



Autosiaaste

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no 4

Membre



Member

Décembre December 1987





ENTHOUSIASTES DES VOITURES
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VINTAGE EUROPEAN AUTOMOBILE ENTHUSIASTS

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1987

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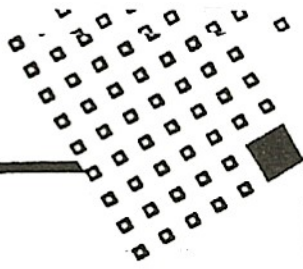
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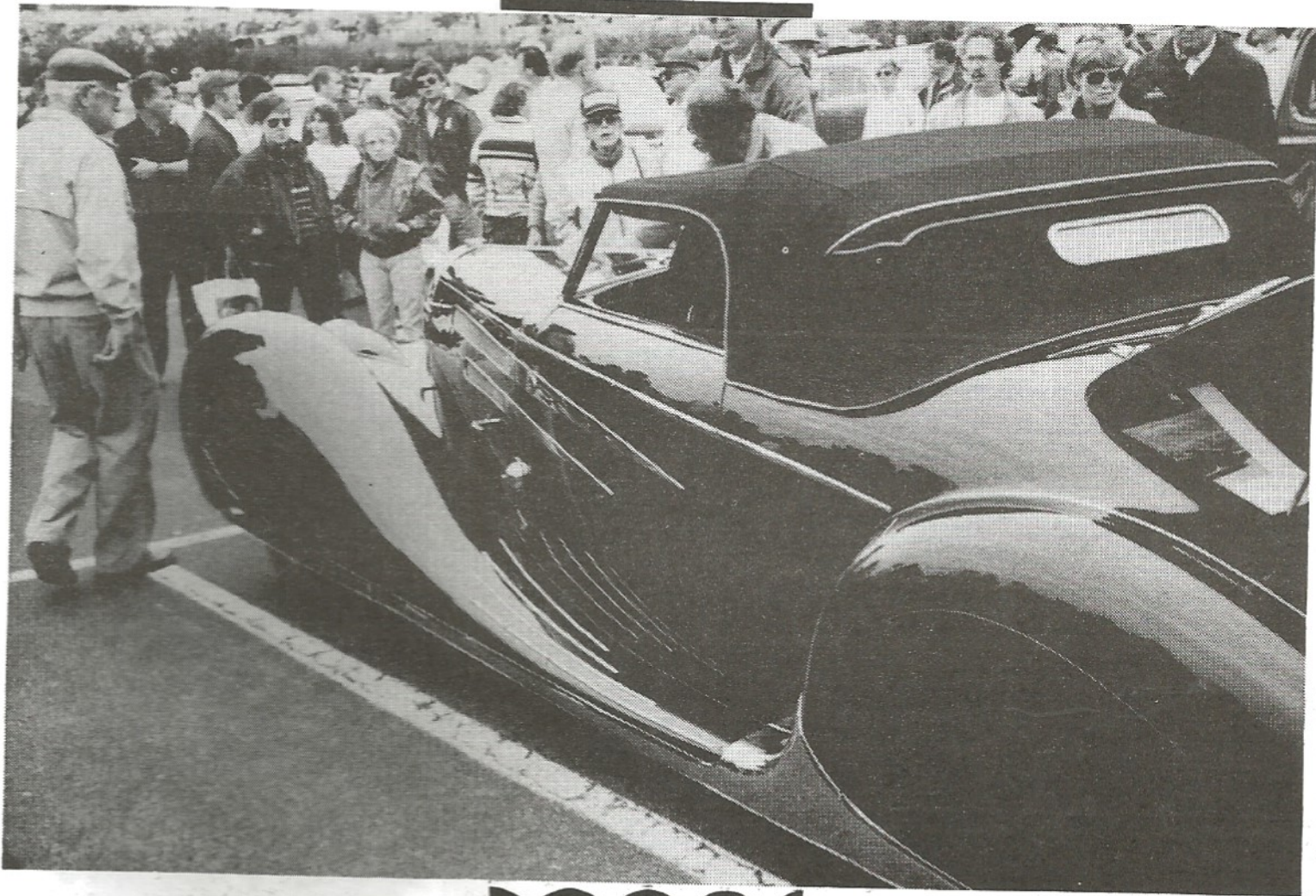
Hershey 1987

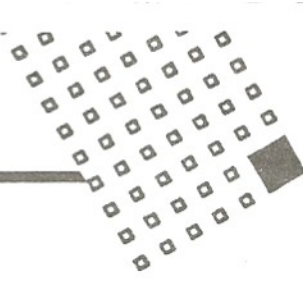
par Paul Dorval

Les grands amateurs d'automobiles anciennes refont à chaque automne le voyage à "Hershey", retour annuel à "La Mecque", un rituel gênant à manquer. Pourquoi donc cet envoûtement pour la capitale du chocolat "Hershey" Pennsylvanie? Je dois vous dire en toute honnêteté, qu'il y a 4 ans, j'avais accompagné pour la première fois des fervents de l'automobile ancienne pour simplement voir ce phénomène: présenté par "Antique Automobile Club of America", 8000 vendeurs sont répartis sur 3 champs, chacun a la grandeur du centre d'achats Fairview, puis le dernier jour est consacré à un concours d'élégance monstre de 1700 automobiles, des années 1900 jusqu'à 1962. Je fus pris à mon propre jeu, la deuxième année j'achetai une automobile 1936, et depuis il ne serait question pour moi de manquer cet événement. J'aimerais bien vous communiquer tout mon enthousiasme, mais hélas, il en est aussi difficile par des mots que par des photographies.

C'est donc un rendez-vous pour l'an prochain. Il faut donc planifier dès maintenant votre arrivée tôt, jeudi, le 6 octobre 1988; chaussé de vos souliers de marche les plus confortables, vous découvrirez ce monde extraordinaire de pièces rarissimes, de littérature d'époque ou simplement vous rincer l'oeil et jouir de l'été des Indiens de la Pennsylvanie. Il faut être ouvert à tout et quelle incroyable cueillette on peut y faire et comme moi à votre retour l'an prochain, vous ne parlerez que de cela, tellement que vous ennuierez votre entourage au grand complet, les malheureux restés à Montréal à se tourner les pouces.

