

October 1991

The **HUMBERETTE**



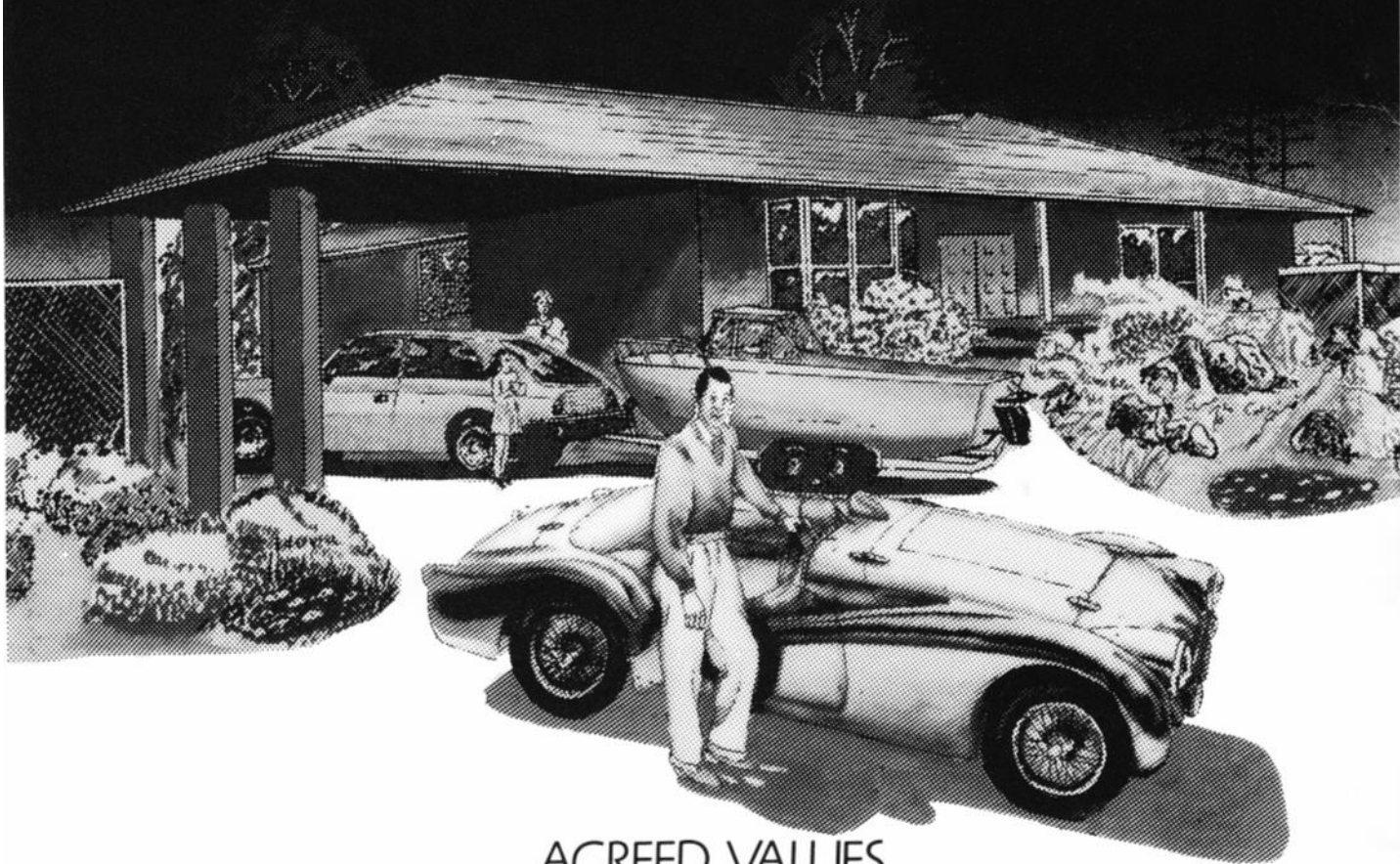
By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



Feeling Secure About Your Investment?



AGREED VALUES
RETENTION OF WRECK
AUSTRALIA WIDE SETTLEMENT
FREE WINDSCREEN COVER

ON YOUR
CLASSIC, VETERAN OR VINTAGE CAR

**HOME • CONTENTS • BUSINESS • COMMERCIAL • SUPERANNUATION
PRESTIGE CARS**

V.G.L. INSURANCE BROKERS OFFER A COMPREHENSIVE BROKER SERVICE
TO SECURE ALL YOUR INSURANCE NEEDS. CALL US AND HAVE ONE OF OUR
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NEEDS AND TAKE ADVANTAGE OF THE DISCOUNTS ON OUR PACKAGE DEALS

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UNDERWRITTEN BY
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INCORPORATED IN VICTORIA



Suite 7, 663 Victoria Street, Abbotsford, Victoria, 3067.

Telephone: (03) 429 5466 Fax: 429 5149

OCTOBER 25TH	MONTHLY GENERAL MEETING. DEEPPENE PARK HALL. 8.00PM
OCTOBER 27TH	"THE DAY OF THE MORRIS MINOR". FAMILY FUN DAY AND PICNIC AT WARRINGAL PARK HEIDELBERG (MELWAY MAP 32 C4). 10.30 AM - 3.30PM. POPULAR CAR TROPHY. ADMISSION \$5/CAR. (MELBOURNE CUP DAY). "FAMILY DAY" AT WESBURN RESERVE, WESBURN. IN AID OF UPPER YARRA AND WARBURTON HOSPITALS. PLEASE CONTACT NANCY (775 7119) OR MARGARET (435 6354) IF YOU ARE WILLING TO DISPLAY YOUR CAR ON THIS DAY.
NOVEMBER 5TH	
NOVEMBER 10TH	ANNUAL CONCOURS D'ELEGANCE AND DISPLAY DAY AT DEEPPENE PARK OVAL. 11.00AM - 4.00PM. SPIT ROAST LUNCHEON (BOOKINGS NECESSARY) AND AFTERNOON "CENT AUCTION". SPIT ROAST BOOKING FORM IN LAST HUMBERETTE; ADULTS \$7.50 CHILDREN \$3.50.
NOVEMBER 16TH - 17TH	BENDIGO SWAP MEET. PRINCE OF WALES SHOWGROUNDS, HOLMES ROAD, BENDIGO.
NOVEMBER 22ND	FINAL GENERAL MEETING FOR 1991. 8.00PM. DEEPPENE HALL.
NOVEMBER 23RD - 24TH	THE GREAT AUSTRALIAN RALLY. MELBOURNE TO CAPE SCHANCK. CLUB HAS ENTRY FORMS.
DECEMBER 1ST	CHRISTMAS BREAKUP AND PRESENTATION DAY. LAKESIDE BISTRO, EDWARDES ST, RESERVOIR.

CHRISTMAS HAMPER



RAFFLE TICKETS IN THIS HUMBERETTE.

DRAWN SUNDAY DEC. 1ST.

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

FORWARD PLANNING - 1992.

JANUARY 25TH - 26TH	AUSTRALIA DAY WEEKEND EVENTS INCLUDING CAVALCADE OF TRANSPORT, ALEXANDRA GARDENS.
FEBRUARY 9TH	"PICNIC AT HANGING ROCK".
FEBRUARY ?	ANNUAL ROOTES GROUP "G-T" DAY.
FEBRUARY 28TH	HCCV ANNUAL MEETING.
MARCH (LABOUR WEEKEND)	CASTERTON RALLY ORGANISED BY CASTERTON MOTOR ENTHUSIASTS.
APRIL (EASTER)	HUMBER NATIONAL RALLY AT BROKEN HILL.

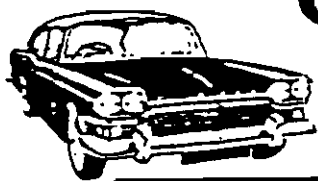


CHRISTMAS BREAK-UP.



<u>WHAT'S ON:</u>	BREAKUP PARTY; PRESENTATION OF AWARDS; DRAWING OF CHRISTMAS HAMPER.
<u>WHERE:</u>	EDWARDES LAKE BISTRO (PRIVATE SECTION). OPPOSITE EDWARDES LAKE RESERVE AND YACHT CLUB. MELWAY 18 D/5.
<u>WHEN:</u>	SUNDAY, DECEMBER 1ST - 12.00PM TO 4PM. MEET NOON IN HOTEL CAR PARK.
<u>COST:</u>	APPROX. \$14-0 PER HEAD PLUS DRINKS. SMALL CHILD'S MENU.

