

AUTOSIASTE

vol 3 no 3

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



Leonetto Cappiello 1875-1942

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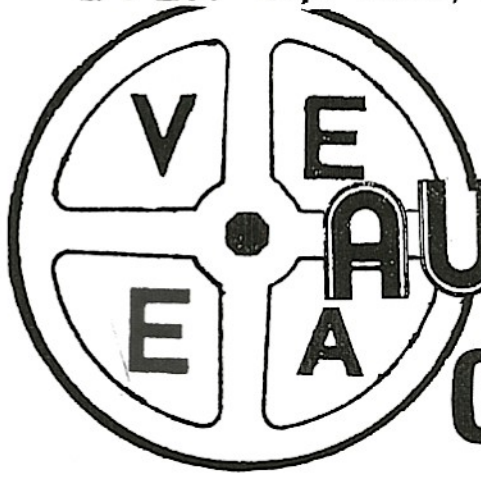
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Juillet 1977

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EDITORIALLY SPEAKING...EDITORIALLY SPEAKING...EDITORIALLY SPEAKING...EDITORIALLY SPEAKING
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EDITORIALLY SPEAKING

The Autosiate gets better and better! Its an encouraging sight folks, this months magazine has lots of lovely photos, good articles (and then there's my stuff!) and reports.... its all here.

Remember that article you meant to write, remember those pictures of you sliding to victory in last years what-ever???? Why not send them in!? Either to myself or to Bob Neapole or by way of our post office box. Its your magazine, why not show yourself off in print?

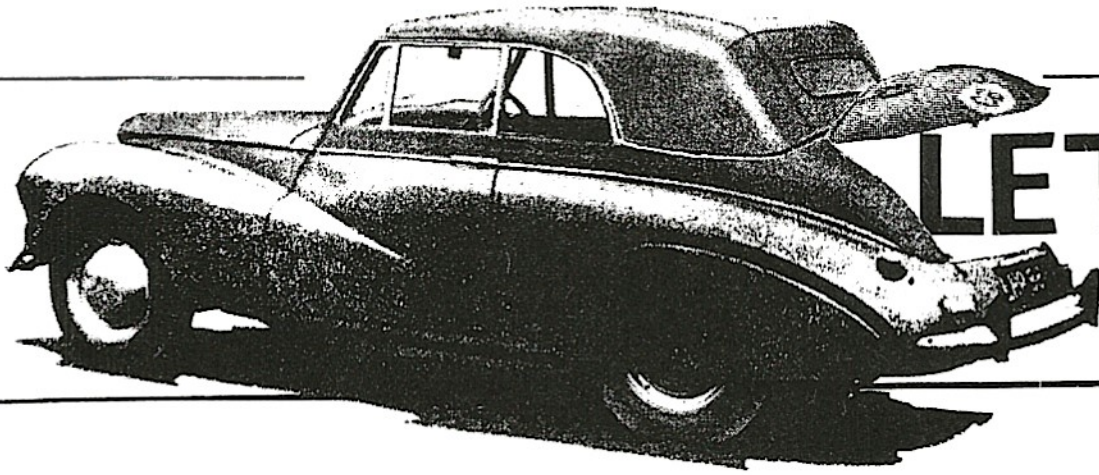
So far I've had one taker for the "At the wheel" road tests where Club owners would talk about what its like to drive his/her car... be warned, if someone doesn't offer I'll subject you all to another Singer article!!! Perhaps Pat Mullen would scribble a few driving impressions of his M.G., if he can find the steering wheel!????!

Also in the near future Hugh Jockel will be telling us a little about the Silver Jubilee gathering of Rolls and Bentley cars which he was lucky enough to see in England recently and we hope to have a few pictures of that to print as well.

Lastly, may I apologize for the three or four week delay in the last issue but it was partly due to lack of material and mostly due to delays at the printers, hopefully this one is more on time.

Remember: the deadline for next issue is around August 15.

*Phyll
Davis*



LETTERS

TO THE EDITOR

Le 1 $\frac{1}{2}$ juillet 1977

Messieurs les pseudo-connaisseurs,

Pour pouvoir se targuer d'être à la hauteur d'Iznogoud, il ne faut pas avoir à chercher les réponses à ses questions anodines au point de devoir retarder la parution de l'Autosiate de près de trois semaines. Je croyais vraiment qu'au moins vous auriez la décence de revenir avec un défi légèrement plus captivant que vos petites devinettes sur notre cher André Citroën, alors qu'il s'arrêtait à penser au principe de suspension et de traction avant qui équipa d'abord sa 7CV puis ensuite à partir de septembre 1934 et jusqu'en avril 1935 sa désormais célèbre traction avant 11CV. En effet.....(j'ai ici écrit un livre sur le sujet, mais le temps de tout dactylographier eut été trop long). En ce qui concerne cette photo d'une vénérable voiture dont le nom aujourd'hui subsiste encore, il est évident que c'est une Lagonda, même mon fils cadet l'eut deviné au premier coup d'oeil.

Maintenant, les choses sérieuses, puisque vous comptez égaler la science du seuuuuul et uuuuuunique Iznogoud.

Je pousse même l'audace jusqu'à demeurer sur votre propre terrain. Comme vous le savez donc, Lagonda fut une grande marque. Entre autre chose, ils furent les premiers à offrir sur une voiture de série, un principe automobile aujourd'hui assez couramment utilisé, mais qui demeure l'apanage d'une certaine classe de voitures. Vous saurez sans doute de quoi je parle, mais sauriez-vous aussi dire l'année durant laquelle cette première eut lieu?

Pour respecter l'honneur du grand André Citroën, que je connais très bien d'ailleurs, une question BONI digne de notre magnificence commune: Tous savent le sigle qui distingue les Citroën depuis moult années est celui des Doubles Chevrons, mais sauriez-vous me dire pourquoi ils furent retenus par Mon Cher André? N'oubliez pas Messieurs que nous jouons pour l'honneur de MA grandeur et qu'elle est, toujours ponctuelle, ne bénéficiant pas de la clémence des imprimeurs.

