



# AUTOSIASTE

vol 7

no 2

SUMMER 1981



C.P./P.O. BOX 693, VICTORIA STATION, WSMT. QUE. H3Z-3Y7





# Autosiate

## Summer 1981

VOL 7  
NO 2

DIRECTORS FOR 1981

V.E.A.E. / E.V.E.A.

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"AUTOSIASTE" EDITOR	HUGH JOCKEL
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The car on this issue's cover is a 1949 Riley 2½ litre Roadster. The driver is Mrs. Hugh Jockel. It is currently owned by member John Pidoux.



# Autosiaaste

SUMMER ISSUE

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# RAMBLINGS

When getting to it and finally putting fingers to keyboard in an attempt to provide something readable to people who, in the final analysis, can be quite discerning in the matter of motor car literature, who read the generally good crop of magazines which favour the sport and art of collecting, restoring and presenting vintage and antique or so-called "special interest" cars, it can be somewhat of a challenge. So if from time to time the "Autosiaste" seems to wander a bit from the track, at this time of year can it be put down to the sluggishness of the summer warmth, that inclination towards "putting off", or a just a plain old ordinary drying up of good material to print? Let you be the judge as you thumb through this, the Summer, 1981 issue.

One sign of summer is the appearance in the newspapers, Hemmings and other publications of the coming Auction period. That time of the year when the promoters of these banquets all arrive the conclusion that the time is ripe for all good men and true to gather the faithful together and give all a chance of a lifetime and have in their driveway a piece of automobiliana which will be the envy of all the neighborhood and incidentally, push up the social stock to a joyful high. Perhaps the mostest of the most in the way of a colourful presentation came to our hand the other day. A magnificently printed and colourful six pages of what must be the cream of the vintage and classic car scene. Over ninety truly desirable bits of motor machinery presented in a manner which would be worthy of framing and having on the wall. Trouble is that they are on back-to-back pages. The event is the joint presentation by James C. Leake and Antiques Inc. in Tulsa, Oklahoma, on June 5th, 6th and 7th of 525 Special Interest, Classic and Vintage automobiles. Kruse are the auctioneers and anyone who has attended an auction by that concern knows very well what a polished affair they run. The brochure is a work of art and is a really a mouth-watering thing. It will be interesting to hear of the result of the auction and if it will be an indication of how the prices of such cars are heading. Most likely all the motoring press will be on hand to record what happens. This miniscule part would certainly long to be there...just to drool!

We are happy to record that a number of new members are on our roll and in a further page you'll find the details. We all welcome them to the Club and hope that they will find the association enjoyable. Not that our numbers are increasing all that much but we are keeping around the figure set up by the founders as being that which provides an intimate degree of participation and good fellowship.

*Hugh Jordan*



# CORROSION

## *a montreal survey*

Corrosion of car fenders, as one part of a body which apparently shows up quite early in the deterioration process, can be considered in analysis and conclusions as typical of what is happening in other areas of the body structure. In a general way it can be said that two prime reasons for such corrosion exist...design and damage during construction, such as primer paint being scraped off in assembly.

Those are among the findings in two separate studies (one in 1976 and the other in 1978) into the corrosion of the skin parts of autos in the Montreal area, which like Cleveland and Buffalo is the road-salt belt. In all, more than 2500 American (North American, that is) and imported cars were checked at random in parking lots and on roads by Delplace Ltd., Montreal.

There were other findings:

1. On cars five years old, two body panels...on the average... were perforated by rust.
2. It generally took a minimum of three years for perforation corrosion (starting on an interior surface) to eat through metal and make a visible hole.
3. Perforations were highly car manufacturer related. In one five year old model, 75% of the front fenders and only 7% of the doors were perforated, while the ratios were reversed on another make of car, 4% of the fenders and 56% of the doors had this type of corrosion.
4. In some instances metal was perforated in as little as two years when cars were stored in a warm garage during the winter, did not dry out completely and were washed frequently. Tests show that the poultice type corrosion reaches a maximum speed when a salt content of water is as low as 0.05%. It is difficult to dilute road salts below this level by washing. So when a dry car is washed in winter there is a good chance of making the road salts more corrosive than they would have been if nothing had been done. The transport of ions in the absence of a water film is slow and at salt concentrations above 0.05% factors other than salt control the speed of rust formation.
5. Of all the coating technology available, galvanized steel seems to provide the best protection. To date, we have not found a perforated rocker panel on a running car of any age. In addition, sprayed grease and to a lesser extent, sprayed oil, are probably the most effective and cheapest of all post-factory anti-rust treatments.

As indicated by external examination, the internal design and the internal protection of a car body are key factors in determining where and when a component will perforate.



In an example of poor interior fender design, a 1972 car was examined in 1976. The fender had two separate splash shields that permitted dirt thrown up by the wheels to pass behind. Dirt may have filled up much of the space in the gap, trapping water like a sponge. The electrocoat primer used probably had poor rust resistance. In general, most of these models or designs perforated eventually at the same location.

In the case of perforation on a door, interior primer paint, as mentioned previously, may have been damaged during installation of the door handle and insufficient care was taken to electrically separate the various metals. In taking another look it can be noted that the exterior paint is in good condition. In an instance like this, a small amount of oil or grease applied to the inside of the door on the damaged surface would have prevented the corrosion from progressing to this stage.

On other examples studied, such as the front of car hoods, perforation corrosion was found where the only barrier against corrosion was an anodic electrodeposited primer.

Experience shows that the protection provided by this primer system can fall short of the promise of accelerated corrosion tests. A hood on a 1973 model car, for example, had rusted through by 1976. If the owner had recognized this condition early, he could have significantly retarded rusting by applying a little motor oil or grease over the inside primer paint. Further, it should be reported that it is possible that the more recent cathodic primers are a substantial improvement over the anodic type (see "What Detroit is Doing to Fight Corrosion" in METAL PROGRESS p.46-51, June 1978)

#### LOOKING INTO THE FUTURE OF RUST PROTECTION.

A step forward was taken by the recent elimination of double splash shields in the front fenders of most North American cars as the industry went back to shields that cover the front wheels more or less completely. Many recent American designs allow faster drying and easier inspection, cleaning and anti-rust product application. But many designs still do not comply with the recommendation of the 1964 SAE Handbook supplement J447a, which concerns the construction of joints and the accessibility and ventilation of all boxed-in sections. For example, few doors are so ventilated or accessible.

Improvements became more urgent because of; 1) Increasing use of thinner sheet steel, which is folded in ever more complex shapes and 2) Increasing usage of inaccessible box sections.

Thin gauge unitized bodies can rust through in a relatively short time. We have seen perforations in structural parts of unitized bodies in as little as two years. Also, there is an increase in the use of sealer foams in the joints of many North American cars. They have yet to pass the tests of time and they make the inspection of joints very difficult. Should they as the result of wear and tear cease to fill a joint completely they could cause crevice corrosion.

More protection can be expected from the material systems and the protection systems now being adopted.



Usage of one-or two-side galvanized steel is increasing. Problems relating to the adhesion of primer paint on galvanized metal appear to have been solved. The Zincrometal process seems to be a step in the right direction but the effectiveness of this coating will be demonstrated only by the test of time.

Car owners can get the added protection via the application of the custom rust treatments. Our data and that of others indicate that such treatments can reduce the amount of perforation corrosion over the first five years of a car's life by an average of 30%.

The weakness of such treatments is that they are difficult to apply perfectly. It is not by coincidence that rust holes are often found in the most inaccessible locations. These shortcomings are not found in the application of heavy oil or better still, grease....there are special greases for this purpose.

Oil and grease are unique in being able to arrest rust in progress, even holes, if the application is on a dry surface. Oil is easier to apply but it has less resistance to corrosion and it creeps for months or years. Grease is cleaner, creeps less and has some resistance to erosion. Road dirt mixed with grease under a car has fairly good resistance. One precaution: oil or grease may have a softening effect on rubber or on the paint coating on plastic trim.

FINAL NOTE Progress has been made in the protection of car bodies against corrosion but we are not yet out of the woods. The next ten years will be interesting in regard to technology, consumer pressure and legislation.

The anticorrosion code in Canada states that body components of cars made as of 1978 should not perforate within 36 months or 120,000 km and that structural parts should not perforate within 72 months. Starting in 1981, the standard for body components will be extended to 60 months or 200,000 km.

As of today, all major car manufacturers, 23 in all, have either adhered to the 1978 requirement or have given similar guarantees. We feel that much remains to be done to meet the 1981 requirement.

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We are indebted to member Jim Roman for this contribution. It comes from the BMW monthly publication "The Roundel" which in turn reprinted it from Metal Products magazine. The author is Eddie Vos.

A footnote to the original article tells us that more information on the subject can be had directly from the author who is an engineer with Delplace Ltd., 4892 Victoria Avenue, Montreal, Quebec. H3W 2N1. Telephone No. 481-8887.

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1981 ACTIVITIES

DATE

ACTIVITY

Friday, February 6th.

Annual General Meeting  
6.30 pm Montreal Badminton  
& Squash Club

Friday, April 24th

Social Event, Vin D'Honneur

Sunday, May 3rd.

Tour d'Essai with V.A.C.M.  
to Beauharnois.

Tuesday, May 26th.

Economy Trials.

Sunday, June 14th.

Gymkhana at Hewitt Eqpt.  
(Rain date June 21st)

Sunday, August 23rd.

Rallye, Concours & Picnic.

Sunday, September 20th.

Tour to Canadian Railway  
Museum, Delson.

Friday, November 27th.

Social Event, close of  
Season's activities.

Note that there may be some special events of particular interest scheduled to take place during the season but at this writing not yet determined as to kind and date.

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An enthusiastic Telephone Committee will be reminding you of events just in case you do not mark your calender and if you do, you do not look at it again! The Activities Committee works just as hard for a poor turn-out as for a good one but feels supported in inverse ratio!



The Club's scheduled events for this year continue to show the Activities Committee for 1981 intends to maintain the principal of providing a broad spectrum of interesting get-togethers which are intended to appeal to family and sporting participants, alike. Discussions at various times when the membership has been asked to indicate its preference as to what kind of events seem to hold the most interest would indicate that a mixed bag of competitive and social family-type should be provided. So this 1981 Calender does attempt to do just this. Something, sometime, for every member which, by the year's end results in almost everyone feeling happy about it and that the old guzzler in the back end of the garage has been exercised enough to be interesting to all in the family.

