

October 1990

# *The* **HUMBERETTE**



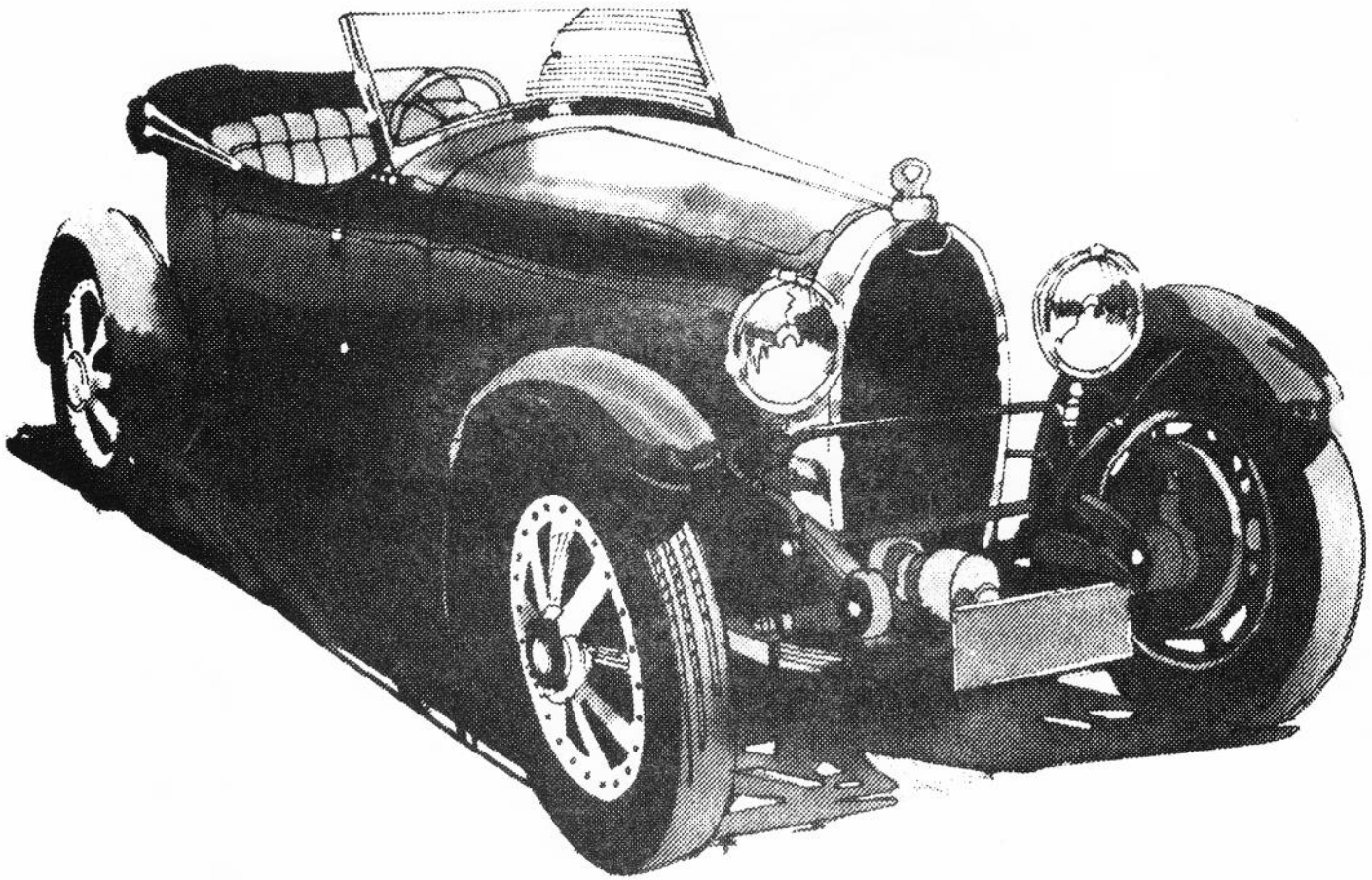
By Appointment to  
The Royal Family

Official Newsletter of the  
Humber Car Club of  
Victoria Inc.

Affiliated with the  
Association of Motoring Clubs



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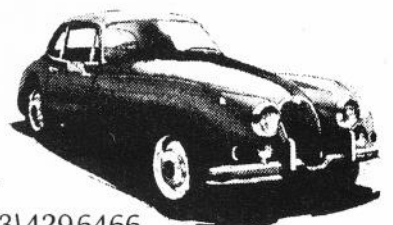
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# CALENDAR

THE HUMBERETTE.

OCTOBER 1990.

- OCTOBER 26TH. GENERAL MEETING. DEEPPENE PARK HALL. 8.00PM.  
SPEAKER FROM LOCTITE. (ARRANGED BY MIKE DUPLA)
- NOVEMBER 11TH. \*\*\*\* CONCOURS D'ELEGANCE \*\*\*\*  
PRIDE OF OWNERSHIP  
AND  
DISPLAY.  
NEW VENUE FOR THIS EVENT - BALWYN PARK (REAR OVAL  
AND SCOUT HALL), WHITEHORSE ROAD, BALWYN. MELWAY  
MAP 46 D8. 11.00AM-4.00PM. NO ADMISSION FEE.  
SPIT ROAST LUNCHEON (CATERED BY "TOMMY'S TATERS")  
\$8.00 PER PERSON (CHILD U.12 \$5) - THIS SHOULD BE  
BOOKED AND PAID FOR BY NOV.1ST.
- NOVEMBER 18TH. COMBINED CLUBS AUTO KANA. ORGANIZED BY S.A.T.O.C.  
BALNARRING. (MELWAY 193 D3). BYO LUNCH AND DRINKS.  
IF YOU WISH TO TRAVEL TO THIS EVENT IN CONVOY, PLEASE  
MEET AT THE PRINCE MARK HOTEL/MOTEL, PRINCES HIGHWAY  
DANDENONG (SERVICE ROAD) AT 10.15AM. MELWAY MAP 90 J11.  
FOR FURTHER INFORMATION SEE LETTER IN THIS ISSUE.
- AND ALSO:
- NOVEMBER 18TH. MERCEDES-BENZ CLUB (VIC) INC. CONCOURS D'ELEGANCE  
TALLY HO TECHNOLOGY PARK, CR. BURWOOD HIGHWAY AND  
SPRINGVALE ROAD, BURWOOD.  
LETTER IN THIS HUMBERETTE.
- NOVEMBER 17TH-18TH. BENDIGO SWAP MEET, PRINCE OF WALES SHOWGROUNDS, HOLMES  
ROAD, BENDIGO. HCCV HAS MEETING AREA AND INFORMATION  
STAND AT "CLUB CORNER" IN THE CONFERENCE HALL.  
OFFERS TO HELP MANN THIS STAND ON THE SATURDAY OR  
SUNDAY GRATEFULLY ACCEPTED.
- NOVEMBER 23RD. FINAL GENERAL MEETING FOR YEAR. DEEPPENE PARK HALL.  
8.00PM. MEMBERS ARE REQUESTED TO BRING A PLATE FOR  
SPECIAL CHRISTMAS SUPPER.
- NOVEMBER 26TH. (MONDAY) A.O.M.C. DELEGATE'S MEETING FOLLOWED BY  
ANNUAL GENERAL MEETING. CARNEGIE PROGRESS HALL. 8PM.
- DECEMBER 9TH. PRESENTATION DAY AND CHRISTMAS BREAK-UP LUNCHEON.  
EDWARDES LAKE BISTRO, EDWARDS STREET, RESERVOIR.  
12.00 MIDDAY. APPROX. \$14 PER HEAD PLUS DRINKS.

\*\*\*\*\*  
FORWARD PLANNING: \*\*\*\*\*

1991

- JANUARY 25TH FIRST GENERAL MEETING FOR 1991.
- JANUARY 27TH-28TH AUSTRALIA DAY WEEKEND - DISPLAY AND TOUR.
- FEBRUARY 22ND. ANNUAL GENERAL MEETING OF HCCV INC.
- MARCH 9TH-11TH. CASTERTON MOTOR ENTHUSIASTS CLUB ANNUAL RALLY.

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## CHRISTMAS HAMPER

RAFFLE TICKETS IN THIS HUMBERETTE.

DRAWN SUNDAY DEC. 9TH.

Please return butts etc. to: HCCV CHRISTMAS HAMPER, 23 HIGH ST. WATSONIA. 3087.



# THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA. 3087

COMMITTEE 1990-91

PRESIDENT	:	Geoff Webb	803 6592
VICE PRESIDENT	:	Margaret Willimott	435 6354
SECRETARY	:	Ian Foreman	
TREASURER	:	Brian Parkinson	
MEMBERSHIP SECRETARY	:	Graeme Finn	497 4231
EDITOR	:	Barry Bosnich	(057) 83 1999
EVENTS DIRECTOR	:	Mike Dupla	390 2211
LIBRARIAN	:	Dave Denner	874 7016
REGALIA	:	Vic Wilson	478 9352
TECHNICAL ADVISORS	:		
- Vogues	:	R. Dunlop	439 7059
- Series V, VA S/Snipes	:	A. Goldman	(059) 75 6807
- Hawks	:	K. Willimott	435 6354
- Mk Cars	:	B. Kennedy	789 5119
- General Information	:	B. Kennedy	789 5119
- Auto Electrical	:	M. Fitchett	366 8987



FOR SALE: SERIES 2 SUPER SNIPE, CONTACT D. ROBERTS,  
P.O. BOX 987, ARMIDALE, NSW, 2350, PH: (067) 75 2260.



**Social Secretary's Report:** It was reported that the run to Hastings was successful. Twenty-three (23) members attended and a good day was had by all. President's Mystery run was discussed.

#### **General Business:**

1) Most of the general business time was taken up with discussion regarding the A.M.O.C. Report, re the pollution tax plan as put forward by Ms. Ros Kelly to the Australian Federal Government assembly in early June 1990. Mention was made of the joint A.M.O.C. petition as distributed throughout the various motor clubs to their members. Refer H.C.C.V. September 1990 newsletter.

One point in particular raised was a statement which was made in the letter of petition, second paragraph, "older vehicles properly maintained can be both more fuel efficient and less polluting than current vehicles". This point was discussed as many members feel this statement was unfounded and perhaps made without any solid foundation of facts.

The second point that came out of the discussion was the limitations (proposed) on the number of vehicles per property - namely two (2) cars per family. Refer H.C.C.V. September 1990 newsletter. The Club President, Geoff Webb, expressed the problems of car ownership within his own household, referring to the impossibility of limiting the number of vehicles to two per family. All members were in total agreement with this point.

2) Manuals donated to the club, Series and Mark manuals (Hawks, Vogues and Snipes). A letter of appreciation has been sent to Mrs Chalkley for donating these manuals. These have been gratefully received.

Meeting closed at 9:00pm followed by supper.

