

Archive / Album –
Images of History / Images of the Future

Stephen Connolly
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the
100% would
1000 c.c./hr.

The observed volume
of 70 c.c. may have been due to
incorrect estimate of the volume
of the double glass Dewar
operation, since the level
of the tail (6.5 cm diameter)
in terms of final temperature
the boil-off rate was lower
the cryostat with liquid air
hydrogen was introduced through

The filling procedure was as follows:
the cryostat with liquid air was
Dewar was put on; when the Dewar
hydrogen was introduced through



4
Haber City

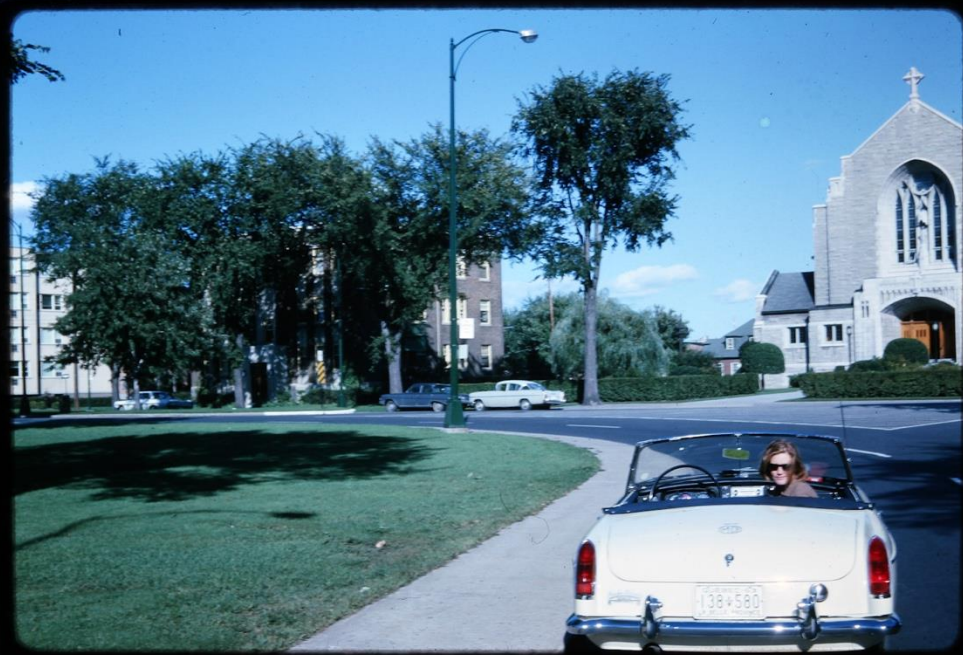


“what is no longer archived in the same way is
no longer lived in the same way.”

Archive Fever Derrida 1996 pp18

*if we archive in a new way –
will we live in a new way?*







British Sounds – Jean-Luc Godard/Jean-Henri Roger 1968



KATHLEEN CRITTALL

W. G. Mason

201 & 203 YONGE STREET
TORONTO



Everything is fresh but the octagon



The all new



Specifications

ENGINE: Four cylinder-O.H.V. operated by push-rods from 3-bearing camshaft with roller-chain drive and automatic chain tensioner; 3-bearing counter-balanced crankshaft with renewable bearing liners; Solid-skirt, aluminum-alloy pistons with one scraper and three compression rings. Connecting rods with renewable, steel-backed, lead-antimony bearings. Bore 3.16 in. Stroke 3.5 in. Capacity 1798 c.c. High compression engine develops 94 B.H.P. at 5,500 R.P.M. Compression ratio 8.75:1. Maximum torque 107 lb. ft. at 3,500 R.P.M.

CARBURETION: Twin S.U. semi-down draught carburetors fed from rear-mounted S.U. H.P. type electric fuel pump. Air cleaner fitted to each carburetor. Tank capacity 12 U.S. gallons.

