

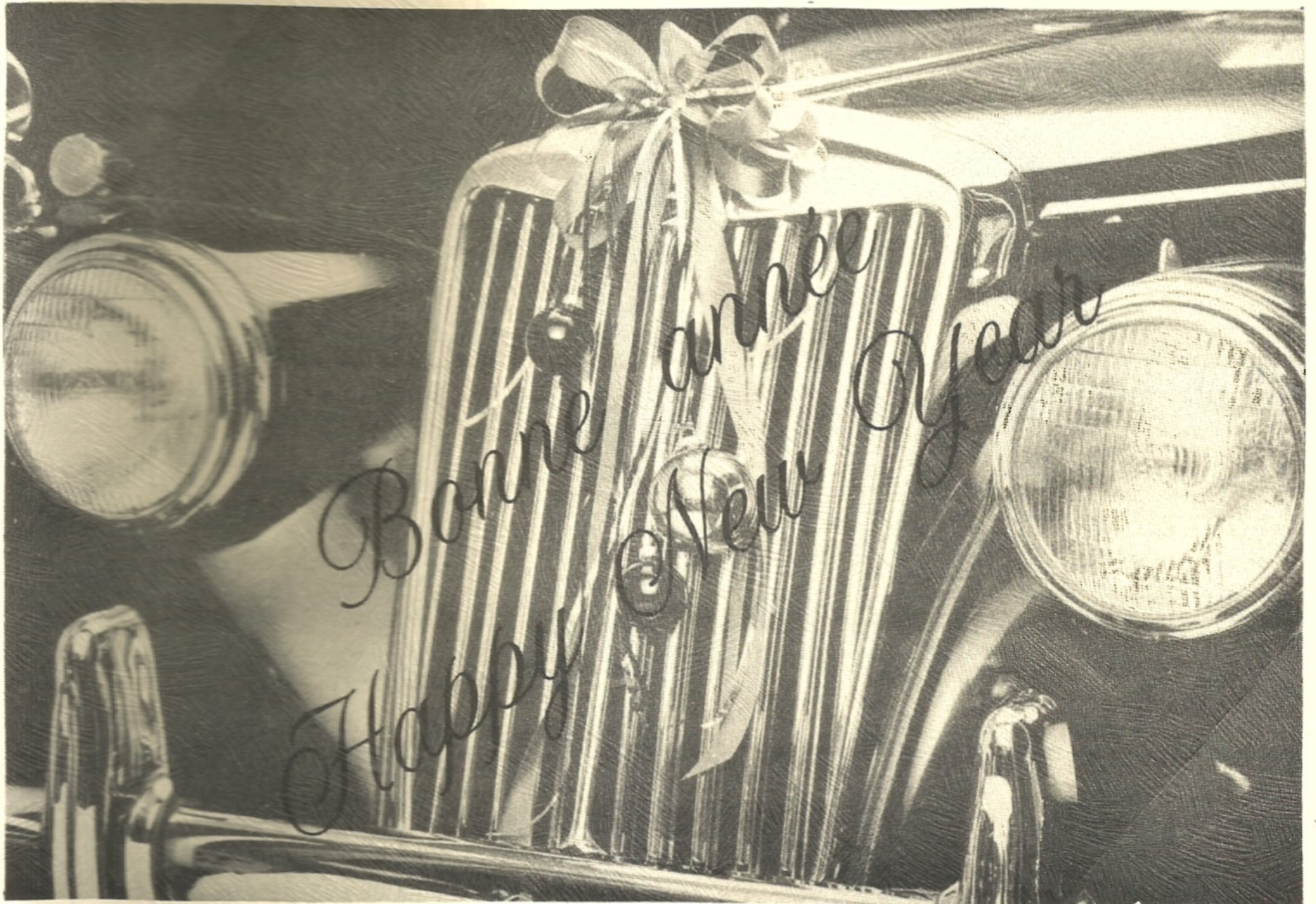


Autosiaaste

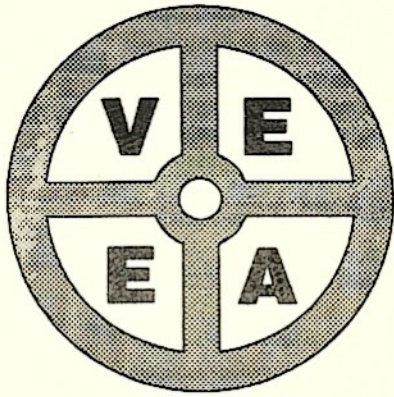
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Janvier/January 1990



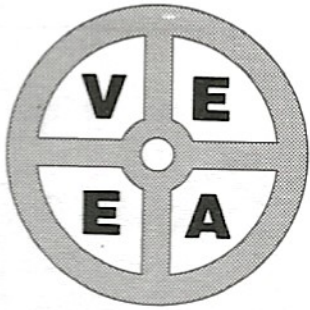
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Voitures Européennes d'Autrefois
Vintage European Automobiles

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1989

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Autosiate

VOL. 15
no 4



Janvier/January 1990

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"Autosiate", organe officiel de V.E.A., est publié 4 fois par année. Les articles sont sous la responsabilité exclusive des auteurs et ne ne représentent pas nécessairement l'opinion du Club.

The "Autosiate", the official magazine of the V.E.A., is published 4 times a year. The articles published express only the opinions of the authors, not necessarily the club's position.

Tarifs des annonceurs — Advertising rates

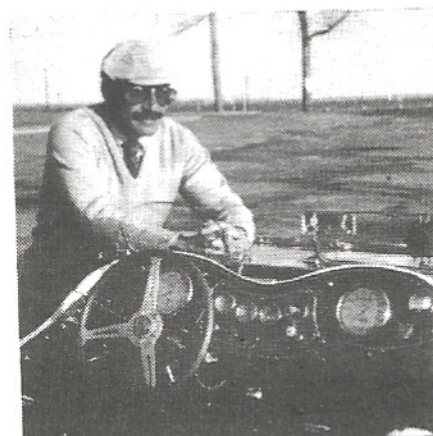
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Mot du président

par Richard Boudrias

Le destin y est sûrement pour quelque chose... Il y a quinze ans, Gilles Desroches (fier propriétaire d'une TC) ressentit le besoin de créer un club de MG, mais par un concours d'échanges et de discussions avec d'autres amateurs de voitures européennes, l'EVEA vit le jour.



En effet, un club multi-marques répondait à une demande spécifique d'appartenance tout en ayant la souplesse d'un répertoire de marques différentes, nuancé d'un éventail de modèles.

Aujourd'hui, le club MGT Québec se joint à nous. Plus de quarante-cinq membres, s'amusant avec leurs MG, vont enrichir le V.E.A. autant par leur esprit de camaraderie et leur dynamisme en termes d'activité, que par leur exigence sur la qualité de leurs restaurations.

L'esprit qui anime le club MGT Québec sera le "driving force" qui assurera le succès d'un chapitre bien distinct répondant au besoin particulier de ses chevaliers de Abingdon-on-Thames. Vous verrez, dans les mois à venir, leur personnalité se refêter dans l'Autosieste ainsi que dans les activités du club.

Je souhaite donc, de la part des directeurs et des membres de notre club, la plus chaleureuse des bienvenues à nos nouveaux amis de l'ordre de l'octogone sacré.



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A Word From The President

by Richard Boudrias

Destiny at its best... Fifteen years ago, Gilles Desroches (then a proud owner of a MGT) felt the irresistible need to form a MG Club. But, as a result of an exchange of views and comments amongst other vintage european automobile owners, the E.V.E.A. was born as we know it today. Indeed, a multi-make club was more desirable in terms of the sense of belonging of all automobile owners, yet it offered the flexibility of many makes and styles.

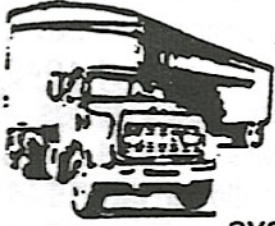
Today, the MG Club Quebec is joining our ranks. More than forty-five members toying with MGT's will be a credit to our club by their spirit, their drive and their excellence in the restoration of their automobiles.

That same sacred flame that is the life of the MGT Quebec will be the driving force that will ensure the success of this distinct chapter thus answering the specific needs of the Knights of Abingdon-on-Thames.

You will hear of them in the months to come either in the Autosiaste or in new types of activities.

On behalf of my fellow directors and members, I welcome our new friends of the famous order of the Sacred Octogone.

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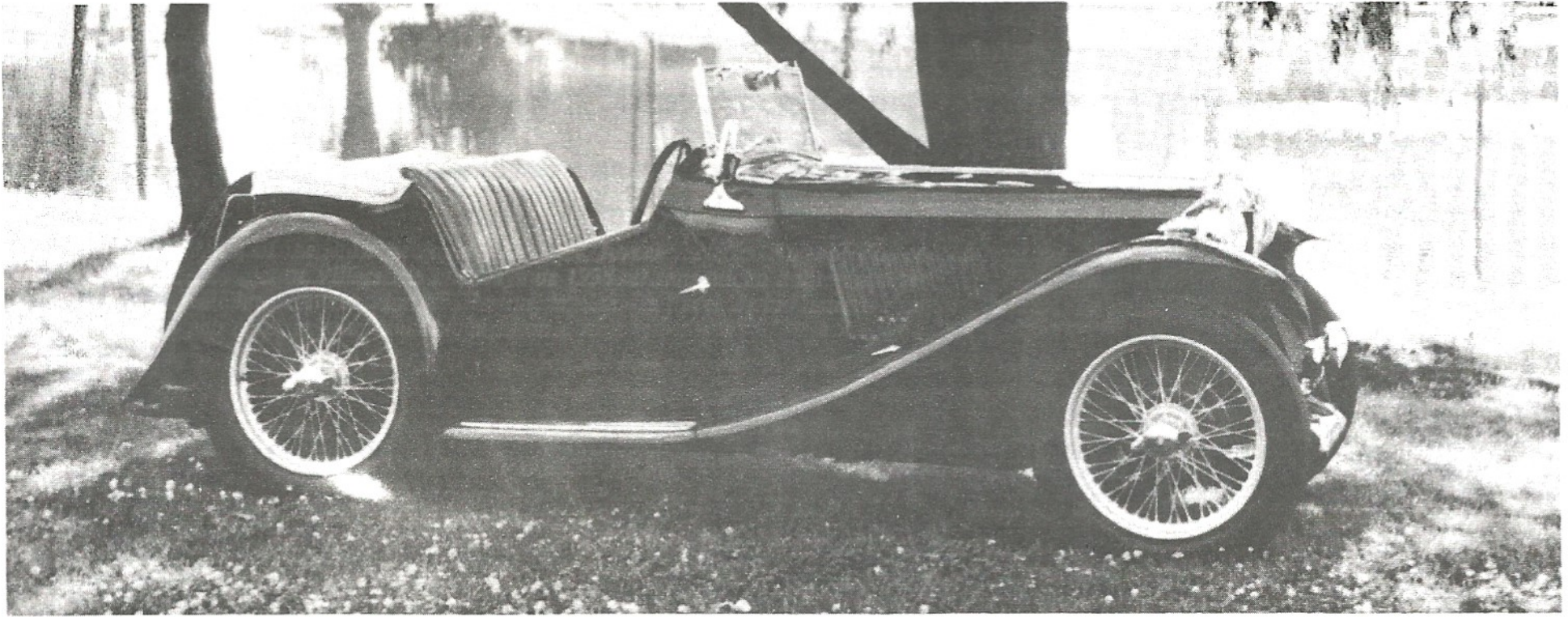
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The Five Ts

by David Hebb

Our Irreverent MG Historian Reviews The Memorable T Series, From The Earliest TA Of 1936 To The TF Finale of 1955



Of the early TCs, Dave Hebb says, "...there were no concessions; no bumpers; no heater; no left hand drive..."

For years, the darling of sports car drivers was one of the T-series MGs: TA, TB, TC, TD and TF. There never was a TE, perhaps for fear of its becoming a joke in the industry as "Tee-hee."

The TA, birthed in 1936, was a direct offshoot of the PB, the latter with its 847cc Wolseley overhead cam engine, and was the product of the Morris Design Office. There were variants, notably the handsome Tickford and the Airline coupe.

The TB followed in 1939, and only 379 were built before the second World War put an end to production in September of that year. It incorporated the 1250cc XPAG engine, which remained the MG powerplant through 1955.

Within five weeks of the war's official conclusion, MG announced the TC, essentially a warmed-over TB. It was four inches wider in the cockpit, and adopted spring shackles instead of sliding trunnions ("a needless complication"). By year's end in 1945 81 TCs had been built, one-third of them shipped overseas. One important TC did, however, stay in England and

was a first car for Prince Phillip, before his marriage to the Queen. Twenty-two years later, Prince Charles acquired his own MG two-seater.

In mid-1946 MG raised the price of the TC from £375 to £412 - - roughly from \$1511 to \$1660. The TC employed a dry clutch and a closer-ratio gearbox (the earlier TA had a cork-faced clutch running in a bath of oil, something a few observers likened to a Dynaflo automatic transmission). And there were no concessions: no bumpers, no heater, no left-hand drive. In spite of what might be considered those shortcomings - - particularly in the northern United States - - by the end of 1949, 10,000 TCs had been built, more than three times the total production of any previous MG model. Bumpers, incidentally, began to be factory installed in late 1948.

There were others in the lists as well as the TC: HRG, with its interesting tubular front axle, Lea-Francis, Morgan, Frazer-Nash, and Singer. MG survived until 1980; the others are names in history books. *Motor* magazine road-tested the TC and recorded its zero-to-60 acceleration speed at 21.1 seconds, hardly a startling

3. Haig Ksayian	59.0	TC
5. Sam Collier	56.8	TC
6. Miles Collier	56.8	TC
7. Phil Stiles	56.5	TC
9. Dean Bedford	53.7	TC
10. Bill Gallagher	53.7	TC

The performance of Ksayian in Briggs Cunningham's blown TC came as a great surprise to the Colliers as they had been faster in practice. Miles Collier related the following account of the afternoon in his interesting article which appeared in the October, 1948 issue of *Sports Car*:

"As our cars were running to a 4,000 rev-limit (or about 75 MPH even on the down-hill concrete) we had to presume that Ksayian was running to a limit somewhat clockwise of 6,000. We therefore maintained our limit and continued to slow for corners early, so we would not be using our brakes to any extent. After the qualifying race, in which Milliken's brave Bugatti was so unfortunately eliminated, a conference was again held on the question of competing with Ksayian. S. Collier was elected to exceed his rev-limit on the hill just after the start and attempt to ascertain how many revs it took to stay with the green car. This was accordingly done but to our dismay, the green car still pulled away from Number 24 (Sam Collier) on the hill. Number 25 (Miles Collier) had gotten himself fouled up on the start, and it was a lap before the second car of our team again regained station, but receiving the signal that had been prearranged, understood that pursuit was to be abandoned for this race also, on the presumption that Ksayian had more power as well as the freer use of revs and brakes."

At the end of the Grand Prix, Ksayian was, indeed, the victor. His was the first MG across the finish line in a very fine third place. After inspecting their cars, the Colliers vowed never again to think that an MG might not finish and to never play the waiting game again. The TC, they knew, could last.

MGs did very well in that first Watkins Glen Grand Prix as the following results attest:

3. Ksayian	61.4 m.p.h.
4. S. Collier	60.0
5. M. Collier	60.0
6. Stiles	57.3
7. Cornett	57.2
8. Gallagher	57.0
9. Argetsinger	56.9
10. Bedford	55.7

The 1949 Watkins Glen Grand Prix drew more entrants and spectators. The sports car movement was really catching on and enthusiasts were eager for action. The 1949 version was held on 17 September over the same exciting course.

The Seneca Cup was four-lap event covering a total of 26.4 miles. It featured a Le Mans start, and the overall winner was George Weaver in a Maserati. In Class B, Fitch

and Cornett were second and third while Sam Collier's fine running supercharged TC was second in Class C.

The Grand Prix was run from a standing mass start over fifteen laps for a total distance of 99 miles. Miles Collier won in his Ford-Riley at an average of 68.46 MPH. In Class B, Fitch and Wacker were second and third (fifth and sixth overall). Sam Collier and John Bentley were second and third in Class C with their supercharged cars. Sam Collier did one lap at 69 MPH which, when compared to the winning average, gives a good idea of the potential of these cars on this demanding and exciting circuit.

In 1950 race at Watkins Glen was held on 23 September, and saw tragedy strike for the first time. Sam Collier was killed in the Grand Prix when the Cunningham-owned Ferrari 166 he was driving went out of control. Another serious accident occurred when a car left the course injuring a worker and two spectators before coming to rest.