L'expérience aidant, cette année, votre directeur des activités, deux bons amis et moi sommes partis, armes (victuailles) et bagages (pièces) dans notre motorisé, mardi, le 6 octobre, via les Mille Iles, l'ouest de l'Etat de New York, puis enfin la Pennsylvanie jusqu'à la capitale du chocolat. Hershey devant loger plus de 300 000 visiteurs, il ne faut pas être trop difficile, alors les belles collines environnantes sont idéales sauf que cette année, nous étions sur le site même, ayant loué un emplacement pour vendre des bricoles d'automobiles, et après une bonne nuit de repos, nous étions prêts à la grande aventure et c'est ainsi que nous avons passé trois grandes journées à ratisser les milliers de vendeurs et sans oublier le soir venu de faire la grande bouffe! Le samedi matin c'est le concours d'élégance présenté par A.C.C.A., et dès 7:00 a.m. les automobiles commencent à défiler pour se diriger vers le grand stationnement du stade (le club de football Hershey Bear), là c'est l'affolement général, tous veulent prendre la photographie de leur préférée, de l'ancienne Bugatti 1939 du Shah d'Iran à l'ex Rolls Royce 1907 de Nelson Rockefeller, puis ce sont les derniers instants, les ventes à rabais, la pièce que l'on gardait pour la fin, mais qui malheureusement a été vendue 3 secondes avant notre arrivée. Retour tout nostalgique d'avoir ainsi manqué cette pièce que l'on pensait rare, mais avec la ferme résolution que l'an prochain on achètera immédiatement. Nous laissons donc Hershey 1987, la tête pleine de merveilleux souvenirs mais les poches complètement vides!

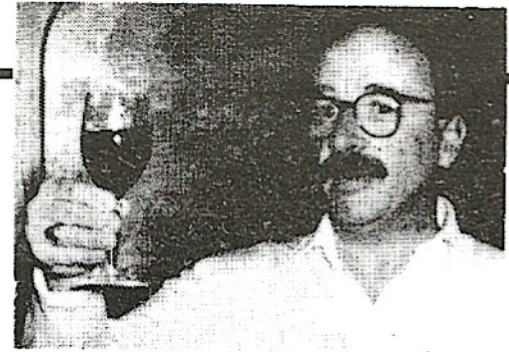






Le vin nouveau: 15 novembre 1987

par Richard Boudrias



Vendredi le 13, ne craignant pas les mauvais sorts, je dirais même des "vin-ards", s'affairent à la "shop" de Daniel Noiseux pour préparer les tractions en vue du périple du lendemain.

Toute la panoplie de pièces pertinentes à une activité d'automne était disponible: cache-calandre, écran anti-buée, accumulateur auxiliaire, rallonge, chargeur, etc.

Huit voitures répondent ainsi à l'appel: deux MG-TD, une Austin Healey 1000, une Sprite, une Mercedes 280, deux Citroen 11BL et une 15. Humble succès? Au contraire! Tenant compte de la saison et de la nature de l'activité, c'est très encourageant: pensez-y, un samedi soir, accélérateur à fond dans les Cantons de l'Est, jusqu'à Dunham où quelques-uns se sont restaurés aux Métairies pour ensuite retrouver les autres à minuit et une minute aux Côtes d'Ardoise pour célébrer la naissance du Gamay Nouveau Québécois (les lois d'appellation interdisent qu'on utilise le nom de Beaujolais).

Enfin, nous avons maintenant le nôtre, fini le temps de l'évocation d'une course qui n'est pas nôtre.

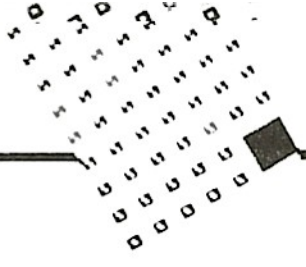
Nos hôtes, Christian Barthoneuf et Jacques Papillon nous ouvrent fièrement la porte du chais et nous invitent à déguster le fruit d'une dizaine d'années de labeur.

Environ cinquante oenophiles se greffent à notre groupe pour voir, humer et goûter le vin nouveau. Une limousine se faufile entre les vieilles européennes pour s'emparer de deux caisses du précieux liquide; les chansons bacchiques conjuguèrent avec le fromage de chèvre, le gâteau aux fruits et la cacophonie des conversations, une euphorique opérette qui va sûrement donner le ton à un nouveau type d'activité.

Le vin primeur se défend très bien, il est tout à fait beaujolais nouveau... et un très bon, ça valait le détour.

L'an prochain nous considérons en faire un "brunch" dominical.

Si un trophée avait été décerné à la personne la plus persévérante, aucun doute c'est Jean-Pierre Lafortune qui l'aurait remporté: une panne l'a retenu sur l'accotement de la route #30 pendant plus d'une demi-heure alors que sa "Dulcinée" l'attendait sur le bord d'une autre route: la rupture d'un petit joint d'étanchéité du filtre à huile répandant quelques litres d'huile était à l'origine de ce malheur. La réparation effectuée, ils nous rejoignent au restaurant; chose certaine, la pression de Jean-Pierre était plus haute que celle de son XPAG.



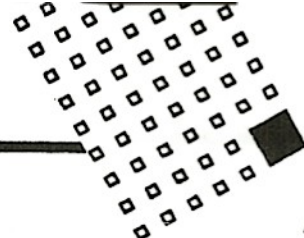
Un zoo la nuit...



Ça pistonne en fin de cours:
le Dr Papion avec l'organisateur
J.R. Boudrias



Souper à Dunham avant la dégustation.



A/H Restoration

Part III

Reproduced with the author's kind permission

Chrysler's Introduction to Austin-Healey Restoration . . .

by Rich Chrysler, Southern Ontario

26. Now let's assume we have a healthy engine, gearbox and overdrive assembly sitting in front of us assembled into one unit. Now we must check out all the parts that assemble onto this.

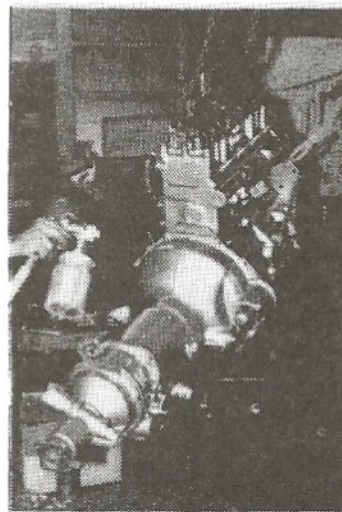
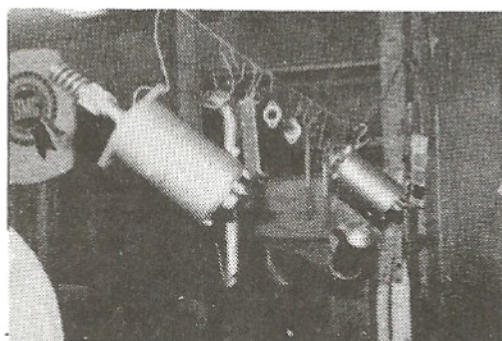
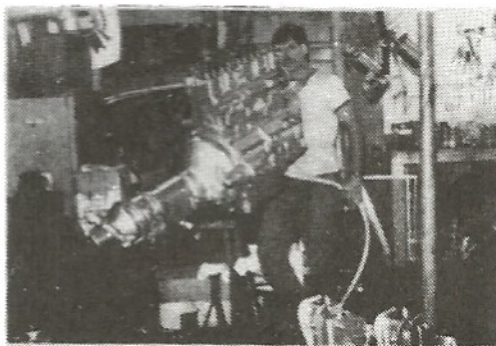
A. The starter motor should go into an auto electric shop to be thoroughly checked over, cleaned and new bearings, bushings and motor brushes should be installed.

