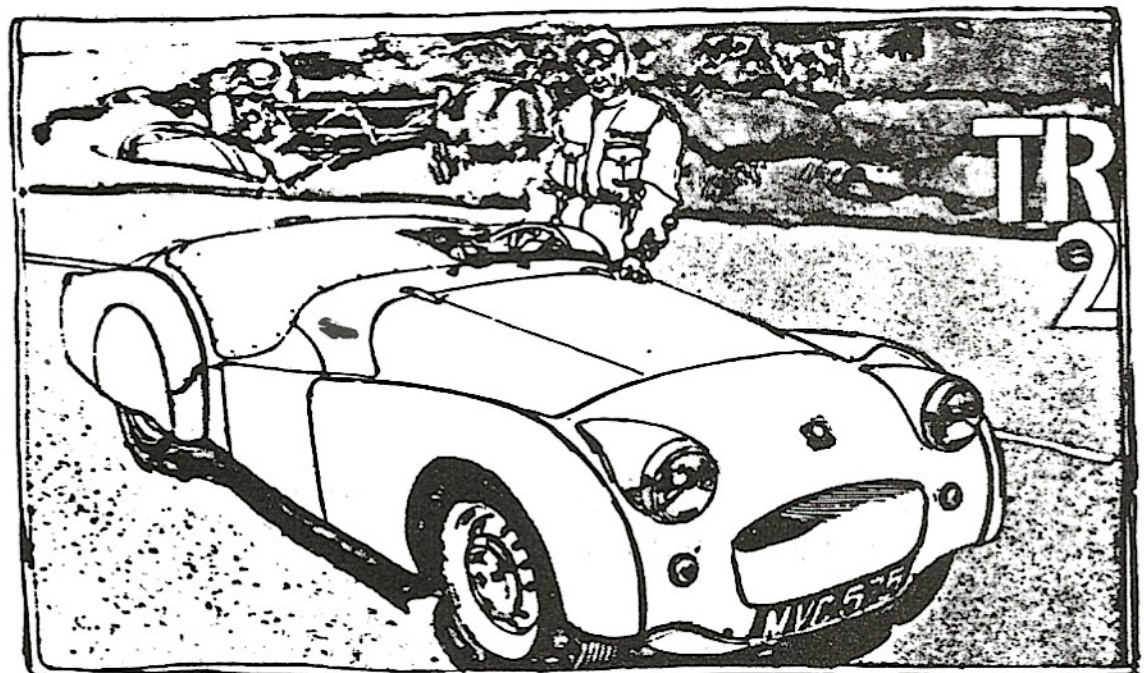
	<u>1985</u>	<u>1984</u>
Cash	1,983.02	1,185.27
Accounts Receivable	Ø	300.00
Accrued Interest Receivable	156.67	156.67
Guaranteed Investment Certificate (Maturing April 24, 1987)	2,000.00	2,000.00
Club Badges (100 @ \$10.00)	1,000.00	1,060.00
	5,139.69	4,701.94
	=====	=====

LIABILITIES & MEMBERS' EQUITY

Members' Equity	5,139.69	4,701.94
	5,139.69	4,701.94
	=====	=====



1934 Our reputation continues to grow as a Triumph Ten Gloria wins the light car division of the Monte Carlo Rally.



1952 Triumph's greatest landmark in sports car manufacture was the 4 cylinder, 2 litre TR2... more performance for the price than had ever been offered before plus the economy of an amazing 30 mpg. Ken Richardson unveiled it in a dramatic 120 mph dash on the Jabbeke Highway, Belgium.

ENTHOUSIASTES DES VOITURES EUROPEENES D'AUTREFOIS
VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

Notes to Statement of Revenue and Expenses

1. Interest Income

Includes a sum of \$156.67 of accrued interest income for the period May 1 to December 31, 1985 payable on the Investment Certificate on April 24, 1986.

2. Advertising Revenue

Was not totally realized during 1985, due to a decision by the Board of Directors to align Autosiaste volume/issues with the calendar year. Thus, advertising normally billed in October is delayed to January 1986 and will accrue to fiscal year 1986.

3. Miscellaneous Expenses

An amount of \$240.00 was written off as bad debt during 1985. This sum represents the non-payment of 1984 advertising revenue accrued for collection in 1985.

Bienvenue — Welcome

- | |
|--|
| <ul style="list-style-type: none">• John Ciaccia (Norma)
1950 Jaguar Mark V• John Price (Elizabeth)
1966 Jaguar 420 |
|--|

E.V.E.A. Eligibility

The "eligibility" of cars in Club events has been discussed at length at recent committee meetings. This is an attempt to summarise the issues as they appear at the end of 1985.