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This year's London to Brighton (Canadian version) Tour, which will be taking place this month, will be sponsored by B-P. It is an annual event to which, we understand, invitations have already gone out. There have been such London to Brighton runs before but this year's one has some interesting differences. It is the combined sponsorship by BP, the Holiday Inn in London and the British Tourist Association which makes it possible and it has a commemorative connotation. Our member and President, Phil Chartrand, will be participating with his 1932 Lagonda Speed Tourer. As the time frame is somewhat limiting, Phil's car is being trailered there by Bob Neapole but will actually participate in the Tour itself. Phil, happy to relate will himself participate in whatever festivities occur in conjunction with the event! So, dear readers, a future issue of this erudite journal will convey to you Phil's own on-the-spot report, hopefully with pictures to boot!

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More on the sporting scene, this time via members Ed. Richardson and Bob Neapole. These two worthies hot-tailpiped it down to Woodstock, Vermont on the 29th of May to the 1st Annual Vintage Bentley Meet. This was a three-day affair at which some 15 Bentleys put on a really interesting show, including a fast run around a local track. There were representatives of every model Bentley up to '31 with the exception of blower ones. 3 litre, 4½ litre, 6½ litre, 4 litre, 8 litre...all were there. Included was a 4½ unrestored Bentley team car, owned by Howard Sluyter of Dallas, Texas and driven there by his representative. (Probably Howard was busy with his oil wells! After all, he has seven other Bentleys, six of them vintage...so what else is new!) Anyway, we have been promised by Bob that he will have a fully illustrated report in our hands for the next issue of the "Autosiaste". So watch for it!

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This issue contains results of the several Club events which have taken place so far this year. The efforts of the Activities Committee would seem to be appreciated by a good part of the membership, which is in itself rewardding.



STILL MORE ON THE SPORTING SCENE.....

A newsletter by VARAC (Vintage Automobile Racing Association of Canada) has recently come to our attention which might very well appeal to our "pur sang" enthusiasts and it being reproduced below.

"SPONSORSHIP OF VINTAGE FESTIVAL PICKED UP BY CARLING\*O'KEEFE

Tentative agreement was reached today (subject to LCOB approval) between VARAC and Carling\*O'Keefe on the sponsorship of the Vintage Festival to be held on the July 4th weekend.

Name of the Festival will be The Carling-O'Keefe International Vintage Racing Festival. The sponsorship includes a number of trackside activities including the possibility of a parade of cars from the Craven Collection, a Concours d'Elegance organized by the European Sports Car Council (Through the good efforts of V.P. John Winter) and a July 4th fireworks display for our friends south of the border.

A special poster will be designed and circulated and advertising and promotion is being planned in the major centres within driving distance of Shannonville.

Film crew will be on hand all weekend (NO....WE WON'T BE STAGING ANY SPECIAL RACES OR INTERRUPTING THE RACING PROGRAMME!) to be put together in a number of special films to be aired on CTV's Wide World of Sports.

All in all, it's a great feather in VARAC's cap and deserves all the support we can muster.

Our co-organizers, LASC, have planned their first meeting and have asked for any VARAC members who are not actually competing in the event to help out in any way they can. This is the year we can put vintage racing on the map. We've got a top-rate sponsor, a super track, a potential 150 car field and a warm weekend. Let's be sure we put on the best show possible."

NOTE the dates.....4th and 5th July at Shannonville.

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There has been some discussion in local circles, so we hear, as to the possibility of the V.E.A.E. participating somehow in the Grand Prix this year. Maybe a run around the track for the delight of the thousands (and the participants!) who will be there. More on this if, as and when.

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## ON THE ACTION SCENE

### WINE & CHEESE PARTY    April 24th

This was the first event of the 1981 season and in accordance with Club custom, was a social get-together. It was held at the home of President Phil Chartrand and featured a nice variety of wines and cheeses, again under the capable guidance of Ralph Hemmi.

Attendance totalled 44 members and their guests. Featured in the "projection room" was a very interesting film which our guest at the A.G.M. had kindly left with us for this purpose. It was the continuation of the Tour taken from Vancouver to California. Those who were at the A.G.M. will remember that he took us through from the East as far as Vancouver where the contingent presumably took its second wind. This later film was the sequel.

In addition to the film Pierre Ouimet brought along some excellent slides of the Schlumph Collection and the National Motor Museum at Beaulieu, England.

### TOUR D'ESSAI    May 3rd.

The first Club run this year was a joint affair with the Vintage Automobile Club of Montreal (V.A.C.M.) and this brought together such a galaxy of motor stars as hadn't been seen for a long time. Our cars lent the necessary glamorous touch and in supplementing the some 60 V.A.C.M. North American cars with the background of the Seaway locks at Beauharnois and the movement of several vessels en passant it was truly a fine affair. A beautiful day, fine picnicing grounds and for some, a visit to the gigantic power house, made for excitement and pleasure. Our club turned out 11 cars with 2 more at the start and 22 members and guests.

The two clubs found that their respective interests overlapped in a number of areas and a pleasant degree of camaraderie developed. Considerable interest was displayed in a gigantic 1915 Packard V-12 7 passenger phaeton which had travelled from Chambly with a full load.

In all respects this Tour d'Essai was an outstanding one, assisted greatly by one of the finest days, weatherwise, to be had.

### ECONOMY TRIAL (LA TOURNEE D'ECONOMIE)    May 26th

This event, the first of its kind by this Club, was the brain-child of Pierre Ouimet and has been reported on by him on another page. It, too, was voted a success by the participants, despite an unauspicious start when the storm clouds turned very damp indeed! However, not to be daunted, 12 stout hearts set off...all finished. The overall winner was Bill Pettigrew and his Metropolitan 1500 cc. Congratulations, Bill, on a fine showing.

P.S. It is rumoured that Peter Bigney was attempting to run somewhat along the lines of a deisel but it hasn't been confirmed!



## LA TOURNEE D'ECONOMIE

Pierre-André Ouimet.

C'est par une belle fin de journée que s'est amorcé notre première tournée d'économie. Une amorce trop brève car à peine avions nous commencé à faire le plein des voitures de nos douze participants qu'un orage du tonnerre, c'est peu dire, s'est abattu sur nos têtes. Mais, ne faisant fi de rien, tous se sont mis en branle pour prouver la capacité de leurs vénérables mécaniques. On nous a d'ailleurs rapporté que l'orage ne s'est abattu que sur nos têtes, alors que l'ouest de l'île, où s'est déroulé la majeure partie du trajet est demeuré sec. Il en résulta donc une ballade où tous les participants, malgré les capotes et les vitres bien fermées, ont pu parcourir un 50 kilomètres bien tranquilles. Il faut toutefois noter qu'un membre prévoyant, Peter Bigney, a cru bon bifurquer vers son domicile à mi-chemin, alléguant le risque toujours présent de pluie; lui qui était venu sans capote aucune et portant un T-shirt et maillot de bain. Il a même prétendu qu'arrivé chez lui, il a fait le plein et n'a consommé que 2,8 litres pour une distance de 50 kilomètres, mais d'aucuns prétendent qu'il s'agirait plutôt de 2, 8 litres d'huile plutôt que d'essence, mais enfin..... Voici plutôt les résultats de l'épreuve, d'après le critère de la consommation selon la cylindrée. Le gagnant toute cylindrée fut Bill Pettigrew qui ne consomma que 3,3 L. pour la distance de 50 kilomètres.

Nom	Voiture	CC.	Consommation	Index
Denis O'Brien	Aston-Martin	2922	4,55	778
Peter Sonnenberg	Jaguar 3,4L.	3442	6,15	893
Robert Neapole	Bentley 3,5L.	3669	7,8	1062
Norton Paish	A.-H. Mk III	2912	6,2	1064
***Bill Pettigrew	Metropolitan	1489	3,3	1108
Brian Gray	Alfa Romeo	2600	6,1	1173
Reynald Mayo	Hillman	1494	3,8	1272
John McFall	Sunbeam	2267	5,95	1301
François Dallegret	Jaguar XK 120	3442	9,1	1322
Robert Deslauriers	Jaguar Mk IX	3871	10,05	1329
Roy Gillings	MG TF	1250	4,2	1680
Peter Bigney	A-H 100-6	2912	oil, oil, oil,	?????????

Le mot de la fin:

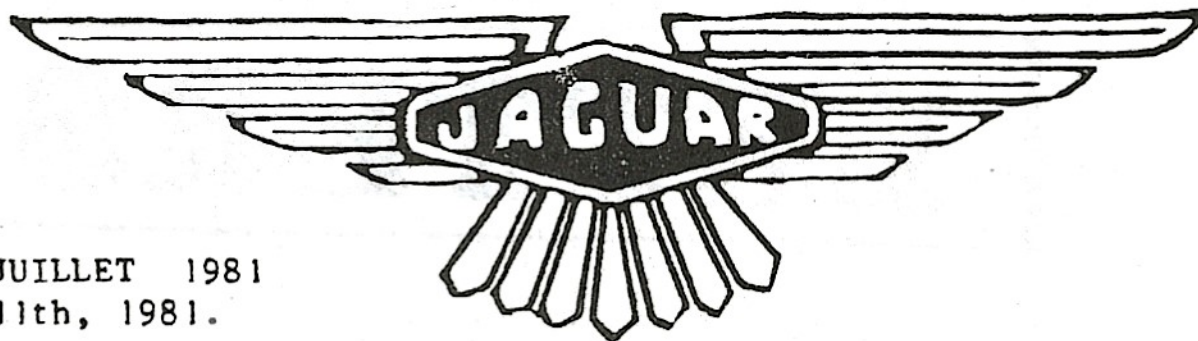
Deux copains discutent de l'achat d'une voiture usagée, anglaise évidemment:

- Moi, je cherche une voiture qui ne fume pas.
- Moi, ces jours-ci, je préférerais qu'elle ne boive pas!

A la prochaine,

Pierre-André.





SAMEDI LE 11 JUILLET 1981  
SATURDAY JULY 11th, 1981.

Tous les propriétaires de JAGUAR sont conviés à assister à une rencontre qui se tiendra le samedi 11 juillet. Pour y assister, non seulement devez vous être propriétaire de JAGUAR, mais vous devez en plus, venir en JAGUAR, la vôtre ou une autre, mais absolument en JAGUAR, comme passager ou comme chauffeur.

Vous êtes attendus à compter de trois heures. Apportez des pièces, de la littérature, des livres, des photos, des idées, des informations. C'est une première au sein du club, faites en succès.

Cette rencontre est une initiative nouvelle et n'est pas subventionnée par le club. Une cotisation de 5,00\$ par personne sera demandée et un souper (hamburgers etc..) et des rafraichissements seront servis.

