

November 1988

# *The* **HUMBERETTE**



By Appointment to  
The Royal Family

Official Newsletter of the  
Humber Car Club of  
Victoria Inc.

Affiliated with the  
Association of Motoring Clubs



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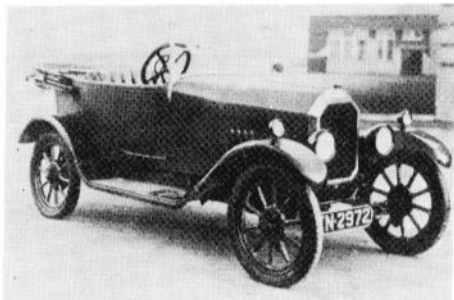
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Monday to Friday: 8.30 a.m. to 5.30 p.m.      Saturday: 8.30 a.m. to 12.00 noon

- NOVEMBER 25TH. FINAL GENERAL MEETING FOR 1988. DEEPDENE HALL, 8.00PM.  
PLEASE BRING A PLATE FOR SUPPER.
- DECEMBER 11TH. CHRISTMAS<sup>4</sup> BREAK-UP PARTY AND PRESENTATION OF AWARDS.  
DEEPDENE HALL, 12.00 MIDDAY.  
SEE BELOW FOR DETAILS.
- \*\*\* 1989. \*\*\*
- JANUARY 27TH. FIRST GENERAL MEETING FOR YEAR. DEEPDENE HALL, 8.00PM.
- JANUARY 29TH. AUSTRALIA DAY MOTORCADE AND DISPLAY AT WERRIBEE PARK.  
APPLICATION FORMS FOR THIS AND THE GARDENS DISPLAY SHOULD  
BE AVAILABLE SOON.
- JANUARY 30TH. (MONDAY) AUSTRALIA DAY STATIC DISPLAY,  
ALEXANDER GARDENS, CITY.
- FEBRUARY 12TH. "PICNIC AT HANGING ROCK." THIS IS A MULTI CLUB FUNCTION  
ORGANIZED BY THE MACEDON RANGES AND DISTRICT MOTOR CLUB.  
20 PLACES HAVE BEEN REQUESTED FOR OUR CLUB.
- FEBRUARY 24TH. GENERAL MEETING, FOLLOWED BY ANNUAL GENERAL MEETING.  
DEEPDENE HALL, 8.00PM.
- FEBRUARY 26TH. AMERICAN MOTORING SHOW AT FLEMINGTON RACECOURSE.  
ORGANIZED BY A.O.M.C.
- MARCH 5TH. EUROPEAN MOTORING SHOW, FLEMINGTON.
- MARCH 24 - 27TH. (EASTER) MELBOURNE CLASSIC CAR SHOW. EXHIBITION BUILDING.

## \*\*\*\*\* CHRISTMAS BREAK-UP. \*\*\*\*\*

JOIN US FOR A CHRISTMAS CELEBRATION AND THE PRESENTATION OF AWARDS.

WHERE: DEEPDENE PARK HALL, WHITEHORSE ROAD. (Melway 46 A7/8.)  
WHEN: SUNDAY DECEMBER 11TH, NOON TO 5:00PM.

WHAT'S ON: MIDDAY BBQ, BYO MEAT, CLUB WILL SUPPLY SALADS AND TRADITIONAL  
CHRISTMAS DESSERTS, TEA AND COFFEE ETC.  
TROPHY PRESENTATIONS.  
DRAWING OF CHRISTMAS HAMPER SPECIAL,

FATHER CHRISTMAS WILL HOPEFULLY PAY A VISIT DURING THE AFTERNOON: IF YOU WOULD  
LIKE YOUR CHILD, OR ANY MEMBER OF YOUR PARTY TO RECEIVE A GIFT FROM THE CHRISTMAS  
TREE PLEASE BRING THE ITEM APPROPRIATELY WRAPPED AND LABELLED WITH THE RECIPIENT'S  
NAME.

\*\*\*\*\*

The Humber Car Club of Victoria Inc. meets on the 4th Friday of each month (except  
December) at 8.00pm in the Deepdene Park Hall, Whitehorse Road, Deepdene, Melway  
map 46 A7/8. Visitors and friends are welcome.

## SOCIAL NEWS AND NOTES.

Hello everyone and best wishes for a safe and happy Festive Season!

What a marvellous sight on Concours Day to see the line-up of Humbers and visiting club vehicles almost encircling Deepdene Park Oval. The near perfect weather conditions helped set the mood for the day and I hope all who participated enjoyed the displays, the competition, the spit roast (well, almost all - sorry you missed your dinner, Andrew and Bob!!), the convivial company and the various activities that kept the hall a-buzzing all day!

Concours competition was keen and you will read the results elsewhere.

Your choice of most popular car went to Kevin Meggie in the Humber Class and to a beautifully presented Austin 1800 owned by Hermann Pedersen in the Open Class. The chrome grille on Kevin's Series V Super Snipe "smiled" every bit as brightly as the faces of his two assistant polishers, wife Sujin and her sister from Thailand!

It was nice to see some different cars featuring amongst the prize winners this year. The three Pride of Ownership placegetters have all put in considerable effort improving their vehicles and will no doubt be inspired to continue the good work. The winners in this section were Ron Forth (1st), Trevor York (2nd), and Fred Pieterse (3rd). A pleasant surprise also was Tony Hall's win in the Mark Class with his lovely black Mark IV super snipe. The Light Car class attracted only one contender this year but the work Jason Miller had put into his Vogue Sports model earned him a Special Commendation.

Congratulations to all who contributed to the Concours, in whatever capacity, for it is YOUR INTEREST and YOUR LABOURS that combine to make a successful concours display. THANKYOU EVERYONE!!

Tickets for the Christmas Hamper Special are selling well and more will be available at the next meeting if you need them. Thankyou to the many who have already returned ticket butts ; please remember that the draw will take place on December 11th at our Christmas party and all ticket butts should be returned with the money before then. Proceeds from the Special Efforts help defray Club running expenses , keep subscriptions low and provide for additional costs on occasions such as Concours Day and the Presentation afternoon.

There has been something of a musical chairs effect with a number of club cars of late. It is heartening to see vehicles remain in the club when they change ownership and even more of a pleasure to be able to welcome new members to the club as a result of club cars changing hands. Don't be too surprised if you notice Geoff Webb emerge from a different well known club vehicle in the near future or see a strange Sceptre appearing at functions!

I hope all who attended the Bendigo Swap Meet managed to catch up with at least one other Humber owner with a like interest. It is nice on these occasions to meet up with country and other members whom we don't usually see at monthly meetings. The Swap Meet is a great social day even if you are not interested in car parts. These are the times when one can delve (without spouse resistance!) into the myriad of stalls offering everything from "antique" bottles to the latest in hard wearing work togs. There is many a bargain to be had, but, better still there is the overwhelming rustic "chumminess" that seems to be unique to these occasions. It gets in your blood after a while - definitely not a day for the fainthearted!.

Briefly, two other items before I close. I am still seeking offers of cars for the Clayton Arts Council Display on November 27th; please see me at the next meeting if you can help out. Finally may I draw your attention to the Advertisement below. Although I have not seen it, it sounds like an excellent vehicle.

See you at the next meeting.

Margaret.

FOR SALE: 1963 HUMBER VOGUE, SERIES II. Charcoal grey/white. Auto. Fully registered, original number plates. 71,000 miles. Always garaged and in near perfect condition. Offers around \$4,000. Jeff Walker. Ph: 379-3258. CAR IS IN BENDIGO.



# THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

## COMMITTEE 1987-88

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Vic Wilson	478 9352
SECRETARY	Arnold Goldman	(059) 75 6807
TREASURER	Brian Parkinson	
EDITOR	Barry Bosnich	(057) 83 1899
EVENTS DIRECTOR	Margaret Willimott	435 6354
LIBRARIAN	Fred Pieterston	781 5169
REGALIA	Geoff Webb	233 6592
TECHNICAL ADVISORS:		
Vogues	D. Dunlop	439 7059
Series V, VA S/Snipes	A. Goldman	
Hawks	K. Willimott	
Mk Cars	B. Kennedy & L. Hughes	877 3028
General Information	B. Kennedy	
Auto Electrical	M. Fitchett	336 7915



ELEANOR FORTH AND "PRIDE OF OWNERSHIP WINNER MK VI HAWK.



DR. JOSEPH AND TOM McALPINE.



CONCOIRS JUDGE DON MAIN IN ACTION.

PRESIDENT'S REPORT (Kennedy's Klangers)

At long last the big event of the year has come and gone. A lot of surprises this year where we saw several new faces and vehicles on show. The standard of the new vehicles showed us that they can take on and win over the people who have been entering for a long time.

Below is a list of the different class winners; however two names will not appear there, they will be announced on the day of the presentations. I'm talking about the "OUTRIGHT" concours winner and the "MOST IMPROVED" winner. The rest I can tell you so here they are below:

Pride of Ownership	:	Ron Forth	:	Mk 6 Hawk
Mark Class	:	Tony Hall	:	Mk IV S/Snipe
Series Class	:	Kevin McGee	:	Series V S/Snipe
Light Car	:	Jason Miller	:	Series Vogue Sports
Master Class	:	Bill Holmes	:	Series II S/Snipe Estate

Congratulations to all winners, a job well done. As I said before, new faces and cars have taken out a few places this year. I hope this will encourage and help people make up their minds on entering into the next Concours.

This will be the last newsletter for the year so my Xmas present to all the Club Members is a short report. So with that I'll close down wishing each and everyone of the Club Members a Happy Xmas and a wonderful new year - all the best.

Bob Kennedy

\*\*\*\*\*

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*Rod Stewart*

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ROD STEWART HAS TAKEN OVER AMPOL  
ROADHOUSE AT HEATHCOTE. CALL IN  
AND MAKE YOURSELF KNOWN - ROD AND  
HIS STAFF WILL DEFINITELY LOOK  
AFTER YOU.

Series 3 Hawk needs paint and steering adjustment, club plates, \$700 o.n.o., will bring for inspection. Also WANTED Series 5 or 5A S/Snipe in good condition, could trade in above Hawk or purchase outright. Contact: L. Ware, Ph: (056) 74 4777, Wonthaggi.

Mk 6 Hawk, o/drive, complete brakes o/hailed, good tyres, \$400 o.n.o. Also '59 Series 1 Hawk, auto, front damage, spare front half, good interior and tyres, must go \$50. Contact: G. Davies, 13 Gale Street, Ballarat, Ph: (053) 33 2407.