(Whilst) 1960's Australian Motor writer, Brian Hanrahan once said testing a Series Snipe, "They are still solid and beautifully made and are terribly, terribly Tweed".

Ian Foreman.

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#### SOCIAL NEWS & NOTES - OCTOBER

Hello everyone! I'm looking forward to meeting many of you at Concours Day on November 11th. We have a NEW VENUE this year at BALWYN PARK - arrangements for the day will be similar to previous years with ALL CLUB CARS whether for Concours, Pride of Ownership or Display only, being parked around BALWYN PARK OVAL. Other activities during the day include the SPIT ROAST LUNCHEON, POPULAR CAR VOTE, DISPLAY and COMPETITIONS, etc. To ensure you don't miss out it is advisable to BOOK YOUR SPIT ROAST LUNCH BY NOVEMBER 1ST if possible.

The motoring events season is currently in full swing as a glance at the Calendar Page will confirm. The ANNUAL S.A.T.O.C. AUTOKANA on November 18th provides plenty of thrills as well as a chance to test your driving skills. If you wish to travel to Balnarring in convoy on that day, we will meet at the Prince Mark Motel, Princes Highway, Dandenong (Melway 90 J11) at 10:15am. Information on this event is included elsewhere in the Humberette.

Other activities on this same weekend are the Mercedes-Benz Concours and, most importantly, the Bendigo Swap Meet. Anyone attending the Bendigo Swap should be able to find other HOCV members at our Information Stand in the Conference Hall. Saturday November 17th is the main day of this event.

Included in this Humberette is a small booklet of tickets for the CHRISTMAS HAMPER RAFFLE. Your assistance in helping sell the Hamper tickets would be greatly appreciated. This is our major fundraising event for the year and proceeds are used to help defray club running expenses as well as to provide trophies/mementoes for Concours Day. Any assistance you are able to give in either selling tickets or in helping fill the Hamper is most welcome.

Despite the petrol strike more than thirty people found their way to Kevin Megee's Geelong workshop to celebrate our 15th Club Birthday. We were pleased to welcome Geelong members Tom & Nancy East, also Len Coleman and son-in-law Russell in Len's one-owner Series V Snipe. At 87 years of age, Len has quite a life story to tell and its debatable whether his own story or his Humber's history hold the most interest.

In attendance at the Birthday celebrations were:- Geoff & Jill Webb accompanied by Geoff's parents; Ian McDonald & Alison; Vic Wilson & 'Navigator'; Graeme, Razmi Finn & Family; Ron, Eleanor Forth and Jessica; Gary, Dianne & Ben Davies.

From Ballarat:- Tom & Nancy East; Len Coleman; Des & Denise Judd; Bill & Joan Holmes; Kevin Megee & Daughters; Keith & Margaret Willimott & Pam Batten.

Thank you to all who helped make the Birthday celebration a success. To Kevin for providing the venue and his daughters for their musical contribution and bill for officiating at the BBQ; also to Jill Webb for organising the beautifully decorated birthday cake.

Winners of the Mystery Run were the Finn family - I'm told they kept a sharp look out for all the clues with two eyes at each car window! Congratulations Graeme, Razmi & children.

That's all from me now. I'll see you at the next meeting when we hope to have a speaker from Loctite to address us on products related to the motoring industry.

Margaret.

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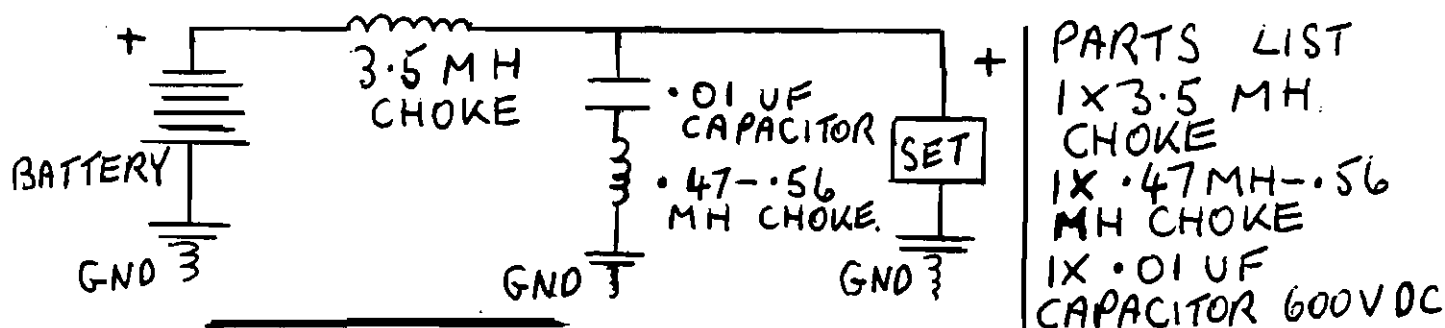
#### HANDY HINTS

Ian Foreman.

A number of people over the years have asked me about installations, namely car stereo units with FM stereo receivers included. People with older cars have experienced spurious interference on both tape and FM radio mode with modern sets installed in older vehicles.

A number of these cases have been in 50's and 60's 'British Cars', namely because the manufacturers of the day installed copper H/T (high tension) heads. Even with suppressor capacitors on generator and H/T heads inc resistance suppressors crackles and motor interference still persist.

If you're not a "dead set" purist as far as radio equipment of the same era as the car, and wish to have a modern stereo tape player with or without FM stereo and yet keep the rest of the car, including electrics original, then here is a suppression circuit which can be mounted under the dash.



**CHOKE WINDING DATA.**  
3.5 MH. 476 TURNS, 16 SWG WIRE ON 1" FORMER  
.47 MH 79 TURNS " " " " "

This circuit above is 85-90% successful in eliminating ignition noise in most cases is a highly successful cure. All modern sets are (-) negative to earth, most Humbers are (+) positive to earth. This means one of two things; a) either get the polarity changed over; b) Float the wiring of the set above ground.

If you are a "dead set" Concours De Elegance purist but are also a musical purist, "I must have good music, excellent sound reproduction wherever I go"; then in this case you will have to float the supply to the set, in laymans terms, it can't be grounded. The set is above earth (car body).

This can be done successfully by mounting the set on a small wooden frame (insulator), then bolted under the dash. One word of caution though! Make sure the car stereo you buy does not have common speaker leads to both channels. Five out of ten times these sets have bootstrapped (internally connected) railing with power input side.

E.g. Speaker frames must not be grounded (although the speaker is by virtue of its construction, isolated. Make sure speaker connections never touch the car frame.



MERCEDES-BENZ CLUB (Vic.) Inc.

P.O. BOX 270, BOX HILL, VICTORIA, 3128

September 7, 1990

HUMBER CAR CLUB OF VIC  
23 High Street  
Watsonia 3087

Dear members of the HUMBER CAR CLUB OF VIC

**MERCEDES-BENZ CLUB (VIC) INC. - CONCOURS D'ELEGANCE**

The Mercedes-Benz Club (Victoria) Inc. is pleased to advise that the 1990 Concours D'Elegance will be held on

Sunday, 18 November 1990  
at the spacious Tally Ho Technology Park,  
situated at the corner of Burwood Highway and Springvale Road, Burwood.

On behalf of our Concours Director, I extend a special invitation to your club members and their families to visit us on that day, and we look forward to welcoming you at what promises to be our largest and greatest Concours.

We will have a large range of special and collectable cars on display and you will have an opportunity to inspect many vehicles that are not seen on the road during the year. It is estimated that up to \$8 million value of cars will be exhibited and compete for the prizes.

Motoring displays, information stalls, refreshments and other events will be provided for your interest and we invite you to discuss your motoring or club interests with our friendly members.

The Mercedes-Benz Club will be making a donation of the proceeds from the 1990 Concours to the Austin Hospital Foundation to maintain their P.E.T. (Brain Diagnostic) unit.

Please encourage your members to introduce themselves to us and we look forward to you sharing the Concours D'Elegance 1990 with us.

Yours faithfully

Carsten Schwarzkopf  
(Promotional & Advertising Officer)



**S.A.T.O.C.**

VICTORIA, INC.

P.O. Box 170,  
East Melbourne,  
Victoria,  
3002

To the Secretary,

Greetings from the Sunbeam and Talbot Owners Club.

We would like to invite your club to our annual Auto Kana on Sunday, November 18th, 1990.

Its a great day which involves a variety of other clubs including

Humber  
Singer  
Hillman  
Triumph  
M.G.  
Vanguard.

The Auto Kana is held in a large paddock and will commence at 11.30 a.m. - 12 noon.

Last year a Hillman Imp won the event and this year we hope to see some good competition. Prizes will be awarded on the day.

B.B.Q. facilities will be provided but please BYO meat, salads and drinks.

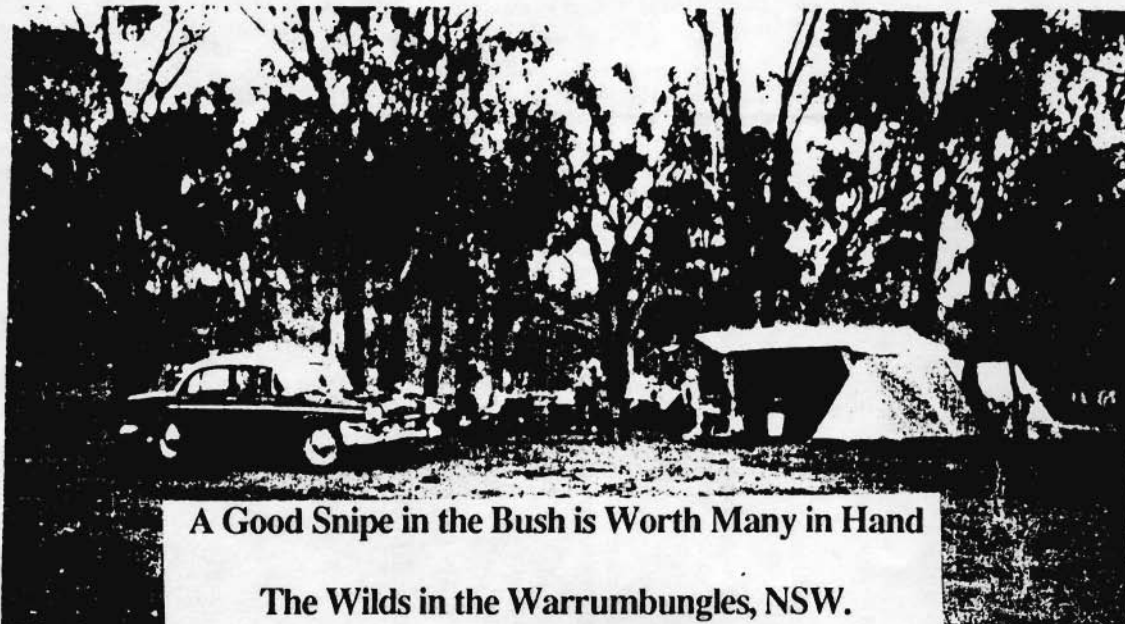
The address is Stumpy Gully Road, Balnarring and the property will be signposted. Melway Map Reference 193... D3.

