

# AUTOSIASTE

VOL 4 NO 3

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



Leonetto Cappiello 1875-1942



**vol 4 no 3**

# **DIRECTORS 78**

PRESIDENT:	BOB NEAPOLE
VICE-PRESIDENT:	RALPH HEMMI
SEC. TRES.:	HUGH JOCKEL
DIRECTEUR ACTIVITES:	BOB TAYLER
ACTIVITIES DIRECTOR:	
RENOUVELLEMENT ET	
RECRUEMENT:	PHIL CHARTRAND
MEMBERSHIP DIRECTOR:	
DIRECTEUR DE BULLETIN:	PHIL AVIS
PUBLICATION DIRECTOR:	



VOL. 4

NO 3

CONTENTS · SOMMAIRE

EDITORS RAMBLINGS.....PAGE 2  
 ACTIVITIES.....PAGE 3  
 CLUB NEWS.....PAGE 5  
 SOMETHING NEW.....PAGE 6  
 DU NOUVEAU.....PAGE 8  
 LONDON TIMES EXCERPT.....PAGE 9  
 ADS.....PAGE 10  
 1907 INTERNATIONAL.....PAGE 12  
 LETTRE DU GOUVERNEMENT DU QUEBEC.....PAGE 14  
 BACKFIRES.....PAGE 15

RATES FOR ADVERTISERS

TARIFS DES ANNONCEURS

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

copy deadlines for 1978  
July 24  
Sept 24  
Nov 15



EDITOR'S

# RAMBLINGS

At last it seems that our magazine is back on it's feet after our months of problems. As you can see, this issue is a bit facelifted as well. However, now the magazine is costing the club the full amount each month for printing which can be in the region of \$250.00 an issue. This is a major expense on our treasury but the general feeling seemed to be to maintain the standard of the magazine rather than compromise to save costs. It would be a shame to have to go back to a stencilled and photo-copied book after having a full printed one with photos. After all, our mag. is often an introduction to prospective members and others involved in our kind of cars and as such can be judged as a reflection of the club and it's activities. I have been proud to serve as editor for the last year or two because I believe in the club and the magazine. I feel we have achieved a high standard in all aspects of our activities and it would be a pity if our mag. did not live up to the calibre we have achieved.

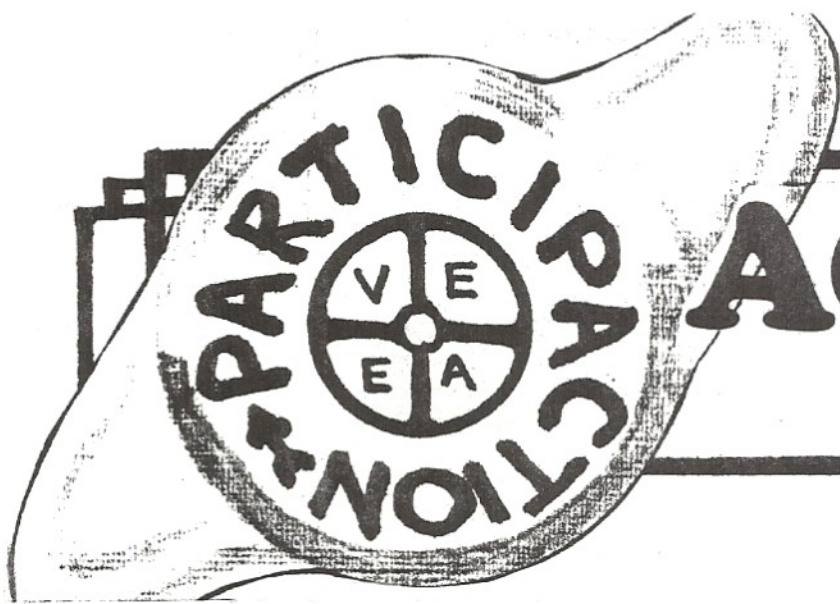
Secondly, let me say I'm sorry the printing of the last issue was inferior to our usual quality but it was rushed to get it out so that we could at least had had one issue out. That issue should be considered as the Jan./Feb./Mar./Apr. issues combined.

Lastly, lets finish up by saying since we have this lovely magazine why don't you write a little something or send in a photo you'd like to see printed. Either give it to me at one of the meetings or send it to the adress at the front of the mag. Just once I'd like to say I'm over-subscribed.

Phillip  
AVIS

PS many thanks to Steve Andrews for sharing a lot of the load on this issue.





# ACTIVITIES

by BOB TAYLER

Has anybody noticed the extraordinary increase in the number of circumflexes. I don't mean 'î', nor even the raised eyebrows they produce  $\hat{\hat{}}$ , but rather the type as seen on a US corporal's arm  $\hat{\hat{}}$ , but perhaps I'm being too cryptic. I mean of course Maignet machines! Every week, practically, our French membership seems to produce another one! Well, those of us at the Gymkhana were treated to a fine display of driving skills by Christian Caille whose 'Traction Avant' took first place. Congratulations Christian. I for one know very little about these machines, being but a dumb Englishman. How about someone contributing an article on them, Christian, Pierre André, Gilles?

Back to the subject at hand. The day turned out warm and sunny, however a strong breeze made the Hewitt parking lot bearable for a very good turnout of 29 spectators. Sadly, too many of us have our cars off the road at the moment and there were only 5 competitors as a result.

First off was an event named 'Bank Raid'. Having raided the bank each competitor had to run to his car and make his getaway through some tight city back-alleys, finishing with a screeching halt within the confines of a small garage, previously measured for his car. We set an impossible bogey time by letting Ralph do the course in my new BMW coupé, then subtracted 10 seconds from his time. Incredibly Bill Israel achieved a no-penalty 100 pts in his Austin Ruby, which makes me wonder. Is this how you made your millions Bill?!