B. The same should hold true for the generator. Checking these now will save you frustration later and will provide years of trouble free service.

(In the Hamilton area "Eastern Auto Electric" on Barton St. in Hamilton, is highly recommended. Expect \$12.00 to \$40.00 range per unit).

C. Carburetors should be cleaned and checked thoroughly. Rebuild kits can be obtained new and should be carefully installed. These include all the gaskets, washers, new needles and seats for the float chambers and new jets and needles for the carburetors. Make sure they are the correct needles for your particular car. Be sure to check the butterfly and cross shaft for slop and wear in the bushings where they pass through the body casting. Wear will allow excess air to enter through the side of the casting around the worn bushings and will upset the air/fuel ratio entering the engine. If you find wear here, new bushings and shafts will have to be fitted and the bushings reamed for exact fit.

(In Southern Ontario, see Oliver Clubine of Britain West in Brantford. Expect \$12.00 to \$18.00 per carburetor to rebush the bodies and another \$9.00 to \$14.00 per carburetor kit. The needles will be about \$3.00 to \$4.00 each.)



D. The exhaust manifolds should be thoroughly cleaned down and checked for cracks and broken studs in the exhaust pipe flange. These can be removed with heat. I've always found that taking them in to Speedy or Midas Muffler Shops is a good route. They do this job dozens of times and won't charge you much to do it. Don't let them install new studs unless they have the correct fine thread studs. Take them home and run a tap through the holes to clean up the threads and install the correct studs. They are available. I've never seen a high temperature paint that lasts on exhaust manifolds except for one available in black or powder grey from

Bill Hirsch, 396 Littleton Avenue, Newark, New Jersey, 07103. A pint tin will last you through about fifteen cars! This manifold paint hardens with each warmup of the exhaust manifold and gets tougher as you use it and it won't discolour.

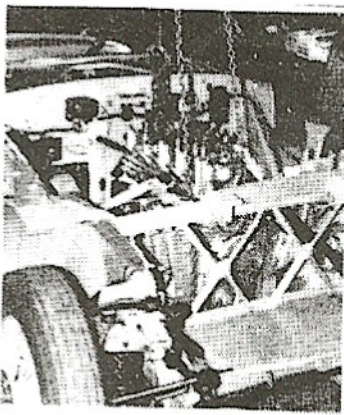
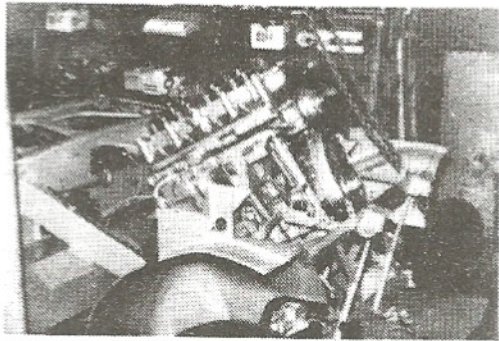
E. The intake manifold assembly can be thoroughly cleaned down and checked for damaged studs or loose joints. The other engine parts such as breather pipe, tach drive casting, oil filter castings, water pump, and engine mounts should be checked over, cleaned and set aside at this point. The mounts should be replaced if not in perfect condition and a new filter and rubber seal ring can be installed in the oil filter assembly. Use all new joint gaskets to assemble the neck pieces of the filter housing.

F. Now we're going to paint this engine gearbox assembly along with all these small bolt on parts. I prefer the excellent engine paint which is also available from Bill Hirsch, at the above address - Austin Healey Engine Green. Because it is a metallic, it must be sprayed on, so get hold of a suitable compressor and spray gun - available at most rental places for a nominal fee. You'll need some reducers to thin the paint for spraying and you are ready. The following items will be painted this engine green colour:

- Engine Assembly including rocker cover down to oil pan and water pump to rear gearbox mounting plate.
- Gearbox/Overdrive Assembly
- Starter Motor Body
- Generator
- Intake Manifold Assembly
- Oil Filter Assembly
- Engine Mounts
- Oil Dipstick - Handle Only
- Breather Pipe
- Tach Drive Unit

Make sure everything in this list is ready for painting. This Hirsch Engine Paint doesn't need a primer so go to it!

G. With everything painted you can assemble the entire business, including the exhaust manifold. Now you can support the assembly squarely over the engine unit which will leave the gearbox tailshaft down at about a 40° angle. Hoist the assembly up to clear the front inner structure of the

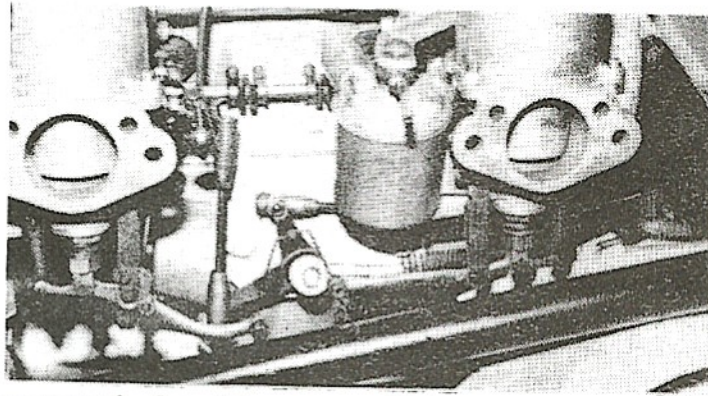


chassis and ease the tailshaft down through the firewall opening. You may want to leave off the left hand engine mount to give better clearance with the steering shaft. Move the car forward as you lower the power unit into position. Now get a piece of rope around the tailshaft and standing in the car, lift this up onto the frame 'X' member. Now you can let the engine down onto its mounting supports.

Holding the weight of the engine on the hoist, start the mounting bolts into their respective holes on each side. When all bolts are well started the weight can be let down onto the mounts and the bolts tightened down. Then working inside the car, fasten in the gearbox mounts - (new) and the stay rod under the gearbox into the eyelet in the frame - again using new rubbers. Finally, the connections from the wire harness to

the generator and overdrive solenoid can be connected. Don't forget to install the ground strap from the bellhousing flange to the frame and ensure it is in good condition and is tight.

H. The driveshaft should be cleaned and carefully examined for wear in the universals. Any wear felt should indicate replacement of the universal joints. Finally, paint the assembly gloss black and install new grease fittings. Grease the unit and install with the correct bolts and nuts with the strap type keepers. These will be



peened over onto the flats of the nuts to lock them into position.