The entry list for the third race showed 114 drivers from all over the country. Over 25,000 people were on hand to witness the three events of the afternoon. The Queen Catharine Cup (52.8 miles) had the majority of the MG entries. Roland Keith of Peacedale, Rhode Island, won this race in his MG TC. His great effort was the subject of a fine article by Ken W. Purdy in *True* magazine entitled "You Have to Keep It on the Road" (*True*, December, 1950). Coming back from a crash in the 1949 event, Keith was determined to do well with his 1948 TC he had driven to the event.

In order to run in Class F (1100-1500 cc) with a supercharger, he sleeved the bore down to 1,096 cc's which put him into Class G (750-1100 cc). He then added an Arnolt supercharger which put him up a class with the normally aspirated MGs. Keith figured the loss of the few cc's was more than compensated for with the six pounds of boost supplied by the blower. He was right, however, he not only added the supercharger, but also raised the compression ratio to 7.6:1 and used a special head with sodium valves. He wrapped his springs with tape but the rest of the car was bog stock with 43,000 miles on the clock. The whole combination of Keith's was fast, and he saw 105 miles per hour once, although one wonders how he dared look at the speedometer going that fast in a TC. The win in this race qualified Keith for the Grand Prix which was won by Erwin Goldschmidt in an Allard. Keith finished in tenth place overall and won his class.

On both sides of the Atlantic, the TC was extremely important in establishing sports car racing, as well as MG's own reputation as a winner. Some very important drivers started with the TC: Phil Hill, Ritchie Gunther, John Fitch, and Carrol Shelby in America, while in England George Phillips teamed with Dick Jacobs and Ted Lund in the works team TCs with great success. And 1950 didn't mark the end for TCs; indeed, in 1955 George Valentine won the national SCCA Class championship in a TC.

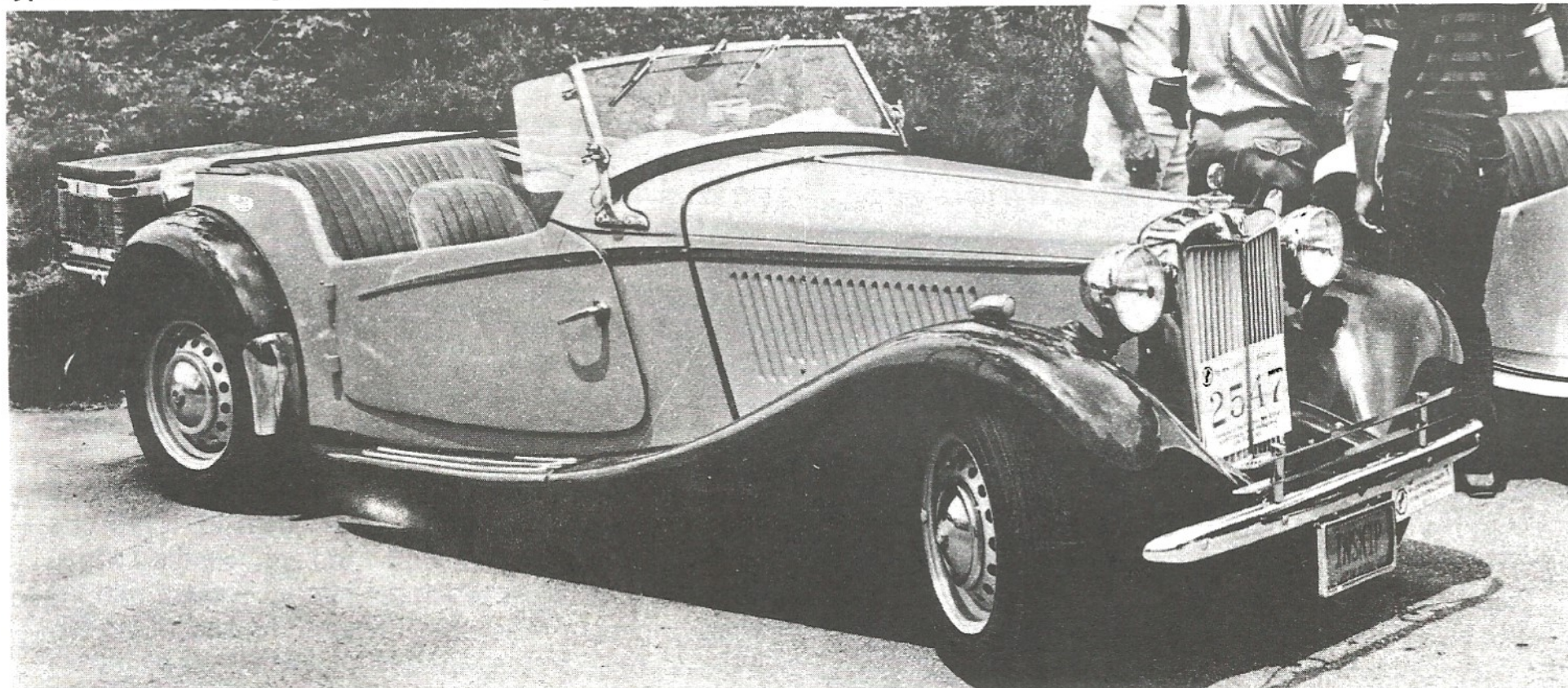
So, the next time you see one of these spiderwebbed wheeled beauties, remember that its racing tradition is as deep as any MG that ever left the factory -- and it's gorgeous to boot.

performance. Yet it had an eclat all its own. In 1951, after the TC was out of production, it was shown at the prestigious Museum of Modern Art in New York as an example of design in motion. Few will disagree that the TC was a classic.

Importing the MG into the United States was an operation all its own. In 1936 Miles and Sam Collier, of the Automobile Racing Club of America, familiarly known as "ARCA", founded Motor Sport, Inc., which obtained exclusive right to import MGs. Selling mostly to well-to-do friends, they did not promote. It was a shame. But they had heard of the MG Car Club, and in October 1936 wrote to the General Secretary asking if it would be possible to establish an American Branch of the MGCC, and mentioned that their prospective members owned 3 J types, a blown L Magna, a blown PB Midget, a PA Midget,

States to attend a Gathering of the Faithful, one of the bi-annual get togethers of the New England M.G. T Register, and was virtually overwhelmed by the enthusiasm for the T-series MG cars.

The T Register began in 1964 in Maine when Richard L. Knudson, an educator who was studying in the Netherlands, was intrigued by the MGs he had seen there. When he returned home to Maine, he learned that there was another New Englander, Frank Churchill, who shared his love for MGs. They corresponded, and without ever meeting, decided to establish the T Register, expecting perhaps some 60 or 70 members. The membership now stands at some 4,000, world-wide. Knudson left Maine for New York State, where he is a Professor of English at the State University of New York at Oneonta.



This fine example of an Inskip TD 4 Seater belongs to Jim Sheridan and is one of the original 12 made.

and three N Magnettes. From England the Club replied that it should be called the M.G. Car Club, American Branch, and conducted very much along the lines of "our Ceylon branch."

The club was small. It's likely, however, that every TA and TB owner belonged to it. Chris Harvey writes, in *The Immortal T Series*, "sadly this branch did not survive the war, and it was not until the late 1940's that the M.G. Car Club started up again in the States."

The prices of club regalia, some 51 years ago, will perhaps amuse some of today's readers: Car badges - 5s (\$1.25) They're more than ten times that as of 1987. Lapel badges - 1/16 (.30) Club ties - 3/6 (\$1.00).

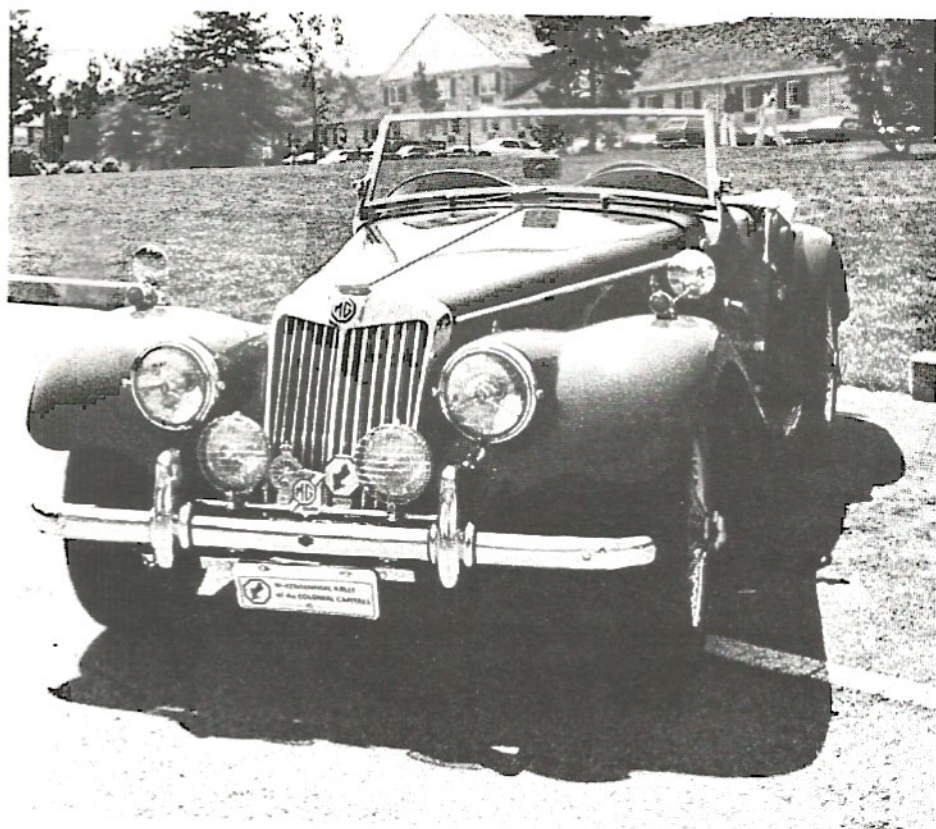
We must bear in mind that the prices of everything, from beefsteaks to underwear, have risen, if not astronomically, enough to take us into a minor orbit.

Cecil Cousins, MGs first employee and who eventually rose to works' director, had a reputation for designing cars on the shop floor. He also had a pungent wit, remarking at one time, "You can cut with an axe or you can cut with a sharp knife. Addressing the TC, you're using a sharp knife." In the mid-1960's he came to the United

In addition to a number of editing chores, he is the author of *MG: The Sports Car America Loved First*, a hefty, well-illustrated book of 243 pages, a "coffee-table" type of volume. Twice each year, in different parts of the country, the T Register stages its GOF's - - the Gathering of the Faithful. In the early days, almost everyone knew each other, but with the burgeoning membership, it's not so any more. The meetings are great fun, nonetheless.

The first MG TC arrived in the United States in 1947. Unlike most imports, it didn't come in through Baltimore or New York, but in New Orleans. No one, to our knowledge, was able to explain why, but the end result was that distribution began in Texas, not really a likely locale from which to launch the invasion of a spindly sports car. (Of Texas, there is a story told of a man who bought six TCs as Christmas presents for his daughters. He kept them all, fearful that the girls might subject them to injury.)

By 1950 a network of distributors had been set up: International Motors in Los Angeles, BMC in San Francisco (Kjell Qvale). Lynch in Dallas, Waco Motors in Miami, and J.S. Inskip in New York, which had taken over

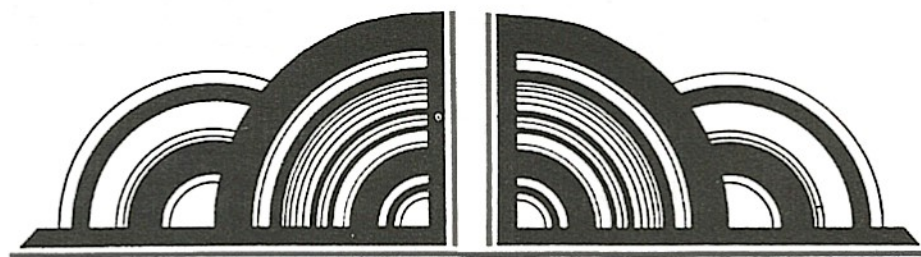


Last of the T Series was the TF with its handsome, sloping radiator and other advances, including a 1.5 litre engine, the T's most powerful.

the Collier Brothers Motor Sport. Later came S.H. Arnolt in Chicago, who made strides with Bertone-bodied coupes and convertibles; Inskip in New York built a dozen "stretched" TDs by lengthening the frames and making four-seater tourers. By the summer of 1949 there was a noticeable demand from overseas for a car that was more comfortable and less "spartan" than the TC 2-seater. In response, MG cut five inches from the chassis of the "gutless" Y type, put the TC body on top, and announced the MG TD. As a change from the TC, the TD used a hypoid rear axle and the independent front suspension from the Y. It still had the 1250cc XPAG pushrod engine.

In 1952 Goldie Gardner hit 210 plus mph at the Bonneville Salt Flats in Utah, and MG put in a request to update the TD. MG was three days too late; Donald Healey had got there first with plans for his Austin-Healey 100. His ploy was that he could use many of the Austin A90 2660cc engines that were lying fallow. Sir Leonard Lord, who called the shots, saw no reason for one company (it was by then all BMC) to manufacture two sports cars. Those at MG were ordered to continue making TDs or something very close.

What came out was the car that some observers called "the most beautiful MG ever built, the MG TF. Not everyone agreed. The TF was a valiant effort, but the odds were against it. Against it were the Triumph TR-2 and the Austin-Healey. The TR-2, a sort of ugly duckling, with the world's most difficult top to erect, had performance the MG couldn't match, and the Austin-Healey ran circles around it. The TF's faired-in headlights and the octagonal instruments just didn't do it. Even increasing the engine size and calling it the MG TF 1500 (There were only 3,000 of them) didn't do it either. It was the end of the T-Series.



Bienvenue aux nouveaux membres Welcome To Our New Members

Kim Soudavar, Hossein Jaguar 1967 3.8 type F
Serge Blanc, Annie Citroën 1974 S.M
Denis Fournier, Collette Citroën 1949 11 bl

Prochaine activité

Assemblée et dîner annuels le 24 février à 19h00 au "United Services Club", 1195 rue Sherbrooke Ouest.
R.S.V.P.

Richard Boudrias 697-9037

Annual General Assembly: February the 24th, 7.00 P.M. at the United Services Club, 1195 Sherbrooke West.
R.S.V.P.

Richard Boudrias 697-9037

Nous sommes ouverts...
aux suggestions d'activités.
We are open...
for suggestions of activities

Roger Hamel 335-0333

Vous allez recevoir, dans un avenir très rapproché votre formule de renouvellement; j'apprécierais beaucoup que vous la retourniez avec votre cotisation dans le plus bref délai. Merci d'avance. Richard Boudrias

You will be receiving in a near future a renewal form. Please return it with your dues as soon as possible.
Thanks in advance Richard Boudrias

Les deux tractions du "Tour du Monde en Traction" au début de juillet étaient aux Indes et leur arrivée à Paris est prévue pour le 26 et 27 janvier. Un vaste rassemblement sera à leur rencontre dans la forêt de Fontainebleau.



Et l'année s'achève

par Roger Hamel

Et l'année s'achève à grands pas. Encore cette année, nous en avons eu pour tous les goûts.

En récapitulant (pour mieux foncer), nous nous souvenons de notre film, "Le Rendez-Vous" de Claude Lelouch, à Paris, en cinémascopie à "La Cage aux Sports", de notre désormais célèbre assemblée annuelle au United Services Club, d'une quelconque fin de semaine dans un château où certaines automobiles se croyaient dans les Alpes!, d'un gymkhana plein d'embuches, d'une randonnée pittoresque chez un pommiculteur plein de découvertes (Mont St-Hilaire), d'une journée pour célébrer les couleurs de l'automne sur une ferme de Knowlton et finalement, une récapitulation et une fête pour célébrer le 15e anniversaire d'un club qui tremble d'ambition, chez notre commanditaire, la maison Corby... Ouf!

Et nous avons accompli tout cela sans problème, en gardant le sourire en tout temps.

Plusieurs gens ont l'eau à la bouche en pensant à ce qui les attend en 1990.

Eh bien! Encore cette année, nous voulons nous surpasser. Nous sommes en train de rédiger les grandes lignes de nos activités pour la prochaine année, mais nous voudrions mettre le V.E.A. à la merci de certains membres afin de nous trouver des activités auxquelles le club pourrait participer. Nous avons l'oreille tendue, et si quelqu'un parmi vous aurait une idée pour passer une agréable journée ou fin de semaine, parlez-nous en, s'il-vous-plaît!

On nous a déjà parlé d'une fin de semaine au circuit Mont-Tremblant vers la fin de septembre, et d'une rencontre avec des confrères collectionneurs d'anciennes embarcations de plaisance.