Veuillez confirmer votre participation en appelant Pierre-André Ouimet au 694-1135 avant le 4 juillet.

Le lieu de rencontre:

chez/at

PIERRE-ANDRÉ OUIMET  
199 BRAEBROOK  
POINTE-CLAIRE.

All JAGUAR owners are invited to a gathering that will be held on saturday July 11th, 1981. To attend, not only do you need to own a JAGUAR, but you must also come to the meeting in a JAGUAR, absolutely, yours or not, as a driver or a passenger,, but in a JAGUAR.

You are welcome from three p.m. on. Make sure you bring spare parts, litterature, books, pictures, ideas, informations, restoration tips.

This is a first for the club, you can make it a success.

This gathering is a personal initiative and is not sponsored by the club. That is why a 5\$ per person fee will be asked. There will be a supper (hamburgers, etc.) and drinks will be offered throughout the day.

Please confirm your attendance by calling Pierre-André Ouimet at 694-1135 before July 4th, 1981.

The place:





# LETTERS



Those of you who attended the A.G.M. will remember having enjoyed the presence of our guest speaker, Mr. Ralph Turner and his charming wife, Annetta and for the interesting and witty account of his experiences during a long distance Rallye out on the West Coast and the fine film which accompanied his talk.

Phil Chartrand, our President, received a nice letter from Ralph in which he expressed his pleasure and that of his wife at being with us. His letter follows.....

March 9, 1981.

Mr. and Mrs. Phillip Chartrand,  
50 Oakland Avenue,  
Westmount, P.Q.

Dear Friends:

May I take this opportunity on behalf of Annetta and me to congratulate you on your very successful annual meeting of the V.E.A.E., and thank you for the hospitality which was afforded to us in your lovely home.

We do think that it was a bit of a tall order for you, having in mind your having been away until just a day or so prior to the meeting.

Please feel free to call upon us in Toronto, with the idea that we would be delighted to reciprocate.

I do hope that your members consider the event a success. I am sorry that the second movie was not possible of showing, but I trust that you will be able to show it at some time before June, when I would like to have it back. It does not technically belong to me, but I have it on a sort of permanent loan arrangement.

May your future events be crowned with great success. I am most impressed with the degree of participation that I witnessed at your meeting.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Ralph Turner", is written over a horizontal line.

J. Ralph A. Turner



# Personally Speaking

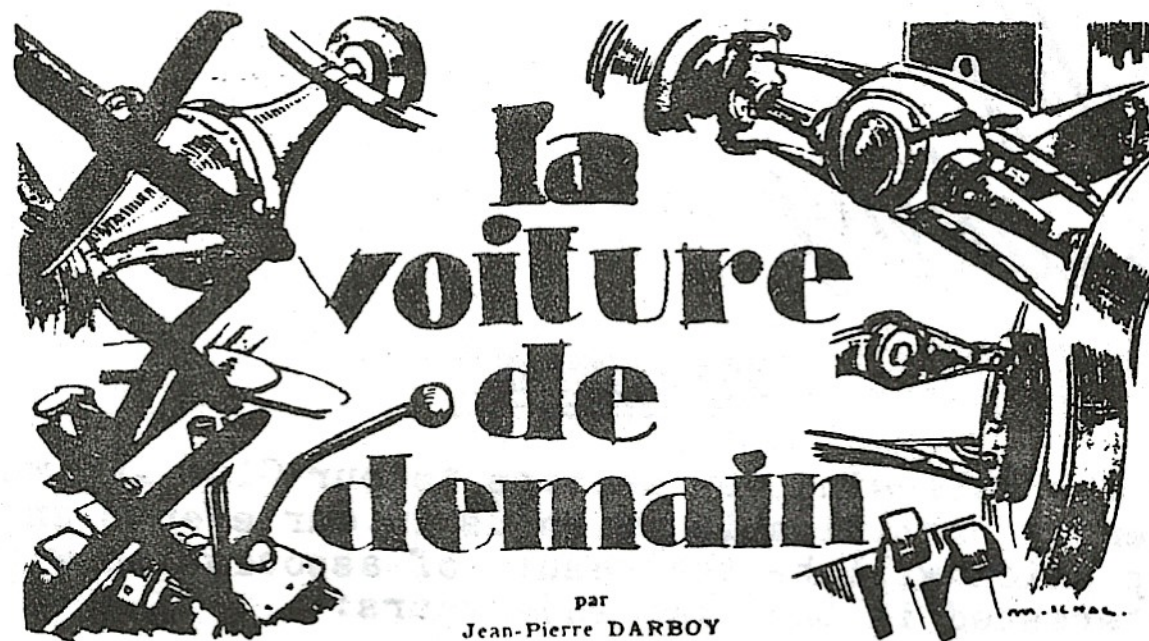
## NEW MEMBERS

We welcome the following new members to our Club and we hope that they will enjoy participating with us in our events and in the comradeship which will be the result of association with others who are interested in the same endeavours:

On a nicely personal note let all who read be aware that our HUMBER SUPER SNIPE owner, Frank Richmond, acquired marital status and took unto himself a bride, AGNES, on the 23rd of May. Agnes has accompanied Frank on numerous of our events and we now welcome her and Frank in their new status and wish them the greatest of happiness.

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# La voiture de demain

par  
Jean-Pierre DARBOY

Lorsque l'on considère ce qu'était une automobile en 1900 et ce qu'elle est aujourd'hui; lorsque l'on voit le chemin parcouru en un quart de siècle, on peut se demander si la voiture actuelle est arrivée à sa forme définitive, ou si elle évoluera encore.

Comment se présentera l'automobile dans vingt-cinq ans? Y aura-t-il la même différence entre l'automobile en 1985 et aujourd'hui, qu'entre 1900 et 1920?

Il est fait certain: c'est que l'évolution de l'automobile se ralentit et qu'il ne faut pas espérer voir des progrès aussi rapides qu'au début de la construction. Il y a cela plusieurs raisons.

L'une des principales, c'est l'inertie que présente aujourd'hui la construction automobile au moindre changement, du fait de la construction en grande série.

La moindre modification dans un modèle bouleversera une usine qui construit à la chaîne, il faut reviser tout une partie de l'outillage; il faut changer les méthodes de fabrication et de montage. Si au lieu de modification de détails, il s'agit de modification de principes, on conçoit qu'un travail de genre ne peut se faire facilement, et il semblerait certainement plus simple à nos grands industriels, s'il s'agissait d'un modèle de conception vraiment nouvelle, d'élever une nouvelle usine pour construire ces nouvelle châssis.

Mais l'industrie automobile est une industrie trop vivante pour qu'elle n'évolue pas tôt ou tard suivant les nécessités techniques modernes. Il est impossible d'affirmer que l'automobile est arrivée aujourd'hui à sa forme définitive, et l'on peut espérer qu'en 1985 les voitures de ce Salon nous sembleront ridicules.

Cependant, pour dessiner la voiture de 1985, il ne faut pas croire qu'il faille beaucoup d'imagination. Les solutions demain, on les trouve dans les derniers salons, mais elles sont réservées à des jeunes marques dont c'est la seule ressource pour s'imposer et ne craignent pas d'att-quer les premières solutions de demain, malgré tous les risques que cela comporte... Mais, lorsque la construction en grande série adoptera leur solution, beaucoup n'existeront plus. Injustice inévitable de la lutte industrielle moderne.



Quelles sont ces solutions qui étonnent aujourd'hui, et qui sembleront toutes naturelles demain?

Ce sont, pour le châssis, la traction par roues avant; la suspension par roue indépendante et le changement de vitesse automatique; pour la carrosserie, c'est la adoption définitive d'une ligne tendant à diminuer le coefficient de résistance à l'avancement.

De toutes ces solutions, la traction par roues avant et la suspension par roue indépendante et le changement de vitesse automatique; pour la carrosserie ceci n'est pas trop importante en ce moment. Les autres certainement celles qui se généralisent le plus vite. En Amérique, toutes les voitures de course actuellement sont les voitures à traction par roue avant, et n'oublions pas que les solutions adoptées en course ont toujours été appliquées par la suite à la voiture de série.

Prendre les roues arrière comme roues motrices, c'est mettre la charue devant les boeufs; la traction par les roues AV assure une meilleure tenue de route de la voiture; elle permet de surbaissier le châssis et dégage l'arrière de toute la partie mécanique. Il est alors facile d'établir de carrosserie confortables et spacieuses sur des châssis surbaissés.

La suspension par roue indépendante améliore considérablement le confort de la voiture sur mauvaise route. Elle supprime le 'shimmy' et facilite la conduite de la voiture.

Ce sont là solutions essayées déjà, adoptées avec succès par de nombreux constructeurs (comme Tracta et Sizaire) qui construisent en petite série de la voiture de luxe. Avant cinq ans d'ici on peut espérer qu'elles seront adoptées par des constructeurs qui sortent cinquante ou cent voitures par jour.

En revanche, le problème du changement de vitesse automatique est plus délicat et sa solution semble moins proche. Ce qui rend désagréable et délicat la conduite d'une voiture, c'est la manœuvre du changement de vitesse. C'est pourquoi on recherche aujourd'hui des voitures simples qui permettent de rester le plus longtemps possible en prise directe, mais cette souplesse ne peut être obtenue qu'avec un moteur de grosse cylindrée pour un châssis léger avec AR très multiplié. Au point de vue technique, c'est la solution peu élégante et qui répugne particulièrement français. Nous l'avons adoptée, par ce que c'est jusqu'à présent la meilleure solution du problème; mais la vraie solution technique, c'est le changement de vitesse automatique. Constantinesco en Angleterre; Samson, DeLavaud en France, ont déjà présenté d'intéressantes solutions dans cet ordre d'idées, mais on ne peut pas dire qu'elles sont indiscutables.

A l'heure actuelle, les meilleures solutions techniques sont presque irréalisables pratiquement, et les solutions qui marchent 'trichent' plus ou moins sur la technique pure.

Mais ce n'est pas un problème que nos ingénieurs ne pourront résoudre et l'on peut espérer que la voiture de demain ne comportera que deux pédales, une pour aller vite, et l'autre pour aller plus doucement. A cette époque, les femmes apprennent facilement à conduire.