1959-60 Series Hawk, motor and trans complete less starter and generator. Has done only 14,000 mls, \$100. Contact: P. Betts, 13 Cronulla Court, Barwon Heads, Ph: (052) 54 2614 after 6:00pm

### WANTED:

Rear bumper/bar and gear box for 1952 Hawk.  
Contact: P. Tapp, Ph: 699 4172.

Vynyl pad for top of rear passenger door Series 1-4 Snipe, any colour or condition.  
Contact: B. Bosnich, Ph: (057) 83 1899.

## SECRETARY'S SECTION

November 1988

Regretfully I missed this year's Concourse and the day was provided with the best of weather. The pressure of work, shop and sorting out a new house are getting to me and I am afraid that car club work is being fitted in wherever possible. Usually I catch up with correspondence at weekends during slack periods in the shop. I hope to continue at this rate until someone else decides that the service is not good enough, and takes over the secretary's job. I suspect that the level of tolerance is very high and that I shall not have too many members wishing to take over the position.

Enough of that, on with other things. We have 5 new members this month, so please make welcome Olga Hustler, Glenise Burnell, Reg Murphy, Wayne de Lacy, and Phil Newell. Full details of addresses and telephone numbers are printed separately in the magazine with other members who joined and renewed after July this year. Reg has a model that is unique in our club, and is, to use Reg's description on his application form, in daily use. It is a Series V Snipe Hearse. Members will not be rushing to ask for 10% discount from Reg I hope.

Robert Boan of Sorrento is, or has by now, fitting a Series II motor into a Series I Snipe. If anyone has done this, or has been unable to do it, please give him a call. Robert has also successfully removed a dash panel from a Series Snipe for refinishing. This is not a trivial task and I hope he will pass on the detailed procedure for the benefit of others. There are a number of screws in all manner of awkward places.

Looking through other club magazines is often of interest. One of the benefits of being secretary I suppose. I submit a few items that may be of use.

The differences between Mk IV and Mk V Hawks are few in number. Mk IV has separate parking lights recessed in front fenders, and chassis numbers commenced at A5000000. The Mk V Hawk has the front parking lights in the grille, spats on rear doors and chassis numbers commencing at A5200001.

A 1960 Series II Super Snipe is being offered for sale in NSW for \$7000, and a Series III Vogue is on sale for \$4000. Another 1963 Super Snipe is being offered for \$9250, and is described as a collectors dream. Perhaps values are on the way up.

For those who bemoan the lack of an annual dinner, I note that the South Australian club are having a Christmas Dinner at the Hampstead Hotel, and that it will be 4-course traditional affair for \$18.50 per person.

The Rover Car club had the embarrassment of holding a rally and having it won by a member in a Toyota Corolla. Almost as bad as the two Humbers taking out the Standard-Vanguard rally last year. An article on Rovers of the 30's states that people bought Rovers because an Armstrong-Siddeley was too stolid, a Jaguar was too flashy, a Humber too large, and a Wolseley too much of a glorified Morris.

The Daimler club magazine raised an old topic. The subject of originality in restoring old cars. Does a car that has all the original parts rate higher than one that has had most of its parts replaced with newer but still correct parts? Often the well maintained car is a far better representative vehicle for the club than the wholly original but well worn vehicle. The writer even suggests remodelling to improve the vehicle. The Morris Minor club caters for this category in their Concourse, but then they have far more cars in the club.

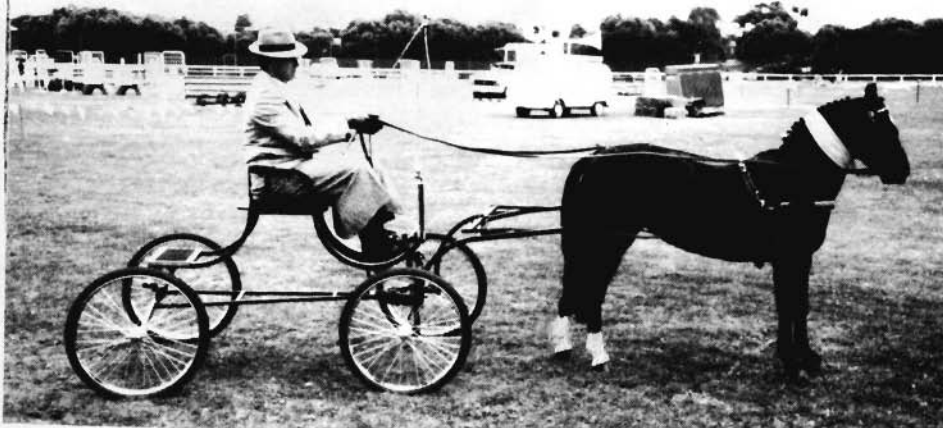
The Sunbeam & Talbot club mag. had an interesting suggestion for modifying the carburettor of the Humber Vogue. I have sent the article to Barry for a future Humberette.

From the Austin Motor Vehicle club comes this little gem:- to determine the polarity of an unmarked battery or generator, immerse a lead from each terminal in salty water. The negative lead will gas freely. With the generator it will need to be running of course.

And to finish off, an O-turn is a U-turn where you change your mind.

Best of luck, more next month.

Arnold Goldman, Secretary



1/H.P. HUMBER SHOW OUTFIT  
OWNED BY CHAS SPEED

**MINUTES OF GENERAL MEETING**  
**HELD ON Friday 28th October 1988 AT DEEPDENE HALL at 8:00pm.**

**PRESENT:** Approximately 26 members as per attendance book.

**APOLOGIES** were received from Martyn Wilson, Nancy Kennedy, Sylvia Pietersen, Frank Stockwin, Barbara & David Dunlop, Brian Parkinson, Peter Davenport, Pam Batten, Mike & Christine Fitchett.

**VISITORS** None.

**MINUTES** of the previous meeting as printed in the October 'Humberette' were accepted as a true record on the motion of Vic Wilson seconded by Dave Denner.

**BUSINESS ARISING** There was no business arising.

**CORRESPONDENCE:**

**IN:** Application from Wayne de Lacy, Olga Hustler and Reg Murphy. Safe-Tech of Queensland offering windscreen rubbers for Series 1,2 & 3 Snipes for \$96 front and \$130 rear. Cape Bridgewater Convention Centre offering accommodation in Portland area, recommended by Austin 7 Car Club. James R. Lawson of Sydney informing us of auction facilities and requesting a membership list. Phil Newell of Woodend requesting that advert be placed in magazine for parts wanted. Membership list from Humber Car Club of South Australia. From Shannons Insurance, a renewal notice for public liability insurance.

**Exchange Magazines:** Sunbeam & Talbot News, Humber Car Club of Australia, Viking Torque, The Standard Tribune, The Daimler Lanchester Club of Victoria, Austion A40 Car Club, Humber Car Club of Tasmania, Austin Motor Vehicle Club, Humber Car Club of New Zealand, Humber Car Club of South Australia.

Correspondence accepted on the motion of Ray Webster seconded by Steve Ireland.

**BUSINESS ARISING:** It was agreed that we should not send a membership list to James R. Lawson for commercial purposes.

**TREASURER'S REPORT:** No treasurer's report.

**EDITOR'S REPORT:** Barry Bosnich reported that 189 magazines had been sent out. Request for more articles for magazine.

**EVENTS DIRECTOR'S REPORT:** Presented by Margaret Willimott.

Details given of the Bendigo Swap meet.

Donations requested for the cent auction to be held on Concours day.

**TECHNICAL OFFICER'S REPORT:** None forthcoming.

**AOMC REPORT:**

Rob Dunlop reported that AOMC have contacted political parties on matter of short term insurance & reg. There are very low claims on Red Plate cars.

Changes expected on AOMC committee this year. Interest required from member clubs.

Caution on abuse of Club Plate scheme

**GENERAL BUSINESS:**

Norm Watt has obtained old number plates for \$250 from RTA.

Norm Watt claimed that the car quiz was incorrect and that there is no such car as a Chev. A Jeep would be more correct.

Keith Willimott mentioned the car being entered in the Burke to Broome bash. The Humber Car Club in NSW require sponsors for this event, and it was suggested that we should make a donation. This was seconded by Vic Wilson. An amount of \$100 was suggested by Bill Holmes. The motion was carried. Secretary to write the HCCA.

Vic Wilson mentioned that Penrite will be assisting the Darwin trip.

Bob Kennedy said that Chas Grimes from S.A. will be forwarding details soon.

Bill Holmes asked whether we can afford the public liability insurance without raising club fees. The answer was yes.

Keith Willimott said that Rod Laredo will be rejoining the club soon.

Meeting closed at 9:00pm for supper.

Arnold Goldman  
Hon. Secretary

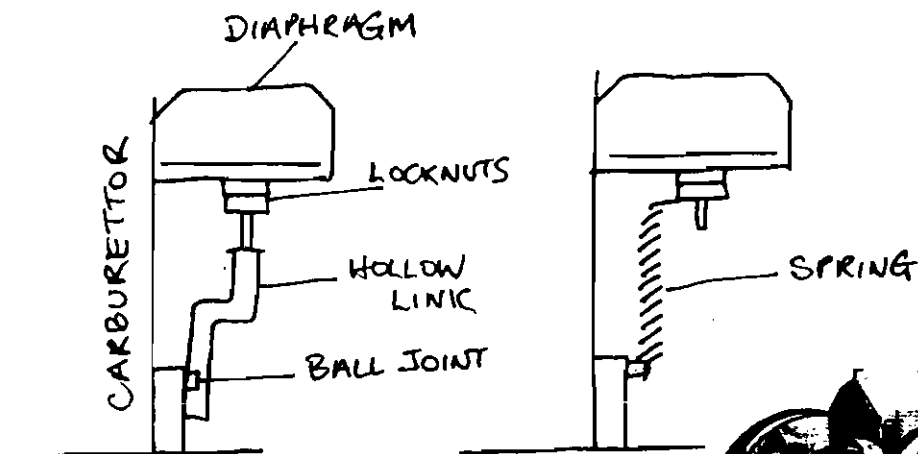


For those members whose Alpine, Rapier, Gazelle, Vogue, Sceptre is still fitted with the twin choke Solex PAIAS carb. and for reasons of originality they would like to retain it, here is a tip to improve its performance. If the car does not suffer too badly from the common complaints of poor running when cold (too rich), hard starting when hot (heat soak and flooding), stalling under hard braking or cornering (float bowl surge), then a mechanical actuation of the second stage will provide a big improvement. Originally designed for vacuum operation this system rarely if ever works and even road test figures of the cars when new suggest that their performance was not all it could have been.

