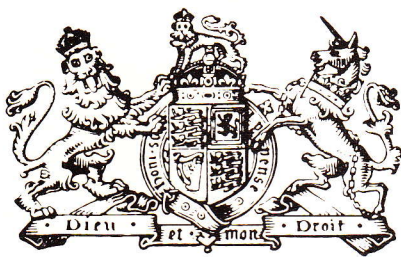


January 1985

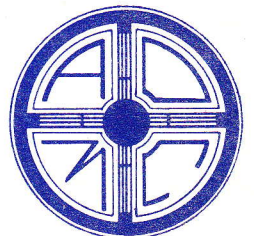
The **HUMBERETTE**



By Appointment to
The Royal Family

Official Newsletter of the Humber Car Club of Victoria.

Affiliated with the Association of Motoring Clubs



THE HUMBER CAR CLUB of VICTORIA

P.O. BOX 35, FRANKSTON, 3199

23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1984/85

PRESIDENT	Bill Holmes	397 7836
VICE PRESIDENT	Lloyd Hughes	877 3208
SECRETARY	Margaret Willimott	435 6354
ASST. SECRETARY	Keith Willimott	435 6354
TREASURER	Peter Shelden	818 5829
SOCIAL SECRETARY	Cara Brown	870 8109
ASST. SOCIAL SECRETARY	Pat Daly	528 1473
EDITOR	Barry Bosnich	460 4505
ASST. EDITOR	Lloyd Hughes	877 3208
TECHNICAL OFFICER	Tom McAlpine	(051) 27 4755
LIBRARIAN	Paul Carter	568 8437
PUBLICITY OFFICER	Jack Waring	725 9884
MEMBERSHIP REGISTRAR	Nancy Kennedy	789 5119

GENERAL MEETING DATES 1984/85

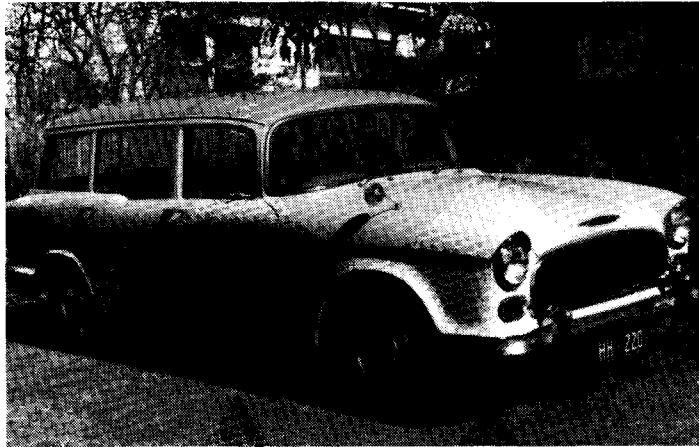
March 23rd	April 27th	May 25th
June 22nd	July 27th	August 24th
September 28th	October 26th	November 23rd
January 25th	February 22nd (Annual General Meeting)	

The Club meets on the Fourth Friday of the month (except December) at 8.00 p.m., in the Deepdene Park Hall, Whitehorse Road, Deepdene.

SOME OF OUR CLUB CARS



1. Nancy Batt's Series IV Super Snipe — outright Concours winner 1982.



2. Keith Willimott's Series II Hawk Estate Car.



3. Nancy Kennedy's Mark IV Super Snipe.



4. Ross Bromley's Series III Estate Car from Launceston, Tasmania.

PRESIDENT'S REPORT

On Sunday 25th November our club was invited to a Rover Car Club outing to Kyneton and surrounding areas. First stop was Trentham Falls and then onto Lauriston Reservoir where we stopped for lunch and a good get together. Although numbers were small owing to the time of the year and other commitments it was a very good outing and it was pleasing to see so many of our Bendigo members in attendance.

Our Annual Dinner and Presentation night at "La Bretagne" Restaurant in Kew was a very enjoyable evening. Presentations were made to Concours and Club winners. Club member of the year was Mr Ron Forth and it certainly was a good night for Ron and Elenor as they also won 1st and 2nd prize in the Xmas raffle. The 3rd prize went to Denise Judd and the door prize was won by Peter Kennedy. Other winners during the night were Mrs Maugher, Mrs June Short and Tom McAlpine.

As there was no December meeting we are looking forward to seeing you all on Friday 25th January for our first meeting for 1985.

I hope that everyone has had a healthy and enjoyable Christmas and you have a prosperous New Year.

Bill Holmes.

SECRETARY'S NOTES

Happy New Year everyone!

As we commence club activities for 1985 it is well to spend a few moments looking at the pluses and minuses of 1984.

On the social side I think we achieved a lot; many successful outings were held, there is a strong development towards practical relationships with other clubs and we have a great band of lady members who have willingly assisted with raffles, suppers, club regalia and the likes. This augers well for election of a social committee at the Annual Meeting next month.

Cars continue to be maintained at a high level and our recent concours saw possibly the best ever line up of Humber Cars in Victoria. Members cars cover an ever increasing range of models while the prestigious standing of Humbers name is well served by cars like those of Des Judd, Bob Kennedy, Bill Holmes and Nancy Butt to name but a few.

Another plus for the year has been the consolidation of the Tasmanian Club and the emergence of a small, but very active, Bendigo group.

What has been achieved on the technical side of operations? Events like the various swap meetings and our May Technical Day provided advise and assistance to some. Do you need spare parts, information, help with that repair job? Maybe our Technical Officers, Tom McAlpine and Peter Davenport, or the Librarian Paul Carter can come up with what you seek.

