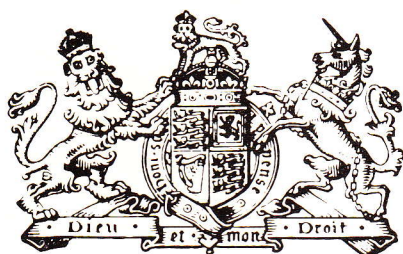


February 1985

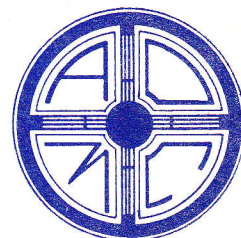
# *The* **HUMBERETTE**



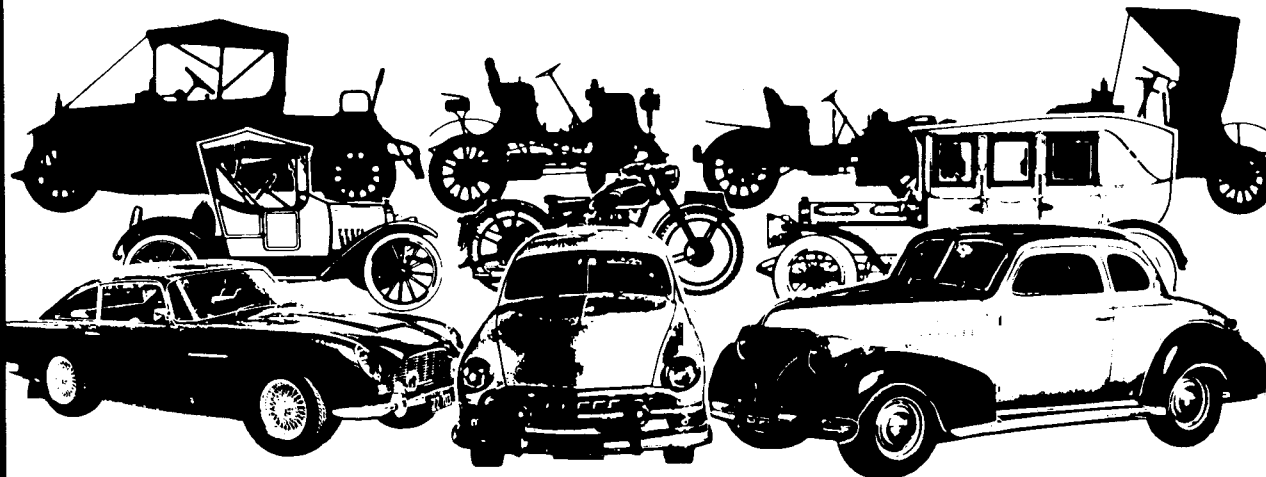
By Appointment to  
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



# Sutherland



## Antique Vehicle Insurance

96 Wellington Parade, East Melbourne, Victoria 3002  
(P.O. Box 129)

Telephone: (03) 419 8166

PRESIDENT'S REPORT

We are coming to the end of my term as President, it has been a very pleasing time. We have acquired some new members and some nice Humberes.

To the secretary and members that make up the committee all those that have helped in so many ways my sincere thanks for making it a bigger and better club.

It has given me great pleasure to be able to attend the monthly meetings and outings and have a good chat to you all.

All positions on the committee will be vacant and it would be very nice to see some new faces nominated for the committee and make the next twelve months better than the last.

To Mrs Gordon Peace of 91 Hanmer Street Williamstown, the Humber Club offer our condolences at the loss of her husband.

W. Holmes.

\*\*\*\*\*

SECRETARY'S NOTES

This year Victoria reaches it's sesquicentennial (150th birthday to the uninitiated!) and we are being urged to "celebrate". Our club also has an important birthday - it's 10th.

I would like to suggest that we add another dimension to the celebration and that is to "participate". Some of our members have already done just that in the Australia Day display and pageant. There will be many more opportunities for members to take part in special celebrations throughout the year.

This month sees our tenth year Annual meeting and with it comes the chance to "participate" in the running of the club to be a very real force in determining the celebrations for our tenth anniversary. I firmly believe that an active and progressive club is one which involves as many members as possible in running its' affairs.

**WILL YOU "PARTICIPATE" THIS YEAR?**

We need people to attend meetings, organise an event, arrange a speaker, prepare the supper, run the trading table (and stock it), look after sales of club regalia, organise the concours and the Presentation Dinner, write an article for the club magazine, help with typing, run the Christmas Hamper competition, organise a monthly raffle or fund raising activity, arrange a club outing, keep the attendance register, etc.

If 10 or 12 people were each prepared to accept responsibility for just one of the items listed above then what a great help it would be to your senior executive, several of whom have shouldered many of the above responsibilities in addition to their normal duties this year. So come along ready to volunteer your services on February 22nd.

I have been doing a spot of research into the history of our club in readiness for our birthday celebration later this year. Here are a few interesting facts I've discovered so far:-

The club was "born" at the home of Lloyd Hughes on 10th October 1975.

It was originally the Humber Owners Club but became Humber Car club (Vic) at its second meeting on Oct. 30th.

Inaugural club run was to Kinglake National Park on November 9th 1975.

Foundation President was Lloyd Hughes (Lloyd is currently our Vice President and AOMC delegate).

Two other Foundation Committee members are still with the club. They are Des Judd (Secretary) and Bob Kennedy (Vice President). Perhaps some one could write an article on History of the club for publishing in the club magazine later this year.

Finally I would like to congratulate the committee on the work it has done during the past 12 months and to thank all those who have helped me during my second year as secretary. I can recommend the position as an exciting and challenging experience to anyone who would like to have a go in 1985.

Happy Humbering,  
Margaret.

\*\*\*\*\*

#### MINUTES OF THE GENERAL MEETING OF HCCV HELD AT DEEPPDENE ON 25-1-85.

The President opened the meeting at 8.30 pm and welcomed the 32 members and visitors present including visitors Roy and Merle Pepprell, Norm Watt and Ron Donnison (1935 Humber Hearse).

APOLOGIES: Bob Bruce, June Short.

MINUTES: Minutes of the last meeting were read and accepted as correct.  
Moved Bob Kennedy, seconded Peter Davenport.

#### BUSINESS ARISING FROM MINUTES:

Paul Carter represented the Club as a judge at the Wolseley Concoours held at Deepdene Park Oval. This appeared to be an excellent venue for such an occasion. Facilities of the hall were also included in the day rental of \$25.

Norm Watt reported that there was nothing further on the issue of original Black and White number plates.

CORRESPONDENCE: In - W. O'Meara (Timor West) W.P. Riley (Canberra - cars for sale. AOMC: 1985 American Motoring Show. Werribee Park Corporation: Cavalcade of transport. Dept. Of Premier: Australia Day Pageant. Mr Edwin Roberts (WA): re membership. Membership Application from J. Serve, M. Atkins. Austin Motor Vehicle Club: Kalorama Rally. AOMC: 1985 motoring events calendar. MG Car Club: Interclub Concoours and Historic Race Meeting. Peninsula Aero Club: Airshow and display, Tyabb. Unique Cars: re new magazine.

Out - 4 membership application forms. D Shore: wedding congratulations. Dept. of Premier: Australia Day Pageant.

CLUB NEWSLETTERS: HCC of Aust., N.Z. and S.A., Wolsely, C.H.A.C.A., Chevrolet. Correspondence received moved Rob Dunlop, seconded Jack Waring.