27. The radiator should go to a Rad shop to be thoroughly cleaned, and pressure treated. Do not let them paint it however, as their black spray-on goop isn't the best for finish. Bring it home and spray on a smooth gloss black, except for the fan shroud. This is sprayed red along with the fan blades themselves. These can now be installed in the car and all correct nuts, bolts, brackets and stay washers should be assembled in the correct manner. Install new top and bottom rad hoses with the correct type of clips. The thermostat should be a 160° F and no warmer. Install a new fan belt and tighten the assembly via the adjustment link on the generator mount. Do not overtighten this belt as it will put undue strain on the generator and water pump bearings. Grease the water pump as per the manual's instructions.

28. Assemble the new exhaust system out on the floor with the correct strap type clamps. Install all new rubber exhaust mounts on the car chassis and using

a new exhaust flange gasket and brass nuts, offer the whole exhaust system up to the car. Support the tail pipe up in its approximate position at the back of the car with a block or whatever and working from beneath the car, get the exhaust pipe flange onto the three manifold studs, and tighten up evenly with the brass nuts until it is tight. Now line up the mounts on the system with the rubber mounts on the body and fasten up in position. Make sure it's up as close to the body as possible without actually hitting the body.

29. Now you can go back up to the carburetors and install the throttle linkages - cleaned, inspected and painted black, and adjust as per the manuals instructions. Run a new flexible fuel line from the fuel pipe to the carburetors. This should be the Smiths Petro-Flex, though it's hard to find at this time.

30. To get this whole thing going, we're going to need some batteries. The four cylinder model was designed to use twin six volt batteries mounted under the access hatch behind one seat. They sit in two small metal trays with holes over nuts welded to frame members. Threaded rods pass down through the battery flanges, through the holes in these trays and screw into these nuts, with a washer and nut bearing on the upper flange of the battery. Trays and hardware are painted black.

Remember, this electrical system is positive ground. Fasten cables with new terminals - one to the earth connection on the frame, and the other to the frame member, with new clips and screws, running up the right frame rail to the terminal on the solenoid.

Brunch à l'auberge Handfield

par Richard Boudrias

Une recette infailible: un soleil radieux, une belle randonnée d'une heure longeant la rivière Richelieu et pour finir, un "brunch" gargantuesque dans un décor rustique mais quand même recherché.

Il y a un aspect presque magique, perceptible lors d'un regroupement préalable à une ballade. Les premiers arrivés se demandent, soit secrètement ou à voix élevée, qui vient? dans quelle voiture? sa sellerie est-elle complètement terminée et qui lui a façonné? ou encore "... ah bien, ça fait longtemps qu'on l'a vu elle ou lui...", quoi? il a eu des ennuis avec sa voiture!, regarde sa nouvelle peinture, etc. L'interaction des commentaires de ce genre est à la base d'une bonne chimie qui bouillonne pendant toute la journée. Ce "brunch" dominical n'a pas fait exception à ce phénomène.

Plus de cinquante cinq personnes se sont gavées, dix de plus que prévu, ce qui entraîna un léger problème d'espace, mais tout s'est arrangé pour le mieux. Il serait très juste d'affirmer que nos membres et amis se sont bien rapprochés.

Cette activité était le rêve d'un organisateur.

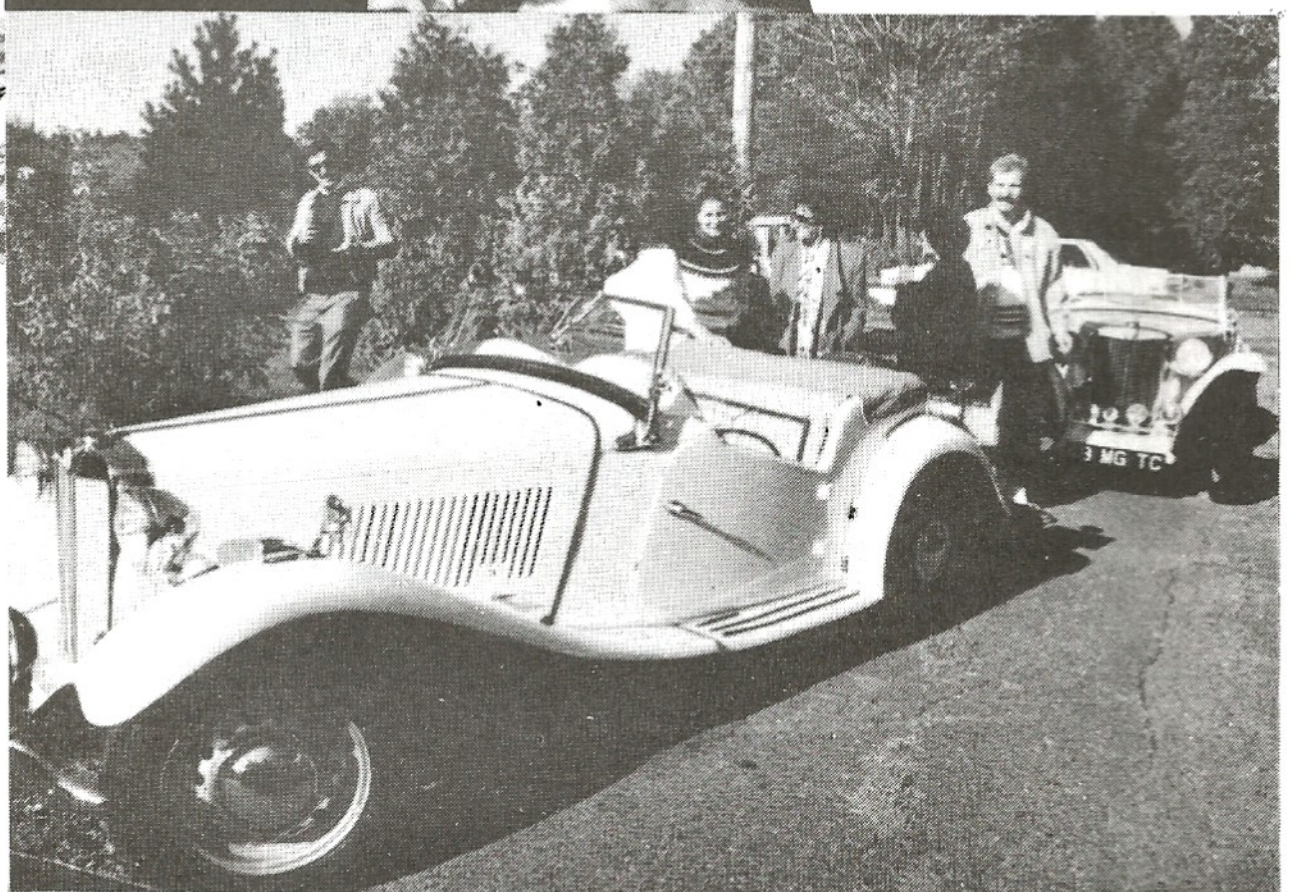


Hamel, Cohen, Merson and Co.

Richard Boudrias reçoit du président
son trophée: «Membre le plus utile
à son club».