We hope some of your members can make it. Please include this event in your newsletter and on your calender.

Kind regards,

ROD LACK  
Vice President

ALPINE • RAPIER • TALBOT • TIGER



A Good Snipe in the Bush is Worth Many in Hand

The Wilds in the Warrumbungles, NSW.

## more special features of the new HUMBER Vogue

Efficient overall design - compact exterior dimensions with spacious interior • Luggage compartment capacity increased to 16 cu. ft. (0.45 cu. m.) • Seating cradled within a long wheelbase - low centre of gravity, evenly distributed weight • Advanced suspension system incorporates efficient shock absorbers, high-rated front coil springs and wide-leaf springs • Fuel tank holds 10½ gallons (47 litres) • No greasing points anywhere • Car frame of tough, welded steel - unitary construction for rigidity and safety • Extensive insulation against noise and vibration • Structure and underframe treated against weather and corrosion • Hypoid axle for long life and dependability • Ventilation slots in wheels to assist air cooling of brakes.



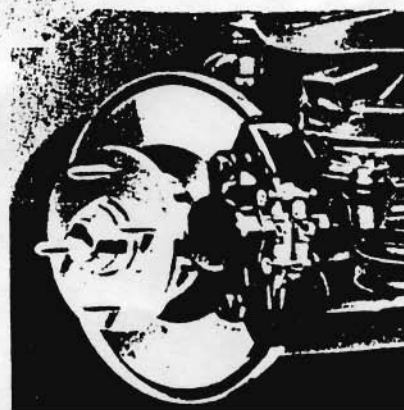
A ROOTES PRODUCT

White-wall tyres available as an extra

Borg-Warner fully-automatic transmission. This fully proved and highly efficient system is available as an extra on the new Humber Vogue.

now fitted  
with front wheel  
disc brakes

Front disc brakes are now fitted, matched with large diameter rear brakes to ensure safe, smooth braking at all speeds. Disc brakes are self-adjusting and do not overheat. Brake linings are fade-resistant and long wearing.





# Top cars for top people

**Graham Robson's Fifties story moves on to the final throes of the stately coachbuilding houses of Great Britain**

**T**HE carriage trade had its last fling in the Fifties. For a short time, as the new Elizabethan age dawned, and while it was still acceptable to flaunt one's wealth, Top People indulged themselves in buying some truly magnificent Rolls-Royces, Bentleys and Daimlers. It was a reaction from the privations of the Second World War, and from the austerity-ridden period of the late Forties, but it didn't last long. For the carriage trade, the Fifties was an Indian Summer. By 1960, nearly all the coachbuilders had closed down, or had been absorbed by larger businesses, and the demand for special coachwork had virtually disappeared.

The carriage trade — what emotive images that conjures! One is reminded of the gracious days of the Twenties and Thirties when the gentry ordered a new Rolls-Royce every year, took delivery of it months later after a number of discreet and dignified 'fittings', and instantly began the search for its successor. One is reminded of the great line-up of distinguished coachbuilding firms who showed off their latest styles at Olympia (later, Earls Court), rather as Dior and Chanel would hold annual fashion shows in Paris. Car makers would supply the rolling chassis, and discreetly recommend the coachbuilders who should clothe their mechanical masterpieces. Almost every body style — limousine, touring saloon, or sporting derivative — would be individually styled for the customer.

The Second World War, and social revolution which followed it, changed everything. The new generation of rich men didn't want the world to know they had that much money, and in any case they often didn't have the taste needed to approve a special style for themselves. The Nobility and the Gentry were genuinely impoverished — for the latest legislation regarding investment income and death duties made quite sure of that. Rolls-Royce had seen the writing on the wall even while the fighting was going on, and surprised the pundits by introducing a Standard Steel saloon Bentley in 1946.

At the beginning of the Fifties, therefore, the line-up of truly patrician British cars was very

limited, and the market was contracting all the time. To be precise, only two concerns — Rolls-Royce/Bentley and Daimler — were involved, and they shared their chassis among no more than six top-class coachbuilders. Import restrictions meant that there was no competition from overseas cars — but, in any case, there were no upper-class cars to match the British products at the time.

It was a complacent little business which bred further complacency. There was nothing outstanding about the engineering of the cars at the time, and little was done to improve the situation in the next 10 years. Indeed, if Rolls-Royce and Daimler had not each produced a new design of V8 engine in 1959, I might almost have accused both of stagnating for 10 years!

They did not strive to produce technically advanced cars, but why should they? Their crafts were traditional, as were their customers. A belted earl from the shires wanted sleek lines, real leather and tree wood in the trimmings, and magnificent paintwork on the body itself — just as he had always wanted. If you had offered him twin overhead camshafts, hydraulic suspension, or electrical gimmickry, he would not have understood it at all. He took to automatic transmission because it took the effort out of driving (and, who knows, it might have given him an excuse to sack the chauffeur, and save money?), and he accepted disc brakes only when he was given no alternative by the chassis suppliers.

All of which explains why the carriage trade models of the fifties slipped gently back from the mainstream of motor car technical innovation, and why they came to live in a tight little world of their own. Perhaps, too, it explains why the upstarts like Armstrong Siddeley and BMC, who tried to muscle in, made no headway at all. The type of person buying this type of car wanted 'class', which meant that a certain amount of breeding and a recognisable heritage was essential. The Sapphire Limousine and the Princess didn't have either.

One reason why the cars became old-fashioned was that the companies couldn't invest enough in new products. The big problem, of course, was that by the Fifties serving the upper classes was no longer a profitable business. Even in the Thirties, when taxation was still relatively low, it had been marginal, but 20 years later it was simply not viable. No maker of 'top cars for top people' could survive on his own — Rolls-Royce swept smoothly along because their aero-engine was booming, while Daimler not only had the entire BSA group to back them, but also built smaller cars, buses, and military vehicles.

By this time, too, a curious situation had arisen at the very top of the social tree. Although it had tacitly been agreed for well over 10 years that the Rolls-Royce was, indeed, the 'Best Car in the World' (the company even advertised itself with the slogan), the British royal family persisted in buying Daimlers. Even though the latest Daimlers used engines developed from those first used in World War Two armoured cars, they were still good enough for royalty. The reasons were twofold — not only was the Daimler exceptionally easy to drive very slowly on ceremonial occasions (due to its unique combination of a pre-selector gearbox and a fluid flywheel), but there was also that cosy tradition of a close relationship between Buckingham Palace, the Hooper coachbuilding concern, and Daimler.

In 1950 the range of truly upper-crust machines in Britain was very limited, and every possible fiscal obstacle seemed to be in the way of sales. From 1945 to 1951 Britain was controlled by a Labour government, whose main policies seemed to be to nationalise most things, tax everything else, and bring about a social revolution that most of the population demonstrably did not want. One consequence was that cars in the Rolls-Royce/Bentley/Daimler bracket were sub-

ject to a huge 66½% purchase tax impost (double that of cars costing less than £1000, basic price); fortunately, from April 1950 this was cancelled, and purchase tax reverted to 33½% on all cars.

Most patrician of all was the Rolls-Royce Silver Wraith, built only as a rolling chassis at Crewe, then carefully bodied in a variety of limousine styles by concerns like Park Ward (owned by Rolls-Royce since the end of the Thirties), H. J. Mulliner, or Hooper. The Silver Wraith was the largest derivative of the single basic chassis introduced in 1946 — which is to say that it shared the same general layout, independent front suspension, engine and transmission as that used under the 'Standard Steel' Bentley Mk VI, or the (export-only) Silver Dawn. Its wheelbase was 10ft 7in (with a stretch in view for the future), and its engine the 4½-litre 'six' used by all post-war Crewe models. In 1950, following the tax reduction, you paid up to £5500, depending on the coachwork chosen.

At this stage the Silver Dawn didn't really count, as it was still for export only, and (horror of horrors) it was, in any case, a low-powered badge-engineered Mk VI Bentley. The Bentley, however, was something of a quantity-production car (several thousand had already been built since 1946), with standard coachwork pressed by the Pressed Steel Co., a wheelbase of 10ft, and a 1950 total price of £3674, though one could pay up to £5000 for a special bodied car.

The competition from Daimler was elephantine, if not as costly. Two different cars — the 27hp and the Straight Eight (both very uninspired model names, incidentally) — were being built on the same basic chassis. Daimler reasoned that royalty wanted a lot of lounging room, and that their courtiers would all emulate them, so the 27hp car was provided with an 11ft 6in wheelbase, while that of the Straight Eight was a simply gargantuan 12ft 3in. The 27hp's engine was the 4095cc six-cylinder unit produced in a great (and successful) hurry for the Daimler Armoured car in the 1939-1945 war, refined and made more powerful, while that of the Straight Eight was an eight-cylinder version of the same design, with 5460cc and 150bhp. Hooper, with whom Daimler had close links, got most of the coachbuilding business — the average Straight Eight measured 18ft 6in from stem to stern, and weighed nearly three tons!

Specialist coachbuilders were heavily involved in this business, and they were a conservative lot. Most of them continued to rely on the age-old craft of using seasoned woods to frame the bodies, cladding them with hand-formed panels, and taking hundreds, even thousands of man-hours, to finish the job. Their styling, frankly, took ages to catch up with modern trends, but this was partly due to the taste of their customers. Even in the early Fifties, running boards, separate front wings, and podded headlamps (if not actually free-standing) were usual, and first attempts to go 'full-width' were not always successful.

Incidentally, it was quite amazing how the upper-class coachbuilders seemed to stick closely together in north-west London. Park Ward, Hooper, Freestone & Webb, H. J. Mulliner and Harold Radford were all in the same area — only James Young, with a factory in Bromley, was out on a limb. It is a situation which has persisted; even though most of the independent concerns have now closed, Mulliner-Park Ward is still in NW10, while Rapport, Wood & Pickett, and the remnants of Hooper are all still close by.

Within two or three years, the balance (if ever there had been a real balance) shifted firmly towards Rolls-Royce. Daimler dropped the 27hp model in 1951, and the Straight-Eight in 1953 (they had only sold 205 of the first, and 216 of the latter models), and plunged into a rather aimless period of changing models, changing model names, changing policies and changing their

## Top cars for top People

management — a process too complicated for all but the most dedicated of Daimler historians fully to understand. Rolls-Royce, for their part, knew exactly what they wanted to do, and gradually but smoothly got on with it. Engines grew larger, from 4½ litres to 4½ litres, and finally to 4.9 litres, Mk VIs evolved into R-Types, tails were stretched, and finally the new Silver Cloud/S-Type range appeared. Customers loved it.

