January 1987

The HUMBERETTE

CAR CLUB
HUMBER
VIC — TAS

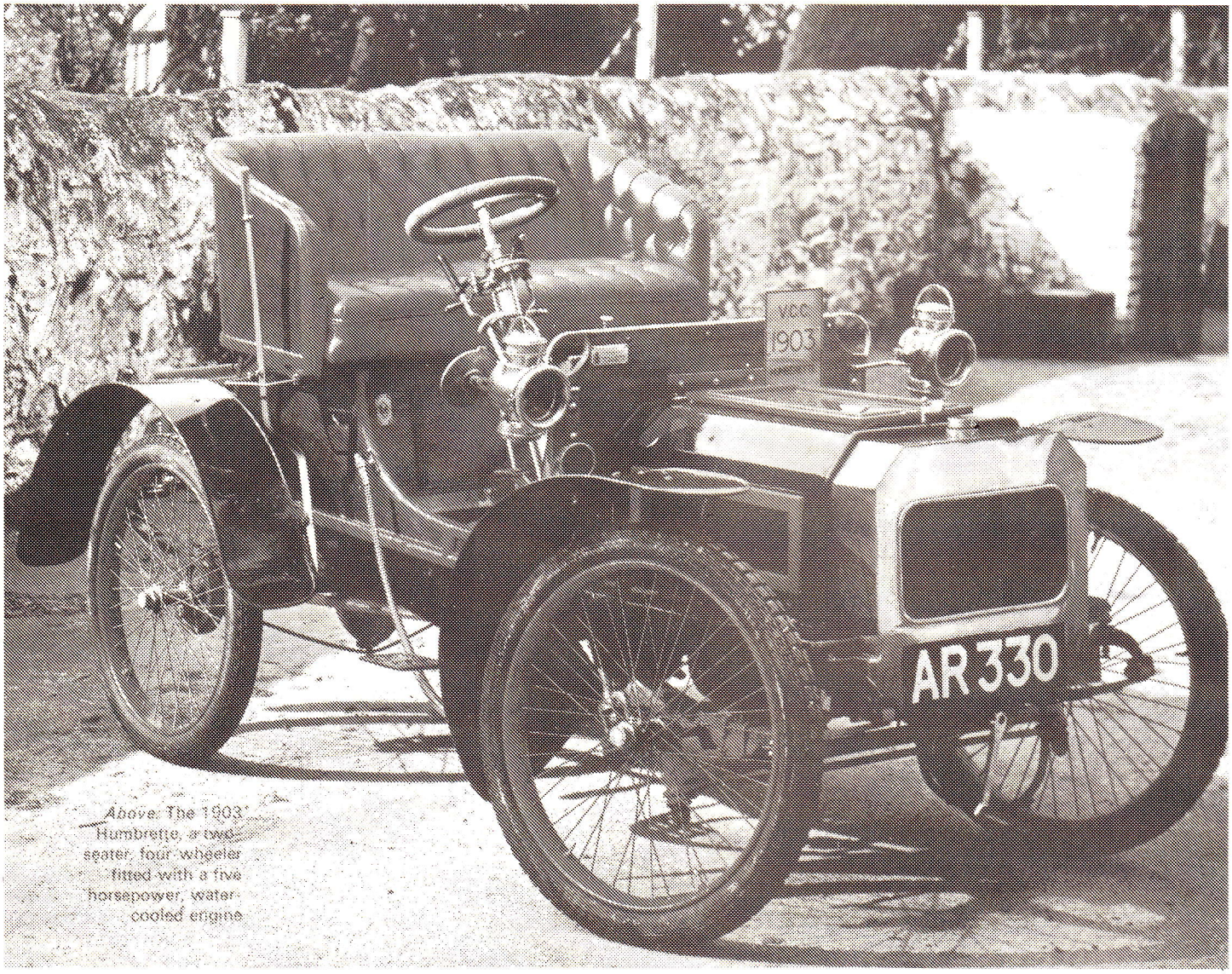
Dieu et mon Droit

By Appointment to
The Royal Family

Official Newsletter of the Humber Car Clubs of Victoria Inc. and Tasmania

Affiliated with the Association of Motoring Clubs

THE HUMBERETTE IS REGISTERED BY AUSTRALIA POST AS A PUBLICATION No. VBQ 0274



Above: The 1903 Humbrette, a two-seater, four-wheeler fitted with a five horsepower, water-cooled engine

CALENDAR

JANUARY 23RD. 1987.	GENERAL MEETING. DEEPDENE HALL. 8.00PM. AFTER THE BUSINESS MEETING WE HOPE TO SHOW SLIDES TAKEN BY FRANK STOCKWIN AT OUR LAST CONCOURS AND PRESENTATION DINNER. PLEASE BRING ALONG ANY SLIDES YOU MAY WISH TO HAVE INCLUDED IN THE SHOW ; ALSO PHOTOS OF YOUR CARS OR CLUB OUTINGS FOR A PHOTO DISPLAY. (DON'T FORGET TO TAKE THEM HOME AGAIN AFTERWARDS!)
JANUARY 25TH.	AUSTRALIA DAY WERRIBEE PARK CAVALCADE. ORGANIZED BY FEDERATION OF VETERAN, VINTAGE AND CLASSIC CAR CLUBS. THE PARADE IS OPEN TO VEHICLES MANUFACTURED PRIOR TO 1/1/1962 BUT ALL MEMBERS ARE WELCOME TO MEET AT THE PARK AFTERWARDS. ENTRIES FOR THE PARADE CLOSE ON 31/12/86.
JANUARY 26TH.	AUSTRALIA DAY GARDENS DISPLAY. (MORE DETAILS OF THIS AT THE JANUARY MEETING.)
FEBRUARY 15TH.	C.H.A.C.A. SWAP MEET. CAR PARK (UNDER COVER) AT CHIRNSIDE PARK SHOPPING CENTRE, MAROONDAH HIGHWAY, LILYDALE. (MELWAY REFERENCE. MAP 37. G/4.) 9.00AM - 2.00PM. $1.00 ADMISSION.
FEBRUARY 22ND.	MONTHLY CLUB RUN TO LAURISTON RESERVOIR, KYNETON. MEET AT 10.30AM OUTSIDE KEILOR SHIRE OFFICES, CALDER HIGHWAY, KEILOR. MELWAY REF. MAP 14 H5. BRING YOUR OWN BBQ OR PICNIC LUNCH.
FEBRUARY 27TH.	ANNUAL GENERAL MEETING AND ELECTION OF OFFICE BEARERS. DEEPDENE HALL. 8.00PM.
MARCH. 21ST.(SATURDAY).	KOO-WEE-RUP POTATO FESTIVAL AND PARADE. THIS WILL BE A SATURDAY OUTING FOR ALL THOSE WHO FIND IT DIFFICULT TO ATTEND SUNDAY FUNCTIONS. SEVERAL CLUB CARS WILL BE PARTICIPATING IN THE PARADE , FOLLOWING WHICH WE WILL ALL MEET TOGETHER TO PARTAKE OF THE FESTIVITIES.
MARCH 27TH.	GENERAL MEETING, DEEPDENE HALL, 8.00PM.

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FORWARD PLANNING:

JUNE 6 - 8TH,	QUEEN'S BIRTHDAY, WEEKEND RUN TO MOE AND SURROUNDING DISTRICT. MOTEL OR CARAVAN PARK ACCOMMODATION AT MOE.
NOVEMBER 8TH.	ANNUAL CONCOURS D' ELEGANCE AND PRIDE OF OWNERSHIP COMPETITION, INCLUDING CLUB CARS DISPLAY.
NOVEMBER 14-15TH.	BENDIGO SWAP MEET.
DECEMBER.	CLASSIC CAR SHOW. EXHIBITION BUILDINGS.
EASTER 1988.	"THE GREAT BI-CENTENNIEL HUMBER RALLY". SWAN HILL.

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THE HUMBER CAR CLUB OF VICTORIA, INCORPORATED.

MEETINGS ARE HELD ON THE FOURTH FRIDAY OF EACH MONTH (EXCEPT DECEMBER) IN THE HALL AT DEEPDENE PARK, WHITEHORSE ROAD, DEEPDENE, COMMENCING AT 8.00PM.
MELWAY REFERENCE: MAP 46 A7/8.

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ROOTES
(AUSTRALIA) LIMITED

SALMON STREET, PORT MELBOURNE
AUSTRALIA

REFERENCE SB.30B April,1960 DATE 9th May,1960 VOLUME IV.

HUMBER · HILLMAN · SUNBEAM · COMMER · KARRIER

MAKE	HU	SECTION	B	DISTRIBUTION	ADD	ISSUE NO. 9	Page 1 of 1

Humber Super Snipe Series 1 & 11
Sump Oil leaks

When investigating cases of oil leaks at the sump area the following points should be noted.

1. Oil leakage can occur from a number of points above the sump face joint and may give the impression that the flange joint is leaking. Oil can run on to the sump flange edge and flow along between the flange edge and stiffener to the small gaps between the stiffener ends, and then down on to the bottom face of the sump.

2. Attention should be given to the fuel pump flange joint, tappet chamber covers or their bottom centre fixing bolts and oil filter and joints.

3. Oil leaks do not occur at the sump flange provided that the sump joint is correctly fitted and the fixing bolts properly tightened.

REF: W.J. Banham 9849

Model: HU. SU.

VOLUME: IV

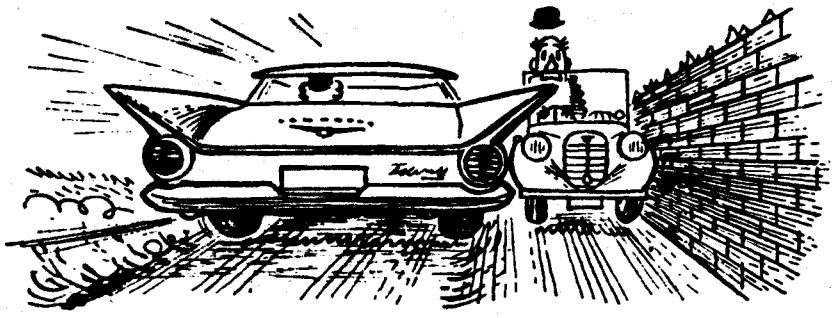
SECTION: K

Subject: Brake Squeal - Girling Disc Brakes.

ISSUE: 9

Recent investigation into the cause of brake squeal has revealed that the cause is not necessarily associated with pad wear but often results from high spots on the edges of the pad steel back plate and roughness of the metal contact between piston and pad back plate.

To overcome, remove pads, clean up metal to metal surfaces removing any high spots or roughness. White grease should then be lightly applied to the edges and mating surfaces of piston and pad, care being taken to keep grease from contacting the braking surface.



THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1986-87

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Bill Holmes	(052) 57 1067
SECRETARY	Margaret Willimott	435 6354
TREASURER	Rob Dunlop	439 7059
EDITOR	Barry Bosnich	460 4505
SOCIAL SECRETARY	Margaret Willimott	435 6354
MEMBERSHIP REGISTRAR	Marie Grande	277 6937
LIBRARIAN	Keith Willimott	435 6354
TECHNICAL ADVISOR	Bob Kennedy	789 5119
PUBLICITY/REGALIA	Barbara Dunlop	439 7059

THE HUMBER CAR CLUB OF TASMANIA

Sec-Registrar: Nina Densley; P.O. Box 1589, Launceston 7250, Ph:(003) 93 6128
Editor-Treasurer: Max Heazlewood; 6 Woodward Avenue, Burnie 7320, Ph:(004) 31 2894

'HAPPY HUMBERERS' Deepdene Hall. Photo by Dr. Joseph Spencer.