Concours d'Elegance



SUNDAY NOVEMBER 10TH.

DEEPDENE PARK

**YOU ARE INVITED
TO DISPLAY YOUR
HUMBER.**

11-30 AM - 4-00 PM.

SPIT ROAST LUNCHEON.

ADULTS \$7.50 ; CHILD (4.15) \$3.50

MOST POPULAR CAR VOTE.

**INFORMATION : PHONE SOCIAL SECRETARY
(03) 435-6354**

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE

PRESIDENT	:	Margaret Willmott	435 6354
VICE PRESIDENT	:	Bob Kennedy	775 7119
SECRETARY	:	Ian Foreman	
TREASURER	:	Brian Parkinson	
MEMBERSHIP SECRETARY	:	Greame Finn	497 4231
EDITORIAL COMMITTEE	:	Barry Bosnich	(057) 83 1899
	:	Nancy Kennedy	775 7119
EVENTS DIRECTOR	:	Mike Dupla	561 5072
LIBRARIAN	:	Dave Danner	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. Willmott	435 6354
- Mk Cars	:	B. Kennedy	775 7119
- General Information	:	B. Kennedy	775 7119
- Auto Electrical	:	M. Fitchett	(054) 27 1217 (B/H)
	:		(054) 27 1411 (A/H)

H.C.C.V. MINUTES

MEETING HELD ON 27TH SEPTEMBER 1991

Meeting commenced at 8:20pm.

Attendance: As per Attendance Book (23).

Apologies: Nancy Kennedy, Allison Bodycombe, Karl Wilde, Frank Stockwin, Vic Wilson, Sylvia Pietersen, Ray Webster, Graham Finn, Brian Parkinson, John & Eileen McGregor.

Welcomed: New member Ian Aspinall. Welcome also to Doc (Dr.) Spencer and Garry Broomfield.

Minutes: Minutes of the last meeting were accepted by Bob Bruce and seconded by Graham Hardy.

Correspondence: (In) - Letters from Jim Kent of Casterton and Peter Hocking from H.C.C.W.A. (Club Newsletters) - Rover C.C. "Torque", C.M.E.C. Newsletter, Humber-Hillman N.Z., C.H.A.C.A. "Journal", Chevy C.C., Wolseley C.C., H.C.C. of W.A. and H.C.C. of S.A. Newsletters.

* Correspondence read - Moved by Ian Wilde and seconded by Bill Holmes.

Editor's Report: 220 Newsletters were circulated.

Social Report: Bill Holmes reported on an excellent outing to Bylands Tramway Museum. Forthcoming events to be listed on the club's Calendar.

General Business: * Dr. Spencer suggested the Club Committee consider the purchase of land and a shed to store spares and carry out service and/or maintenance work.

* The club has been given a photocopy of MK IV Snipe advertising brochure. Thanks were expressed for this donation to Rover Car Club Member, Ron Haigh.

* Our best wishes go to Jim & Jean Kent who have called their property "Humber Heights". May you both have many happy years at "Humber Heights" and we have no doubt there will be many Hawks and Snipes flying over your way.

* Jim also wishes to remind us of the Labour Day (March 1992) weekend at Casterton. This event has earned a reputation for being one of Victoria's top motoring events.

* Ian Foreman mentioned an excellent article in "Popular Classics" (August 1991 issue), pages 71-74 on Series Humbers, entitled "Floating Palaces". This is an excellent article with beautiful colour plates. Ian Foreman is purchasing a copy for the club's library.

* Also, "Thoroughbred and Classic Cars" magazine (August 1991) in the "Classic Review" section is an article on the Humber Super Snipe "Tickford" convertible 1950 model. This is also a fine article with beautiful colour plates.

* Margaret welcomed Mr. Garry Broomfield from United Locksmiths who spoke to us on car safety devices and maintenance of auto locks.

The meeting closed at 10:02pm followed by supper.

Ian Foreman.

WANTED

Series 2 or 3 Hawk, auto, good condition, reg with r.w.c. Contact: Jean Sterling, (03) 592 3770 (RK).

For 1933 Humber Pullman, 2 folding seats, instrument for relaying instructions to driver, located at ear level, back swab and bench seat (probably all the same as '32, '34, '35 Pullmans. Contact: J. Kent, Ph: (055) 81 1414, Casterton.

FOR SALE

Series V or VA, cream, parked 12 months ago, complete, \$200 o.n.o. Contact: Richard Farndon, Ph: (03) 819 3581, car at Flat 6/10A Mason Street, Hawthorn (RK).

1959 Series 1 S/Snipe, auto, very original, as new condition, only 51,000 miles on clock, everything on this car is like new, car in Tasmania. Contact: Robert Wansbrough, Ph: (002) 25 2106 A/B, (002) 72 7101 BUS (RK).

1963 Vogue, auto, complete car take-away, car at Footscray, \$125. Contact: Mrs. Gayle, Ph: (03) 687 2552 (RK).

1954 Hawk, on blocks for 16 years, good condition, car at Donvale, \$950 o.n.o. Contact: Heather Ambrose, Ph: (03) 842 1450 (RK).

Series VA, missing parts, been prepared for painting, \$500 o.n.o. - & 1963 S/Snipe, power steering, rough body, no reg, both cars at Oakleigh, \$300. Contact: Mr. Svageres, Ph: (03) 568 8538 (RK).

Series IV S/Snipe, good body, recent respray, sapphire blue with silver top, drivable but motor and trans need attention, no reg or r.w.c., \$1000 o.n.o. Contact: B. & L. Trubie, Ringwood, Ph: 870 1758.

1965 Vogue, auto, reg March '92, new: w/screen, muffler & bucket seats, interior and chrome very good, dark grey, slight rust. Also, another car to suit spares or restoration, \$1100 o.n.o. for pair. Contact: G. Beardmore, Geelong, Ph: (03) 742 3925.

1964 Vogue, auto, grey and white, grey interior, reg June '92, no r.w.c., some rust in body, many spares, car at Chadstone, \$900 o.n.o. Contact: Tom Clowes, Ph: 807 8674.

Spares to suit MK IV - IVA Snipe:-

1 reco gen, 1 new c/plate, 1 new thrust bearing, 1 complete valve regrind g/set, 1 oil pan g/set, 6 N.8 spark plugs, 4 new inner tubes, roll bar bushes new, b/pad rubber new, 12 various oil seals new, various new b/bearings, m/cylinder parts kit new, driver's h/book, parts catalogue for Snipe and Pullman. 1 10th Anniversary Badge, No. 52 H.C.C.V. 1 Badge H.C.C. Tas, No. 4. Contact: P. Clark, Edithvale, Ph: (03) 772 7845.

Greetings everyone! What a great month October has been for the old time vintage and classic motorist! The Footscray City Council Centenary on October 6th saw a very smart turn-up of 14 well polished Humbers who participated in a "Rain & Shine" Grand Tour of some interesting Footscray landmarks before joining the display on the Footscray Oval.

Wal Hopkins and Harold Paynting, along with their Organising Committees, had prepared a nostalgic trip back through time where we were treated to a film show, "fashion" parade, historic displays, a motoring literature sale and an excellent luncheon. The display ground was host to some 220 examples of fine Australian motoring; many with their owners dressed to match.

After a brief discussion among Committee Members present, it was decided to purchase on your behalf, a copy of the James Flord/Harold Paynting Charity Trust Collector Book, "Wheels in Victoria". This is a definitive history of wheeled transport in Victoria since early days and I am sure will make a valuable addition to the Club Library. The "special price" deal offered 60% off the normal. I hope you will be pleased with the result. Maybe we can persuade Harold to come and talk to us about the book at a future meeting.

Whilst speaking of books, I have placed a tentative order for 18 copies of the "Humber 1968-1976". The order needs to be placed in the U.K. and I have no further news to report on this as yet.