In the meantime, Rolls-Royce set out to win royal custom and, in doing so, allowed themselves an indulgence. Lord Mountbatten and his illustrious nephew Prince Philip, the Duke of Edinburgh, were Rolls-Royce lovers, and Prince Philip's experience with the 'Scalded Cat' prototype must have influenced matters. From 1950, therefore, the strictly hand-built Phantom IV limousine was put on sale — for Heads of State and Royalty only — and HRH Princess Elizabeth (now The Queen) was the first customer in 1950. Princess Margaret later bought one, and the Queen added a second to the fleet in the Royal Mews. No more Daimlers were ever ordered by Buckingham Palace. The Phantom IV had a long-wheelbase (12ft 1in) version of the Silver Wraith's chassis, and a 5675cc straight-eight engine, derived from the existing Rolls-Royce 'six'. This was no copy-cat idea from the Daimler Straight Eight, as Rolls-Royce already had such an engine in existence for military use.

It is fascinating to see the way in which carriage trade tastes gradually changed as the decade progressed. The styling, clearly, had to be brought up to date, a process which occurred almost by stealth, with the more 'mass-produced' cars like the Silver Cloud and the Daimler Majestic making moves before the coachbuilt examples followed on. In 1955 the new Silver Cloud almost, but not quite, brought smooth-sided styles into existence, just as the more way-out Daimlers had tried to do a year or so earlier. As year followed year, however, Rolls-Royce styles were consistently elegant (no better job, surely, could have been done on the massive (19ft 10in) Phantom V limousine?), whereas Daimler began to lose its grip. The slab-sided DK400 4½-litre limousines were really rather nasty (the fact that their bodies were built by Carbodies in Coventry partly explains why there was a touch of Austin Taxicab in their lines, when viewed from some angles), and the hooded headlamp craze really never worked on cars of this class.

Ease of driving, and torquey engines to match, were clearly needed, so Rolls-Royce's adoption of GM-type automatic transmission early in the decade helped their prospects. Daimler clearly thought that their fluid-flywheel system was good enough — even though Conquests, 104s and Majestics adopted Borg Warner transmission in the Fifties, the 4½-litres did not.

Ultimate, silky, refinement was something they all strove to perfect. Straight-eight engines were all well and good if enough of them could be built, which explains why both the major companies dropped theirs. In 1959, both astonished the world with new V8 engines — the Rolls Royce unit being a 6.2-litre design still with us (in 6.75-litre form) today, the Daimler being a 4.5-litre unit which lasted only into the late Sixties. Daimler finally adopted fully automatic transmission for their Majestic Major, and went on further than Rolls-Royce by also offering four-wheel disc brakes.

Even so, in basic terms, the decade ended much as it had begun, with the most costly of all cars having a solid but separate chassis frame, with lazy, understressed and very quiet engines, and with exquisitely detailed and mainly hand-crafted coachbuilt body styles. The most sales, on the other hand, were being achieved by cars with pressed steel body shells, and a growing

number of coachbuilt bodies were modifications of these, rather than creations new from the chassis frame upwards. Prices? By the end of 1959, one was invited to pay a total price of £9000 for a Rolls-Royce Phantom V limousine, compared with a mere £4300 for a Daimler DK400B. The 'standard' Silver Cloud saloon was priced at £5800, a Majestic Major only £2995.

It was clear, therefore, that Daimler was opting out of the true carriage trade business, and it was also clear that no other concern was able, or anxious, to step into the breach. In the first few years of the Fifties the Type 300 Mercedes-Benz limousine was clearly a fine, if Teutonic, machine, but the combination of anti-German feeling, a ban on such imports, and a general distaste for the detailing and decoration of such cars meant that they never made much of a show here.

Leonard Lord, through his newly-bought Vanden Plas subsidiary, would have loved to challenge the established firms with his big Princess models, but they had no pedigree, engines which were shared with BMC trucks, and looks which were, somehow, not quite acceptable. They looked more suited for, and did better in, the weddings and funerals business.

Armstrong Siddeley, too, never made it. They showed a 2.3-litre limousine in 1950 which was really far too small and slow, while the Sapphire 346 Limousine of the late Fifties was perhaps big enough, and powerful enough, but this car also lacked the air of exclusivity needed for success.

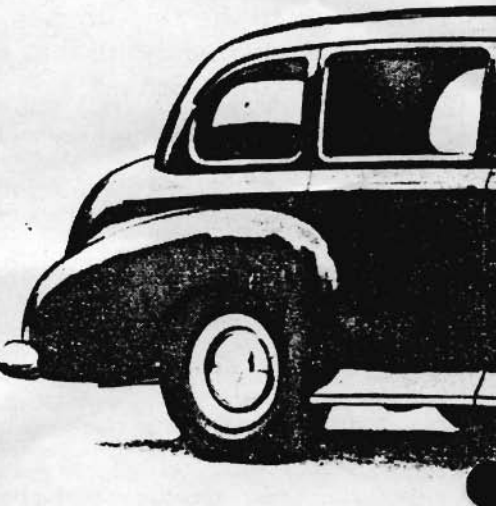
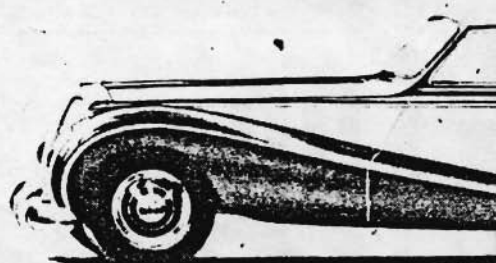
It would be quite wrong, of course, to ignore the special cars of this type which appeared regularly throughout the decade. The most sensational of all, in terms of performance, were the Bentley Continentals, which in some ways were Supercars (see next month's review), but which were the most remarkable of all, for they were not only aerodynamically very smooth, but they were also relatively light in weight; later the Continentals not only put on weight as the equipment and specification improved, but they lost some wind-cheating ability as styles gradually became more and more square. It's difficult to recall what an impact the 120mph top speed of early-1950s Continentals made, but it was considerable.

At the other end of the spectrum, of course, there were motor show 'specials' like the series of 'Docker Daimlers' inspired by Lady Norah Docker, that ebullient and glamorous wife of Daimler's chairman, Sir Bernard Docker. It's fair to say that under the gold plating, and gold starring, not to mention the zebra skin upholstery (not mink — Lady Docker pointed out acidly to one enquirer that 'Mink is too hot to sit on...'), the Hooper styles were often quite dramatic; the 1952 two-door coupe and the 1954 4½-litre Stardust limousine were both smart, and both looked even better with gewgaws removed.

Few of us old enough to have seen such cars, and similar extravagancies, at first hand, could even dream of buying one, but it was nice to be able to look longingly at two-seater Rolls-Royce convertibles with enormous luggage lockers, at unique James Young seven-seat 'Touring Limousine' styles on another car from Crewe (what is a touring limousine, anyway?), or at extensively 'customised' cars from Harold Radford where the fishing rods could be stowed inside one of the body sills, and where the equipment in the boot included integral picnic tables and equipment. Every now and then some brave importer produced a specially-converted Cadillac and wondered when we laughed.

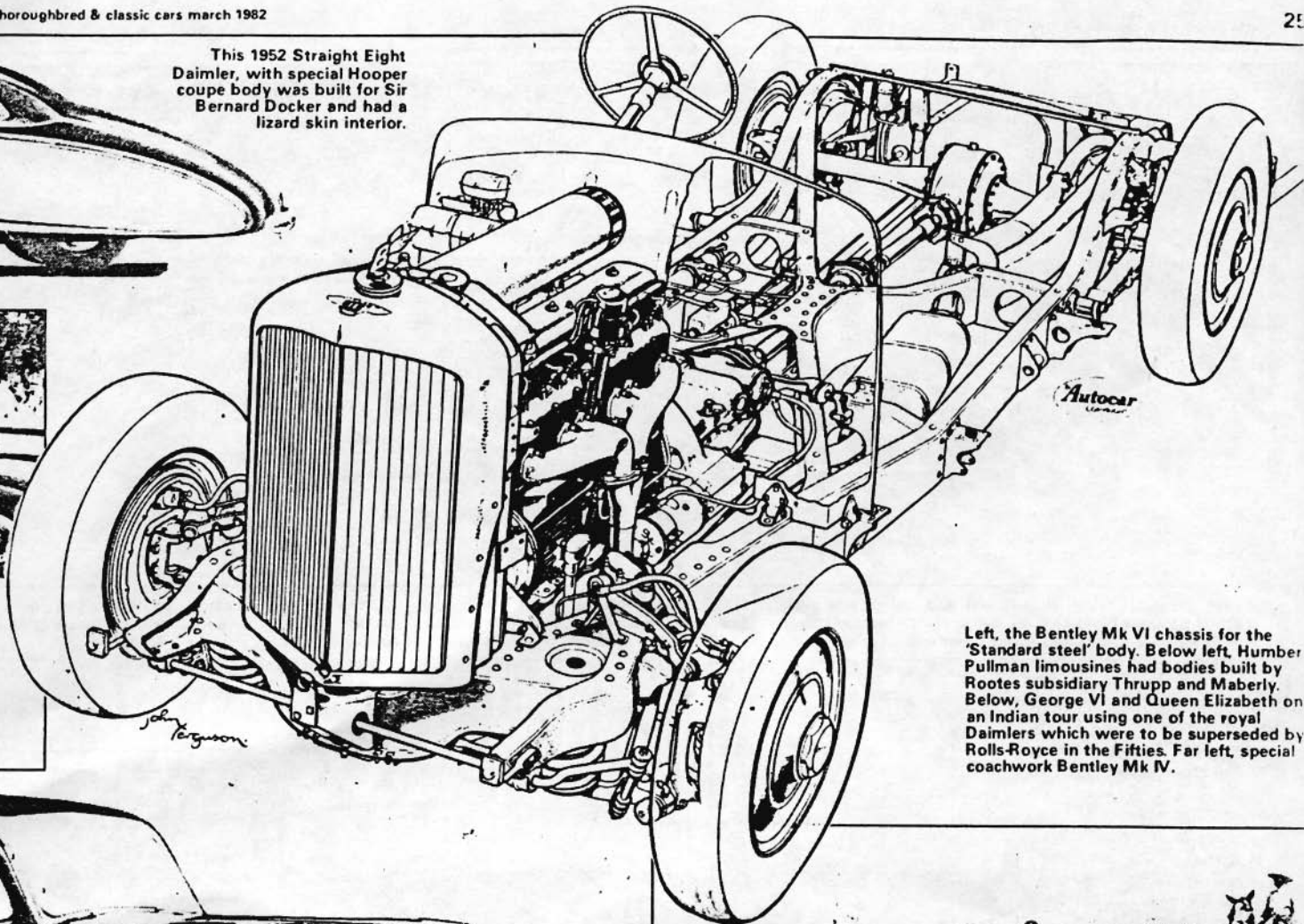
It was an era which was rapidly drawing to a close, and those who could still find the money enjoyed it while they could. In the Sixties, everything would be rather different. Mulliner-Park-Ward would survive, and Rolls-Royce would prosper, but almost every other famous name was swept away.