CURRENT RULES

Membership is open to all who are enthusiastic about old European cars and who are prepared to pay the annual membership fee.

The current debate concerns the eligibility of members' cars for participation in Club events.

As it stands now, an eligible car was manufactured in Europe before the end of 1961. There is no argument over this point, although we have not wrestled with the definition of Europe yet (will Ladas be eligible in the future?).

In addition, cars which were on the market in 1961, or which in a pinch were exhibited at a Motor Show in 1961, and which continued to be sold after that date are also considered to be eligible.

Less certain is the notion that in any case the car must be at least fifteen years old (1972 and younger VW Beetles and BMC Minis not allowed).

THE PROBLEM

The current rules were established when our Club was founded over ten years ago, and they have served well. It should be noted that eligible cars at that time were therefore at least fifteen years old. Now eligible cars have to be at least twenty-five years old, subject to the exceptions noted above, and the wisdom of retaining the current eligibility criteria is being questioned.

ALTERNATIVES

A non-exhaustive list of possible new eligibility rules follows. In all cases the cars have been manufactured in Europe.

1. 25 YEARS OLD AND OVER.

This option would start the eligibility date moving forward year by year. A problem to be addressed is what to do about currently eligible cars (the '67 Austin-Healeys and Morgans) which would be disenfranchised.

2. 25 YEARS OLD PLUS THE SAME DESIGN AT LEAST 15 YEARS OLD.

This option would soon make cars such as MGB's eligible. We are not agreed that this would be a good thing.

3. 15 YEARS OLD.

This option would be similar to the situation which prevailed when the Club was founded, but is thought by some to be too liberal.

4. 15 YEARS OLD WITH "COOKE FORMULA".

Under the Cooke formula, 1961 would be used as the base year, and for all events where results are counted, older cars would be given an advantage based on their age relative to '61. For example a '58 Isetta

would have its score multiplied by 61/58 or 1.05, and a '49 TC would get a 61/49 or 1.24 factor. Conversely a '67 Daimler would be penalised by a 61/67 or a 0.91 factor.

5. 25/15 YEARS AS OPTION "2" WITH MODIFIED "COOKE FORMULA".
In this case the main criteria changes from 1961 to one based on 25 years old. Cars of the type manufactured 25 years ago, and still in production after that date, will be eligible, always providing that they are at least 15 years old. Post 1961 cars will be handicapped based on age relative to '61, e.g. a '70 XKE would have its marks factored by 61/70, or 0.87.
6. OTHER PERMUTATIONS.
Many other combinations are possible. However in our debates it is clear that we are not talking about increasing the current age requirements, and that we tend to be cautious about major decreases. Fifteen years is certainly the lower limit contemplated. In all cases we want to retain the eligibility of cars now considered eligible, even if the existing definition is not crystal clear.

POINTS OF VIEW

Several views are held to support change, or to maintain the status quo.

THE LOOK

Our cars should not look like modern cars, but should be clearly from an earlier period.

COMPETITION WITH MORE MODERN MACHINERY

Allowing the age limits to decrease will provide unfair competition for those driving older cars. It is tough to rally a "T" series MG against a late sixties Daimler or Mercedes.

RISK OF BEING OVERUN WITH MGB'S

For some time this has been the reason for maintaining the current policy, and is understood to have been one of the original ideas behind the choice of 1961. There are large numbers of these cars around.

BEATLES AND MINI'S ARE NO PROBLEM NOW

Despite their eligibility under existing rules, and their large numbers, there are no Beatles or Mini's in the Club now, so we probably won't be overrun by MGB's.

EXISTING COMPETITION

If you're rallying a TC, or for that matter a Sprite, Morris Minor, or 11BL, the differences between the currently eligible XKE's, DB4's, Austin Healey 3000's, and the Lotus Europa's and 280SL's which might become eligible are somewhat academic.

LONG-TERM SHRINKING OF NUMBER OF CARS IN USE

If we don't start moving the eligibility date forward, in the long term we will have fewer members participating with their cars, as these become more precious, or relatively difficult to operate.



PNEU ASTRO

Alignement pour **toutes** voitures (apportez vos spécifications)

Alignment for **all** cars (simply bring your specifications)

Freins/suspensions, brakes and suspension work.

Attention: Special prices on tires to V.E.A.E. members

Prix spéciaux sur les pneus pour les membres du E.V.E.A.

Demandez Claude Giroux.

Pneus Astro (Québec) Ltée

230 Michel Jasmin

Dorval, Québec

514-636-9000

FEDERAL EXPRESS

Cansica Inc.