TREASURERS REPORT: The Treasurer thanked Keith and Margaret Willimott for keeping the books during his absence and reported a credit balance of \$1330.29 as at 25-1-85. Treasurers report accepted, Moved David Dunlop, seconded Patricia Daly.

EDITOR'S REPORT: As Barry had to leave early the secretary passed on his request for articles or items suitable for the magazine. Bob Kennedy and Jack Waring indicated five items for inclusion.

GENERAL BUSINESS: Screen Printing: several members offered to investigate screen printing of Humber design onto silk scarves. Patricia Daly is investigating supply of these through a trade outlet.

RADIATOR CLEANER: Norm Watt reported on the use of TEEKAY radiator cleaner in his Snipe 80 with excellent results.

QUEENSCLIFF OUTING: Feb 10th members were referred to the Jan Newsletter for details.

SWAP MEET: Club members will have stalls at the CHACA Swap Meet on Feb 17th at Chirnside Park. Club regalia will be on sale.

AUSTRALIA DAY PAGEANT: Secretary requested a volunteer to fill the vacant space available as Ron's ambulance is not yet completed. Des Judd offered to arrange a car.

ANNUAL MEETING: The President announced that this will take place on February 22nd when all committee positions will be declared vacant. It is intended to organise a social sub-committee to assist with club functions this year.

DEEPDENE HALL COMMITTEE: Margaret and Keith Willmot reported on a meeting of this committee at which they represented HCCV. Fees should remain static for 1985 but some improvements to the facilities are contemplated.

Geoff Day offered to prepare an HCCV Honour Board from materials supplied by the club. This would be permanently hung in the Hall and would provide some advertising for the club.

CONCOURS JUDGING FORMS: Following discussions on the re-designed judging forms published in the January Humberette it was decided that they be accepted as amended. Problem areas would show up once they were tried.

FOR SALES FROM THE FLOOR: The following members have details of the cars as listed.

Bob Kennedy: Series I Snipe \$100  
" " Series III Snipe Silver gray, modified offers wanted.  
Jack Waring: Series IV Hawk - in car yard \$895.  
Des Judd: 1960 Hawk: Reg to May V.G.C. price negotiable.

There being no further business the meeting closed at 9.45 pm and was followed by supper.

\*\*\*\*\*

#### WANTED TO SELL

DISCLAIMER: The club and it's committee shall not be held responsible for any transactions begun through contacts made through the club or its newsletters.

Series Snipes IVs & Vs 3 of, in various mechanical and body conditions, good transmissions and interior woods and trims. W. O'Meara, RMB Timor West, 3465. 054- 61 2282.

Wanted: Starting handle and heater controls to suit Mark VI Hawk also wrecking ser V.A. S/Snipe. Rob dunlop (03) 439 7059.

1966 S/Snipe V Black int. good trans leak, needs respray. \$250.00. Contact Peter Norman (054) 94 3061(BH) (054) 94 3261 AH.

\*\*\*\*\*

Members and vehicles attending club run to Queenscliff 10.2.85. Peter Davenport V.A. Arnold Goldman V, Vic & Glad Wilson IV, Rob & Barb Dunlop & Family VA, Bob Bruce & Margery VA, Ron & Ellenor Forth & Mrs Forth IV, Barry & Diane Bosnich & Family II, Bill & Joan Holmes II Estate, David Dunlop vogue Sports, Keith & Marg Willimott II Hawk Estate, Jack & Sybil Waring IV, Apologies from Bob & Nancy Kennedy.

\*\*\*\*\*

## EDITORS REPORT

Thanks must go this month to Max Heazlewood for his excellent coverage of our "'84 Concours" at "Ballam Park". All pictures in his feature are available from Max as color slides or prints at nominal charge. Those interested contact the Club who can arrange with Max any orders that arise.

Barry.

\*\*\*\*\*



HUMBER SUPER SNIPE



# Dual headlamps for the Super Snipe

Contributed by: Des Judd

ELEGANT NEW STYLING, together with improvements in the interior appointments and engine running, confirm the disc-braked, 3-litre Humber Super Snipe as the most luxurious and best-equipped car ever produced by the Rootes Group.

Rootes designers have given the front of this latest Humber a new line, incorporating—for the first time in a British car—dual headlamps.

Set side-by-side in pairs, the four lamps flank a full width, wrap-round radiator grille and blend gracefully into the low, handsome bonnet line.

But the dual headlamps are not merely a styling feature. Each nearly six inches in diameter, they produce considerably improved lighting. The dual arrangement gives greater penetration and the best possible light pattern, while avoiding dazzle when dipped. Extensive testing has proved

the system to be one of the safest and most efficient car lighting arrangements in the world.

The interior of the Super Snipe is now even more luxurious. The deeply upholstered seats, which can carry six in full comfort, have been redesigned to provide more freedom in the front and greater leg-room at the rear. The folding tables, the ash-trays and the cigar lighter for rear seat passengers have been redesigned, and each of the individual front seats, which are offered as optional extras, fold down and have individual centre arm-rests, although their price remains unaltered.

The new Humber is made more comfortable by an improved system of draughtless ventilation, the volume and direction of which can be regulated by the driver and passengers, and which takes fresh air to any part of the interior.

Safety is an important feature. To the

wide-beam lighting and the good visibility provided by the wrap-round front and rear screens is added stable road-holding and disc brakes on the front wheels. All brakes are servo-assisted and all doors are now fitted with extra safe, child-proof locks.

Suspension improvements give the passengers of the new Humber an even smoother ride, and improved insulation has further reduced road noise. The powerful three-litre engine, which develops 129.5 b.h.p. at 4,800 r.p.m., has also received modifications which emphasise more than ever the qualities of relaxed motoring.

There are now new colours available for the Super Snipe, which is available in saloon, touring limousine and estate car form. Optional extras available include fully automatic transmission, overdrive and power-operated steering, as well as individual reclining front seats.

# News scene

---

Hi there fellow Humberers,

As 1985 gathers pace, entering the second month, I would like to inform you all that I shall be taking over editorial duties from Ross Bromley, who did a fine job in 1984 but has decided that he would like a rest( writers cramp Ross? ).

Ross shall continue to look after Club membership renewals so please forward your remittances to him as they fall due.

All Humber related news, topics, points of interest and so on may be forwarded to my home address being 6 Woodward Ave. Hillcrest Burnie 7320 or, you may phone me at 004 312894 between 1pm and 9pm.

Due to unforeseen circumstances quite a number of members from the North of the state, myself and family included, were unable to attend the Australia Day weekend get together in Hobart.

I hope those who did attend had a most enjoyable time.

Might I suggest to the Southern members (which consists of half the state membership ) that they duly elect someone to act as area rep. and liase with myself on Humber related matters. It would be nice to hear from someone below the 37th Parallel just to let us know that you do exist.

This month a new addition has been made to the Heazlewood Humbers in the form of the ex Ross Bromley black Series Two Super Snipe. As Ross is in the process of moving house and did not have the space, I have decided to lighten his burden somewhat by supplying a new roost for this Snipe to perch upon.

With a little mechanical work and general body cosmetics I should end up with quite a smart car.

This model is quite rare in this state, Dennis Viney's comes to mind as a fine example of this model along with Bill Pierce's recently acquired model with the glass division. This car originally came from Hobart ( do Snipes have migratory habits? ).

Work on my new garage workshop complex is progressing nicely, getting ready for the long awaited home coming of my 1952-Mk3



Super Snipe which has spent the last 22 months in storage.

A situation I have not relished, but far better than being exposed to the elements for that period of time. I would very much like to hear from anyone who has in their possession or knows the whereabouts of any Mk2-3 spares, or complete cars, running or otherwise.