There are two methods of modification. The more involved one consists of removing the carb. from the engine and dismantling the primary throttle shaft fittings to gain access to the arm which allows the secondary throttle to open. (SEE DIAGRAM) Producing a replica of this arm from a piece of steel plate in the shape illustrated will result in a forced opening of the second throttle from approx.  $\frac{3}{4}$  opening of the primary side. Once the carb is on the bench it should be easy to see how it works.

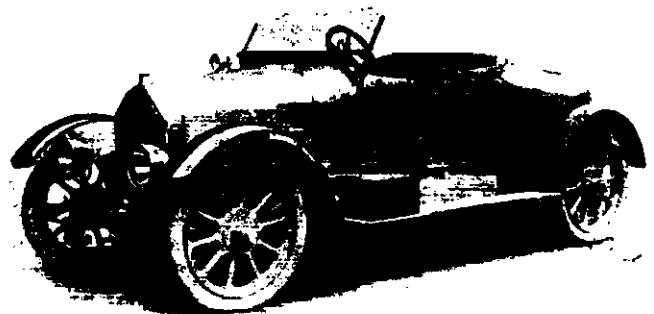


The second fix is less fiddley and you can leave the carb. on the car. The link between the second stage vacuum diaphragm and the throttle shaft (SEE DIAGRAM) is unclipped from the shaft end and the lock nuts undone to free it from the diaphragm. This spring loaded link is then dismantled (by sawing off the end of the hollow section), to retrieve the spring from inside. This spring is then joined between the diaphragm lock nuts and the ball on the secondary throttle shaft, so that when the second stage is released the spring will pull it open and provide more zoom. If the spring is too weak the throttle will not fully open and if too strong the throttle will not shut off properly resulting in an unwanted increase in idle speed. Simple. My Alpine, even with the original tired motor, goes much harder since this operation, almost to the point where I can arrive at club events on time.....



Lance.

The 14 h.p. Humber illustrated herewith, although having the appearance of a two-seater, can accommodate two extra passengers very comfortably in the rear folding seat. The fittings include detachable steel wheels, electric lighting and self-starter.





WINSTON CHURCHILL, OR CHAS SPEED AT PORTLAND BICENTENNIAL CELEBRATION



The flag drops to start the very first Great Race and the 1960 Armstrong 500 is under way at Phillip Island. The system was to start the bigger-capacity cars at the front, drivers doing a Le Mans run. Here the eventual winner, the Coad/Roxburgh Cresta, is sandwiched by two Falcons, with a Mercedes, a Standard Spacemaster and Humber Snipe following.



# —The Humber Hawk Estate Car

The Luggage-carrying Version of a Well Finished  
and Robust Family Car



HANDSOMELY adapted from a four-door saloon, the Hawk estate car retains rattle-free saloon comfort and gains impressively in luggage space. Solidly made and smooth in performance, it is an ideal family holiday car and is seen here in an appropriate riverside setting in the West Country.

FOR any shape and type of motorcar the available market falls naturally into several grades. While some contributory factor of a certain make may have its attraction for a minority of customers—sensitive steering in a sports car, or a large boot in a family saloon—for the many the overriding considerations are quality of construction and the price group in which the car is thereby placed. There is also undeniably a certain assumed distinction in the ownership of some cars costing rather more than the rest of similar size.

Inherent in motoring since the earliest days, this legitimate distinction has been for some time admirably represented amongst saloons by the Humber Hawk, but with the exception of a few specialist bodies it has not until recently been represented in the newly-fledged class of utility vehicles. The bill is now filled by the latest type of Humber.

A basic price of £200 more than "the



rest" implies that the Hawk has something definite to offer in the way of refinement and quality to the graduate from saloon motoring. That this is so indeed is best illustrated by saying that from the driving seat, at any speed, the utility is distinguishable from a saloon only when a corner is taken fairly fast. There is, it is true, rather more stiffness in the rear springs, but the weight of a heavy car conceals this fact, and silence, smoothness and even interior heating are almost unaffected by the change in body.

Most buyers of this car will be drawn either from those with a good saloon who need more space, or from those with a cheaper station wagon wanting greater comfort. Space there is in measure which is not merely a compromise but large enough to carry on occasion a full load of passengers and much luggage. The average internal width in the rear is 49 in., and the height 31 in., the length with tailboard raised either 28 in. or 58 in., according to the position of the back seat which folds forward in the usual way. This is, how-

ever, by no means the end of it, for the rear window can be opened or the whole tailboard left open and horizontal to take a load of unlimited length. In common with other parts of the car, the tailboard gives the impression of having been designed with weight as a deliberate safety factor, the resultant rather cumbersome arrangement having at least the advantages of strength and freedom from rattles. An external, lockable handle lowers the rear window, when catches on either side can be reached to release the tailboard. Spring-loaded against this is a section of floor which automatically closes the gap over the hinges, leaving an uninterrupted flat carrying platform. The floor, which is lined with metal runners for protection and the easy moving of cargo, has another movable section at the rear covering a moderately accessible spare wheel and tools.

For passengers, whether alone or accompanied by luggage, provision has been made for entering easily and sitting comfortably in the Hawk, as befits a car of size

## In Brief

Price (with overdrive): £930 plus purchase tax £475 7s. equals £1,405 7s.

Capacity ... 2,267 c.c.

Unladen kerb weight ... 31 cwt.

Fuel consumption ... 22.8 m.p.g.

Maximum speed ... 79.7 m.p.h.

Maximum direct top gear

gradient ... 1 in 9.9

Acceleration:

10-30 m.p.h. in direct top 10.6 sec.

0-50 m.p.h. through gears 16.6 sec.

Gearing: 17.1 m.p.h. in direct top at

1,000 r.p.m. (o/d, 22.0 m.p.h.); 59.1

m.p.h. at 2,500 ft. per min. piston speed

(o/d, 76.1 m.p.h.).



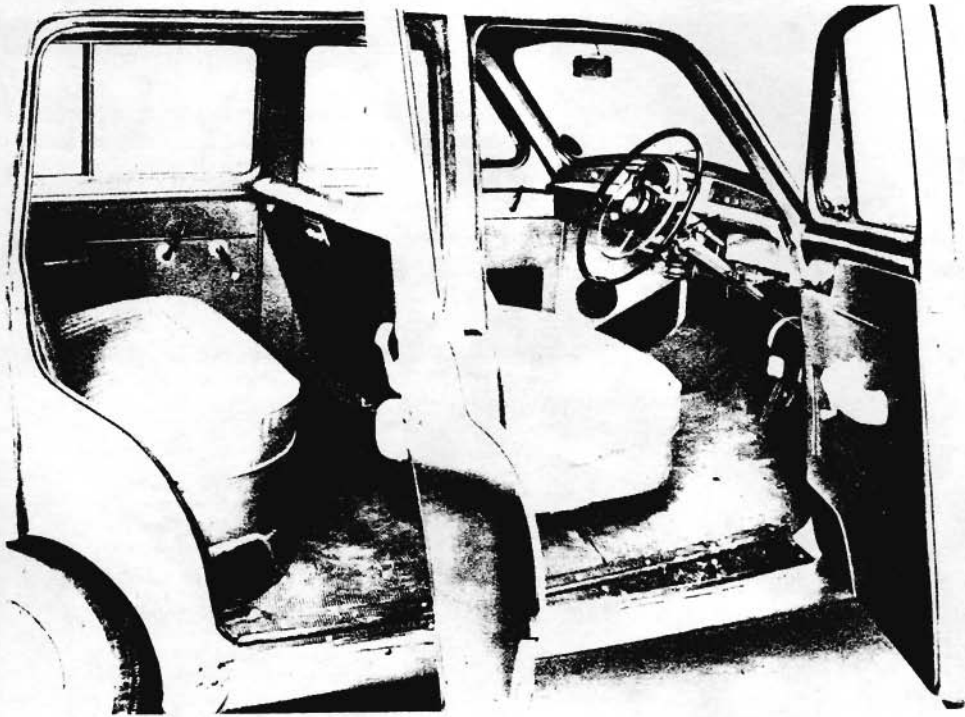
**Humber Hawk Estate Car - Contd.**

assisted by the optionally available overdrive. A maximum of nearly 80 m.p.h. and 0-50 m.p.h. acceleration figure of 16½ sec. are creditable for such a bulky 2.2-litre family car; the overall consumption figure represents all kinds of running, between the extremes of 21.4 m.p.g. entirely within London and its suburbs, and 24.4 m.p.g. over clear open roads.

The Laycock overdrive is eminently satisfactory, as a reducer of mechanical disturbance with a quick and positive finger-tip change between cruising and overtaking ratios. The fairly low final drive ratio of the normal Hawk transmission makes a freely available higher gear particularly valuable. The 4-cylinder engine is not entirely smooth if called on to pull away hard from, say, 20 m.p.h. in direct top gear, and there was some pinking on all the premium grades of fuel used during our test. As a result of the curiously chosen ratios a start from rest in second gear is the almost invariable rule, for it is so low as to be very nearly superfluous as an intermediary between bottom and third gears. The steering column change, which places the two higher gears nearer the driver, is good of its type, with a quick and effective baulk-ring synchromesh that cannot be overridden. The clutch is mechanically operated, and has an unusually long pedal travel.

**Steering Comment**

Ease has evidently been placed before enthusiasm in the design of the steering layout, to an extent which can hardly be recommended. Some of the extreme lightness could well be sacrificed for more positive and direct control, to enable the driver to avoid emergency with the customary and comforting flick of the wheel. The effort imposed by a linkage needing four turns from lock to lock is partially offset by strong self-centring action. A general improvement in handling and steering qualities, with only a small effect on passenger comfort, can be achieved by altering the recommended tyre pressures of 22-24 to about 25 lb. on all wheels. In this condition the car follows a normally understeering course in corners unless pressed especially hard, when the high centre of gravity imparts enough roll to bring the tail sharply round. On wet roads the understeering tendency is most pronounced, so that for fast motoring the accelerator pedal becomes a control essential to maintaining a true path. Brakes



**HARDLY** distinguishable, in the view above, from the Hawk saloon, the estate car also gives the driver little impression of its changed role, as it is singularly free from wind or mechanical noise. With both bench seats occupied there is considerable luggage room; with the rear seat folded down (left) really great space is available, while the tail-board can give support to long or bulky loads.