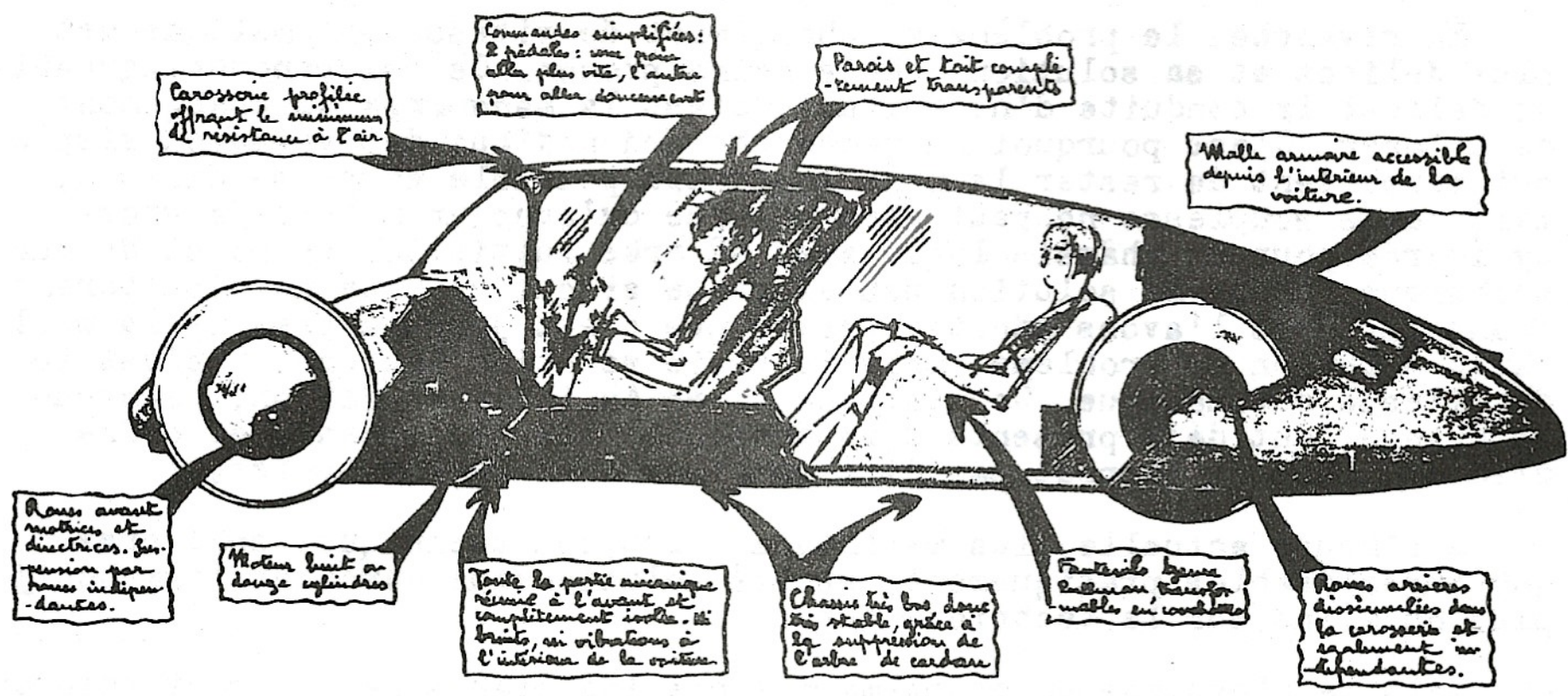
Il est probable aussi que la carrosserie évoluera encore. Aujourd'hui la carrosserie automobile est complètement dégagée de la carrosserie hippomobile.

Weymann a fait triompher la silence, mais il y a encore beaucoup à gagner du coefficient de pénétration. La résistance de l'air absorbe les trois quarts de la puissance du moteur.

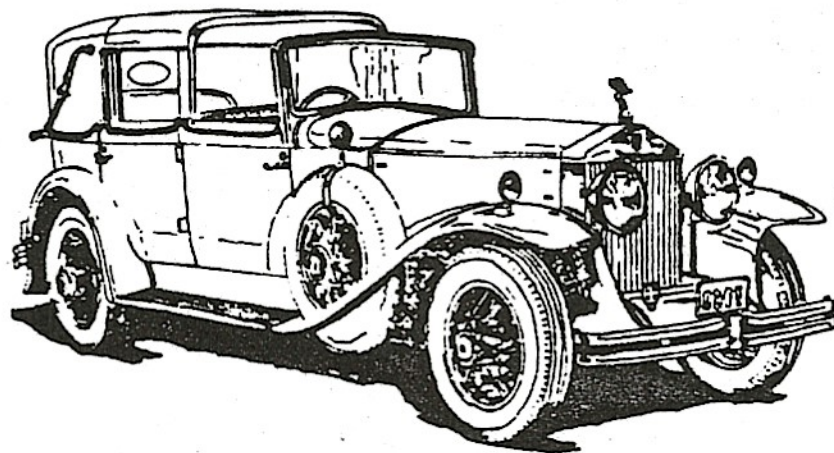
Par une ligne judicieusement établie, on arrive à abaisser ce chiffre. A vitesse égale, on consomme moins; à puissance égale, on va plus vite.

Un constructeur comme Chenard, adoptant cette théorie, n'a pas craint de fabriquer (en petite série, il est vrai) un véhicule conçu sur ces principes: le tank Chenard. Un carrossier, Guillaume Bussón, se fait le champion des carrosseries aérodynamique avec lesquelles il ne craint pas d'habiller des châssis tout qu'il a de plus de série. Il faut souhaiter que notre notion de l'esthétique automobile évoluera dans ce sens et que nous finirons par trouver belles carrosseries qui utiles.

- o - o - o - o - o - o - e -  
 Ci-haut par la courtoisie de "Le Phare".  
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# BASKETCASE DEPARTMENT

V.E.A.E. members are ever alert to matters which affect our hobby and quite recently we received a note from Peter Pichler, who, incidentally, is an MG fan of some considerable substance. In fact it was he who, with his wife, made an Odyssey to California in search of some MGs located there that he was interested in. More on that later in an account to be written exclusively for this journal.

Anyway, Peter learned some weeks ago that there had been a, to us, useful Tariff change as it applied to older cars and it is being quoted below.....

TARIFF ITEM 69320-1. EFFECTIVE IMMEDIATELY  
Dated October 28, 1980

"Automobiles and other motor vehicles other than railroad vehicles designed to operate primarily on land and produced more than twenty-five years prior to date of entry for consumption; original parts thereof; reproductions of original parts designed for use only in or on the foregoing or in or on the vehicles in Canada that if imported would qualify for entry under the item; tires suitable only for mounting on such vehicles; all of the foregoing subject to such regulations respecting proof of age as the Minister may prescribe."

Free for British Preferential (Commonwealth) and Most Favoured Nation. (Europe and U.S. basically).

This applies to the Tariff only. The Federal Sales Tax applies as before.

Some of our members may already have become aware of this but nevertheless our thanks go to Peter for passing it along so that all may read and hopefully, benefit.

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Pierre Ouimet has sent a letter which indicates his satisfaction with two firms he has had dealing with in respect to plating and exhaust systems and it's reproduced here .....



POUR L'AUTOSIASTE:

Il est souvent difficile de trouver de bonnes adresses pour faire effectuer certaines tâches précises. Afin d'aider vos amis membres du club, nous vous incitons à fournir vos commentaires et expériences à l'Autosiaсте.

Pour ma part, j'ai deux adresses à vous communiquer:

1. Si vous avez des problèmes d'échappement, il y a une succursale de Superior Muffler qui peut vous faire de l'excellent travail et à un prix très raisonnable. J'y ai personnellement fait faire les échappements avant d'une Jaguar 340 (double tuyaux faits sur mesure pour 40\$). Je fournissais les échappements arrières et les deux silencieux moi-même. Ils ont travaillé près de cinq heures en tout et j'y étais, donc pas de faux, ils m'ont chargé trois heures à 20\$/heure. Et le plus beau de l'affaire, c'est que tout ce qu'ils fournissent est garanti à vie, pour quelque voiture que ce soit, même les pièces qu'ils font eux-même. Un ami a fait faire une XK 150 pour 225\$, tout compris et garanti à vie. Qui dit mieux?

L'adresse: Garage Dumoulin Ltée,

8135 boul. Levesque, Saint-François, Laval.

tel: 665-1141 ( prendre rendez-vous ).

demandez Benoît Dumoulin, c'est lui l'artiste.

2. Qui n'a pas perdu de cheveux lorsqu'est venu le temps de refaire les chromes. Pourtant, du bon travail c'est possible. J'ai eu un tuyau pour aller voir ceux qui refont les chromes pour Rolls-Royce, et j'ai vu des gens qui travaillent bien et qui sont conscients de la valeur sentimentale de ce que vous apportez. Leurs prix sont raisonnables pour la qualité de travail qu'ils offrent. Un pare-choc avant rechromé pour 125\$, et bien fait. Il existe d'autres endroits qui ont bonne réputation, mais celle-ci me convient. Qui sont-ils?



Auto-Chrome du Parc Inc.

480 boul. Guimond, Longueuil, QC

(dans le parc industriel près du Tunnel L.H. Lafontaine)

tel: 527-8501. M. Robert Lesage ou Raymond Lafortune.

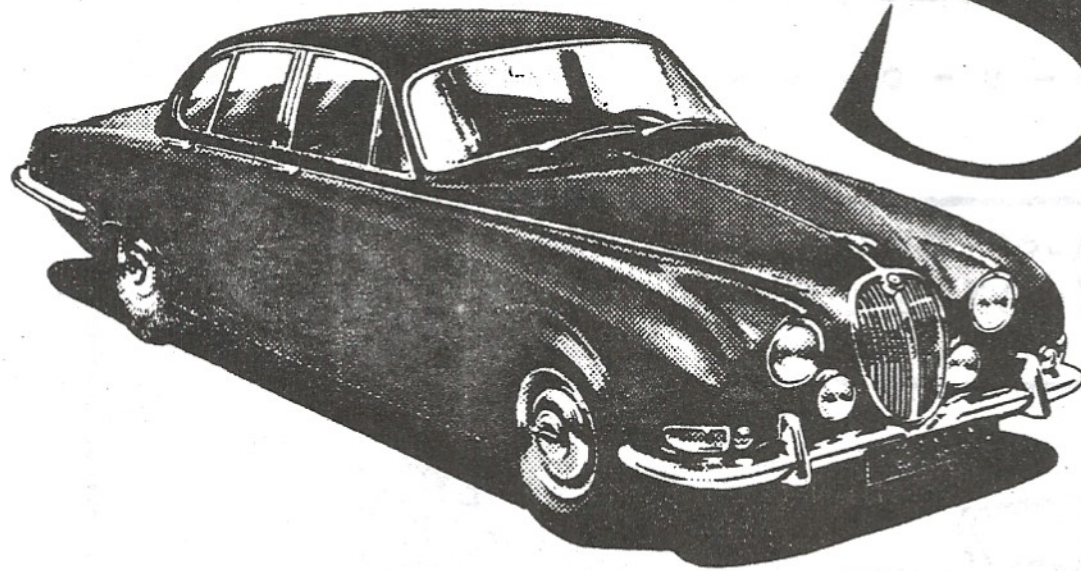
3. Quelle est votre bon tuyau????????????????????????????????