Today our Hawk Estate HH220, "Heavy Harry", along with Wilson Bunton's MK II Snipe, Ron Forth's Ambulance and Fred Pietersen's Snipe Sedan attended the Puffing Billy Olde Time Festival. It was another fun and activities day, blessed with lovely sunny weather, where the emphasis was again definitely centred on the past. We spent the day riding Puffing Billy between Lakeside and Belgrave, watching historical re-enactments, being entertained by a roguish group of roving minstrels and tripping between sites on a fleet of old style passenger buses. Do you remember the old clippers, the striking blue Ventura buses, the early military vehicles and the "bone-shakers" (alias Leyland Tigers) from early Met days?

With so much happening it is very apparent that the old car movement is very much alive and alert. Activities like these are fine public P/R both for the clubs and for the status of old cars on the roads in general.

Australia Day 1992 presents another opportunity for positive action on maintaining freedom for our cars. The Australia Day City Cavalcade is now accepting entries - but only on the official form and with a \$10 entry fee enclosed. Entries close November 30th and the club has the official entry forms.

Finally, CONCOURS REMINDER and CHRISTMAS HAMPER. Tickets for the latter are in this Humberette. It is the revenue raised from these occasional special efforts that help us to keep fees low, absorb increased postage costs, avoid concours charges, provide suppers at meetings, etc. Your help in selling the tickets would be greatly appreciated by those Committee Members who put in the effort on your behalf. Whilst speaking of subsidries, could I also remind you that the CONCOURS SPIT ROAST bookings should be given to Nancy Kennedy A.S.A.P.

I'll look foward to seeing you at the next meeting.

Margaret.

KENNEDY'S KLANGERS

Not far off now is it? What is he talking about you ask? The Concours of course - NOVEMBER 10TH - I know everyone is looking forward to it (I hope!).

Don't forget, even if you're not entering your vehicle, come along and swell the members and enjoy yourselves and perhaps help out in some small way. What does everyone say to that?

On October 6th the City of Footscray Centenary Celebrations were held. If you missed the event, well, all I can say is 'sorry about that'. The day turned out very well indeed; great food, lovely weather and a great assortment of vehicles of all types and ages. Why there were a lot of machines that were even older than Vic and Frank's (now that's old!). I'm very sorry to say that the next one is only one hundred years away and I'm not sure if I can hang around that long.

With the year's end approaching rapidly, I would like to ask each of you to consider ideas for some outings for next year's calendar. Try to let us know what you consider is an outing that everyone would enjoy so that the Committee may use your ideas when preparing the forthcoming year's calendar. It's not easy for just a few people to sort this job out and sometimes a very good venue is overlooked. Therefore, your input into your club's choice of outings will help greatly.

By the time you read this newsletter, the Kennedy's will have finished the Bay-to-Bay Rally held on October 19th-20th on the Mornington Peninsula. We intend to use our 1934 Snipe 80. These outings are excellent for meeting people from other clubs where you can often pick up good ideas to use within our club. Remember, no matter what type of vehicle you drive we all share a common interest, so roll out the bucket of balls and join in.

Enough of my ravings for now (who said thanks?), until next we meet.

Bob Kennedy.

Reading through the list of cars recorded against the names, it is pleasing to know that there are so many of these fine old cars still about and this year's list I note has some names missing which were in the 1990 book.

Now, my comments is this, of all the cars described, my Pullman is the only 1933 model, prompting the question, are there any more of this year and model in storage or use in Australia?

You could possibly do an article on this question through the pages of the Humberette. Strange to see 1932, 1934, 1935, 1936 Snipes yet no 1933 - what has happened to John Berry's Humber 12, I have seen Doug Shone's 1934 Pullman and at a glance the only visible difference to mine is the radiator grill and bonnet flutes.

Mine was originally a limosine and I would dearly love to convert it back to its original mode, all I need are the two folding seats, the back swab and bench seat and the communication instrument used to deliver instructions to driver. Anybody wanting to see the vehicle is most welcome, I will be going to Broken Hill National in it, so until then.

Yours sincerely,
James P. Kent.

Welcome to the
inaugural edition of Australia's
first national road safety magazine.

This magazine will provide a focal point for road safety in Australia by highlighting major activities, developments and initiatives in all states and territories. Overseas road safety developments will also be examined to keep readers up-to-date with the latest findings.

Copies of reports can be obtained by writing to
Federal Office of Road Safety
GPO Box 594
Canberra ACT 2601

ROAD SAFETY RESEARCH PUBLICATIONS, 1989/90 REPORTS

Articles in *Roundabout* will cover areas of interest to the road safety practitioner, vehicle manufacturer and user, medical practitioner - everyone with a professional or personal interest in road safety issues.

Articles will be wide-ranging, covering road safety topics of national interest. A calendar of Australian and overseas conferences, meetings and seminars will provide a useful reference for readers. The latest reports and publications will be reviewed as will state and Federal road safety initiatives.

This introductory edition of *Roundabout* examines the work of the Federal Office of Road Safety, known by its acronym of FORS.

The Commonwealth's involvement in road safety provides a framework for the development and implementation of a national approach to vehicle safety standards and other road safety issues.

FORS is part of the Department of Transport and Communications and its role is to promote the adoption of the most practical and cost-effective road safety practices.

We hope you find this first edition of *Roundabout* informative and enjoyable. Feel free to contribute to the magazine, send in a letter to the editor or inform us of road safety issues you think should be canvassed through the magazine. Above all, play it safe on the roads.

The Federal Office of Road Safety produces four series of research reports:

- Reports generated as a result of research done within the Office are published in the OR series
- reports of research conducted by other organisations on behalf of the Office are published in the CR series
- reports based on analyses of Office statistical data bases are published in the SR series
- minor reports of research conducted by other organisations on behalf of the Office are published in the MR series.

CR66: 'Out and About' Child Safety Campaign, 1988, report.

CR68: Review of the Australian Day to Day Travel Survey Data Base, 1989, report.

CR69: Day To Day Travel in Australia, 1985-86, 1989, report.

CR70: Road Crash Risk in Australia, 1985-86, report.

CR71: Road Safety Benefits from Rail Road Improvements, 1989, report.

CR74: Community Attitudes to Road Safety: Community Attitudes Survey Wave III, 1989, report.

CR75: An Analysis of the Relationship between Road Improvement and Road Safety, 1989, report.

CR76: Survey of Occupant Restraint: Stage 2, 1989, report.

CR80: Effective Road Safety Campaigns: A Practical Handbook, 1989, report.

CR81: Driver Aggression: The Role of Personality, Social Characteristics, Risk and Motivation, 1989, report.

CR82: Rural Truck Speed Differentials, the 1986-87 National Study, 1989, report.

CR84: Rural Fatality Rates in Australia, 1984-85: A Summary Report, 1989, report.

CR85: Community Attitudes to Road Safety: Community Attitudes Survey Wave IV, 1989, report.

CR86: 'Out and About': A Survey of Teachers' Usage, 1989, report.

OR10: Vehicle Occupant Protection in Australia, 1989, report.

SR1: Analysis of Fatal Road Crashes 1984-85 - Australia, 1989, report.

MR1: Report on Overseas Visits to Discuss Vehicle Occupant Protection, 1990, report.

MR3: Sex Differences in Drink Driving 1990, report.

MR6: Long Distance Truck Drivers - A Pilot Survey: On-Road Performance and Economic Reward, 1990, report.

VEHICLE RECALLS

Vehicle safety recall notices in newspapers have become more frequent in recent years not because new cars have become less safe, but because of extra teeth given the Trade Practices Act in 1986.

In fact, cars offered for sale in Australia are demonstrably safer because of the recall provisions of the Act.

So, how does a vehicle recall come about? There are a number of ways. Anyone suspecting a safety-related defect should approach the seller or authorised dealer. It is also useful for the suspecting consumer to discuss the matter with the local motoring organisation (NPSA, RACV, etc), which has the expertise to examine the vehicle.

Trade practices

These organisations are generally the most frequent reporters of defects to the Federal Office of Road Safety (FORS), although private motorists can approach the office directly.

Once a defect is identified, the goods are recalled by suppliers, manufacturers, importers or resellers under the provisions of the Trade Practices Act.

This course is preferred by the relevant Commonwealth agencies rather than recall by government directive.

Cooperation by the automotive industry has been such that, to date, there have been no compulsory re-

calls, although provision exists under the Act for these.

FORS requires a firm selling vehicles or components to write to all known owners explaining the recall and what the owner should do, advertise the recall in the press unless every owner can be contacted by mail, and to fix the defect free of charge.