Next ~~off~~ followed a test of ability in Montréal traffic. From the drivers seat one had to estimate the narrowest gap the car would fit through - at a distance of 50 yds. Bob Neapole thinks he's driving a tractor trailer I reckon, or maybe it's the cost of refinishing the Bentley wings that makes him cautious. This was Christian's forte and the judges were hard pressed to decide whether to award him a 100 point 'perfect squeeze' or a zero for a fender bender. We all agreed that with the extra paint job Christian is considering, he wouldn't have made it!

The blindfold is an annual favorite we couldn't leave out, however the blindfold circle was a new one. Here the driver had to drive a complete circle on full lock - blindfolded. Not as easy as it sounds as poor Bob Morrisson found out. On his first attempt he actually went round twice. Never mind Bob, for your first competitive club event, fifth place isn't so bad!

Thanks to all who took part and especially to our enthusiastic band of spectator/supporters.



NATIONALLY ADVERTISED IN LEADING MAGAZINES:

## Drive a Sports Car...

When a "Sports Car" man becomes a "family man" he inevitably turns to the car that best combines the *precision performance* he cherishes with the *extra-space, safety, and comfort* he now demands.

The Citroen is made for such a man!



## and take the family along too...

You too will quickly recognize all of the unique engineering advances that distinguish CITROEN... as the first production automobile to feature as standard equipment:

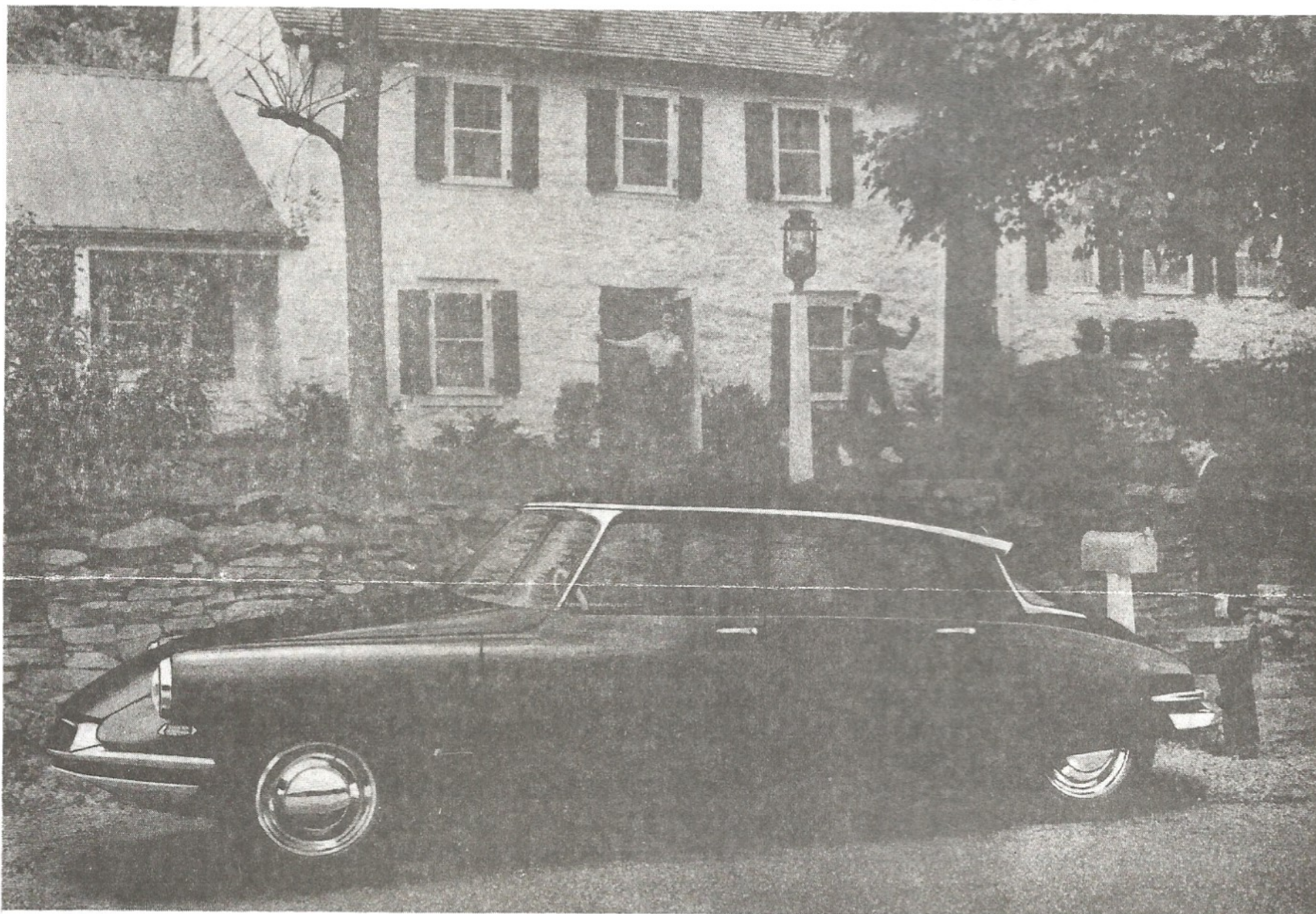
**The Sure-Footed Control of Front-Wheel Drive:** The Citroen's roadability is legendary for flat, fast cornering around the sharpest turns!

**The new, sensational self-leveling ride of AIR-OIL Suspension...** "On every kind of surface traversible by four wheels, it absorbs shock and maintains stability to a degree never achieved before." (Road & Track) A whole new world of comfort and safety!

The extra margin of safety provided by self-wear adjusting, completely fade-free powerful **Disc-Brakes**... road tested over a million miles from the Alps to the Rockies!