*Pierre André Ouimet*  
2.27.81

---

# JAGUAR

## "S"



haute performance  
confort maximum

3.4 litres : 210 cv

3.8 litres : 220 cv

4 roues indépendantes  
Grande habitabilité  
Coffre de très grande capacité

ACTA 100 J

IMPORTATEUR-DISTRIBUTEUR POUR LA FRANCE

**ROYAL-ÉLYSÉES - CH. DELECROIX**

80, RUE DE LONGCHAMP - PARIS XVI - TÉLÉPHONE : PAS. 60-05

**ROYAL-ÉLYSÉES S. A.** appartient au Groupe **SOFIDEL**



Your Editor himself can add the names of two concerns which have been particularly helpful in matters requiring some specialised service. As follows.....

1) For expert aluminium welding on such things as cylinder heads, crankcases etc. you should try United Welding Processes (Canada) Ltd. This firm specialises in the welding of motor blocks and heavy engine components. Apparently the large users of heavy road and construction equipment take advantage of the firm's expertise. While there, it was noticed that a very large cylinder block was being repaired. It had come from 'way up in sub-Arctic. They have facilities for testing the finished job, both for pressure by electronic means. Cylinder heads are planed.

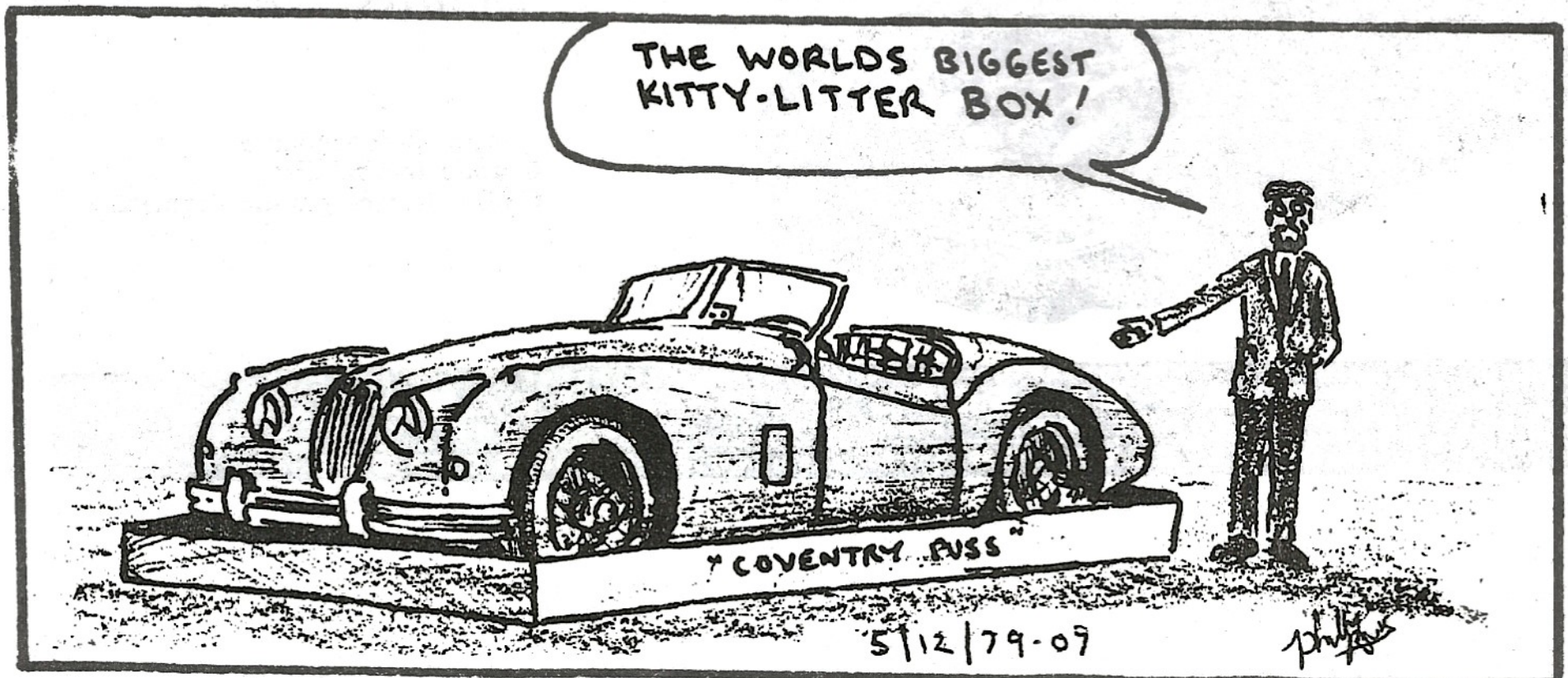
UWPC, as the firm is called, is located at 10621 Rue Henault, in Montreal North. Tel. 321-3320. Pierre Champigny is the man to call. By the way, Pierre is a keen motor sports type.

2) If you have difficulty in getting a replacement for a flexible pipe, such as used in a fuel or oil line, brake hose etc. then try Marshall Equipment at Dorval. They can take your ends, which are sometimes hard to duplicate and they'll connect them up with the right tubing. Their address is 502 O'Connell, just behind the Dorval station and the phone is 636-1152. Bob Goudreau is the man to see.

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It could be useful to members who have problems in finding reliable suppliers of services or equipment if others who have a good line on a reliable source would pass on the good word.

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Contributed by Phil Avis



UNDER THE HEADING OF TRIVIA.....

A recent article appearing in a magazine which comes to our house concerned the ever-rising interest being taken by collectors in miniature cars such as those made by Dinky Toys and Matchbox. Apparently the antique and vintage cars and other vehicles which these and other firms have made are acquiring very interesting values. One can quite easily command a three-figure price if in mint condition and particularly if in its original box. This implies that such a toy has never been played with, on the floor or in a sandbox.

The article went on to say... "Sadly, there are dozens of people with 'Dinky Toys' to sell in sandbox condition but they are not going to be worth anything unless the condition is excellent". Sometimes early items in relatively poor condition can be used for spare parts and suggests that "if you haven't got a British taxi, then better buy a damaged one and upgrade your collection".

It appears that novices must be careful and not buy repaints and seek the advice of a reputable dealer. It is recommended that the tyro consult the 'Bible' of collectors, the "History of British Dinky Toys, 1934-1964" by Cecil Gibson and published by Mikansue and Modellers' World, Windsor, England, which can be ordered from bookstores. Many collectors belong to the Canadian Toy Collectors Society (contact member Doug. Jarvis in Grimsby, Ontario.

Comment on this could well be that if good normal-size Vintage and Classic cars continue to increase in price, maybe the next best thing is to go for miniatures although the prices of some of them as advertised in, for example, Thoroughbred & Classic Car would appear to be up in the hills now anyway!

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An interesting article appeared in the April 1978 issue of the magazine "Car Classics", a publication which despite its obvious greater appeal to the North American car aficionado than to we who, with justification or perversity rather look the other way (the Nelson touch, perhaps?) does have some interesting items which can be of broad appeal.

The one in question was entitled "Are 4 Wheels Enough, How About 6, or 8". With the 1903 Pullman, 1903 Janvier in France, the 1911 Octauto with 8 wheels, there were numerous visits into the strange state of Plus 4s. In fact Hudson built a 6 wheeled car for the Japanese military in 1932 which was really an extension of one of its large touring cars. Both rear axles were driving. Mercedes-Benz also put a six-wheeler onto the roads as an impressive parade carriage for Nazi bigwigs.

Of course and coming more contemporary we remember George Eyston's eight-wheeled "Thunderbolt" which was to put 4700 hp to the yellow sands of Nevada and propel his car to 357.3 mph in 1938. With that the Germans were busily working on a sixer to top that figure.



Later, we had the British Tyrrell team with six-wheelers that did very well. Starting out with a design by Derek Gardner who had the view that with front wheels of only 10 inch diameter instead of the usual 13 inch and to narrow the front track so that the wheels and tires would fit behind the widest front-end cowling, 1.5 mtrs wide as Formula 1 rules allowed. Most observers at Silverstone were of the opinion that it was a publicity stunt for Tyrrell and Elf, the French Petroleum company. It was tested in 1975 and the results were satisfying enough that two more cars were built to race at the Jarama track in Spain in 1976. There the team scored a win and nine second placings to equal the total points of the team that won the World Championship. However, later improvements made the car too heavy and so for 1978 Tyrrell went back to four wheels.

More recently in Britain Bob Jankel produced the astonishing Panther Six. It was shown at Earl's Court in 1977 and caused no end of interest. It had a turbo-charged Cadillac V-8 behind the seat. When this writer saw it there's no doubt at all that it really was eye-catching and something different in a motor world characterized by sameness. As an exercise in engineering it succeeded but as a marketable motor car, it failed. And so has the company.

Despite all the efforts at producing and marketing multi-wheel cars, it doesn't seem as if the idea has really caught on except for commercial vehicles or single-purpose jobs where weight distribution is the prime consideration and cost the least.

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The story of Citroen's endurance runs is a fascinating one. We see these generally outstandingly handsome cars in Montreal from time to time and in fact members Gilles Desroches and Pierre Ouimet have owned Citroens during there mambership in the Club. Most recently Pierre had the latest model, the SM which boasted of an engine by Maserati.

By 1940, Citroen held 260 official World and International speed records, most of them of the endurance variety. Rear-drive Citroens, the Rosalie series, had racked up stupendous long-distance speed records between March and August, 1933. Some of the 1933 records still stand today.

These pre-fwd Citroens ran flawlessly around the Montlhery track for half a year straight. The idea at first had been to go up to 150,000 miles but the Yacco Oil sponsored Citroens performed so well that the distance was doubled. Before the runs ended, one of these cars, the Petite Rosalie, had covered 300,000 miles of troublefree driving continuously at an average speed of 58.08 mph.