"May the Knight of the Rusty Rim inspire you" comme eut dit Tazio Ricardo s'il l'eut su!!!!!!

A dans un an, dans un jour.....

*Iznogoud
lui-même*

CLUB NEWS

Bravo a tout ceux qui ont participé à notre première Promenade d'essai de la saison. La température était fraîche mais le soleil était de la partie. Le départ eu lieu au Yacht Club à Dorval pour nous prendre par différents détours à Hudson et plus précisément au "Willow Place Inn" donc, je voudrais remercier spécialement LE GERANT pour avoir mis à notre disposition son parking et sa belle pelouse au bord du lac des Deux Montagnes, où certains ont dû faire leur PIC NIC! D'autres se sont restaurés dans cette agréable petite Auberge.

Malgré l'heure matinale, nous avons pu compter parmi nous, nos amis Ed. Richardson, P. Sonnenberg, Bruce Marshall, R. Neapole, B. Pollock, J. McFall, B. Taylor, Zaven Darakjan, D. Schmekel, B. Israel, D. Turgeon, P. Avis, Reusing et d'autres comme Pat Mullen venu spécialement de Vancouver assister au départ. Steve Weid malgré le travail que lui donne sa Jaguar. Bob Morrisson qui nous promet de bientôt participer aux activités du Club et Henri Colombani caméraman et photographe officiel qui nous promet d'excellentes vues de notre première sortie.

NEXT EVENT: is the Rally to be held August 7. You will be notified about the location of the starting point later. This year's event promises to be a little different, so please try to make it!

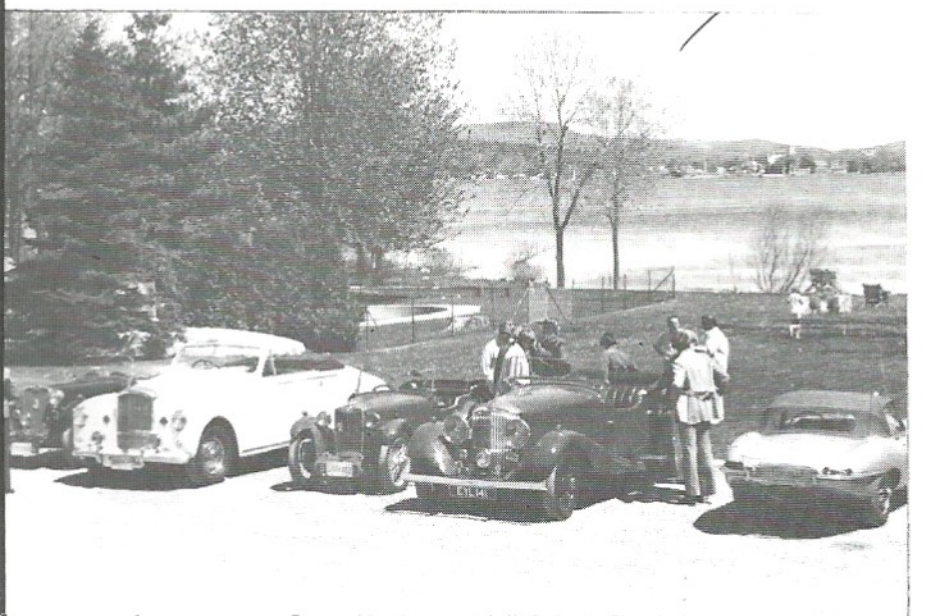
CONCOURS: The Concours scheduled for September 18 will be held this year in the most ideal setting imaginable - more about this in the next "Autosiaste" - but this is definately a "don't miss" event!

TREASURE HUNT: will be held August 28 and we will advise details later by 'phone or separate mailing.

STOP PRESS: Zaven has only had time to calculate the winning score in the Slalom held Sunday, July 10, and reports the winner was Ray Davis in a terrific reversal of form from the Gymkana!. Full details in the next "Autosiaste".

