



Contraction

Magazine of CCI

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Conty Club

Introduction



A bright Sunday morning saw some similar looking old cars lined up on 19th Sept 2010 on IRR Koramangala, Bangalore. Some youngster were pulling out their mobiles and clicking pictures while others on cars, bikes, buses were intrigued with the lineup. The auto rickshaw guys were heard asking in Kannada “*Yen saar linenalli kantessa nodidaraa ???*” (What sir, did you see the Contessa’s lined up?). Little did they realize that they were looking at a piece of history and also history in the making.

This was the first informal meeting of the Conty Club (CC), India “(CCI)”. This is the first issue of the meet magazine “Contraction” (from “Conty Traction” and “Contraction” also meaning to shrink in size) signifying the coming together of all the Conty Owners and their cars on a single platform.

The meet started off at 10 AM and cars began rolling form all directions. Some calling in for directions other lost and finding their way. By 10:30 AM seven of the ten cars were in and the wait was for the 8th, 9th and 10th car to come in.



Conty Club

The Meet

Meanwhile the picture session was on and Kris was in control of the media production. Introductions were flying and greeting each other was a norm of the hour. There was a brief talk about the agenda for the day and the foundation of CCI. Sandeep and Subramani presented a memento to the club.



There was also a muted conversation between the ladies lined up. The grandma yelled "I am the oldest at 1988 and have seen a couple of more workshops and oil changes than you girls". The youngest lady was a 2003 and obviously throwing her exuberance around casually mentioned "Ohh, sister's I am an MPFI".



Conty Club

The Meet



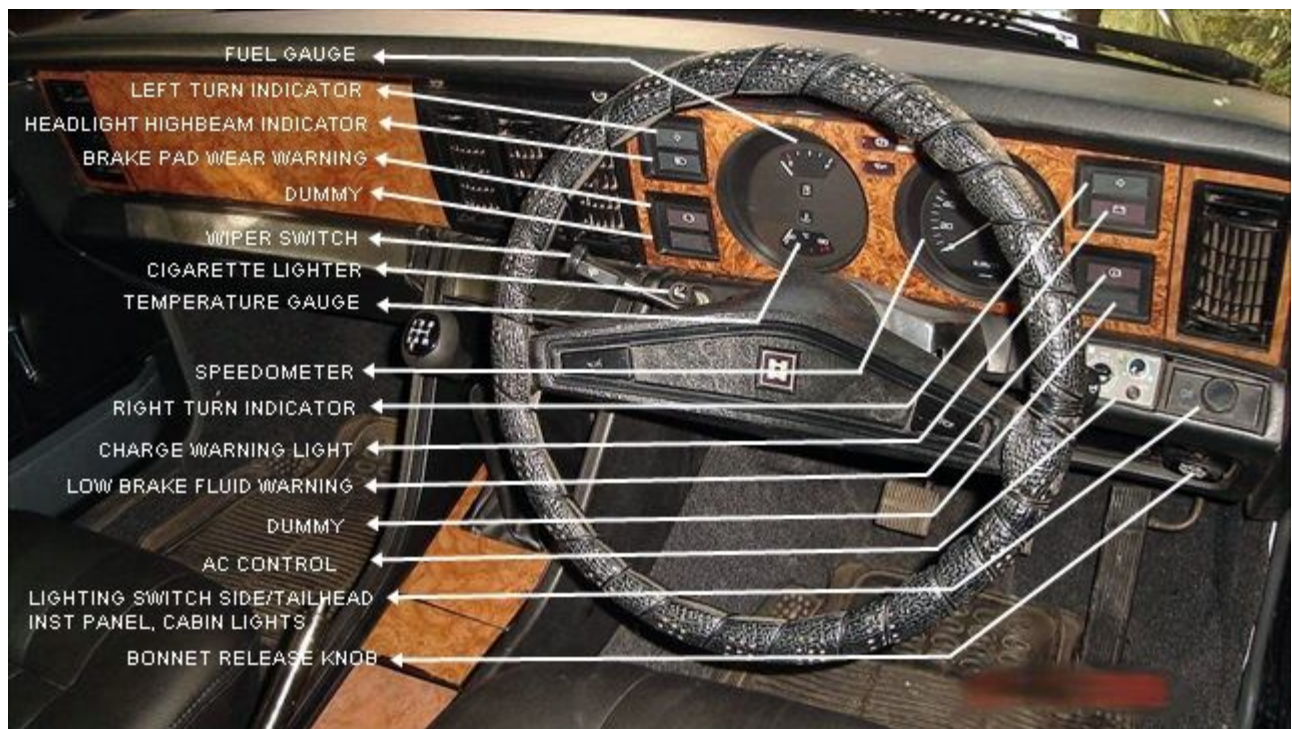
With high regard to the secular ideologies of our constitution, the only car in India with a badge that says “Hindustan” perhaps for being from its HM lineage. Nevertheless, we take national pride despite the Conty’s iteration from Vauxhall Victor-FE (1974).