In the latest edition of the H.C.C.A. journal I came across an interesting article which bears repeating for the benefit of Tasmanian H.C.C. members.

"Someone once said that the membership of a club is made up of bones:-

- There are WISHBONES who spend their time wishing that someone else would do the work.
- There are JAWBONES who do all the talking but very little of anything else.
- There are KNUCKLEBONES who knock everything that someone else tries to do.
- Finally there are the BACKBONES who get under the workload and get on with the job.

WHICH KIND OF BONE ARE YOU?

#### SPARES DEPT.

Do Tasmanian members realize that new windscreen rubbers are available for Series 1,2,3,4,& 5A Snipes. Also boot rubbers to suit same. Had a good look at your rubbers lately? If you are interested in replacements contact me and I shall forward the relevant information. Hawk and Vogue owners contact me and I shall endeavour to keep you informed as to availability.

If you are having difficulty in getting the correct replacement fan belt you will find that the Mitsubishi Sigma belt is identical and is far superior to the "El Cheapo" variety.

Happy Humbling  
Max Heazlewood.

\*\*\*\*\*





"MOST DESIRABLE CAR"

Nancy Butt beaming  
with pride beside  
her superb Series 1V  
Super Snipe.

" PRIDE OF OWNERSHIP "

A well deserved win  
by Patricia Daly and  
her beautifully presented  
Series 111 Hawk.



" PRE MARK CLASS "

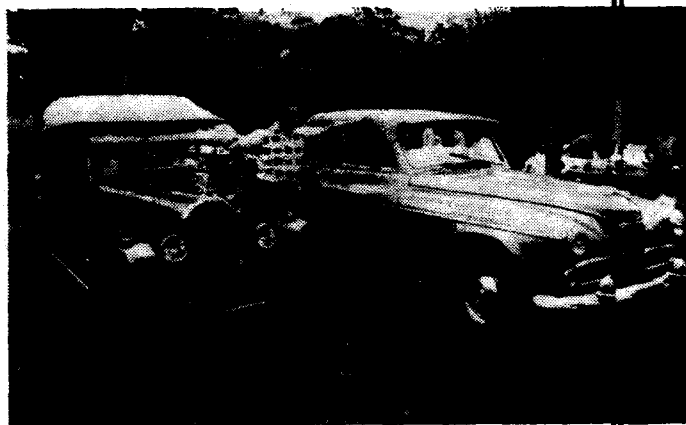
1926 Roadster.

" MARK CLASS "

Mk 1V Super Snipe.

" OUTRIGHT WINNER "

1926 Roadster.



Owned by Bob & Nancy Kennedy  
these cars are simply superb



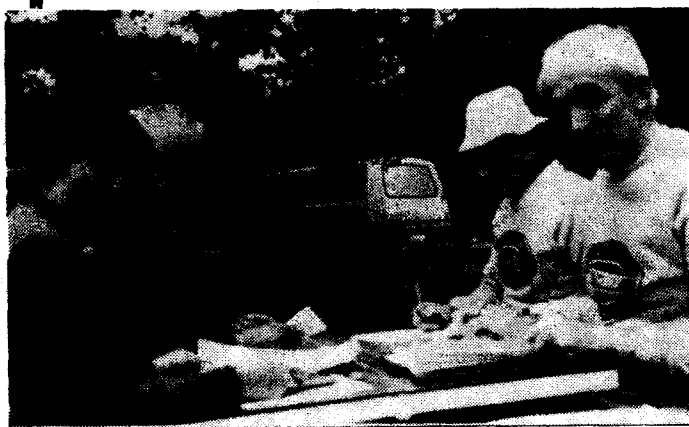
" SERIES CLASS "

Des Judd is the proud  
owner of this imposing  
Series 5 A Super Snipe.

Our esteemed leader  
Bill Holmes announces  
the class winners.



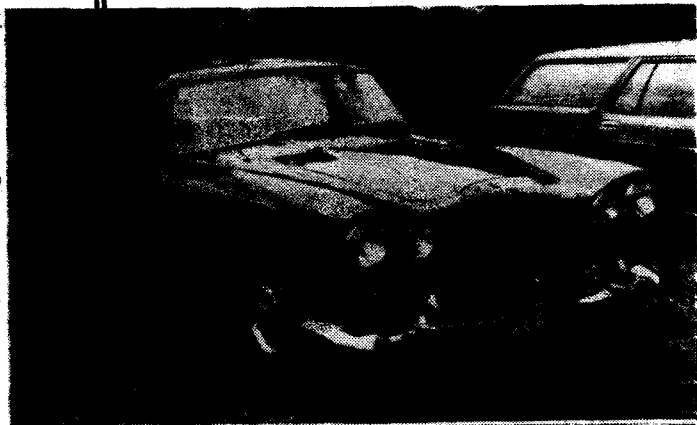
"CAR OF THE YEAR"  
Margaret Willimot's  
Series 11 Vogue  
nestles between two  
of her classmates.



The hard working  
committee tally up  
the score sheets.  
Clockwise (L to R)  
Margaret Willimot,  
Bill Holmes, Barry  
Bosnich & Rob Dunlop.

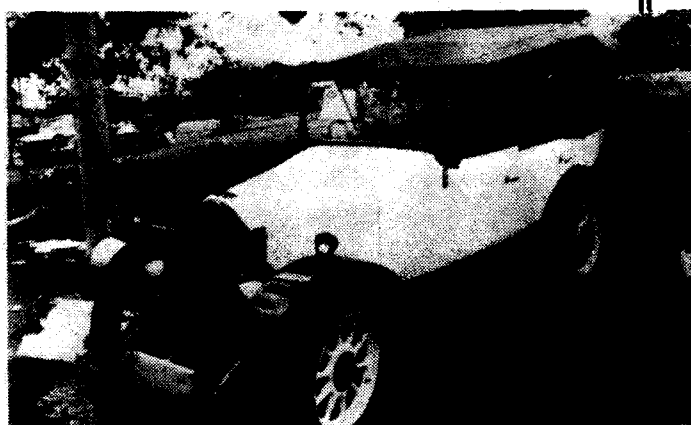
Norm Watts' 1934  
Snipe 80 adds a  
touch of class to  
the proceedings.



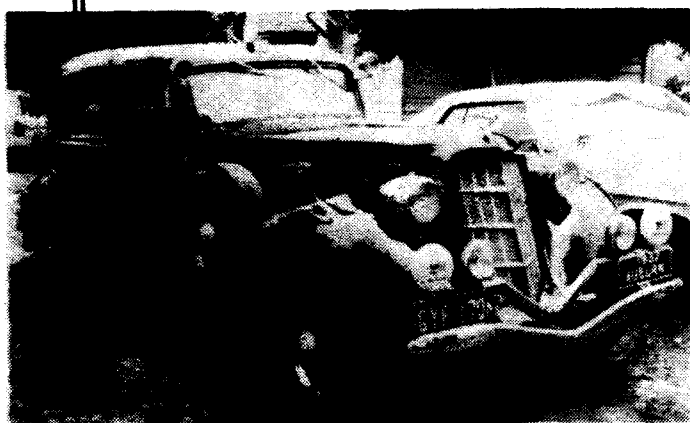
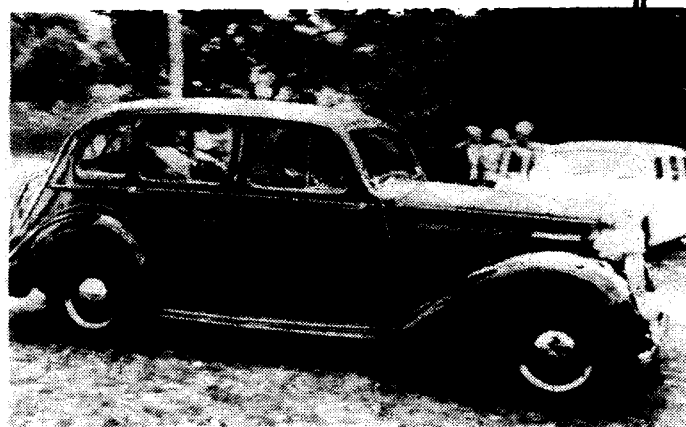


A rare sight indeed was this 1962 Lagonda Rapide four door saloon. Handcrafted alluminium over tubular steel spaceframe and using the 4 litre DOHC straight six, One of two in the country.