Bill & Joan Holme's award winning Series 2 S/Snipe Estate Car.

PRESIDENT'S REPORT (Kennedy's Klangers) JANUARY, 1987.

All the best for 1987 and I hope everyone is looking forward to another great year. By the time you read this newsletter, I hope you have recovered from the end of year xmas get-togethers and all heads have cleared and you are bright eyed and rearing to go.

The Club Calendar still has a few items to be sorted out before we can give you the completed list, but I'm sure you will agree that our first run will be a pleasant one. I hope to see a lot of members both country and city on it.

Next month our Club Elections are being held so I suppose a lot of members can now start to make excuses as to why they can't attend or help our Club by taking a position with the Committee. To me, it is a shame that more members will not help the running of the Club. But as they say, 'that's life!'

Well I don't want to bore you to early in the year so till I see you at our next meeting, I'll say cheers for now.

Bob Kennedy.

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Due to technical difficulties, printing of the January Newsletter has been delayed. Would members please note the date of our next meeting (Annual General) is on the 27th February.

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MINUTES OF GENERAL MEETING OF HCCV INC

HELD ON FRIDAY 28TH NOVEMBER, 1986

The meeting commenced at 8:30pm by the President, Bob Kennedy.

APOLOGIES: Dr. G. Price, H. & M Underwood, R. Smith, B. & R. Dunlop, Dr. & Mrs. Rees.

NEW MEMBERS/VISITORS: Mike & Chris Fitchett (1964 Series 5 S/Snipe), Max Beaton (1963 Series 3 Hawk).

MINUTES: The minutes of the October meeting as printed in the November Humberette were accepted on the motion of Peter Davenport, seconded Mal Darbyshire.

CORRESPONDENCE: IN: R. Whittle re automatic gear box. R. Worley re Bendigo Swap Meet. R. Meggs apology for Bendigo Swap Meet. Stan Graham re for sales ('62 Snipe Wagon, Series 5A Grey Sedan, '58 Hawk Wagon and parts). Jason Miller membership application. Keith Catterall's best wishes. A.O.M.C. notice and meeting. Classic Auto Swap Meet, Feb '87. C.H.A.C.A. Chirnside Park Swap Meet, sites available. Peter Gordon membership application. R. Meggs Bendigo Swap Meet. C. Speed raffle tickets. A.O.M.C. re update on Club information. Alan Stockdale M.P. re Road Traffic Bill. Mike Shaw parts needed for a Series 5A S/Snipe (L/H indicator, brake pedal rubber and cigarette lighter). Pickles & Co. re auction in March '87.
Club Magazines: Austin A40, Daimler Lanchester, Flying A, Standard Tribune, HCC N.S.W., Rover Viking Torque, HCC S.A. (in Vogue), S.T.O.C.

Correspondence was received on the motion of Vic Wilson, seconded Bill Holmes.

TREASURER'S REPORT: Balance of current Account is - $1467.77
Investment - 3000.00

The Treasurer requested that an auditor be appointed by the Club and it was agreed that this would be discussed after the meeting. The Treasurer's report was moved Peter Sheldon, seconded Ralf Chalmers.

EDITOR'S REPORT: 171 Humberettes were distributed and this is another new record. They have gone to all Australian states as well as England, New Zealand, Switzerland and the U.S.A. Articles are always needed particularly on Humber Vogues and general interest items.

SOCIAL SECRETARY'S REPORT:

1. Dr. Joseph needs two people for waiters at a dinner on 6th December.

2. Photographs have been donated by Dr. Joseph for the Club album. Copies of the photo of the Sunday meeting in July are available at $1.00 each.

3. The Club's Annual Presentation Dinner is on 6th December at the Musicians Club, 7:00 for 7:30pm, $16.00 per head, $10.00 for children.

4. Australia Day Parade is in two parts in 1987. On Sunday 25th January a procession from the city will go to Werribee Park. The entry fee includes entry to the park and a commemorative badge. On Monday 26th January, a display will again be held in the gardens. The entry fee is $6.00 for either or both days.

LIBRARIAN'S REPORT: Series S/Snipe Manuals are now in much better supply.

FOR SALES & WANTED:

Wanted: Distributor for a MK 3 S/Snipe - Ron Forth.
Rear doors for Series 5 Snipe - J. Webb.
Power steering for Series Snipe - P. Sheldon.
6.70 x 15 tyre - P. Batten.

For Sale: MK 6 Hawk - R. Dunlop.
Series 3 Estate, fire damage - R. Kennedy.

TECHNICAL REPORT: David Dunlop has manuals and instructions on carburettor fitted to English cars from 1930's to late 1950's.

GENERAL BUSINESS:

1. Next outing- Australia Day Celebration
2. C.H.A.C.A. Swap Meet, March.
3. Next meeting, January.
4. Annual General Meeting, February.
5. Classic Car Club break-up, 7th December at Monash University.
6. Humber Aide forms are available and are great help to those going on holiday. They list where help is available in the event of a breakdown.

The meeting finished early to allow for a visit to the Club by Santa Claus.

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SECRETARY'S NOTES

Greetings everyone and a happy "humb(er) dinger" 1987 (to coin a phrase courtesy Trevor York)!

Club activities are quiet at present and I'm gradually catching up on the last of the 1986 correspondence. My apologies to anyone who feels totally neglected but unfortunately Nov/Dec is a busy time at work as well as with family and the Club (Keith says I'm just not getting any younger!").

Honestly though, so that we can provide an enjoyable, useful and informative Club for everyone, it would be great to have a pool of enthusiastic volunteers each willing to make the necessary arrangements for only one function during the year. There are around forty occasions in each year when the Club comes together for some type of activity. I'd like to think that's forty different volunteers participating in it's organisation!! You don't even have to join the Committee or be a regular attender to become actively involved in the Club's operation. Now, that's an offer too good to refuse.

Some suggestions for activities which you may like to put into operation are: Speakers at meetings-: e.g. oil company rep's, classic car insurance, spare part supplies, paint firm, car trimmers, automotive literature display, ROSTA, RACV services, oxy welding e.g. Dillon, car maintenance and restoration etc.

There are also probably many other fields where you may have a personal contact who would be willing to share his expertise with us. Similarly, everyone enjoys new and different outings during the year so perhaps you would like to share with us your favorite picnic area, hobby, display or special visiting spot.

The 1987 committee are going to have a particularly busy year co-ordinating arrangements for the Bi-Centennial National Rally at Swan Hill next year and I am sure any offers of help in arranging our own Club functions will be appreciated.

One of the great benefits of the Club is the sense of fellowship that arises among members. Feelings of kinship develop sometimes personally but often solely via the telephone or post box. I am always delighted to hear of your Humbering experiences and even happier when I know that others lives have been made easier by the practical help of a fellow Humber owner. It even makes the occasional breakdown seem worthwhile! Don't forget when travelling that the Humber Aide booklet published last year includes help available from both Victorian and Interstate Club members. If you didn't get one earlier, I have some copies left if you would like one.

A big surprise recently has been the number of early 1987 membership renewals received. Renewal forms for all other members will be accompanying your next issue of the Humberette. The renewal form is a more comprehensive document this year, based on one designed by Max Heazlewood of the Tasmanian Club. We are giving you ample warning so that next time you open your car bonnet you will be able to locate and record those annoying (but very useful) little bits of information called engine and/or chassis numbers. This information is found in most Snipes and Hawks on a small metal plate located to the rear of the engine bay on the L.H.S. alongside the heater unit. In the Vogue and Sceptre, you will find the metal plate just in front of the radiator when the bonnet is lifted.

For the collectors amongst you, I have come across a very limited supply of original numbered Rootes Group Club Badges. These are the type supplied to Rootes dealers during the 1950's and early 1960's when the Rootes Car Clubs were originally formed and were issued to members of those Clubs. They're hard to come by now and are a definite collectors item. Editor Barry Bosnich has the details if you are interested.

Our next meeting is immediately prior to the Australia Day Weekend. I'll have more information for you then on the Werribee Park Cavalcade and the Monday Gardens Display. Participation in these events is only open to vehicles over 25 years who have already completed an entry form. However, all members are welcome to come along and view the displays.

I'll look forward to seeing you on Friday January 23rd. Until then, 'Happy Humbering'.

Margaret.

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LIBRARY NEWS

The following books are new additions to the library:

1. S/Snipe Workshop Manual - Series I,II,III & IV inclusive.
2. 1926 9/20 H.P. Instruction Book (copy).
3. S/Snipe Workshop Manual - Series I-V and Imperial.
4. Humber Vogue Owner's Handbook - Series II.

Many thanks to Vic Wilson, Bob Kennedy and Pam Batten for donating the books and to Barry Bosnich who had one of them bound for us free by our printers.

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HUMBER CAR CLUB VIC — TAS

TASMANIAN ADDRESS: 6 WOODWARD AVE, HILLCREST, BURNIE, TAS 7320

CLUB REPORT FOR 1986:

This year 1986 has been a very hectic year administrativley but not a lot of activity socialy. After a rather shaky period from January to March things began to stableise with a steady Membership growth throughout the year. At present we have a membership level of twenty five with more on the way.

My family and I were the only Tasmanian representatives at the Forbes National Rally which turned out to be a fantastic trip all round, you really don't know what you missed. Better start making plans for 1988, the Easter N.R. is to be held at Swan-Hill on the River Murray about halfway between Echuca and Mildura. It is to be hosted by the Victorian Club so save up your pennys and and lets make a real effort to attend in this bi-centenary year.

A topic brought up by the Queensland Club at Forbes was the matter of National Rallies. They suggested that N.R's. be held every two years as at present but with the addition of a National Rootes Group Rally held every four years which would include all the Rootes based Clubs, Humber, Hillman, Sunbeam, Singer as well as the commercial side of Rootes with Commer, Karrier and the Wartime service vehicles. We would like to hear from Members with their oppinions on this. We have recently had communication with the South Australian Club on this matter and they agree with Queensland on this subject. I personally agree with the idea but what do you as Members think.

I hope everybody has been getting their mail properly as I have had a couple of my letters go astray, one I sent to Hillman Spares in Oct. was answered towards the end of Nov. and a letter I sent to Tom Kayser of the H.C.C.Q., has dissapeared alltogether! Good one Australia Post!!

Thanks to the information supplied by Members, we now have a very complete and informative Club Register dealing with all the Club cars. Judging by what I have seen of the other Club Registers, ours is definatley more complete. We have 33 cars registered among 25 Members. There are 187 Humbers registered in Tas. that we know of with about another 30 cars and wrecks. There is plenty to work on, so come on Members it is your duty to entice as many Humber owners as possible into the Club.

PLEASE REMEMBER: There is a very important General Meeting of the Club being held at Powell's Hotel in Campbelltown at 12:30 PM on Sunday the 25th January. As this is an lunchtime meeting, we have had a dining room set aside for our exlusive use,counter meals will be available. Full details are in the letter sent out to all Tas. Members.