Bob Kennedy is the corner stone round which activities revolve. Bob is a wealth of information on most makes of Humber and can be contacted at 24 Brentwood Crescent, Frankston, phone 789 5119.

Do you have surplus spare parts you would like to sell to members or just give away? Can you help other members with their repairs or restoration? Have you found a good source of parts supply, or an easy way to do a job? Would you like a particular club outing arranged? Humberette Editor, Barry Bosnich would welcome any information like this for inclusion in the club magazine. Look out this month for the article from N.S.W. on screen rubbers - they have been a hard to comeby commodity in the past.

The re-designed Concours Judging Form and Classification sheet is included with this Humberette. It will be discussed at the next few meetings and your comments or suggestions for improvement are welcomed. Note that the sheet includes a duplicate tear off slip on the right hand margin which will be retained for club records. Provision is also made for the adjustment of items judged according to the particular model vehicle.

This week I received verification from the Road Traffic Authority of the Clubs appointment as an authorized "Red Plate Permit" club. This means that we are now able to conduct events at which "Red Plate" registered vehicles may participate. Please contact the secretary or Registrar if you have any queries on this scheme.

Late 1985 sees our 10th Club Birthday so let's try to make this a memorable year. Think about taking a small role on Committee, offer us your suggestions and comments (constructive please) and join in at least some of the activities during the year. After all this is YOUR club, set up for YOUR benefit.

I look forward to seeing you soon.

Margaret.

MINUTES OF GENERAL MEETING OF H.C.C.V. HELD ON 23/11/84 AT DEEPDENE.

The President opened the meeting at 8.40 pm and welcomed the 27 members and visitors present including Reece Jones (Series V Estate).

APOLOGIES: Joan Holmes Gordon Price
Syd Humphries Harold & Adelaide Underwood

MINUTES: Minutes of last general meeting were read and accepted as correct. Moved Vic Wilson, seconded David Dunlop.

CORRESPONDENCE: In: Minister for transport Re: National Aviation Museum. B. Fox: Humber Literature. K. Mauger: Raffle donation. M. James: Change of address. Wolseley C.C.: Request for concours judges. Ministry for the Arts: re: Aviation Museum.

Out: Australia Day Committee: re: Pageant. Sunbeam/Talbot Club: Thankyou for Rootes Day. B. Roper (Broken Hill): Club regalia. Lega Pty. Ltd.: badge order (lapel). R. Peprell: Thank you to Concours judges. Bob Thwaites: Presentation Dinner invite. Frankston Historical Society: re: Ballan Park.

NEWSLETTERS: H.C.C.A., H.C.C. of S.A., Rover, C.H.A.C.A., Wolseley, Daimler/Lanchester.

SOCIAL: The President commented on the most enjoyable day spent at Seville on the occasion of the Rootes get together. It was suggested that the Humber Car Club might hold a similar function during 1985.

Bob Kennedy reported on his attendance at the Bendigo Swap Meet and passed on greetings from Darwin member Jim Yates who was in the State to check on restoration of his MK II Snipe. Bob also presented for inspection photos of the club concours which appeared in the Frankston Standard.

LIBRARIAN'S REPORT: Paul expressed his satisfaction at the prompt return of books on loan.

EDITOR'S REPORT: 121 magazines sent out this month.

GENERAL BUSINESS: 1. For Sales from the floor:

Bob Kennedy - Series V with R.W.C. and 2nd car for spares. (Belonged to Peter Haines) \$1,400.

Barry Bosnich - '35 Snipe 80 \$3,500

- '67 Hawk manual (imported) \$800.

De La Rue tyres (East Malvern) - 670 x 15 at \$52.00 ea (6 ply), 640 x 15 (4 ply) at \$45 ea.

David Dunlop - work shop manuals for Series 1-V Snipes from Motor Book Shop.

Lloyd Hughes - car posters which could be purchased as a club fund raising project. Lamination of our posters is also available.

Vic Wilson - Furflex to suit Series IV Snipe from Bill Thompson Autos at \$4.50/metre. Does not fit Series II.

2. Secretary requested volunteers for judging at the Wolseley Concours on December 9th.

3. Revised judging forms for the Concours were inspected and comments raised. These forms will be published in the next newsletter.

4. The Secretary reminded members that the box of old inter club exchange magazines was available for anyone wanting them.

5. Norm Watt suggested that members wishing to have their cars original black and white number plates returned if available should take up the matter with their M.P. or the Minister for Transport.

6. Rob Dunlop suggested that the re-issue of original number plates for restored cars is a matter the Club AOMC delegates could pursue.

There being no further business the President wished all members a Happy Christmas and closed the meeting at 9.35 pm. Supper concluded the evening.

H.C.C. of Tas.

Well 1984 has been and gone, it was the starting of the Humber Car Club of Tasmania. Our first meeting which was a great success was held at Ross, it was so nice to see all those Humbers lined up. From then on the Club has grown into a list of 20 members which is very pleasing for a newly formed club.

Lets hope we can pick up some more members in 1985, I am still receiving phone calls from Humber owners enquiring about membership and club details.

Just a recap of the years events.

As mentioned January '84, Ross, start of H.C.C. Tas.

Easter Monday - Rutherglen (which was another very good turn up of members and cars, not a very successful day weather wise)

June long weekend - Run to Devonport and our last one for the year was our B.B.Q. at the Viney's property.

We would like to thank Mr & Mrs Viney for the most enjoyable afternoon and use of the area of the BBQ. Also at the BBQ at the Viney's we welcomed our new members Mike and Jane Atkins. We had a good turn up and everyone who was there had a good time, we found plenty to talk about. All the children had a very enjoyable time also, they spent the afternoon exploring the bush and surrounding areas. Apologies received from: Max Heazlewood, Brian Lee, David Yaxley, Bill Pearce and John Dean.