When the first fwd Citroen appeared on March 3rd, 1934 Andre Citroen met with veteran driver Francois Lecot, then aged 56, and suggested that he test the new model's endurance by driveing it every day for a year on public roads at a rate of 1100 km per day, a total of 400,000 km ((just under 250,000 miles) Lecot agreed.

The car was a steek 11CV modified only by adding an accelerator pedal for the left foot and setting the windshield upright for less chance of interior fogging. He set off July 22nd 1935, caught up with the Monte Carlo Rallye on January 1936 and then went for a tour of European capitals to end the tour on july 24th, 1936.



JUST THE THING for the Economy Run or the member who either everything or nothing (above the shoulder, that is!)

So if you couldn't make the auctioning off of the Lamborghini Countach "S" as advertised in the Gazette (See below) then this is it.

## CUSTOMS & EXCISE CANADA

Following a seizure, we have been authorized by Mr. H. J. Giles, Regional Collector of Customs & Excise for the Montreal region, to sell by

### PUBLIC AUCTION

LAMBORGHINI COUNTACH "S"  
Serie 9R 13268 Chassis 1120246

**ESTIMATED COST \$150,000.**

at the examining warehouse

**105 McGill St., Montreal, P.Q.  
TUESDAY, MARCH 31, 1981 at 11:00 A.M.**

Please note that the car is missing the following: hood, windshield, instrument panel, some instruments, two bucket seats, one door. It is being offered "as is".

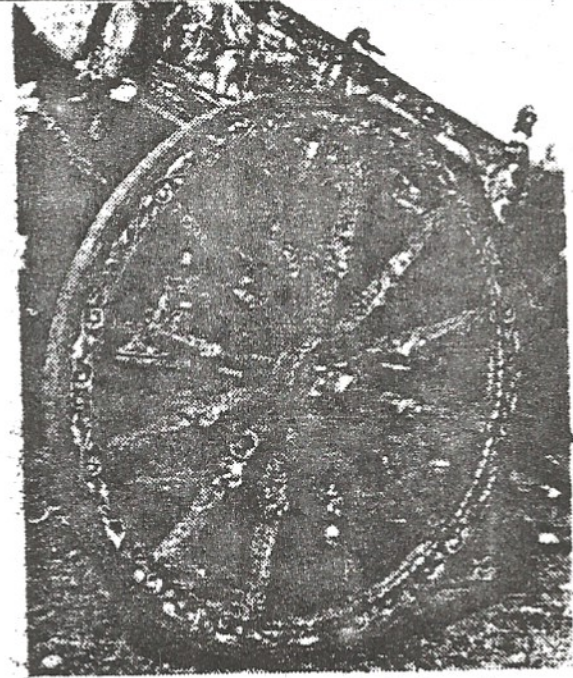
It should be noted that this car is a "collector's item".

The purchaser shall have to deposit \$10,000 by certified cheque or cashiers' cheque on adjustment payable to Receiver General of Canada, balance of purchase price within 48 hours or deposit will be forfeited. Purchaser shall have to modify vehicle to conform to North American standards or export same from Canada.

Inspection: Monday, March 30, 1981 9 a.m. to 3:30 p.m.  
Tuesday, March 31, 1981 from 10 a.m. to 11 a.m.

**BISSELL & BISSELL LTÉE**  
**QUEEN'S AUCTIONEERS**

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### Authentic, Original ROMAN CHARIOT

The only one in North America. Hand carved, with hundreds of figures and decorative flourishes.

Hand painted — beautifully detailed.

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Reply: Box 757

The Financial Post  
481 University Ave.  
Toronto, Ontario  
M5W 1A7.

By the way, where did the "Countach" go? We want ask about the Chariot. Maybe it went back to Rome. It's Italian, too.

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Two friends are talking.....

- a) "I got a wonderful little sports car for my wife."
- b) "Gee, I wish I could make a trade like that!"

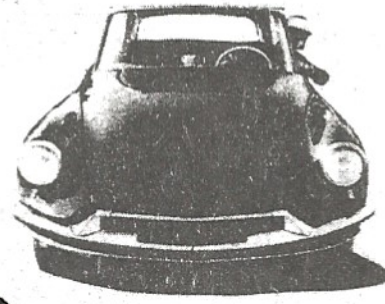


NATIONALLY ADVERTISED IN LEADING MAGAZINES:

## 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:

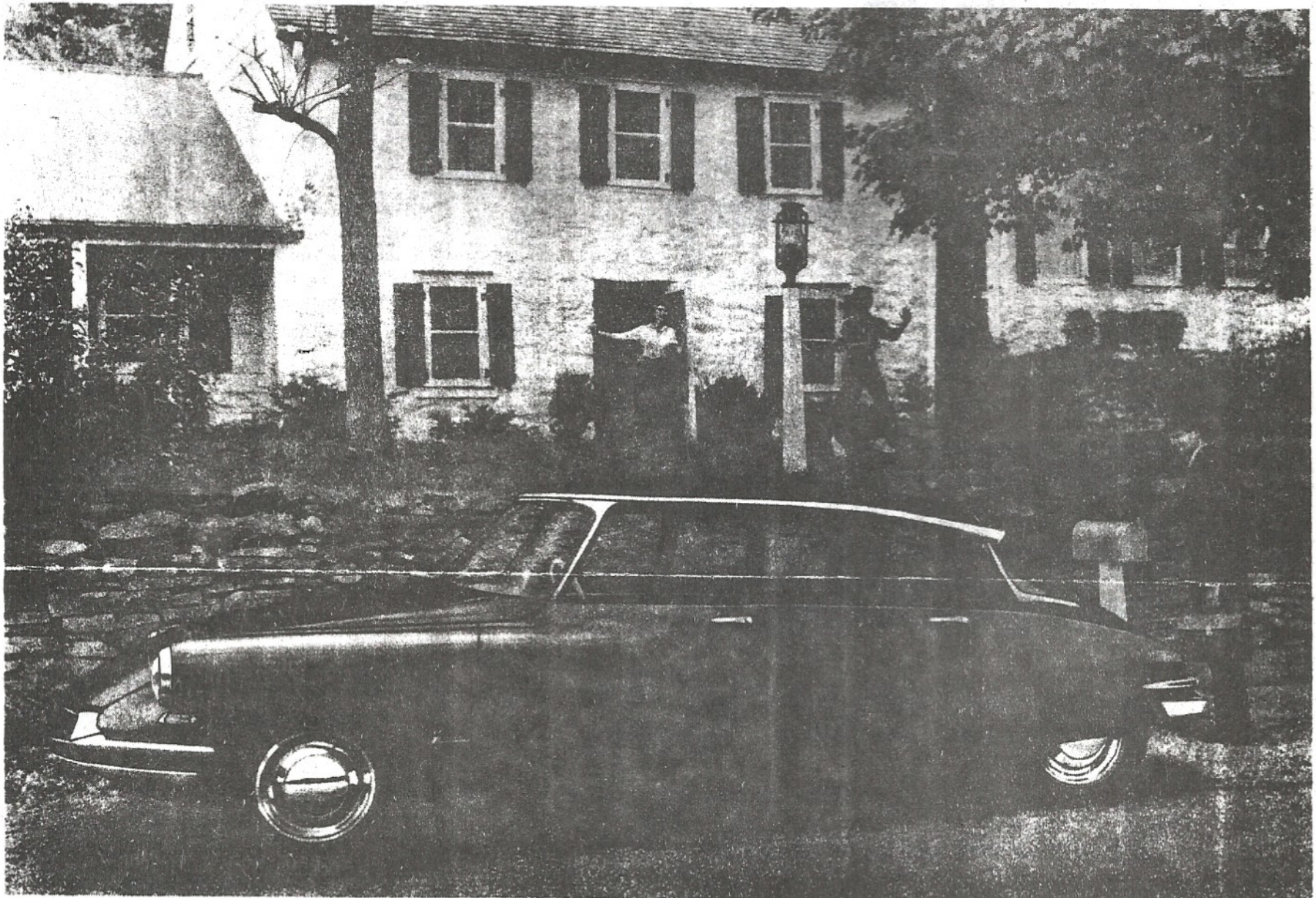
**The Sure-Footed Control of Front-Wheel Drive:** The Citroen's roadability is legendary for flat, fast cornering around the sharpest turns!

**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!



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DS 19  
DS 19

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April 1958

		<u>Price fob Paris</u>	<u>Documents*</u>
Citroen	2 CV-AZL	\$ 975	\$ 50
Panhard	Dyna	1375	50
Citroen	ID 19 Deluxe	2095	60
Citroen	ID 19 Export Model	2195 ✓	60 ✓
Citroen	DS 19	2395	60

\* Travel documents, registration charges, one international driver's license, handling and delivery charges at Factory, and French Automobile Club Membership.

<u>DELIVERY CHARGES</u>	<u>2 CV</u>	<u>Dyna</u>	<u>DS &amp; ID</u>
Paris	none	none	none ✓
Cannes-Nice	\$ 50	\$ 60	\$ 60
Le Havre	35	40	40
Cherbourg	40	45	45
England: Southampton	100	105	115
Rome	110	130	145
Brussels	45	45	50
Other quotations on request			

<u>INSURANCE RATES</u>	<u>2 CV</u>	<u>Dyna</u>	<u>ID19</u>	<u>DS19</u>
Fire, theft, unlim. liability and Collision				
1 month .....	\$ 34	\$ 49	\$ 67 ✓	\$ 68
2 months .....	44	65	89	89
3 months .....	54	79	107	108
6 months .....	90	130	177	180
Other quotations on request				

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CITROEN CARS CORPORATION

Max duty - 130.  
Shipping 250.



# No sex on a plate in Britain

by Nick Cole

The Permissive Society may be growing daily more permissive, but SEX is still banned in Britain and so is GOD. SEX and GOD are two sets of letters which you are never likely to see on a British car number-plate.

They are just two of many combinations which, along with certain suggestive or lewd words have not so far been issued 'because people might find them offensive', says the government's Driver & Vehicle Licensing Centre.

If official sensibilities ever change, and some of the richer Anglo-Saxon epithets are permitted, there would be strong competition for their ownership, because collecting 'cherished numbers' as they are known, has become one of the most popular status games in Britain.

There are price tags to match, you might be lucky enough to pick one up for £50, but the average figure being asked is at least double that sum. The Dunlop Tyre Co. has reputedly turned down an offer of more than £50,000 for A1, the first number ever issued, in 1903.