I am looking forward to 1987 as a year of greater things. I realise we suffer the tyranny of distance in this State but it is up to every one of you to make an effort to communicate if we are to progress.

Max Heazlewood.

TASMANIAN FINANCIAL REPORT

FOR THE YEAR JAN.'86-JAN.'87

The major factor in this years finances is the steady rise in costs of materials and postage but I guess everbody has noticed how things have risen. Some of these costs have been born from my own pocket.

BALLANCE AS AT 2-1-86	$273.05
INCOME:	
Membership fees	$363.20
Cheque K. Watts	$ 10.00
Cheque J. Deane	$ 25.00
Cash M.Heazlewood	$ 54.45
Cash M.Heazlewood	$ 29.00
S.B.T. Cheque Acc. Interest	$ 7.91
TOTAL INCOME	$762.61

EXPENDITURE:	
CH.NO.131001 Refund to B.Duniam	$ 16.68
CH.NO.131002 H.C.C.V. Membership Subs	$180.00
CH.NO.131003 H.C.C.V. Membership Subs	$ 30.00
CH.NO.131004 to Darrin Feild for purchases by M.Heazlewood	$ 12.00
CH.NO.131005 H.C.C.V. Membership Subs	$120.00
CH.NO.131006 To H.C.C.A. for Purchases made by M.Heazlewood	$ 13.45
CH.NO.131007 To H.C.C.V. payment for 10th Anniversary Badges	$ 72.00
CH.NO.131008 Made to H.C.C.V for raffle tickets	$ 4.00
CH.NO.131009 Made to H.C.C.A. for raffle tickets	$ 10.00
CH.NO.131010 To Eddie Ford Publications	$ 15.00
GOVERNMENT BANK CHARGES	$ 2.11
TOTAL EXPENDITURE	$475.24

TOTAL INCOME	$762.61
LESS TOTAL EXPENDITURE	$475.24
	$287.37
BALLANCE AS AT 30-12,86	$287.37
Paid in since Ballance as at 2-1-87	$107.35
	$394.72
Less CH.NO.131013	$118.29
FINAL BALLANCE:	$
	$276.43

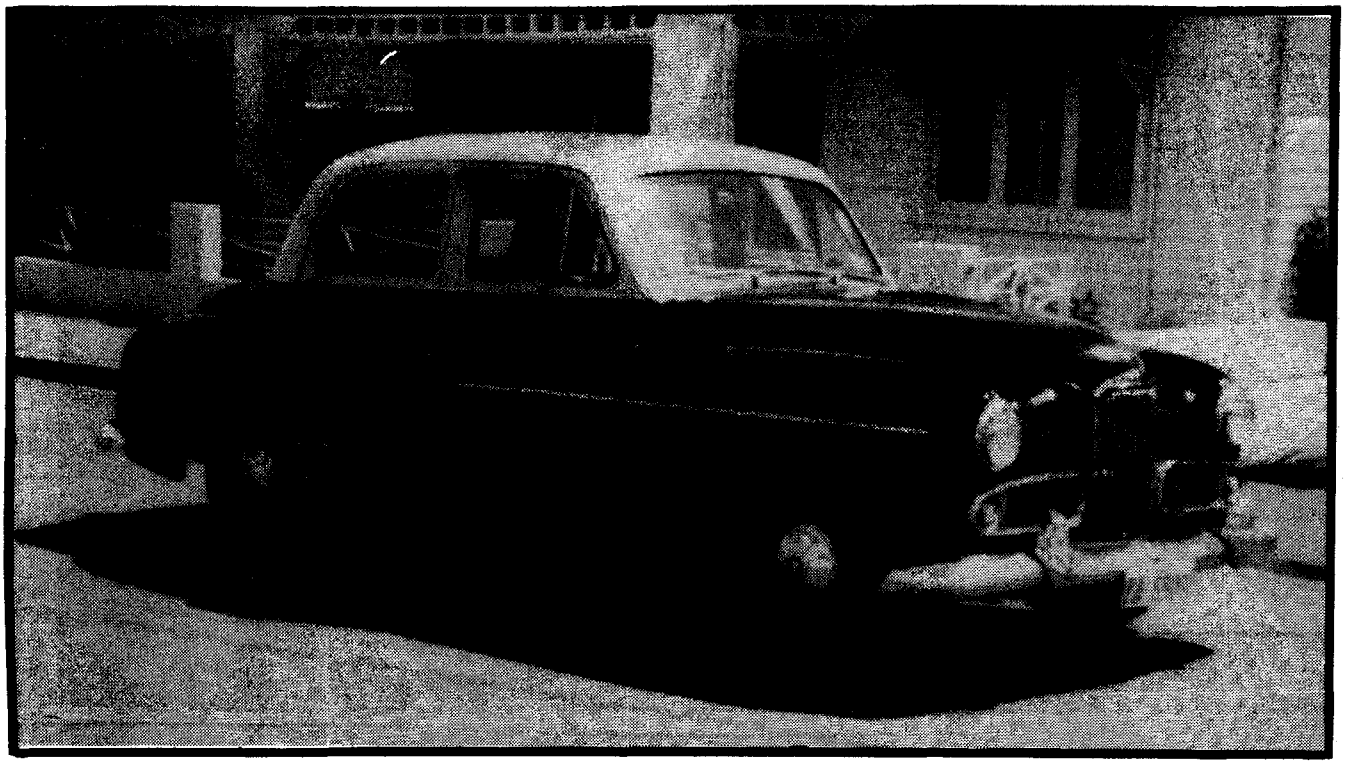
CH.NO.131013 Since paid to M.Heazlewood for costs incured during the year, broken down thus:-

Australia Post	$ 55.94
Photo-copying	$ 23.60
Telecom	$ 26.75
Club stationary	$ 12.00
	$118.29
TOTAL EXPENDITURE	$475.24
TOTAL	$593.53

Well, we are still solvent for another year, we have had some interest shown by advertisers but nothing concrete as yet.

The Club bank account was transferred to an Society Cheque Account on 8-4-86. This makes keeping of records simpler and has the advantage of on call computer read outs.

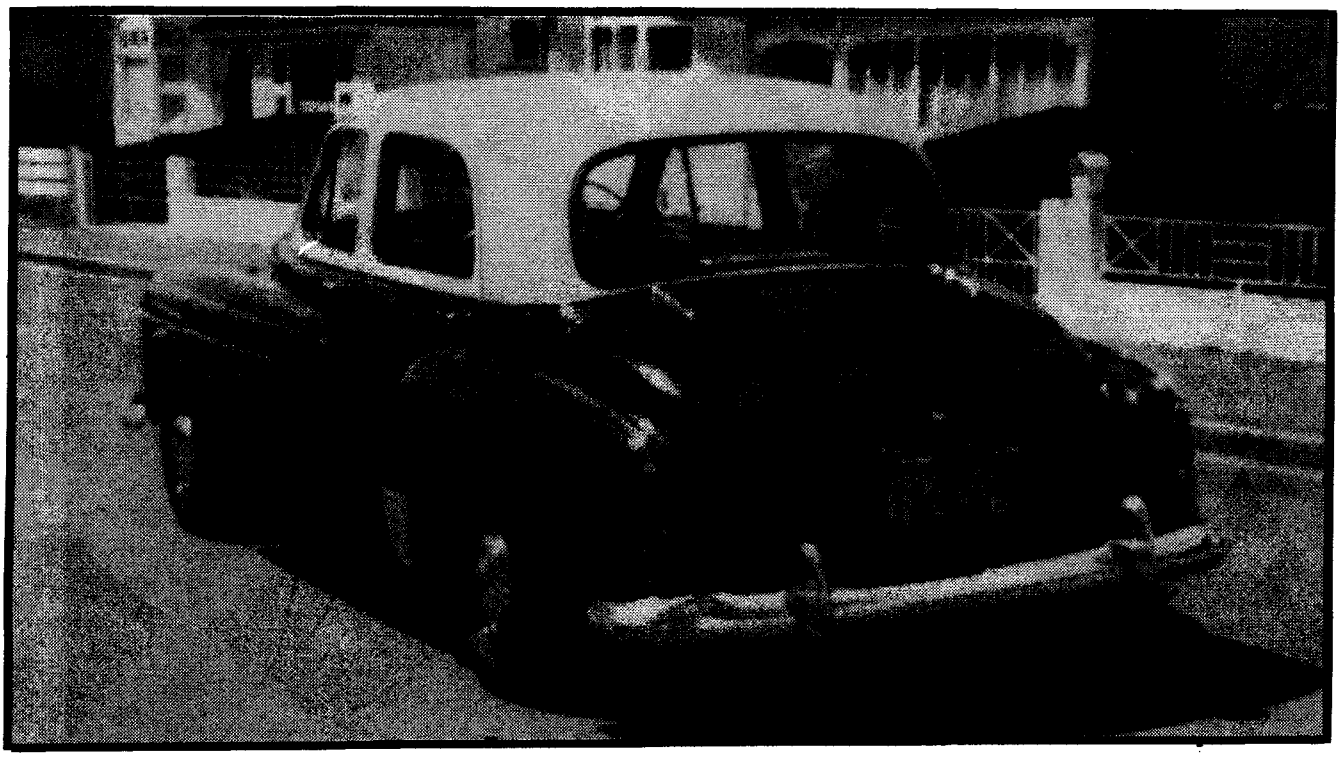
Max Heazlewood.



"TASSY MEMBERS CARS"

This month in our Club Car segment we feature Mr. Frank Mullins 1956 MARK VI HUMBER HAWK. According to Frank he has owned the car from new. A very original car finnished in it's original livery of Maroon and Cream, most attractive.

Frank says that when he pulls into a service station they always ask where he got it ducoed, they seem suprised when he tells them it is original with nary a mark on it. The same can be said of the interior, pristine. Mechanicly the car is in good condition and has covered a genuine 157,000miles, definately a car Frank can be proud of



"HUMBER WEDDING BELLS"

These two delightfull photos were sent to me recently from LONDON by our overseas Member Stephan Lewis who was married recently to Andrea Easton who's father owns the Black MKIII Super Snipe that was featured in an edition of "Practical Classics a couple of years ago.

The top photo shows the happy couple leaving the church after the ceremony in Vern Cox's MKII Tickford Drophead Coupe with the man himself at the helm.

Below depicts their arrival at the reception venue

The cars front from the left are:-
Frank Barnes '60 Ser.IV S/S Limmo; Phil. Brothwell's '54 MKVI Hawk; John Easton's (Father in Law) '52 MK.III S/S and Vernon's Tickford from which the Bride and Groom are alighting. At the back is Stephans Mum and Dad's '67 Ser.IV Hawk Estate; Richard and Sue Guy's '65 MK.I Sceptre and David Clark's '58 Ser.I Hawk. Definately a real Humber affair, would'nt you say.

HANDY HINTS

To Remove Old Registration Labels:

Fold a sheet of newspaper (about full size of sun or half an age sheet) until it is about the size of old label allowing approximately 1/2" border round. Then partly unfold this sheet and soak it in water, remove excess water and place over label to be removed. Then fold a dry piece of newspaper, slightly larger than the first one and attach with sticky tape over the wet sheet. Do this in the evening and next morning simply remove newspaper and peel off old label.