Our next outing is a trip to Hobart for the long weekend in January '85, 26th, 27th & 28th. For the members from up north who are going to attend we can meet at the Mobil North Esk Service Station just over the Charles Street bridge on Saturday morning between 10-10.30am.

We will depart Launceston at 11 am and have a lunch break at a place to be decided before we leave. Maybe we can have a counter lunch somewhere? Estimated time of arrival in Hobart should be between 2 & 3 pm. Could all members from Hobart area who are able to attend be at the park area on the northern side of Elwick on the Brooker Highway and foreshore of the bay between 2 & 3 pm on the Saturday so we can sort out where to go on Sunday for the day. Meeting time for Sunday can be worked out on Saturday afternoon.

Anyone who attended the day out with the Restorers Car Club of Tas, I hope you had a very interesting and enjoyable day at Ross. I was talking to Ken Watts and explained I might not be able to make it, my apologies to everyone, maybe we can have another day out with them in the future. It would be nice if someone could put something down on paper about the day and send it to me for the next newsletter.

Nappy New Year to everyone and I hope 1985 is as interesting and enjoyable club wise as 1984 and I would like to thank all our club members from Tasmania for making our outings and meetings a great success.

Also we would like to thank members from other Humber car clubs throughout Australia for sending us literature and newsletters throughout the year. It has provided us with very interesting reading on all aspects.

Keep those Humbers rolling in '85.

Ross Bromley.

ENZED
FLUID CONNECTORS

240 HOBART RD., LAUNCESTON

**24 HOUR
MOBILE SERVICE**
PH: (003) 44 9611
A.H: (003) 27 3366
**ALL TYPES OF HOSES &
THREADS AVAILABLE**

For all power steering and hydraulic fittings. Free labour to Humber Car Club members. All you pay for is hose and fittings where needed.

FOR SALE:

1967 H/Hawk. 500 only made imported from Coventry, 2 owners, manual trans, engine OK approx 120,000 miles, some rust reg 7/85. \$800.00. N. Cooper, 215 Mason Street, Nth Altona. Ph: 391 8791.

1935 Snipe 80. Good tyres and body, uph. fair, mechanics good, may have sticking valve, no reg. \$3500.00. Mr Fraay Ph: 728 1909 Montrose.

Alloy Head, 1600cc Engine, Humber Vogue reconditioned. \$300. Murray Roberts Ph: 870 8512.

1957 Humber Hawk, Series 1. Manual Estate car extensively over hauled, in V.G. running order. A.C.T. registered to August '85. Some spares. Mr W.P. Riley, Canberra Ph: (A.H.) 062 95 1806.

A CENTURY OF WORLD MOTORING

Taken from Royalauto.

On behalf of Britain and all other car manufacturing nations, Silverstone Circuit is to stage the world's biggest ever motoring event.

To commemorate the centenary of the motor vehicle, this motoring extravaganza will be held over the three days of the 1985 Spring Bank Holiday (May 25,26,27), and comprises a staggering 8000-10,000 exhibits drawn from every corner of the globe.

Invitations have been extended to all the world's car-producing countries. Each will be allocated sites round the perimeter of the track and encouraged to create displays that will portray the history of their motor vehicle and allied industries in a graphic and dramatic way.

The inner area of the circuit will feature theme displays encompassing every period and type of motoring from veteran motorcycles to custom cars and historic commercial vehicles to racing cars.

"Motor 100" as the festival is named, will be more than just the greatest static show of motoring ever assembled. Throughout the duration of the event. Silverstone's world famous rack will be utilised by vehicles ranging from historic racing cars to early land speed record vehicles. There will never be a show quite like it again.

A car enthusiasts' tour has been arranged to take in the Motor 100 event, and details of the cost and itinerary are available from the RACV Travel Department, or any branch office.

TUBELESS SUSPICION

Taken from Royalauto.

I have noticed during discussions with various motorists that there is still a fair degree of suspicion that tubeless tyres cannot be totally trusted.

These doubts are simply not justified, as a tyre with a tube in it is more likely to "blow out" when punctured than a tubeless tyre.

When a tyre with a tube in it is punctured the air coming from the hole in the casing and also past the valve stem causes the tyre to deflate quickly. This can cause a problem if the "blow out" happens when the car is travelling at speed.

While not completely self-sealing, the inner liner of the tubeless tyre will prevent a rapid loss of air in most puncture situations. When retreads are fitted, motorists should ensure a tube is used, because the retreading process can reduce the air-retaining qualities of the original casing. In this case, the tube is safer and good insurance against a slow air leak in the retread.

THE HUMBER REGISTER

1896



1932

3rd December 1984

Hon. Historian: J. C. Tarring, 69 Kingsway, Woking, Surrey

Woking (04862) 72515

Dear Barry Bosnich,

Peter Noonan sent me a copy of your letter to him dated July and asked me to reply to you as he had not got any early Humber information with which to reply.

I am quite certain that the Motor Jaunting Car was not a Humber production as I have never seen any evidence of a Humber made vehicle anything like your illustration, I feel that the vehicle illustrated is, as you suggested, a Daimler which concern was all part of Lawsons Great Horseless Carriage Co. I suspect that your curiosity was aroused by a piece of bad layout by whoever produced the advertisement for the Australian Cycle and Motor Co Ltd, who presumably were agents for both Humbers and Daimlers. You may be interested in the enclosed photostat of a very similar vehicle which was operated by an early motor trader in Evesham, although this extract does not specifically identify the illustration as being a Daimler Mr New is known to have had two Daimler wagonettes.