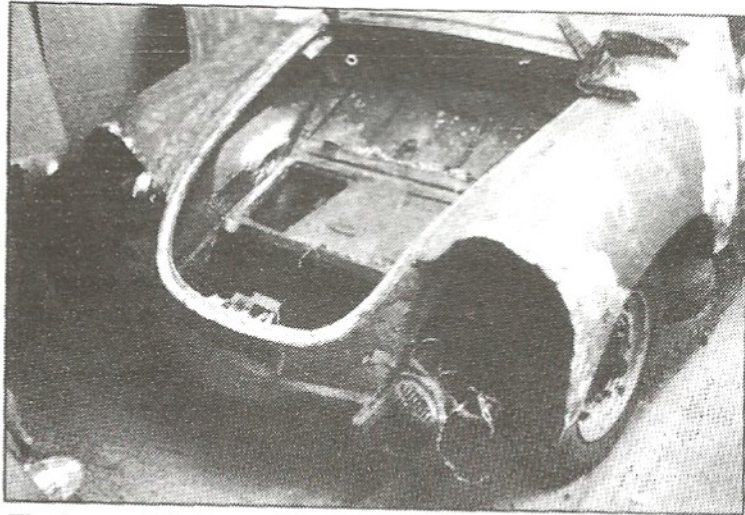


The Keery's and Gillings:
look at Jack's face about
to try solid food!

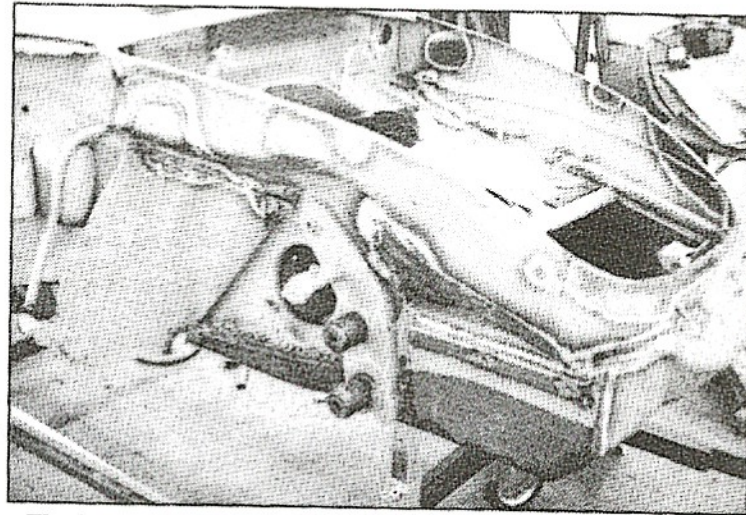


La TD de Jean-Pierre et la TC de Jack: remarquez l'allure bizarre du
type qui se faufille à l'arrière.

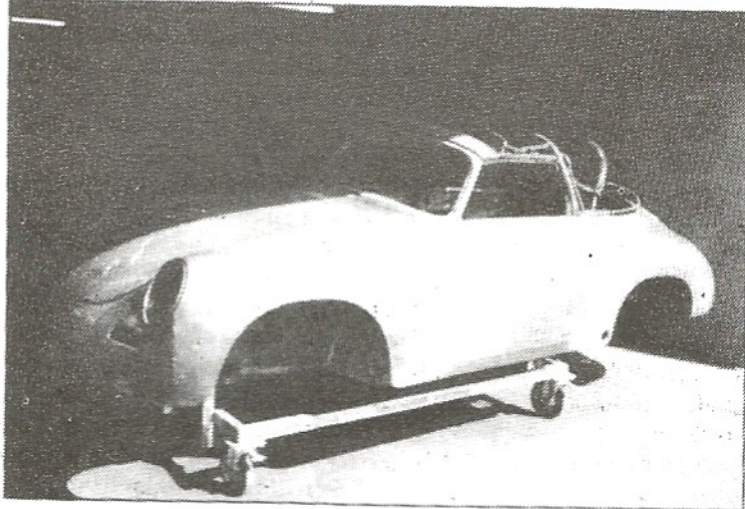
PERFECT PORSCHE



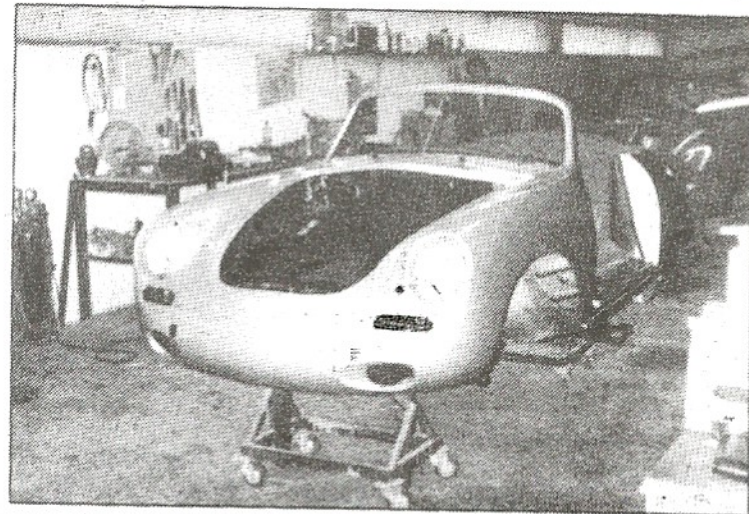
The decay at the front of the 356 was evident once the paint was stripped. Extensive repair work was necessary



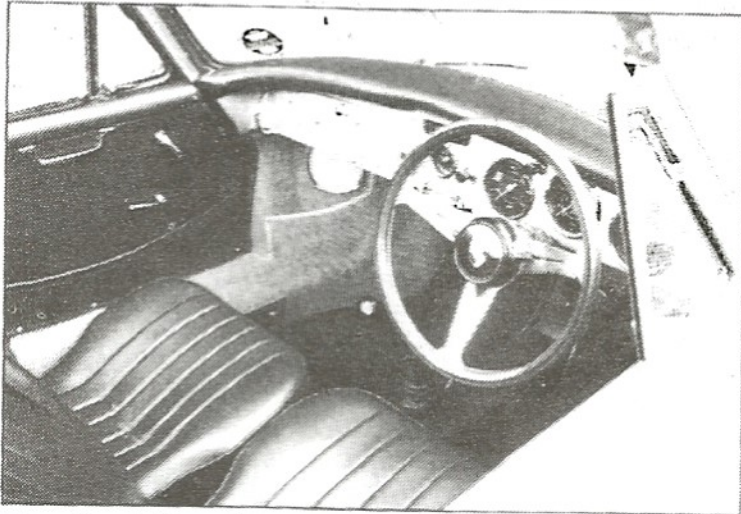
The front of the Porsche part-way through restoration at Herr Baumann's with major surgery in progress