Lloyd Hughes' charming 1926 Tourer, itself quite a rarity.

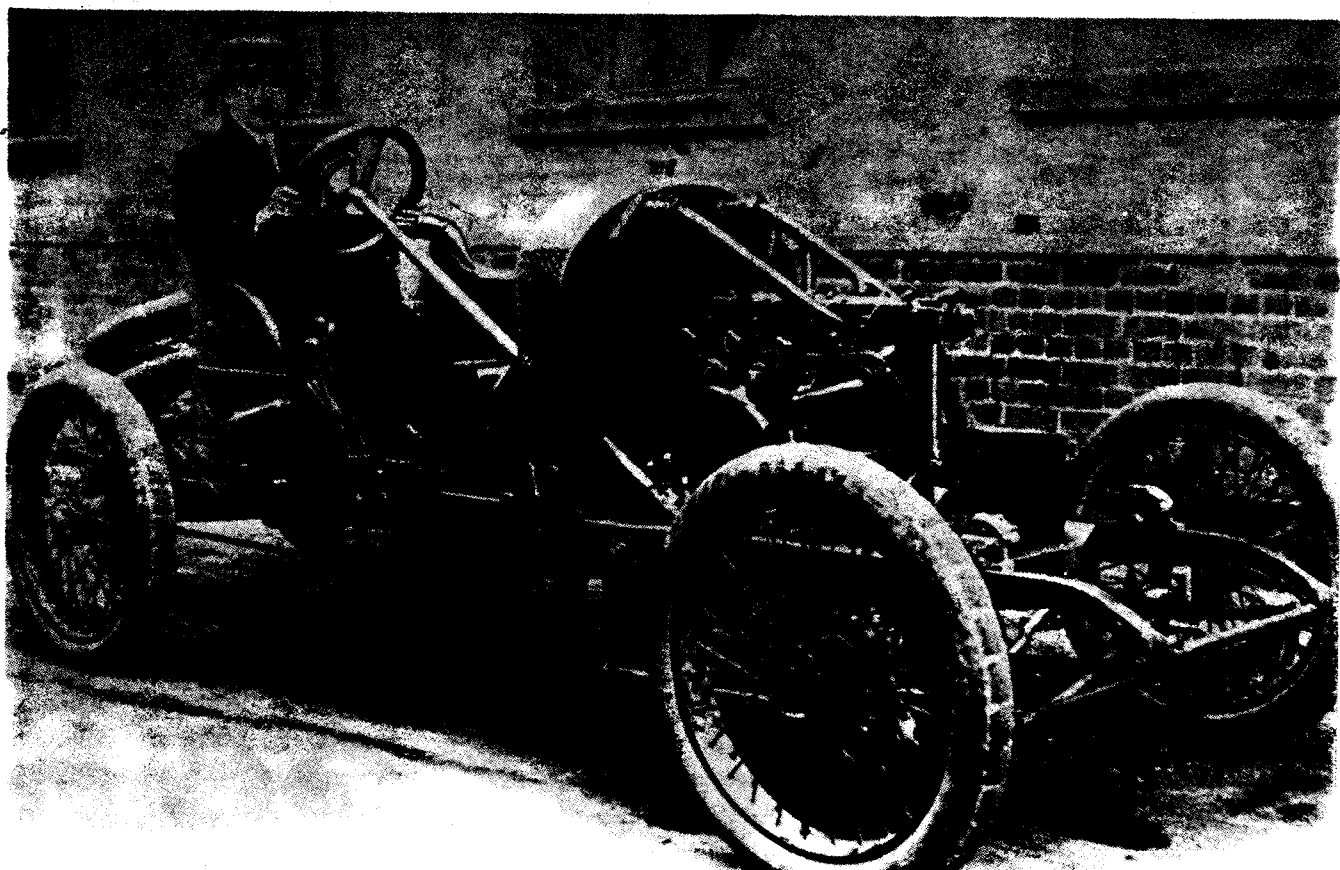


Ossie Grande's magnificent Mk 1 Snipe. The Classic Humber of the Post War years.



A touch of Americana was provided by this 1937 Auburn 4 door with the "Trailblazer" lights.

# FOUR INCHES



# OF HISTORY

*A.B. Demaus relates how the 1908 TT race was a particularly significant event — and recalls a remarkable engineer who designed the overhead camshaft Humbers which took part.*

**O**f the six Tourist Trophy Races held in the Isle of Man between 1905 and 1922 no two were totally alike. This was not solely because in any two or more years' races the contestants will largely be different and so will their cars, but because in the case of the Tourist Trophy Races run on Manx soil the regulations governing the races and even the length of the courses to be covered were themselves subjected to many variations.

The governing factor in the first of these races in 1905 was one of fuel consumption, one gallon being allowed for every 22½ miles of the course. The following year the length of the race was reduced from 208 miles to 161 miles and at the same time the fuel was set at 25 miles per gallon, an unhappy combination which was unpopular with the entrants and drivers. In 1907, with fuel limitations still in force the race distance was increased to a total of 241.6 miles. With a shrunken entry list and very incle-

ment conditions only two cars managed to complete the course at all.

It was by now obvious that if the whole idea was not to die for lack of support the regulations would have to be drastically changed. Accordingly, in 1908 the governing factor was a limitation of cylinder bore, the maximum set being 4" — hence the race for this year became universally known as the 'Four-Inch' Race. There was a minimum weight stipulation of 1600 lbs for the chassis and the course was extended to 338 miles. Whereas previous contestants had by and large resembled touring machines of the period, for 1908 some much 'hairier' machinery made its appearance and, further, 18 of the 39 entrants were foreign, thus giving the whole event a much more international flavour than it had ever had in the past. This 1908 race was also the last motor race in which that notable veteran J.W. Stocks competed as a driver. His mount on this occasion was a 30hp 4-cyl. De Dion Bouton, lined down to bring it within the 4" bore regulation. Although a much fancied entry, Stocks, alas, was forced to retire on his 5th lap with clutch trouble.

Prior to the race there was some anxiety that the regulations would permit cars to

compete that would be capable of dangerous speeds on the decidedly difficult course. *The Motor*, writing retrospectively of the 1908 race prior to reporting the 1914 TT (which was the next to be held on the Island) remarked that the 1908 event had had a great influence on the future design of high-performance cars.

The winner, after a keenly contested race, was W. Watson with one of the two 4-cyl. Huttons, in reality in Napier's disguise, for Napier at the time were such ardent advocates of six cylinders that they dare not own to competing in so important an event in a car of merely four cylinders. Had they been able to foresee with certainty the win that only just came their way with the Hutton they might have been glad to bask in the ensuing publicity!