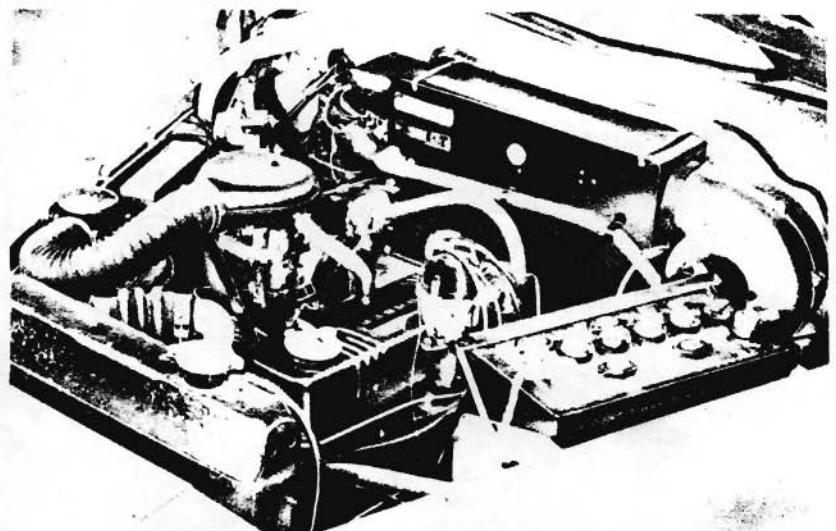
and quality, with the four doors for passengers which are usual on a big saloon but not so usual on utility bodies. One of the school which carries itself and its occupants well above the ground, it benefits in legroom by the armchair style of seating, generally more comfortable and more economical of internal space than the straight-legged approach. For a six-foot driver of average proportions some support under the thigh would be desirable; a partial improvement is possible with the adjustment (by spanner) of the angle of rake of the combined seat and squab. The rear seat back is folded down after releasing two catches by a simple cord stretched across from side to side, and armrests, oddly placed with the folding one in the centre higher than those on the doors, are fitted in the front. The high build of the car has the sensible modification that the outer three inches or so of the floor on each side slope downwards, making the car easier both to enter and to clean.

Rubber has very sensibly been adopted as a floor covering, making up in hard wear and easiness to clean the little it lacks in sound-deadening. It is in any case only at speeds of 70 m.p.h. or more that any noticeable noise is transmitted through the

floor. A virtue of the Hawk which would be appreciated in a saloon, and is particularly blessed in an estate car, is its freedom from wind noise, so that it is one of the few vehicles in which fast cruising does not make the radio inaudible. This is true even with the front window open wide enough for fresh-air ventilation in mild winter weather.

If comfort is the first consideration of the probable customer for this car, it is likely that he will at least have come to assume a good standard of performance. Where first cost is less important than running expenses, as is often the case, the Humber shows up well as a compromise between speed and economy, greatly

**HIGH-MOUNTED** battery, distributor, carburettor and heater are easy of access beneath the bonnet, but to reach lower-mounted parts is made less simple by the height and width of the front wings.







BEARING the unmistakable Rootes stamp in its clean but conservative appearance, the Hawk estate car offers utility without sacrifice of refinement.

which give good results for light pedal pressures are adequate for most uses they are likely to be put to in England, but deliberate punishment on a prolonged hill, as could be frequently encountered in winding mountain roads, reduced their efficiency to very small proportions. The handbrake is properly effective and of the hanging, lever type, so disposed that to apply it is a natural and powerful movement for the right hand. Riding is satisfactorily comfortable over good roads or bad, with very little road noise inside the bodywork.

From his upright position the driver has an outstanding field of vision in all directions except that screen pillars are rather wide and the near-side front wing is obscured to all but the very tall by a bonnet of unfashionable height. Rearwards, of course, the view is quite unobstructed, a fact which makes the estate car one of the simplest of vehicles to park in a confined space. For the tightest of corners paintwork is well protected by wrap-around bumpers front and rear. Self-parking windscreen wipers clear a large area, while by night Lucas headlamps provide a sufficient range for most purposes. Flashing direction indicators with a loud audible repeater under the fascia are combined with rather low-mounted side and rear lamps.

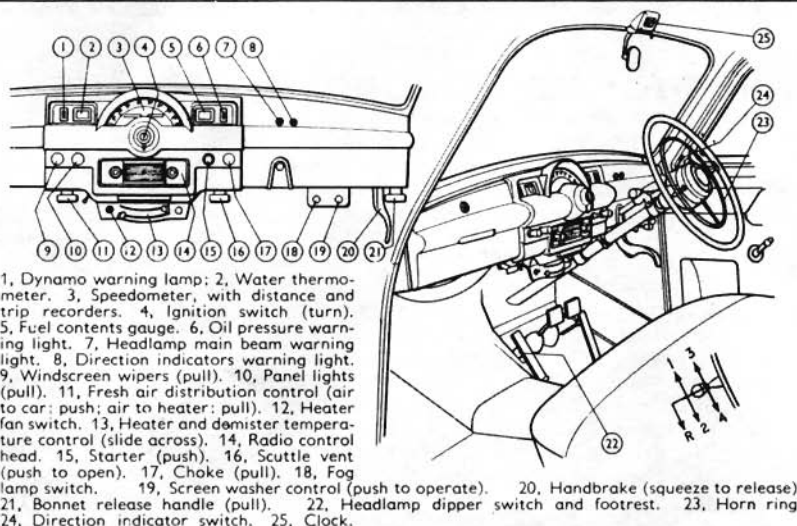
Reverting once more to the aspect of comfort, to which the Humber most obviously calls attention, the interior heater which is listed as an optional fitting is so good, and so likely to be specified with the initial order, that it rates especial comment. The arrangement is perfectly orthodox, but this seems to be one of those cases where the installation works exactly

as it should. Fresh air from a scuttle ventilator is warmed to any desired, and infinitely variable degree, and delivered to the feet of driver and front passengers, whence it circulates naturally to the rest of the interior without causing excesses of heat or cold in any part. We have, moreover, already observed that cool air to the face can be admitted without draught through the front windows, a useful feature in conditions which demand warm air on the windscreen.

Instruments are few, well placed and legible, with a large hood over the speedometer to shield reflections in the windscreen. Only the water temperature and fuel level are otherwise considered worth recording, and buyers of a quite expensive car must be content with coloured lights to reveal the state of their dynamo and oil pressure. Further amenities within the driving compartment are a switch for the exterior lamps placed where it is most easily found, in the very centre of the fascia, starter push-button and choke knob adjacent to one another, and pedals of organ type for both accelerator and dip-switch.

Full use has been made of the great thickness of the doors to provide pockets to carry all manner of maps and other paraphernalia, and there is a lockable cubby-hole which would benefit by a slightly more substantial lid.

The last-named, however, is the exception in a car which above all is impressive for the ruggedness of its construction. Conservative in appearance and strictly functional, it is plainly intended to give lasting service to those who value longevity with a touch of distinction.



## Mechanical Specification

Engine	
Cylinders	4
Bore	81 mm.
Stroke	110 mm.
Cubic capacity	2,267 c.c.
Piston area	31.9 sq. in.
Valves	Overhead (pushrod)
Compression ratio	7/1
Max. power	70 b.h.p.
at	4,000 r.p.m.
Piston speed at max. b.h.p.	2,890 ft. per min.
Carburettor	Stromberg D1.36 downdraught
Ignition	Coil
Spark plug	NAB
Fuel pump	AC mechanical
Oil filter	By-pass

Transmission	
Clutch	Borg and Beck single dry plate
O/d top gear	3.54
Top gear	4.55
3rd gear	6.79
2nd gear	11.26
1st gear	14.52
Propeller shaft	Hardy Spicer open
Final drive	Hypoid bevel
Top gear m.p.h. at 1,000 r.p.m.	17.1 (o/d, 22.0)
Top gear m.p.h. at 1,000 ft./min.	23.7 (o/d, 30.4)

Chassis	
Brakes	Lockheed hydraulic (2 l.s. on front)
Brake drum diameter	10 in.
Friction lining area	172 sq. in.
Suspension:	
Front	Independent (coil and wishbones)
Rear	Semi-elliptic
Shock absorbers	Armstrong, piston type
Tyres	6.00—15

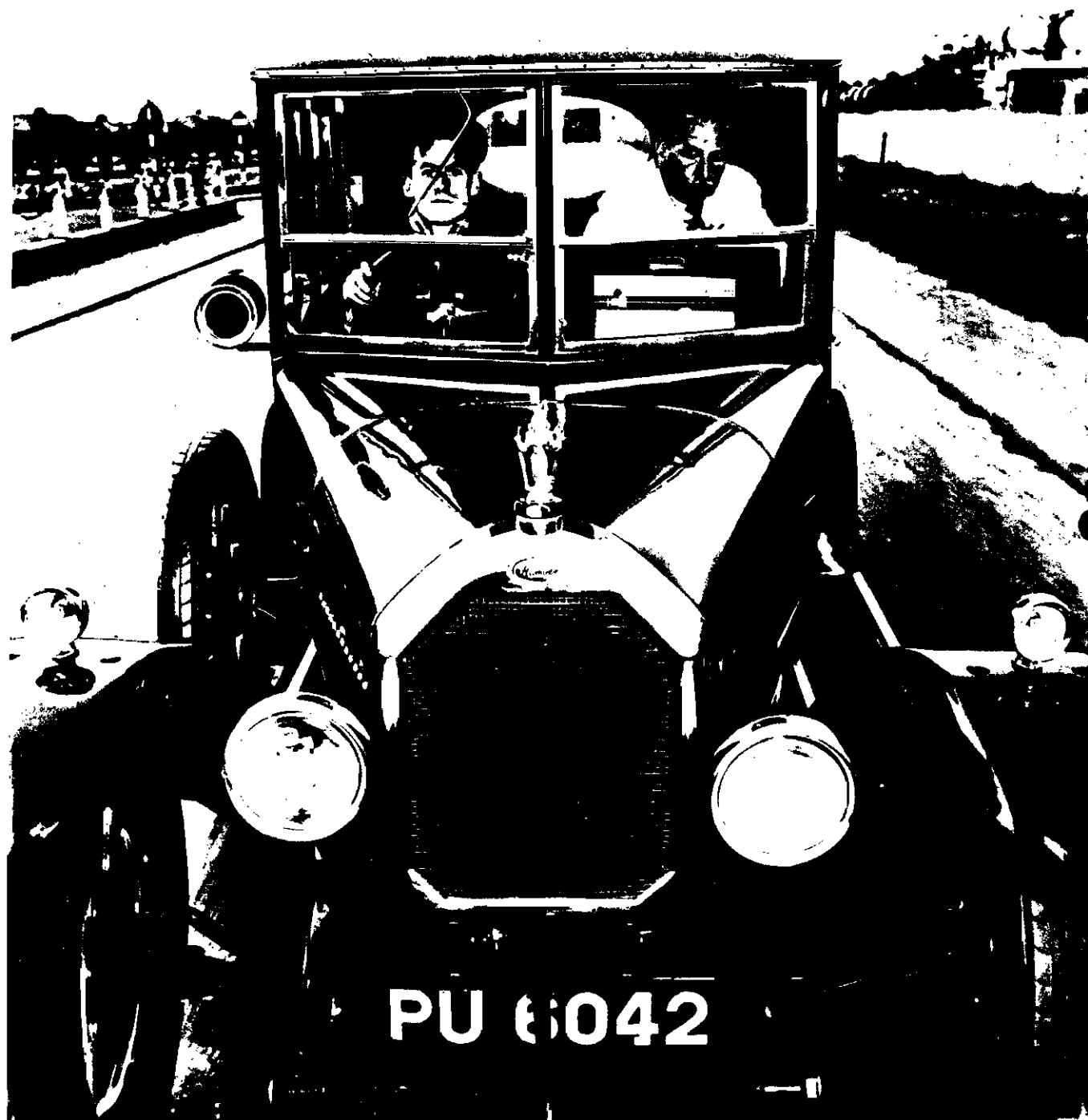
Steering	
Steering gear	Burman recirculating ball
Turning circle (between kerbs):	
Left	35½ feet
Right	34½ feet
Turns of steering wheel, lock to lock	4