With the quick reflexes of the CITROEN'S hydropneumatic system ready to do your bidding... **Automatic Clutch and Gear Shift, Automatic Jack**, you and your family ride with relaxed comfort in the "World's Safest Production Car:" Economically European, Automatically American, the most exhaustively proven and widely acclaimed car in CITROEN'S distinguished automotive history.

## there's room for everybody in a CITROËN!



# CITROËN

ID 19  
.....  
DS 19

**CITROËN CARS CORPORATION**

300 PARK AVENUE, NEW YORK, NEW YORK • 8423 WILSHIRE BOULEVARD, BEVERLY HILLS, CALIFORNIA

YOUR DEALER IS:



# NEWS Club

News is sparse this month. If you have any tid-bits or amusing stories please tell the editor or drop him a line. Thanx.

Michael Dorendorf has a friend who is getting married on July 22nd who is looking for a suitable vintage car for the wedding, with or without driver, preferably an open car with a top for bad weather. Please contact Mike if you can help, at 621-4700.

The latest on our own VEA car show in September- all systems are go and plans are being laid out now. If you would like to offer your help for this gala event, please let Bob Tayler know.

## GYMKHANA RESULTS

COMPETITOR	CAR	BANK	CAR WIDTH	BLIND-FOLD	CIRCLE	TOTAL
1. CHRISTIAN CAILLE-CITROËN		56	100	84	50	290
2. BILL ISREAL- AUSTIN 7		100	70	82	20	272
3. BOB NEAPOLE- BENTLEY		76	0	60	78	214
4. ED RICHARDSON- MG-D		68	50	0	68	186
5. BOB MORRISON- MG-TF		50	0	11	0	61

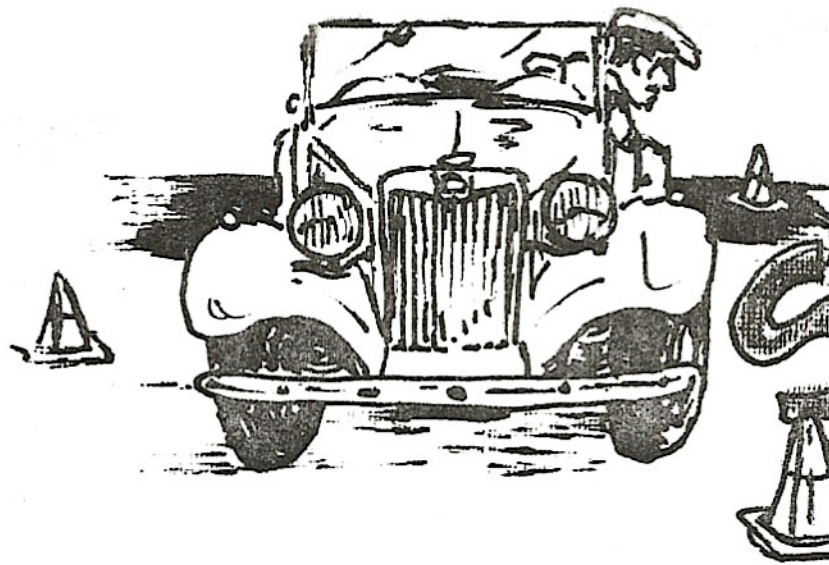
Spectators included Zaven, Dick Hills, Richard Dreyfus, Dirk Schemkel, Phil Avis, Phil Chartrand, Graham Nott, Ralph Hemmi, Dave Thornton, and Hugh Jockel.

## VSCC POEM

We are the vintage brotherhood  
Our cars are very old  
Each thing sits in it's proper place  
And we sit in the cold.  
Conducting our machinery behind an  
Aero screen  
While little boys cry "Racer"  
And the moderns wax obscene.  
Our cars may make more noise than theirs  
They may not go as fast.  
They've no pushbutton radios  
But, Heavens, how they last.  
These, then, our loved and trusted friends  
Of more than human worth  
For craftsmanship and character,  
The greatest thing on earth.

We are the vintage brotherhood,  
Our cars are hell to run.  
The moderns get all the spares, but  
We get all the fun.  
No hydro-matic nonsense.  
No bulbus tin for us.  
And if you break a crankshaft  
You can always take the bus.





# SOME NEW

by YVAN BUREAU

...NOT BORROWED  
NOR BLUE ...

A new Club has been formed.

It gathers enthusiastic owners of classic MG "T" series cars, and those more fortunate who have older jewels of the same breed. We're calling it the Quebec MGT Club.

We are registered, we have our own charter... the works!

The main purpose we had in mind in forming this new group, was mostly exchange of information, knowledge, parts, etc. plus being recognized by some suppliers of car parts, for getting discounts on or in different purchases or dealings by all our members.

The Club, through the cooperation of all it's members, will also have goodies to sell. Like, for instance, we've just purchased a bunch of English "BS" tools...hard to find woods, (carriage works) are also available.

Whenever any event is scheduled, we will make sure that some information forum takes place, in the form of courses, lectures, films, or just plain discussion.

In short, our better intentions are to ease the toil of restoring and upkeep of your beautiful machines.

A list of "known" owners of MG's has been drafted some time ago.

Invitations were mailed, and the response has been encouraging. We are getting better organized every day. For those that have sent in their contributions, cards are in the making, and you will be hearing from us any day now.