NOTE: When applying new label, it is helpful to leave a sufficient gap all round to assist in next years removal operation. A towel on the dashboard also helps absorb drips.

Pam Batten

Cleaning Robur Teapot Insert:

Last thing at night, fill teapot and insert with cold water. Add one dissolved Steradent tablet (the ones usually used for denture cleaning) and leave overnight. Next morning rinse well and wash.

Pam Batten

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FOR SALES

S/Snipe 5A, transmission needs attention, 10 months reg, $350 o.n.o.
Ken Cox, Ph: 792 9300.

Two S/Snipes, 1 early MK. 1 late Series, towable, best offer, also has information to where abouts of Pullman.
Dick McQueen, Ph:(054) 64 2212.

* 1962 Series 3 Estate car in daily use until August '85, lovely car for restoration, mech O.K. rust in sills, $1500 o.n.o.

* 1968 Series 5A Sedan, grey, power steering, excellent mechanical order, good whitewall radials, $2500 o.n.o.

TO THE HUMBER CAR CLUB OF VICTORIA

Dear Sir,

Would you please be kind enough to pass this letter on to your Club members when next you meet. The above two cars have been cared for by myself and I have been a humber owner for the last 40 years. I also have a 1958 Humber Hawk Station Wagon available which would need a fair amount of work and T.L.C. to restore. There are more spares here than I can mention and I am willing to oblige anyone in need of an engine or gearbox parts (auto) plus doors etc.

Wishing your club long success in keeping the Humber name out front.

Yours sincerely,

S. Graham
'Hillview'
Monegeeta Vic 3433
Ph:(054) 28 5100.

1962 Series 3 S/Snipe, reg, poor condition overall but has manual gearbox, no overdrive, Ph: 386 5082, 789 Sydney Road, Brunswick.

Humber Vogue, Series 2, moonstone, manual gearbox, body and interior excellent, some mechanical work needed, reg November '87, $2500 with r.w.c.
Steve Payne, 4/24 Bowe Street, Shepparton, Ph:(058) 218 558 (photo available from secretary).

S/Snipe 1962, charcoal grey, grey upholstery, goes well but needs some work, reg Feb '87, $200 o.n.o.
Rhonda Anderson, Greensborough, Ph: 435 0685.

Series H/Hawk, auto, straight body, interior good, best offer.
Bob Freeland, Ph: 436 1049.

WANTED:

Petrol tank, back seat and cushion, two dicky or folding seats to suit 1933 Humber Pullman.
James Kent, 59 Shiels Terrace, Casterton, Ph:(055) 811 414.

Old clocks going or not, parts also.
Bob Kennedy, Ph:789 5119.

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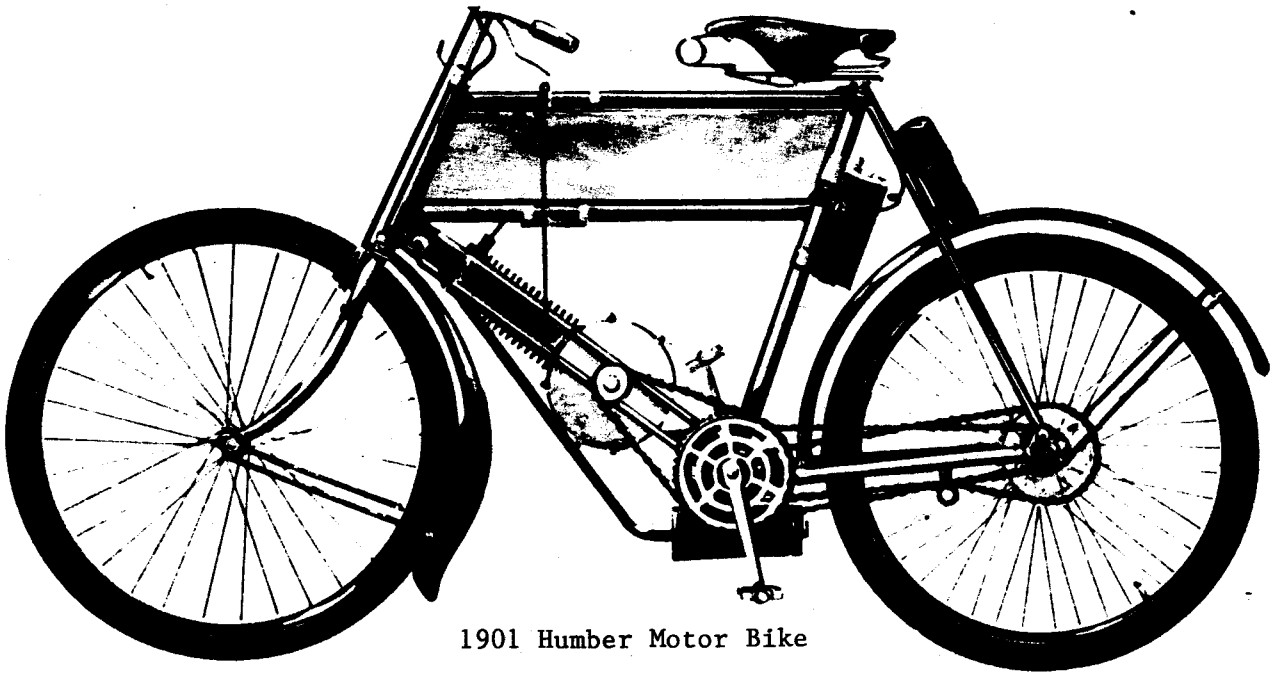
Richard Branson, millionaire owner of Virgin Records, England.



1901 Humber Motor Bike

THE NEW HUMBER 10-12 H.P. CAR.

In the issue of *The Autocar* for July 9th we published a coloured supplement of the Beeston Humber 10-12 h.p. light car, and gave a few particulars regarding a trial trip which we had in one of these carriages. No details, however, were given of the mechanism of this interesting vehicle, and since that time we have had further opportunities of examining in every detail the latest type of car which is being produced for the 1905 season.

Frame and Chassis.

First, with regard to the frame. This is made of tubular section throughout, and, as shown by the chassis view (fig. 1), consists of two main side members A A, which are brazed together at the front and rear, and also near the middle by cross tubes B B B, these being brazed securely to special lugs fitted to the frame. In addition to these two side members are also two longitudinal members C C, which serve the purpose of carrying the engine D and gear box E, and after passing through lugs at the rear of the gear box they are splayed out Y-shape, so as to come out nearly to the width of the two side tubes, and are brazed at the rear to a compound lug, which carries the side tube, rear cross tube, and also one end of the splayed-out tube. All these members are of one and a half inches diameter, 10 gauge cold-drawn weldless steel tube, and make up a very strong frame without the introduction of any stays or trusses in its construction. The right inside tubes of the frame, in addition to serving their purpose of carrying the engine and gear box, also carry the steering gear box F, which is clipped to it and to the right-hand outer member of the frame. The dashboard is carried on a patented arrangement of cast aluminium bracket G, which is also secured to the two side members of the frame, and, in addition to rigidly carrying the dashboard, serves as a cross stay. The whole of the lugs necessary for carrying the cooler, engine, gear box, springs, brake quadrant, and other parts, are brazed in with the frame, so that there are no loose bits to be fitted, and the chances of parts dropping off on the road are reduced to a minimum. A cross shaft H immediately behind the clutch casing and flywheel I carries the foot levers necessary to actuate the clutch and also the countershaft brake J, this cross shaft being secured to the longitudinal tubes by means of clipped lug bearings. The rear and front spring horns are made in substantial steel forgings, and should stand the greatest stress which is likely to be put on them without the least deflection. The pattern as illustrated in the coloured plate already referred to, was fitted with side doors, but to enable the rear passengers to gain access to the seats it was necessary to mount two side steps. In that design the wheelbase was 6ft. 4in. by 3ft. 10in., but on the 1905 pattern the wheelbase has been increased to 7ft. 6in., with the track remaining the same. As a consequence of this alteration the rear wheel is brought fourteen inches further back, and the rear passengers can gain easy access to the seats by simply mounting one step, which is much more convenient than the previous type referred to, in addition to giving more comfortable riding over rough roads. The wheels are of artillery pattern, and are fitted with standard 32in. by 3½in. pneumatic tyres; also exceptionally long and resilient springs are fitted, thus ensuring easy riding.

The Motor.

The motor is calculated to give 10 h.p. to 12 h.p. on the brake at a normal speed of one thousand revolutions per minute, although it can be accelerated considerably above that number without any likelihood of damaging the engine. The two cylinders, which are of

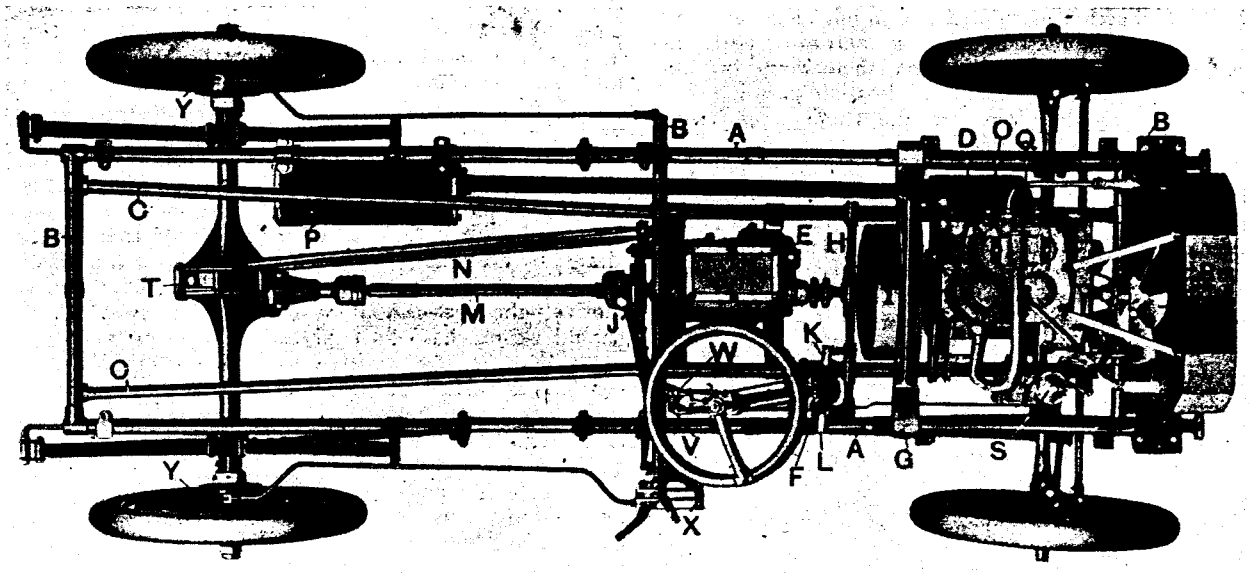


Fig. 1.—Chassis of the latest 10-12 h.p. Humber car.