Strongest contenders apart from Watson's favoured Hutton (his team mate Stirling crashed at Ballig Bridge) were the Darracqs, of which a team of three, driven by Algy Lee Guinness, A.E. George and A. Rawlinson, were also held to have a good chance of victory. George in fact put up the fastest lap time and was still closely challenging Watson and his own team-mate Guinness right up to

(Continued)

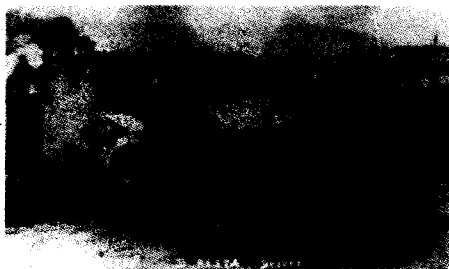


the final lap. George also put up fastest time for the 8th lap in an effort to make up for time lost in a stop to change all four wheels.

This 'Four-Inch' Race was generally considered to be by far the best of the pre-1914 races held on the Island, and if it was the only moment of glory for the transient Hutton as a make, it did bring into physical existence three cars that are of particular interest to the writer and which have to a great extent been shrouded in mystery. These were the overhead camshaft Beeston Humber racers, of which three were built and two took part in the race, driven by Jimmy Reid and W.G. Tuck. Humber Ltd. also entered a Coventry Humber racer of impressive appearance designed, and driven in the race, by G.W.A. Brown. However, quite apart from a series of misfortunes and two bad smashes in practice, Brown's 4-inch bore and 6-inch stroke Coventry Humber was very heavy at 2,032 lbs and very slow in Brown's hands. His practice troubles only just allowed him to get the car to the starting line for the race and he was constantly in trouble with an ailing car, retiring when in last but one position on the sixth lap.

The two Beeston Humber racers (or three if one counts the spare practice car) were a complete departure from anything hitherto fielded by Humbers, who had competed in all the previous TTs. Partly, no doubt, because of the regulations for each race

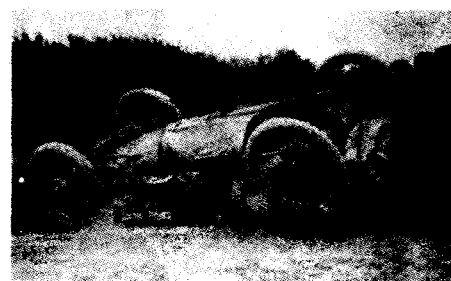
*The Darracq team for the race at their HQ, the Fort Anne Hotel.*



*Arrol-Johnston was not a new name on the TT scene, having won the event in 1905 and entered in 1906. Dario Resta, the driver of No. 16 in this shot was to make a considerable name for himself as a driver of many makes, Sunbeams perhaps being the most successful. In this race he retired on the 4th lap when lying in 10th position.*

Humbers' previous entries had appeared very 'touring' and prosaic, though in fact they exhibited a fair turn of speed. The Beeston Humbers of 1908 were of very different calibre.

Gone were the familiar Beeston pattern radiators, gone too were the high up-standing touring bodies and humble side valve engines. Instead was an engine 'open' at the front with radiator mounted in Renault fashion behind; an overhead camshaft driven by vertical shaft and skew gears from the front of the engine met one's gaze. The overhead



*The unfortunate Cupper contrived to invert his Metallurgique in practice, as portrayed here*

valves had exposed springs. The body was exiguous, consisting only of two bucket seats and a bolster tank and a platform for the rear-mounted spare wheels. With their long raked steering columns and Humbers' own design of quick-detachable centre-lock wire wheels they presented a much more daring appearance than had their earlier stablemates. Bore and stroke were 4" x 6¾" (102mm x 170mm). The exposed engines



*W. Watson, the ultimate winner, with the Hutton (still extant, fortunately). Behind him is another of the Arrol-Johnstons.*

were protected by a wire mesh cage unhesitatingly termed a 'meatsafe'. The inlet manifold, on the offside of the engine was of a strange ring pattern, as may be seen from the photographs. Coatalen fitted a very similar design in his 1912/13 Coupe de l'Auto Sunbeams, of which the late Michael Sedgwick remarked 'which makes one wonder why any nascent bhp were not immediately stifled at birth', but he goes on to quote W.F. Bradley's comment that these (the Sunbeam engines) 'were undoubtedly the most efficient L-head engines ever built' (up to that time, of course). Now Coatalen himself drove one of his Hillman-Coatalen racers in the 1908 TT (Car No. 6 in the race)

*Watson going all out with his winning Hutton.*

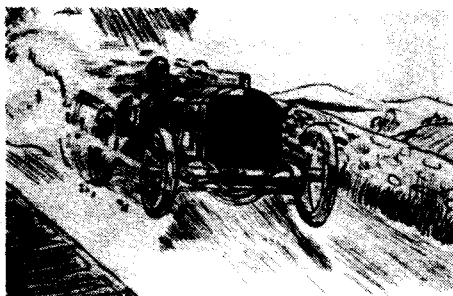


*E.W. Lewis at the wheel of his Deasy bearing the legend 'Long Span'. Perhaps this related to the last of the five laps that he completed, which took him no less than 4 hours 4 minutes and 6.4 seconds!*



and as an old Humber man himself he had no doubt had a good look at the Beeston Humber racers when they were on the Island. Had he perhaps been sufficiently convinced of the unlikely merits of this inlet manifold design to incorporate something so very similar in his highly successful Coupe de l'Auto Sunbeams?

The writer has been fortunate to come by a number of photographs and other related material on the 1908 Beeston Humber racers through the family of the man who perhaps more than any other had a major hand in their design, Theodore James Biggs. He was an ex-cycle man with early and varied experience in the motor industry. He spent two spells at Humber Ltd during the first of which he was at Beeston and records in his diary '1908 (a few months): migrated to Coventry Works with most of Beeston staff'. He had earlier moved house in Beeston in June and September 1907, and since he was assistant to T.C. Pullinger who was himself the mainspring of Humbers' competition activities and in whose name the two Beeston ohc cars were entered for the 1908 race, it is certain that Biggs had much to do with this revolutionary design.



A friend who signed the drawing on the obverse only as 'F.G. Elm House' drew this graphic impression of the Hutton at speed for Watson.

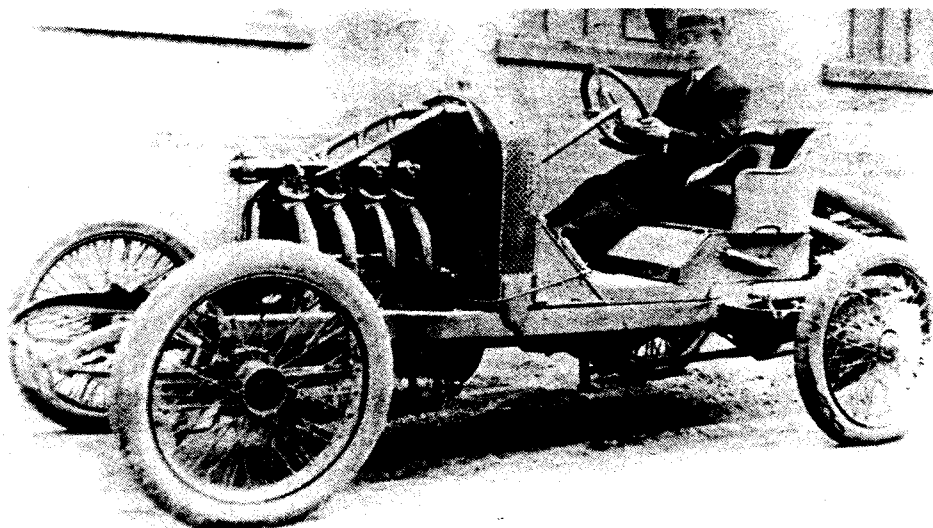
In the race itself the two Beeston Humbers were considerably faster than Brown's Coventry car, Tuck and Reid being second and third in the early stages. Reid had the misfortune to break a steering arm on the 5th lap, cobbled up a jury-rigged repair and struggled to the pits. Someone had the idea of making use of the steering-arm from the

Reid's ohc Beeston Humber at the Ramsey pits alongside Coatalen in one of the pair of Hillman-Coatalen racers in this event.