R. Hemmi

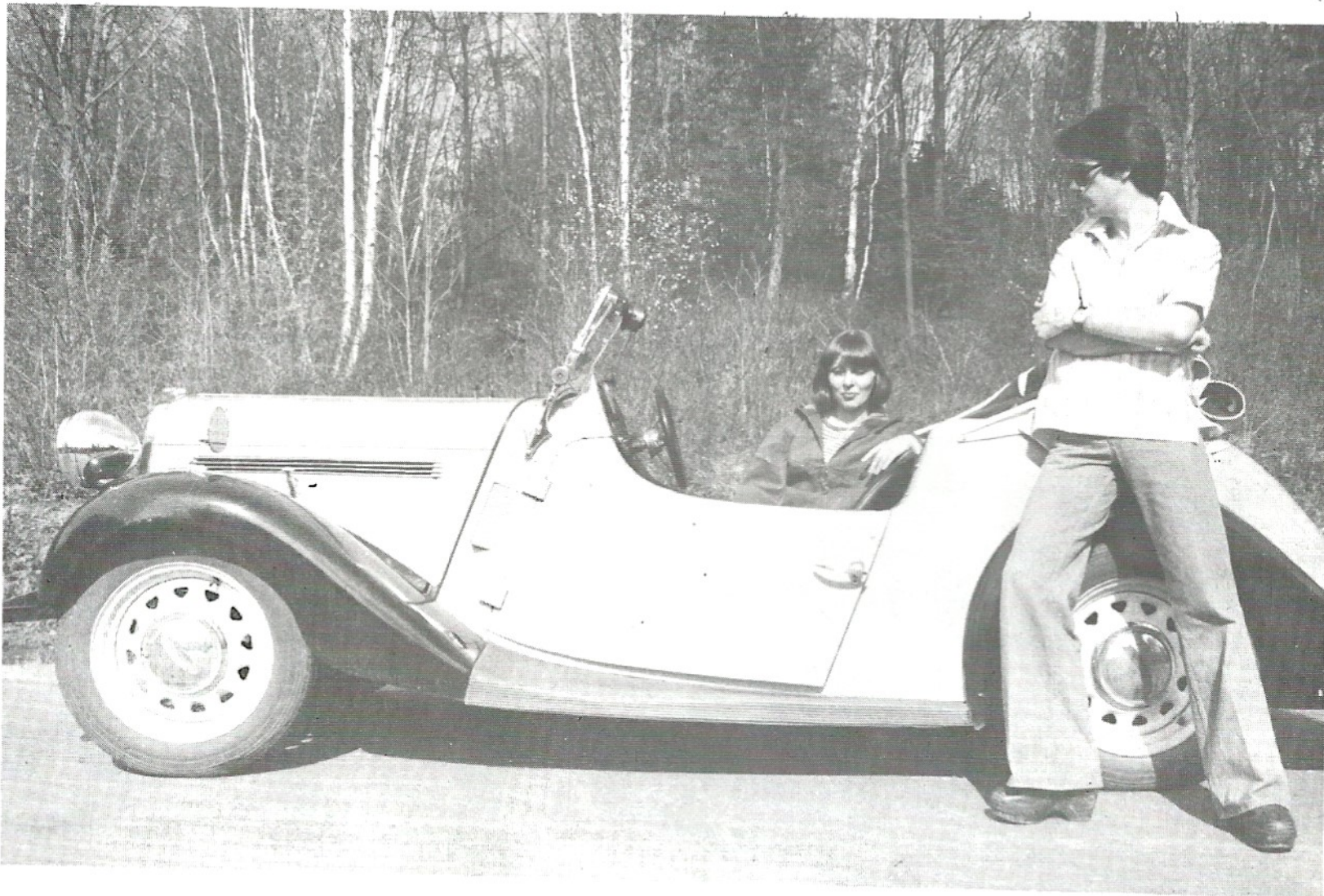
SCENE DE LA PROMENADE D'ESSAI





Last issue contained a mistake in the ETC concerning brake seal kits from Bob Tayler: they are for Lockheed brake systems not Girling but the brake fluid is Lockheed as stated. It is most important to use the original vegetable based fluid with this system as a mineral based type will destroy the Lockheed seals.