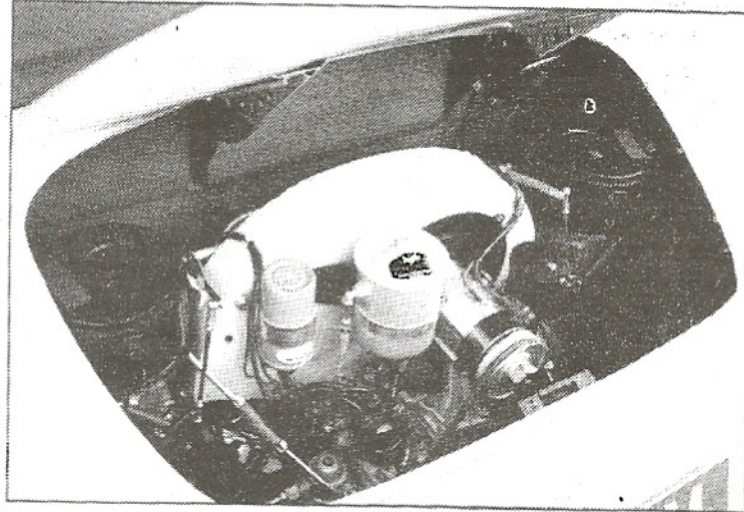
Shaping up in 1984. By this stage the body was fettled and almost ready for painting in the original shade of Porsche grey



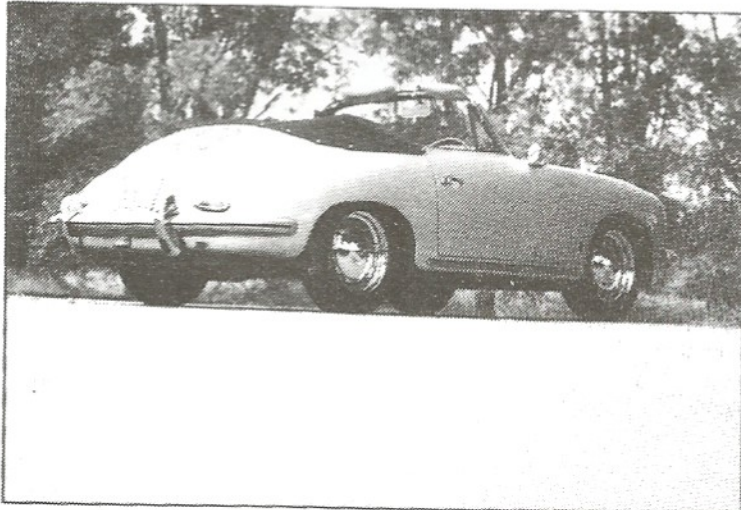
Once the rebuilt body was painted it was time to begin the slow task of refitting the rebuilt mechanical components



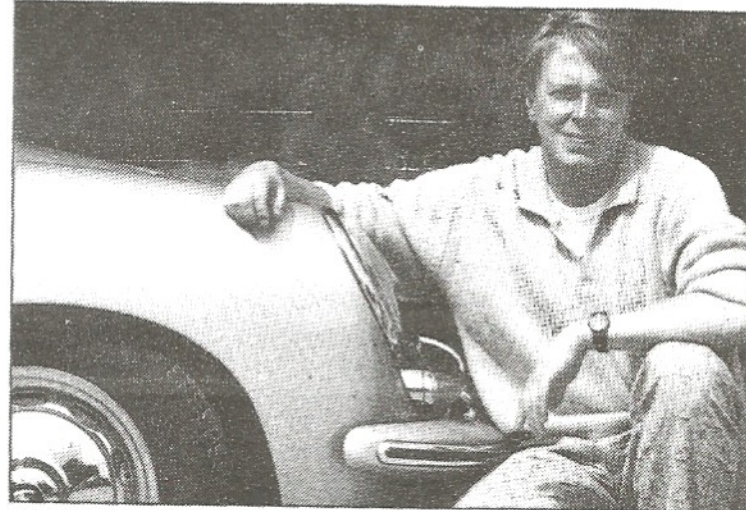
Superb cockpit condition and the large Nardi wood-rimmed steering wheel which is a delight to sit behind



The engine looked superb but was about to come out for some pre-concours detailing work — it paid off handsomely!



Lovely rear three-quarter lines of the cabriolet with the hood neatly folded down. The wheels are the optional wide rims



The proud owner and his car after a highly successful season in top class concours. His next project is about to start

AT first I was rather confused. Then after a few miles behind the wheel of this exceptional car, I understood. Before we'd set off, Joseph Fawsitt had explained how he was just about to take the engine out of his car to make good a few barely noticeable imperfections in the already immaculate engine bay. And now he was telling me to use more revs and drive faster. "Never let a Porsche engine slog," he said.

The revs rose, the engine sang and we flew along the sun-filled country lane enjoying a wonderful driving experience.

"A Porsche is a difficult concours car," says Joseph. "It's built to be driven quickly and I really love driving it, but obviously that's a problem when you're competing in top concours against cars that are hardly ever driven."

Quite clearly driving his car 5,000 miles since it returned from a lengthy restoration in Switzerland has not been that much of a hindrance. Not only has Joseph won the '87 Benson & Hedges concours series but he also scooped the top concours award offered by the Porsche Club GB.

Joseph's car is a 1963 356B cabriolet fitted with the 75bhp engine option; the middle of the normal road-going option list offered at that time, in between the 60bhp 1600 model and the 1600S-90, otherwise known as the Super 90. By 1963 the Porsche engine had come a long way from the Volkswagen unit from which it was derived. Just about every detail of the engine had changed except the configuration which remained as an air-cooled flat-four.

The 356B was the penultimate incarnation of the long-lived 356 which was the first Porsche design to bear the company's own name. Previously Professor Porsche had undertaken commissions for other manufacturers. The 356 was designed in 1947/48 and the model went on sale in 1949. It enjoyed many improvements throughout the Fifties, being offered in Coupé, Cabrio and Speedster forms with a variety of engine options, including the fast and powerful four-cam Carrera model. The 356A came in 1955 with revised engine options and improved fittings and suspension. Steady growth away from VW origins continued with the 356B of 1959 which had better suspension and brakes, revamped engines and considerable restyling of the front end. The 356B became the 'C' in 1963 with associated upgrading of specification. This model lived on until 1965 at which point 911 production took over completely, having run in tandem for a short while.

Joseph bought his 1963 example in 1982. It was being sold by a scrap yard owner who had carried out what might loosely be described as a 'restoration'. This comprised mainly of covering up all the rust with filler and then spraying over it with a colour approximating to the shade of the rest of the car. "I knew it was bad but I bought it anyway as I knew just how rare it was." Of the small number imported, an even smaller number is known to survive. In fact, only eight are listed on the Porsche Club's register, "Had

"Had it not been right-hand drive, it wouldn't have been worth restoring . . ."

it not been right-hand drive it just wouldn't have been worth restoring," explains Joseph.