I have a copy of the same photograph of the Barnwell Brothers Biplane, mine came from British Aircraft 1809-1914 by Peter Lewis published by Putnam in 1962, the engine must have come from one of the 1908 Humber cars as Janes gives the bore and stroke of the Barnwell Humber TT engine as 100 x 150mm or 4" x 6" and 1908 is the only year in which Humber used engines having these dimensions. You mentioned that this remarkable machine was a success but Peter Lewis says that the plane was damaged following a heavy landing after an 80 yard flight on 10th September 1910.

I have no particular comment to make on the article on Humber motorcycles which seems to cover this complicated story as well as could be expected in two pages. I would mention that one of perhaps only two surviving water cooled flat twins has recently been bought, by one of our members Alex Selley of Western Australia, from New Zealand.

I hope that all this will be of some interest to you. If you should have any other Humber queries I am always pleased to be of help where I can.

Yours sincerely,

J. C. Tarring

The AUSTRALIAN CYCLE and MOTOR CO. L Motor Jaunting Car.

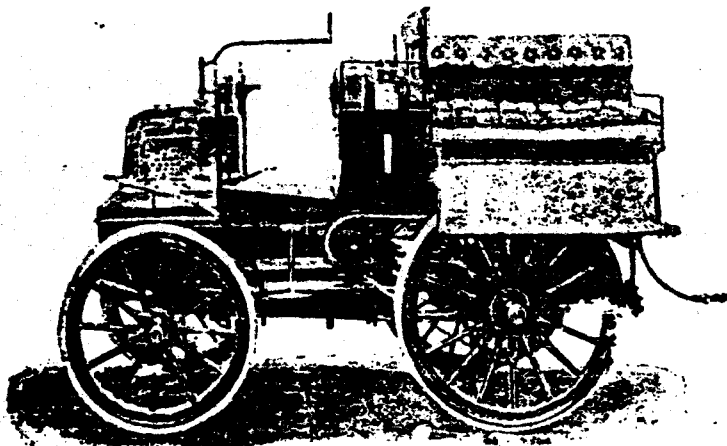
To Seat Six Persons.

Speed, 3 to 17 miles per h

HUMBER & Co.
Limited.

BEESTON,
Wolverhampton
Coventry.

Makers of the
FAMOUS
BEESTON-
HUMBER.



CYCL

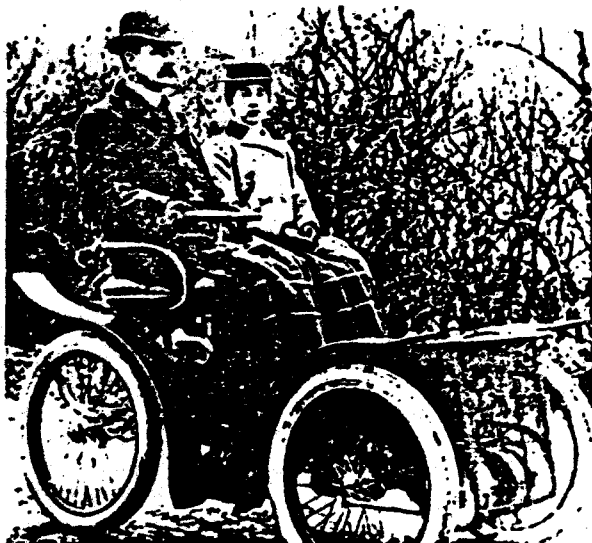
Sole Agents

The Australian Cycle and Motor Co. Ltd

131 ELIZABETH ST.

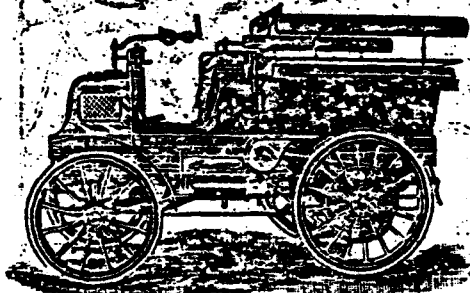
E. W. RUDD, Manager

This original advertisement, contributed by Norm Watt features a Humber Car of around 1899 Vintage. Further research indicated no evidence of the Humber Co (Who were controlled by H. J. Lawson at that time) making vehicles of this size and type. Enquiries were made to Peter Noonan in New Zealand who in turn contacted the Humber Register Historian in England for additional information.



One of the first Humber, 1899; a voiturette powered by a 2½ hp De Dion front-mounted engine, it had front-wheel drive and rear-wheel steering!

Mr. VALENTINE G. NEW



The Motor Car
Stables,

THE FLEECE INN,

or by Letter to

Green Hill,

EVESHAM.

CANY DISTANCE UP TO 80 MILES IN A DAY.

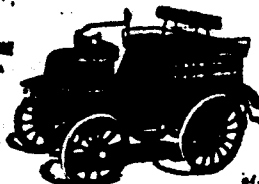
Accumulators Charged. Petrol, Lubricating Oil, Motor Spirit, &c.
Repairer by appointment to the Automobile Club and the Motor
Manufacturing Company.

TO THE NOBILITY & GENTRY

THE GREAT HORSELESS CARRIAGE Co. Ltd

HAS THE HONOUR TO PRESENT

This motor vehicle is propelled by an
INTERNAL COMBUSTION ENGINE
of 2 cylinders and 8 horse power
giving an output of 10 to 12 miles per
hour. The mechanical arrangement
will allow the motorist to travel at
VARIABLE MILES PER HOUR
on the road, while fully and completely
and demanded a safety



The Double Wagonette
is a vehicle, suited to the needs of the
SPORTSMAN
AND LOVER OF THE COUNTRY
going as it does full facilities for
the enjoyment of
FISHING, ACES, AND AN
UNOBSTRUCTED VIEW OF THE SCENES

THE TWIN-CYLINDER G.H.P. WAGONETTE



Humber Vogue's Hillman origins can clearly be seen in a side view of the car, but the frontal treatment is entirely different.