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Henri Colombani, architecte

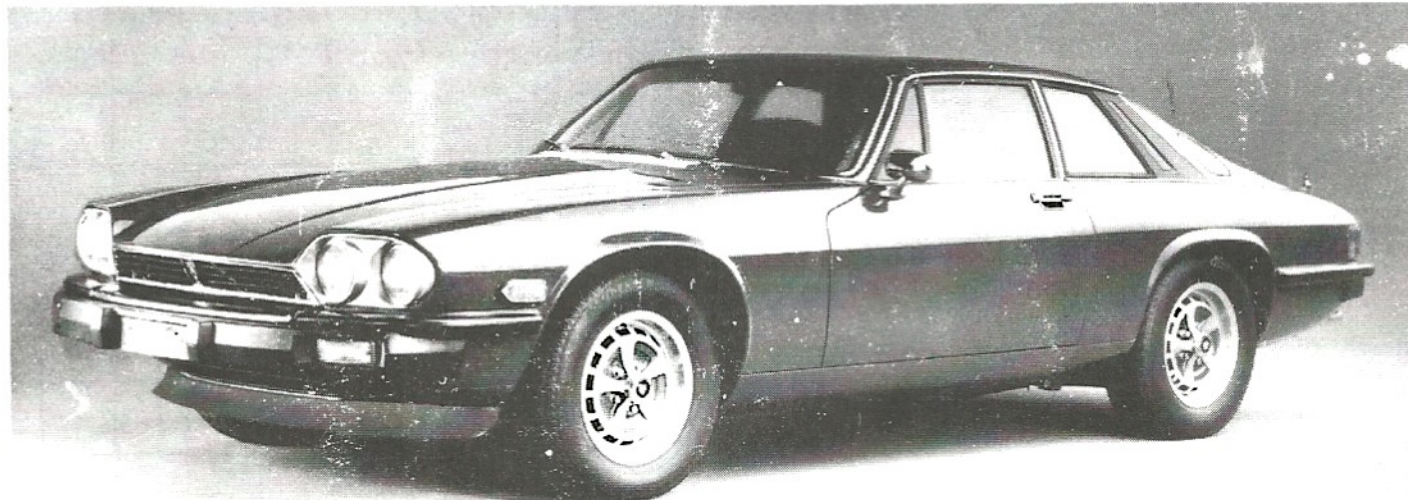


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Jaguar



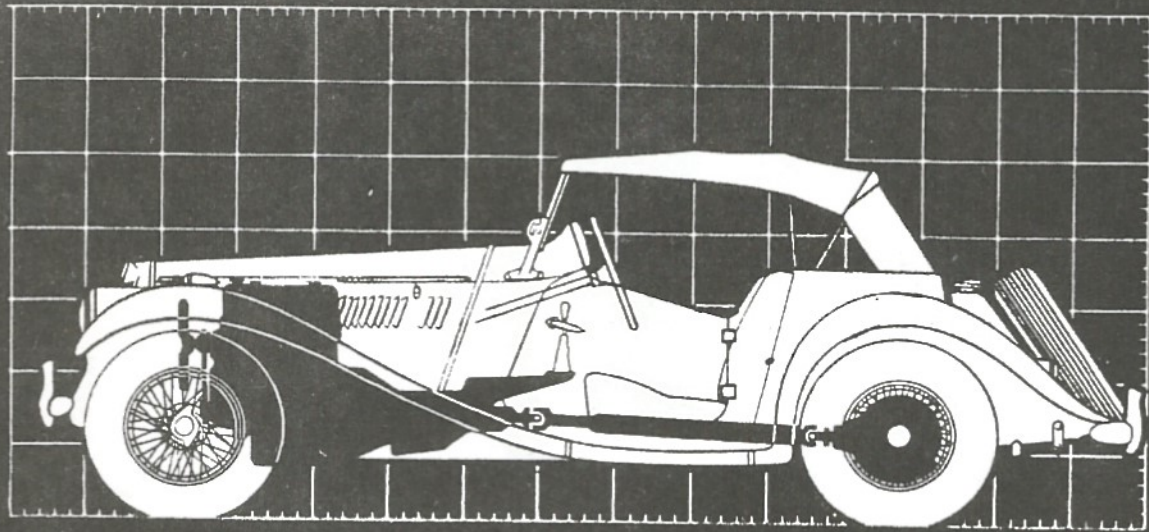
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IN PROFILE

MG-TF



DIMENSIONS

Wheelbase, in	94.0
Tread, f and r	48.2/50.8
Over-all length, in	147
width	62.2
height	52.4
equivalent vol, cu ft	278
Frontal area, sq ft	18.1
Ground clearance, in	5.9
Steering ratio, o/a	n.a.
turns, lock to lock	2.7
turning circle, ft	33
Hip room, front	44
Hip room, rear	44
Pedal to seat back	40
Floor to ground	14

CALCULATED DATA

Lb/hp (test wt)	41.2
Cu ft/ton mile	71.5
Mph/1000 rpm (4th)	15.6
Engine revs/mile	3840
Piston travel, ft/mile	2265
Rpm @ 2500 ft/min	4230
equivalent mph	66.2
R&T wear index	87.0

SPECIFICATIONS

List price	\$2195
Curb weight, lb	2020
Test weight	2370
distribution, %	50/50
Tire size	5.50-15
Brake swept area	170
Engine type	4 cyl, ohv
Bore & stroke	2.62 x 3.54
Displacement, cc	1250
cu in	76.3
Compression ratio	8.0
Bhp @ rpm	57.5 @ 5500
equivalent mph	86.0
Torque, lb-ft	65 @ 3000
equivalent mph	41.9

GEAR RATIOS

4th (1.00)	4.88
3rd (1.38)	6.75
2nd (2.07)	10.09
1st (3.50)	17.06

SPEEDOMETER ERROR

30 mph	actual, 28.8
60 mph	55.6

PERFORMANCE

Top speed (4th), mph	80.1
best timed run	82.5
3rd (6000)	67.7
2nd (6000)	45.4
1st (6000)	37.2

FUEL CONSUMPTION

Normal range, mpg	20/23
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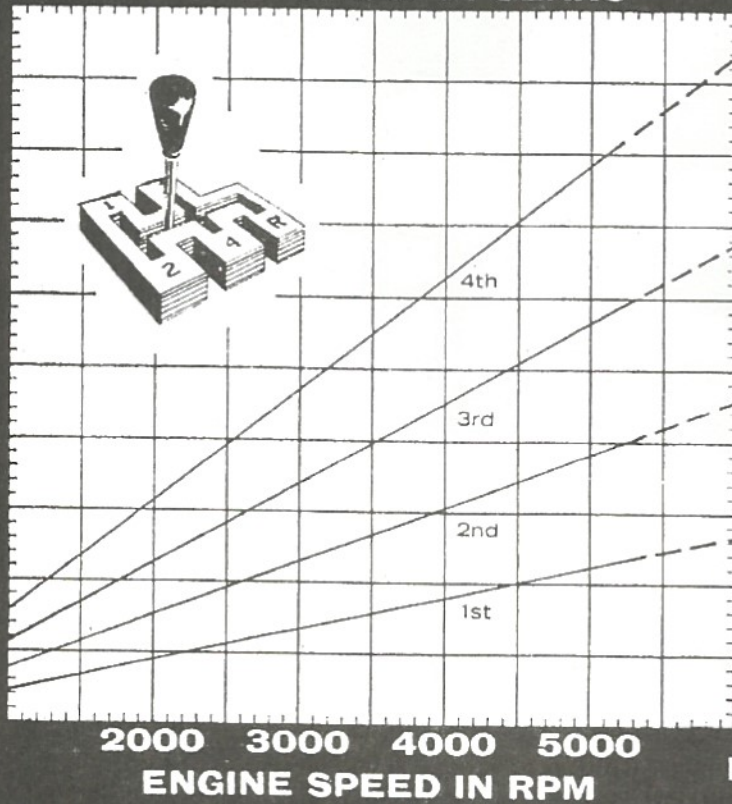
ACCELERATION

0-30 mph, sec	5.5
0-40	8.8
0-50	13.0
0-60	18.9
0-70	29.0
0-80	
0-100	
Standing 1/4 mile	21.6
speed at end	62.4