Eh bien, j'espère que l'on aura de vos nouvelles prochainement, et je demeure toujours à votre service.

1960 - 1990 oh boy!

par Richard Boudrias



AUSTIN-HEALEY

'57 AUSTIN-HEALEY with '59 Mille Miglia components. Laycock-Normanville electric o.d. four seater, wire wheels, top, tonneau-cover, R & H, 100 watt driving lights, seat belts, two glas-paks, exceptional jewel. \$2195. Worth, 34806 Del Sol, Capistrano Beach, Calif.

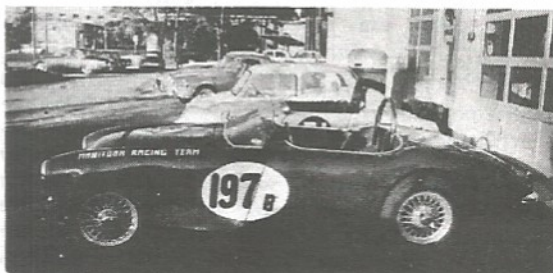
1950 HEALEY Silverstone. E-type, very rare car. Made by Donald Healey before joining Austin. Original throughout. Complete history since new. Engine, body perfect. \$2000. Photo. S. Erskine, Guild Inn, Guildwood Pkwy., Scarborough, Ont., Canada.

1956 AUSTIN-HEALEY 100-4 complete with trans. and overdrive, 10,000 miles, \$175. Allan

1959 AUSTIN-HEALEY 100-6. Car is in full competition set up with all SCCA options. Send for list of modifications and picture. Asking \$2500, make offer. Lee Donovan, 8016 Georgetown Rd., Bethesda, Md.

AUSTIN-HEALEY 3000. Class winner. '62 specifications, SCCA legal options. Three 2-inch carbs, 4 wheel disc brakes. \$6000 invested, \$1000 in spare parts. \$3000. J. R. Naismith, 3799 Broadway,

1955 AUSTIN HEALEY, ice blue and ivory, new four speed transmission, overdrive, tires, brakes, clutch, much more. Colored pictures upon request. \$1,195. George Prescott, 4 Arlington Dr., Lincoln, R.I.

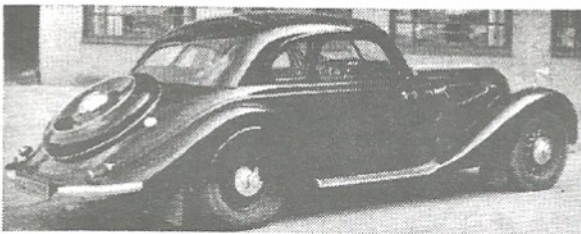


EX-CLARK 1961 ALL ALUMINUM RACING HEALEY, 4-wheel discs, limited-slip, excellent condition. Ready to race. Only \$1,495.

ASTON MARTIN

1933 Aston Martin, LeMans Roadster restored. New top, tonneau & curtains, Bertelli body, long chassis; \$1,800. Dr. Ballor, Medical Building, Salem, Mass.

'53 ASTON MARTIN DB-2/4 Drophead. Requires block and wooden jam on top. Rest of drive train fully restored. Tubed chassis rustoleumed, fully undercoated. All aluminum body, excellent, interior meticulous. RHD. \$1950 or best offer/trade.



1939 BMW Autenrieth Sport-Coupe. 80 hp, excellent condition, manual. \$2700 ex-Stockholm or offer. Further information and color photos (please enclose \$2 for the photos). H. Sandberg, Bellmangatan 15, Stockholm, Sweden.

BUGATTI, Type 35 GP. Partially restored, fully road equipped (fenders, lights, etc.) in excellent running condition. \$2000 or best offer. For pix & info write: S. M. Loring, Jr., 55 Bloomfield St., Lexington 73, Mass.

1930 BUGATTI Type 49 Tourer, 8 cyl, 3.3 liter. Priced in Switzerland \$2800. 2nd engine available. Also, 1921 Austro Daimler, 1910 Martini, 1901 Renault. W. Moser, 908 Village Center, Lafayette, Calif.

BUGATTI Type 49. Gangloff black & red coupe, completely overhauled in Paris. Beautiful condition, outstanding acceleration, superb road holder. Photos on request. \$4200 or trade. Yves Macaire, 115 Negus Street, Greenville, Miss.

BUGATTI Type 55, original and complete, needs body restoration, \$1800. For particulars write Ferndale Surgical, Inc., 780 W. Eight Mile Road, Ferndale, Mich.

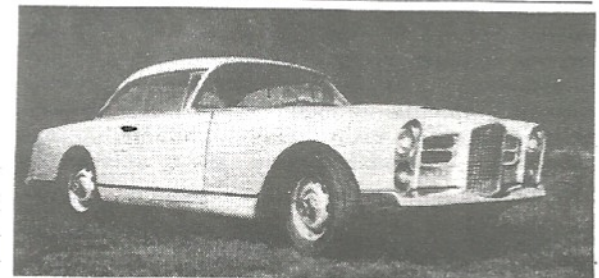
BUGATTI T57C Gangloff conv. Completely restored July '64, gray/white, gray leather, black top, Dunlop tires, engine, all new. 300 mi, \$5000.

1951 ASTON MARTIN DB-2 Vantage saloon, RHD. Alfins, harnesses, dual exhaust. Mechanically perfect. Factory rebuilt recently. Appearance good. Asking \$1995, trades considered. Might deliver. P. D. Snow, Rt. 5, Box 943-H, Charlotte, N. C. (704) 392-3331.

1953 ASTON MARTIN DB-2 saloon. 12,000 miles on 2.6-liter Vantage engine, most mechanical parts refitted by factory. RHD, recent lacquer. \$1600. Appearance excellent. D. G. Weber, 501 Herndon Dr., Evansville, Ind.

1939 DELAHAYE CABRIOLET. Chapron body. Black with leather upholstery. 3 1/2 liter. Very low mileage; perfect body and engine. Needs new top. Best offer over \$1800. Dave Leach, R.R. #1, Box 28, Milford, Ohio.

FACEL VEGA



1958 FACEL VEGA FVS coupe, serial 288. Gun metal grap with red leather interior; Chrysler 90° V-8 Typhoon special engine, 375 H.P., three speed auto-trans., one set wire wheels, one set solid (300 SL) wheels, knock-off Type. Engine has two four-barrel carburetors, full-race camshaft, mechanical valve lifters, adjustable valve rockers, heavy-duty crankshaft, extra deep exhaust valve seat inserts. 27,000 miles—\$5,800. Theo. A. Wiedemann, Sr., Gulph Road, King of Prussia, Pa.

FERRARI

FERRARI MONZA, three liter, beautiful. One-of-a-kind body. Ready to race. Complete with custom trailer. Extra tires and a few parts. \$4,800 complete. Pat Bryan, 5168 Yarmouth St. Encino, California. DI 5-8012.

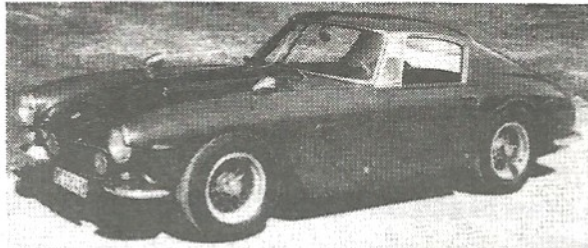
1955 FERRARI Mondial. New red paint. DeDion with rear mounted transmission. 2-liter engine out for overhaul. Consider selling separately. Make excellent Corvette conversion. Chassis \$3000. Harlan Besse, 352 Circle Drive, Palatine, Ill. FL 8-1519.

FERRARI Monza 2.9, Ex-Portago car. Fast and dependable, kept in top cond. 2 races since comp. engine o/haul. Will sell right. \$4300. N. Peck, 1937 W. Gray, Houston 19, Tex. JA 6-1177.

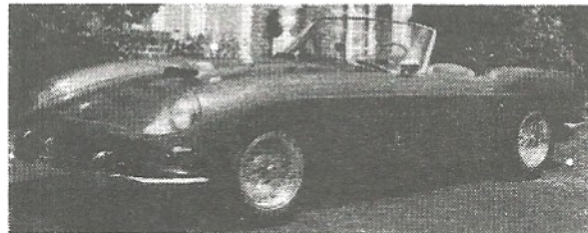
FERRARI Monza 3-liter, beautiful 1 of a kind body. Ready to race. Complete with custom trailer. Extra tires and a few parts. \$4800 complete. Pat Bryan, 5168 Yarmouth St., Encino, Calif. DI 5-8012.

FERRARI Testa Rossa. Perfect condition. Ready for road or track. A very potent beauty. Still a winner. \$5000, will trade. Three 8 x 10 pictures, 50¢. Dick Brashear, 4989 Yable Ave., Santa Barbara, Calif.

American selling 1962 FERRARI 250 GT 2+2 coupe, 22,000 miles, immaculate condition, perfect mechanically, one owner. \$5000 firm. Freight paid to USA. Photos \$1. Lavaser, Via Batt. Sassi 12, Milan, Italy. 738-2153.



1962 FERRARI 250 GT Berlinetta. 270-hp engine and all mechanics in premium condition. Black leather interior and Scuderia Ferrari red exterior in good condition. Will have about 35,000 miles when I complete American visit end of November, and will deliver anywhere continental States duty-paid for \$6750. Langdon Proctor c/o V. M. Bonzer, 9025 Santa Monica Blvd., Los Angeles 69, Calif.



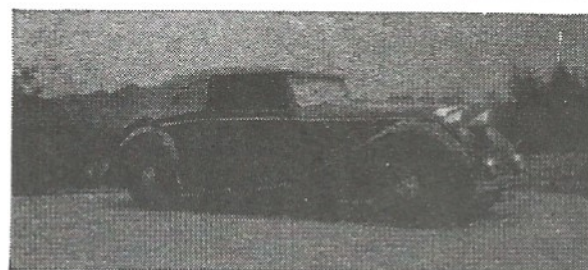
FERRARI 250 GT: Special steel Pinninfarina roadster. Second in class Pebble Beach. Roll-up windows, custom removable luggage rack, new 14 coats lacquer, newly chromed Borrani's, 3-band Blaupunkt, electric antenna. Photos \$1. 23,000 careful miles (in 4-car family). \$6250. J. C. Walsh, Jr., Financial Center Bldg., Oakland, Calif. 96412.



FERRARI 250 MM coupe, 1953 Farina body, 4-speed all synchro, RH-drive, mechanically excellent, 0-60 in 5 sec. \$4500. Also Fiat V-8 (Siata) Zagato aluminum fastback coupe, 2 liters, perfect condition throughout, many spares, \$3500. Bob

JAGUAR

JAGUAR



1949 Mk.4 3 1/2 liter Jaguar drophead coupe. One of the few dropheads made. Has been carefully used and maintained. Engine reconditioned at Jaguar Works 12,000 miles ago. 1250 F.O.B. U.K. port. D.J. Gubbin, 130, Overdown Rd. Tile-

JAGUAR Mark IV Drophead Saloon ivory, new black top, red leather engine, rebuilt concours condition \$1850.00 Jan de B Bertolet, 603, Baer Bldg., Reading, Pa.

1938 JAGUAR SS-100. True classic, true sports car. Mechanically perfect; beautiful and unusual body style. Only 5 in U.S. \$3500. David W. Kotz, 4748 Lyndale Ave. S., Minneapolis 9, Minn. TA 4-5972.

1962 JAGUAR XK-E roadster. Very clean, 11,000 actual miles. Chrome wire wheels, new top, tires, exhaust system, paint, etc. Sacrifice price, \$3300. Owner going overseas. Ben Robertson, Box 741, Mansfield, La.

1938 JAGUAR SS-100, \$4300 firm. Tom Nevers, 3125 Blackhawk St., Aurora 8 (Denver), Colo.

1938 JAGUAR SS Drophead, RHD. A rare find. One owner to 1964, original and in excellent condition. Regretted sale. Sacrifice, \$2100. For particulars, write: Nice, Box 1078, APO New York 09241.

JAGUAR 1954 XK120M RS-5 tires, extras, good condition \$1,250, O. B. Hankins 1525 E. Ocean View Ave., Norfolk, 3, Va.

JAGUAR XK 120 Roadster—Handsome Condition. Engine rebuilt Coventry 1957 \$850. P.O. Box 134, Millburn, New Jersey.

JAGUAR XK-SS, concours, maroon, mechanically perfect. \$7000. JAGUAR D-type, concours, white, new engine, transmission, rear end, brakes, shocks, street muffler, all parts chrome. \$7000. H. T. Heintz,

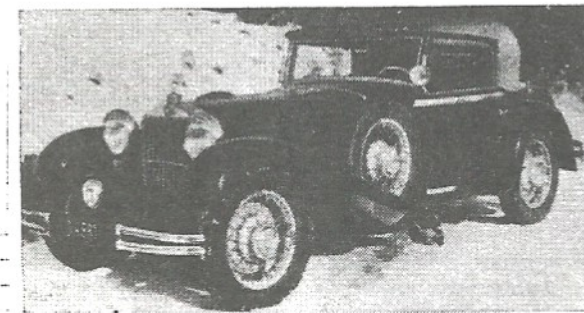
1939 JAGUAR SS-100 3.5-liter, 100% original. New top, seven good tires (2 new), very good all around condition. \$1600. Hook, 307 Pettits Lane,

1938 JAGUAR SS-100, \$4200 firm. Thomas Nevers, 1325 Blackhawk St., Aurora (Denver), Colo.

1959 MASERATI 3500 GT coupe, white, blue leather upholstery, front discs, R&H, Pirelli Cinturato "S" tires, latest Webers, 32,000 mi. \$5000

MASERATI Birdcage. Fastest 2-liter car in U.S. Car completely gone through, engine, transmission, suspension. Many spares, absolutely perfect condition. \$7300. J. R. Naismith, 3799 Broadway, Oak-

MERCEDES



1928 MERCEDES-BENZ Mannheim Sport 370. 3.7 liter 6 cylinder engine. 78 bhp at 3200 rpm. 2 carburetors. \$1500.00. K. A. Blanckstein, Klein Parady 34, Beekbergen, Holland.

MERCEDES-BENZ 1956 300SL coupe, immaculate, sport cam, never raced or wrecked, 18,000 miles, white with red leather, Becker Mexico radio, unused fitted luggage, serviced regularly by European-trained Mercedes mechanic. Shop manual, fine set metric tools, many other extras. Truly collector's item. \$6800. No trades. Dr. Doyce Clark, 2615 19th St., Lubbock, Texas.

1958 300 SL Silver, red leather, two tops, six wheels, ten Engleberts; 3.43 axle, 3.64 spare, fast steering, special brakes, numerous parts and special tools; \$7600. Nerriere, 16 Munhall Road, Ontario, Canada, Ch. 1.7639.

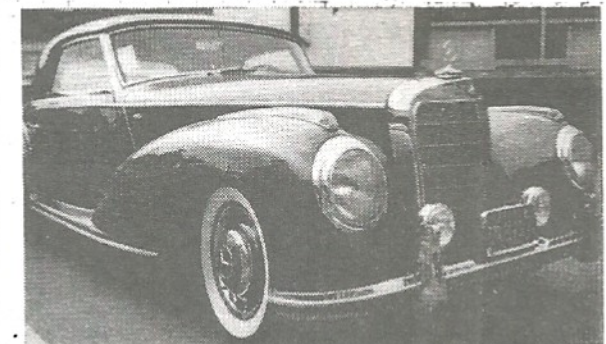
MERCEDES 300SC powerful sports convertible. Excellent throughout. Leather, radio, luggage. Semi-racing cams. Massive grill. Millionaire's Mercedes for only \$4200. Etsco, 15321 Triskett, Cleveland. WI-1-6527.



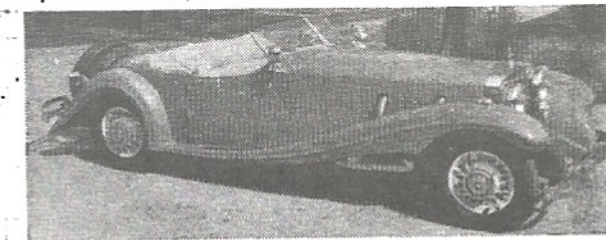
1956 Mercedes-Benz 300-SL Gullwing. Gray with gray leather and blue trim. Never raced, perfect condition. \$5,250 cash. P.F. Smith, Windy Hill, Chadds Ford, Pa.

1955 MERCEDES 300-SL Gullwing coupe. Silver-blue, excellent condition. All factory and owner's manuals. New paint, driven 42,000 original miles. Special tools. Possible concours winner. \$3800.

MERCEDES 300-SL Gullwing, 43,000 miles, dark gray paint, red leather interior, Michelin X tires, and knock-off wheels. Never raced or wrecked. \$4000. Dennis K. Simpson, 716 Pershing Dr., Anderson, Ind. 643-1477.