To the innumerate layman, it may seem more than mildly eccentric that people are willing to part with hard-earned cash for cryptic inscriptions like R20, JCI111 or DSG 1, which have resulted from the way car numbers developed into combinations of figures and letters denoting the area of registration.

But not to the autonumerologist. To

him, the numbers game is real, significant and rewarding: 'It is something personal and a bit individual in a drab world', says one ardent collector.

At the simplest level, car marks like R20 and DSG 1 are sought after because they denote an owner's initials. Then there are the highly-prized plates which advertise the driver's profession: TV entertainer Jimmy Tarbuck, for instance, could not resist COMIC (with the numeral one making do for an 'I').

The Bishop of Ely is blessed with 660 ELY. Top jazzman Chris Barber tootles around with the plate CB 20, and car-crazy author James Leasor (he owns a rare 1937 super-charged American Cord) is identifiable by JL 50.

Companies such as the whisky firm with VAT 69 and the brewery with ALE 79 believe their numbers are good publicity. So do Rolls-Royce dealers H. P. Owen, who paid a world record price of £4,800 for RRI in 1968.

There is even a clutch of diplomatic plates. USA 1, which was probably first issued for use during the late President Eisenhower's visit to Britain, now adorns the US ambassador's limousine.

CEY 1 belongs to Ceylon's or rather Sri Lanka's, High Commissioner in London, COL 10 to the Colombian embassy and 1 JAM to the Jamaican embassy.

The cherished numbers game even has the Royal seal of approval. The Queen gave Prince Philip the number HRH 1 (His Royal Highness No. 1). It was presented to her by a loyal subject who had been issued with the number in the normal way. Princess Anne displays ANN 1, a wedding gift, on one of her cars.

Responsibility for issuing registra-

tion numbers made up from block allocations provided by the main licensing centre is in the hands of 81 local offices. This has led to regional variations like RON, ERN, BOO, DRY and BOX (once owned by an undertaker with a macabre sense of humour).

Until recently, plates could be changed for a nominal five pounds fee. Now the charge for transferring a cherished number is £50 — and it must by law be transferred with the car.

But the higher prices notwithstanding, the trade continues, with the volume of cherished plate-owners at around 300,000 and the number of transfers at 50,000 annually.

Comedian Norman Wisdom has no plans to sell the 94 BUS plates on his red BMW: 'If someone asks me after a show, "how are you getting home?" I say I'm going by BUS'.

His auto-humour is in the same vein as the businessman who once owned ANY 1, and delighted in telling people who asked which car was his: 'Oh, ANY 1, ANY 1'.

Talking of 'one', the plate ORU 12 (Oh Are You One Too) was offered not long ago for £600 — double the price of the car when it was new in 1954.

The passion for personalised plates has spread round the world, particularly to America — which, like Britain, has its own collectors' association with an international membership — and also to West Germany, whose neo-British licensing system has given them gems like BIER and HOCK.

*About the Author:* NICK COLE is a freelance author, news reporter and feature writer who works in Fleet Street. His work appears regularly in *The Times* and *The Guardian*. He was a former staff reporter on the *London Evening Standard*.





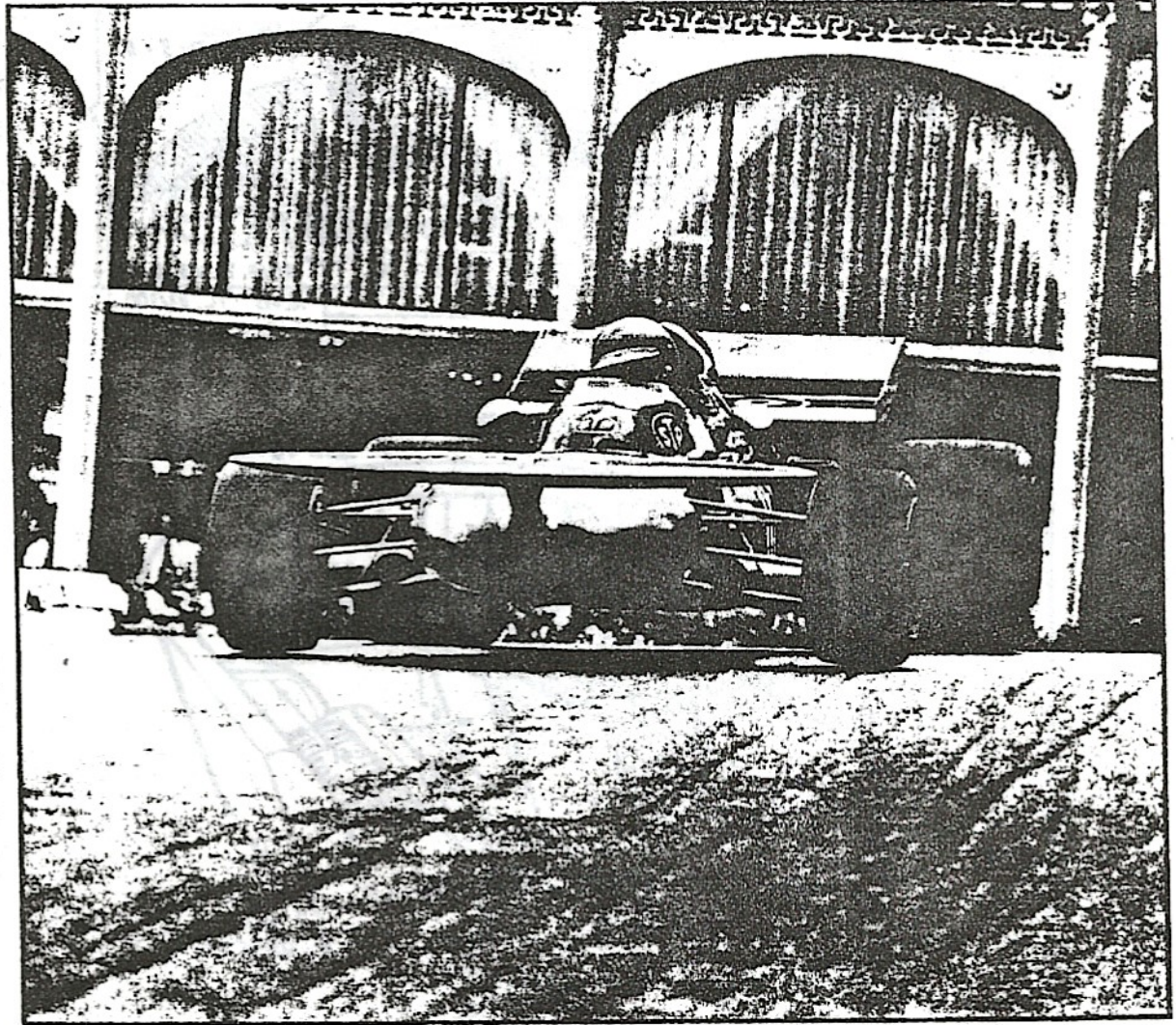
# Stewart keeps spoiling "Ferrari's Year"

MICHAEL SESIT

By the time the Monaco Grand Prix was 10 laps old, it looked like any other Formula One race—out in front and going away from the rest of the field at about half a second per lap was Jackie Stewart in his blue Elf Tyrrell. About five seconds behind him were Jo Siffert's BRM and Jacky Ickx's Ferrari in one of those classic Monte Carlo situations where it takes more than a better car and driver to get by a good combination, for the tiny 1.9-mile circuit doesn't provide many feet of straight pavement where passing is possible.

Another such situation had developed a dozen seconds behind the leader where Pedro Rodriguez (BRM) led Ronnie Peterson (STP March-Ford), Denny Hulme (McLaren-Ford) and Jean-Pierre Beltoise (Matra) in a crazy conga weaving from one side of the road to the other. Time and again the hammerhead front wing of the March came menacing along side the BRM and Rodriguez retaliated with a defensive flick of the wrist and pointed the BRM into the next corner on his line. But by the 14th lap the pressure was telling and Rodriguez made the tiniest of errors, but just big enough to send a wheel thumping into a curb with sufficient force to tweak the rim and let air escape from its tubeless race tire.

The freedom was like a tonic for Peterson and in just over one lap he put five seconds between himself and Hulme and suddenly Ickx and Siffert were again less than 10 seconds away. The young Swede was attacking the circuit with all the verve in the world and using every bit of power from his Cosworth-Ford. He would have the March sliding out of fast and slow corners alike, then swinging on just a bit of opposite lock at the last instant, but in time enough to keep the STP red machine from sliding into a guardrail, or wall, or curb. His consistency and accuracy were remarkable despite the *brio* of his performance and his deficit diminished rapidly; straight past Ickx he went as he braked for a hairpin on the 30th lap and now ahead lay the greatest balker of them all, Jo Siffert. Even he failed to hold the young Swede for more than a lap and so with 31



A splendid race by Peterson (STP March) took him through the ranks to finish second behind Stewart.

of the 80 laps completed, Ronnie Peterson was in second place and 16 seconds behind Stewart. A lap later the margin was down to 15 seconds and it looked as if Stewart had a race on his hands. But the interval went back to 17 seconds, stayed there for a few laps, then on the 38th Stewart put on a demoralizing spurt which saw him take half a second off the record set by the late Jochen Rindt on the last lap of the 1970

race. Thereafter the gap gradually stretched to around half a minute.

The weather didn't even change. It had taken the life out of two of the qualifying sessions and taken a disconsolate Mario Andretti out of the race. The rain ruined the first session but Mario was out early for the second and followed fellow Ferrari driver Ickx round the partly damp track till both were lapping inside 1:29s. Then a fuel pump driveshaft failed and Mario was sidelined as Stewart won pole, and 16 others ran faster than Mario. The third session was again on a damp track and Mario had fallen victim to the splendid American tradition of no invited entries—everybody must qualify.

Ferrari got some consolation when Ickx inherited third place as Siffert's engine blew in front of the pits, but with it came the knowledge that what was supposed to be a Ferrari year was fast becoming another Ford one, or really a Stewart one.