HUMBER SNIPE'S NEW RELATIVE

The new baby Humber, a 1.6-litre sedan, is the Rootes Group's appeal to the luxury small car market.

WHEELS

NEW CAR TRYOUT

IT is no surprise that the new baby Humber has received little publicity. Originally intended to be assembled in Melbourne in modest quantities, it proved such an immediate hit that Rootes dealers are embarrassed by lack of supply.

The factory is working hard on this problem now. It knows this is a car the public apparently wants. So let us have a look at the smallest Humber.

Mechanically, it is based on the Series Two Super Minx. It has the same body panels, ornamented with twin headlamps in the front and a special grille. The official name is the Humber 1.6-litre Vogue and, at present, Australia is the only country where it is being sold.

The price is remarkably low for what is truly a luxury car — £1189 with standard transmission and £1319 when fitted with the Borg Warner-35 transmission.

Apart from the physical comfort of the seating, the outstanding feature of the Vogue is the excellent choice of accessory equipment. These include twin reverse lamps, two speed wipers, two speed fan and a really excellent heating, demisting and ventilation system. The bucket seats are excellent and offer the driver and passenger a very comfortable ride.

The floors are carpeted and the dash and doors are of walnut veneer, which add to the attractiveness of the interior. Thanks to the contoured shapes of the front bucket seats the rear passengers have an extra two inches knee room compared with the Super Minx's.

This is, of course, an enthusiast's car and it is safe to predict that many owners will be fitting twin carburetors and other aids to extra power. Not, however, that this is a tardy car in standard trim.

Maximum speed is 82 mph in top and 68 mph in third. The handling is very sure and the disc front brakes give good stopping with quite reasonable pedal pressure.

We found the Humber quieter than the Super Minx. This, presumably, is due to the soundproofing blanket under the bonnet. Mechanically the two cars are almost identical but the Vogue's gearbox modifications quieten first gear.

Fuel economy is reasonable, but not outstanding. Overseas tests show that at a steady 30 mph the Vogue gives 40.5 mpg. Normal touring fuel consumption works out at 30 mpg average driving; as much as 33 mpg if you're leisurely in your habits; or 26 mpg when driven hard.

Top gear flexibility is fine. I made a point of accelerating hard from 20 mph in top and the four cylinder engine got down to the job without a protest. It didn't even give a hint of its high compression ratio.

Instrumentation is comprehensive. There is a strip speedometer with a plain red recorder instead of the overdone color schemes sometimes employed. The water temperature gauge, fuel indicator, ammeter and oil pressure gauge are well placed. There are also sliding controls for the heater-demister and a headlamp flasher.

Rootes vehicles have never been short on luggage space and this is no exception. The boot has been enlarged to 16½ cu ft (compared with the Super Minx) by repositioning the fuel tank, which holds 10½ gallons.

I didn't get a chance to drive a Vogue with the new automatic transmission, but this unit has been fitted to the Super Minx with success. I noted though that the automatic's rear axle ratio is dropped from 3.89 to 4.22 to 1.

The car handles well, especially when twitching through rapid right and left hand bends. The springing is not as soft as on some competitive cars, but it certainly keeps body roll down to a minimum and makes sure the wheels remain firmly in contact with the road.

The Vogue is an orthodox car to handle, but is almost free of vices or temperament.

If you like to maintain a car yourself, you'll be pleased to know that Rootes has pursued its "no grease" theme, leaving only the oil changing, wheel bearings, plugs and points for routine servicing. But you need to use an oil can from time to time, especially around the steering column gear shift area.

#

Spares

FROM N.S.W. CLUB.

The Club is now going ahead with the production of obsolete windscreen rubbers after the success of the Series V and Series IV Super Snipe front screen rubbers.

I shall co-ordinate the collection of funds, the final fitting to a test vehicle, and dispatch of the finished product.

I take this opportunity to invite Queensland, Victoria, South Australia, Tasmania and New Zealand to participate. The rubbers will cost approx. \$48 each, funds payable to myself, and at this stage I seek members' funds for

Front & rear rubbers Super Snipe Series I. II & III	} Same part number
Front & rear rubbers Hawk Series I, Ia, & II	
Front rubber Hawk Mark V	} Same part number
Front rubber Early Mark IV Super Snipe	

Any other interest in rubbers - the names of the members concerned, not the funds, at this stage. I shall call on them at a later date when I know the requirements from all interstate avenues.

The following information, collated by our Librarian, will help put the whole project in perspective -

Mark III Hawk	} Front rubber Rootes part number H81725	
Mark IV Hawk		
Mark V Hawk	Front rubber	} H92689
Early Mark IV Super Snipe (up to Chassis No A8203223)		
Mark VI Hawk	Front rubber	} H104511
Late Mark IV Super Snipe	Front rubber (was H99147)	
Series I, II & III S. Snipe	Front rubber, part number H111391	
	Rear rubber, H110973	

These rubbers have the same cross section, but the rear has 4 mitred cuts.

Series I, Ia, II Hawk	Front rubber, part number H111391
	Rear rubber H110973

Series IV S. Snipe	Front rubber, part number 2232793 - available soon
	Rear rubber 2232792

Series III Hawk	Front 2224083 superceded to 2232793
	Rear 2224084 superceded to 2232792

Series V S. Snipe	front rubber 2230862 - now available
	rear rubber 2230882. Cross-section is the same.