Were Those The Days? Of course they were!

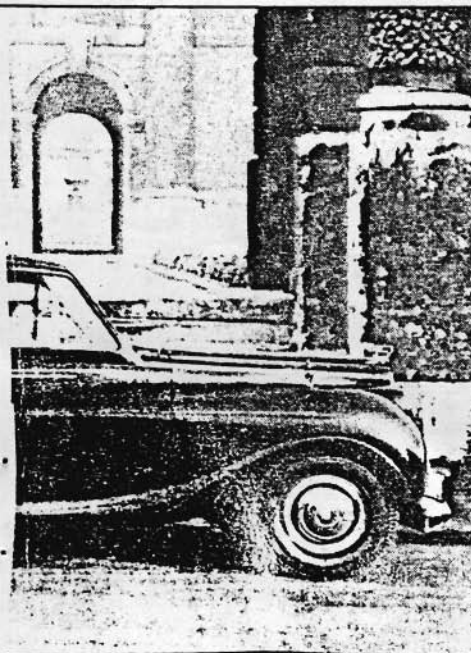
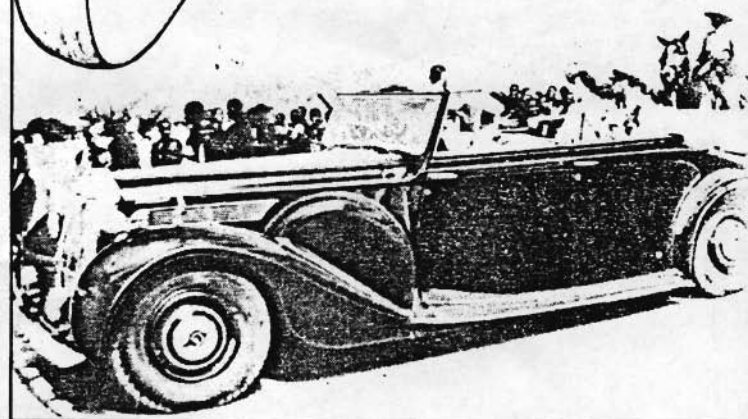
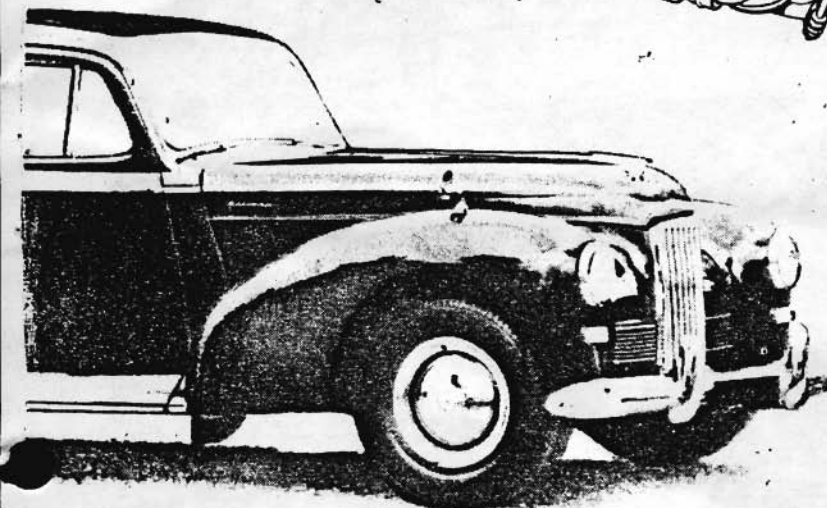




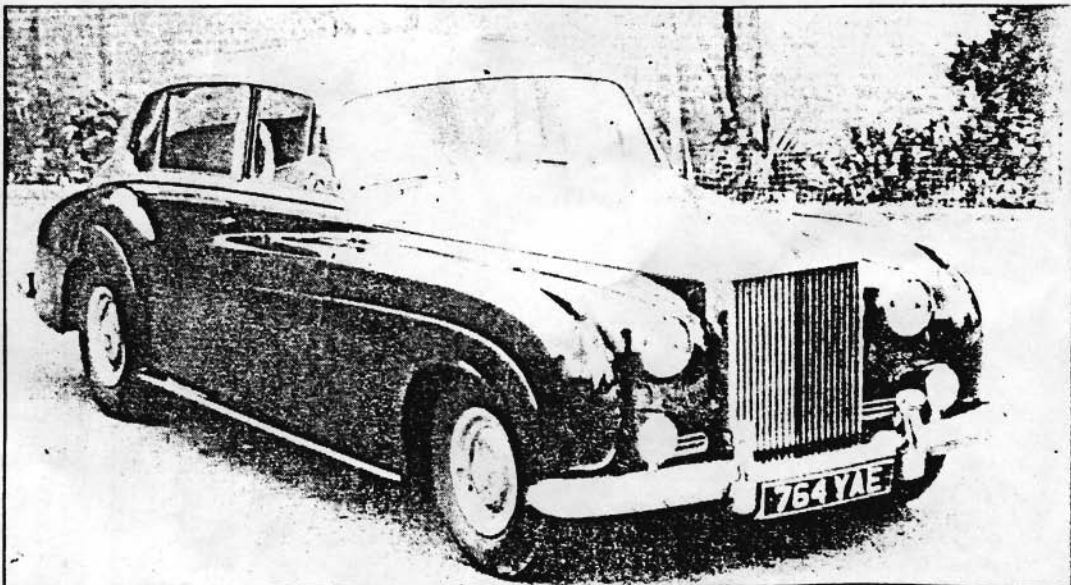
This 1952 Straight Eight Daimler, with special Hooper coupe body was built for Sir Bernard Docker and had a lizard skin interior.

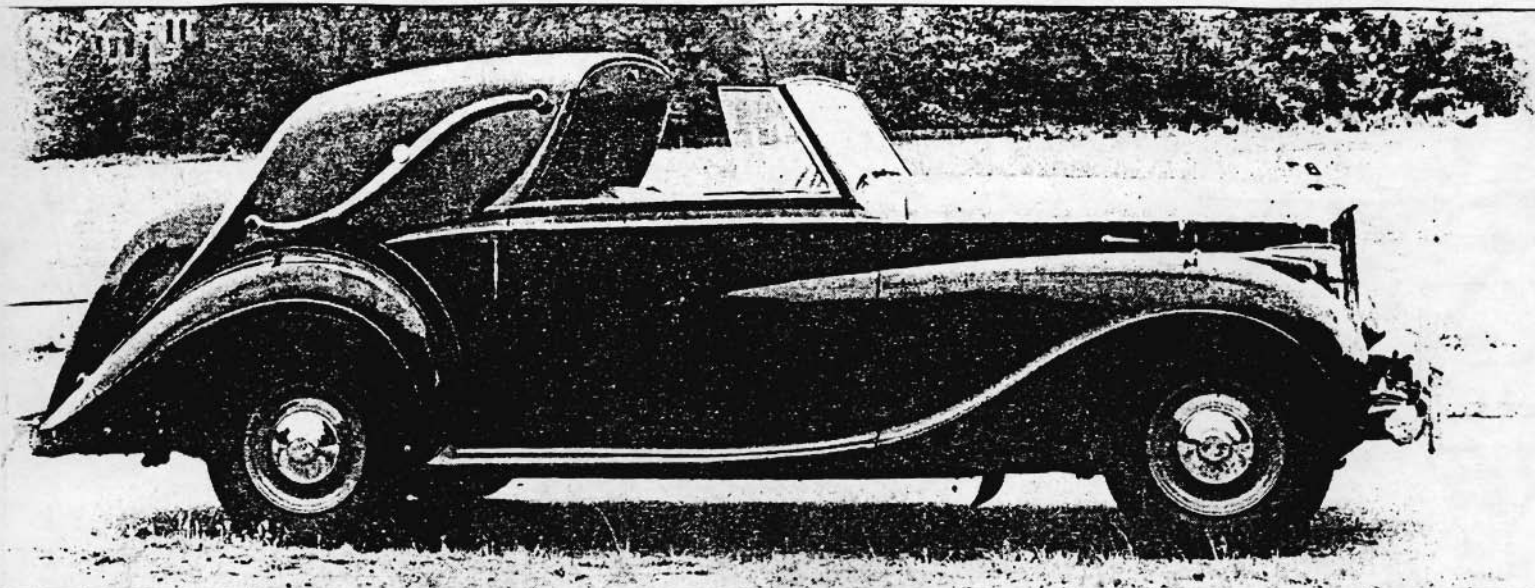


Left, the Bentley Mk VI chassis for the 'Standard steel' body. Below left, Humber Pullman limousines had bodies built by Rootes subsidiary Thrupp and Maberly. Below, George VI and Queen Elizabeth on an Indian tour using one of the royal Daimlers which were to be superseded by Rolls-Royce in the Fifties. Far left, special coachwork Bentley Mk IV.



The long wheelbase Austin Princess was powered by a six-cylinder 3995cc engine and weighed in at just over two tons. Below, Rolls-Royce Silver Cloud II, replaced by the double headlamp Cloud III in 1962.





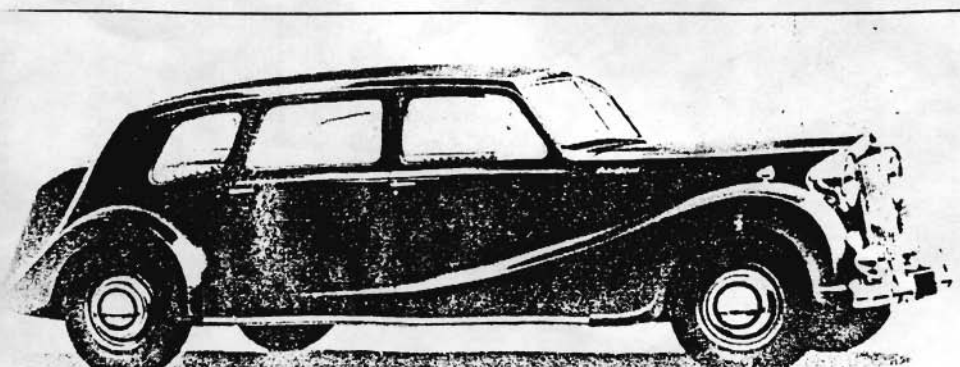
Above, a Bentley Mk VI chassis with Sedanca de Ville body style by Gurney Nutting. Below left, scraping into the Fifties, a Freestone and Webb body on a Daimler Straight Eight chassis. Below right, the then Princess Elizabeth was Rolls-Royce's first royal customer in 1950. This 1954 Hooper Phantom IV is still on the Royal fleet alongside various other examples of the marque that displaced Daimler from its Royal preserve in the Fifties.



Left, the Armstrong Siddeley Sapphire 346 limousine never achieved great sales success.