Now, we're trying to reach you, the other fellow who owns one of these beauties and who would like to get on the bandwagon. For more info., drop a line, or phone any one of the following:

Pierre Danis  
6147 Christophe Colomb,  
Montreal, H2S 2G3  
Res.: 279-9984  
Bus.: 873-3867

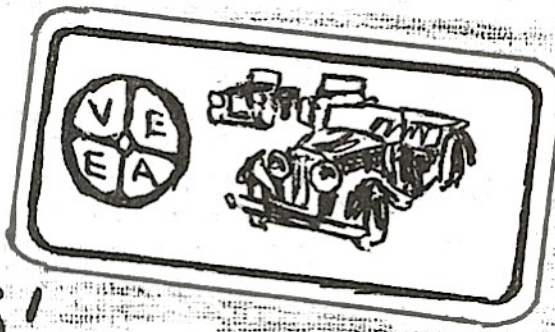
Pierre Doyle  
526 27e Rue  
Charny, Quebec  
G6W 5L7  
Res.: (418) 832-0853  
Bus.: (418) 643-4426

Yvan L. Bureau  
929 Bowen south  
Sherbrooke, Quebec  
J1G 2G2  
Res.: (819) 562-3374  
Off.: (819) 562-3889  
Shop: (819) 563-0494  
in Montreal...  
Mondays P.M. & Tuesdays A.M.  
254-3124



# NOW AVAILABLE: V.E.A.E. LICENCE PLATES AND JACKET PATCHES!

LIMITED EDITIONS!



THESE ARE FULL COLOUR HAND-CRAFTED AND FINISHED SILK-SCREENED PLATES AND PATCHES. THE PLATE IS BLUE WITH THREE CLASSIC CARS IN WHITE AND BLACK AND HAS A FULL COLOUR V.E.A.E. BADGE. THE PATCH IS HEAVY-DUTY FABRIC BACKED VINYL WITH A FULL-COLOUR BADGE.

**SHOW YOU ARE A PROUD V.E.A.E. MEMBER** ... PUT A PLATE (OR PLATES) ON YOUR EVERYDAY CAR(S) AND PUT SOME PATCHES ON YOUR JACKETS !!!!!

JACKET PATCH  
ONLY 4.50

LICENCE PLATE  
ONLY 9.50

SEND CHEQUE OR  
MONEY ORDER  
PAYABLE TO:

PHILLIP AVIS  
4424 KING ST.  
PIERREFONDS, QVE  
H4H 2G1  
PHONE 620-0051



Club member Graham Nott's Riley 1.5 before restoration.





Un nouveau Club d'enthousiastes propriétaires de vieilles MG's vient d'être formé.

Nous l'appelons le Club MGF Québec Inc.

Nous regroupons les amis qui ont des voitures de la série "T" et les autres chanceux qui en ont des anciennes. Nous avons l'enregistrement, la charte, le "Kit". Les principales raisons de vivre de notre nouveau groupement seront l'échange d'informations, de pièces, de savoir faire, etc. et la reconnaissance de certains fournisseurs qui pourront nous donner des escomptes spéciaux lors d'achats de pièces par nos membres.

Le Club aura aussi à vendre, des outils Anglais "BS", des pièces de bois, et d'autres lignes qui viendront s'ajouter à son inventaire.

Lorsque le Club aura des activités sociales, celles-ci devront toujours avoir au programme, des séances d'informations utiles aux membres, sous forme de forum, de cours en mécanique, relativement à nos bijoux de voitures. Voilà donc le résumé de nos intentions. Une liste de propriétaires "connus" de voitures de la série "T" a été dressée et une invitation a été postée à ces heureuses gens. La réponse a été très favorable, et nous en sommes fiers. Il nous reste maintenant à inviter tous ceux que nous n'avons pu rejoindre et que le Club intéresse.

Pour toute information, rejoignez par la poste ou au télé:

Pierre Danis  
6047 Christophe Colomb,  
Montréal, H2S 2G8  
Res.: 279-9984  
Bur.: 873-3867

Pierre Doyle  
526 27e Rue  
Charny, Québec  
G6W 5L7  
Res.: (418) 832-0853  
Bur.: (418) 643-4426

Yvan L. Bureau  
929 Bowen sud  
Sherbrooke, Québec  
J1G 2G2  
Res.: (819) 562-3374  
Bur.: (819) 562-3889  
Atelier: (819) 563-0494  
à Montréal...  
les lundis P.M. & mardis A.M.  
254-3124



FROM THE OBITUARY COLUMNS  
OF THE TIMES, LONDON, ENG.

JUVENILE TEER  
RALLIES BEFORE  
CHECKING OUT...

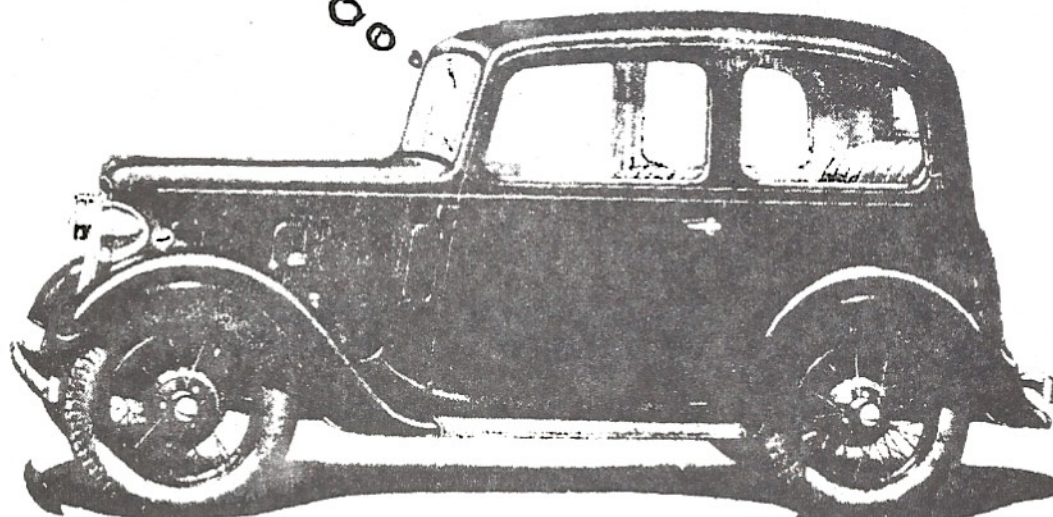
It is with no great surprise that we record the death of Sir Hugh Ledfoote-Lytebeater (failed Bart.), in his garage at Montreal, Quebec, Canada. First legitimate son of Viscount Ledfoote of Prang, young "Red" Lytebeater was a wellknown nothing in London society before hard times forced the family to send him to Canada in exchange for 15 bushels of surplus wheat. At the time young Lytebeater said "I am going to a free country." but he is thought to have run out of funds soon after reaching Quebec.