Series V & VA S. Snipe, Imperial and Series IV Hawk - same rubbers.

Series II Vogue Front rubber - part number 2211032

Same as Mark I & II Super Minx.

Series III Vogue	Front rubber - part number 2226788
	Rear rubber - part number 2226720

With a minimum number of different section rubbers, nearly all members' needs can be catered for. I am hoping to hear from any Humber owner - local, interstate or overseas.

Address all correspondence to J. Davidson
5 Clyde Street
Guildford NSW

2161

WOLSELEY CLUB 10th ANNIVERSARY DINNER.

We have received an invitation to attend this function on Friday March 15th. See details below.
If interested please let Secretary know and we can arrange a table from H.C.C.V.

CHAUCER'S. 190 CANTERBURY RD., CANTERBURY.

FOUR COURSE DINNER INC. DRINKS.

FOUR PIECE DANCE BAND.

FREE GLASS OF CHAMPAGNE.

DISPLAY AND PRESENTATIONS OF PRIZES.

7.00pm TO 12.00am.

\$30 PER HEAD., ALL INCLUSIVE.

NO EXTRAS.

More information available from Secretary Wolseley Car Club,
P.O. BOX 494 Camberwell, 3124.

**** NEXT H.C.C.V. OUTING. (First 1985 outing). *****

WHEN: SUNDAY FEB. 10th 1985.

WHERE: QUEENSCLIFF.

MEETING POINT: McDONALDS RESTAURANT, CR. GEELONG AND SOMERVILLE
ROADS. YARRAVILLE. MELWAY REF. MAP 41 G.7.

TIME: 10.00 AM.

LUNCH: BYO PICNIC LUNCH.

ENTERTAINMENT: THERE IS A POSSIBILITY OF TAKING A RIDE ON THE
BELLARINE PENINSULA STEAM RAILWAY DURING THE AFTERNOON.

C.H.A.C.A. SWAP MEET.

WHEN: SUNDAY 17th FEBRUARY, 1985.

WHERE: CHIRNSIDE PARK SHOPPING CENTRE, MAROONDAH HIGHWAY
LILYDALE. MELWAY MAP 37. G4.

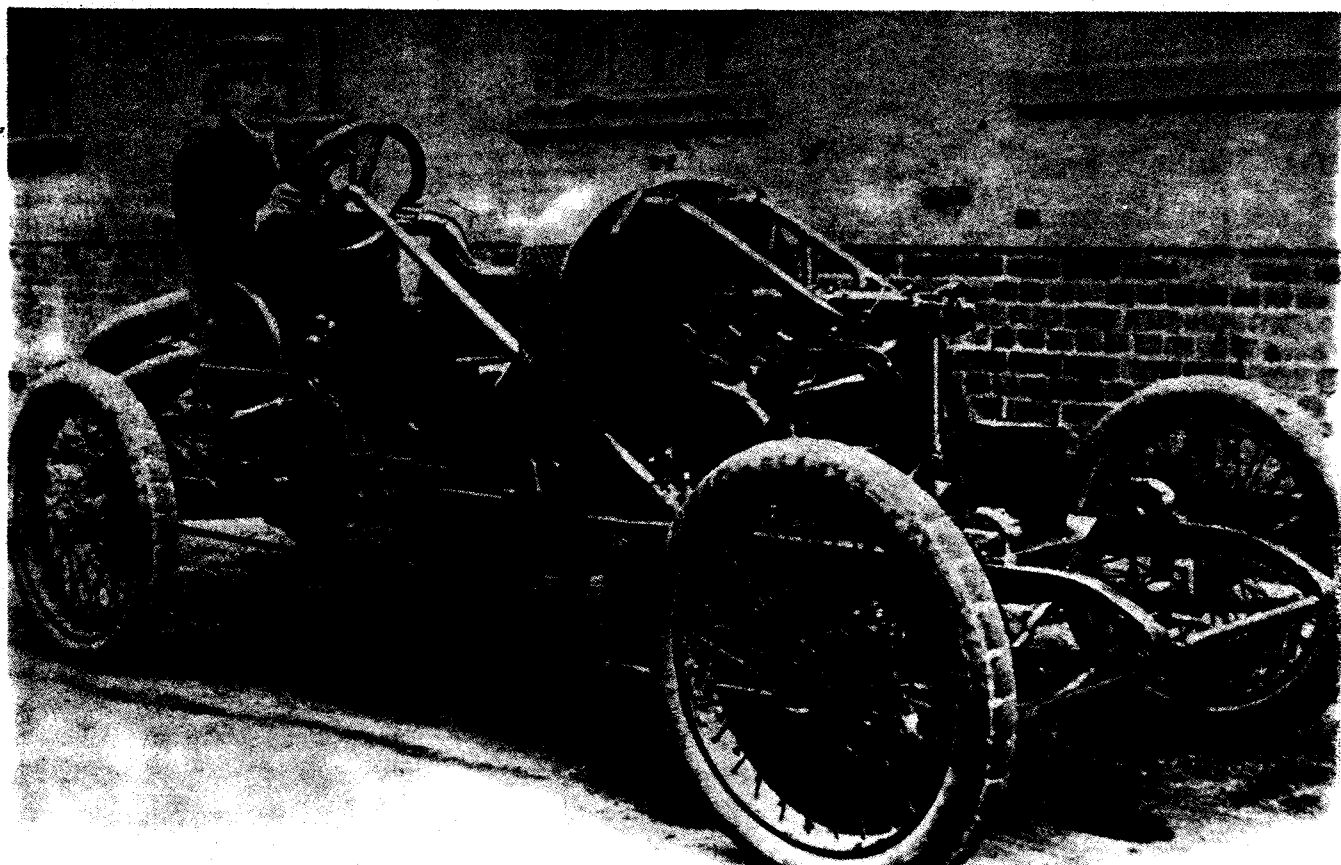
DETAILS: SELLERS 8am. ; BUYERS 9am. ADMISSION 50c.