Performance factors (at laden weight as tested):	
Piston area, sq. in. per ton	18.5
Brake lining area, sq. in. per ton	100
Specific displacement, litres per ton mile	2,300 (o/d, 1,790)

Fully described in *The Motor*, September 21, 1955.

## Coachwork and Equipment

Bumper height with car unladen:	
Front (max.)	22 in., (min.) 13 in.
Rear (max.)	22½ in., (min.) 13½ in.
Starting handle	Yes
Battery mounting	Under bonnet
Jack	Screw pillar type
Jacking points	4 (under bumpers)
Standard tool kit:	Tool roll, 4 double-ended spanners, wheel brace, brake bleeder tube, bleeder wrench, valve and sparking plug gauge, jet key, adjustable spanner, sparking plug spanner, tommy bar, distributor screwdriver and gauge, pliers, screwdriver, tyre pump, 2 tyre levers, grease gun, jack, starting handle, nave plate key, tyre valve key.
Exterior lights:	2 head, 2 side/indicator, 2 tail/stop/indicator, rear number-plate.
Direction indicators	Flashing type, self-cancelling
Windscreen wipers	Electric, self-parking
Sun visors	2
Instruments:	Speedometer with decimal trip distance recorder, fuel gauge, water thermometer.
Warning lights:	Headlamp main beam, indicator, dynamo charge, oil pressure.
Locks:	
With ignition key	Ignition, both front doors
With other keys	Glove locker, rear door
Glove lockers	1 lockable
Map pockets	2 in doors
Parcel shelves	None
Ashtrays	1 front, 1 rear
Cigar lighters	None
Interior lights	1 with courtesy switches in front doors
Interior heater	Optional, fresh air with demister
Car radio	Optional H.M.V. or Ekco
Extras available:	Heater and demister, radio, screen washers, exterior sun visor, rim finishers, exterior mirror, tow-bar attachment, badge bar, fog lamps, white-wall tyres, petrol tank locking cap, reversing lamp.
Upholstery material	Leather
Floor covering	Rubber
Exterior colours standardized:	Beige, Alpine Mist, Steel grey.
Alternative body styles	Saloon



## Shell oil protects the car that never gets hot

**T**HERE ARE PRECIOUS FEW 1924 Humbers on the roads today. But Shell used one at their Thornton Research Centre as a yardstick to test very 1963 motor oils. Not just for the benefit of owners of vintage Humbers, but to protect the owners of this year's cars.

### Why Shell ran a vintage car

This Humber revs hardly faster than a kitchen mangle, so that you simply can't get the engine more than lukewarm. And that's what interested Shell. For there are engine problems that only become critical under cold-running conditions. For instance, the fuel may not burn completely. The result is a heavy, choking

deposit of carbon—unless the oil holds it in suspension—and that means out of harm's way. Shell oils can because they are *detergent*.

### Shell make sure

A detergent oil holds the carbon particles in suspension—and that way they're harmless. Which explains why Shell were driving a 1924 Humber. They were proving detergent oils under exaggerated cold-running conditions. Shell believe in *practical* tests. So whatever car you own (circa 1924 or circa 1963), you can be sure that the grade of Shell X-100 which your handbook specifies will protect the engine even in the most unlikely conditions.



# Practical Motorist car test

1012



## HUMBER SCEPTRE

**D**ESCRIBE the new Rootes Sceptre as a four-door Rapier (excusable after a glance at the radiator grille), and you'll be way off beam. It is, in fact, a "light car" addition to the Humber range—a lush cousin not too far removed from the Singer Vogue and Super Minx, but vastly superior. This is obvious within minutes of sitting in the driving seat.

The array of dials, warning lights and switches will delight the heart of the most enthusiastic enthusiast and the equipment is just as extensive. A heater is standard. So are washers, a brake booster, cigarette lighter, twin horns, overdrive, two-speed wipers, reversing lights and clock. In fact, luxury is standard. But the performance is far from standard. This slightly "over square" 1,592 c.c. engine has a light alloy cylinder head, inclined valves and twin Zenith carburettors and gives a genuine 94 m.p.h. with brisk acceleration and good handling qualities that belie the assurance that this is not a sports saloon.

While the body shell is similar to the Vogue and Super Minx the roof line has been lowered and the front and rear screens raked more sharply to give the car a more svelte look. The external finish is well up to Humber standards.

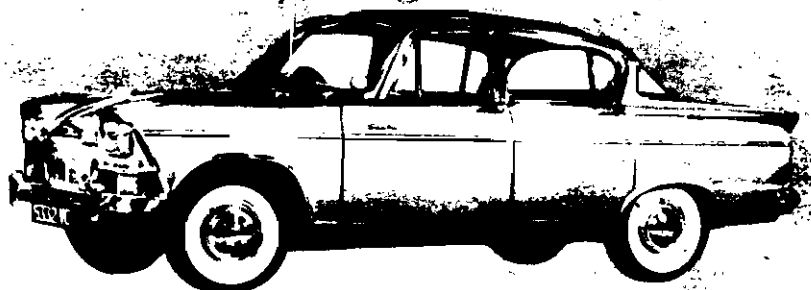
Inside the car is much different from the others. The instrument panel is unusual for this country; slightly futuristic and very practical. The whole of the fascia is covered in non-reflective black plastic material and all the dials are amply hooded.

In front of the two-spoke steering wheel in two deeply hooded and protruding nacelles are the speedometer and tachometer.

Four more dials — temperature gauge, ammeter, oil pressure gauge and fuel gauge are grouped horizontally under a single hood in the centre of the fascia. Under these are the two-speed wiper control (out of reach when wearing a safety belt), ignition/starter switch, lights switch and choke. Under these again are the two horizontal heater controls flanking the electric clock;

recess just above the steering column is the overdrive warning light which, cunningly, is dimmer in the dark when the sidelights are on. Although this is well shielded and causes no windscreen reflection, it is too distracting for night driving. We covered it with adhesive tape.

Although the heater blower is noisy in the "full on" position the Smiths heater itself



and under those a cubby hole (which houses the radio when fitted) and cigarette lighter.

From this point a console extends downwards and backwards along the transmission tunnel, and the gearshift lever protrudes through it. In the sloping portion is a man-sized ashtray, the two-position blower switch and the two-position panel light switch which gives either a bright light, or one which glows just enough to read the dials and is not distracting in the dark.

Directly in front of the driver between the big speedometer and rev. counter dials are the ignition, direction indicator and main beam warning lights while lower down in a

recess just above the steering column is the overdrive warning light which, cunningly, is dimmer in the dark when the sidelights are on. Although this is well shielded and causes no windscreen reflection, it is too distracting for night driving. We covered it with adhesive tape.

In front of the front seat passenger is a sturdy grab handle set over the lockable glove compartment that is automatically lit when the lid is opened.

The front bucket seats are both comfortable and supporting and there is a wide range of adjustment. The back seat has a folding central armrest and there are passenger armrests on all doors but the

driver's. The floor is thickly carpeted.

On the road the sprightly performance is very much the same as that of the Rapier IIIa. It touches 60 m.p.h. from a standstill in 16.4 seconds and reaches 40 m.p.h. in 7.5 secs. The rev. counter is a "must" because in direct top—under suitable conditions—it would be easy to exceed the safe rev. limit of 5,500 r.p.m. which gives an average of runs in opposite directions of 89.5 m.p.h. In overdrive top we could not reach maximum revs and achieved a best speed of 95.71 m.p.h. which gave a mean of 94.71 m.p.h.

The Laycock de Normanville overdrive is easily the best we have come across in this type of car. It is extremely smooth. Operating on third and top, it gives a range of six gears which add greatly to the already lively performance. The switch, on a long stalk to the right and under the steering wheel, returns to the central position when overdrive or direct gears have been selected. It has a most useful refinement—it is self-cancelling when a change down is made from overdrive third to second. This means that when a change up is made the car goes into direct third rather than overdrive third which, in certain circumstances, could be dangerous through lack of acceleration. Overdrive third gives a useful maximum passing speed of 80 m.p.h., the really useable maximum being just over 70 m.p.h.

The roadholding in the main is excellent, the suspension giving a smooth but not too soft ride without excessive roll, but when driven hard the back is a little skittish, especially in the wet. This is not difficult to control.

## NOISE LEVEL

Road noise level is higher than can be reasonably expected in a car of this class, certain surfaces producing an unpleasant drumming. Nor was engine noise on the car we tested as subdued as it might have been. The engine made no secret of the fact that it was working hard in the upper rev. ranges.

The steering is delightfully light and positive, with only a slight trace of under-steer, and the car can be kept to its line on a corner without effort. The brakes (Lockheed servo-assisted 9½-in. discs on the front and 9-in. drums on the back) give certain stopping with extraordinarily light pedal pressures. The slightly offset pedals were not liked by some members of the test team, especially when transferring the right foot from the brake pedal to the accelerator and vice-versa, but there was no trouble with "heel-and-toeing".