Exceptional classic: MERCEDES-BENZ 300-S Super Sports coupe. Concours condition, winner twice 1963. Fitted luggage, dual spares with Alpine tread, Embassy fender flag staffs. \$4500. E. C. Averill, Yeon Bldg., Portland 4, Ore.



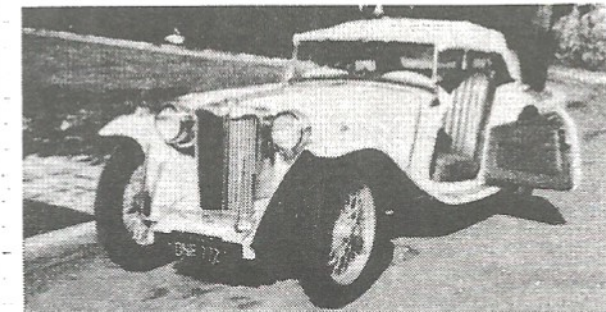
1935 MERCEDES-BENZ 500K Sports roadster, see R&T March 1962 issue. Red, white wheels, original in every respect. Perfect concours condition. \$7000

1961 MORGAN Plus 4 drophead coupe. Green, black leather, immaculate body, engine, interior and accessories. Photos 50¢ on request. First \$1600

1960 Morgan Plus 4, two-seat roadster, TR-3 engine, new BRGreen paint, red leather. Excellent condition throughout, 27,000 miles, new tires. \$1500. Al Armstrong, 280 Forbes Hall MRH, Champaign, Ill. (217) 332-3556.

MG

MG TD—New B.R. Green finish, tan naugahyde upholstery, top and tonneau—beautiful! Needs engine work. \$725. Dennis Bush, Box 781, Winslow, Arizona.



1948 MG-TC. Immaculate, runs as beautifully as it looks, ivory with green interior, ready for show or for road. \$2195, may consider trade. J. Thompson, 853 Forest, Palo Alto, Calif. 94301.

1949 MG-TC. Red cellulose, beige upholstery. In concours condition, completely unmarked throughout, with hood, sidescreens, all chrome, tyres, interior in specimen order. New engine fitted recently (12,000 miles ago) by the works. This must be the finest example of this marque available anywhere today, at the sensible price of \$1200 f.o.b. Swanmore, 1176 Christchurch Road, Boscombe East, Bournemouth, Hampshire, England.

1951 MG-TD, black, sound body, new upholstery, never raced or wrecked, not modified. Ready to use or to*prepare for concours. Best offer over \$785. J. Sutton Myers, 1169 So. State, Dover, Delaware. (302) 734-4305.

1952 MG-TD: ex-concours, 38,850 actual miles. Black with red fender wells, leather, engine (chrome accessories). Engine, transmission rebuilt 2 years ago. Excellent top, curtains, tonneau. Radio, heater, luggage rack, WW. Excellent condition. Second owner. \$2000, R. B. Barnefield, 303

1961 MGA Twin Cam roadster. Never raced, original and in good condition, presently stored, moving out of state, must sell. \$1050. Jerry Bakke, 3801

PORSCHE

PORSCHE Carrera Speedster. Recently rebuilt 1958 engine w/Sebring pipe plus many other competition extras. Never wrecked. Ready to race. Excellent buy at \$3700. Going modified. H. Martin Jr., 6009 Belfast Drive, Austin, Texas.

PORSCHE

NEW 1963
 2 Liter Carreras\$7,674
 1961 Porsche Super 90 Rdstr. 3,395
 1961 Porsche S-90 Coupé 3,495
 550 Spyder Completely Rebuilt
 and Set Up For Street Use 6,250
 Ferrari 4.1-liter Fastback Vignale Coupé Restored
 To Concours 6,700

1959 PORSCHE Carrera GT coupe. Alloy wheels, decks, doors, plexi-windows, limited slip diff. 692/3 engine. Spyder brakes. Tandem-axle, tilt-bed trailer. Ready to race with spares and extra engine in baskets. S.E. Divisional Class Champion. \$3500.

PORSCHE RSK, RS-61 engine. Silver (naturally), won first overall last Macon Divisional. Complete with extra gear sets, spare crank, plenty wheels and tires. Only reason for selling, now have 904. You, too, can be a winner for only \$4000. Wire or call: Lin Coleman, Atlanta, Ga.

1957 Porsche RS Spyder, silver, with five-speed limited slip transmission and new Nurburg tires. No races on fresh RSH 1600 engine with all latest mods—\$4,000. Lin Coleman, 1444 Main St., Jacksonville, Fla. EL 6-0741.

PORSCHE RS, excellent condition, ready to race. RSK 1500-cc engine, 5-speed box with limited slip. \$3500. SPORTS CARS INTERNATIONAL, 10 S.

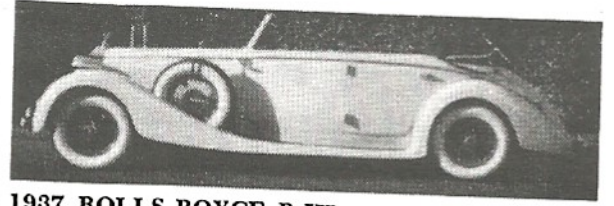
1939 TALBOT-LAGO Streamlined coupe. By Figoni et. Falashi. New silver-blue hand-rubbed lacquer. Fantastic performance and handling. Pics and details on request. \$2950. J. DeBickero 4301 W. 77th Pl, Chicago, Ill.

For Sale, 1935 ROLLS-ROYCE 20-25 Hooper Saloon. Two owner. Built for "Lady Gertrude Denman." Excellent condition. \$3000 or best offer. James H. Southard, Dept. R-T 110 W. 2nd St., Marshfield, Wis. FU 7-1034 or FU 4-5002.

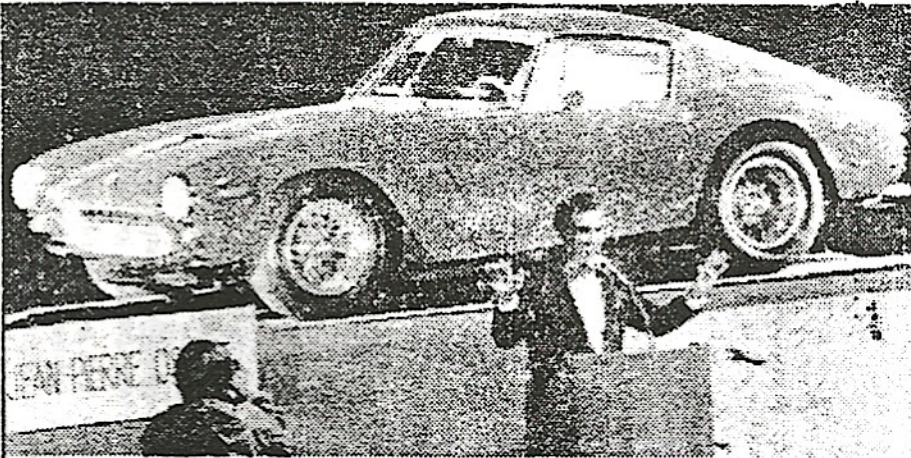
1937 Phantom III ROLLS-ROYCE V-12. Aluminum body and engine. Rare Inskip body, V-windshield and sculptured fenders. \$5000. Send for photos, info. on awards, etc. to: A. A. Birdick, Box 372, La Mesa, Calif.

1930 ROLLS-ROYCE 20/25 by Weyman. Black, brown hide upholstery, good mechanical and body condition. An elegant, tidy car with attractive and unusual cycle-type fenders. \$1800. Photo. S. Erskine, Guild Inn, Guildwood Pkwy., Scarborough, Ont., Canada.

1930 ROLLS-ROYCE Phantom II by Thrupp and Maberley. Coachwork and interior very clean and sound. Rare and attractive car absolutely original. Photo available. \$2000. S. Erskine, Guild Inn, Guildwood Pkwy., Scarborough, Ont., Canada.



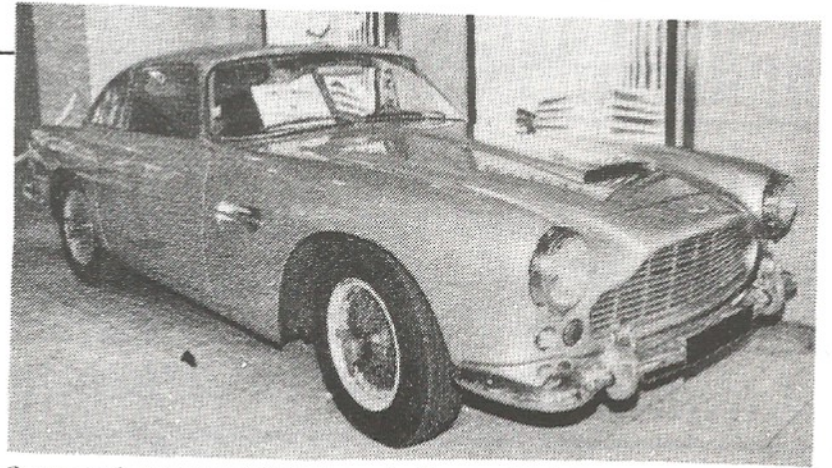
1937 ROLLS-ROYCE P-III V-12 4-door convertible sedan. Body by Doll Ruhrbeck, Berlin, Germany. Made for Von Ribbentrop, completely restored, over \$16,000 spent, will sacrifice for \$8500.



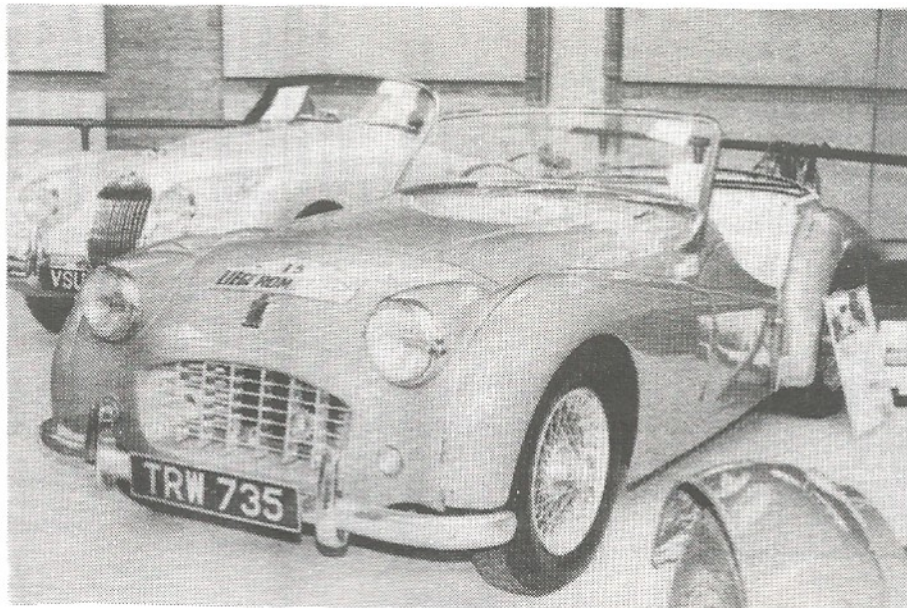
Vente record pour une Ferrari de 1961

Une berlinette Ferrari de 1961 a battu dernièrement le record des ventes aux enchères de voiture, en atteignant la somme de 2,5 millions \$ à Monaco où 34 Ferrari étaient vendues aux enchères devant plus de 3 000 amateurs venus du monde entier. Le précédent record avait été établi en janvier 1989, également à Monaco, aussi par une Ferrari. Cette Berlinetta Competizione 250 GT Ferrari, produite à 28 exemplaires, habillée par Pinin Farina, est équipée d'un moteur de type 168B à douze cylindres en V.

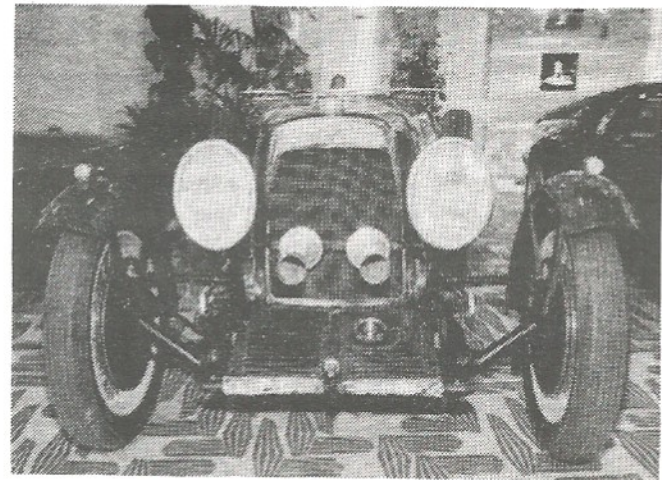
PHOTOLASER PC



Quatre coupés Aston Martin étaient proposés, dont cette DB 4 série 4 de 1962, et toutes, de 800.000 F à 1.700.000 F, étonnèrent par les enchères atteintes, doubles du niveau britannique.



Quand une voiture a fait partie d'une écurie de compétition usine, et qu'elle a récolté un bon palmarès, sa valeur augmente considérablement et n'a plus rien à voir avec celle des modèles de série "normaux". C'était le cas de cette TR3 qui était en plus dans un état irréprochable (450.000 F).



L'Aston Martin "International", quatre cylindres 1.500 cm³, est une authentique sportive, rebaptisée par la suite "Ulster" puis "Le Mans". Cet exemplaire aux curieux projecteurs ovales s'est négocié 1.450.000 F.

The pioneers before the war

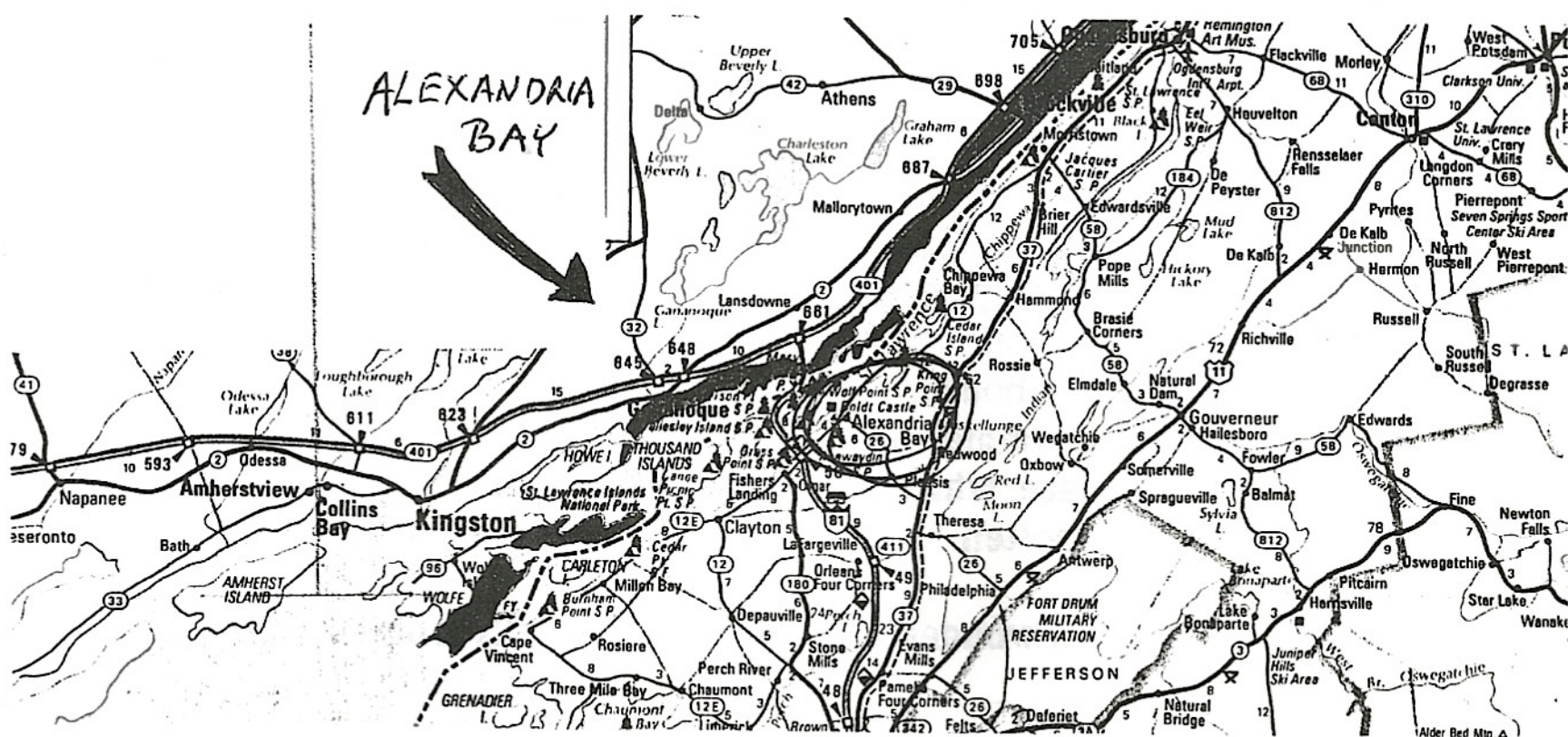
by Jamie Brown

There's an old story. Maybe the oldest one in the books. It's the one about how American and Canadian servicemen, enamoured of the little cars they saw during their stay in Britain during the war brought them back to Canada and started The Movement. Brought to North American shores, to the gaping amazement of their unsophisticated cohorts, the spidery little MG TC's which started it all. It's an old story that's only partly true.