Right, a beautifully restored Rolls-Royce Silver Wraith, with Hooper body style. Below, good looks were not a strong point of the Austin A125 Sheerline limousine. Far right below, the distinctive four-window style of the 4 1/2-litre V8 Daimler limousine.





### Electric pumps

Electric pumps (except those which operate on a rotary principle) work on similar lines to mechanical ones, in that they too use diaphragm assemblies. But electric pumps use a solenoid to operate the diaphragm. They are usually very reliable except in dusty climates, and any faults which do occur are usually electrical.

If after the fuel pipes have been checked for blockages or leaks (see above) and the filter has been cleaned (see page 7), the pump is still inoperative, the wiring and contact breakers should be checked.

Before testing the pump's wiring it will be necessary to remove and plug the fuel lines. This is because the ignition will need to be switched on during testing, and if the fault were discovered the pump might rattle into life and spew fuel everywhere.

In normal operation most electric pumps make a clicking noise, particularly noticeable when they are first started up. So do not mistake this sound for a malfunction of some kind.

With the ignition off, disconnect the lead attached to the rear of the pump. Touch this to one end of a test lamp—a 12 volt bulb with a length of insulated wire soldered to each of its terminals. Touch the other end of the lamp against a good earth (fig. 24). Switch on the ignition. If the bulb fails to light up the wiring is faulty and should be replaced. If it does light, power is at least reaching the pump, and further investigation is necessary. (After each use of the test lamp, turn the ignition off.)

Next, use the test lamp between the pump wire and terminal. Failure of the bulb to light this time may simply be because the pump is not earthing properly. The pump will earth either through a wire attached to the car body or directly through its mounting bolts. Check that this earth connection is free from dirt or rust. But if cleaning the earth connection fails to have any effect, then another cause of the malfunction will have to be sought. So the next step is to dismantle and overhaul the pump.

### Overhauling an electric pump

Burnt and dirty contacts are the most frequent fault in electric pumps.

The contacts can be reached by first unscrewing the pump terminal (fig. 15) and removing the wire. Next undo the hexagonal nut and washer, and pull the plastic end cover away. If the cover is sealed with tape, peel it off gently so that it can possibly be used again.

The contacts are now accessible. While the pump is not working the contacts should be closed. Test that they

are free to open by sliding a card between them. If they are in the open position already or are reluctant to open they will need to be replaced.

Dirty or pitted contacts may be cleaned with a light abrasive such as 400 grade wet-and-dry paper. This, however, is only a temporary measure, and sooner or later a new set will have to be fitted.

Further work on the pump is possible, but replacement parts are often hard to come by. More to the point, the price of a new pump on a trade-in basis with the old one may make the difficult and fiddly nature of further repair undesirable.

### Checks at the carburettor

Once the fuel pump is working, the final checks should be made at the carburettor.

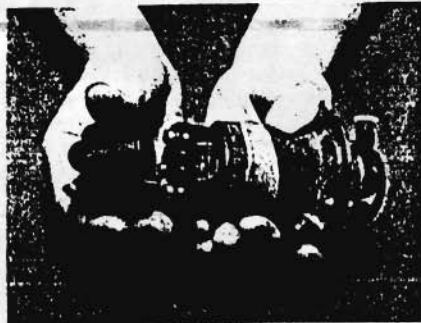
The first check is that fuel is reaching the carburettor. This can be done by removing the inlet pipe and holding it over a suitable receptacle while you operate the fuel pump. In the case of an electric pump this is done simply by switching on the ignition. Mechanical pumps can be operated by the hand priming lever if one is fitted; if there is no lever, have someone turn the engine over a few times for you.

If the pipe is blocked, it should be removed and blown through.

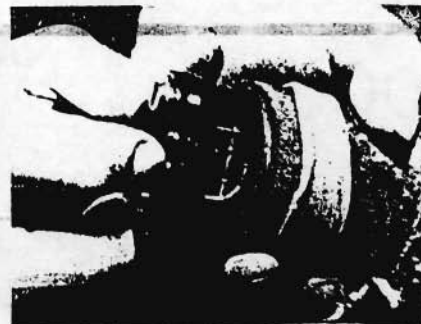
If all the tests above show that fuel is reaching the carburettor, then the trouble must be inside the carburettor itself.



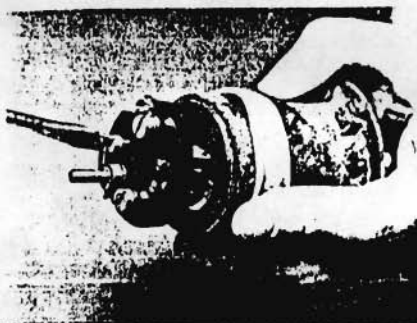
15 The first step in dismantling this SU electric pump is to remove the pump terminal, which is held in place by a nut



16 After having carefully peeled off the sealing tape and slid back the rubber band, the cover can be removed



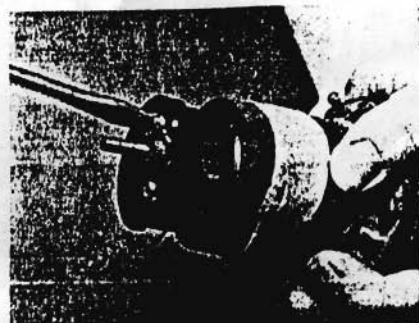
17 With a fingernail, check that the contacts are free to open and close and that they are not dirty or pitted



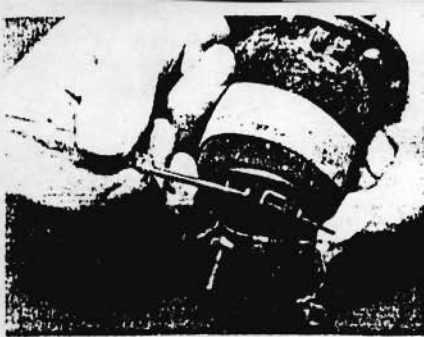
18 The contacts are in two pieces. If they need cleaning or changing, the top piece can be removed by undoing its retaining screw



19 Slide out the top contact. If it is very pitted, it will need replacing. If it is only dirty, clean it with a points file



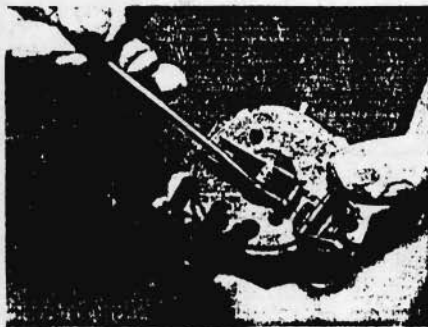
20 To remove the lower piece of the contacts, the first step is to remove the two retaining screws



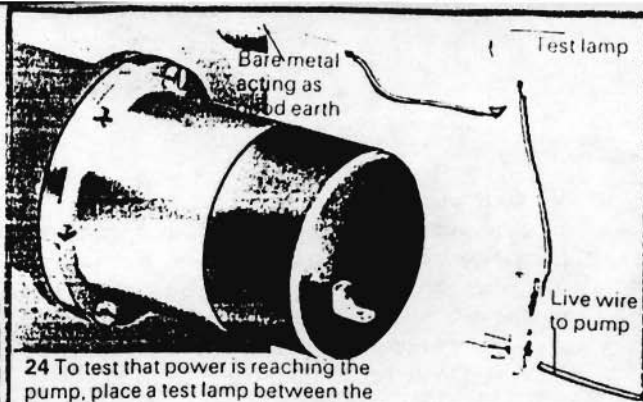
21 Next, the brass hinge pin needs to be pushed out with a fine point and then withdrawn with pliers



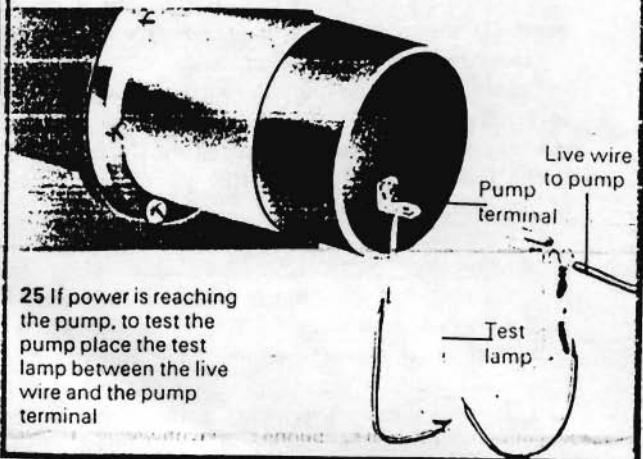
23 The lower part of the contacts can now either be replaced (if badly pitted) or cleaned with a points file (if only dirty)



22 The final step is to lever the contact away from the central pin with a small screwdriver just enough to free it



24 To test that power is reaching the pump, place a test lamp between the live wire to the pump and a good earth



25 If power is reaching the pump, to test the pump place the test lamp between the live wire and the pump terminal



ENDANGERED: The beloved Morris Minor.

#### AUCKLAND

A flood of used Japanese car imports is making Kiwi "bombs", the ancient cars which once dominated New Zealand roads, an endangered species.

Not so long ago, a visit to New Zealand was like a trip back in time.

British and Australian cars of the 1950s, 1960s and early 1970s, such as the beloved Morris Minor, trundled sedately along city streets and country roads.

However, the Labour government's decision to slash import tariffs has opened the flood gates for a surge of cheap, four or five-year-old Japanese saloons.

New Zealand now consumes almost half of Japan's used car exports and many Kiwis are finally junking their bombs, known abroad as jalopies or old bangers.

Consumer groups have hailed the sharp fall in car prices but not everyone is happy.

"I don't like 'em, they're a heap of junk," the secretary of the Citroen Car Club, Mr Andy Higgins, said. He drives a 1951 Light-15 Citroen.

New cars have always been a luxury in New Zealand. After World War Two, protectionist governments built up import tariffs to shelter the local car assembly industry.

This, along with exchange controls, pushed prices to two or three times what overseas motorists had to pay, so New Zealanders made their cars last.

But in 1984 a new Labour government pledged to opening the economy came to power. Three years later it dropped all controls on importing used cars, partly to help cut inflation which had then hit almost 19 per cent.

Traders soon saw their chance. Cars are available in Japan for the equivalent of \$2165 to \$3600 and can be sold for \$7500.

Sales rose steadily until June this year when registrations of imports outstripped new cars for the first time.

That month 7074 imports hit the roads compared with 4272 in June last year. New car sales slumped to 5586 from 9694.

#### Used car

New Zealand now takes 47 per cent of Japan's used car exports while the next biggest customer is Malaysia with just 5.8 per cent.

Already one Auckland company which assembles Ford and Mazda cars has announced big job losses as sales plunge. But most consumers don't care.

"I can afford to buy a car that I couldn't even have dreamed of buying four years ago," said Consumers' Institute chief executive David Russell.