A close-up of the ohc Beeston Humber engine showing the drive to the overhead camshaft, the exposed valve springs and the unusual inlet manifold. This should be compared with the inlet side of the practice car's engine — seen at the beginning of this article.

spares car as a replacement, but this car, alas, was already on the quayside at Ramsey awaiting shipment home. A rush was made to obtain the needed spare and in twenty minutes the part had been fitted. However,



Humber luck was out, for Tuck retired with ignition trouble and Reid's steering again gave trouble and he crashed.

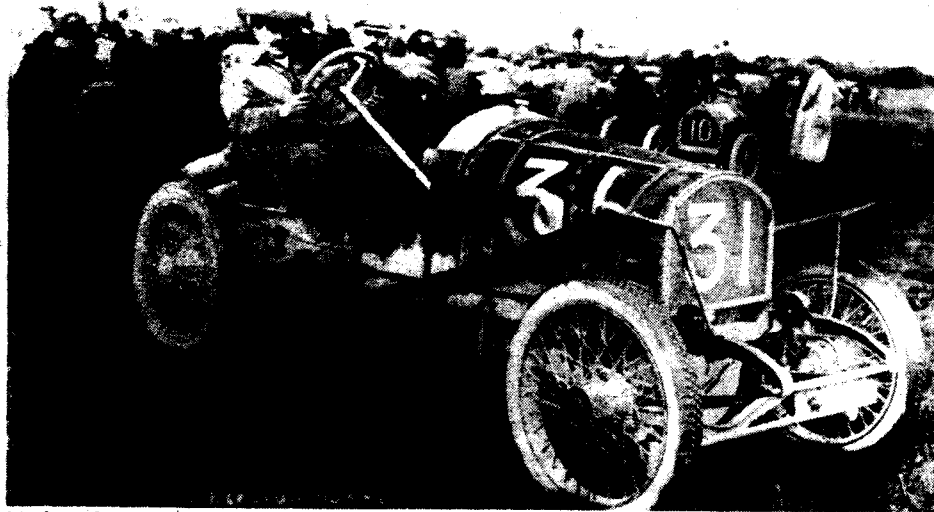
Certainly two of the 1908 ohc cars survived, one of them being converted for road use by Coventry engineer E.W. Lewis who had driven the Deasy car No. 25 in the 1908

A works shot of Reid in the first of the unusual Beeston Humbers. This car, which displays many detail differences from the later two race cars driven by Reid and Tuck, was the spare

race (see illustration). In converted form it was described and illustrated in *The Autocar* of 3 December 1910. The other car was illustrated in the same journal in 1912, though in the latter case it had been so altered in appearance as to be barely recognisable for what it really was.

The element of mystery doesn't end here. On 10 April 1909 Pullinger invited Biggs to join him in his move from Humbers to Arrol-Johnston, which Biggs did, becoming responsible for the design of the 11.9hp, 15.9hp and 23.9hp cars that formed that Company's new production range. Pullinger's arrival at Arrol-Johnston sparked off a marked degree of interest on that firm's part in competition motoring, something rather outside their earlier image (even if one

(Continued)

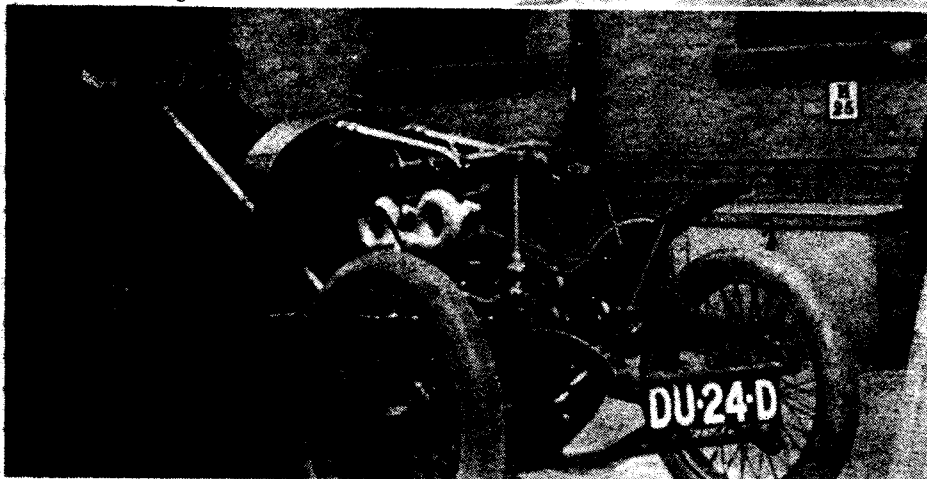


*Tuck in the second Beeston car.*

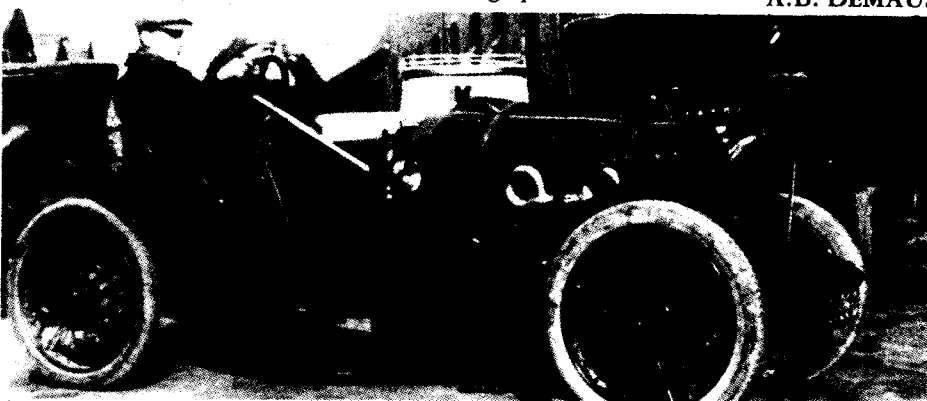
discounts a 1905 TT win and entry in the 1906 and 1908 races with no success), just as Pullinger's arrival at Humber Ltd. had done some years previously. Pullinger had been a disciple of Louis Hervé Coatalen for whom racing remained the spice of life even beyond the heyday of Sunbeam successes. Reid also went with Pullinger and Biggs to Arrol-Johnston and drove for them in the 1911 and 1912 Coupe de l'Auto races.