LUBRICATION: Full-flow external oil filter with renewable element. Oil cooler.

IGNITION: Oil-filled coil. Automatic advance and retard with centrifugal and vacuum control.

COOLING SYSTEM: Pressurized radiator with impeller pump and fan. Circulation thermostatically controlled.

TRANSMISSION: Borg and Beck single-plate dry clutch with hydraulic actuation. Four-speed gearbox with synchromesh on second, third, and top gears, giving overall ratios of first 14.2:1, second 8.65, third 5.37, top 3.90 and reverse 18.58:1. Central remote control floor gear change lever. Hardy Spicer propeller shaft with needle bearing universal joints. Three quarter floating rear axle with hypoid final reduction gears. Axle ratio 3.909:1. Road speed at 1000 R.P.M. in top gear: 17.9 M.P.H.

STEERING: Direct rack and pinion with large diameter, spring-spoke clear-view steering wheel. 3 turns lock to lock.

SUSPENSION: Front: Independent by coil springs and wishbone-type links controlled by hydraulic dampers. Rear: Semi-elliptic springs controlled by hydraulic dampers.

BRAKES: Lockheed hydraulic system employing discs at front and drums at rear. Front disc diameter 10 1/4 in. Rear drum diameter 10 in. Cable-operated, centrally positioned hand brake lever actuating brakes on rear brake-shoes.

ROAD WHEELS: Well-base disc-type wheels with 4-stud fixing fitted with 5.60-14 nylon tires with tubes. Spare wheel housed in trunk.

ELECTRICAL: Twin 6-volt batteries mounted in balanced position behind the seats; suppressor equipment; belt-driven generator; compensated voltage control; single-pole, positive-ground wiring system; ignition and starter switch; twin horns; self-parking, twin-blade windshield wipers; twin stop and tail lamps incorporating flashing direction signals and rear reflectors; sealed beam unit headlights; foot operated dip switch; sidelights integral with flashing direction signals.

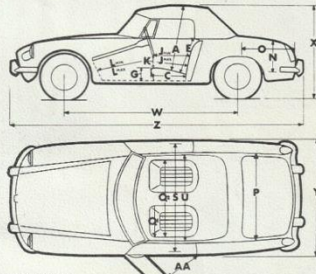
INSTRUMENTS: Large speedometer with dead-beat reading; oil pressure, fuel and water temperature gauges. Headlight high-beam warning light; large tachometer with ignition warning light; map-reading light switch; windshield wiper switch; manual choke; lighting switch; combined starter and ignition switch; panel light switch with rheostat; direction indicator lever on steering column with warning lights on instrument panel; windshield washer control; horn button in steering wheel center.

COACHWORK: Two-door, two-seater sports car of all-steel mono-construction; cold air ventilation to cockpit from grille in front of windshield away from exhaust fumes; adjustable bucket-type seats; occasional rear-seating; leather upholstery with leathercloth on non-wearing parts; fitted carpet over gearbox tunnel; Vinyl coated rubber mats on floor; one-piece hood

hinged at rear; enclosed trunk with locking lid; curved laminated windshield; fully wind-down door windows with hinged quarter lights; windshield washers; waterproof stowaway top with large rear transparent panel; wide, rear-opening doors fitted with outside handles and locks; front and rear overriders; rear-view mirror adjustable for height; spare wheel, tools, jack and starting handle housed in trunk; screw-type gas tank cap; provision for fitting radio. Anchorage for safety belts on front seats.

OPTIONAL EQUIPMENT: Heater and demister; road speed tires; white-wall tires; wire wheels; tonneau cover; anti-roll bar; folding top.

COLORS: Tartan Red with black or red upholstery and red top. Old English White with black or red upholstery and grey top. Chelsea Grey with red upholstery and grey top. Iris Blue with black or blue upholstery and blue top. Black with black or red upholstery and grey top.