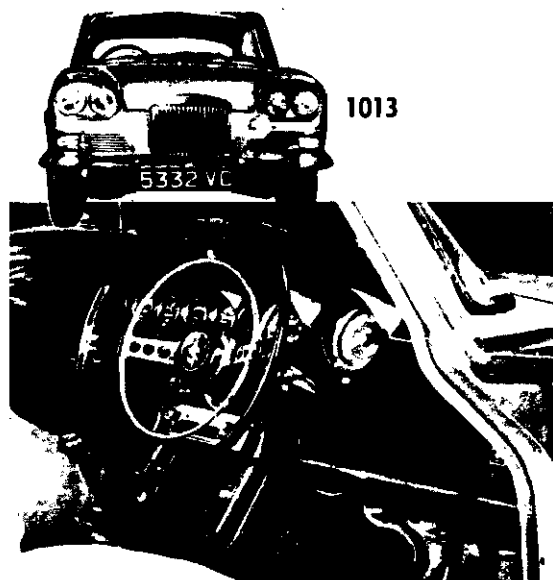
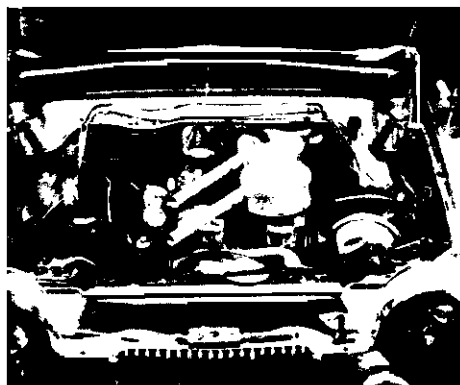
During night driving the four headlights were a bit of a disappointment. The two outer lights give the dipped spread of light near to the car, and these stay on full beam when the two inside lights provide the long-reach beams. In the upper speed ranges these were found not to give sufficient illumination. Otherwise the car is excellent at night, there being no reflections at all in the windscreen except in bright moonlight, when the chromed steering wheel spokes and glossy-faced steering column gave a faint trace on the glass.

Space in the boot, which has a raised platform at the back over the axle arch, provides ample luggage space for a family and is uncluttered by a spare wheel. This is carried in a tray underneath.

Maintenance has been simplified by the complete elimination of all grease nipples, and servicing is at 3,000-mile intervals.

In brief, this is a status car with its quota of dignity and a great deal of impudence. There is no doubt that it will be a great success, possibly to some extent at the expense of the Rapier.

## Picture Points



the HUMBER SCEPTRE at a glance

### MAXIMUM GEAR SPEEDS

First: 28 m.p.h.  
Second: 44 m.p.h.  
Third: 68 m.p.h.  
Overdrive: 82 m.p.h.  
Top: 89.5 m.p.h.  
Overdrive top: 94.71 m.p.h.

### ACCELERATION FROM REST

0-30 m.p.h. 5.2 secs  
0-40 m.p.h. 7.5 secs  
0-50 m.p.h. 10.9 secs  
0-60 m.p.h. 16.4 secs  
0-70 m.p.h. 23.6 m.p.h.

### ACCELERATION ON THE MOVE

	Top	Gears
20-40 m.p.h.	11 secs	8.6 secs
30-50 m.p.h.	9.8 secs	7.4 secs
40-60 m.p.h.	13.6 secs	9 secs
50-70 m.p.h.	12.4 secs	11.2 secs

### FUEL CONSUMPTION

31 m.p.g. at 40 m.p.h. average  
21.3 m.p.g. at 60 m.p.h. average

### SPEEDOMETER ERROR

At 30 m.p.h. 1.1 m.p.h. fast  
At 60 m.p.h. 2.2 m.p.h. fast

### FLYING QUARTER MILE

Best top: 90.8 m.p.h.  
Best overdrive top: 95.71 m.p.h.  
Mean: top 89.5; overdrive 94.71 m.p.h.

**ENGINE** Four-cylinder 1,592 c.c. a.h.v. Compression ratio 9.1 to 1. Power output 85.5 at 5,200 r.p.m. (gross).

**CARBURATION** Two Zenith 36WIA3. Tank capacity 10½ gal.

**COOLING** Centrifugal by pump and fan. Capacity 12½ pints with heater.

**TRANSMISSION** Single dry plate clutch, hydraulically operated. Four-speed gearbox with synchromesh on upper three ratios. Overall ratios: first 14.13, second 9.04, third 5.88, top 4.2, overdrive third 4.72, overdrive top 3.39. Final drive ratio 4.22 to 1.

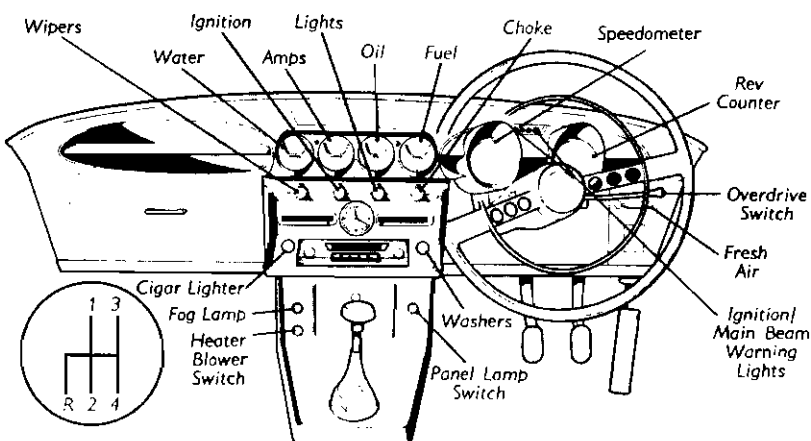
**SUSPENSION** Front: Independent by coil springs with telescopic hydraulic shock absorbers. Rear: Semi-elliptic leaf springs with telescopic hydraulic shock absorbers.

**STEERING** Burman recirculating ball. Turns of wheel from lock to lock 3½.

**BRAKES** Hydraulic servo-assisted with mechanical hand brake. Front: 9.75 in. diameter discs. Rear: 9 in. diameter drums.

**DIMENSIONS** Overall length 13ft. 9½ in., width 5ft. 2½ in., height 4ft. 9 in. Ground clearance 6½ in.

**PRICE** £997 8s. 9d. (including £172 8s. 9d. purchase tax).





95.

**HUMBER.**

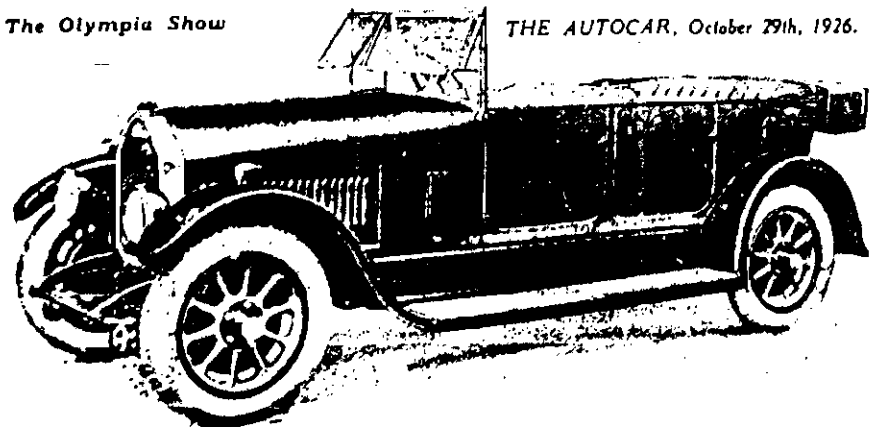
*Exhibits:* 20-55 h.p. six-cylinder saloon and touring car; 14-40 h.p. saloon and touring car; 9-20 h.p. saloon and four-seater.

The principal alteration in the Humber programme for next year is the introduction of a six-cylinder car of 20.9 h.p. R.A.C. rating and three litres capacity.

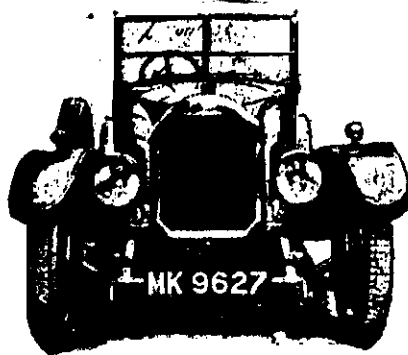
This machine is in no sense of the word experimental, for it has been on the road for some considerable time and has been thoroughly tested before being made available to the public. The exhaust valves are at the side, the inlet valves overhead operated by push rods and rockers, a design which is a characteristic of all Humber cars for next year, and has been standard during the past twelve months. The starting motor, which is placed athwart the engine, has an ingenious reduction drive mechanism. The fan drives a water impeller and timing marks are stamped on the fan pulley. The remaining cars are the same in general as those of 1926.

20-55 h.p., 6 cyls., 75x116 mm. (3.075 c.c.), tax £21, mag. ignition, pump cooling, cone clutch, 4-sp. separate gear box, spiral bevel, 4-E. front and rear springs, 31x5.25 in. tyres on steel wheels. Prices: Chassis, £270; 4-5-seater touring car, £725; 4-5-seater saloon, £940.

**THOUGH** a six-cylinder engine is a departure from Humber practice, the main features follow well-tried design. Overhead inlet valves are retained with ample water spaces round the head and pockets. Seven crankshaft bearings are fitted, and these are fed by oil under pressure; there is also a low-pressure oil system to troughs below the big ends. A thermostat is included in the cooling system. V-shaped windcreens are fitted to the four-door touring car, which is finished in mole brown, and a carefully arranged rear screen folds down behind the adjustable front seats when not required. Blue finish is shown on the hand-



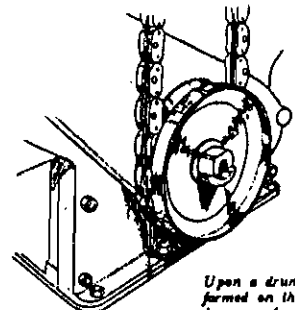
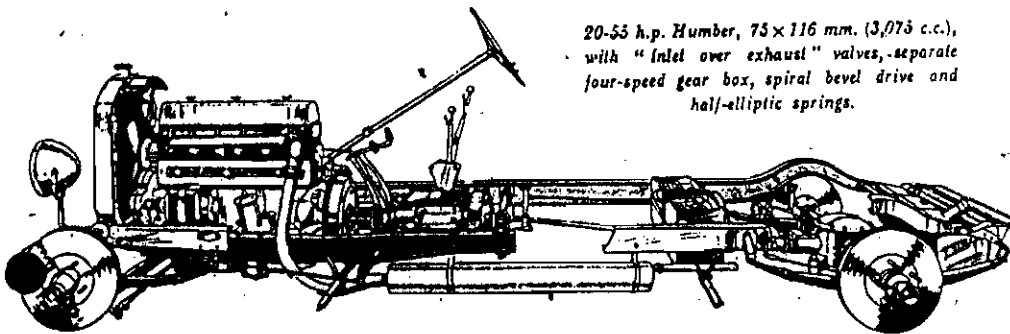
An interesting newcomer among six-cylinder cars is the 20-55 h.p. Humber. It has handsome lines and splendidly finished coachwork.