In the 1930's, a small, obscure, almost forgotten group, the Automobile Racing Club of America, kept alive the almost extinguished flame of European-style road racing with real European sports cars. This was the club that was the true forerunner of the sports and European car activity in the fifties and sixties. And a number of its members are still alive and active today.

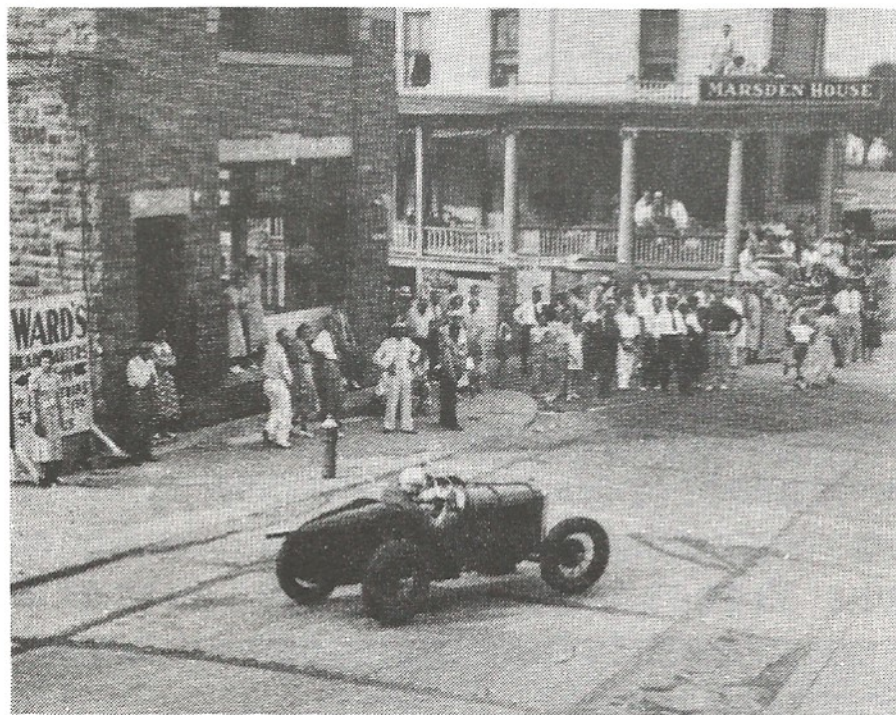
What attracted these early enthusiasts to European cars was that special something in the bloodlines. Something which has compelled several generations since to gravitate to sports cars. The nimble handling, the brisk acceleration, the whip of a finely tuned engine. And all of this stemmed directly from the demands of the twisting, turning, up and down roads of Europe. And from road racing. Real road racing on public roads as opposed to artificial circuits. Road racing which honoured a car as much as its driver and was as far a cry as possible from Indianapolis in any era or what remains of the Grand Prix circus.

The center of enthusiasm was not far from Montreal. ARCA ran numerous events in New England in the thirties and one, perhaps the most colourful of all, in the sleepy little town of Alexandria Bay, New York just on the other side of the St. Lawrence River from Gananoque.



Due to the efforts of Tom Dewart, whose father was a well-known newspaper publisher and had a summer place in the Thousand Islands, the first race was arranged in Alexandria Bay for August 15, 1936. It took place on a 1.4 mile long paved road circuit which ran straight down the main street, through the center of town, and out into the suburbs.

Suddenly, America and Canada were being introduced to real racing. With real hazards to avoid. Mail boxes, telegraph poles, stray dogs, crowds. And it was all set against the charming backdrop of a sleepy town, centered in one of the geographical beauty spots of the world. Those curious little cars raced down that main street at over 100 mph, and the ice cream vendors sold everything they could get their hands on, and the local police waved the cars on until their arms were sore, and the pretty girls swooned and kids on the porch of the Marsden Hotel dreamed about buying an MG or a Grand Prix Delage.

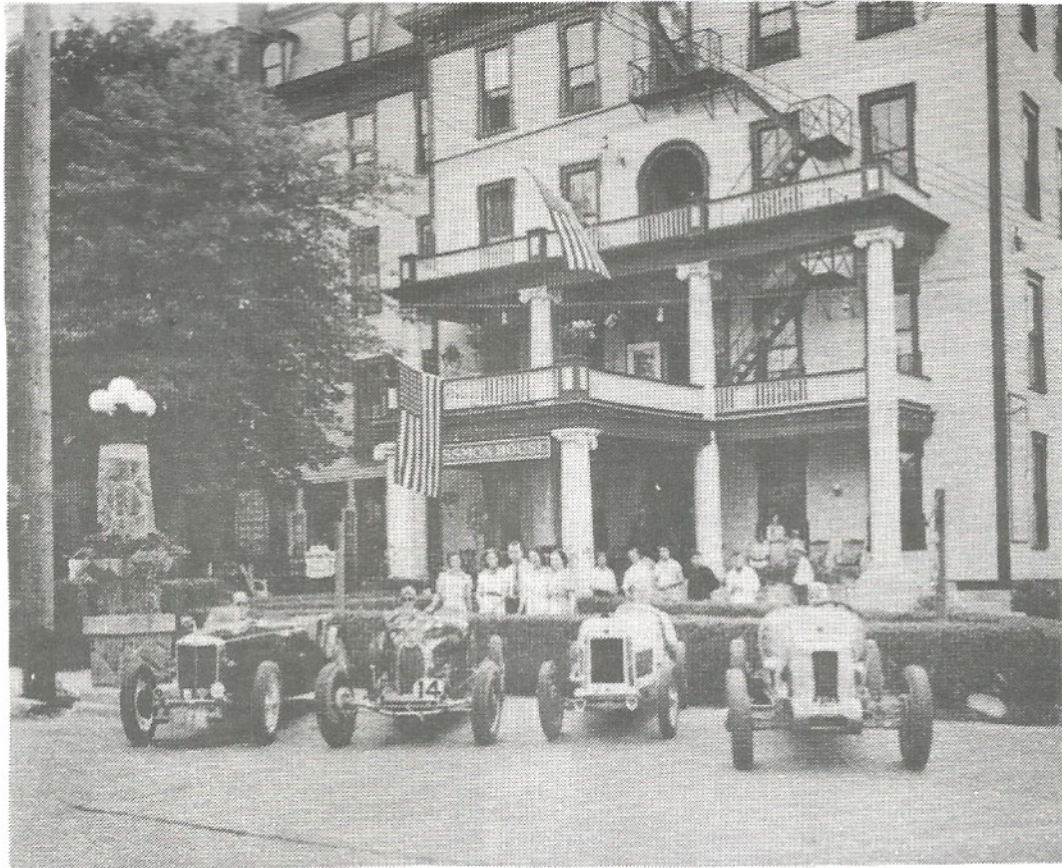


R. Fuller in an Amilcar.

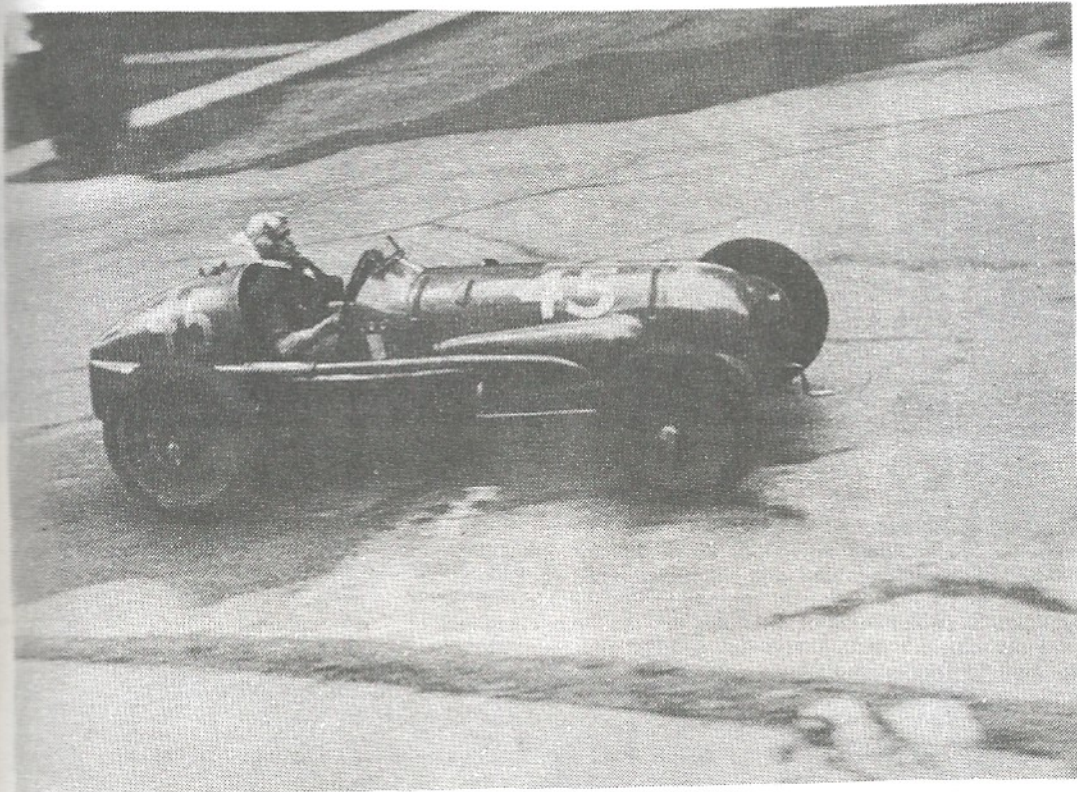
The race was such a success that it was a definite return engagement. A must for the summer set in the Thousand Islands. By 1939, the Round the Houses Race at Alexandria Bay became the first race of its type to be reported on in the international press. The race was covered, complete with rotogravure spread by the Autocar, the British weekly magazine devoted to motoring and the sport. And maybe it would have all gone on forever if there hadn't been the war. And after that, the magic was gone.

Today, Alexandria Bay is little changed. There are still the prohibition speakeasies, now looking only slightly more respectable than they did in the 'twenties when the town flourished as a whisky smuggler's paradise. There are still the great summer houses. There is still the circuit itself, which you can walk alone on a hot summer night. But there are very few memories. The Round the Houses Race, which marked one of the true beginnings of The Movement, is almost forgotten.

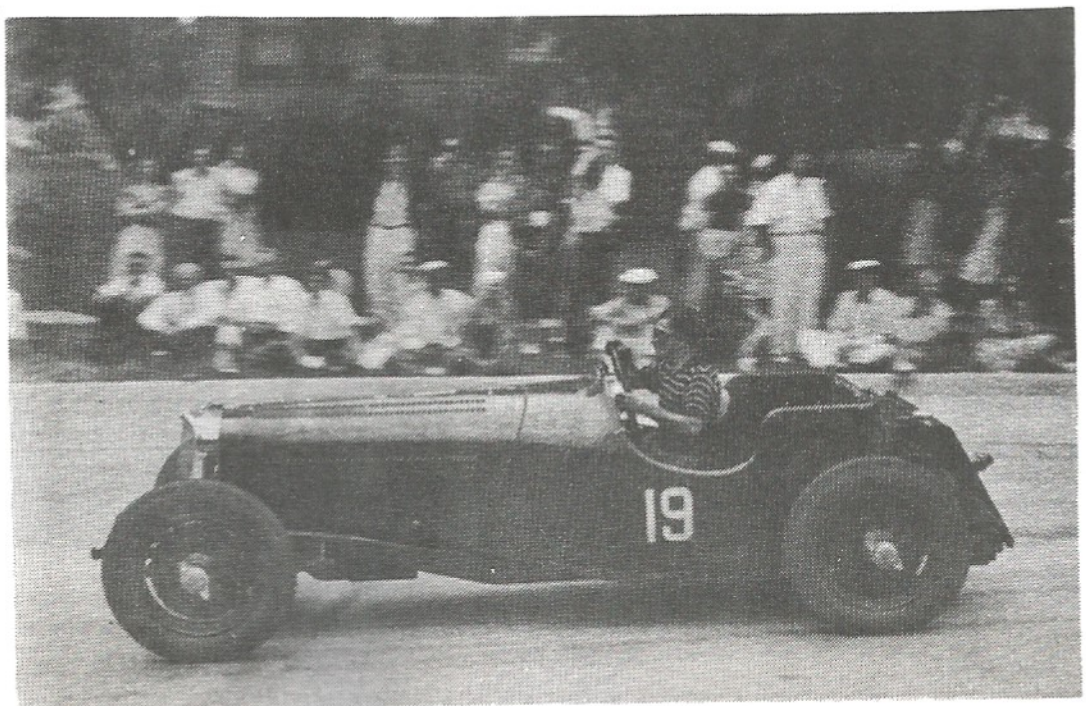
Wouldn't it make a wonderful place to race or rally from today?



Alexandria Bay. 1937 winner L. Ladd in car at extreme right; 1936 winner, J. Marshall, next to him in an Austin.



G. Rand cruising down the straightaway at 125 mph.



P. Marx, a visitor from England, did not finish in his SS Jaguar.

Visite chez notre ami Vincent Prager

J'aimerais par la présente remercier M. Vincent Prager qui a eu l'amabilité de nous recevoir à sa maison de campagne (Knowlton Qué.) lors de la tournée d'automne du club, dimanche le 1^{er} octobre dernier.

De jolies petites routes fort pittoresques, une région qui "mérite un voyage dans le temps", des gens sympathiques et une ambiance différente.

Un grand bol d'air frais avant la retraite hivernale!

Merci et à la prochaine.

Gilbert Bureau

Cadillac (Oh! Pardon... Hispano) 1926



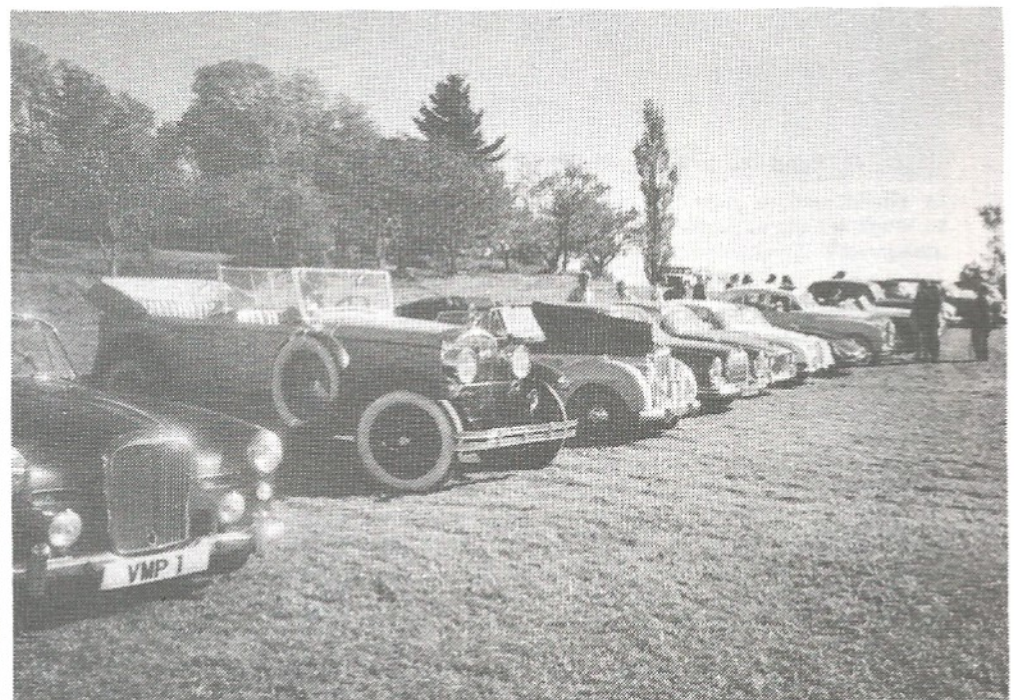
Le Chevalier Bellavance toujours à la rescousse de ses dames.