Having acquired the car, Joseph was faced with a decision about how the restoration was going to be tackled. While acquiring replacement parts for the car from a firm called Stoddards in the USA, the Swiss restoration firm of Baumanns entered the equation. "I soon formed the view that if I was going to have the job done properly I'd have to take it to Herr Baumann," says Joseph. Herr Baumann's small Zurich-based company has built up a fine reputation for 356 restorations but for a British owner to take a car to Switzerland for restoration is, to say the least, slightly unusual. It's far more common for cars to come the other way to take advantage of our generally lower labour charges.

Nevertheless, while Joseph was away working in the Middle East, the Porsche was entrusted to Armin Baumann who proceeded to strip it to its bare essentials and put it back together again better than new. "Some body panels are a real problem for the 356," says Joseph. "The main front section we fitted is an excellent reproduction item while the rear panel was the last original item in existence."

At the end of five years, the bills added up to much more than Joseph had planned on spending. Initially he thought he'd spent far too much; much more than the car was worth. However, a recent surge in demand for early Porsches may yet prove the money to have been spent wisely.

The car was collected by a delighted owner in April 1987 and such was its condition that he set about entering it in concours meetings up and down the country with considerable success.

Sitting in the driving seat you are at first confronted with the Nardi steering wheel. It's actually a new Nardi wheel but it looks like the original Nardi-signed and hand-crafted wood and aluminium items which were originally optional on the 356. These wheels have a lovely feel to them and as Franco Varisco reminds us in his book

about Enrico Nardi, they were fitted to prestige cars not just for cosmetic reasons but for their exceptional feel and their shock absorbing characteristics. Not that the 356 transmits many shocks to the wheel; far from it in fact.

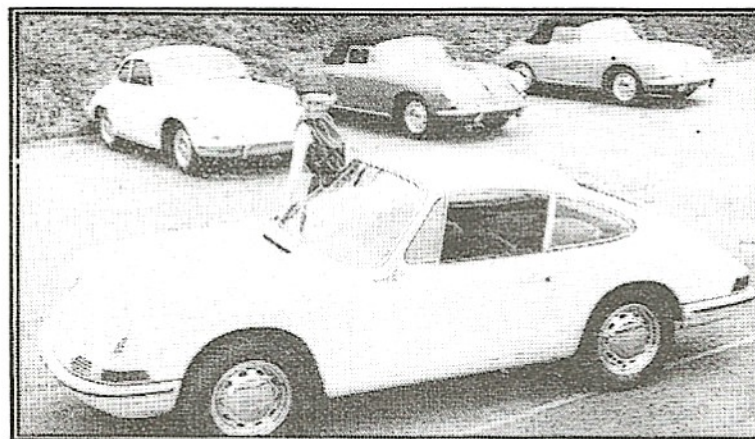
The driving position is excellent although in typical Porsche fashion the pedals hang down and their high-up location takes some getting used to. The view forward takes in the flawless painted fascia and equally perfect instruments which were restored by 'a little old man' in a tiny workshop in Zurich. There are three large dials with the right-hand one giving speed, the middle one revs and the left-hand one all the other essential information.

I always find it slightly strange when first firing up a Porsche to hear the engine noise coming from behind. Despite the lack of sound-deadening water round the cylinders, the noise isn't intrusive and that which does come forward is of a very agreeable type. The gearlever is long but has an exceptionally good gate and a really positive action into each of the four forward ratios. Coupled with a light delicate clutch, this makes for much better gearchanging than you'd expect from a rear-engined car. I well remember my last encounter with a close relative of the 356, the RS60, in which I co-drove the Coppa d'Italia three years ago. This had quite the worst gearchange of any car I've driven. The box seemed to include several neutrals in each direction as well as the two forward ratios that occupied each slot.

The quality of the restoration shines through once the Porsche is on the move. Herr Baumann has produced an open car almost free of rattles or shakes. The ride quality is excellent and I can see why so many motoring pundits in the Fifties and Sixties wrote at great length praising the Porsche's performance and road manners. It's nimble and accurate and at the speeds we were enjoying showed no signs of the tail happiness from which Porsches are meant to suffer.

It's easy to see why Joseph insists on driving his car as often as possible. Now that the '87 season is over, Joseph's thoughts are turning to his next project car, his four-cam 2-litre 356 Carrera; a rare beast indeed. The only catch is that to fund the new project, the Cabriolet may have to be passed on to a new owner.

Sadly it won't be me, but at least I've had the pleasure of sampling this perfect Porsche. ▲



The long-running 356 gave way to the 901 (renamed 911) in 1964; a strong family resemblance remained

Les cires pour autos

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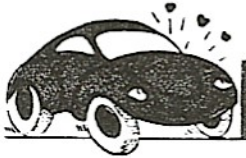
Marque	Modèle	Type	Quantité	Prix typique	Abrasive	Lustre initial	Facilité d'utilisation	Résistance	
								abrasion et sels	soleil et pluie
Excellent									
Nu Finish	Nu Finish	Liquide	473 ml	7,50 \$		4	2	1	2
Turtle Wax	Minute Wax	Vaporisateur	500 ml	7,50 \$		2	2	2	1
Très bon									
TR-3	Éclair	Vaporisateur	650 ml	6,00 \$		3	2	3	2
Turtle Wax	Super Hard Shell	Liquide	500 ml	5,50 \$	✓	2	2	2	3
Bon									
Blue Poly	Éclair	Vaporisateur	650 ml	7,50 \$		2	2	4	2
Blue Poly	blue Poly	Pâte	350 g	8,50 \$	✓	1	3	3	4
Nu Finish	Instant Finish	Vaporisateur	473 ml	7,00 \$		3	3	4	3
Simoniz	Speed Wax	Pâte	350 g	5,00 \$	✓	3	3	3	4
Simoniz	Spray n'Wax	Vaporisateur	650 ml	5,00 \$		2	2	3	4
Turtle Wax	Super Hard Shell Silicones	Liquide	500 ml	6,50 \$		1	2	3	3
Wynn's	Classic	Pâte	250 g	5,00 \$		3	2	3	3
Passable									
Blue Poly	Blue Poly	Liquide	475 ml	8,50 \$	✓	3	2	4	5
Kleen Flo	Armashell	Liquide	425 ml	3,50 \$		4	3	3	5
Motomaster	Année longue	Liquide	455 ml	3,50 \$	✓	2	2	3	5
Nu Finish	Nu finish	Pâte	397 g	8,00 \$	✓	3	3	4	5
Simoniz	Simoniz II	Pâte	350 g	6,00 \$		3	3	4	5
Simoniz	Speed Wax	Liquide	475 ml	4,00 \$	✓	4	5	3	5
Simoniz	D'origine	Pâte	225 g	4,50 \$		2	3	3	5
The Treatment	Carnauba Wax	Gelée	284 g	10,00 \$		3	3	4	4
TR-3	Resin Glaze	Liquide	475 ml	6,00 \$	✓	3	2	5	4
TR-3	Resin Glaze	Pâte	350 g	6,00 \$	✓	3	2	5	3
Turtle Wax	Excalibur	Pâte	450 g	11,00 \$	✓	2	3	4	5
Turtle Wax	Super Hard Shell	Pâte	275 g	5,00 \$	✓	2	3	4	5
Turtle Wax	Minute Waxer	Chiffon	Chiffon	3,00 \$		2	2	4	5
Médiocre									
Jet-X	Pour système Jet-X	Liquide	1 litre	5,00 \$		4	3	5	4
Meguiar's	Fast Finish No-Buff Poly	Liquide	561 ml	18,00 \$		4	3	4	5
Simoniz	Simoniz II	Liquide	475 ml	6,00 \$	✓	1	2	5	5
Turtle Wax	Clear Coat	Gelée	275 g	8,00 \$		4	4	5	5
Turtle Max	Clear Coat	Liquide	350 ml	8,50 \$		2	2	5	5