## MONACO GRAND PRIX 80 laps. 1.9-mile circuit

1.	J. Stewart	Tyrrell-Ford	80 laps
2.	R. Peterson	STP March-Ford	80 laps
3.	J. Ickx	Ferrari	80 laps
4.	D. Hulme	McLaren-Ford	80 laps
5.	E. Fittipaldi	Lotus-Ford	79 laps
6.	R. Stommelen	Surtees-Ford	79 laps

Average Speed: 83.3 mph

Fastest Qualifier: J. Stewart, 1:23.2

Fastest Lap: Stewart 1:22.2 (85.4 mph)

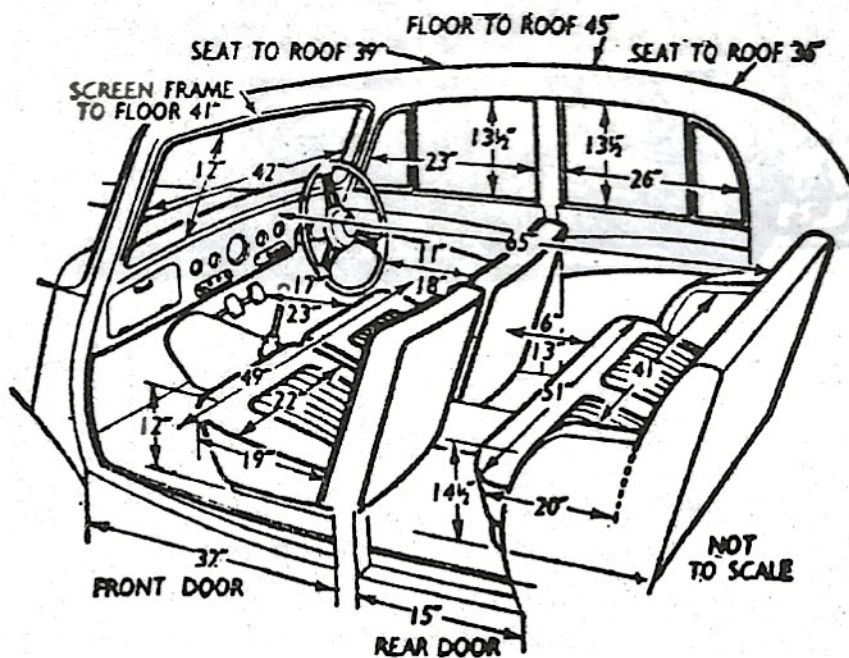
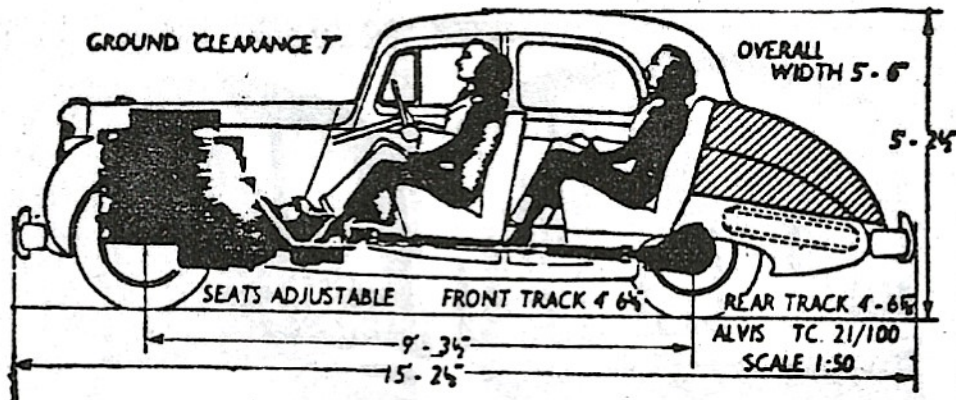


# The Motor Road Test No. 6/54 (Continental)

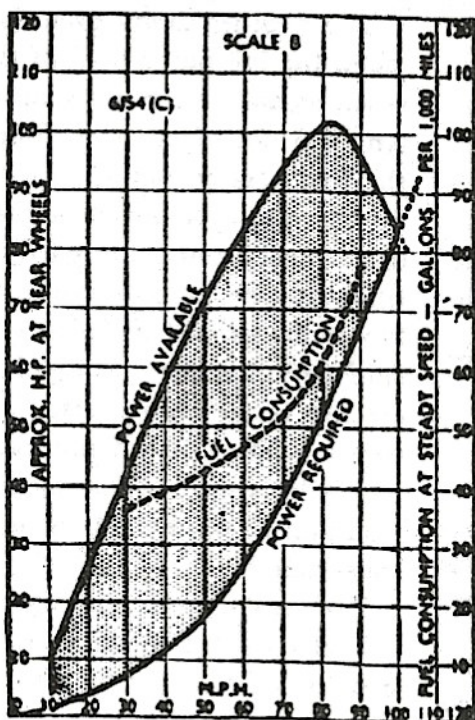
Make: Alvis

Type: TC 21/100 Saloon

Makers: Alvis Ltd., Holyhead Road, Coventry



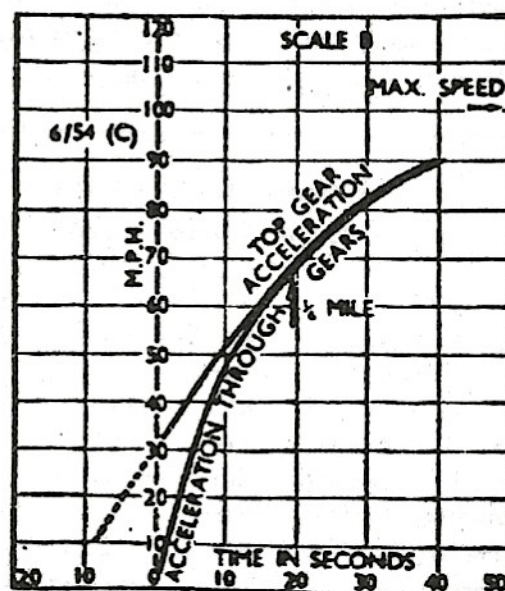
**WEIGHT**  
 Unladen kerb weight ... .. 30 1/2 cwt.  
 Front/rear weight distribution ... .. 51/49  
 Weight laden as tested ... .. 34 1/2 cwt.



Drag at 10 m.p.h. ... .. 45 lb.  
 Drag at 60 m.p.h. ... .. 165 lb.  
 Specific Fuel Consumption when cruising at 80% of maximum speed (i.e., 80.1 m.p.h.) on level road, based on power delivered to rear wheels ... .. 0.75 pints/h.p./hr.

**HILL CLIMBING** (At steady speeds)  
 Max. top gear speed on 1 in 20 ... .. 85 m.p.h.  
 Max. top gear speed on 1 in 15 ... .. 77 m.p.h.  
 Max. top gear speed on 1 in 10 ... .. 58 m.p.h.  
 Max. gradient on top gear ... .. 1 in 8.8 (Tapley 255 lb./ton)  
 Max. gradient on 3rd gear ... .. 1 in 6.4 (Tapley 345 lb./ton)  
 Max. gradient on 2nd gear ... .. 1 in 4.4 (Tapley 500 lb./ton)

**BRAKES** at 30 m.p.h.  
 0.90 g retardation (= 33 1/2 ft. stopping distance) with 100 lb. pedal pressure.  
 0.86 g retardation (= 35 ft. stopping distance) with 75 lb. pedal pressure.  
 0.45 g retardation (= 67 ft. stopping distance) with 50 lb. pedal pressure.  
 0.21 g retardation (= 145 ft. stopping distance) with 25 lb. pedal pressure.



## Test Data

**CONDITIONS:** Weather: Fine, cold and little wind for maximum speed and fuel consumption tests; wet with strong cross winds during acceleration tests. Surface: Smooth concrete (Ostend-Ghent motor road). Fuel: British and Belgian premium grades.

**INSTRUMENTS**  
 Speedometer at 30 m.p.h. ... .. 2% fast  
 Speedometer at 60 m.p.h. ... .. 2% fast  
 Speedometer at 90 m.p.h. ... .. 1% fast  
 Distance recorder ... .. 3% fast

**MAXIMUM SPEEDS**  
 Flying Quarter Mile  
 Mean of four opposite runs ... .. 100.1 m.p.h.  
 Best time equals ... .. 101.1 m.p.h.

**Speed in Gears**  
 Max. speed in 3rd gear ... .. 85 m.p.h.  
 Max. speed in 2nd gear ... .. 54 m.p.h.

**FUEL CONSUMPTION**  
 28.5 m.p.g. at constant 30 m.p.h.  
 25.0 m.p.g. at constant 40 m.p.h.  
 23.5 m.p.g. at constant 50 m.p.h.  
 22.0 m.p.g. at constant 60 m.p.h.  
 19.0 m.p.g. at constant 70 m.p.h.  
 16.5 m.p.g. at constant 80 m.p.h.  
 13.0 m.p.g. at constant 90 m.p.h.  
 Overall consumption for 123.8 miles, 6 gallons, = 20.6 m.p.g.  
 Fuel tank capacity, 14 1/2 gallons, including 1 gallon reserve.

**ACCELERATION TIMES** Through Gears  
 0-30 m.p.h. ... .. 5.3 sec.  
 0-40 m.p.h. ... .. 7.6 sec.  
 0-50 m.p.h. ... .. 10.8 sec.  
 0-60 m.p.h. ... .. 15.4 sec.  
 0-70 m.p.h. ... .. 20.2 sec.  
 0-80 m.p.h. ... .. 28.6 sec.  
 0-90 m.p.h. ... .. 40.6 sec.  
 Standing Quarter Mile ... .. 19.9 sec.

**ACCELERATION TIMES** on Two Upper Ratios

	Top	3rd.
10-30 m.p.h. ... ..	9.1 sec.	7.0 sec.
20-40 m.p.h. ... ..	8.8 sec.	6.2 sec.
30-50 m.p.h. ... ..	9.2 sec.	6.9 sec.
40-60 m.p.h. ... ..	10.1 sec.	7.7 sec.
50-70 m.p.h. ... ..	10.9 sec.	8.7 sec.
60-80 m.p.h. ... ..	12.9 sec.	—
70-90 m.p.h. ... ..	19.5 sec.	—

## In Brief

Price: £1,285, plus purchase tax  
 £536 10s. 10d., equals £1,821 10s. 10d.  
 Capacity ... .. 2,993 c.c.  
 Unladen kerb weight ... .. 30 1/2 cwt.  
 Fuel consumption... .. 20.6 m.p.g.  
 Maximum speed ... .. 100.1 m.p.h.  
 Maximum speed on 1 in 20  
 gradient... .. 85 m.p.h.  
 Maximum top gear gradient 1 in 8.8  
**Acceleration**  
 10-30 m.p.h. in top ... .. 9.1 sec.  
 0-50 m.p.h. through gears 10.8 sec.  
**Gearing:** 20.5 m.p.h. in top at 1,000  
 r.p.m.; 87.0 m.p.h. at 2,500 ft. per  
 min. piston speed.



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- = -

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