A A, side tubular members of frame.
B B B, cross members of frame.
C C, inner members of frame.
D, twin cylinder engine.
E, change speed gear box.
F, steering gear box.
G, dash board aluminium cast bracket.
H, cross shaft carrying clutch and brake pedals.
I, clutch case and flywheel.
J, countershaft brake.
K, clutch pedal.
L, countershaft brake pedal.
M, propeller shaft with universal jaw coupling at front end, and Cardan joint at rear.
N, double tubular radius rod to rear axle case T.
O, exhaust chamber for branch exhaust tubes.
P, large exhaust box.
Q, throttle valve casting.
R, gilled radiator tubes.
S, Longuemare type of carburetter.
T, rear axle case.
U, fan for air blast over radiator tubes R.
V, hand ignition lever.
W, hand throttle lever
X, brake and speed lever quadrants.
Y Y, rear brakes.

four-inch bore with a stroke of four and a half inches, are cast together, and have exceptionally large waterways, the top above the piston head being cast open, and a water joint is made there by means of an aluminium cover. The valves are exceptionally large, the inlets being automatic, only the exhaust valves being mechanically operated. Governing is effected

Fig. 2.—Showing front end view of engine, with distribution wheels cover removed. The contact maker is shown on the end of the half-time shaft, and the carburetter with throttle valve on the top of the engine with the connection from the governor lever is clearly shown.

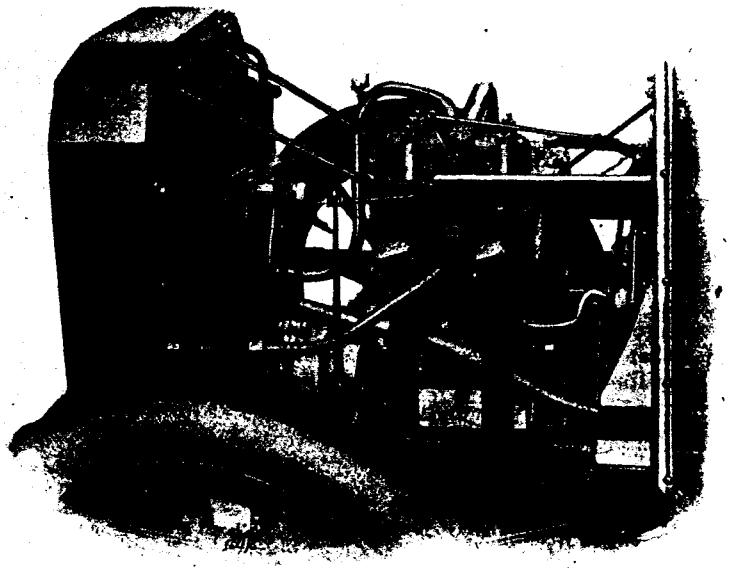


Fig. 3.—View showing left-hand front part of car with bonnet removed. The water connections, exhaust pipes, governor, long lever connected to throttle, and high tension wire support will be particularly noticed.

by means of circular internal slotted valves, these being carried in a gun-metal casting Q having a central feed pipe for the two cylinders. A Longuemare type of carburetter S is employed to supply the explosive gases. The carburetter is only worked by means of one lever, which acts upon the air supply; the other lever, which usually controls the throttle valve, is fixed in the fully open position; but the hand throttle lever W, which connects to Q, is fixed below the steering wheel, and is so arranged that when it is operated the governor can be cut out of action or otherwise as desired, a foot accelerator lever being used in conjunction with the hand throttle lever when it is desired to hold the throttle valve open to race the engine. The air regulation for the carburetter is done by means of a long lever, which can be set at any point on a notched quadrant which is secured to the rear part of the dashboard. The ignition and throttle levers are of the bell-crank type, and are secured to rods which respectively work the contact breaker and the throttle valve. The exhaust gases pass away from the exhaust ports by means of separate pipes communicating with a large exhaust chamber O, whence they are conveyed by a single pipe to the large exhaust box proper P, this being secured to a side member of the frame by clips, as shown. The main crank of the engine is made with the crank pins at 180 degrees, and no centre bearing is fitted, only two main outer bearings, the centre web of the crank being made exceptionally strong to provide against any deflection which is likely to be caused by the absence of such centre bearing; thus a cheaper but no less efficient engine can be produced.

Ignition.

The ignition is by means of an accumulator in conjunction with a high-speed type trembler induction coil, and the commutator is of the rubbing pattern. The high-tension current is conveyed from the coil by short wires carried in a small bracket above the engine. Pognon plugs are fitted, and these are secured to the high-tension wires by means of small flexible chains, which effectually prevent any breakage either of the porcelain of the plug or of the high-tension wire itself, the chains being quite flexible, and thus putting no stress on the connections.

Cooling System.

The cooling system is carried out in a unique manner, as the cooling water is taken from the bottom of the tank to the pump, thence from the pump is forced to the top of the radiator tubes, through which it passes to the bottom of the radiator tubes and thence to the cored-out pockets surrounding the exhaust valves, and away from the top of the combustion

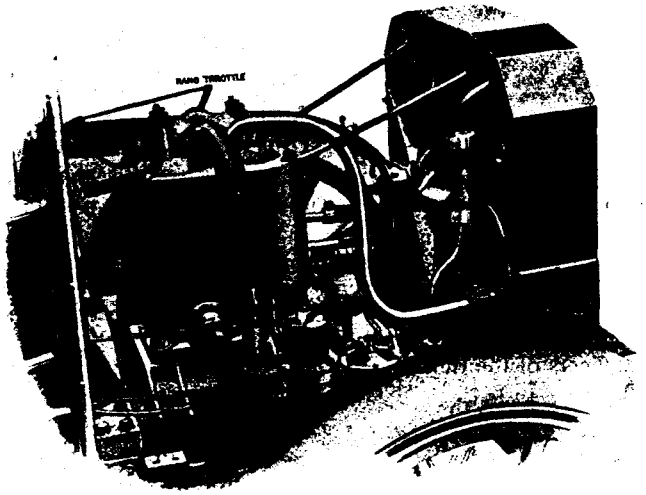


Fig. 4.—View showing right-hand front part of car with bonnet removed.

chamber water space to the bottom of the tank.
The radiators R. are of the grilled tube horizontal type connected in series, and a gear driven pump,rotated from a seperate wheel at a speed aproximately three quarters that of the motor crankshaft,circulates the water,
A six bladed fan U. which is belt driven at twice the engine speed,is mounted on a spindle passing through a plate secured to the side covers of the radiator pockets,and this causes a strong draught over the grilled tubes R.and effectualy cools the water contained in them.
The water tank is fitted below the bottom radiator,so that on starting up,the radiatord and cylinder jackets contain no water,but are filled when the pump begins to opperate .
A small inspection cover is fitted to the crank case,and also a bottom plate in the crank chamber can be removed to examin the main connecting rod bearings.
The water circulating arrangement strikes us as being peculiar,for it is hardly possible for the circulation to proceed on the thermo - syphon principle, in-case of a pump failure back into the lower tank ; but we are informed that the arrangement works capitally - in fact it has been found by actual trial to give absolutly the best results.It certainly saves the engine from the risk of damage should the water be left in the cooling system on a frosty night. In this case only the tank could suffer,as both cylinder jackets and radiators are empty when the engine is at rest.

THE NEW HUMBER 10-12 H.P. CAR.

(Concluded from page 318.)

Gear and Transmission. Figs. 7 and 8.

From the motor the power is conveyed to the gear wheels by means of the flywheel B and a leather-covered cone friction clutch, which is arranged so that no end pressure is conveyed to the working parts while the clutch is in operation. The metal part of the clutch is held up to its work by means of three compression springs which can be readily adjusted by means of the three nuts D from the outer part of the clutch with a small spanner. The drive is taken to the gear case U from the metal part of the clutch by means of a squared shaft which is connected to a square clip G, and the transmission of power is thence to the direct drivings. ift P, which, in turn is squared, so that the gear wh ls, which are fitted to a sliding sleeve carrying I a l J, can be moved longitudinally along it by means of the striking rod T, and at the same time receive the rive from the various wheels with which they may be brought in mesh. Three speeds and a reverse are obtained from this gear, the speeds being respectively eight, seventeen, and thirty miles per hour, whilst the reverse is at the low speed of six miles per hour. The top speed is obtained by means of a direct drive through the jaw clutches on H and I to the rear bevel pinion, which is rotated by the propeller-shaft. The drive is taken from the square clip G through a small constant wheel H to the driving wheel K on the countershaft S, motion being thus given to the said countershaft, and, as the second speed L, slow speed M, and reverse pinion N are secured to the same shaft S, whenever the driving wheel is rotating, they also rotate solidly with it, and when the drive is transmitted through the clutchshaft to the small pinion H, thence into the driving wheel K, when the slow speed wheels M and J are in gear the drive takes place along the countershaft through these wheels and through the squared sleeve and its shaft P away to the universal joint R and propeller-shaft, and hence to the rear road wheels through the medium of the pair of bevels and the differential gear. Similarly, on the second speed, the drive is through the train of wheels H, K, L, and I to the same squared shaft P, and so on. For the top speed, the square jaws of I are brought directly into gear with the square jaws on the small driving wheel H, so that the driving-shaft then runs as one solid shaft with the clutchshaft. In the meantime, the countershaft S is being driven at a continuous speed, as is also the intermediate wheel O, which brings about the reverse action. To obtain the reverse, the slow speed wheel after being moved into the neutral position between slow speed and reverse positions is further moved to bring the large slow speed wheel J into engagement with the intermediate wheel O, the drive then taking place through the first driving wheels H, K, along the countershaft S, through the small wheel N secured to it, hence through the intermediate wheel O, through the large slow speed wheel J on the square shaft P, and thence away to the rear axle, the whole of the operation of the gear being brought about by means of a striker T operated by a single speed lever conveniently placed at the right hand of the driver. The method of supporting the gear box by brackets Y Y to the side frame tubular members X X will be seen on reference to the end view of fig. 7. A horizontal striking rod is secured to the speed lever, and actuates the long sliding rod W, which works in the bottom part of the gear case, the sliding rod having attached the striking lever T, which is placed in the groove of the square sliding sleeve.

Brakes.

The propeller-shaft brake drum Q is fixed immediately behind the gear box, the brake being actuated by a right foot lever through a tension rod to a bell

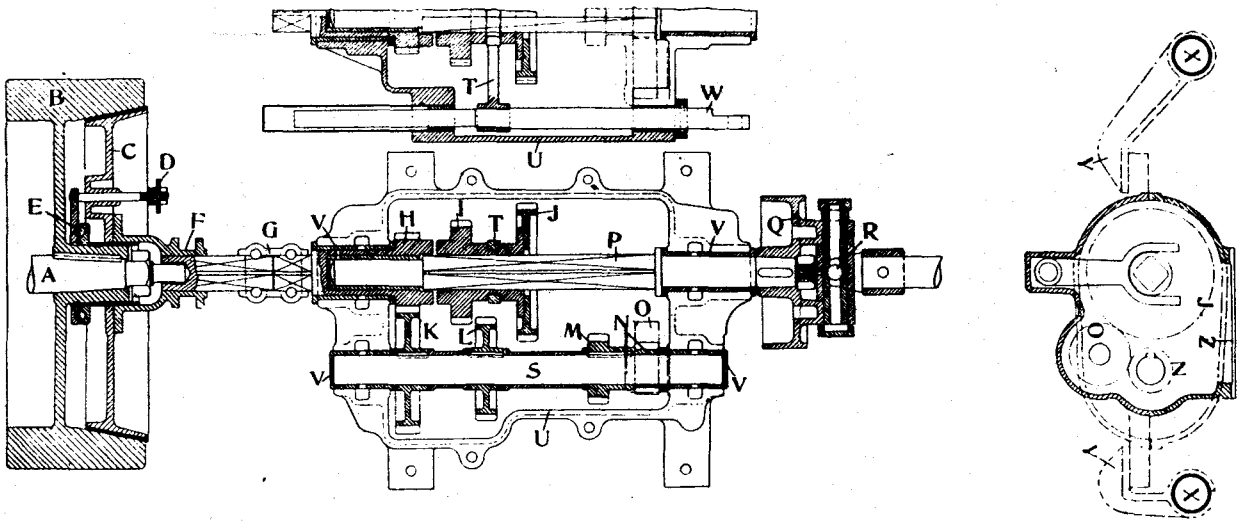


Fig. 7.—Vertical and horizontal section and end view of Humber clutch, gear-box, and brake drum.