ALL SITES MUST BE PRE-PAID: \$5.00 PER SITE.

BOOKINGS AND INFORMATION: TOM LAMBERT PH. 580 2004.

OR DON MAIN. PH. 736 3324.

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.

Of 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 Napiers disguise, for Napiers 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

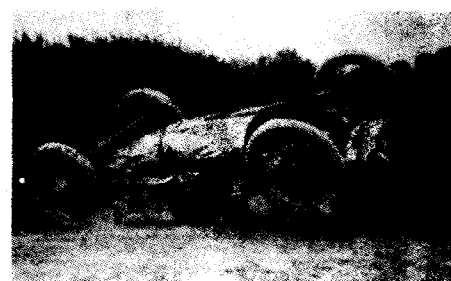
The Darracq team for the race at their HQ, the Fort Anne Hotel.



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.

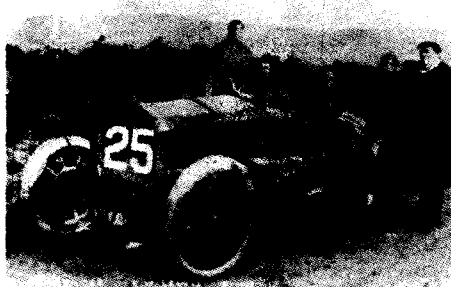
valves had exposed springs. The body was exiguous, consisting only of two bucket seats and a bolster tank and a platform for the rear-mounted spare wheels. With their long raked steering columns and Humbers' own design of quick-detachable centre-lock wire wheels they presented a much more daring appearance 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.

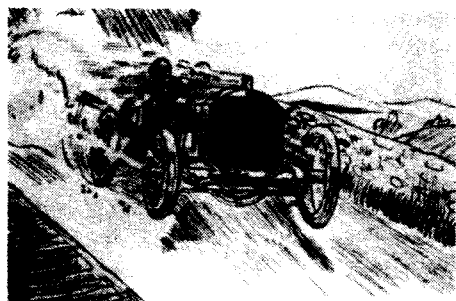


E.W. Lewis at the wheel of his Deasy bearing the legend 'Long Span'. Perhaps this related to the last of the five laps that he completed, which took him no less than 4 hours 4 minutes and 6.4 seconds!



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.

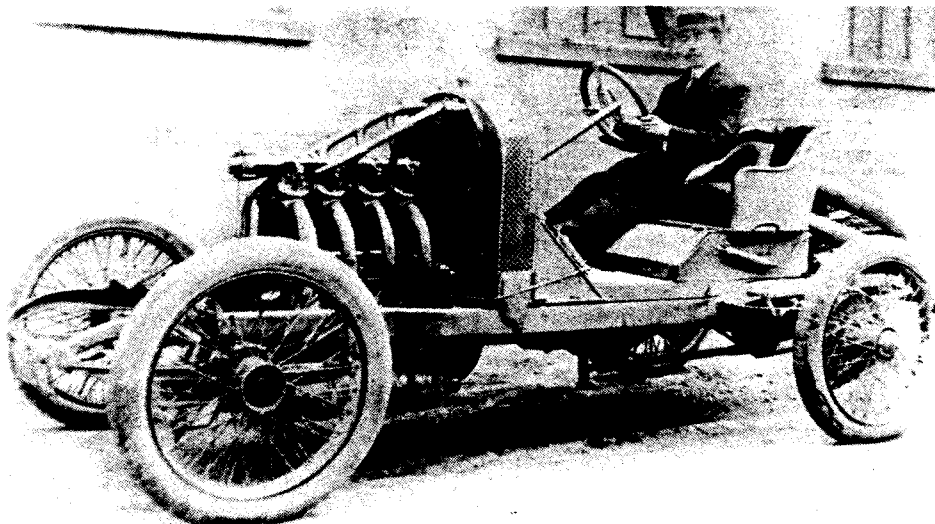
In the race itself the two Beeston Humbers were considerably faster than Brown's Coventry car, Tuck and Reid being second and third in the early stages. Reid had the misfortune to break a steering arm on the 5th lap, cobbled up a jury-rigged repair and struggled to the pits. Someone had the idea of making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



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,

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.



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

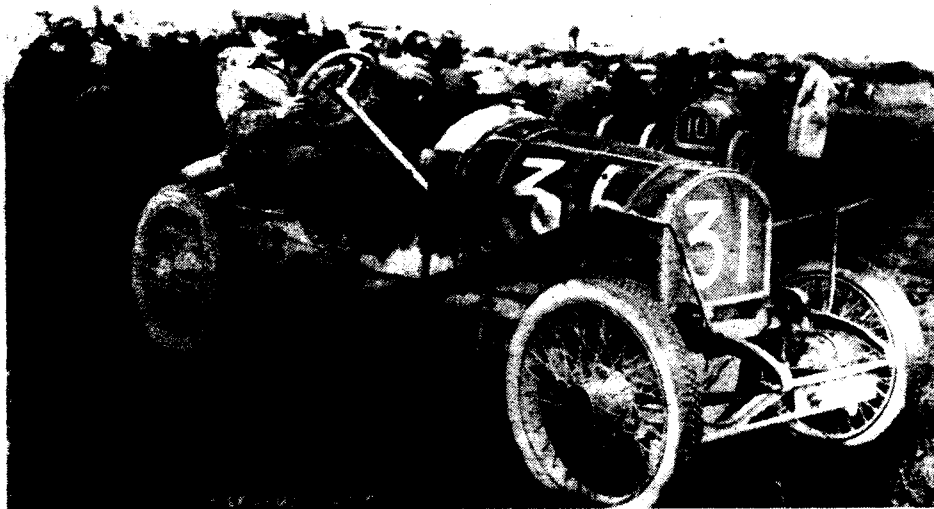
Certainly two of the 1908 ohc cars survived, one of them being converted for road use by Coventry engineer E.W. Lewis who had driven the Deasy car No. 25 in the 1908