All safety related recalls of vehicles and associated components are monitored by the Federal Office of Road Safety, which also exchanges vehicle safety and recall information with its counterparts in the US, Canada, Japan, the United Kingdom and New Zealand.

This ensures that if a recall is conducted overseas on a vehicle model which is imported into Australia, consideration can be given to whether an Australian recall is necessary.

Since 1986, when the recall provisions came into force, there have been 180 recalls of motor vehicles in Australia, accounting for 990 000 cars and 120 000 vehicle components.

In the 1988-89 financial year there were 67 safety investigations by the Federal Office of Road Safety, of which eight led to the recall of about 180 000 vehicles and components.

Recalls on vehicles or components notified from 1 January, 1990, to 30 May 1990, are:

**TOYOTA
HIACE**

BMW R series motorcycle (July 1984 - November 1988), brake light switch inoperative



BMW 5 and 7 series (with armrest), front seat belt fails to latch
CAMPBELL Asia Combi AM815 (1988, 1989), incorrect seat belt assembly fitted



Harley FXST, FXSTC, FXSTS (1988-October 1989), rear brake line assembly fracture

Jaguar Jaguar and Daimler 3.6 (1987, 1988, 1989), loss of power assistance to brakes



Jaguar XJS V12; Series III V12 (1970-February 1990), cruise control fails to cancel

Kawasaki ZX750H (ZXR750) imported January 1989 - December 1989, defective handlebar



Rolls Royce Rolls Royce/Bentley (1990 model), stop lamp fuse of inadequate rating

SAAB Series 3 truck, bus (1989), steering column defect



Suzuki Swift GTi (up to February 18, 1990), brake pipe damaged

Toyota Hiace YH53 (supplied to Telecom July 1989-September 1989), fuel tank damaged



Westbus Bus - Rockwell axle, steering rod and tie rod fractures

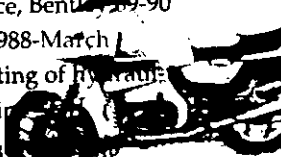
Ford XF Falcon, Fairlane, LTD (August 1987-March 1990) automatic transmission kickdown cable interference

Ford EA Falcon, Fairlane, LTD (September 1989-April 1990) parking brake not fully engaging on 4-speed auto



Nissan XF ute automatic (August 1987-March 1990), automatic transmission kickdown cable interference

Rolls Royce Rolls Royce, Bentley (August 1988-March 1990), fretting of hydraulic brake pipe



Scania Series 3 bus (1988-1989), steering column - uni joint retention

WINDSCREENS

Urethane bonded wind-screens and rear win-dows have become standard in most passenger cars and quite a few 4WD vehicles over the past ten years. This contrasts with the days when the screen was located by a special rubber seal and held in place by a spacer inserted in the rubber.

Why has windscreen at-tachment changed so radical-ly? The main reason is that, under current safety regula-tions (Australian Design Rules) cabin integrity to the standards required, can only be achieved by making the windscreen — and in many cases, the rear window — load bearing structural com-ponents of the body.

The idea is that, in the event of a rollover, the windscreen acts in conjunction with the 'B' and 'C' pillars, to pre-vent the roof from caving in completely.

While none of this need be of concern to new vehicle buyers in general, where a

windscreen has to be replac-ed, care must be taken to en-sure that the work is com-pleted correctly. This means the new screen must be urethane bonded in the same manner as when originally be-ing built at the factory.

Both Vic Roads and the RACV have conducted in-vestigations into this subject, coming up with some alarming results.

While vehicles which com-ply wholly with their manu-facturers specifications perform-ed pretty well under roof im-pact testing, some which had been fitted with new screens, even using the manufact-urer's aftermarket wind-screen repair kit, fell well below recommended standards.

The suggestion was that not all windscreen repair 'specialists' deserve their mostly self-styled status.

It's in the interests of all owners' safety that the wind-screens of these vehicles be checked to ensure the cor-rect urethane bonding pro-cedure has been followed, especially if a screen has been replaced.

Motor

The Motor Exhibition of France, held Concurrently with our Show

By our Paris Correspondent.

October 18, 1938.



The Paris Salon is a spectacular exhibition and the lighting effects, in particular, are an attraction in themselves.



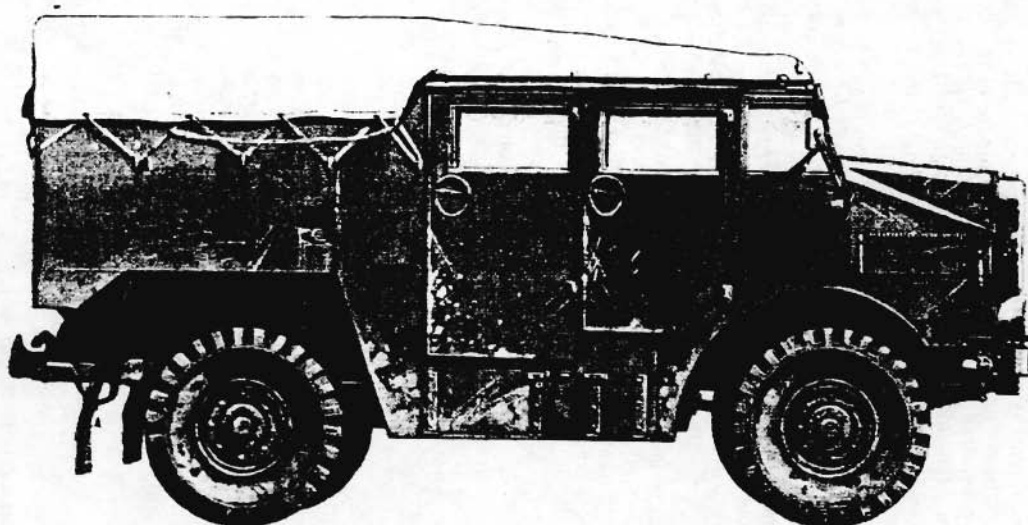
UK

Tractor,

Artillery,

4x4, Morris C8

The Morris Company produced a whole range of vehicles for the British army, one of the most successful being the **Morris C8 Artillery Tractor** (popularly known as the **Quad**). Introduced in 1939, this vehicle had four-wheel drive and was equipped with a 4-ton winch driven from the transfer case. It had a distinctive beetle-shaped body and usually a towed limber and 18- or 25-pdr gun/howitzer. As far as the army was concerned the vehicles built for gun-towing had to have the same characteristics as the horse-drawn gun carriage team which they replaced, such as good cross-country performance, seating for the gun crew, and adequate stowage space for equipment and ammunition. They were always manned by artillerymen. In this vehicle there was accommodation for the driver, gun-crew commander and five men. The final model introduced in 1944, was automotively identical but had a new body (no longer beetle-shaped) with an open top and canvas tarpaulin cover. This was introduced as a dual-purpose vehicle to tow the 17-pdr anti-tank gun or the 25-pdr gun/howitzer, and could now seat eight men including the driver. Two doors were provided on each side. At the rear of the body ammunition racks were installed to take all types of standard British artillery ammunition. This vehicle remained in service until the 1950s. The original vehicle was powered by a Morris 4-cylinder petrol engine and the gearbox had five forward and one reverse gear driving all four wheels. When the C8 Mk III version was introduced, however, four-wheel drive could be disengaged except in first gear and reverse.



Specification

Tractor, Artillery 4x4, Morris C8 Mk III

Dimensions: length 4.49 m (14 ft 8.75 in); width 2.21 m (7 ft 3 in); height 2.26 m (7 ft 5 in); wheelbase 2.51 m (8 ft 3 in)

Weight: net 3402 kg (7,500 lb)

Powerplant: one Morris 4-cylinder 3.5-litre petrol engine developing 70 bhp (52.2 kW)

Transmission: five forward and one reverse gears

Tyres: 10.5 x 16

Above: The C8 Artillery Tractors were originally four-wheel-drive versions of the C8 trucks. The Mk III, introduced in 1944-5, had a canvas top and square contour body.

STEVE ILIC *YINNAR*



COLOUR me green, colour me safe... and add a touch of black to Australia's balance of payments.

That's the message from Europe's most important motor show, the biennial display of strength and solidarity that is the *International Automobil Ausstellung* — or if you like, the Frankfurt Motor Show.

This tyre-kicking fest is on a scale rivalled only by its Tokyo equivalent, to be held next month.