DIMENSIONS

A	G	K	N	O1	U	Y
37 in.	9 in.	6 1/2 in.	16 1/2 in.	18 in.	46 in.	59 1/4 in.
C	J (max.)	L (max.)	O	O2	W	Z
19 in.	23 1/2 in.	52 in.	29 1/2 in.	44 in.	9 1/2 in.	153 1/2 in.
E	J (min.)	L (min.)	P	S	X	AA
21 in.	14 1/2 in.	44 1/2 in.	57 in.	50 1/2 in.	49 1/2 in.	30 in.

Trunk capacity 17 1/2 cu. ft.
Track (front) Disc wheels 49 in.
Track (rear) Wire wheels 49 in.
Disc wheels 49 in.
Wire wheels 49 in.
Ground clearance 5 in.

Specifications and colors subject to change without notice.

Product of The British Motor Corporation Ltd., makers of MG, Austin Healey, Sprite, Morris and Austin cars.

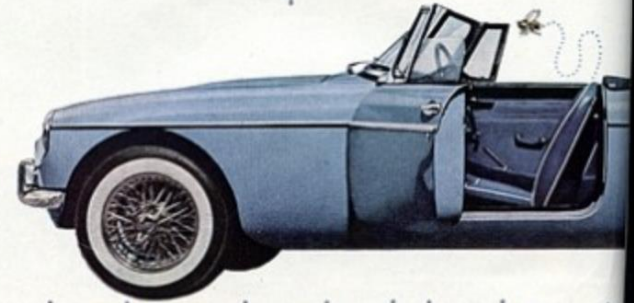


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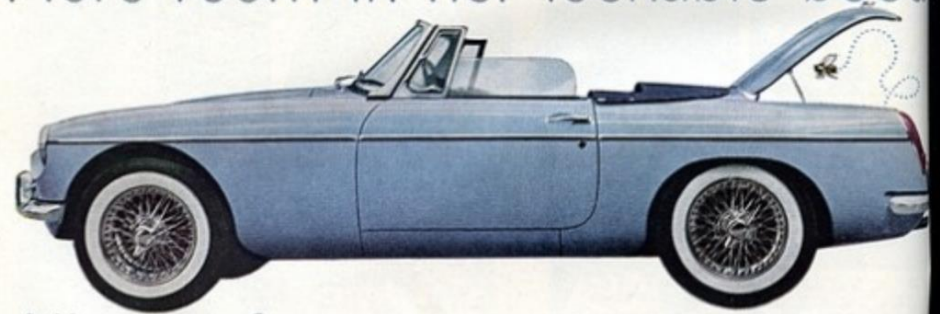
Busier bee in her bonnet.



Her windows wind up. And down



More room in her lockable boot



All new from stem to stern.



Candid advice to the gal who has accepted an invitation to share a test ride in the new MGB for '63. If he wants to bet that your hairdo will stay done, don't bet. He'll simply wind up the windows. If he says that he can easily top a 100, he's right. Don't worry. Remember, the MG is the "Safety-fast" car. When he balks at letting you drive, don't argue. Let him have his fun. Just smile to yourself and enjoy all the luxurious passenger conveniences instead. After all your BMC dealer is an understanding guy. He'll be glad to arrange a test-drive just for you. Warning: Once in, you won't want out.



Product of The British Motor Corporation Ltd., makers of MG, Austin Healey, Sprite, Morris and Austin cars. Represented in the United States by Hambro Automotive Corporation, 27 West 57th Street, New York 19, N. Y.

Note Pontiac's new over-and-under headlight arrangement. Check its rakish roofline and rear deck. Nice, eh? Some would be content to lead in style and leave it at that. Not Pontiac . . . with

'63 PONTIAC

top performance from a new "6" and a wide range of V8's. There are 33 models in 9 series for '63. See them at your Pontiac dealer's. That's where the value is.

Whitewall tires optional at extra cost.