Légende: 1: excellent 2: très bon 3: bon 4: passable 5: médiocre

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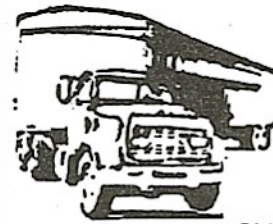
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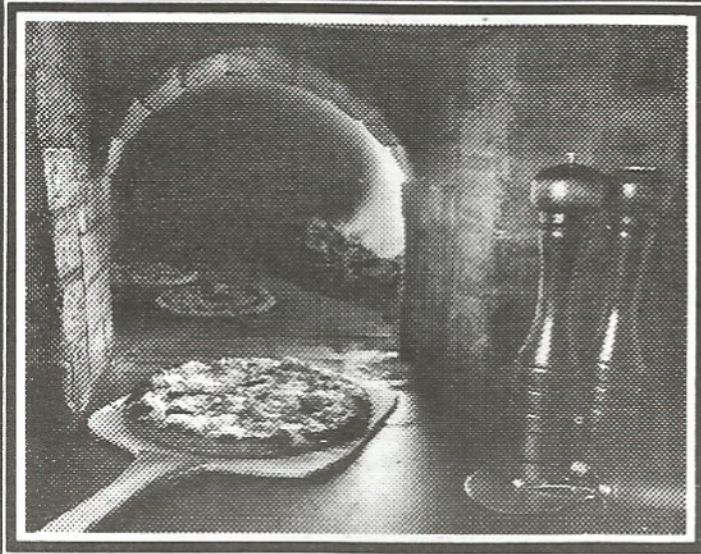


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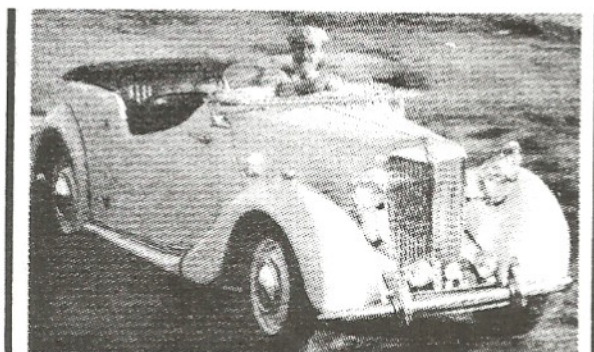
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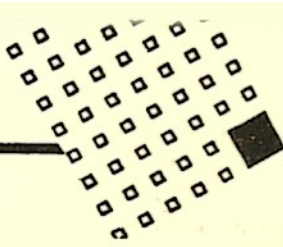
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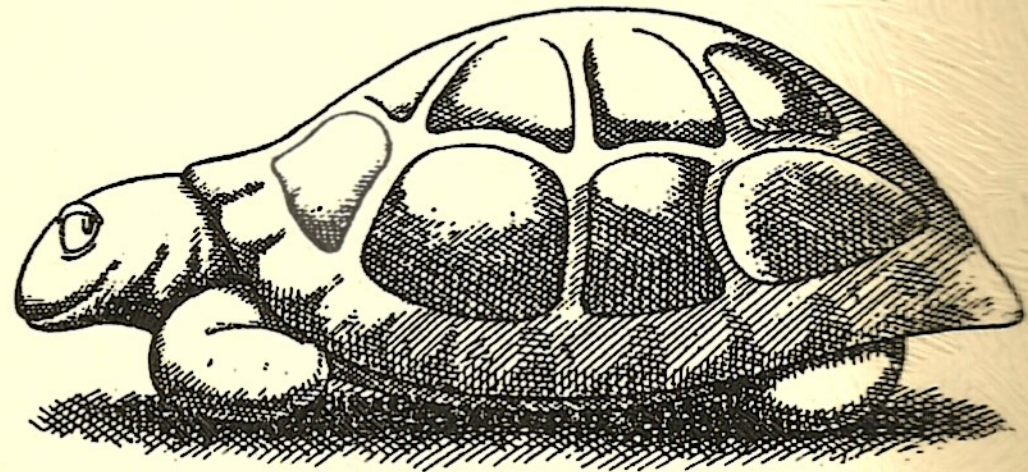
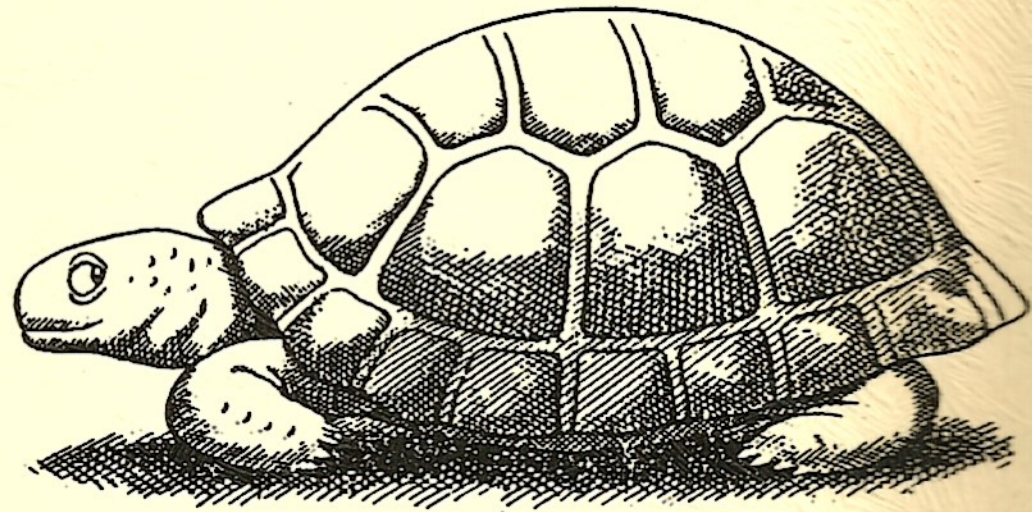
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