"You have to remember the price was bloody high to begin with."

Imports do have pitfalls. Mechanics complain spare parts are often hard to come by and Auckland customs officials alleged that odometers, which measure the distance travelled, had been tampered with in 80 per cent of one shipment of 300 cars.

Despite the hard times, bombs still have their supporters.

Many of those still on the road are in good condition and most, often still in the hands of their first or second owner, are used just for getting around, rather than as a collector's item.

Wellington jeweller Howard Eastment, who drives a 1973 Hillman Avenger with 203,000 km on the clock, finds Japanese imports a bit dull.

"There seems to be a bit of a sameness about design," he said.

Mr Eastment is dedicated to keeping his British-built Avenger on the road despite some recent setbacks such as when the steering failed on Wellington's city motorway and the brakes jammed on all four wheels, sending out clouds of smoke.

"I want to get a few more miles out of it to pay for all the hassles recently," he said.

New Zealanders have lost their flair for patching up bombs and are taking the easy option of a used Japanese car, he says.

"In the old days Kiwis always had this do-it-yourself ability with everything. But I think those days have gone."

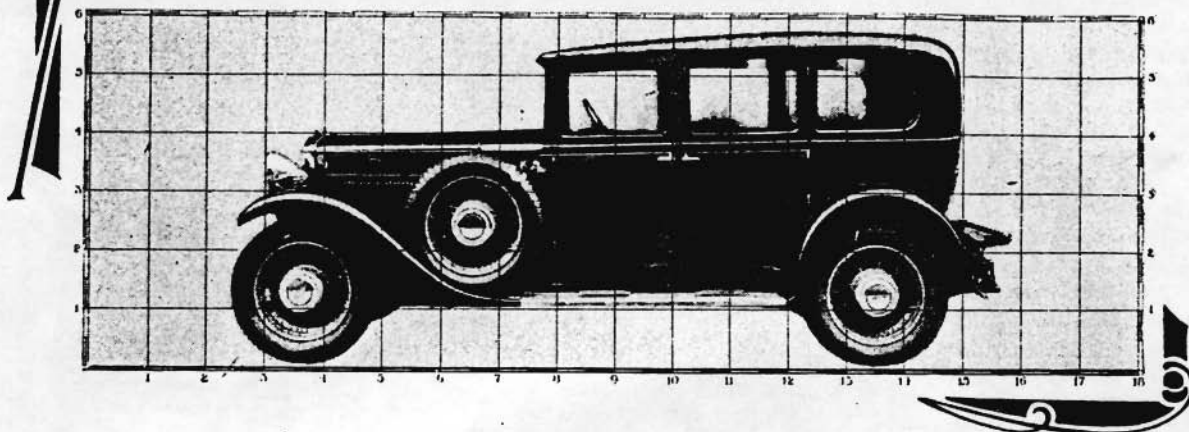
REUTER

# Kiwi's cars go as modern 'bombs' move in

THE HERALD TUESDAY  
SEPTEMBER 25, 1990



# The AUTO CAR ROAD TESTS



The illustration above indicates the size, in feet, of the Humber Snipe saloon.

## HUMBER SNIPE SALOON

**Exceptionally Pleasing Car, Fast Above the Average for a Touring Machine.**

In every possible way the Humber Snipe is a most impressive and attractive British production. The performance is exceptionally good, and, what is more, the car does its work in an extremely pleasing manner. Since the type was first produced, considerably over a year ago, certain improvements have been effected to advantage in a way that is almost invariably possible with a new model.

Perhaps the outstanding point is the lightness of control, a thing that should appeal especially to a woman driver. For instance, the steering is very light indeed, with a distinct tendency for the road wheels to straighten out automatically after a corner; the action, too, is more definite than that of the earlier car, and the wheel itself is of exactly the right shape and diameter, which, in conjunction with an excellent driving position, gives a feeling of complete control. Moreover, no road shock is transmitted to the driver's hands, and the steering lock is good.

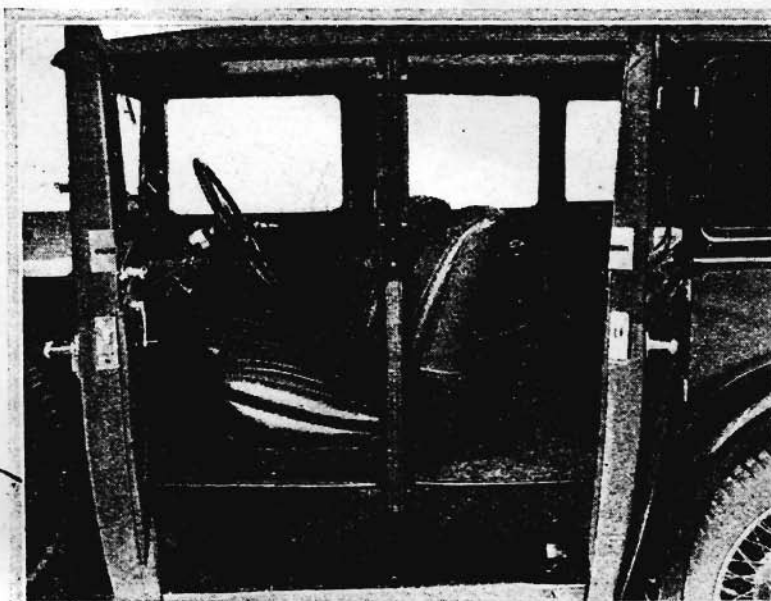
Then the clutch action is extremely light—it is possible, by way of emphasis, to depress the pedal with the hand—and the drive takes up progressively, it being important to remember that it is the last portion of the pedal travel which has

the greatest relative effect. Further, the throttle is feather-light in operation, and no effort at all is called for on the brake pedal, the brakes themselves being really decisive and smooth, the smoothest retardation being obtained, in fact, from fairly high speeds if maximum force is not applied. The hand brake will hold the car on a really steep gradient.

Again, the minor controls on the steering wheel work unusually easily; the horn button, when pulled upwards, operates the starting motor, and it might be possible, still not losing the very pleasant lightness of operation, to make it easier to work the starter without sounding the horn inadvertently when gloves are worn, the clearance beneath the button being slight.

Thus, the control could hardly be better for the type

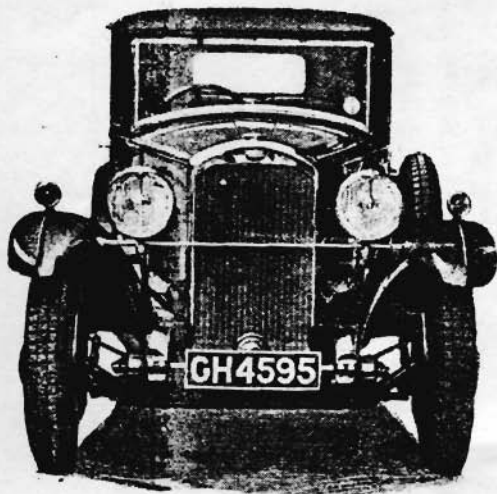
of car, while the engine is distinguished by extreme smoothness which extends practically to the limit of revolutions, so that the car cruises quietly, comfortably, and without apparent effort at anything up to as high a speed as 55 m.p.h., and, clearly, the timed speed is very good indeed, remembering, too, the capacity of the body. So long as the driver wishes the Snipe will hurry unobtrusively, getting over the ground far faster,



CONTRIBUTED BY PETER DAVENPORT

## "THE AUTOCAR" ROAD TESTS—(continued).

curiously enough, than the occupants of the car may realise at first, and with plenty in reserve. In addition, a speedometer reading of 60 m.p.h. is possible on third gear, which is a silent ratio and extremely good, while 35 is within the engine's limits on second, and on that gear the car will climb a genuine 1 in 4 gradient very comfortably. The gear change handles exceedingly well; the change between top and third and up again is relatively easier than normal; and the new central lever, which is very convenient, has the advantage that access to the driver's door is not at all obstructed.



The suspension, backed by double-acting hydraulic shock absorbers, is an excellent compromise between the type which is best for road holding and that which gives the maximum of comfort, for there is practically no roll or sway on corners, and the back seat is thoroughly comfortable even at relatively high speeds.

Humbers have long been famed for coachwork detail, and the latest body is developed still farther on the lines of comfort and convenience. The front seats are separate and easily adjustable over a wide range while occupied, and give support high in the back, where it is particularly worth having on a long run. The leather upholstery is excellent, and the back seat has an arm rest at the centre, which folds neatly out of the way when three people are riding on the seat, while at either side of the body is a recess which gives several additional inches of space; in each recess is a sprung arm rest.

All four doors lock, and three of the side windows wind up and down; the driver's window has an excellent quick-action movement, while the rear-quarter windows are hinged so as to open an inch or two and act as air extractors without admitting a draught. There are two ash-trays and the usual roof light, and the blind for the rear window is operated by the driver.

**HUMBER SNIPE SALOON.**

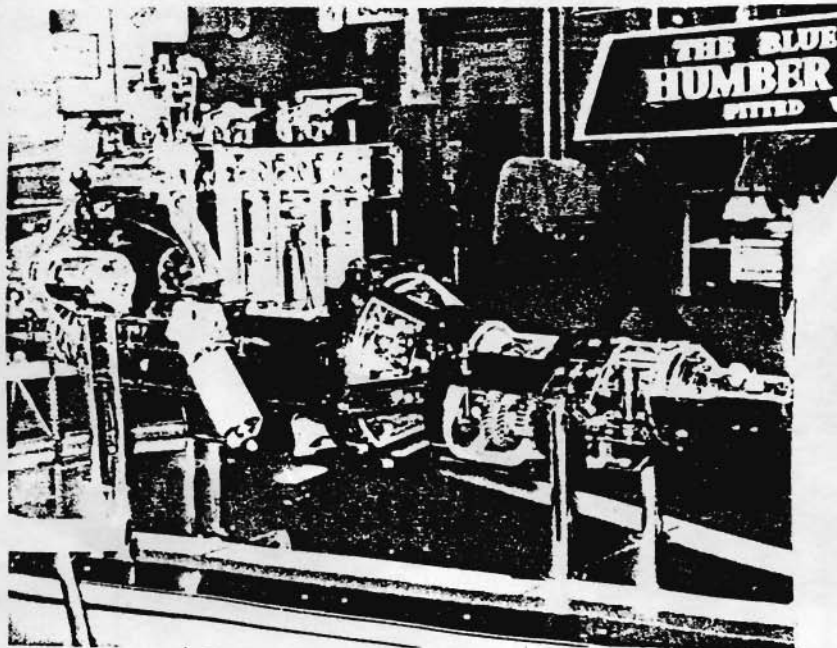
**DATA FOR THE DRIVER.**

23.8 h.p., six cylinders, 80 116 mm. (3,498 c.c.).  
 Tax £24.  
 Wheelbase 10ft., track 4ft. 8in.  
 Overall length 14ft. 6in., width 5ft. 8in., height 6ft. 1in.  
 Tyres: 5.5 19in. on detachable wire wheels.  
 Engine—rear axle      Acceleration from      Timed speed  
 gear ratios.      steady 10 to 30 m.p.h.      over ¼ mile.