Daniel Noiseux fier de son record: Montréal-Knowlton en 3 hrs 1/2 et ceci, en 2 CV...

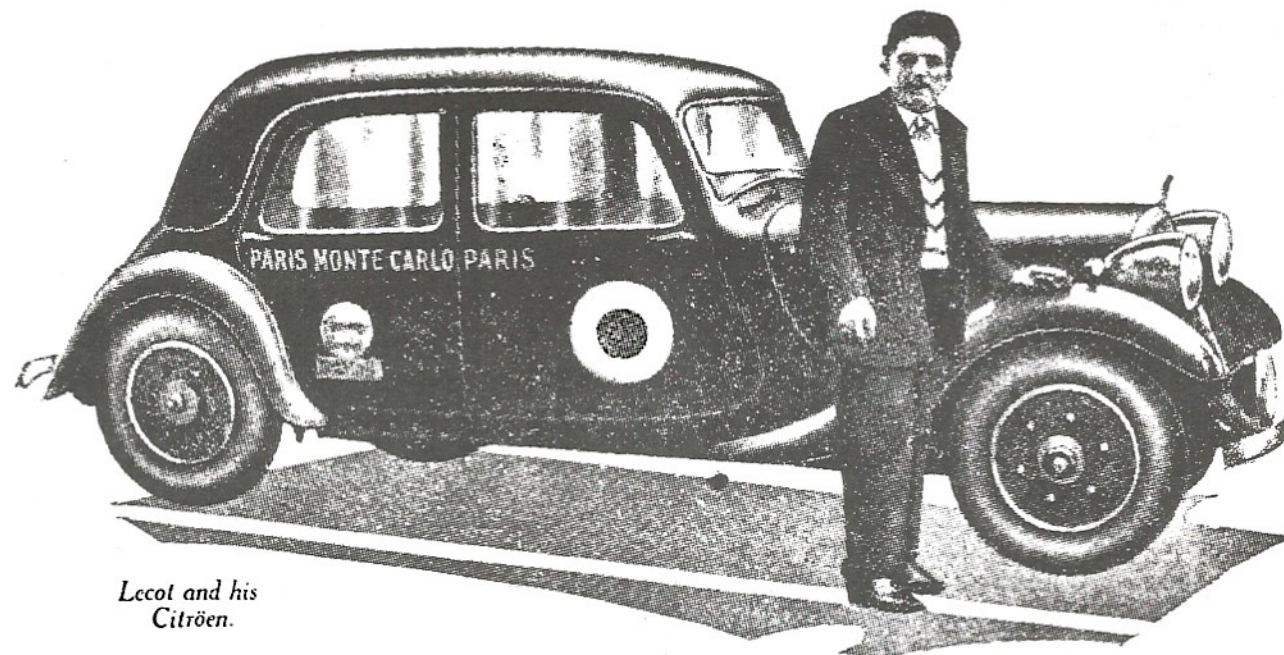


Le V.E.A. ça me plaît... pense peut-être le nouveau membre Kim Soudavar.



La rutilante brochette se faisant réchauffer.

250,000 Miles in 369 Days



Lecot and his Citroën.

When François Lecot Did 12 Months Hard

By

L. GRAHAM DAVIES

IN pre-war France we had two very famous exponents of long-distance driving, César Marchand and François Lecot. Marchand, whose exploits were the subject of an article in the issue of March 18, concentrated on track records of astonishing duration with teams of relay drivers. Lecot, on the other hand, went in for controlled performances on the road and invariably kept to the wheel himself the whole time.

Both men rendered extremely valuable service to automobile development, one by keeping cars running for very long periods at speeds which could only be maintained regularly on a track, and the other by covering even greater distances at normal touring speeds on ordinary roads, the cars in each case being subject to strict official observation and control.

Life-time in a Year

The technical value of these exploits lies in the fact that many years' normal use of a standard car are compressed into a relatively brief period. Examination of the car by research engineers after such an ordeal provides information which no conceivable amount of laboratory testing would give, for the car has been tested as a complete structure, not part by part, and under conditions unobtainable in any laboratory.

Marchand's team, for instance, drove "Petite Rosalie" at nearly 60 m.p.h. for 133 days, covering 185,353 miles on the smooth cement of Monthéry track. Lecot's work, on

the other hand, was done on the public highway and included the factors of traffic, mountain gradients and so forth.

Most of M. Lecot's enormously long drives were made with the Rosengart, a French copy of the Austin Seven, but for his last and most sensational one he used a Citroën saloon. With this, between July, 1935, and July, 1936, he managed to cover 250,000 miles under strict A.C.F. control.

Regarded merely as a feat of human endurance, the job looked impossible, especially as M. Lecot was then in his 59th year. Knowing something of the man and his previous exploits, however, I was convinced that he would stick it out if the car did.

At the conclusion of this astounding feat I had the opportunity of examining both car and driver in Paris. Lecot looked as fit and hearty as ever, but the car did surprise me. Although it needed a coat of paint, it appeared in excellent mechanical order after accomplishing the equivalent of about 20 years' ordinary use at 12,000-odd miles a year. In a short run I found the car quiet and still lively enough to behave well in Paris traffic.

In order to achieve this astonishing feat, he had to drive 19 hours out of every 24 and content himself with just 4½ hours' sleep. Carrying out such a programme for 365 days

on end is not a simple matter in itself, but whilst we may be awed by the physical endurance of the driver, the performance of the car is certainly no less remarkable. Actually, he drove for 369 days. The vehicle used was a stock model 14 h.p. Citroën F.W.D. four-door saloon, and the technical organization of the attempt was carried out by M. Brisset, an engineer who had acted as M. Lecot's technical "manager" on many of his previous long-distance performances.

Car Outlasted the Observers

M. Lecot's headquarters were at Lyon, and he made alternate daily drives from Lyon to Paris and back and from Lyon to Monte Carlo and back. A commissaire of the A.C.F. travelled on the car to see that International Association rules were adhered to and that the special A.C.F. speed limit for such attempts of 65 k.p.h. (40 m.p.h.) was not exceeded. Eight A.C.F. officials took the duty in relays, but even so, they had quite enough of it. They were not all Lecots. Although the car did not wear out at all, Lecot certainly wore out the observers.

It is interesting to note that the fuel used was the ordinary French "poids lourd" spirit employed by industrial vehicle owners. This was a petrol alcohol mixture with a commercial alcohol content of 20 per cent. to 22 per cent. During the winter months, a little benzol was added to facilitate starting. Oil consumption proved very low indeed, lower even than that given in the Citroën catalogue for the model

250,000 Miles in 369 Days—Contd.

employed. Lecot's car used 125 grammes of Mobiloil for every 62 miles. Michelin tyres were employed throughout and the life of a tyre varied from 12,500 miles to 18,600 miles, according to weather and road conditions encountered. The lowest mileage covered by any one tyre in really terrible conditions, during heavy winter floods, was 11,100 miles, but, for the most part, tyres were changed after 18,000 miles.

I spoke just now of the car being driven over ordinary roads. So they were, and the French route nationale has an excellent surface as a rule. All the same, they were not quite the kind to which English motorists

are accustomed, for Lecot's itinerary included mountain work and we have no mountains in this country, only hillocks. For instance, on the Lyon-Monte-Carlo-Lyon section of Lecot's everlasting shuttle journey, the Esterel mountains provided 185 hairpin turns in 30 miles or less.

During November, 1935, Lecot found his usual route barred by great floods in the south of France. He turned back and continued his daily driving on the Lyon-Paris-Lyon road only, with a wiggle to make up the daily schedule of 1,100 kilometres.

By way of variety, he entered for the Monte Carlo Rally of 1936 and

went off to Portugal to find a starting place at Valenca, still keeping all the while to his regular 1,100 kilometres per day. He completed the Rally without a penalty mark, but lost a few points in Monte Carlo through the mistake of a mechanic who poured in some oil without authorization.

M. Lecot started on July 22, 1935, and by July 22, 1936, he had covered exactly 396,888 kilometres, an average of 65 k.p.h., or 40.38 m.p.h. His goal had, however, been fixed at just over 400,000 km. in order to make the 250,000 miles, and he continued driving for four more days until July 26 to complete the full distance, which was 400,134 kilometres.

The Motor TABULATED DATA—CITROEN 12 SALOON. August 10, 1937

ENGINE

Four cylinders, o.h.v.; 12-volt coil ignition; 72 mm. by 100 mm. (1,628 c.c.); rating, 12.8 h.p. Tax: £9 15s.

Labels: AMMETER, WINDSCREEN OPENER, STARTER, SPEEDOMETER, HORN, OIL, IGNITION & LIGHTING SWITCH, DIP SWITCH, GEAR LEVER, PETROL.

MEASUREMENTS

W.b., 9 ft. 6½ ins.;
t., 4 ft. 4½ ins.;
l., 13 ft. 9 ins.;
w., 5 ft. 3½ ins.;
g. clce, 7 ins.;
turning circle, 40 ft. dia.

SPEEDS m.p.h.

*Maximile mean timed speed .. 61.6
Maximum mean timed speed .. 63.3
Best timed speed .. 64.2
Speed reached on second .. 40.0

METERED PERFORMANCE†

	Pull lb. per ton.	Gradient climbable.
Top (4.9 to 1) ..	180	1 in 12.5
Second (8.3 to 1) ..	310	1 in 7.2
First (14.8 to 1) ..	540	1 in 4.15‡

Petrol Consumption: 23.24 m.p.g., driven hard. Solex carburetter. 9-gallon rear tank.

Gearbox: Three forward speeds, facia control. Synchronesh on top and second.

Labels: TOP GEAR, 2ND GEAR, CITROEN TWELVE (FW) ACCELERATION CURVES ROAD - DRY CONCRETE

ACCELERATIONS secs.

10-30 m.p.h., second gear .. 7.0
10-30 m.p.h., top gear .. 14.0
30-50 m.p.h., top gear .. 18.0
0-50 m.p.h., through gears .. 21.0
0-30 m.p.h., through gears .. 7.2
Standing ¼-mile, through gears .. 25.0

METERED BRAKE TESTS†

	Efficiency %	Distance ft.
Pedal only, from 30 m.p.h.	80	37.7
Pedal only, from 50 m.p.h.	75	114
Hand only, from 30 m.p.h.	35	86

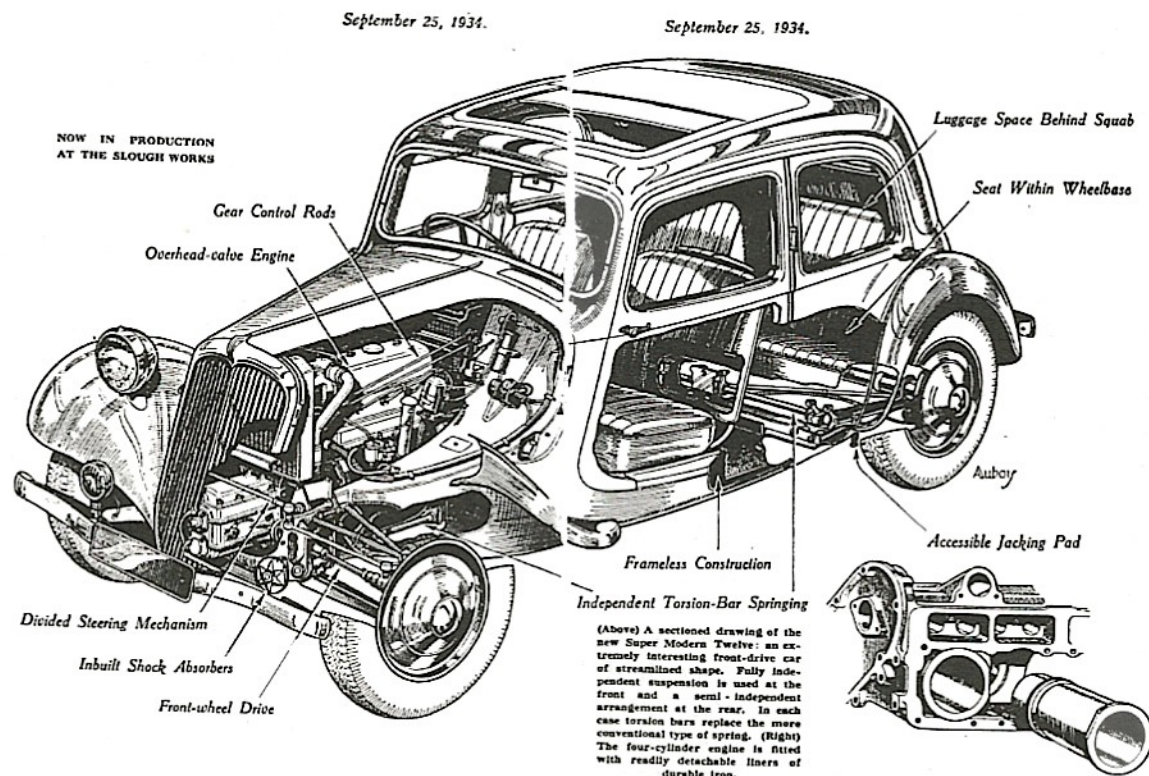
(Mechanical brakes; hand lever under dash.)

Wheels: Spoke, with 140 by 40 Michelin tyres.

Weight: Unladen, 20½ cwt.; with two up, as tested, 23 cwt.

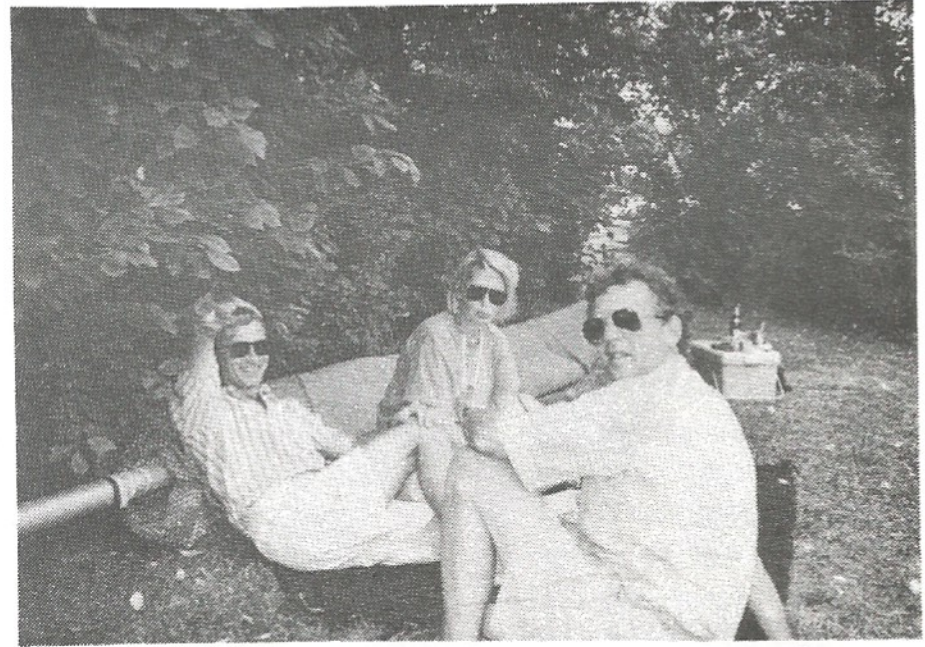
Price: £238.

*Speed timed over ¼-mile after accelerating for one mile from rest through the gears.
†Pulling power and brake efficiency are recorded by Tapley and Ferodo-Tapley meters respectively.
‡Will climb South Harting, Edge, Kirkstone and Rest-and-be-Thankful Hills on this gear.



Une cueillette de pommes sans pépins

Un après-midi champêtre chez Doly et Serge Boissonneault, une sortie de rêve, j'irai même jusqu'à dire nous étions tous dans les pommes. Après l'incendie heureusement sous contrôle de la 15 des Desroches nous nous arrêtons pour une visite impromptue du musée Dorval au grand étonnement et admiration des membres. Ensuite en route pour le Mont St-Hilaire où Doly et Serge nous attendaient avec le cidre, la piscine, le bain tourbillon, les pommiers et les juke-boxes, bref "...ze big bazaar".



The Rickers promoting the joys of owning an Austin to Bob Forest.