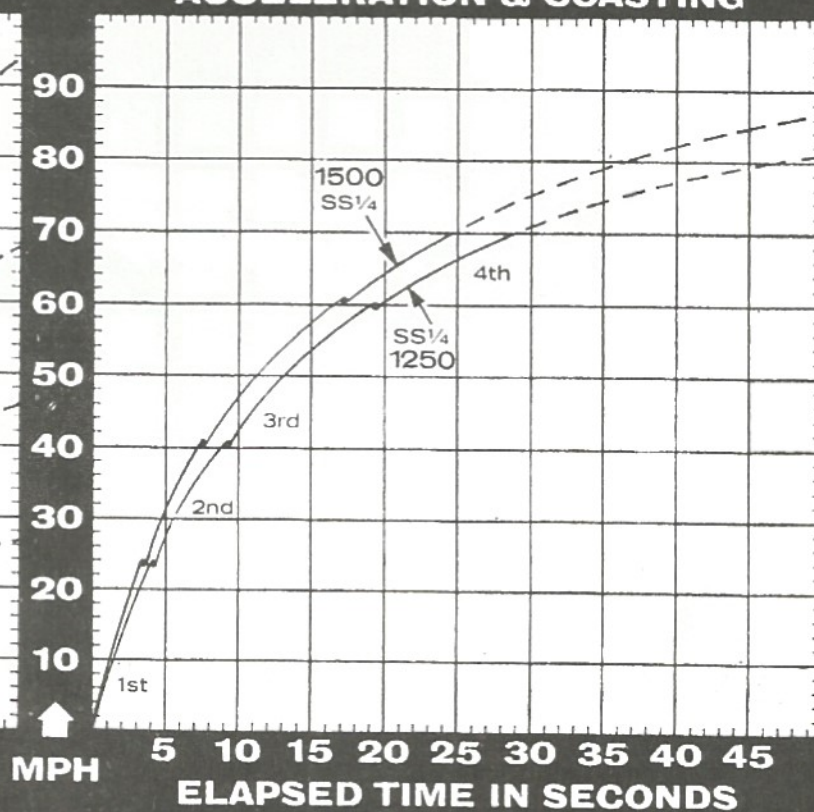
TAPLEY DATA

4th, lb/ton @ mph	160 @ 45
3rd	220 @ 36
2nd	340 @ 30
Total drag at 60 mph, lb	129

ENGINE SPEED IN GEARS



ACCELERATION & COASTING



.....Gymkana

The afternoon of the 12th of June saw those brave members out for the Gymkhana gather under threatening skies to do a bit of tire screeching and general zooming about at the Hewitt Plant in Pointe-Claire.

Competition Director, Zaven, came up with some interesting events, some done blindfolded, some just open speed trials but all, of course, against the clock.

Some moments of interest were: Ed. Richardson in the M.G. D. Type trying the "Back in and out of the garages blindfolded" trick with his last-minute navigator frantically trying to stop them from collecting a large set of pylons; while Phil Avis and friend attempting the "Around the bottle while holding a piece of string" test clocked up so many faults due to repeated reversings to compensate for his Singer's uncommonly poor steering lock that Zaven probably needed a calculator to get his score!

Bill Israel's Austin seven nipped smartly around the pylons although it seemed a shy bit top heavy at times, while Bob Marshall and Dirk Schmekel who shared Bob's XK 140 recently purchased from Dirk went expertly and left lots of rubber on the parking lot.

Bob Tayler's Singer Le Mans looked very sporting but suffered from battery trouble later in the day.

Quietest of all was Ralph Hemmi in his Bentley as he swooshed along. Even his tire squeal seemed muted! Also, seen for the first time was our new V.E.A.E. flag flying over the proceedings and the start of the Club cafeteria with Ralph supplying drinks at fifty cents a shot. All profits go into the Club's funds.

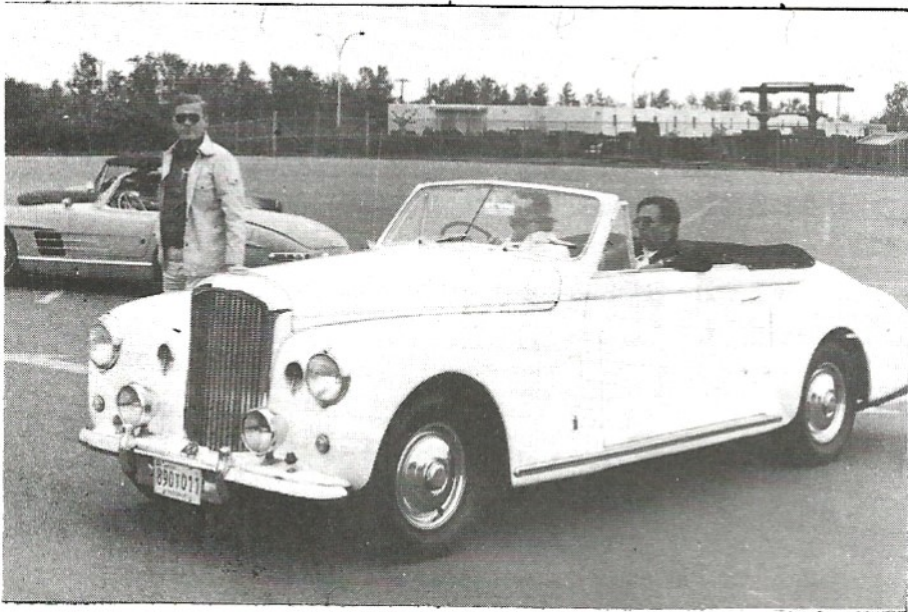
All in all, the day started a bit slow but gradually people loosened up, got involved, and turned in some good performances.. even the rain held off!!!

The five official events were:

- Blindfold Cross Garage
- Blindfold Bottle Course
- Blindfold Slalom
- Speed Slalom
- Stop Slalom with Bucket

(If you think these names are complicated, you should try to do them!)

Gymkana.