As such it is a focus of European car-making pride and attracts, literally, millions through the front gate, covers an area the size of an Australian suburb and routinely produces show-stands costing six or seven million dollars to construct.

This time around, Europe in general and the path-finding Germans in particular have identified environmental protection and crash-safety as the hot marketing weapons for the rest of the decade.

"Mobility and responsibility" is the approved catch-phrase.

Laudable and belated though this rash of green, clean, eminently crashable and highly recyclable eco-cars may be, there is a hidden agenda.

The Germans perceive these areas as weaknesses in the powerbase of Japan Inc.; chinks in the armour of a rival even these Teutonic technocrats view with rising fear and alarm.

Says Audi chairman Dr Ferdinand Piech, on the safety and green issues: "The Japanese build only to the requirement of legislation — we go much beyond that."

The Audi chief executive makes no bones about the Japanese threat.

"Japanese cars can hurt Europe the same way they have hurt America," he says "but only if we continue to do our business the way we are. We must modify how we work..."

Chairman of the board at Volkswagen, Dr Carl Hahn, refers to "vehicle safety and environmental offensives" as the most important issues facing his group, which is Europe's biggest car-making consortium.

With the notable exception of Mercedes-Benz, Germany's car-makers are on a weight-saving binge that should prove a windfall for Australia's balance of payments. The material they see as the key to lighter, totally recyclable cars is aluminium.

The Germans love the stuff because it saves 40 per cent of body weight. This allows fitment of smaller, more fuel-efficient engines for no-loss performance and, like aluminium beer cans, the material is totally recyclable.

Volkswagen's research director, Dr Ulrich Sieffert, one of Europe's most respected automotive visionaries, is adamant aluminium is "the material with the highest potential for weight-saving and recycling."

"You will see an increasing amount used in engine blocks, chassis and bodies — 50 per cent more by the end of the decade in a car like the Golf."

This is the same Dr Sieffert who cheerily predicts the end of fossil-fuelled cars.

Give it 30-40 years, he says, and petrol-power will be a thing of the past.

Audi's star car at Frankfurt is the Quattro Spyder, an all-aluminium 2.8-litre V6 sports car that's production feasible within two years, says Dr Piech, if it generates the right sort of public response.

Audi claims the Spyder tops 250 km/h with a 0-100 km/h time of under six seconds and fuel consumption of 8.0 litres/100km. The beauty of its aluminium construction means it tips the scales at just 1100kg — which is substantially lighter than Honda's existing NSX aluminium supercar.

Less weight means better performance and lower fuel consumption. Aluminium is the catalyst.

From
PHIL SCOTT
at the Frankfurt
Motor Show

Dr Piech sees aluminium bodies and chassis in series production by the middle of the decade. Ten years from now he confidently predicts it will replace steel and plastic as a material source for many car components.

Aluminium's higher initial cost, he says, will be offset by recycling.

His only problem is making sure he gets Audi's original aluminium components returned for recycling, prompting speculation of a soft-drink style refundable deposit on worn out, high aluminium-content cars.

With Australia's abundant bauxite reserves and cheap electricity, Dr Piech says he "would be very happy" if he was R. J. Hawke. He did have a little bit of advice for the PM, however.

"You should go a little further than making the raw material," he says.

"We know you can produce castings and machined parts. You should add another entire level to the industrial process."

The remarkable thing about this Frankfurt show is the lack of the traditional big-engined supercars. With the exception of the awkwardly styled Mercedes C112, which Benz has now killed off as a production possibility, the rest of Germany has dumped high-performance in favour of alternative fuels, dual-fuel hybrids, electric cars and cheeky small runabouts.

BMW, the epitome of sporting allure has produced an electric car, the E1. So has Peugeot, Opel and IAD — the latter under contract to the Los Angeles municipality.

Volkswagen has the Chico, a portent of things to come from its joint venture with Swatch, the Swiss watchmaking company, to produce a low cost, safe, electric car.

DCE's EXCUSE FOR THE \$40 SLUG ON VICTORIAN 4WD OWNERS

Department of Conservation & Environment

240 Victoria Parade
East Melbourne
Victoria 3002
Telephone (03) 651 4011



FOUR-WHEEL DRIVE LEVY

The increasing popularity of four-wheel drive vehicles for recreational use has put a heavy cost burden on the Department for maintenance of roads in State Forests, with associated recreational facilities and enforcement.

DCE is responsible for maintaining thousands of kilometres of forest roads which jointly provide for forest utilisation, fire protection and recreational use. The \$10 million in roading royalties do not cover the full cost of maintaining these roads.

The Department is under substantial pressure from user groups to improve the level of maintenance provided on these roads and to adopt more effective policies for determining which areas are open to recreational use and work with 4 wheel drive clubs on maintaining access. In recent years a substantial backlog has developed in roading maintenance leading to a significant level of complaints.

Recreational road user costs have in the past been met from timber royalties, however as the industry is now required to operate on a more commercial basis this cannot continue.

Therefore a \$40 increase in registration fees will be introduced for privately registered four-wheel drive vehicles to offset the cost of maintaining forest roads for recreational purposes. The new fee will commence from 1 January, 1992.

The commercial registration fees for these vehicles will not be changed (currently \$3.30 per PMU) and exemptions will apply to primary producers and some small vehicles mainly designed for on-road use.

Introducing a registration fee is the most efficient way of generating user fees from 4 wheel drive owners. Alternatives such as window passes and tolls have high collection costs and would only attract payments from a small proportion of users.

By contrast registration fees are universal and relatively easily administered. Whilst existing Vicroads registration records are not tagged for vehicle type this could be introduced smoothly within a couple of months of announcement. Charging would be automatic, there would be no additional mailing costs and the registration labels can be overprinted to show endorsement for 4 wheel drives (minimising enforcement difficulties).

This fee will generate approximately \$2m in 1991/92, and \$4m in a full year. The revenue will be earmarked for covering existing unfunded works, and for carrying out additional projects. On current cash flow estimates it is expected that \$500,000 will be available for additional work in 1991/92 and \$2m by 1992/93, by which stage 4WD drivers will be covering about 80 per cent of recreational road user costs.

These funds will allow more recreational roads to be maintained at an adequate standard, and will provide funds for educational programs such as the proposed Tread Lightly campaign.

Unfair as this revenue raising effort is the big questions remain:— Will 4wd owners have 'free' entry to national parks? Will access to our bushlands actually be increased? Will less track closures result from this levy? Will the track network stay open longer? Will the Victorian Association of Four Wheel Drive Clubs receive a little more funding? We believe 2% of the money raised would be a small, but appropriate amount, as it is this group that works for four wheel drives and helps DCE in more ways than one. Here at 4x4 Australia, we don't really expect much help or positive answers. It seems to be just another rip-off!

HYDRAULICS

A useful home maintenance vigil that you should begin to practice is checking for leaking brake and hydraulic fluids. It's a very simple task to keep an eye on the status of your hydraulic fluids as it will assist you in monitoring the condition of your brakes and other mechanisms, further down the line. The early detection of lowering brake fluid levels could avert the possibility of complete and utter brake failure.

CIRCUITS

All of the brake actuating hydraulic circuits are, these days, independent of one another. The hydraulic clutch fluid circuit, of course, is separate again. So, in essence this means that the front brakes are on a separate line to the rear brakes. Furthermore, in some makes, such as the Range Rover, the front brakes have two circuits for added safety. Some others have a dual line for one circuit for the front brakes. In all respects however, the brake lines are individual circuits of fluid that must pass from the reservoir to the master, (or actuating cylinder), and then to the wheel (slave) cylinder. There is always a master and a slave. Understand that it is the fluid forced under pressure by the action of your foot on the pedal, down along the circuit (line) to the slave cylinder, which in turn exerts its energy to actuate the brake shoes, or discs.

SEALED OR CLOSED CIRCUITS

It is also important to understand that the circuits are closed. This means that the actuating medium, in this case the fluid, is contained sealed within the circuit. It is not lost to the outside during operation or idle periods. This is the opposite to an air brake system which loses the actuating air to the atmosphere upon release of the pedal. However, air is easily regained by means of a compressor which can maintain a sufficient supply. Conversely the closed hydraulic circuit actually depends on being completely sealed to ensure maintenance of pressure for its proper operation. If there was no pressure at the slave end of the line (the wheel end) no energy could be imparted to the operation of the brake shoes.