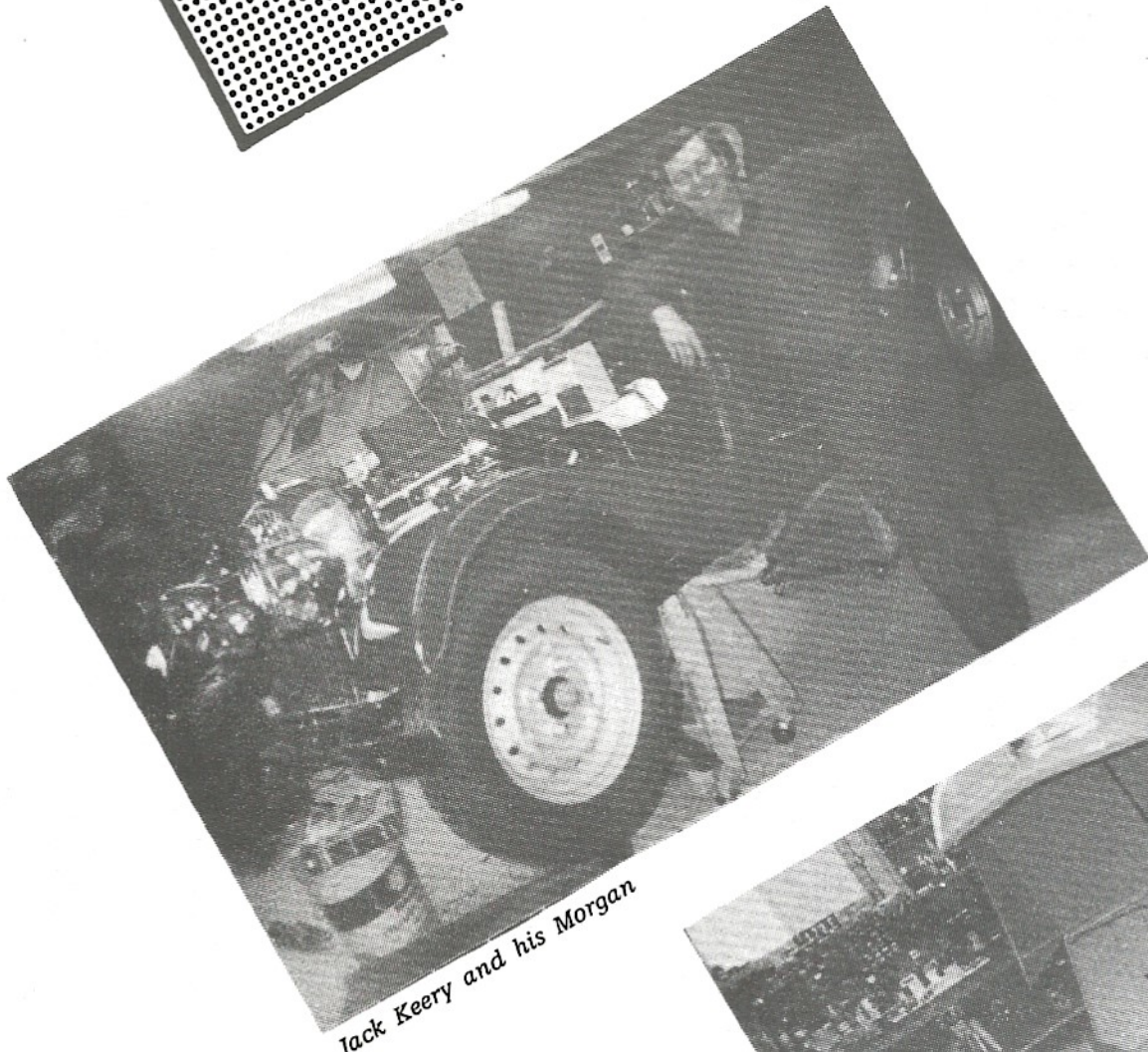


Ken Carlton et fils démontrent au Hickey la loi de la gravité.



La pause qui rafraichit...

Bricolage hivernal



Jack Keery and his Morgan



Daniel Noiseux dans sa "choppe".

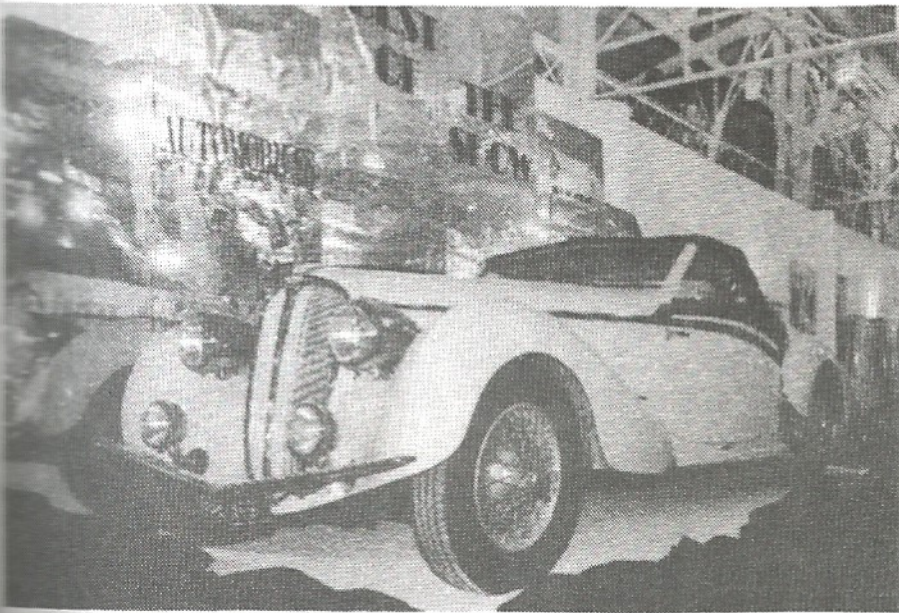


Claude Guillot et Denis Fournier admirant la nouvelle boîte à vitesse sur le point d'être installée.



"Hello, is this Sir William Lyons?"

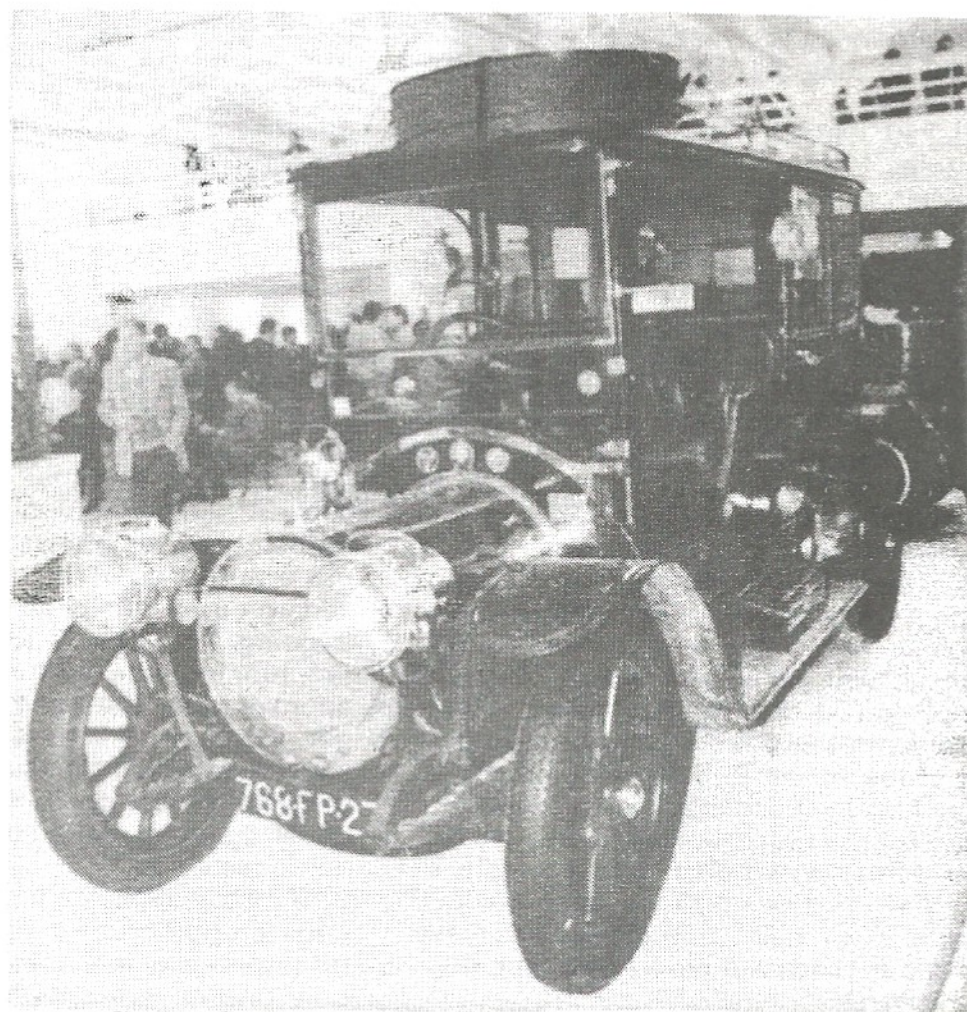
L'inauguration du musée Automobile de Pantin



Pour nos grands voyageurs qui se proposent d'aller faire un tour à Paris, le nouveau musée automobile de Pantin vient d'ouvrir ses portes.

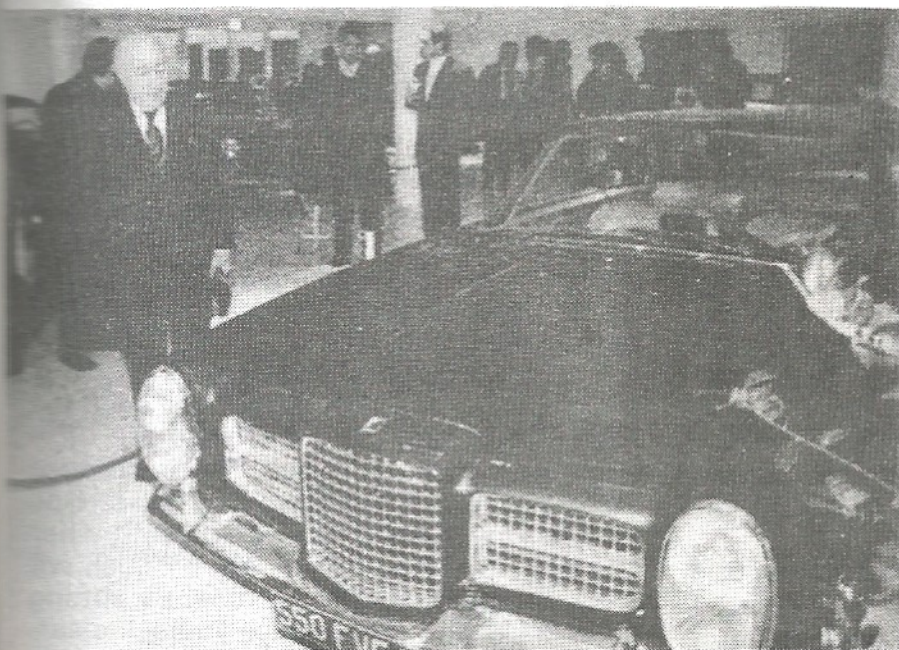
120 voitures exposées en permanence, avec un "turn-over" des modèles tous les quatre mois.

For our world travelers that are contemplating druping over in Paris, you will be please to know that a new vintage automobile museum called Musée automobile de Pantin just opened its door exhibiting 120 automobiles with a turn over of cars each four months.



Le nec plus ultra dans les années 10 : une limousine de voyage Delaunay Belleville 1908 16-20 HP. Celle-ci est dans un remarquable état de conservation... et en plus, elle roule !

"Best of the show" ? A vous de juger, futurs visiteurs. En tout cas, ce cabriolet de Villars 135 Delahaye de 1938 est sans aucun doute un véhicule hors du commun. Ci-dessous, le père des Facel, Jean Daninos : un peu ému, le jour de l'inauguration.



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Wheels

Too easily forgotten, wheels are most important. The experts show us what's what.

IT'S funny, isn't it, the things you can miss when you're buying a classic – sorry, Lionel, I wasn't poking fun at left-hand-drive TRs – I've missed plenty of things even buying professionally. I once bought an early post-war Vauxhall 25 with an engine from an ex-WD Chevrolet truck in it, but that's another story. I'd wager most people, even when they look over a prospective buy carefully, miss the wheels. They look at the tyres, but judging from the number of times chaps come to me with wheel problems they assume everything is all right till they get the car home and look at it closely.

Spoked wheels probably hold the biggest traps for the unwary. They look nice, and when they're in good order they're as strong as any wheel, but if the spokes are at all sorts of tensions they can run so far out of true your tyres have a short life. And if the spokes are badly corroded there's real danger of a major let-down if you hit a bad bump at speed.

When you're looking a car over with a view to buying it, and indeed every six months or so, it pays to play a few tunes on the spokes with a screwdriver. Just run the screwdriver round the spokes letting it bounce on them. You ought to get a series of nice musical "tings". They won't all be at the same pitch, but they should all ring clearly. If you get a few "tonks" and dull thumps you've found loose ones. While you're doing this have a look to make sure none of the spokes is bent. They might still tingle, but they won't do their job properly.

And have a close look for corrosion. I've come across more than one example of spoked wheels which have been prettied up with silver paint but the spokes have corroded in places to nearly half their original thickness.

If you've got any doubts about your spokes have the tyre and tube off so you can see what sort of state the end of the nipple's in. You'll probably find the ragged and tattered remains of what was once a rim tape, and under that a fair old coating of rust. Get it all off with a wire brush and give the ends of the nipples a good dosing of penetrating oil or WD 40. If you've got to adjust any of the spokes clean the thread where it goes into the nipple as well.

The nipple has a square on it, and there are proper spoke keys for turning them, but these seem few and far between outside specialist wheel shops and you may have a job to get one. A good substitute is a thick jawed close fitting spanner. The cheaper, thicker drop forged spanners are better for this than the more expensive chrome-vanadium sort which, though they're good spanners, are thin and more likely to round off the nipple which is quite soft.

In a wheel shop the wheel is mounted on a dummy hub at the bench, but as you haven't got this the front hub of the car makes a good substitute. Provided you haven't got any spokes which are bent or corroded, turn the nipples on the ones which "tonk" till they "ting" like the rest.

When they're all tinging you've got to check the rim for truth. Bring a box or something similar up to the wheel to steady a pointer, and spin the wheel to check the rim for "run-out" as wheel men call it. Run out is the amount by which the edge of the rim wobbles as it goes round. On 100% wheel truing there shouldn't be any, but for practical purposes on a road car if you get the run-out to within about an eighth of an inch on a 16 inch rim, with a little more allowable on older 19 inch rims, it's passible.

If the run-out is too much substitute a stick of chalk for the pointer so you mark the "high spots" on the rim. Unless the rim's been buckled in an accident, in which case the run-out will be enormous, you true the rim by adjusting the tension on the spokes. The principle is that you loosen spokes slightly at the high spots and tighten them slightly at the low spots. Only use a turn or so of the nipple at a time, and keep on using the chalk to see how the rim is going. The ideal is to finish up with the rim running true and all the spokes with approximately the same tension. You won't get them all exactly the same, but you should get them reasonably near. When you've finished, go round with the screwdriver again to make sure you haven't left any loose.

If all the spokes are badly corroded, or a large proportion of them are, you're better off letting a wheel specialist have it. But if only one or two spokes are bad, or bent, you can put new ones in yourself. When you buy your spokes the shop will want to know the length and the gauge. Don't be misled into thinking you can buy spokes which are far too long, cut them down to size and run a die down them to make a new thread. The threads on spokes are rolled so they stand out proud of the spoke diameter. The root diameter of the thread should be the same as the diameter of the main part of the spoke so the tension stress is distributed evenly along the whole length. If you cut a thread into the spoke you'll weaken it and set up a local stress point. The rolled thread will be longer than you need, but the plain part of the new spoke must be at least as short as the plain part of the old one. Don't forget to buy new nipples with the new spokes.