Now, if one digs around a bit it seems that Arrol-Johnston intended to field an overhead camshaft engine for their 1911 Coupe de l'Auto racers but it proved abortive and the actual entries had side-valve engines. Also, the Pullinger/Biggs arrival at Arrol-Johnston started that Company on a long love affair with rear mounted radiators à la Renault. Is there a tie-up here between the 1908 Beeston TT cars and the alas abortive ohc engine intended for Arrol-Johnston? This writer thinks there could well be but without a sight of any detailed information or better still, drawings or photographs of the mysterious Arrol-Johnston engine with overhead camshaft there is no real evidence. Can anyone throw any light on this ohc engine and perhaps prolong the 'Four-Inch' history to the might-have-beens of the Coupe de l'Auto, from which in turn sprang Peugeot's 2-ohc design that was to

*The second of the race cars seen in the Humber Works and wearing DU-24-D.*



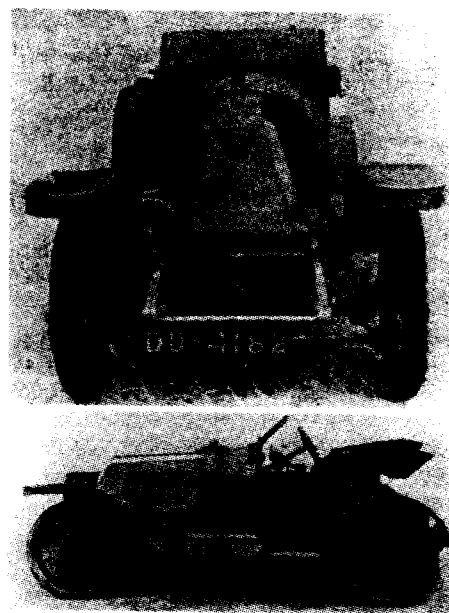
revolutionise the racing scene from then on? It is too far fetched to imagine that Biggs' 1908 ohc Humbers actually influenced Peugeot, but it is ironic, is it not, that Burgess should have so closely copied Peugeot with the 1914 TT Humbers (as did Coatalen for Sunbeam). It is equally ironic that the prototype design by Burgess of the post-war 3-litre Bentley chassis was so close a copy of his 1914 TT Humbers which in their turn were close copies of the racing Peugeots. So close was this relationship, indeed, that in the early 1920's when C.G. Brocklebank wanted to renew the frame of his 1913 Coupe de l'Auto Peugeot he used a Bentley frame! This Bentley frame was the one used for Bentley Motors' first ever experimental 3-litre and which having been discarded at a slightly later date by Bentley Motors had been left hanging in the rafters until it was disposed of to Brocklebank.



*One of the Beeston cars photographed in the Humber Works before the race — most probably immediately before setting out for Liverpool and the Island. It carries one of the Trade Plates allocated to Humber Ltd.. DU-26-D:*



*The only other Humber entry in the 'Four-Inch' Race was this Coventry Humber designed and driven by G.W.A. Brown.*



*Two shots of the Beeston car modified for road use by E.W. Lewis in 1910.*

However, the writer has a good deal of 'evidence' to suggest that this selfsame No. 1 Bentley frame may well in fact have been a 1914 TT Humber frame... but the details of that are another story. There are more things in heaven and earth...

And, of course, while Humbers never developed their TT design of 1914, Bentleys made their first major (and successful) competition appearance in the Islet of Man TT of 1922... the last on Manx soil.

The writer is sincerely grateful to Miss K. Biggs, Mrs J. Helsby and The Manx Museum and National Trust for photographic material.

A.B. DEMAUS



## VALVE RADIO'S

Wireless receiving equipment specially designed for installation in motor cars has been available since the early 1930's and prior to 1959 all car radios (or wireless sets as they were called then) were fitted with valves. From 1959 to about 1962 they contained a mixture of valves and transistors and more recently equipment has been fully transistorised.

To accomodate valves and other bulky components earlier sets were large and in order that they could conveniently be fitted into a car the radio amplifier, speakers and tuning device were often supplied as separate items. Early sets were relatively expensive (the cost of a set just after the Second World War amounted to about three times the average weekly wage at that time) but they were also very well built and were reparable throughout and many valve radios that have been fully restored to 'as new condition' will give a superior overall performance when compared with their modern counterparts.

If you buy a car radio of any type, but especially an older one, it is advisable to ensure that it is complete. Internal components such as valves etc. can be replaced (some are rather expensive but at least are still available) but external parts such as knobs and tuning dials that may be missing are often irreplaceable.

If your set has a separate amplifier, but is missing and is not available (or a suitable alternative) a specialist would be able to make one.

There are certain basic mistakes to avoid when dealing with a car radio. Firstly when connecting the set to the power supply do observe the correct polarity; this is vital when the set incorporates transistors but is not so important on some earlier all-valve sets.

Never switch on a car radio installation unless the speaker is connected as this can cause a great deal of damage to the radio.

Make sure that the correct fuse is fitted. Early wireless sets required fuses up to 5 amps or even 8 amps in some instances, whereas a lamp fuse will suffice for most modern radios.

Speakers are not a problem, in that you do not need to worry about polarity when wiring up the speaker unless more than one speaker is being installed, however, the wiring connections to speakers should be soldered.

Valve radios always had 3 ohm speakers but these are no longer available and if you need a modern substitute a 4 ohm speaker will be suitable.

Bear in mind that a radio or amplifier which contains valves produces heat and should be installed in a well ventilated position. Cheap aerials are to be avoided, a good quality aerial will perform better and will also keep out water thus preventing internal short circuits between the aerial lead and its casing.

All electrical connections should be perfectly clean and a brass suede brush is a useful tool in this context.

When a radio ceases to work the first thing to check is the fuse. On no account should a heavier fuse be installed, but if fuses of the correct amperage are repeatedly blowing, expert advice should be sought.

It may seem an obvious statement but radio components deteriorate through sheer age whether they are in use or not, and as a radio is hardly an assembly which lends itself to partial restoration, if the maximum reliability is wanted and although a complete restoration may seem expensive it will probably prove cheaper in the long term than returning to the repairer at intervals to have different components replaced or repaired.

**I**t may come as some surprise for you to learn that the passenger market leader in Australia so far this year is the Mazda Motor Corporation of Japan (Toyo Kogyo if you haven't caught up with the name change).

You may also be surprised to learn that the Mazda Motor Corporation of Japan is number two in the Australian commercial vehicle market and number two in the quest for outright market leadership.

It may be less of a surprise for you to learn that Mazda has not spent a cent on manufacturing facilities in this country and must be laughing all the way to the Sumitomo Bank at how its fortunes have prospered in Australia.

If you look at the table below — the more familiar market leadership by sales we see each month — you will all be wondering what I am on about.

#### Total Market — By Sales Network

Ford.....	100,162
Toyota.....	86,752
GMH.....	75,004
Nissan.....	45,206
Mitsubishi.....	41,516
Mazda.....	26,630

As you see, there is Ford at the top with four others absolutely streets ahead of Mazda. But what sort of picture do you get if you look at it by source of manufacture, which is the way Mazda looks at it?

After all, to you, to Ford and to Ford dealers they might be Ford Lasers, Ford Meteors, Ford Telstars, Ford Econovans, Ford Spectrons, Ford Couriers and Ford Traders but to the boys at Mazda in Hiroshima they are Mazdas right down to their bootstraps.

So I thought it would be enlightening to look at the market picture from this point of view.

What you do is take each factory and break out their badged or borrowed products.

With Ford it is easy, you deduct all Mazda-sourced products.

With GMH the first step is to deduct Nissan-sourced Astra and all Isuzu-sourced products — Gemini, Jackaroo, Rodeo, Shuttle and the Isuzu trucks. (You have to wonder about whether Commodore and Camira are Holdens or Opels but if you strip them out there is not much left — especially since the chopper has fallen on WB production which, of course, marks the end of "Holden").

Toyota, Nissan and Mitsubishi are not yet on the receiving end of badge-engineered cars so there is no deduction from their sales line-up.