LEAKS AT THE SLAVE AND WHEEL CYLINDERS

Most prone to leaks are the wheel cylinders on drum braked vehicles. The fluid will seep from the seals and down the outside the piston, to be caught in the rubber dust cap at the end of the cylinders. When the leak is bad, the fluid will force its way from under the dust cap and drip down the backing plates. Eventually it can get onto the linings. At that stage, you have grossly effected brakes, normally with greatly reduced stopping power. Also the hand brake will be ineffective (if it is a rear wheel actuated job). There will possibly be sticking and grabbing shoes, or all of the above. One thing is then sure - the vehicle is unsafe to operate.

FLUID LEVELS

The reservoir, usually but not always, mounted atop the master cylinder, provides the reserves of fluid for the operation of the system. At times when the brakes are said to be "low", ie down on adjustment with a low pedal height, the system will require more fluid than usual to work. This is because the slave or wheel cylinder has to cover more distance to make the shoes contact with the drum. Put simply, more fluid is required because more travel is required of the pedal. The reservoir allows for this, as well as for slight variations due to temperature, gradients etc.

Being a closed circuit, it must be obvious that any leakage is a sure sign of impending trouble. A slight fall in reservoir level may be noticeable with brake wear, but continued lowering of the level means that the fluid is escaping somewhere. Check the level each time you check the other fluids under the bonnet. If you find you need to top up continually, you have a leak somewhere. It must be found and repaired.

WHERE TO LOOK FOR LEAKS

While looking at the reservoir you can inspect the master cylinder for leaks. Almost invariably they will occur at the end of the cylinder nearest the fire wall,

being due to a worn seal between the cylinder and its internal piston. Modern four wheel drives have a brake pressure booster device (the large round black thing bolted between the master cylinder and the fire wall) mounted before the master cylinder. Fluid can seep, and it is only a seepage not a spurt. The traces trickle down the face of the booster, underneath the end of the cylinder. If it has been seeping for some time the paint work will be bubbled and flaking off in the area. On very early, non-boosted brake systems (pre 1975), seepage could occur in two places at the end of the master cylinder. One place is, again, down the face of the fire wall because there is no booster. The other is down the inside of the fire wall inside the cabin. This is harder to detect if the vehicle has carpet fitted up behind the pedals. Obviously, your examination will require the carpet to be pulled back from the fire wall.

Look under the vehicle at the inside of the brake drums and the inside of the tyres. If you see fluid seeping from between the backing plate and the drum it can only be one of two things - brake fluid or diff' oil. Either is bad news if it gets onto the brake linings. Sometimes a badly leaking cylinder will drip onto the inside of the tyre as it is revolving. This leaves a pattern like a spider's web radiating out from the hub. Early attention is paramount.

DRUMS OFF

When inspecting the brake linings always check for these leaks, but you must look under the dust caps to be sure. This involves no more than peeling the cap back with a thin bladed screwdriver and peering inside. This area should be dry and free from any other foreign particles which could have entered in that last creek crossing when the brakes were submerged. Sand is the main culprit, as it will find it's way into all sorts of nooks and cranny's.

DISC BRAKE SYSTEMS

Disc brake systems are inherently less troublesome and virtually maintenance free. That's not to say they never leak fluid, but they are less of a problem than drum brakes and you can still keep an eye on the inside of the wheel area for any trace of leaking fluids. The relatively larger pistons and seals are less effected by offroad gunk, due in part to the "open" nature of the caliper, as opposed to the closed off drum where particles can slosh around inside with the mechanism.

CLUTCH SYSTEM MASTER CYLINDER

With unassisted brakes, the clutch circuit is usually not boosted either. Therefore the master cylinder is mounted directly to the fire wall. Leaks can occur on either the engine, or cabin side of the fire wall. Look for the traces of peeling paint. Again, if you have carpet on the inside it must be peeled back to check properly.

Brake lines give no trouble at all, unless they have inadvertently been damaged on a tree stump or rock. A partial fracture may be repaired by clamping a wad of rubber over it. This is not usually effective however, under the pressure of actuating the brakes. At least it will save fluid loss when the brakes are not being used however. In these conditions it's necessary to keep topping up the reservoir on the way to the nearest garage. Use the brakes lightly and sparingly.

Complete brake line fractures are an emergency situation that must be dealt with immediately before excessive fluid loss occurs. If it is a rear axle brake line you have a little time to bind and clamp off the flow. This will allow you enough time to carry out proper check for the actual fracture site. If the fracture is along a body or chassis line, then there is no flexible hose to clamp off and you must act fast.

What is left of the brakes must be saved at all cost. Complete loss of fluid means no brakes at all! Some braking can be retained (ie front brakes) by isolating the fracture and saving what is left of the fluid. Get a hammer or a handy rock and belt the line flat on the reservoir side of the leak. The line can be replaced later.

Toyota two-stroke power

TOYOTA has embraced two-stroke engine technology and may well beat the Ralph Sarich design to the production line.

Japan's biggest car maker will release two-stroke engines in several major volume-selling models by 1994/95.

Sources in Tokyo suggest the company's mammoth Research & Development budgets have cured the bane of the two-stroke — its dirty exhaust emissions.

Although detailed information is closely guarded, it is known the Toyota board of directors views its two-stroke development as a decisive weapon in the quest for clean air and fuel efficiency.

The company foreshadowed its two-stroke push at the 1989 Tokyo Motor Show when it displayed a three-litre six cylinder two-stroke with twin camshafts and four valves per cylinder.

It used a supercharger rather than conventional crankcase scavenging to purge exhaust gases.

The engine, called S2, required no oil to be mixed with the petrol and featured low particulate emissions.

It also posted very warm V8-style power and torque figures. A mighty 180kw and 500Nm of torque were the claims. The engine wasn't a show special either.

Several press representatives drove a Japanese market Soarer model with an S2 prototype fitted.

FORD Motor Company chairman, Harold "Red" Poling, says "there are no guarantees" about the future of his Australian operations.

"I would like to see us continue to have a strong presence in Australia," said Ford's chief executive on Friday, "but the jury's still out. I don't think anything's guaranteed at the present time."

"Ford would continue its current role as a high Australian-content manufacturer for the immediate future", he said, "but the decisions relative to the mid-90s and beyond are open."

Those decisions include the prospect of importing US-built cars — possibly at the expense of the Falcon.

"I think it's an issue that has to be considered very seriously," said the man who gave himself a 58 per cent pay cut last year — dropping his annual salary to US\$1.2 million — in response to Ford's flagging worldwide fortunes.

The option of closing Ford's manufacturing plants is a long shot. Poling stresses he's "been in no meeting where that's been discussed."

However change to the status quo is inevitable, triggered by the government's new motor industry plan. Announced in March, it progressively demolishes the car industry's wall of tariff protection during the 1990s.

The Ford chief knows Australia well — he's been a member of the BHP Advisory Committee for the last four years — but doesn't believe "it's a market that requires a product that's unique; that isn't produced or sold in some other place in the world."

"I think we've got to consider what it takes to succeed down there under the new environment we're going to face. We're in the process of making that assessment at the present time."

That statement confirms what this column has been predicting for two years — the end of uniquely Australian car design.

The current Falcon series will bring down the curtain on indigenous design and engineering.

Its replacement will either be fully imported from America — or more likely — assembled in Australia with about 50 per cent local content, from a core design originating in Ford's US or European studios.

America looks the most likely source, although Broadmeadows would have the opportunity to rework some of the styling and re-tune the suspension. If it happens this way, the 1996 Falcon could be front wheel drive.

By then, even those waterbeds on wheels — the flagship US Fords, the Crown Victoria and Grand Marquis — will have switched to front wheel drive, according to Detroit's influential newspaper, Automotive News. Other sources dispute this.

Ford's other likely American contender, the Taurus, was introduced in 1986 with front-wheel drive and will stay that way when re-designed in 1995.

Whether Australian buyers will respond favourably to the Uncle Sam influence and the prospect of front wheel drive — considered fatal in a large Australian car as it limits towing capability — is the billion dollar question.

A finance-man, Poling is counting plenty of bad numbers as Ford's worldwide money blues reach staggering proportions.