While in the colonies Sir Hugh amassed a distinguished collection of labels, and lent his name to a variety of charitable causes, such as Rawcliffe Uranium Inc., Bottemless Pit Loffee Mines, and The Ledfoote Foundation (a complete bust). The manner of his death is still uncertain, though revenge is thought to have been the motive. The body, tightly bound in clothesline, was tied to the exhaust pipe of Sir Hugh's rare Mayback motor-car, it's engine still running. Twenty-seven men who were discovered holding the garage door shut were questioned by police but later released when they explained that this was the final checkpoint of a motor rally.

A friend of the family writes: "With his ready sneer and morbid sense of humour, "Red" Lytebeater was not a man you would willingly miss. He had a keen appreciation of the failings of others and was always willing to discuss them. He enriched motor sport, and it will be even richer now that he has gone."

THE ABOVE WAS SENT IN BY MIKE DORENDORF - IT WAS TAKEN FROM AN OLD MONTREAL CAR CLUB MAG FROM THE EARLY 60'S - HEY, STEVE WEID - REMEMBER THE RAWCLIFFE RALLY IN YOUR PAKARD?!!

WHEN I GROW UP  
I WANT TO BE A  
BENTLEY!!



PA 58



# ADS

Page



## BERG & DOHRENDORF INC.

INSURANCE BROKERS  
COURTIERS D'ASSURANCE

250 BOUL. LABELLE BLVD.  
ROSEMÈRE, QUÉ.  
J7A 2H5  
621-4700 — 866-2217

- ROBERT SOLIVO, C.I.B.  
Commissioner for Oaths
- OLAF DOHRENDORF, C.I.B.
- WILH J. LUETTICKEN, A.I.B.  
Lawyer's Degree in Germany
- MICHAEL DOHRENDORF, C.I.B.  
Commissioner for Oaths
- HERBERT KLINGNER

“Where Customers send their Friends”

(819) 562-3374

562-3889

### Dyan L. Bureau

Enthouziaste

929 sud, rue Bowen

Sherbrooke, Qué.

**Colombani  
Sperandio  
architectes**

560 ouest  
boul. Henri Bourassa  
Montréal H3L 1P4  
Tél.: 514 337-4202

Henri Colombani, architecte



# Jaguar



## Decarie Motors Ltd.

55 Gince Street - St. Laurent, Que. Tel.: 334-9910

QUEBEC'S NO. 1 JAGUAR DISTRIBUTOR





ZAVEN DARAKJIAN **PIT STOP**  
175 PEEL ST. MONTREAL  
TEL. 861-3214

Serge  
Monette

DISTRIBUTEUR  
EXCLUSIF AU  
QUÉBEC  
DES PUBLICATIONS  
"CLASSIC MOTOR BOOKS"

Montréal  
331-3321  
332-9477

LOCATIONS DES VOITURES POUR FILM.



Rétromobile  
inc.

SYSTÈMES VISUELS INC.

**MASTER CHART**

VISUAL SYSTEMS INC.

810 rue MARSHALL Street,  
LAVAL, QUÉBEC H7S 1K1  
Tél.: (514) 333-1782

R.A. MARSHALL  
President

DAMMIT, ARCHIE,  
I KNOW THE ENGINES  
IN HERE SOMEWHERE !!

92

9  
2  
3  
4



# 1907 THE 1907 INTERNATIONAL HARVESTER

BY HUGH JOCKEL

REPRINTED - THIS ARTICLE ALSO APPEARED IN THE JUNE 1975 ISSUE OF THE VINTAGE CANADA PUBLISHED BY THE CRAVEN FOUNDATION

I have the special satisfaction of owning what is, I am sure, one of the earliest if not actually the earliest owned IHC in the province. It is a 1907 model, with the leather dash and mounted above the dash is a quite elaborate solid brass arrangement forming a type of screen and consisting of two 5/8" dia. rods about 5" apart. Each terminates in a 1 1/4" dia. brass knob. There are supporting rods which are bolted to the dash's metal frame so the whole thing is quite substantial in appearance. It does look a bit related to an old fashioned bed headboard, I do admit. However, it's not a cobbled thing and quite possibly represents an "option" of the time which would strike a responsive note in the farmer who had the temerity (and money) to purchase such a car.

As the second owner, I found that my predecessor had installed a couple of unique accessories. One being a square-headed plug valve with a lever attachment and a wire pull through bell-cranks which could be operated by the driver so as to shut off the flow of vapour on one of the two inlet manifolds. Presumably once the massive 5'x 5' engine got really rolling on the level it could still do well with fuel going to only one cylinder. The other gadget is a pre-heater for the gasoline before it got to the carburetor. This consisted of a small metal box, about 2" square by 7" long mounted vertically near the carburetor. Two tubing connections lead to a coil wound around the exhaust pipe and two others to the carburetor and the gas tank. Apparently the heat from the exhaust pipe is expected to warm up the fuel somewhat (without vapour-lock)? and to help the vapourization within the induction system. Early economy-minded people in these parts.