Well, if the cars are here so were the owners. We had the following members and their cars at the meet:

Tejdeep, Subramani & Sandeep, Leo, Vikram & Harish, Krishna, Sudhindra, Naveen, Gaviappa, Talapathi & Mike



Understanding the Controls & Instruments in the Contessa 1.8 GL



This is a picture of the Contessa Classic1.8 Dashboard, Instrument Cluster and Controls. The description of each control is marked with an arrow.



Starting procedure with a NIPPON KIKAKI (NIKKI) CARBURETTOR

Starting the engine in warm weather:

1. Press down on the accelerator pedal about halfway or more and release.
2. Crank the engine by turning the starter switch fully clockwise to the "START" position. Release the key as soon as the engine starts.
3. Do not keep the starter motor engaged for more than 15 sec at a time.
4. After starting the engine, let it warm up without pressing on the accelerator pedal and be sure that the oil pressure and charging indicator lights go out.
5. When the engine is running smoothly (about 30 sec), the idle speed may be reduced by lightly pressing down on the accelerator pedal and slowly releasing it.
6. If the vehicle has been standing idle for several days, fully depress the accelerator pedal 2 or 3 times before cranking the engine. Then follow the procedure 4 & 5.



Laminated Front Glass for Contessa



“**Collective Sourcing Plan**” (CSP) is an active initiative by Conty Club to source and procure parts directly from manufacturers. This program is to ensure the availability of critical parts that are no longer produced and are custom made for the Conty Club.

Why Laminated and not just Toughened Glass for your car:

Automotive glass is manufactured in two flavors. Tempered glass and Laminated Glass.

Toughened glass (also known as tempered glass) is a type of safety glass that will usually shatter into small fragments when impacted . The glass shards combined with the velocity with which it is travelling that causes injury during an impact, endangering the occupants inside the car. Using toughened glass on automobile windshields (front) is strongly discourage and is termed very unsafe.

Laminated glass on the other hand is manufactured by bonding two or more layers of glass together with layers of Polyvinyl butyral (or PVB), under heat and pressure, to create a single sheet of glass. When broken, the PVB interlayer keeps the layers of glass bonded and prevents the fragments from flying. The interlayer can also give the glass a higher sound insulation rating. Automotive windshields (Front) are typically laminated glasses.

As part of the first “Collective Sourcing Plan” , Conty Club has tied up with a manufacturer to produce Laminated front glass for the Contessa. Please write to us for more details.

Mail us at: contyclub@gmail.com



Passionately Restored Contessa For Sale



Metallic paint

New upholstery

New Tyres –

Pirelli (Front) 175/70R13

Shenzhen (Rear) 185/70R13,

Free Flow exhaust

Only Genuine Buyers Contact:

Mr.Kulasekaran, Pondicherry

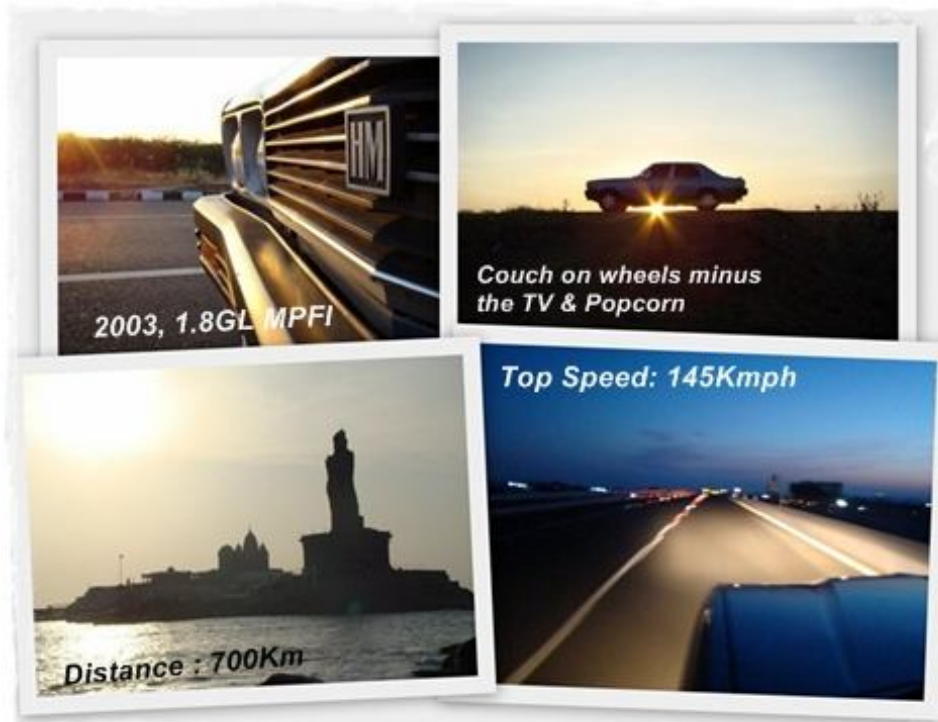
Mobile: (+91) 766 7444 744

Email: kulasekarant@gmail.com

Important: The information in this section is provided by the seller of the car and published as is whereas in good faith. Conty Club is not responsible for its authenticity or the condition of the car. The risks involved if any are entirely to be borne by the buyer and seller. Conty Club does not hold any liability and any claims or complaints will not be entertained.