Australia's A\$134 million loss pales alongside the parent company's gush of red ink. For the first half of this year the loss was \$US1.1 billion!

In fact, Detroit's Big Three has been losing a combined \$US1 million every hour of every day in 1991, while simultaneously investing US\$2 million an hour, in an effort to play catch-up with the Japanese — whose American market share is now 24 per cent and rising.

THE GAP

The voltage which produces the spark discharge between the centre and ground electrodes of a spark plug, can range from 10,000 to 20,000, the exact voltage being influenced by the gap between the electrodes. Generally the larger the gap, the higher the voltage. Spark plug manufacturers, along with the vehicle manufacturers, set the optimum gap for each engine according to compression ratio, fuel mixture and combustion chamber turbulence, all of which dictate the voltage required by the vehicle.

Only a small amount of energy is required to jump across a small gap, but the resulting spark finds it difficult to ignite the air/fuel mixture. If the gap is too small, misfiring can occur, stressing components, while increasing fuel consumption and toxic emissions. The catalytic converter (where fitted) can also be damaged.

Misfiring can also be the result of electrode erosion. If plugs are not changed at the required service intervals, the gap can increase beyond specification, again causing misfiring. Readjustment of the gap with worn electrodes is not recommended. It can only produce limited results because the erosion of the electrodes is irregular.

For packed, carded sets of new spark plugs, Bosch adjusts the gap to suit the vehicle's specifications in the factory. This ensures reliable performance from the start, for the life of the plugs. Bosch Automotive News

SLIPPERY SITUATIONS

Geelong Inventor/Manufacturer, Greg

McInerney, has developed an innovative way of getting out of those slippery grass and muddy boghole situations. This is the "Mud Claw", a three legged clamp device which attaches to the outside of a tyre.

The "Mud Claw" can be fitted whilst the vehicle is in the bog, clamping over the tyre tightly by means of an adjustable overcentre lever device. Once the "Mud Claw" is securely locked into

position on the drive tyres, the cleat-like claws grip the soft earth or mud and the vehicle quickly and easily claws its way out.

The "Mud Claw" is a great time saver. No more wasted hours waiting for someone else to tow you out of that unexpected ditching.

The "Mud Claw" does in dirt what snow chains do in the snow. Each pair is packed in a heavy gauge plastic bag which is ideal for kneeling on if necessary.

The equipment is quick to fit, (only 40 seconds), easy to use, simple to adjust, and can be fitted after getting bogged. There's no dismantling as the claws fold flat for storage, fitting neatly behind or under seat. There are unique, self-locking wing nuts and there's an easy to clean zinc plated finish.

For further information phone Greg McInerney (052) 482 544.



● ABOVE: Curnow's floorman Noel Stilwell with the "ideal family car", the 1956 Toyopet Crown — rusting away in Bendigo among old motor mowers and car parts.

A relic of Japan's 'first shot'

Tucked away in the backyard of an Ellis St engine repair workshop, the wreck of the old Toyopet Crown car hardly looked like anything to write home about.

But J. H. Curnow and Son's auctioneer Ian Dyett says it may turn out to be one of the rarest cars in Australia.

Quietly rusting away amid a veritable reef of dead motor mowers and indeterminate car parts, the Toyopet is all that remains of the first foray by Japanese car manufacturers into Australia.

It now sits behind the old Kairn Garage. It will be sold on October 8 as part of the estate of the late Gordon Kairn.

Included in Mr Kairn's office papers was a Bendigo Advertiser clipping from Australia Day 1957, announcing that the Toyopet Crown De Luxe "the ideal family car" was here at last and available from Mr

Kairn's business in Lyttleton Terrace. Gordon Kairn was the first Toyopet dealer appointed in Australia. He was certainly one of the few.

The four-cylinder car developed 48 horsepower and recorded 35 miles per gallon.

The speedo went up to an optimistic 120 mph.

Weighing just over a ton, it boasted such standard fittings as a demister, driving and fog lights, heater and "an excellent radio".

● By WAYNE GREGSON

It is understood that the Toyopet was brought to Australia during the 1956 Olympic Games, when it was used to transport Japanese journalists and officials about town.

The compliance plate on the sad model now behind the garage says it was made in early 1957.

But Ian Dyett says it's believed

that it had not been intended to export the car until 1957, but the Olympics were considered too good a PR opportunity to be missed.

The Toyopet has 20,000 miles on the clock, a hefty dent in the boot and a few generations of spiders in the cabin.

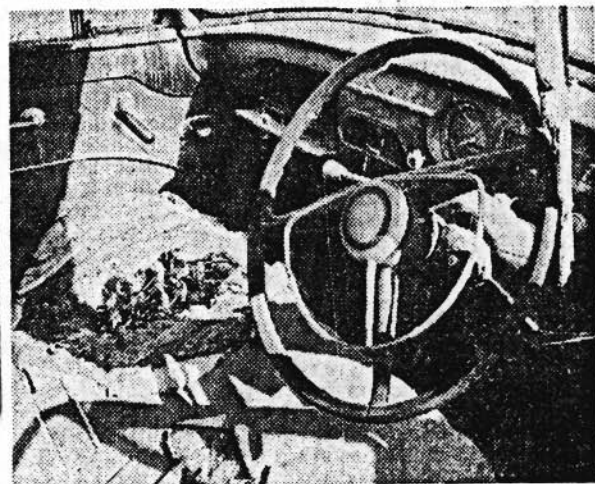
"Hard to believe that this was the start of the Japanese auto invasion," Ian muttered, trying to shift a few decaying Victas from the front.

"But I've seen worse cars than this restored before now."

The Kairn garage holds a few of these unlikely treasures. Such as a pair of A-Model Ford wishbones which now form part of a hand-made blacksmith forge.

There's an improbable looking Goliath station wagon out the back, next to a very deceased timber-cabin Ford truck.

"Restorer's delights," suggested Ian hopefully.



● : The interior of the Toyopet — 20,000 miles on the clock, a hefty dent in the boot and a few generations of spiders in the cabin.

KINGS OF THE ROAD

Humber

Episode No. 53

ARTSTORY FEATURES, PO 24, ACT, 2607, AUSTRALIA.



Humber, a major bicycle manufacturer since 1867, had no need to win a market share by racing and competition. Productive capacity, and engineering expertise, quickly enabled the company to become the third largest car maker in England.

This staid and conservative marque was a prolific breeding ground for engineering talent. Ex-Humber men went on to design a great many of the best British cars. Louis Coatalen, the first chief engineer from 1901-08, went on to Sunbeam, F.T. Burgess to Bentley, Rose to Riley, and Heynes to Jaguar. Although they did not race, Humber had an abundance of experience and know how.

Humber had started with Leon Bollee tricycles but soon moved to their own design for the Humberette which was one of the first popular light cars. Louis Coatalen, the mercurial Frenchman, designed the 1912 four cylinder, 12hp model that became the first full size English car to sell for under £300.0.0. Humber were successfully mass producing a well made, medium priced, motor car. They had 5,000 workers, 22 acres of factory space, and by 1914 output had reached 3,000 cars a year. During the war, production centred on the Bentley Rotary engine for Sopwith Camel fighters.



The Humber of the twenties was noted for an advanced overhead inlet, side exhaust valve, 'F' head engine. By 1930 annual production had climbed to 6,000. The range included the 20/55, a 3 litre six, the 16/55, a 2.1 litre six, and the 14/40, a 2050cc four.

Humber had bought out Commer (truck manufacturers), and Hillman. But against the backdrop of world depression, the Rootes brothers, William and Reginald, had been busy buying up Humber shares. By 1931 they had 60% of them and took control to form the Rootes group.

Captain Molyneux, of Paris and London, was commissioned to design the Humber Vogue, a car aimed at the stylish set. But generally, the good traditional bodies remained. Humber had acquired the ancient coachwork firm of Thrupp and Maberley. Their influence permeated the range and aided in elevating the 4.1 litre Super Snipe and Pullman saloons into the ranks of the chauffeur driven trade.



Between 1939 and 1945 Humber were the major war contractor for staff cars and also developed the Humber 4 wheel drive. This was years ahead of the Range Rover, and was ideal for field ambulances etc... The BBC had a fleet of them to follow the fighting. This successful invention was never followed up.