The serial number is 1550, the wheels are 40" and 44" with the track being 56", described by International as "Standard". According to the photograph which I was fortunate enough to be given when I bought the car and which showed the entire family of the owner and some relatives (included is the man from whom I actually got the car, shown as a small boy sitting on his mother's knee!) it was at that time equipped with the top which is shown on Internationals reprint of early instructions for operating. However, it is not so equipped now although the various fixings are there as well as the ones to which the side and lap screens would have been attached.

Although the car has been in my possession for a number of years it is only recently that I've got around to restoring it. The last time it was licensed must have been around 1912 as the plates fitted were not metal but fibre. Actually white numerals on green. The front part of the composite wood-metal frame had some dry-rot and it was all renewed. New solid tires were fitted by a firm in Newfoundland which I'd found on a trip there, had the simple but necessary machine for the job and the right size of live rubber. So I sent the wheels there and had an excellent job done.

The seats and dash were redone in black leather and miscellaneous small items were attended to, the body (as such) painted a dark green with the running gear red and the wheels scraped of their black paint and varnished. A bit gayer than the original all black but I theorized that if the original owner had exhibited a taste for the unusual by having the car equipped with a bright brass upperworks for the dash, why wouldn't he have gone for a special paint job if it had been offered or was available at the local blacksmiths?



As it turned out, the finished article was good enough to be put on show at Expo for a couple of seasons, and as it is a runner it could be put to use in hauling bales of hay, or crates of chickens. On Sundays, with the rear seat replaced, take the family to church, (all providing that it doesn't travel on a public road!) then it's still serving its original objective, at 68 years of age. Not bad, eh?

In conclusion, while as an automobile considering that by 1907 cars had reached a state of development at which they looked somewhat remotely it's true, but still like today's conception the IHC was at that time anachronistic. As it stands alongside my Phantom I, a 1928 Park Ward Rolls-Royce Landauette, it is a pleasant contrast in down-to-earth utility on one side and sheer luxury on the other.

ED'S NOTE: HUGH HAS SINCE SOLD HIS INTERNATIONAL AND IT WAS SENT OVERSEAS TO EUROPE. THE ROLLS WAS ALSO SOLD TO BOB MARSHALL. HUGH'S STABLE NOW INCLUDES A TRIUMPH ROADSTER AND A TRIUMPH MAYFLOWER

**T**HE greatest advance in automobile design for many years—the amazing F.W.D. Alvis.

Each wheel is separately sprung, giving comfort never before achieved. Corners can be taken at twice the ordinary speed, with twice the safety.

And every detail has been proved. At Le Mans, and in the Ulster T.T. races, Alvis front wheel drive cars performed miracles, and in the hands of private owners, they are doing even greater things.

Fortunately, we are now able to offer quick delivery of most models, and we will give the utmost prices for cars in exchange.

Get in touch to-day with

# HENLYS

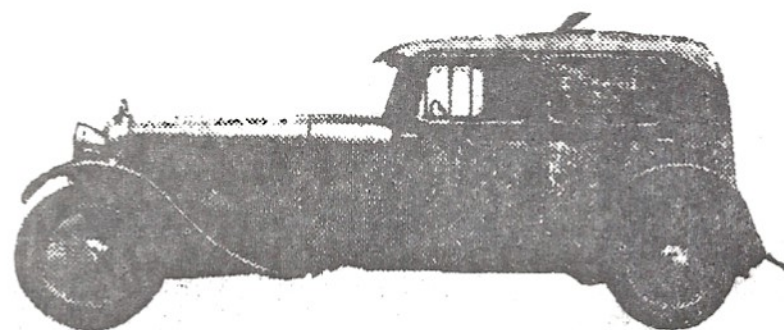
SOLE ALVIS DISTRIBUTORS FOR LONDON AND MANCHESTER.

Henly House, 385/7 Euston Road, N.W 1. (Opposite Gt. Portland Street Stn.) Phone Museum 7734

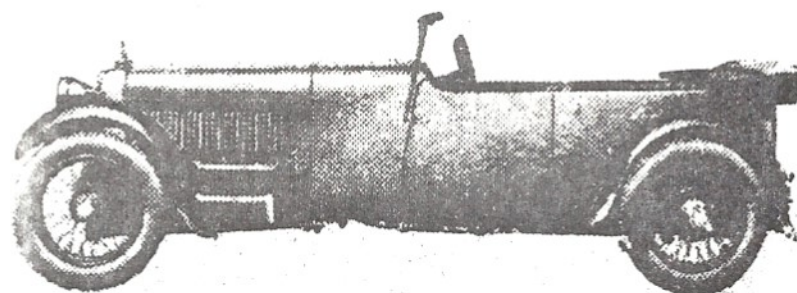
Devonshire House, Piccadilly, W.1. Phone Grosvenor 2271

1, 3 & 5 Peter Street, Manchester. Phone Central 1780

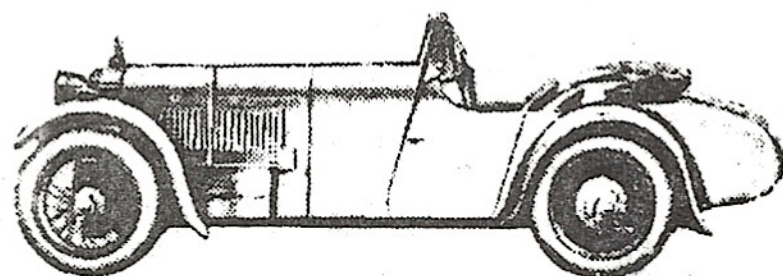
7 other branches in London and Manchester.