A, engine crankshaft
B, flywheel and female part of clutch
C, male part of clutch faced with leather
D, adjusting nuts for three clutch springs
E, end thrust ball race
F, flange to remove clutch by foot lever
G, clip to transmit drive from clutch to pinion H
H, constant driving pinion
I, second speed gear wheel on main shaft.
J, first speed gear wheel on main shaft
K, constant mesh gear wheel on countershaft
L, second speed gear wheel on countershaft
M, first speed gear wheel on countershaft
N, reverse speed gear wheel on countershaft
O, intermediate reverse wheel.
P, main driving shaft
Q, brake drum
R, front universal joint
S, countershaft
T, speed striking lever
U, gear case body
V V V V, shaft bearings
W, striking gear rod
X X, frame tubes
Y Y, brackets for gear case
Z, cover for gear case

crank lever which applies the metal shoes to the brake drum, a most efficient brake being thus produced. The rear brakes are of the usual leather-faced type, and are fairly effective in use (though the cranked connecting tension rods do not appeal to an engineer), these being applied by means of a hand lever placed side by side with the speed lever before-mentioned, and being fitted with a pawl which engages in the notched quadrant. The brake can then be left on at any pressure desired.

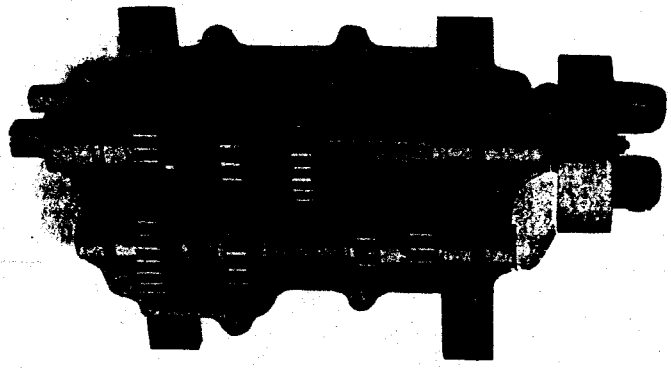


Fig. 8.—Showing gear wheels in position with gear case cover removed, also the jaw clutches for the direct through drive on the top speed, and the reverse wheel below the countershaft.

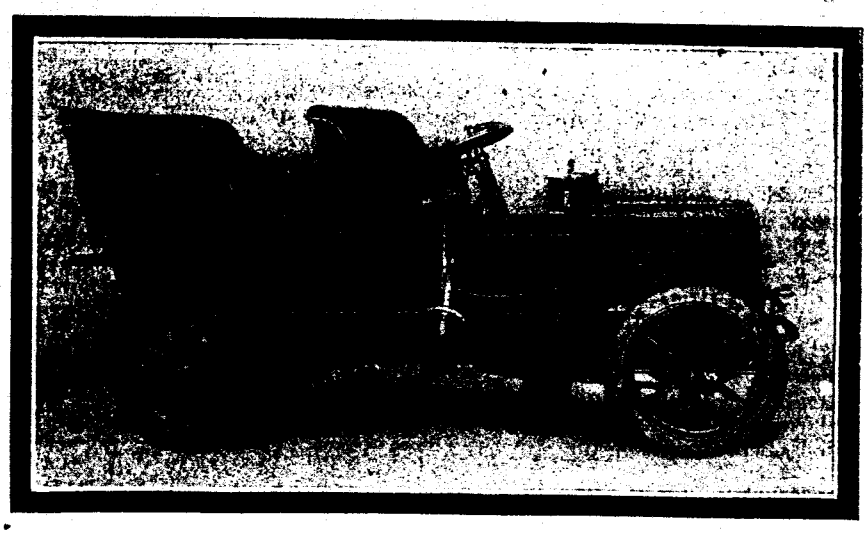
Front and Rear Axles.

The front axle is of a strong tubular construction, and has brazed to it the spring pads for carrying the front springs, and in its ends has brazed steel stampings also, these carrying the front hub swivel pin. Plain bearings of substantial length are fitted to the front axle, and are made dust and dirtproof by means of overhanging lips. The steering is effected by means of the usual type of worm and segment irreversible gear, the motion being conveyed to the front wheels by means of ball joint connections, in conjunction with a front tension rod connecting up the two controlling levers. The rear axle is made up of a strong steel tube, which is rigidly pegged and brazed into the outer case carrying the differential gear box. The small bevel drive case, having ball thrust ring and plain bearings both at its inner and outer edge, is bolted up to this case. The drive is then taken from the bevel through a larger bevel secured to the differential box, and thence through the bevel differential gear to the halves of the rear axle; these being squared at their outer ends convey the driving action to the rear road wheels. Connection to the small driving bevel is made from the gear box shaft by means of a universal pin joint at the front end and a cardan type joint at the rear. The spring clips of the rear springs are brazed to the tubular axle, and to prevent the tendency of the rear axle case to rotate when the driving stress is applied to the wheels a V-shaped radius rod is fixed at the rear to the case and at the front to a spring joint having a small amount of vertical movement.

General Features.

The general design of the car is pleasing to the eye, and several of the well-known Humber features are embodied in its construction, chief of which, of course, is the Humber one-spoke steering wheel; also the height of the steering wheel is adjustable, and the wheel is leather-covered. Through the wheel the ignition and throttle levers are operated without taking the hand from the steering wheel. The cooler is stayed to the top of the engine by two tension rods, and also a tension rod goes from the top of the engine to the dashboard. The lubrication system is by pressure feed, a lead being taken to the driving bevel, to the clutchshaft and to the engine, whilst the coil and accumulators are mounted in a large and well-fitted case behind the dash. The finish of the body, both in painting and upholstering, is extremely good, and on going over the Beeston works we noticed that the whole of the bodywork, together with painting and upholstering, is now made on the ground, which no doubt will enable the firm to complete the cars in a more expeditious manner than formerly. The weight complete is about 14½ cwts. The price at which this type of car is being put on the market is 300 guineas, the original shorter base pattern being 275 guineas.

We were also able to make an inspection of the new 1905 pattern 7½ h.p. Humber light car, this being made up as a standard, with two bucket seats, although a third seat can be easily fitted. This light car is fitted to have speeds of about seven, fifteen, and twenty-six miles per hour, the weight being about 10 cwts., and the selling price 200 guineas. Smaller wheels of 30in. × 3in. diameter are fitted, whilst the engine is a two-cylinder one having 3½in. bore and 4in. stroke, the cylinders being in one casting. The normal engine speed is 1,200 revolutions per minute. Both crank pins are on the same throw together, so that both pistons go up and down together, the firing of the charge being carried out alternately, and pistons and connecting rods being well balanced with crank balance weights. The commutator is driven at an angle by means of a bevel engaging with the half-speed shaft, and is in an accessible position. The gearing and most of the parts are of the standard 10 to 12 h.p. type, but some of the parts are lighter where possible.



The latest 10-12 h.p. Beeston Humber light car, with lengthened wheelbase and wide side door.

This year sees the sixtieth anniversary of the greatest single advance in the development of the cars we drive today—Henry Ford's development of mass production to manufacture his Model T. But the car already had a long and erratic history, which **RUSSELL BROCKBANK** charts in the next four pages.

THE FORE-RUNNERS OF FORD

1875 GRENVILLE STEAM CARRIAGE *(fig 1)*

WHEN first manufactured this remarkable vehicle had a single cylinder, but this was found to be unsatisfactory, and two were placed horizontally; each are of five inch diameter by six inch stroke, and the back axle is driven by open gears at four to one. The two forward seats take six people and there is one at the rear for the stoker.* The driver sits in the centre of the front seat with the boiler man on his right; the stoker attends to the fire and water for the boiler which is coal-fired, to the lubrication of many points, and changes gear. Body work is in mahogany and the whole vehicle, with supplies of coal and water on board, weighs about forty-five cwt. It is said to be able to touch fifteen mph but this depends on the efficiency of the stoker, and on the water consumption, and an average of eight mph is nearer the mark. The Grenville is now in the Bristol Museum.

A two ton-plus tricycle with mahogany coachwork—with or without a chauffeur at the wrong end—is scarcely the picture that springs to mind when Veteran Cars come up in conversation and one cannot be surprised to hear that it was in a museum by 1897: quite likely it took from 1875 to

* *en francais, "CHAUFFEUR."*

1897 to get it by road from its birthplace to Bristol.

The unpalatable truth is that the Horseless Carriage, i.e. Four Wheeled (without shafts), a pivoting carriage axle, and an engine driving the rear wheels—was first built, in Germany, by Karl Benz and Gottlieb Daimler, in 1886. But let's give credit where credit is due: it was Britain that made the first move *and* twenty-one years earlier. With contrivances like the dreaded Grenville in mind, we had slapped on the Locomotive Act, under which any powered vehicle in motion had to be accompanied by three people at least, one of whom had to walk sixty yards in front, carrying a red flag by day, or a red lamp by night; speed of the vehicle to be no more than four miles per hour in the country, half that in towns. (Barbara Castle please note.) This state of affairs continued until 1878, when the clause concerning the flag was repealed but a man was required to walk ahead at the reduced distance of twenty yards. Possibly because the flag had become a tradition by then, plenty of men continued to wave it right up to Emancipation Day, November 14 1896, when it was ceremoniously torn to shreds on the steps of the Metropole Hotel in London, after which those drivers who hadn't been put off motoring by flagmen went inside for a hearty breakfast (10*s.* WINE included) and proceeded to Brighton, clutching a list of thirteen public houses on the route where water (!) was obtainable, plus an injunction not to leave their vehicles unattended at any one of them. Motoring as we were to know it (up to recently) had begun—at a maximum of twelve miles per hour by law.

Meanwhile, the Germans and the French and the Americans had been romping ahead enjoying themselves—except in Pennsylvania where a body calling itself "The Farmers' Anti-Motoring Society" made their own rule that "if the driver of an automobile sees a team of horses approaching, he is to stop, pulling over to his side of the road, and cover his machine with a blanket or dust cover which is painted or coloured to blend into the scenery, and thus render the machine less noticeable." Now why couldn't *we* have thought of that?