Licensee/Représentant

4119 Sherbrooke

Westmount, Qué. H3Z 1B6

(514) 931-3504

Canada's new overnight small package
service to and from the U.S.A.

Le tout nouveau service trans-frontières
assurant la livraison de petits colis
du jour au lendemain.

Montréal
(514) 636-9677

Ottawa
(613) 521-6151

Toronto
(416) 677-4600

London
(800) 268-4868

Winnipeg
(204) 772-2408

Calgary
(403) 230-1276

Edmonton
(403) 955-2708

Vancouver
(604) 273-1544



MÉCANIQUE GÉNÉRALE SUR VOITURES EUROPÉENES

3148 BOUL. ROBERT, ST-MICHEL **725.9341**

LES PIÈCES ANGLAISES



MARIO BOIES & ASS.

BRITISH MOTOR SPARES



Triumph

HILLMAN

- PIÈCES DE MECANIQUE ET CARROSSERIE
- MANUELS DE REFERENCE
- CONSEILS TECHNIQUES SUR L'ENTRETIEN ET LA RENOVATION



317 ST-DENIS, ST-LAMBERT, QUE. (514) 465-1766



Nous avons plus qu'un service personnalisé... Nous offrons le service par excellence.

We have more than a personalized service... We offer the service "par excellence".

Vous pouvez maintenant profiter de notre nouveau service de Minibus (14 à 25 passagers)

You can now enjoy our new Minibus service (14 to 25 passengers)



Plus qu'un service... déjà une tradition
More than a service... Already a tradition



Samson Limousine

- Franchise de limousine exclusive Dorval
- Mirabel sur réservation seulement
- Service transport privé ou exécutif
- Service aux hôtels - contrôle par radio
- Visite guidée des points d'intérêt
- Voiture luxueuse/Chauffeurs en uniforme
- Complète coordination - convention/commercial
- Interprètes disponibles
- Exclusive Limousine concessionaire Dorval
- Mirabel reservations only
- Executive and private transportation services
- Radio dispatched Hotel service
- Guided sightseeing All points of interests
- Luxury liveried Limousines
- Full convention and commercial service
- Multi-lingual group coordinators

Reservation: (514) 631-LIMO (5466) / 1-800-361-9292 / Telex 05-822-805



Travel Resources (Montreal) Limited

Voyages Ressources (Montréal) Ltée

Jack F. Keery
President

4119 Sherbrooke
Westmount, Québec
Canada H3Z 1B6
Tel. (514) 931-4730

Marc Bourgeois, U.L., M.B.A.
Avocat

Guy & Gilbert

770, rue Sherbrooke ouest
Bureau 2200
Montréal (Québec) H3A 1G1

Téléphone: (514) 281-1766
Télex: Eureka Mil 055-60053

651-5500
527-8995

Serge Paquette Inc.
COURTIERS D'ASSURANCES



Gilles Paquette, C.D.A.A., F.I.A.C.

280 ouest, St-Charles, suite 101
Longueuil, Qué., J4H 1H3

Marché d'assurances
particulier pour
voitures anciennes

Petites annonces

1959 Jaguar XK-150 (ex Hans Burgermeister) fine older restauration. FHC O/D wire/wheels. Over 20 000 \$ - invested asking 16 000 \$ - O.B.O. Daniel Noiseux, 274-9977.

1956 Hillman Minx series I two-tone green/beige, ex concours winner. Fine parts availability. Excl. cond. asking 4500 \$ Daniel Noiseux, 274-9977

LE BRUIT ET LA FUREUR
1965 Austin Healey 3000 Mk III British Racing Green. Suspension, échappement, toit et carrosserie refaits à neuf. Part toutes distances. Acheteurs sérieux seulement.
Lorraine, 737-9392



UN HAVRE DE PAIX

Vous cherchez un endroit sûr pour garer votre voiture ancienne. Nous vous offrons un garage en béton armé, chauffé, exclusivement consacré aux voitures anciennes.
A l'année seulement, 30 \$/mois.
Contactez Lorraine au 737-9392.

ENVOYEZ-NOUS VOS PETITES ANNONCES
C'EST GRATUIT...

L'Autosiate
C.P. 332
Ville Mont-Royal, H3C 3P6
N'attendez pas!...
Envoyez-la MAINTENANT!

AMPHICAR 1963, la fameuse voiture qui roule sur terre et eau!
Tél.: (418) 486-7840.

Moteur de AUSTIN HEALEY série 3000 avec transmission (1958). Refait (factures à l'appui). 500 \$.
Mario Paradis, 82, 80e Ave., P.A.T., Montréal, Qué., H1A 2L6.