Kanyakumari to Bangalore by Tejdeep



My first Conty story:

Started at: Nagercoil/Kanyakumari, early morning @ 4:30 hrs, got misdirected as we were using the 'map my India' GPS which told us the shortest way to the NH7 was through a particular road which over time had become a dead end!! This is likely as we had never bothered to update the maps in the device! Lesson learnt and now it's updated! Finally got on the right road- thanks to some helpful local @ 5:15 hrs.

Stopped along: After Madurai by-pass @ a local truck dhabha with a splendid view of the Kodai hills at the backdrop. Filled up with some awesome Idlis/Poori/Subzi @ 20 rs /plate - unlimited breakfast. Followed by fresh Guvava as and 'Cheekus' !!

Handling: Despite the worn out tires, the handling was spot on with good steering response. Braking was a bit vague at high speeds - likely due to the worn tires. Suspension worked perfectly - ironing out the road undulation quite efficiently - even though the suspension was on a slightly soft side due to the old dampers.

Top speed: The max speed that I could hit on the dual carriageway was 143-145 kmph (speedo). The acceleration from a standstill is breathtaking - not because it's exceptionally fast, but the way the car pulls all the way to the top speed with an amazing torque & acceleration!! . All this was with the a/c full blast as the mid-morning/afternoon temp was way in the upper thirties.

Best stretch and why: The entire road is a dual carriageway with minimum traffic hazards like truck, busses etc. and the remarkable fact is that the slow moving traffic actually keep to the left lane !! The best stretch would be from Tirunelveli up to Madurai where you pass Kodaikanal on your left. The hills can be seen in the distance and are breathtaking!!



Kanyakumari to Bangalore by Tejdeep

On the highway: Got a few thumbs up from the locals driving the ambassadors, curious truck drivers asking about where I got the car or did I get it painted? Is it for sale? Top speed etc? .The funniest moment was when the petrol pump attendant did a double take when I rolled down the window and he saw two Sardars in a TN car. India is truly unity in diversity (An iteration of a car made in England, manufactured in Calcutta, registered in Kanyakumari and two Sardars from Chandigarh driving it on GAS and Petrol). Over took quite a few Lancers, Ikons, Palios and Santros. Interestingly one Bangalore number grey Ikon which I overtook after Salem tried real hard to overtake me - ah well, I guess its hard to overtake a blue mammoth going at 130+ kmph on an open stretch. The funniest part was when I was going full blast and that too in the left lane giving way with the pass indicators switched on - the dude couldn't overtake me!!! Maybe he ran out of juice or the heart :)

Average (mileage): Didn't really check; however, an approx. calculation would be like: As I switched between gas and petrol on about 4 occasions & Over all used about 90-95 ltrs of (gas & petrol) and did about 800 kms (including city driving until the gas was done and petrol needle dipped below 'E'), can safely say approx. 7-7.5 with a/c on highway @ crazy ass speeds with mad acceleration. Generally in city it's giving about 6-7kmph on gas with a/c and on petrol about 10 kmph with a/c -if I drive like a really civil gentleman. (Ok, I know you'll give me some 'gyan' on driving more civilized - but it was the first long drive on a 'cult' car !!) □

Safety: The car felt rock solid as a tank up to 120 kmph. However, at the crazy higher speed it did tend to wallow like a boat over the bouncy road sections. Brakes could do with a little more bite esp. at speeds above 80kmph. Need to check this with new tires and new dampers which should improve braking and high speed handling further.

Any issues: Blew the high beam fuse after the first 50 kms out of Kanyakumari and had to drive on the low beam till dawn. Caused due to the higher rating halogen bulbs; Fixed by installing a relay and higher rating copper wires. Cost 400 bucks. Gas stopped working after Madurai, the reason I started driving on petrol. And tries it after another 100 kms and it started working again. That's the reason why I don't know the correct FE figures. Got the kit checked and a faulty gas filter was the culprit - service and replaced; Cost of repair - 50 bucks!

Reached: Reached the new electronic city flyover @ approx 13:00 hrs. Reached home @ 14:00 hrs

Overall experience: Breathtaking, unforgettable and totally fulfilling and I didn't want to stop - I could have gone on and on till I reached my home town in Chandigarh!!

Next long drive: Did a few trips to Mysore, which doesn't qualify as long. Planning a drive towards Pondicherry and then to GOA!!! Maybe drive up to Chandigarh!!



County Club

Through the lens

More pictures from the September 19th meet:



Up coming events

To be decided and the announcement made in advance.



Thank you

What's Your Story!!

Conty Club urges members & readers to send in their experiences with the HM Contessa car. Contraction will be happy to publish your material.

Please send in your articles & pictures to the editor at contyclub@gmail.com

Conty Club

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