DRIVER/PASSENGER RELATIONSHIP *(figs 2 and 3)*

Because of the diversity of the earliest designs it was some time before passengers knew where they were to sit when offered a lift or a "spin," as it was often called. Consider for a moment your own feelings if invited to

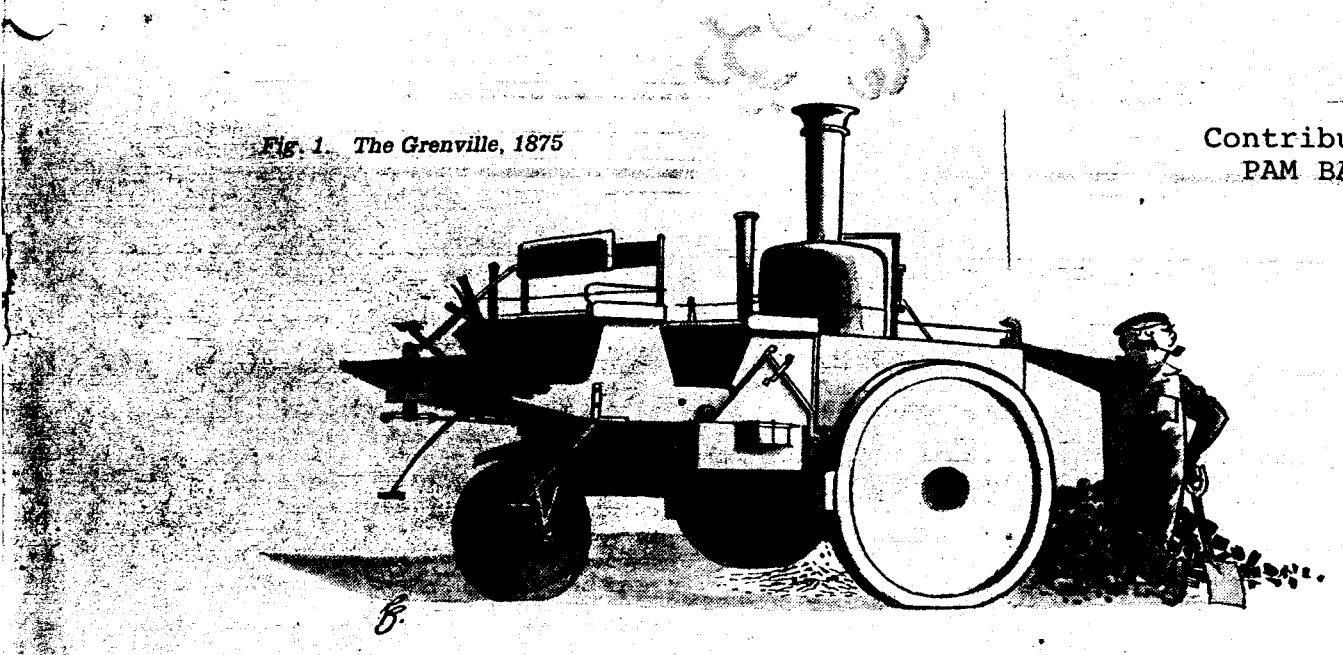


Fig. 1. The Grenville, 1875

Contributed by PAM BATTEN

take a seat in the rear of the Gottlieb Daimler of 1886—Granted it was only a one horse-power engine between your legs but bear in mind it was the first real car and who could say what might happen to your amour propre?

Or take the Léon Bollée of 1897. The driver wasn't cowering behind you just because he *was* the driver and therefore a more useful member of society: had he to be there because the controls were there—and one doesn't envy him particularly once one's eye falls on that heavy flywheel. But there the passenger sat, acutely aware of being the shock absorber in almost any accident, and screaming "Mind!" every minute. Few Léon Bollées of this type were built, which surprises nobody.

Plenty of other early makes, Lutzman, Star, Fiat etc. had the passengers not only ahead of the

Fig. 2. The Gottlieb Daimler, 1886

driver but *facing* aft, possibly to reduce the amount of gratuitous advice flying about. Doubtless there are some drivers among us who would welcome a similar arrangement today? But alas, the passengers were gradually edging their way behind the driver, first sideways and facing one another then eventually lined up behind him like sparrows on telephone wire, bellowing in his ear and prodding between the shoulder blades.

To give him his due, the driver had been quick to stamp out another far greater danger. The earliest cars had tiller steering which feckless designers all too often placed on a column *between driver and passenger*. The imagination boggles (fig 4) at the life and death struggles arising from this arrangement as a brakeless wonder hurtled downhill at a giddy fifteen, even eighteen mph. Mutiny at sea pales alongside a situation such as this. Obviously the surviving drivers *had* a word with the manufacturers and the device was uprooted and replaced firmly in the position it holds today. (The price of freedom being eternal vigilance, it might be as well if we give a wide berth to a new 160 mph Ferrari with a three-abreast seating arrangement, and centre steering.)

INSTRUMENTS *(fig 5)* were scarce originally and drivers depended to a great extent on hearing and sight to warn them against mechanical disaster. Looking at pictures of the pioneers one is struck by the wary expression of the eyes and how pointed the ears were, possibly because these features were the only ones visible above a body clad down to the ankles in furs: The resemblance to a superior breed of wild animal is marked. And small wonder when one considers how many of them were driving foreign cars in a country where spare parts, garages and skilled mechanics didn't exist, and petrol could only be purchased in small bottles from chemists' shops. Their passengers wore a hunted look whenever the engine missed a beat, for it could mean a twenty-mile hike carrying a small bottle, or at least their being ordered to break off a length of wire from a garden fence behind which a frightened old lady sat hoping to be spared.

By the early 1900s cockpits bustled with do-it-yourself gear such as hand pumps for fuel pressure and oil supply, advance and retard ignition, foot-operated warning bells as well as

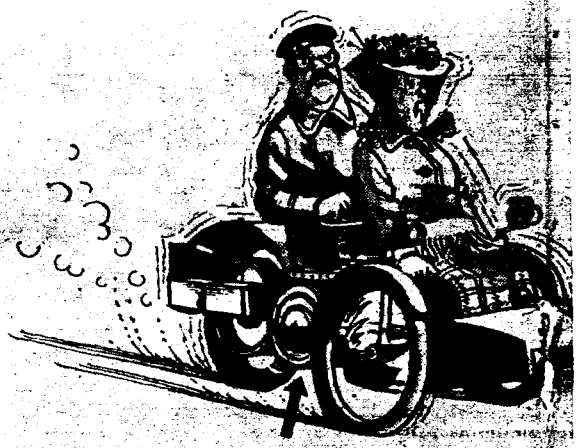


Fig. 3. The Léon Bollée, 1897

bulb horns, gear lever quadrants the size of bear traps, to name but a few. There was absolutely no boredom. In next to no time one got mechanical lubrication and magneto-ignition, while instruments indicated oil pressure, water temperature, engine revolutions, road speed, and whether the battery was charging or not. One was precisely informed.

And now? In most cars your speedometer lies in its teeth, being ten mph optimistic at eighty, you haven't the foggiest whether the battery is charging or not, and you only learn about absence of water in the radiator or oil in the engine from little coloured warts which light up to tell you it's too late, the damage is done. You haven't even a running board on which to consider what to do next, let alone (if it's dark) one of those old-fashioned swivelling lamps that could be taken from the dash-board and plugged into the other face of the board on the engine side.

BRAKES

From Rim and/or Spoon right up to Discs it is a success story all the way—until you stall the engine on a really steep hill, and your tin handbrake (which only held on its last notch at any time) isn't up to this situation. All is not lost if there is a kerb or an earth bank against which you can ease a nearside wheel, but it may well be that the car behind (due to your action) is too close to permit the manoeuvre. Even a skilful driver might be excused for praying for a third foot, or a wooden wedge. Or a good old 1902 SPRAG (fig 6) which would hold firm on anything but the North Face of the Eiger.

TYRES

Back in 1896 the die-hards jeered at Mr. Dunlop's pneumatics, but what an invention that was! And how they have steadily improved over the years—until now, when if you buy another set of your favourite brand for your *front*-wheel drive Alpha your dealer

may fit an identical looking set specially designed for the handling characteristics of the rear-engined Omega, and you drive off in a car that is transformed into a menace to yourself and everyone else.

STEAM CARS

It is all too easy to forget that until the turn of the century the petrol engine had not yet established itself as the standard prime mover against the claims of the Steamer and the Electric car.

The first practical STEAMER emerged in 1894 in America, built by the Stanley Brothers who by 1903 had developed it to the point where its adherents felt able to join battle with the petrol-engined enthusiast with what should have been a 50-50 chance of carrying the day commercially. But they were too late—the petrol engine had taken the public fancy, with help from vested interests such as the oil companies. In vain the steam fanatics pointed out how silent their car was: how superbly flexible its performance: how few moving parts it needed, and how cheap water was compared with petrol. The opposition pointed out that between lighting the boiler and having sufficient steam up to move off, the owner had ample time to wash and polish the vehicle: that it had to be nursed along to the extent that few owners would get the best out of it; that it had to keep stopping for water. Foreigners could regularly dive into ditches or beg at strangers' doors for water if they liked, but the British weren't prepared to do any such thing as, "I beg you pardon. We haven't met, I'm afraid, but would you be so kind as to fill this bucket with water a dozen times?" So the Steamer died for the second time and the mourners were largely composed of cyclists who had enjoyed the Turkish Bath wake in the wintertime.

It says a lot for the tenacity of the Stanley Brothers that they continued to build Steamers until the mid-twenties. That they may well have been right all the time is suggested by the recent appearance in the United States of a Volkswagen with a very compact little steam engine in place of the usual flat-four. The boiler is reported to be little bigger than a pint (US) paint-tin and the speed forty-five mph. Range was not divulged. Coincidentally, a corporation specialising in putting steam to work in other directions (outer space for one) is reportedly building steam units into cars made by the two largest makers.

ELECTRIC CARS

With all the inherent advantages of lack of vibration, noise, smell and gear-changing, electric cars have always been crippled by the short range and long charging hours imposed by storage batteries. Their supporters faded away after the first world war—except for Harrods who still deliver daily in Central London. A few months ago one wondered why Ford bothered to show their "Comuta," a lightweight four-seater only four feet six inches long, but still with the old battery restriction. Did they know something we didn't, perhaps?

Last month Leesona Corporation of America announced plans for a new factory "to manufacture an entirely new form of battery based on a Zinc-Air cell which is half the size of the conventional one, has eleven times the range, three times the acceleration rate, and for city driving lasts ten times as long. It is re-chargeable in the ordinary way. With a life of only 150 re-charges a 590 lb. battery could give a 2,000 lb. vehicle with American compact-car performance, a total mileage of 75,000 or so, taking into account the fact that each electrical re-charge range of about 250 miles could be doubled by a change of anodes at a "filling station."

The batteries should cost about the same as the one in your car today. Another side-benefit of the space age? Steam or Electricity, either would mean living in quiet cities, breathing fresh air again—something few of us can remember! Either form of propulsion would be a very terrible headache for a Chancellor of the Exchequer. With all those millions from petrol tax gone, how would he tax Volts, or Water?