16.82 to 1	—	
11.23 to 1	5 sec.	
6.66 to 1	6 sec.	74.38 m.p.h.
4.54 to 1	8½ sec.	

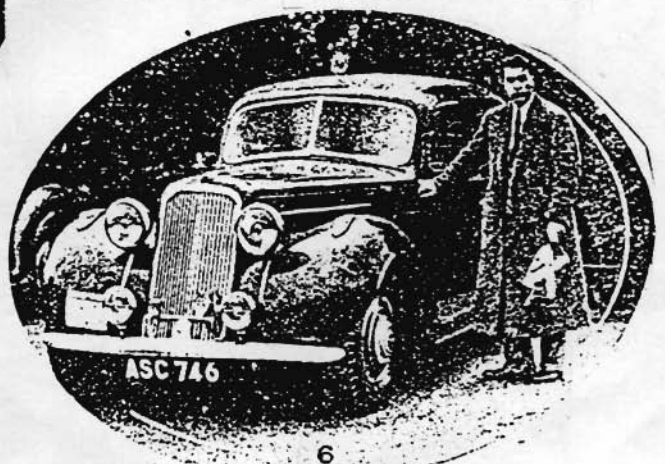
Turning circle 38ft.  
 Tank capacity 14 gallons, fuel consumption 18 m.p.g.  
 12-volt lighting set cuts in at 12 m.p.h., 12 amps. at 30 m.p.h.  
 Weight: 30 cwt.  
 Price, with coachbuilt saloon body, £485.

\*\*\*\*\*



The six cylinder Humber Super Snipe engine was tough, smooth and heavy. It did its job well but was essentially no better nor worse than its competitors from BMC, Ford, Vauxhall. Beautifully executed cutaway

## CORONATION SCOTTISH RALLY (COACHWORK COMPETITION)



### Open Cars

1. Up to £250: M. N. Bird (Hillman Minx).
2. Up to £500: 1. W. P. Maidens (Rover).  
Second, was A. B. Tawse (M.G.).
3. Over £500: Miss E. V. Watson (Bentley-Vanden Plas).

### Closed Cars

4. Up to £250: C. D. Buckler (Austin).
5. Up to £450: 1. G. F. Searle (Rover).  
Second, was C. H. Cooper (Rover).
6. Up to £800: J. S. Marley (Humber Snipe).
7. Over £800: Col. R. R. R. R. R. (Humber Snipe).

May 25, 1937.



STELLA & ARNOLD GOLDMAN

*Mr. Suddaby's Bookshop*



REV COUNTER



SAFETY BELT

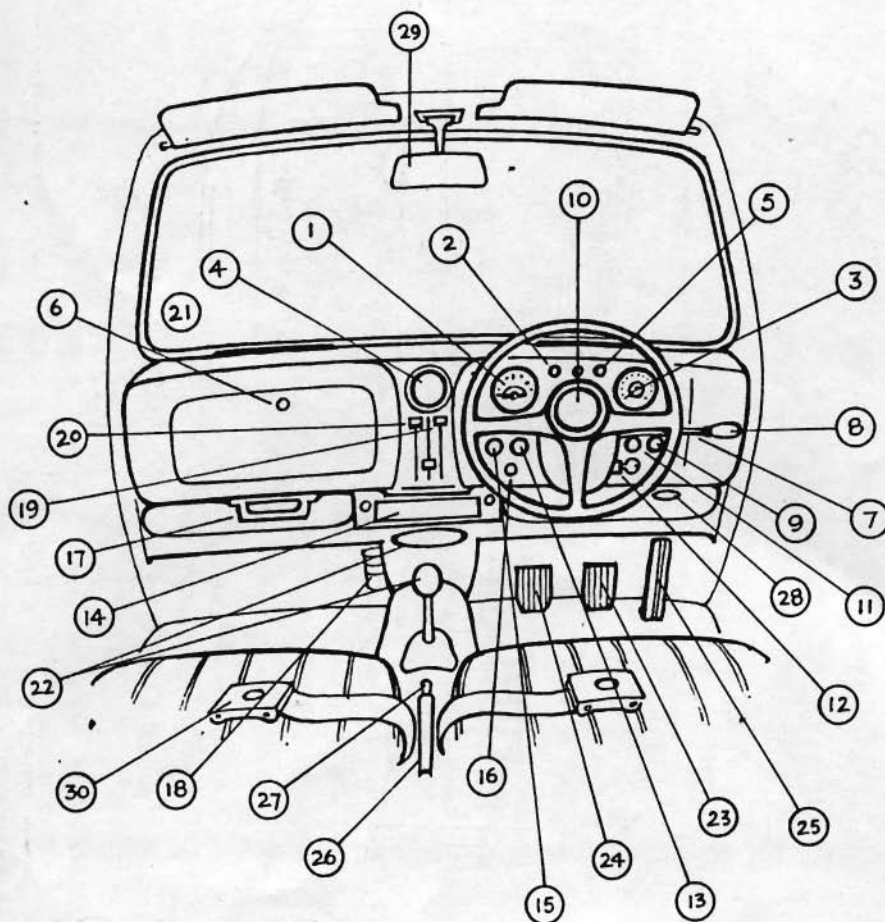


"YOU MEAN THEY GAVE YOU A HOME IMPROVEMENT GRANT?"



"I'VE GOT A THREE LITRE ROVER AT THE MOMENT - ABOUT A MILE OUTSIDE SALFORD."

## DIAGRAM OF CONTROLS



- ① FUEL GAUGE A steady needle indicates that you have run out of petrol
- ② FUEL WARNING LIGHT To worry you at all times
- ③ SPEEDOMETER Needle moves to left automatically on sight of police patrol car
- ④ CLOCK Remains stuck at ten minutes to seven
- ⑤ BRAKE WARNING LIGHT Reminds you that brakes may fail at any time
- ⑥ GLOVE BOOT Storage for gloves and boots
- ⑦ INDICATOR LEVER Push up to turn left - down to turn right
- ⑧ INDICATOR LEVER WARNING LIGHT Flashes and ticks loudly when moved
- ⑨ INTERNAL LIGHT SWITCH It is hazardous to use it in the dark
- ⑩ HORN BUTTON To frighten other road users
- ⑪ FRESH AIR FAN Produces an alarming hum
- ⑫ IGNITION (Keys cannot be recovered if doors are slammed. Break glass with jack supplied)
- ⑬ IGNITION WARNING LIGHT Continuous red light indicates an electrical fault (No red light indicates an electrical fault)
- ⑭ CAR RADIO Produces depressing news bulletins and police traffic warnings
- ⑮ WINDSCREEN WIPER KNOB Produces monotonous squeak or throb
- ⑯ WINDSCREEN WASHER KNOB Squirts water jets over roof of vehicle
- ⑰ ASH TRAY Produces twanging noise - Traps fingers - Flies into rear of car
- ⑱ BRAKE FLUID RESERVOIR Do not touch under any circumstances
- ⑲ HOT AIR REGULATOR Produces stupor
- ⑳ COLD AIR REGULATOR Produces neuralgia, ear ache etc. etc.
- ㉑ DEFROSTER VENT Produces alarming hissing noise
- ㉒ GEAR LEVER Produces ear-splitting screech and/or embarrassment to front seat passengers
- ㉓ BRAKE PEDAL Throws occupants violently forwards
- ㉔ CLUTCH PEDAL Throws occupants violently backwards
- ㉕ ACCELERATOR PEDAL Gives illusions of power
- ㉖ HAND BRAKE Produces a smell of burning and poor engine performance
- ㉗ HAND BRAKE RELEASE BUTTON Produces sore thumb
- ㉘ BONNET LOCK RELEASE Releases bonnet lock except at the garage
- ㉙ REAR VIEW MIRROR Produces comical lop-sided view of back seat passengers
- ㉚ SAFETY BELTS Produces mind-bending debates and arguments

## Ford puts plastic engine to the test

CAR engines could go the way of Australia's bank notes and be made out of plastic.

Ford of Britain, as head of a European consortium of universities and component manufacturers, has designed, developed and tested a plastic engine.

Codenamed BRITE - Basic Research in Industrial Technology for Europe - it is the culmination of a three-year program.

The experimental 1-litre, single-overhead-camshaft, four-cylinder engine has two inlet and one exhaust valves per cylinder.

It has already completed 200 hours of durability testing on a dynamometer at Ford's Dymton research and development centre.

It emits 30 per cent less noise than an all-metal engine, and is now undergoing intensive road tests in a Ford Sierra.

The only metal used in the new engine is for the combustion chambers, cylinder walls and moving mechanical parts.

Only four engines have been produced so far to test durability, thermal properties and noise-vibration-harshness.

Testing to date has included 40 hours at full power, equal to driving 5631km flat out.

At the heart of the motor is a tightly sculptured cast-aluminium alloy core for the combustion chambers and camshaft supports, cylinders, coolant jacket and four main bearings.

Three reinforced plastic mouldings are bonded to the core to form two side walls and a front casing, which effectively replaces the outer skin of a conventional cylinder block.

The camshaft cover and oil pan are also moulded plastic.

The mouldings are load-bearing and supported by mounts at the rear transmission flange and front chain-case moulding, which carries the alternator, twin distributorless ignition coils and oil pump. An electric coolant pump is mounted at the rear of the moulding.

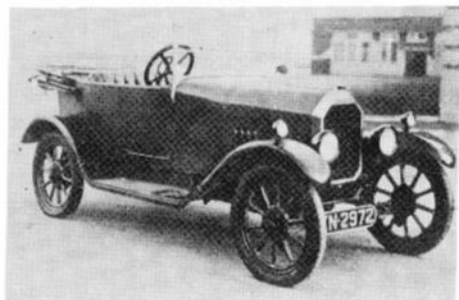
Assessment work on the concept was begun in 1984 with feasibility studies on a plastic block for a special 1.3-litre light alloy research engine being started a year later.

Other organisations involved in the project are: Nottingham University, the National Engineering Laboratory at Glasgow, GKN Technology, DSM Resins and DSM Research in the Netherlands, Vetrotex, France, and Galvanoform, West Germany.



# AUTOMOTIVE SURPLUS PTY. LTD.

Incorporating Vanguard Co.  
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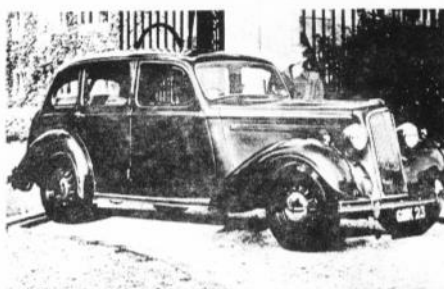
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