Ralph and our Western Representative



Bill Israel Spins the Bottle



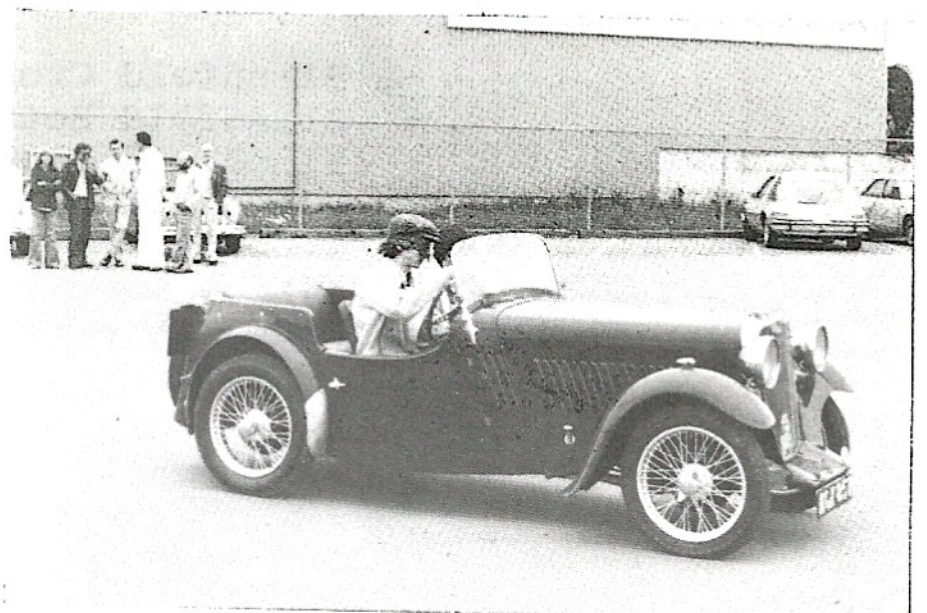
The Singer Team getting a battery transplant



Bill Sonnenberg at the "OFF"



Father and Son combination



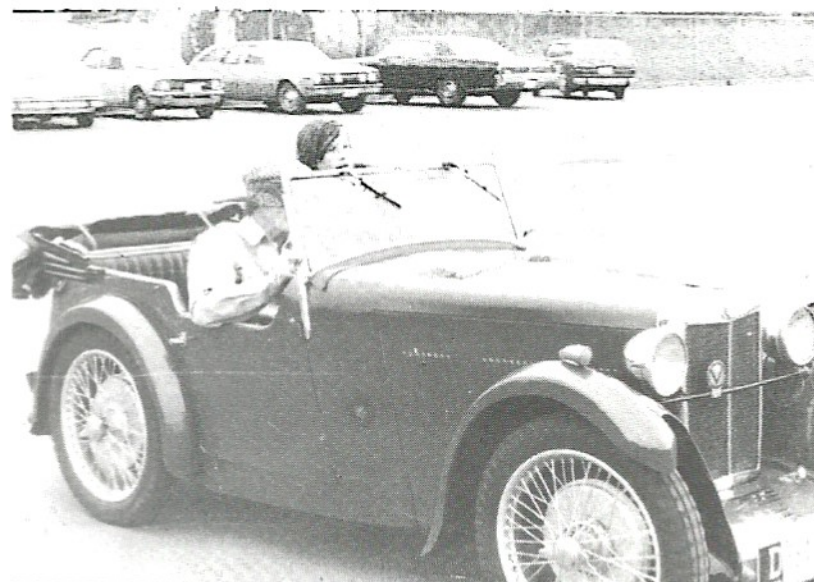
The blind leading the blind?

Official Results, using Zaven's abacus to calculate total penalty points for all events for each entrant, are as follows:

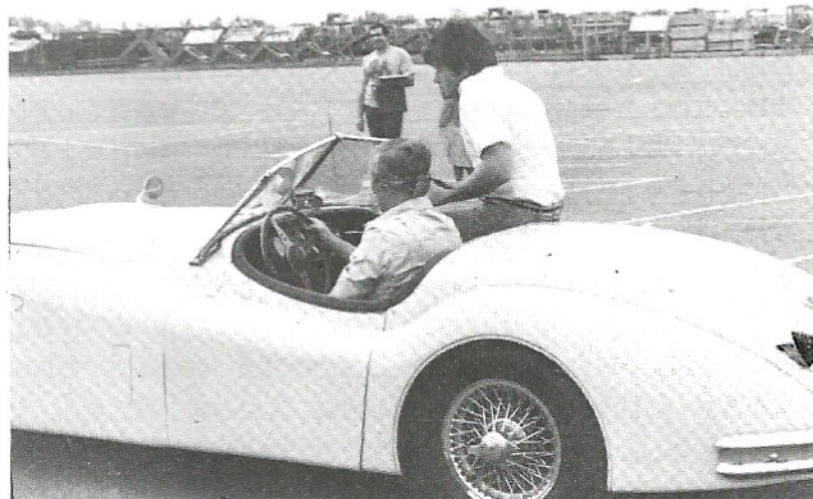
<u>PLACE</u>	<u>NAME</u>	<u>CAR</u>	<u>TOTAL PENALTY PTS</u>
1.	D. Schmekel	'57 XK 140	375
2.	R. Marshall	'57 XK 140	434
3.	R. Neapole	'34 3½ litre Bentley	499
4.	B. Israel	'35 Austin 7	519
5.	P. Sonnenberg	'59 XK 150	544
6.	R. Hemmi	'48 Bentley MK VI	564
7.	E. Richardson	'31 MG "D"	600
8.	P. Avis	'33 Singer Le Mans	606
9.	R. Davis	'58 Mercedes 300SL	761
Unplaced R. Tayler		'34 Singer Le Mans (partial for three events 398)	