Fig. 4. The Stanley Steamer, 1894

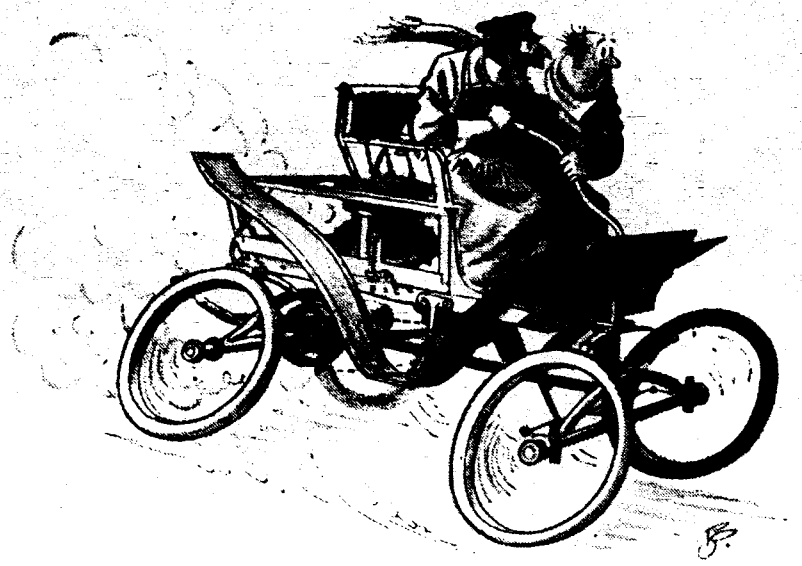


Fig. 5.

Looking back, one cannot but marvel how the petrol engine came to be regarded as the logical solution for so long. Take the case of the 1902 Hanzer which up to 1930 was used as a milk float. The starting drill was described as the thirty-nine steps to success; but in brief could be reduced to thirteen:

(1) Turn on petrol tap below dashboard.
(2) Cut off oil hand-pump from engine by turning two-way cock.
(3) Open throttle three-quarters wide (neither two-thirds nor five-eighths).
(4) Check ignition is fully retarded.
(5) Through bonnet door at front, flood carburettor.
(6) Turn starting handle smartly some dozen times.
(7) Take small syringe and partly fill from petrol tank.
(8) Inject small quantity of petrol into cylinder.
(9) Switch on.
(10) Flood carburettor.
(11) With starting handle in right hand, bonnet door in left, watch position of make-and-break mechanism and (simultaneously) pull handle sharply upwards.
(12) Desist from praying or a shout of triumph and if latter is appropriate, drop everything for dash to ignition lever for advance to halfway position.
(13) Before violent vibrations have caused more, replace all loose parts and tools, leap into seat and drive off.

N.B. To restore driver to health, remind him of maker's advertisement: "Vibrationless and Silent."

Faced with all that, some of us would have preferred diving into ditches or

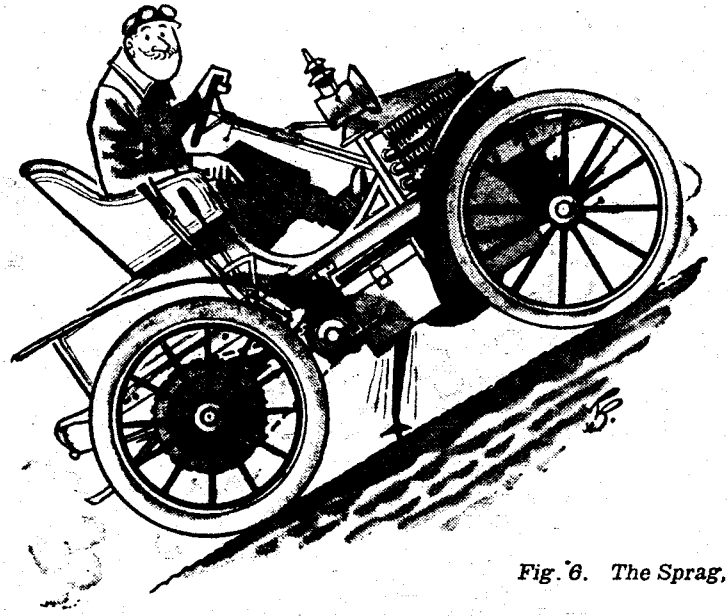


Fig. 6. The Sprag, 1902

knocking on doors, as well as lighting the burner of a Steamer. By contrast, a much older machine, the 1896 Lutzmann, required but four steps, culminating in "After considering the temperature of the air and the direction of the wind pull the flywheel towards one," (by hand). A Mr. Kooson was the first to import a Lutzmann into the United Kingdom. He wrote of the experience: "Early in 1895 while travelling in Germany, I saw the advertisement of a motor-car builder with an illustration of the car. My wife said she liked the look of the thing, so I ordered one. I had never seen a motor-car and was under the impression that you take your seat, press a button and a machine does the rest. Well, at last, on November 21, 1895, the thing arrived at Portsmouth Town Station. I had been told in a letter from the maker that to start the engine you had to turn the flywheel towards you, which I did until darkness overtook me. The only result was a pair of worn-out gloves." It seems obvious that if he had been told about the temperature of the air or the direction of the wind all would have been well. What a pity about the gloves.

To non-mechanically minded people, hindsight suggests that had anything like the same amount of time and energy been directed on either Steam or Electricity we might have had foolproof, quiet cars long before now, BUT that would have been at the expense of the Great Love Affair of the Twentieth Century, i.e. the endless tinkering with the hundreds of moving parts that comprise the petrol engine, steady development of which *has* resulted in less fiddling being required. Take a walk in any direction around suburban streets on a Sunday and you might be excused for thinking you were still in the Hanzer-Lutzmann era. Darkness is still overtaking us—gloves or no.

THE TRIUMPH OF PETROL

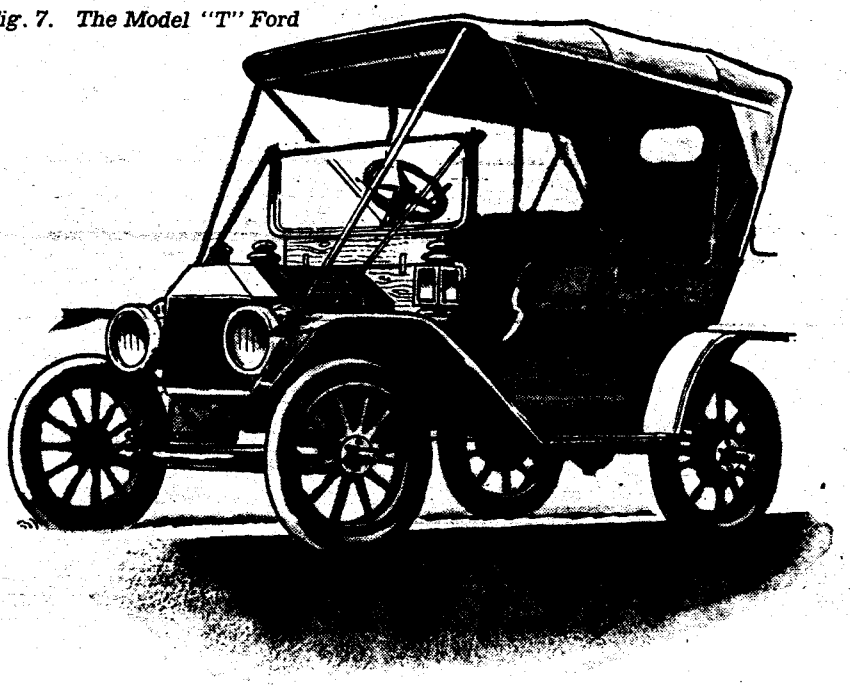
Looking at the car we drive today we are vaguely aware that we have someone or other to thank for dreaming up devices like honeycomb radiators, transmissions, independent suspensions, sliding pinions, and all the rest of the clobber out of sight and mostly out of mind. But what about the man who found the way to put all the pieces together in such a manner that millions of us could afford to buy the car at all?

The Model "T" Ford (*fig 7*) somebody said, could go anywhere except in society, and it did. With its big, slow-revving engine, light weight (it used vanadium steel which was expensive but light), enormous ground clearance and utter reliability it took to seemingly impossible terrain like a duck to water. Any fool could learn to drive it in half an hour and maintenance was minimal. Henry Ford was the visionary who dreamed of the peoples' car, and pioneered it by his genius in the design of machinery for its mass production.

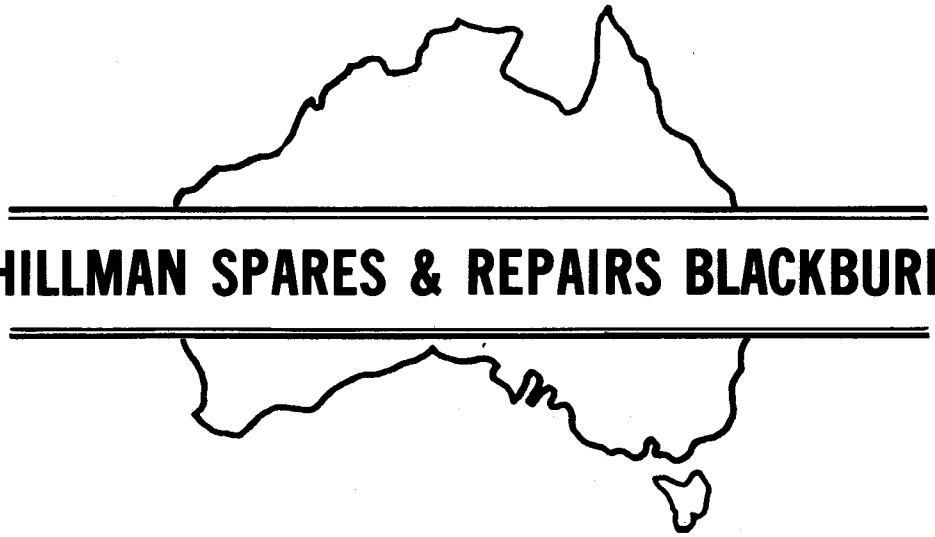
The Model "T" cost $500 in 1907: less than $400 by 1916: $240 by 1924. In its first year it made a profit of $27,000,000! Production ceased in 1927. That a car should remain highly competitive over a run of twenty years in every country in the world, whether there were proper roads or not, speaks for itself. Henry Ford changed the face of civilisation.

As to the car of the future, the space research whizz-kids seem to be aiming to put the petrol engine on the scrap-heap, so be prepared to shed a tear for the late-departed—the double-declutching gearbox (doomed anyway), the complicated clattering under the bonnet, the rusty exhaustpipe, the smell, and the oil, and the petrol bills. Let's have two minutes silence for Arabian Sheiks, Texan Millionaires and our Friendly Neighbourhood Garage. After a suitable interval no doubt we shall all meet again on the hallowed site of the Metropole Hotel, tear Barbara Castle to shreds, have breakfast inside (no wine) and line the route to Brighton to cheer the Old Crocks we used to drive ourselves, and after that make for home, one hand on the tiller, in a silence broken only by the tick of the electric or steam clock, dreading the week-ends stretching to infinity when there will be nothing to do but polish the thing.

Fig. 7. The Model "T" Ford



HUMBER SPARES



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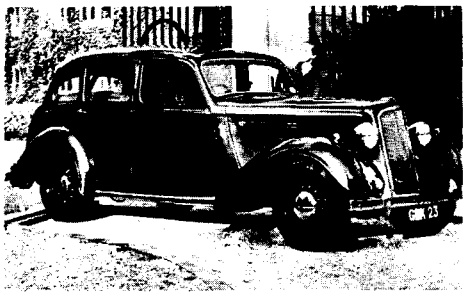

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