12 75 h.p. Front Wheel Drive Sports Saloon, £650



12 75 h.p. Front Wheel Drive 4-seater, £597



12 75 h.p. Front Wheel Drive 2-seater, £597





Gouvernement du Québec  
Ministère des Transports  
Bureau des véhicules automobiles  
880 Chemin Sainte-Foy  
Québec, Québec  
G1S 2K8

Québec, le 10 février 1978

Monsieur R.C. Neapole  
18, Strathcona Drive  
Montréal, Qué.  
H3R 1E4

Monsieur,

Nous accusons réception de votre lettre du 1er février 1978.

Selon l'article 3.54 du règlement 3 (1977) sur l'immatriculation, "le directeur peut immatriculer un véhicule automobile dont l'année du modèle date de plus de 25 ans de l'année courante d'immatriculation moyennant le paiement d'un droit de \$20.00". Un montant de \$10.00 est exigé en paiement de l'assurance automobile du Québec. Cependant vous êtes exempt de l'obligation de détenir une seconde assurance pour dommages matériels.

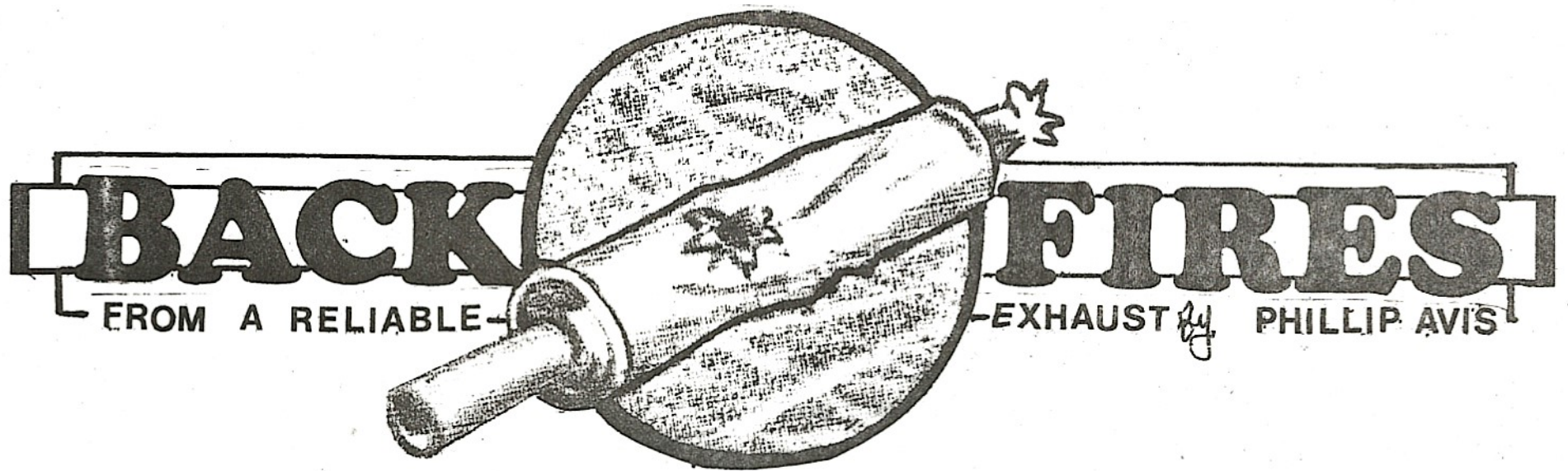
Cependant un véhicule immatriculé avec une plaque "V" ne peut circuler qu'à une vitesse maximum de 45 milles à l'heure, à la condition que ce chemin public ne soit pas une autoroute ou un chemin à accès limité; toutefois, ces véhicules peuvent traverser à angle droit les routes autres que les autoroutes et les chemins à accès limité.

Recevez, Monsieur, l'assurance de notre entière collaboration.

Louise Rioux  
Service de l'émission des permis

LR/jg  
"T"





With the luck I've been having lately, I can only be sure that things can only get better- it would be impossible to get any worse!

They really run the whole gamut of life- you must have had times like it, but I'll stick to the auto side of things.

The Singer's rebuild has ground to a full stop and doesn't look like it's going to proceed. The chassis, wheels, etc. were sandblasted and have been primed but the chassis had three stress cracks in it! Two where the rear shock absorbers bolt to the frame and one where the steering assembly is bolted. The former I've never heard of, the latter is fairly common with the sports Singers as the box is inadequately braced. To add to things, all the axle and gearbox seals are finished and leak a generous amount of oil. How I can replace these things I don't know.

The worsed turn of events came when I tackled my Fiat 124 of which you've read before. The old workhorse finally needed attention at 66 thousand miles, so I pulled out the engine to change a worn-out timing chain, replace the rings and clutch and renew all gaskets. This job should have taken about two weeks but so far it has taken six! Oh, taking the motor out and dismantling it was easy enough, but getting the parts at a reasonable cost and getting them at all was near impossible. Prices for a set of rings ranged from \$28 to \$71. Take a guess which is the dealer price- I'll give you a hint- it wouldn't give much change from a \$100.00 bill! The timing chain and gaskets took two weeks of going from place to place to get- again with a large price range! The clutch- ah yes- the clutch! That I bought rebuilt, it matched perfectly visually with the old one and went on just fine- by that time I'd finished the engine and was ready to put it in. So, everything bolted back up and in the motor went. (Which in itself is no mean feat as the grille or front assembly and fenders are welded as one unit and the engine and gearbox barely fits through the bonnet opening!!)

The great moment arrived finally. I turned the key and fired her up- it was rough and lumpy but I thought the carb just needed adjusting, so I slipped it into gear ready to try it out. Instead of the burble of a tuned exhaust and a clean getaway, only a horrible screech met my ears-"Oh my GOD" I thought, "You've ruined the whole car!"- so I pulled out the beer and got drunk!

Next day I took off the inspection cover and found out over the course of the day that when the clutch was disengaged from the flywheel the driven plate could be spun 'round by hand- "Oh my GOD!" - your gear box main shaft has broken- your splines have stripped- your clutch plate has broken", I thought and out came the beer again.