But how the picture changes — as the next table showing total market by manufacturing source (below) shows:

#### Total Market — By Manufacturing Source

Toyota.....	86,752
Mazda Motor Corp.....	72,063
GMH.....	62,820
Ford.....	54,659
Nissan.....	45,206
Mitsubishi.....	41,516

When you take sourcing as the criterion, Toyota is clear market leader for this year followed by Mazda. And look at GMH — the third place getter — all over Ford with Nissan and Mitsubishi bringing up the rear.

The passenger figures show how strong Mazda really is in Australia where it takes top spot ahead of GMH and Ford. For Toyota, cars are its weak point, and this shows on this table as does Mitsubishi's poor passenger car performance this year.

#### Passenger Market — By Manufacturing Source

Mazda.....	57,365
GMH.....	53,973
Ford.....	48,693
Toyota.....	40,264
Nissan.....	31,275
Mitsubishi.....	27,833

The commercial market by manufacturing source — shows Toyota's dominance of the Australian commercial vehicle market but here again Mazda has edged out Nissan and Mitsubishi and trounced GMH and Ford.

#### Commercials — By Manufacturing Source

Toyota.....	46,488
Mazda.....	14,608
Nissan.....	13,931
Mitsubishi.....	13,683
GMH.....	8847
Suzuki.....	7264
Ford.....	6026

So what does it really show?

First it shows how important the Mazda-Ford link has been for both companies. Secondly it shows that you don't always have to spend a fortune committing yourself to Australian manufacture to become a dominant force in the Australian vehicle market.

## REPRINTS FROM MOTOR MANUAL NOV. 84

It is my firm conviction that since its introduction to an unwitting Australian public back in 1974 the Datsun 120Y has done more to impede progress on the Queen's own highways than all the detours, road blocks, double-parked buses, cyclists, speed traps, school crossings and aged golden labradors ever experienced. The last car away from the green light is always a 120Y. At the head of every traffic snarl you'll find one, usually executing an illegal right hand turn — the only time its driver ever thinks to use the indicators.

Now I've driven quite a few 120Ys in my long history in automotive journalism and I can state quite categorically that the car has a motor. It also has a gearbox, little wheels in the appropriate places, a hole to put petrol in and all that other complicated stuff that makes a car go. A 120Y, every 120Y, has a top speed. They all have acceleration and every single one that came off the production line was fitted with a pedal to go under a right foot.

Clearly it's not a problem of hardware that we have here. Which leaves the problem with the software behind the wheel. The type of software that appears to be attracted to a 120Y seems to be the person who is totally impervious to everybody and everything else. The person who is genuinely confused by the arrows painted in traffic lanes (it's so much easier to go straight ahead). The person who spends entire afternoons wondering why the car has been fitted with a curious little mirror at the top of the windscreen.

Of course 120Ys are not the only ones. We experienced commuters daily face the decision making process of deciding who to line up behind at the traffic lights. Sometimes, of course, it's easy. When the choice, for example, is between a white Holden Kingswood with a nodding dog in the rear window and a panel van with a mural on the tailgate you take the panel van every time. Panel vans with murals on the tailgate are always fitted with many additional cubic inches and, as the light turns green, every one of them will be screaming to get out.

But what do you do when you have to choose between a truck and Toyota — any Toyota? If the truck has a load of rocks you can forget it, and if it has government number plates then you can write off all your appointments for the next two hours right

there and then. But if it's from an outfit like TNT or Brambles Manford, I'd back it against a Toyota anytime.

You can be caught out of course. Only days ago I faced the choice between an old, but brave, Mini Cooper S and a Holden Sunbird with bobbles around the rear window and matching cushions on the parcel shelf. The choice was obvious and I nosed in behind the Cooper S realising too damn late that it had just started to rain. You know about British cars in the rain don't you? Spit within 10 metres of a British car and it will go out on strike. Put it in a rain storm and it will even declare the auto club road patrols black. ("Please Sir, it's raining and my Austin won't go . . ." — "Go away son, and don't come back until you have something serious to talk about.").

Well of course the obvious thing happened when the lights turned green. The Sunbird fishtailed away from the lights because it had been borrowed by junior and he was late for his Kung Fu lesson, and in our lane the Mini stood resolute as the driver opened the door and peered under the bonnet, the first time he'd looked under there since the last time it rained at a set of traffic lights.

Beware of all male drivers who wear hats, especially those in a car which is fitted with a "wool runs on grass" bumper sticker — he's just up from the farm for a day and is working from a street directory he bought just before the second world war. Four-door Valiants with tow bars are risky, Volvo drivers are secure in the knowledge that the roads belong to them and anyone who smokes a pipe takes a sensible attitude to road safety, always fully considering every move for three or four minutes. Milkos believe they can do anything as long as they have an indicator on, and couriers believe they can do anything any time.

Steer clear of small Japanese sedans full of ladies dressed in white. They're going to bowls and engaged in gossip, and the world ends at the windows. Knowing how to pick a rental car is as important as being able to spot an unmarked patrol car. Rental cars are only driven by people who are visiting town and they can't understand why the road builders have moved Highway One — 20 years ago it used to be right here where some fool has put a "Do Not Enter" sign.

But if I had to nominate the champion traffic stopper of all time the 120Y would win my vote hands down, no contest. The good news is that Nissan stopped building them in 1979. The bad news is that it sold 46,360 of them all around the country and they are being driven so quietly and carefully that they could go on forever.

# HUMBER SPARES



## HILLMAN SPARES & REPAIRS BLACKBURN

While our first concern will always be Rootes Group Spares (Australia's Largest Range), we have now moved into stocking all model English Spare Parts, but as always we are eager to buy collections of new English Spares for Australian dollars.

The King Pins stored in somebody's garage, may be the set that Mrs. Smith of Charters Towers needs for her 1948 Rover.

Telephone and mail orders most welcome.

We recommend C.O.D. post for next day delivery to most areas.

HILLMAN SPARES AND REPAIRS  
178 Whitehorse Road,  
Blackburn, 3130  
P.O. BOX 19, BLACKBURN, 3130  
Telephone: (03) 877 4311, 5 Lines

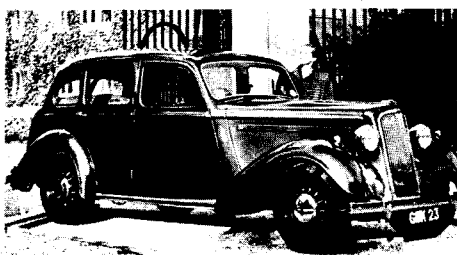


# SHABON INSURANCES

(VIC) PTY. LTD.

## THE CLASSIC CAR INSURANCE SPECIALISTS

**NEW RATES  
OUT NOW**



**NEW RATES  
OUT NOW**

### DON'T BE PENALISED FOR OWNING AN EXOTIC CAR — YOU NEED OUR SERVICE

Classic Car Enthusiasts have been taking advantage of our Insurance Schemes since the early 1970's and as we move into the 1980's the advantages of our CLASSIC CAR INSURANCE SCHEME continue to grow; compare these points with your existing cover now.

- Agreed Value Policy means no hassle payout in a total loss situation
- Windscreens — One claim per year will not affect No Claim Bonus
- First right of refusal to obtain the wreck
- Choose own Repairer or use our selected Body Shop near you
- Full No Claim Rating transferable from any other insurance Company
- Competitive Premiums
- Personal Contact and Service
- One Policy for all your Classic Cars

GENERAL BUSINESS — We are also very competitive in all types of Insurance cover from domestic to business, and can assist with all matters without obligation.

## SHANNON'S CLASSIC CAR CENTRE P/L

321 WARRIGAL ROAD, CHELTENHAM, 3192

TEL: (03) 584 7266

OPEN 7 DAYS A WEEK