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

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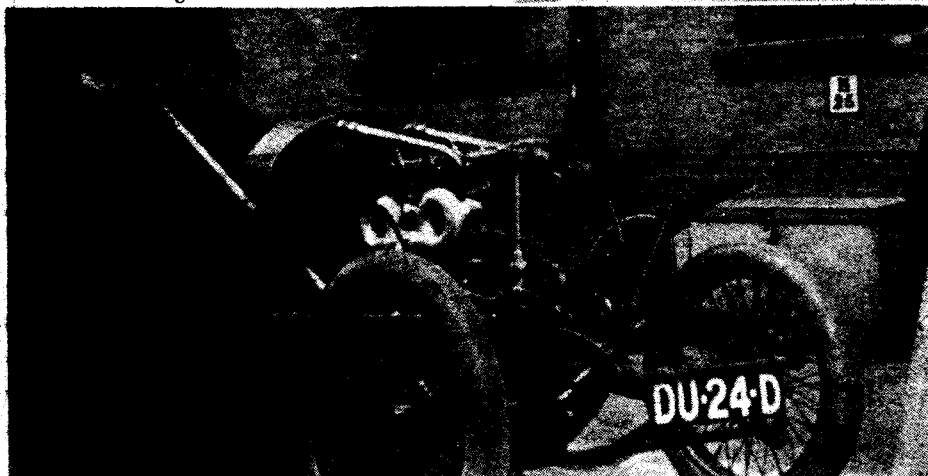


Tuck in the second Beeston car.

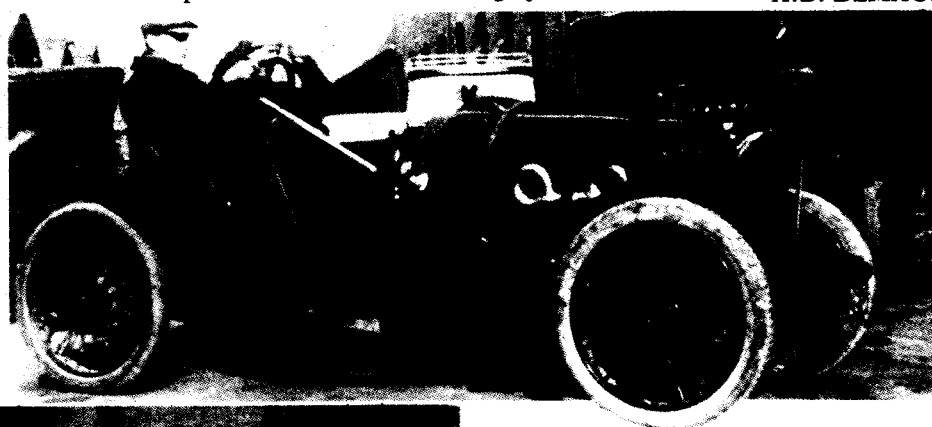
discounts a 1905 TT win and entry in the 1906 and 1908 races with no success), just as Pullinger's arrival at Humber Ltd. had done some years previously. Pullinger had been a disciple of Louis Hervé Coatalen for whom racing remained the spice of life even beyond the heyday of Sunbeam successes. Reid 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.



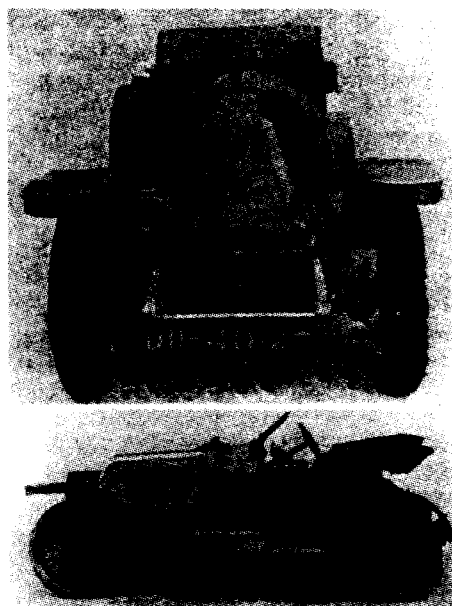
revolutionise the racing scene from then on? It is too far fetched to imagine that Biggs' 1908 ohc Humbers actually influenced Peugeot, but it is ironic, is it not, that Burgess should have so closely copied Peugeot with the 1914 TT Humbers (as did Coatalen for Sunbeam). It is equally ironic that the 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 Iselt 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.

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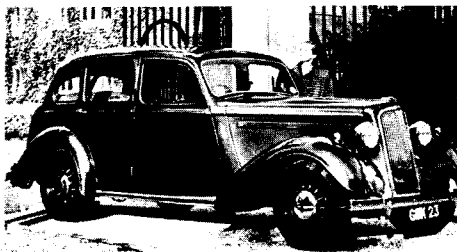


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