The easiest way to take out a damaged spoke is to cut it. Then you thread the new spoke through the hub and into the hole in

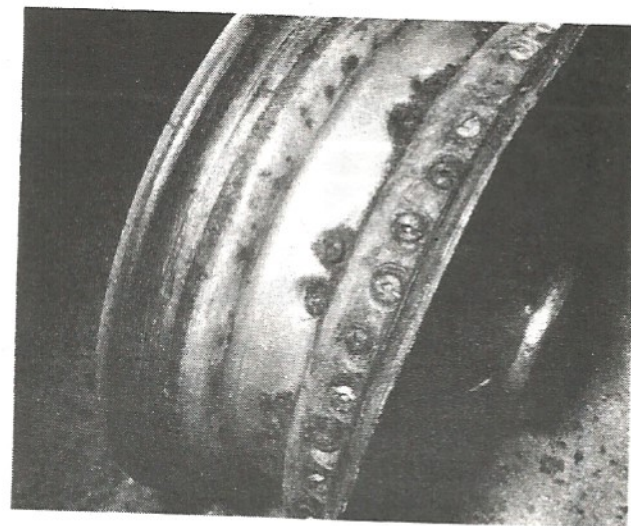
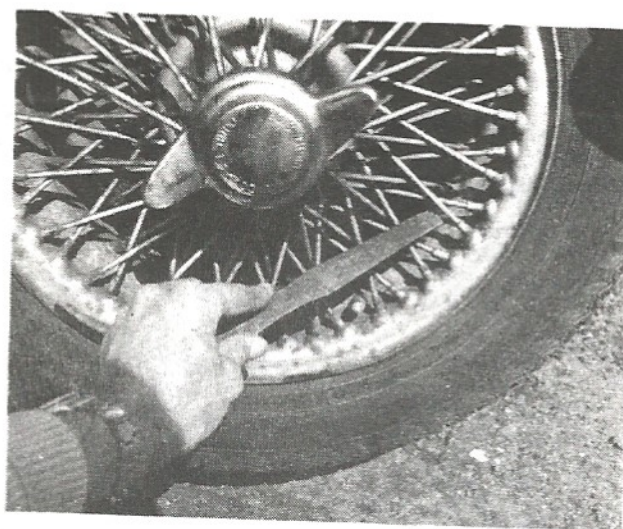


the rim. You might have to spring it a little, but do this in an even bend like a bow to avoid kinking it. If you make a sharp bend you've ruined the spoke. Put a spot of grease on the spherical seating where the nipple goes, thread it on and tighten it to tension the spoke.

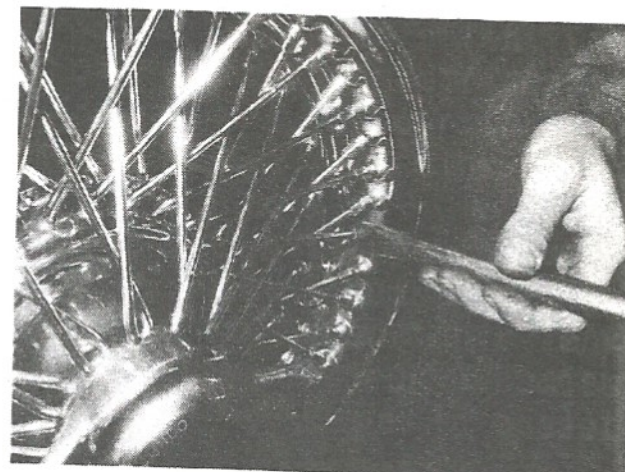
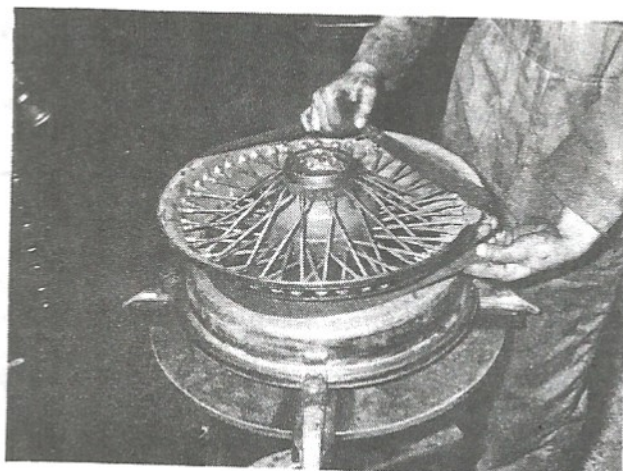
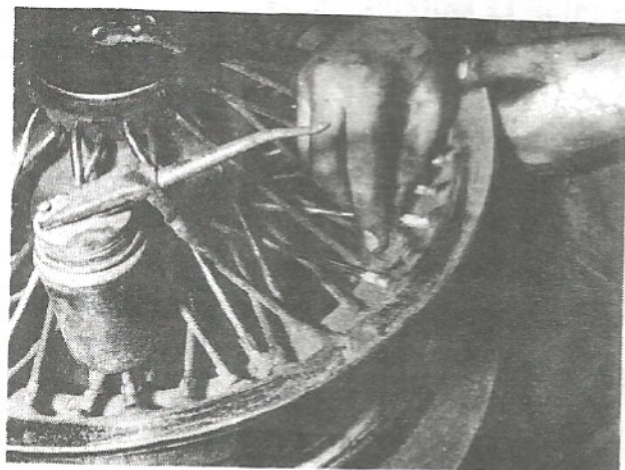
The thread will stick out of the end of the nipple, so cut it off flush. Then undo the nipple again and cut a further piece off – about an eighth of an inch. This is because the new spoke will settle down and stretch after a while, and if you retension it when the tyre's on, the end you cut off flush will poke up and puncture the tube. By cutting the extra eighth off you give yourself clearance for adjusting later. Go over the ends of any other spokes you've tightened and file off any sharp ends that might chafe the tube. Now you can go over the well of the wheel with rust killer, give it a coat of paint, fit a new rim tape and you're ready to put the tube and tyre back.

Quite a lot of spoked wheels have Rudge Whitworth splined hubs. The splines on both the hub and the wheel must be in good condition. Clean all the old grease off and try the wheel on the hub dry. Ideally there shouldn't be any rock at all, but there's bound to be just a trace or you'd never get the wheel on and off. If you think there's too much, or if any of the splines are damaged, consult the wheel specialist. In some cases he can salvage the hub and wheel by welding, or metal spraying, and remachining.

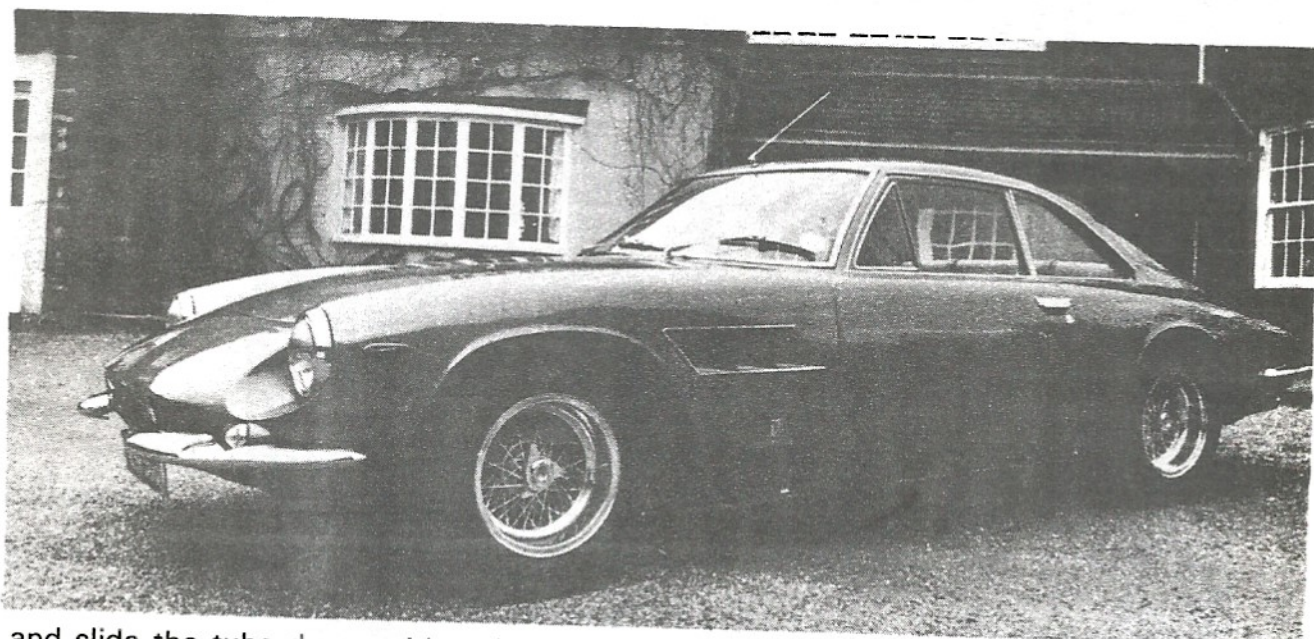
Pressed steel wheels don't often give a lot of trouble unless they've been thumped against a kerb too hard. Minor dents and



Far left, wheel rebuilt by Motor Wheel Services. Above left, weekly care – clean with small stiff brush. Above centre, check spokes with wheels off the ground for tightness. Above right, with tyre off, check rim and spoke ends.



Above left, clean spoke and adjusters with wire wool and oil. Above centre, fit new rim tape. Above right, adjustment by experts (Motor Wheel Services). Right, properly maintained the wire wheel looks good, is reliable and safe.



knocks on the edge of the rim can be taken out with a dolly and hammer, but if when you check the run-out you find the wheel is buckled it's not worth trying to do anything about it. Go to the breakers and get a wheel in better condition.

Much the same applies if you find the stud holes elongated or worn too large, or even with cracks coming from them. This shouldn't happen, but it does if someone has been running with loose wheel nuts. If they have, the chances are the wheel studs will be damaged, so check these too. Most wheel studs are a splined press fit in the hub, but a few are pressed in and secured by a spot of arc weld so you might have to chisel this off to get them out. If all the studs are bad then once again it's probably easier to get a good secondhand hub.

Some people struggle for hours getting tyres off and on. The man in the tyre shop has a machine which makes life very easy for him, but changing tyres with old fashioned levers isn't such a hard job. The hardest job is getting the bead down from the rim when your getting the tyre off. If your lucky you can bang it down with your heel, but it saves a lot of time – and ankles – if you've got a tool to do it.

We used to make them in the garage years ago. You want a stout length of steel – an old half shaft is ideal – a collar about a couple of inches thick to fit on it and a length of steel tube to go over it such as a length of steel scaffold pipe. Grind one end of the shaft to a blunt chisel shape and pin and weld the collar about six inches from this chisel end. Then if you put the chisel end up against the bead close to the rim

and slide the tube down with a thump on the collar you've got a slide hammer that'll shift the most obstinate tyre.

Get some decent levers a foot or more long, not the silly little things I've seen in some accessory shops, and follow the golden rule: start and finish at the valve. Tread the tyre well down into the well of the wheel opposite the valve and start levering at the valve. When you've got one side off, and the tube out, stand the wheel up, put a lever in from the underside of the wheel and lever upwards to bring the whole tyre over the rim. Once the top part is over help it on its way by hitting the bead over the rim with a mallet or a hide faced hammer.

When you come to put the tyre on, stand the tyre up, hold the wheel with its outside towards the tyre and push it in as far as it will go. Then lay the wheel on its back and use your mallet to thump the rest of the bead on. Put the tube in, make sure it's not kinked and start treading the top bead over the rim starting opposite the valve. Then walk round the tyre treading the bead over the rim. The hardest part is the last six inches, but if you bring your weight down on the wall of the tyre where

it humps up, instead of kicking at the bead, it should go on without a lot of fuss. Coating the beads with soap solution helps things along.

With a tubed tyre check round to make sure you haven't trapped the tube anywhere before you inflate it. As you inflate it give it a few kicks and bumps to get the tyre concentric with the rim. There are circles moulded on the tyre to help you.

With a tubeless tyre you will need a tor-ni-quet to spread the beads out to the rim so they form a seal to hold the air in. You can make up a tor-ni-quet with a length of rope and a bar, and I've seen people seat a tubeless tyre by pushing it up against a wall while they use an airline to inflate it, but it's much easier if you buy the tool made for the job. Most large accessory shops keep tor-ni-quets, and last time I looked they cost about £6 or £7. It sounds a lot, but they last a lifetime.

I ought not to have to remind you to run your tyres at the proper pressure, and have the wheel alignment checked to avoid uneven wear, but from the look of some tyres I've seen at recent rallies and meetings the reminder might not come amiss. ●



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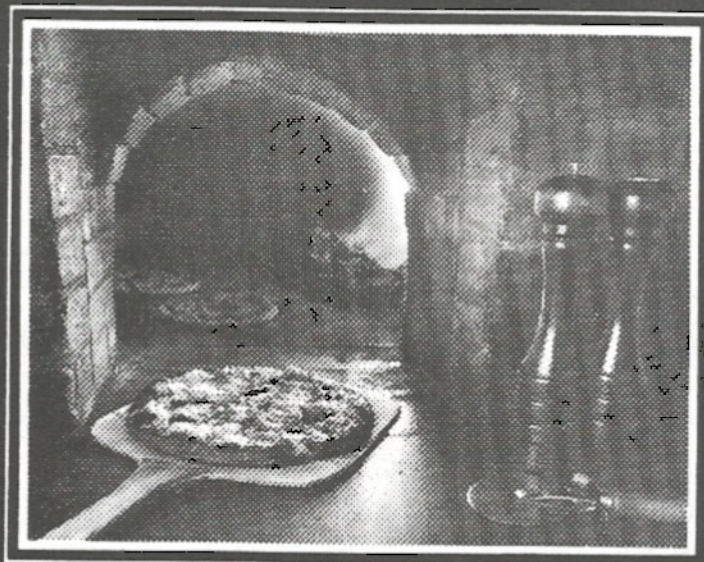


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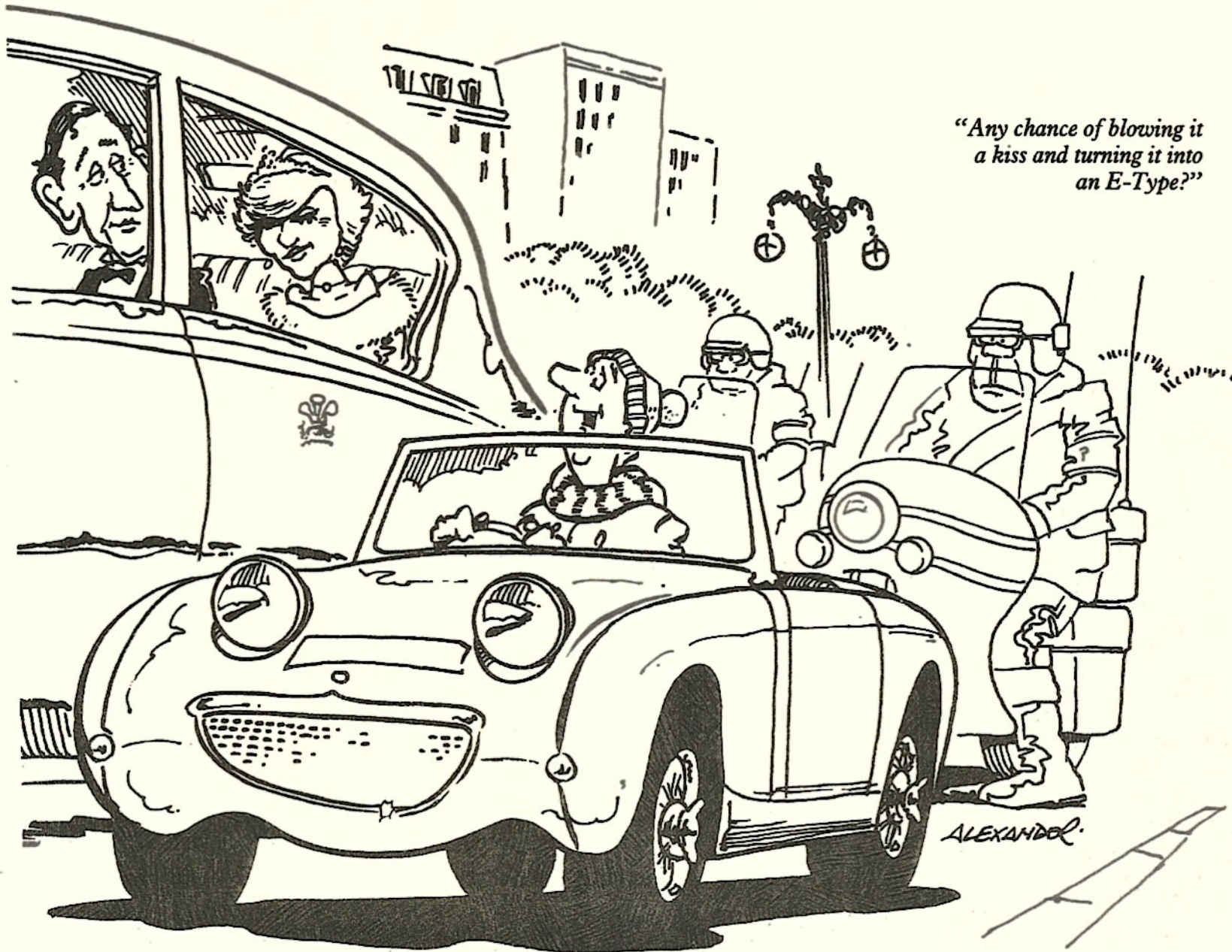
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lors du rallye du Beaujolais Nouveau de 1987