By this time my beer and patience were wearing thin. We had to remove the gearbox, but we left the engine in place. To do this was near impossible and I had to buy special tools to do it. Even then I worked blind on many bolts. It took about three or four hours whereas the Singer only takes 45 minutes to an hour!! So much for advancement in the auto industry.

Be that as it may the fault revealed itself to the light of day. The splined hub in the center of the driven plate was a snug fit when put on but under load it was spinning and the splines appeared to have rounded

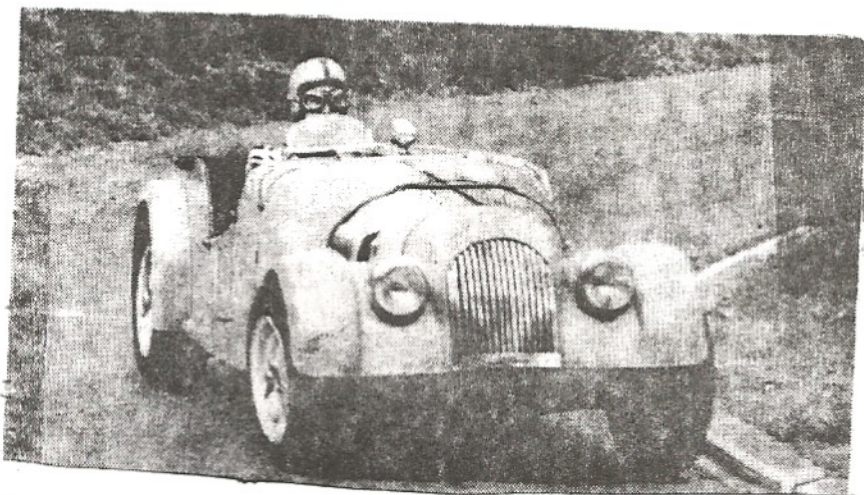


points rather than sharp ones. I took it back to the shop I had bought it at and they in their wisdom concluded that although they were sure that it was the right one when I bought it, they were equally sure now that it was the wrong one- and "Oh yes, Mr. Avis, I'm afraid there's a ten percent handling charge, you see, we can't return it to our supplier." The air turned blue with remarks better left on bathroom walls!

To stop the story from wandering on and on, I finally got a correct plate and fitted it all back together again. When I jacked up the car to check the exhaust, I found it was all rusted out. It, believe it or not, was the original system except for a repair I made at the back. It was due for a new one I suppose, so off I went to the nearest Fiat oriented garage I knew to buy an exhaust pipe, resonator, and muffler. Once again all was true to form. Yes, he had the first pipe at a whopping price. I bought it anyways as I was a tired and beaten man. I bought a Thrush muffler as well and was determined to find a piece of pipe the right bend to go over the rear axle to join the two thus saving on an expensive \$57 Fiat muffler. Do you think I could do it? No sir- the Fiat pipe was a metric diameter and I couldn't find a piece of pipe the right diameter let alone the right bend. A broken heap, I returned to the garage and bought a muffler. I should say now that this is a curious affair held on by rubber bushes and supports the exhaust system from the rear of the engine back. It also has an odd bend pipe on it which goes over the rear axle to join up with the first pipe. Well the one the garage owner so happily sold me didn't fit- and he worked at Fiat in Turin!! It seems my car differs because it was assembled in Germany instead of Italy- why me!!! Anyway, he couldn't get the right one without difficulty. At that price I said forget it and ambled over to Speedy Muffler. They said yes, they could get it and at twenty dollars cheaper- so give them a cigar. But two days later, it's still on order, So. here I sit- no muffler and a rough and misfiring engine- oh GOD, pass the beer.....

cheers  
-Phil-





# ACTIVITIES 1978

	Date	Time		Coordinator
1.	17 Mars	20.00	Assemblée avant saison/ Pre-season meeting	Bob Tayler/ Ralph Hemmi
2.	2 Avril	16.30	Cabane à Sucre - Ferme du Radar Sugaring Off	Ralph Hemmi
3.	7 Avril	20.00	Soirée de Films - St. Lawrence Y.C. Film Night	Bob Tayler
4.	12 Mai	20.00	Vin d'Honneur et Petite Exposition Wine & Cheese - Chateau Chartrand	Ralph Hemmi Phil Chartrand
5.	28 Mai	09.30	Tour d'Essai/ Trial Run	Dick Hills
6.	11 Juin	T.B.A.	Gymkhana	Bob Tayler + Committee
* 7.	18 Juin	-	Ottawa Encans/ Ottawa Auction	Ralph Hemmi
8.	25 Juin	TBA	Course de Côte/ Hill Climb	Bob Tayler Dick Hills
9.	9 Juillet	10.00	Chasse au Trésor/ Treasure Hunt	Henri Columbani Ralph Hemmi
10.	13 Août	09.30	Rallye 'Coupe Hemmi' The Hemmi Cup Rally	Bob Tayler + Committee
* 11.	18-20 Août	-	Stowe, Vermont - Grand Concours d'Elegance	Ralph Hemmi
12.	27 Août	TBA	Slalom	Bob Tayler
13.	10 Sept.	11.00	Concours d'Elegance - EVEA/VEAE	Henri Columbani
14.	17 Sept.	TBA	Dernier Tour 'A Vapeur'/ Final Tour 'In Steam'	Dick Hills
15.	8 Oct.	-	PREMIER EXPOSITION EVEA/ FIRST VEAE SHOW	Bob Tayler

Votre comité vous souhaite une saison bien amusante et bonne chance!

Your committee wishes you a most enjoyable season and good luck!

Les événements marqué par Astérix sont pas officiel du club.  
Those marked by asterisk are not official club events.