MGA décapotable RDST 1961, 3900 \$ seulement. Tél.: (514) 625-1660.
Laval, Québec.

MGTD 1952 Roadster.
Tél.: (514) 227-6802

MGY 1948, un modèle unique. SD4P 4000 \$. Tél.: (514) 467-9344.

AUSTIN HEALEY RDST 1966
Tél.: (418) 831-8627.

CITROEN ID-19 SD4P 1961. Impeccable.
Tél.: (514) 323-1900

HILLMAN SD4P 1962. Une voiture assez rare. Tél.: (514) 728-8370.

HILMAN décapotable (rare!) 1960. Exc. Cond. Fonctionne très bien. 5000 \$. Une jolie petite voiture ancienne économique.
Tél.: (819) 394-2858 (Bertrand).

MERCEDES SPORT 2 places 1960-75.
Michel au (514) 340-1030

MERCEDES BENZ "190" diesel 1963.
IMPECCABLE. Tél.: (514) 340-1030.

MERCEDES 220 SE Coupé 1963
Tél.: (514) 463-3647

MGTC RDST... superbe! (modèle 1948), 8000 \$ seulement. Tél.: (604) 764-8586 (Colombie-Britannique, CANADA).

MGTC 1949, millage d'origine, complète de A à Z, couleur rouge. Une voiture qui a été importée d'Angleterre.
André Chrétien, Gaspé Harbor, Qué.
Tél.: (418) 368-3985

SKODA 4 cyl. SD2P, 35 000 milles 1966.
Tél.: (514) 465-4930

TRIUMPH SPORT V-6 1962.
Tél.: (514) 270-7565

VOLKSWAGEN COCCINELLE décapotable 1979... rare et belle.
Tél.: (514) 733-7852

VOLVO P-1800 SD SPORT COUPE 1968.
1000 \$. Tél.: (514) 661-3118

MERCEDES BENZ 4 cyl., modèle "200", diesel, toit "soleil", SD4P 1966.
MERCEDES 6 cyl., modèle "220", gazoline, mécaniquement A-1.
Tél.: (514) 661-5032/340-1030

KARMAN GHIA décapotable 1969.
Tél.: (514) 325-3733.

MG TD 1952 en bon état. Doit vendre.
Tél.: 336-6515, Burlington, Ont.

REVUES "L'ILLUSTRATION". Numéros du salon. Octobre 1935, octobre 1936. 40 \$ ch. Gilbert Bureau, 4913 Patricia, Montréal, H4V 1Y7, Québec.
Tél.: (514) 484-7568.


REVUES MoToR SHOW ISSUES (Salon de l'auto): janvier 1930, 45 \$; janvier 1931, 35 \$; janvier 1932, 55 \$; janvier 1933, 45 \$; janvier 1935, 45 \$; novembre 1938, 45 \$.


Jaguar XK150, Roadster 1959
3,8 litres, bonne condition.
Tél.: (514) 845-8009
ou le soir au (514) 288-0081.

ON DEMANDE
Voiture sport anglaise pour un projet de restauration.
Martin Duchesne, 679-8900.

Activités — Events 1986

Date	Activité/Event	Responsable
February 21 février	Soirée de cinéma/Cinema night	Ron Cook
March 22 mars	Assemblée générale annuelle/ Annual General Assembly	Marc Bourgeois
April 27 avril	GYMKHANA	Tom Merson
May 18 mai	Tournée d'économie/Economy run	Richard Boudrias
June 1 juin	Rallye bénéfice "coupe Hemmi"/ Fund raising Rally "Hemmi Cup"	Richard Boudrias
July 13 juillet	Pique-nique "Chez les Gilbert"	Marc Bourgeois
August 9-10 août	Week-end à STOWE	Richard Boudrias
August 17 août	Montgolfières (date à confirmer/ date to be confirmed)	Richard Boudrias
September 14 septembre	Randonnée des vendanges "Côtes d'Ardoise) (grapes outling)	Marc Bourgeois
October 24 octobre	Vin & fromage - chez "Corby's" - wine and cheese	Gerry Maltais
November 21 novembre	BEAUJOLAIS NOUVEAU (date à confirmer/ date to be confirmed)	Richard Boudrias





CORBY/WISER'S

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
Tél.: (514) 769-4573

E.V.E.A. C.P. 332, V.M.R., H3P 3C6 - V.E.A.E. P.O. Box 332, T.M.R., H3P 3C6
MONTRÉAL, Q.C. CANADA

carl benz 1844-1929