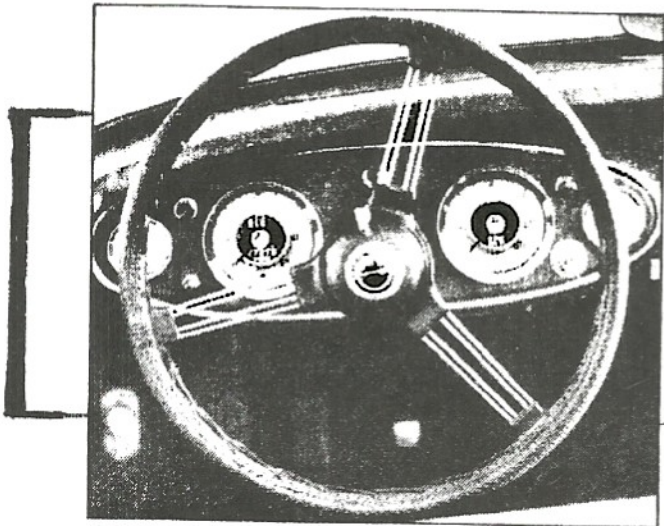
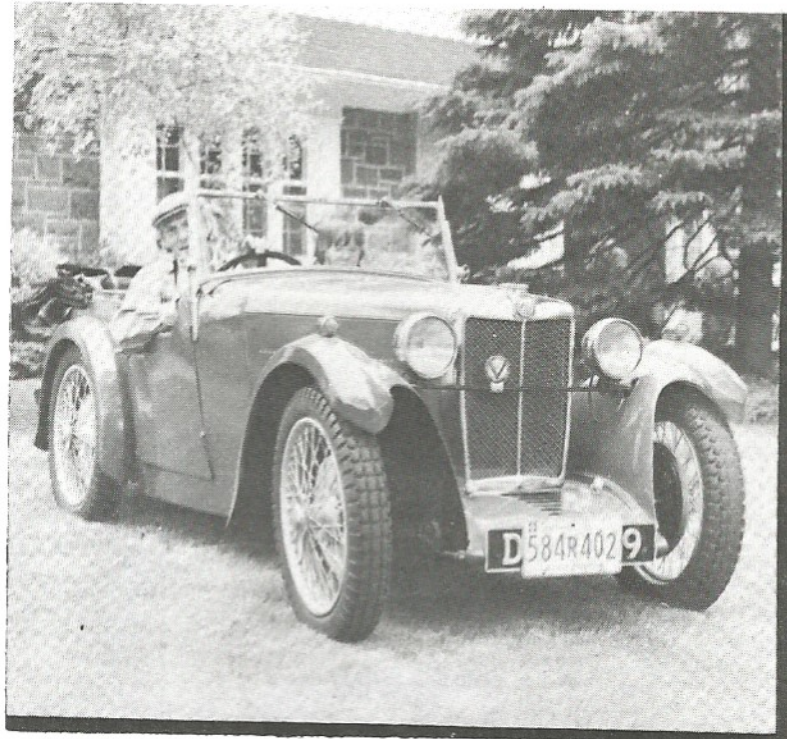
Zaven starting Ray Davis



Blind Man's Bluff



First and Second places coming and going



AT THE WHEEL

M.G. MIDGET - OCCASIONAL FOUR

KNOWN LATER AS THE D TYPE

by Ed. Richardson

Let me try and do this a little differently to the usual thing of this kind. Imagine two young men of about 21 giving their impressions of this car. One of them was 21 forty six years ago, the other had his twenty first last week. When they have had their say I will sort of sum up or something. So, to the year 1931, a time when 60 m.p.h. was a considerable speed - a mile a minute - something one boasted about at sherry parties and The Dansants: -"The M.G. Midget not only has a fascinating appearance, but goes exceedingly fast, 65 m.p.h. in this car is not an adventure but a delight. All cars seem to have a speed to which a sensitive driver settles down, some call it "cruising speed" others the "kindest speed". On the Midget this speed is 50 m.p.h. For an 847 c.c. the engine is remarkably flexible and on top gear with ignition retarded one can crawl along quite smoothly. Form 25 m.p.h. onwards top gear acceleration is very brisk, while on second gear the little car fairly leaps away. The gear changing needs knowing; the shortness of the gear lever and short travel of the clutch pedal are disconcerting to begin with. Although the exhaust has a healthy note when the throttle is wide open, the car itself is not unduly noisy, there are no annoying mechanical sounds and the indirect gears do not shout about their work.

"It is perhaps on hills that this infant phenomenon really excels. It will shoot up a 1 in 10 grade on top gear. On bottom gear one can climb any gradient, and starting on such grades presents no problem, the very low bottom gear is fitted with the trials driver in mind. The brakes are effective and as soon as it is realised that the fly-off hand brake is even more powerful than the foot brake, it actually operates the same cable system, one develops tremendous confidence, in the "anchor department". The high geared steering, one turn lock to lock, is a delight and the car corners flatly on its firm suspension. Altogether the M.G. Midget is an extraordinarily fascinating little car, both to look at and handle on the road".

Now the second driver: "The engine is noisy and rough, one seems to be as it were sitting amongst the machinery. Acceleration is negligible and top speed by no means impressive. The brakes are appalling. I found it virtually impossible to make a silent gear change either up or down and the clutch was like stepping on a beetle. The steering is touchy to say the least, when I sneezed I almost went off the road. I got the impression that springs were nonexistent and the constant weaving and twisting of the chassis became somewhat disconcerting. I think the final straw was the day I tried to start it on the handle, I almost broke my arm and my thumb is still in a splint! On handing the car back to its owner, some kind of masochist I should think, I asked him why there was no gas gauge, he looked rather sourly at me and without a word handed me a 3 foot dipstick!

And finally a few observations from the writer: - The second young man criticised the gear change, well most of our members I hope know all about his problems in that department, those that don't I suggest resign from the Club and take up steam engines or something. He obviously was far from happy with the brakes, well have again he just did not know how to drive the car, he did not realise that the handbrake was not a parking brake but a working brake and more powerful than the foot brake. Talking of the handbrake reminds me of the reaction of one's fair passengers all those years ago; sometimes its use would lead to a smack in the face and at others be the prelude to a rather lovely evening. Here it should probably be pointed out, that without exception one's girlfriends wore skirts, no jeans or pantyhose nonsense, and they knew how to enter and leave a sportscar with modesty and elegance. I wonder how many of my readers have driven a car in which the petrol could be turned off by the driver's left foot? I leave the possibilities of that ploy to their I hope adequate imaginations. Actually the car about which I write did not have that feature, but its immediate predecessor, the M, in which I drove many miles, did. Sometimes one was sort of "hoist upon one's own petard" and as the car spluttered to a stop, if one looked under the dash a shapely toe would be seen caressing the petrol tap. I seem to be getting a bit off course!