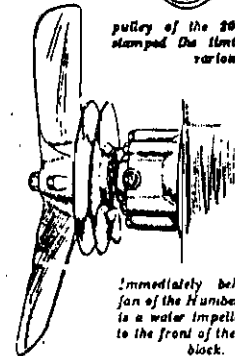
Following the general lines of earlier models the radiator of the latest 20-55 h.p. six-cylinder Humber retains its distinctive appearance.

some four-door saloon, which is replete with every possible luxury and refinement.

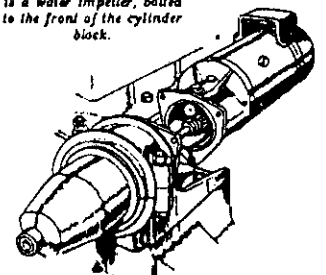
20-55 h.p. Humber, 75x116 mm. (3.075 c.c.), with "inlet over exhaust" valves, separate four-speed gear box, spiral bevel drive and half-elliptic springs.



Upon a drum formed on the lower fan pulley of the 20-55 h.p. Humber are stamped the timing positions for the various cylinders.



Immediately behind the fan of the Humber "Six" is a water impeller, bolted to the front of the cylinder block.



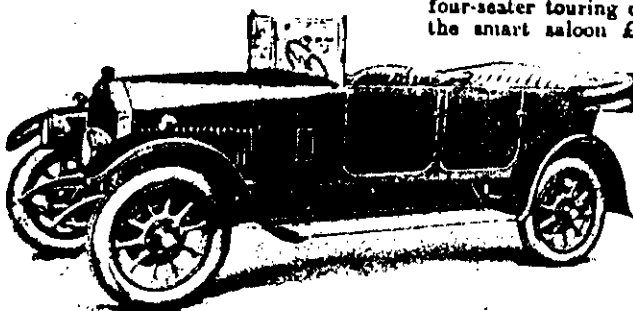
A two-to-one reduction gear in its drive enables the starter motor of the Humber "Six" to spin the engine fast in all conditions.

CONTRIBUTED BY  
P. DAVENPORT

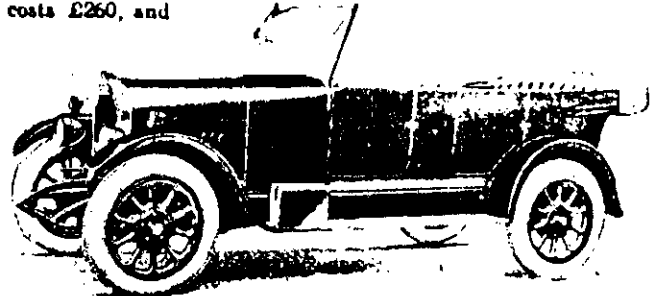
14-40 h.p., 4 cyls., 75x116 mm. (2.050 c.c.), tax £14, 31x4.75 in. tyres. Prices: Chassis, £170; 4-5-seater touring car, £460; 4-5-seater saloon, £675. Other details as in 20-55 h.p.

Another new model is the 14-40 h.p. In this the general features of the new six-cylinder chassis are followed, especially as regards lubrication and valve gear. Perrot system front wheel brakes are employed. Coachwork on all Humber models is beautifully finished.

There is but little change in the four-cylinder 9-20 h.p. model, which has cylinder dimensions of 58x100 mm. As a four-seater touring car it costs £260, and the smart saloon £315.



As a high-grade British touring car of medium size the 14-40 h.p. Humber five-seater occupies a high position.



Among highly refined British small cars the 9-20 h.p. Humber holds a high place.

74.  
Guide to Olympia.

## The legend of the carmaker that Detroit destroyed

TUCKER is hardly a household name like Ford, General Motors or Chrysler, but Hollywood has done its best to redeem the oversight.

Preston T. Tucker (left) was a wildly colourful promoter and businessman whose attempt at building a new-generation automobile was considered one of the most sensational flops of the late 1940s.

Director Francis Ford Coppola recently attempted to salvage Tucker's reputation with a highly romanticised version of his war against the major car dealers.

In the Coppola version, Preston Tucker became a victim of the powerful car manufacturers in Detroit who felt threatened by his innovative design.

And historical records show that the Tucker automobile was indeed ahead of its time, particularly in the then-neglected area of safety.

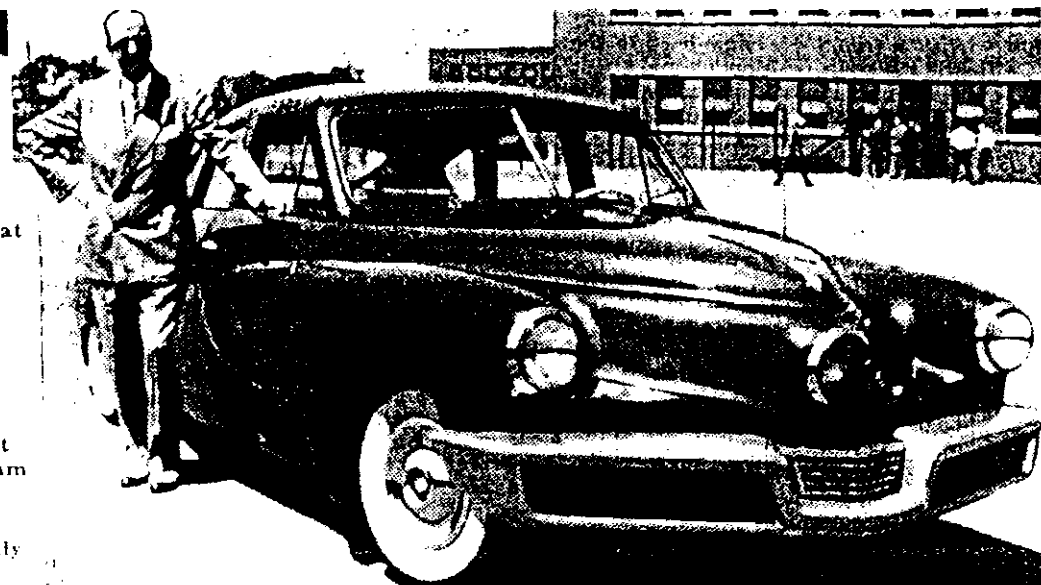
His cars featured crash padding and pop-out windshields, but its most notable concept was a third Cyclops-style headlight on the front grille.

Under the hood, its hydraulic, fuel-injected, liquid-cooled and state-of-the-art parts gave credence to the claim that it was so advanced that Detroit combined to kill it and its creator.

At the 1947 auto show in New York, one of the handful of Tucker cars that made it off the production line was exhibited and billed as 'The Car of Tomorrow Today'.

In the end, only 51 of the Tucker cars survived (two of which are now owned by Coppola, whose movie has seen the price escalate), but it was not simply Detroit that ended Preston Tucker's dream.

He and seven co-defendants were tried on 31 counts of financial fraud and it was the US Securities and Exchange Commission that finally crushed the dreamer.



## Grand old Daimler swap for sporty Jag

A RETIRED Sydney millionaire is swapping a limousine once used by the royal family for a new sports car.

Charles Lloyd Jones, former chairman of the David Jones retailing empire, will hand over the 39-year-old Daimler, estimated to be worth up to \$60,000, to the Jaguar Daimler Heritage Trust in Britain.

In exchange he will get a \$150,000 Jaguar XJ-S convertible. It will be an all-black model with magnolia leather trim, to be delivered late this year or early 1989.

Mr Lloyd Jones bought the hand-built Daimler in 1985. Only two of its type were ever built.

The royal Daimler was delivered to Buckingham Palace in June, 1945, and was part of the fleet used by King George VI until he died in 1952.

It was taken over by Queen Elizabeth until 1960 when it was sent to Government House in Brisbane to be used by Queensland Governor Sir Henry Abel Smith.

The car eventually was sold privately, and turned up in Cairns.

Jaguar's public relations director in Australia, Mr John Crawford, said Mr Lloyd Jones only bought the car in 1985 after pursuing the owner, who was reluctant to sell, for many years.

"He drove it down to Sydney, used it a couple of times, and then put it in his collection (of 100 cars)," Mr Crawford said.



The 39-year-old Daimler which was once used by the royal family



Charles Lloyd Jones's new Jaguar XJS convertible

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Unless you drive an NSU RO80 or a Mazda RX-something-or-other, the engine under your bonnet can be loosely described as an internal combustion, reciprocating engine. And this is a good thing to have. Until, that is, the internal combustion continues after all reciprocation has ceased.

Naturally enough, various engines have various weak points which can cause underbonnet explosions of varying degrees. Talk to any mechanic and he or she will tell you about engines in general and the few specific problems that pertain to each one.

Now we're not saying that all engines of a specific type will suffer the same fate, but the law of averages is bound to catch up sooner or later.

For instance: Holden's ubiquitous red six - which turned blue after the VC Commodore - is notorious among mechanics and owners alike for stripping its timing gear. The original gear sets are made of a fibrous substance which works okay for a while but can't hope to survive like a good alloy gear set.

Breakage is identifiable by an absence of spark (the distributor is driven from the camshaft) and an instant blackout. The motor just stops. Simple as that.

Other than that red motors tend to be fairly indestructible although earlier GTR XU1 Toranas blotted their copy books by spitting off their flywheels. Stories of the flywheel carving a path through the bellhousing then the transmission tunnel and finally through the mudguard are not unheard of.

The Ford version of the same motor, the pushrod six cylinder (which survived until the EA26) is also pretty bulletproof with one exception. Water pumps seem to be the problem and render the vehicle inoperative due to lack of coolant in the necessary places. Sometimes there will be a noise, other times the temperature gauge is your only hint that something is amiss.

On top of that, all Falcon sixes of this type use oil. It all depends on whether you got a good 'un or a bad 'un, but the manufacturing tolerances are wide when it comes to oil consumption.

Back when big Mal ruled the land with his version of an iron fist, we had what was known as the big three. Valiant was the third. Naturally enough, the bread and butter Valiant motor was no less guilty of inherent problems.