PARISIENNE SPORT SEDAN

A GENERAL MOTORS VALUE


STRATO-CHIEF • LAURENTIAN • PARISIENNE

CATALINA • STAR CHIEF • BONNEVILLE • GRAND PRIX • TEMPEST • LE MANS

M63-P2

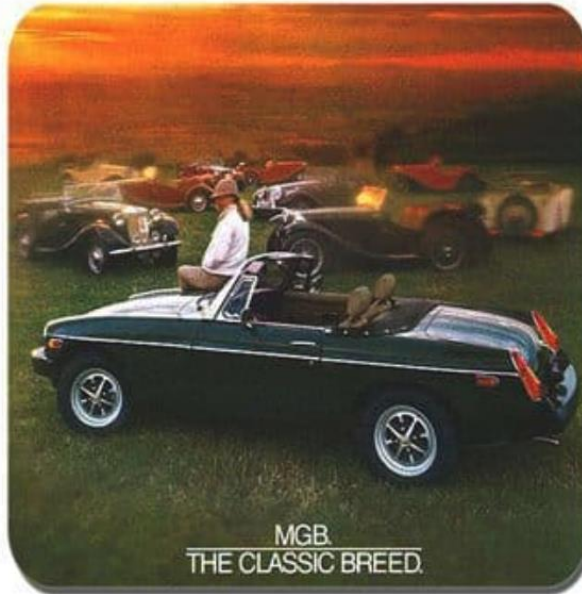
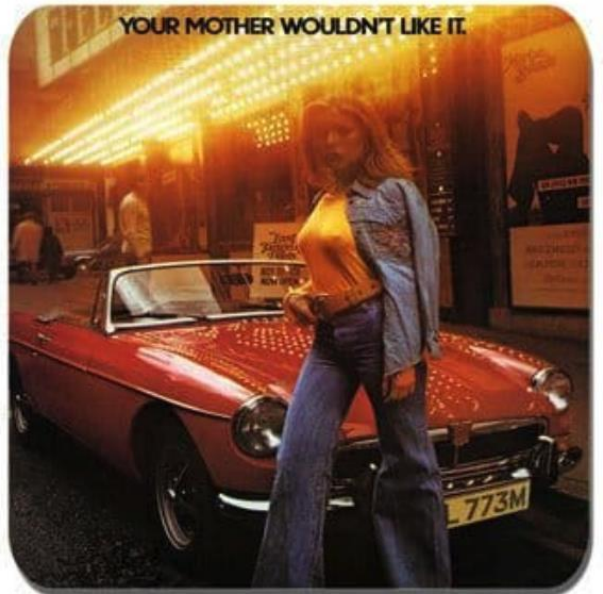
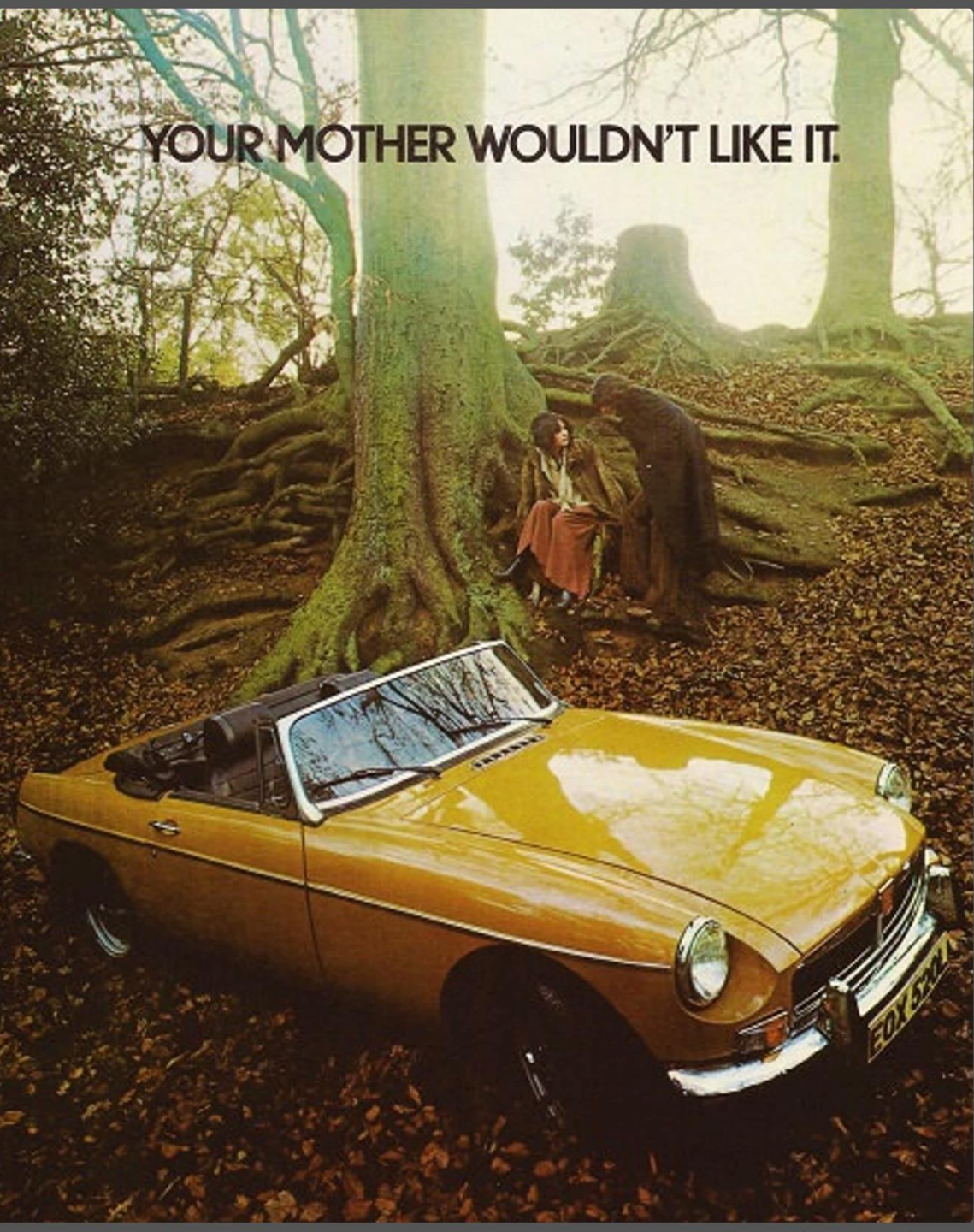


Has V-8... will really travel

Announcing a hot new V-8 to add new fire to Comet's fun-and-sun line. We call it the Cyclone 260 V-8. You'll call it a pistol! It's available in every Comet—hardtop, convertible, sedan, wagon, bucket-seater. And every Comet gives you cost-cutting service-savers like self-adjusting brakes. So if you like your  '63 MERCURY driving lively, hitch your fun to a Comet V-8!

COMET

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Here's a handsome, compact, remarkably simplified new camera that gives you color slides with real ease and economy.

Just set for close-ups, groups, or scenes... you're in focus! Make one simple setting... and shoot. No distances or shutter speeds to guess at. Fast, easy loading. At only \$26.75,

or as little as \$3 down, the new Kodak Pony II Camera is an extraordinary value. And because it's made by Kodak, you know it's good. Ask your photo dealer for a demonstration—and get started this weekend! (Prices are list, include Federal Tax and are subject to change without notice.)



MADE IN U.S.A.

PRC

CCN

20

STEPHEN

Thanks!

Screening 9am Saturday

Archive/Album and other Images

Q& A - 10.15 am S207-41

stephen.connolly@uca.ac.uk