If I don't watch it I will find myself embarking upon a dissertation upon camiknickers, fascinating ingenious garments second only in interest to a good overhead cam set-up. Ah well, you wouldn't begrudge on old man an occasional nostalgic memory, would you? By the way I know a man who boasts that he was conceived in a M.G. Midget and says he can prove it, because he has an octagonal birthmark on his cheek, left lower. I wonder if he was putting me on? and yet you know his nickname at school was the "contortionist". Oh yes, let me say in conclusion, that if the "boy racer had retarded the ignition before swinging the engine, he would not have had any trouble with broken thumbs and things. We always used to say "Keep swinging engines with ignition advanced for enemies and mothers in law".

By the way my M.G.'s pet name in the family is - the little red bitch - bless her and her two bearing crank!



Back Fires

FROM A RELIABLE EXHAUST

BY *Phillip Davis*

Freshest in my mind at the time of writing would be the Gymkhana which was lots of fun. I thoroughly enjoyed making a fool out of myself and proving how poor the Singers steering lock is!

I was frankly quite nervous at the beginning of the day seeing as I had never done anything remotely like a Gymkhana before and we rang up a second to last place score and a (GULP) last place in the first two events. However, as the day went on I felt a bit more at ease and I think we scored a second in one event. Through it all the steering really seemed to impair our performance most. Closer inspection has revealed worn wheel bearings and a very bad track-rod end besides the bad steering box slack already known about. Sounds like a disaster doesn't it? Anyway I hope to fix all that over next winter.

The "Singer Team", girlfriend Jane, friend Steve and yours truly spend Saturday night polishing and painting to get the old girl ready for her first run of the season and lots of trouble was experienced putting on two new tires. The real trouble, mind you, was getting the tires in the first place. I couldn't get 4.50 x 18 car tires so I ended up buying Canadian tire "LEIN-SHIN" motorcycle tires.. well, at least they fit! We also had two new head lamp glasses cut as one was broken last summer. Very nice they look, too!

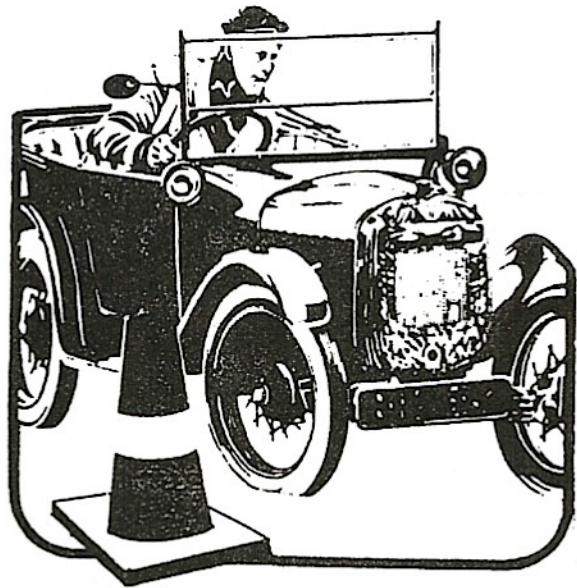
Not to be forgotten is our first run which was a while back and is a bit memorable for me. You see, the night before was my girlfriend's graduation and of course we stayed out all night. I didn't get home until 8:00 A.M. but I was determined not to miss the first run. I was too tired to drive safely so I had decided to go along with Bob Tayler, my good friend with the lovely two seater Singer. I spent the day like a Zombie but enjoyed it anyway and in the end I clocked up 40 hours without sleep! Talk about mad dogs and Englishmen!

The Avis cars have been well this time between articles, the Fiat has now clocked up over 58,000 miles and seems to purr like a kitten. My parts problem is over, it seems, as a neighbour has given me his extremely rusty but mechanically excellent 124 for parts. Seeing his car is as spurred me on to finishing the rust proofing job on my car as it hasn't really been hit hard by the tin worm.

Well enough of this tedium, see you, with luck, at the next meet!

CHEERS!





Activities

1977

- | | | | | | |
|---------------|---------------|------------------|-------------------------------|---------------------|---|
| 2. | 30 | avril | (samedi 8:00 PM) | - | Soirée sociale |
| 3. | 15 | mai | (dimanche 9:30 AM) | - | Promenade d'essai |
| → | 4. | 12 | juin | (dimanche 1:00 PM) | - Gymkhana |
| → | 5. | 18-19 | juin | (samedi 8:30 AM) | - Ottawa ancans
Marché aux puces |
| → | 6. | 10 | juillet | (dimanche 1:00 PM) | - Slalom |
| → | 7. | 7 | août | (dimanche) | - Rallye |
| → | 8. | 20-21 | août | (samedi 8:00 PM) | - Petite promenade a Stowe,
Vermont (2 jours)
Grand concours d'élégance |
| → | 9. | 28 | août | (dimanche 10:00 AM) | - Chasse au trésor |
| | 10. | 18 | septembre | (dimanche) | - Concours d'élégance EVAE |
| | 11. | 1 | octobre | (samedi) | - Promenade d'automne et
soirée sociale |
| | 12. | 16 | octobre | (dimanche 1:00 PM) | - Promenade d'adieu dans
Montréal |

Si vous avez d'autres suggestions, n'hésitez pas à me contacter
à 738-4925 ou 733-8100

RALPH HEMMI
Directeur des Activités