Although generally considered to be a better engine than either Ford's or Holden's, the Valiant six nevertheless had the habit of destroying its valve guide seals



*Holden and Falcon sixes: Timing gear and water pumps.*

within the running in period. This led to a puff of smoke on start-up but very little else. Valiants also developed noisy timing

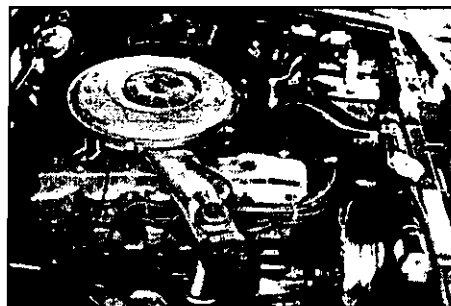


*Falcon sixes often use oil.*

gear early in their lives but once again, the problem was really only an annoyance rather than an inconvenience.

Holden's two locally made V8s were a popular choice with buyers in the 70s and 80s and for very good reasons. History records that the smaller engine, the 253 as it was originally known and the 4.2-litre as it became, was the better of the two and big mileages are not uncommon. No real repetitive problems were turned up during our investigations.

The big bent eight, the 308 or five-litre, was not, however, without fault. The motor was particularly hard on camshafts and valve lifters and number four piston was



*The Sigma's Astron 2.6. Drive the bejesus out of it.*

prone to participating in unplanned trial separations.

Holden's has arguably rectified these problem in the latest crop of five-litre mills and we haven't heard of ULP V8s experiencing these problems.

Early Sigmas, both two-litre and 2.6-litre Astrons, had problems with oil burning. The reason varies from mechanic to mechanic but our discussions indicate the combustion chamber design caused the cylinder bores to glaze, thereby stopping the rings from seating properly.

The only solution, said one of our contacts, was to drive the bejesus out of the cars from day one, keeping the bore nice and rough.

The four cylinder engines which powered early Celicas and thousands of Coronas - the 18R - also had its limitations. The

bottom end was pretty tough but the timing chain had a habit of going slack well before the engine had flipped 100,000km on to the odometer.

The chains rarely if ever break, but the rattling noise (especially on start up) was worrying to say the least. Ideally they should be replaced to avoid the chain jumping a tooth or two, but this is tricky because the sump and head must be lifted to remove the timing cover. Not easy.



*The old Holden campaigner. Instant blackout.*

Remember the last of the rear wheel drive Mazda 626s? How many have you seen blowing clouds of oil smoke? Plenty, right? The problem was the use of softer than normal piston rings which soon lost their ability to seat against the bore.

The solution - and of course you'll never get a Mazda person to admit it - was to pour Ajax down the carby while the motor was running, scuffing the bore in the process so the rings seated. Of course, you can't quote us on this one, but fifty million mechanics can't be wrong.

And what about the first Camira, the JB? Sit behind one of these at the lights and it'll disappear when the lights go green. And it's not because the things had neck-snapping acceleration - 'cos they most certainly didn't. What they have is the ability to create their own smoke screen after they have been idling for a while. The problem is almost certainly valve guide seals, the little rubber bits which curl up and die prematurely, allowing oil straight into the cylinder. At least the later models don't have the problem, indicating that Holden's at least recognised it has something with which to concern its corporate self.

# Rally a tribute to Wolseley's work

**Wolseley enthusiasts in 60 cars dating from 1904 to 1967 met at Walgett for their annual rally.**

**T**HE combined Wolseley Car Clubs of Australia and New Zealand held their 1988 national rally at Walgett, NSW in late September.

An official Bicentennial event, the rally was organised by the Wolseley Car Club of Victoria to commemorate 100 years of mechanical shearing and the invention, by Frederick York Wolseley, of the first successful sheep shearing machine.

The clubs presented a plaque to the Shire of Walgett to commemorate their historic visit.

The 150 enthusiasts in 60 cars dating from 1904 to 1967 visited "Euroka", a sheep station owned by Wolseley, and where he

developed his shearing machine.

Victorian Wolseley club secretary, Peter Richardson, said few Australians were aware of the great contribution Wolseley had made to the early economic development of Australia through the mechanical shearer.

Mr Richardson said the clubs were pressing for Wolseley's life and work in the past century to be part of the primary school program.

The clubs also believed Wolseley's portrait rightfully should be put on Australian currency notes alongside other pioneers.



### Quiz Answers:

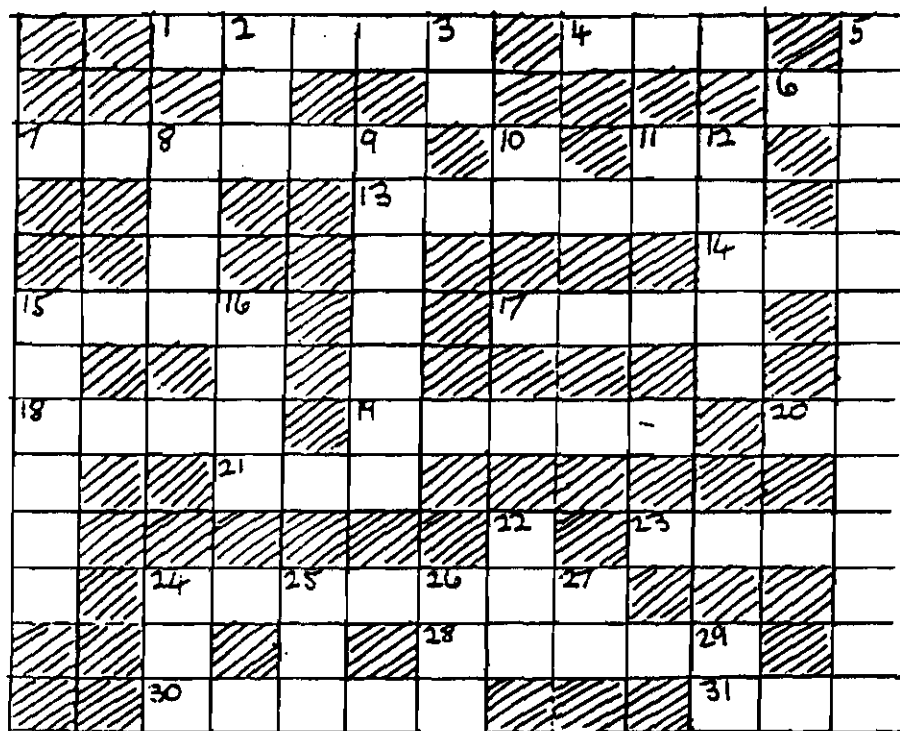
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CROSSWORD CONTRIBUTED BY G. WEBB.

CONTRIBUTED	BY ROBERT BOAN
HUNT	ER
OP	PEL
FA	IRLANE
BE	NITLEY
WOL	SELEY
FE	RART
RL	EY
S	PRITE
B	ULCR
SAIE	SMARK
I	RADER
FR	EECI
BLUE	BIRD
PL	MAN
IRI	UMPH
H	UDSON



CROSSWORD. CONTRIBUTED BY  
G. WEBB.



ACROSS

1. TYPE OF MANIFOLD.
4. HEXAGONAL FASTENER
6. NEGATIVE.
7. BRITISH CAR.
11. ABBREV. GEAR RATIO  
HIGHER THAN USUAL GEAR
13. ALL HUMBERS HAVE ONE
14. ANIMAL DOCTOR.
15. CROSSWORD PRESENTER.  
(SURNAME)
17. COLLOQ. FOR MOTOR CAR.
18. HOLE OR OPENING.
19. U.K. SPORTS CAR.
20. CURRENT MODEL FORD
21. THE TRUBIES LATEST  
ADDITION
23. MOST HUMBERS HAVE  
FIVE. (SINGULAR)
24. ENCLOSING GEARING
28. ANY OF A CLASS OF  
ELEMENTS. (TIN. IRON. LEAD.
30. OLD U.S. CAR
31. CYLINDRICAL PIECE OF WIRE

DOWN.

2. GERMAN CAR
3. U.K. SPORTS CAR. ABBREV.
5. MAKE + MODEL. 4. CYL  
HORIZ. OPPOSED W/ COOLED  
WITH WOODEN FLOOR
8. BRAKES KNOWN TO.
9. FRENCH CAR
10. U.K. SPORTS CAR
11. SWITCH POSITION
12. AUSTIN A/40 MODEL
15. VAUXHALL MODEL
16. OWNER (SURNAME)  
DRIVES SERIES IV
22. SET WITH CONVERGENCE  
FORWARD OR BACKWARDS.
24. DESIGNATION OF CURRENT  
NISSAN SKYLINE.
25. ABBREV. OF BRAKING SYSTEM
26. TYPE OF BIKE
27. FALCON MODEL
29. ABBREV. USED IN RECORDS

1	U.S. CAR
2	U.K SPORTS CAR.
3	POSH OLD HUMBER
4	4 CYL. LIMO. DATSUN
5	SMALL FORD
6	FORD COMMERCIAL
7	UP MARKET HOLDEN
8	U.S. CAR
9	SMALL SPORTS CAR
10	PATHFINDER
11	ITALIAN CAR
12	EX U.K POLICE CAR
13	LUXURY U.K. CAR
14	UPMARKET FORD
15	GERMAN CAR
16	CHRYSLER HILLMAN
HUMBER QUIZ	

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CONTRIBUTED		BY ROBERT BO

- MEMBERSHIP QUIZ -

ALL ANSWERS ARE FOUND IN MEMBERSHIP LIST.

- LOTTERY WINNINGS
- GIVE A DOG A
- PIANO PLAYER "WINNIFRED"
- TYPE OF DIESEL
- WEST HEIDLEBERG MEMBER
- KING OF THE JUNGLE "PLURAL"
- "GINGER"
- CIGARETTE END
- SPIDER'S HOME
- EXPENSIVE GLASS
- MEMBER WITH "JOLLY SWAGMAN" ADDRESS
- LANTERN MANUFACTURER
- GOOD FOR SCONES "PLURAL"
- GARDEN SEEDS
- COMPOSER
- NEVER ENDING GARDEN CHORE
- BATHROOM FITTING
- SPIDER WATCHER "ROBERT"
- TYRE MAKER
- A.V. JENNINGS' PRODUCT
- BOSS
- HOSPITAL ROOM
- RENT PAYER

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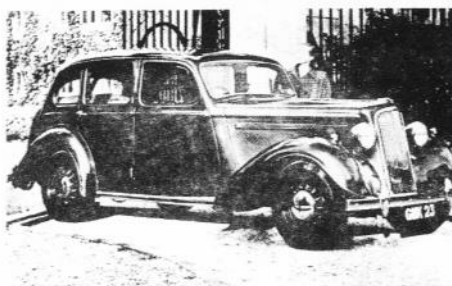
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