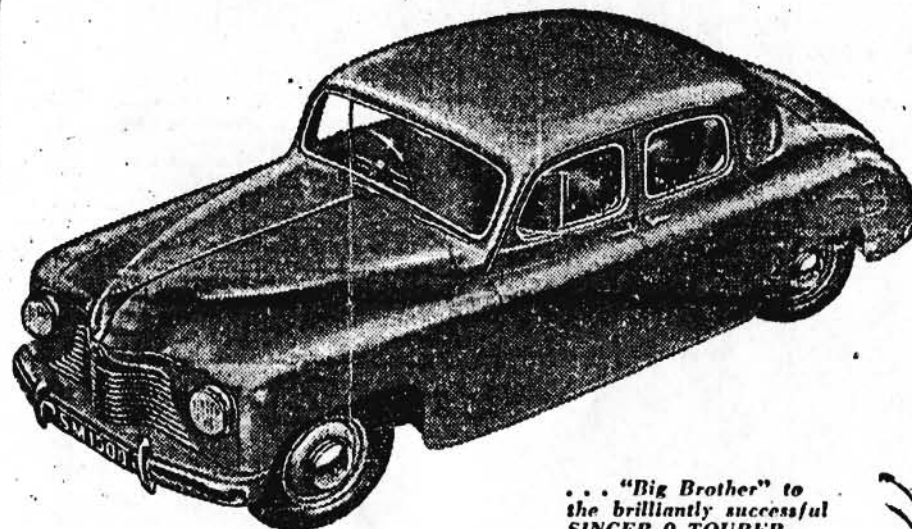
Humber had success with the revamped Snipe after the war, but the Hawk struggled to adapt to the transatlantic style dictated by the market. Total production stood at 13,000 when the achilles heel of all merged companies was exposed.

Heavy investment by Rootes in the Hillman Imp project, cost the group dearly and forced its sale to Chrysler. In the round of rationalisation that followed, Humber was fated to become first a badge then, in 1976, just a memory. For many thousands it was an affectionate one.

The **SM** 1500

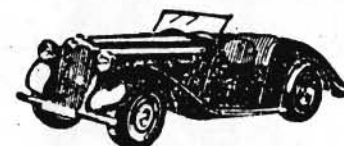
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HUMBER CAR CLUB of VICTORIA Inc.
MEMBERSHIP LIST UPDATE TO JANUARY 1991

HUMBER CAR CLUB of VICTORIA Inc.
MEMBERSHIP LIST UPDATE TO JANUARY 1991

NAME & ADDRESS	TELEPHONE	CAR(S) OWNED	REG. No.	NAME & ADDRESS	TELEPHONE	CAR(S) OWNED	REG. No.
ALDAM Pat & Joe R.S.D. 320 Snake Valley Rd. Carngham, Vic. 3351	053 44 9219	Mk.IV Super Snipe Ser. III Super Snipe Ambulance Ser. III Super Snipe (2) Ser. I Super Snipe		MABEY Fred P.O. Box 204 Buronga, NSW, 2648		Mk.IV Super Snipe	
AMALIA Steven P.O. Box 5065 Magnolia, Mass. 01930 U.S.A.	508.525.3623	Ser.III Super Snipe	210 WNK	MONK Dan & Maryke P.O. Box 469 Ocean Grove, Vic, 3226	052 51 2858	Ser. II Vogue	JDA 455
BLOUSTEIN Jack & Carol 43 King St. East Ivanhoe, Vic. 3079	497 4400	Ser. V Super Snipe	JFZ 863	MOSS Peter & Robyn 20 Millicent St. Leongatha, Vic. 3953	056 62 4263	Mk.IV Super Snipe	
BOWKER Bill 1264 Mountain Hwy, The Basin, Vic. 3154	761 1089	Mk. III Super Snipe Mk. IV Super Snipe Mk. IVA Super Snipe Ser.III Super Snipe Mk. IV Super Snipe	CKE 472	NASH Tony 14-16 Kingston Rd. Langwarrin, Vic. 3910	789 7348	Ser. IV Super Snipe	LHM 221
BRADBURN Chris & Kate P.O. Box 875 Ringwood, Vic. 3134	879 1782			PARR Barry "Rose Cottage" Bathurst St. Richmond, Tas. 7025			
BROWN Rod. 9/3 Lytton St. Carlton, Vic. 3053	347 4220	Mk.III Super Snipe	GZJ 443	ROBERTS Noel & Robyn 1 Torbreck St. Glen Waverley, Vic. 3150	560 4813		
CRIBBES Tim 4 Owen St. Mitcham, Vic. 3132	874 3362	Ser. IV Super Snipe		SAINT Gaston 141 High St. Maldon, Vic. 3463	054 75 2666	Mk. I Super Snipe	
DAVIS Colin 6 Prospect St. Wycheproof, 3527	054 93 7547	Mk.IV Super Snipe	DTL 136	SCANLAN Jeanette Princes Hwy. Pannure Vic. 3265	055 67 6249	Ser. V Super Snipe	
FOX Brian P.O. Box 230 Wangaratta 3676	057 21 4217			SPARROW Keith & Nancy 20 Railway Pde. Murrumbena, Vic 3163	568 7718	Ser. V Super Snipe	
FREDERICO Hubert & Serita 390 St. Kilda St. Brighton, Vic. 3186	596 1953	Ser. V Super Snipe	JGC 510	TSCHAJKOWSKY Michael 3 Grovedale Ct. Clayton 3168	544 6105	Ser. III Vogue	JLN 213
HUXSTEP Edna & Cyril 16 Storey Ave. Research, Vic. 3095				TURNLEY Neil & Dorothy 28 Finsbury Way, Camberwell, Vic. 3124	889 3402	Ser.IV Super Snipe	DSJ 567
JENKINS Carolyn 11 Alice St Queanbeyan, NSW, 2620	06 297 5718	Ser. IV Super Snipe	OCG 376	WILLIAMS Anthony & Angela 6/30 Ormond Rd. Moonee Ponds, Vic. 3039	370 8331		
LAURIE Steve 16A Laburnum St. Parkdale, Vic 3195	580 7285	Ser. VA Super Snipe	KAG 258	WILSON Eoghan 71 Hall St. McKinnon, 3204	570 1310	Ser. III Vogue	JOT 369
LAWS-KING Andrea "HEATHFIELD" Back Road, Kyogle, NSW, 2474	066 36 2131	Ser. II Super Snipe	HFC 149	YATES Jim & Margaret 11 Oleander St. Nightcliff, N.T. 5792	089 85 3571	Mk. II Super Snipe Ser. II Super Snipe	VCC 016
				YEN Spencer 62 Brushy Park Rd. Wonga Park, Vic. 311	722 1292	Ser. IV Super Snipe	HYM 466



THE HUMBER CAR CLUB of VICTORIA, INC.

MEMBERSHIP RENEWAL

NAME (FULL): DATE:

POSTAL ADDRESS:

TELEPHONE NO. PRIVATE: BUSINESS:

FAMILY MEMBERS:

CAR(S) LISTED FOR CLUB REGISTRAR (MUST CARRY THE HUMBER MARQUE) (use reverse if insufficient space.)

Year of manuf.	Model.	Body type & colour.	Engine/Chassis No.	Reg.No.	Class.

CLASS: Please use one of the following symbols;- DA..(Daily use); OC..(Occasional use);
UR..(Under restoration); ST..(In storage); PC..(Parts car).

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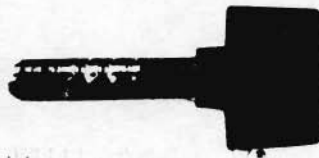
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The MUL-T-LOCK Transmission Lock immobilises the gears, manual or automatic. If they can't engage the gears they can't drive your car away.



MUL-T-LOCK...

Key Blank Aust. Reg. Design No. 102993

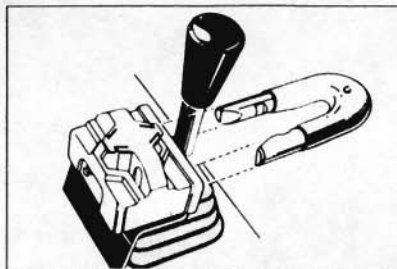
**MUL-T-LOCK IS
COMPUTER
DESIGNED. EACH
LOCK IS UNIQUE.
NO-ONE ELSE'S KEY
WILL FIT YOUR
MUL-T-LOCK.**



- MUL-T-LOCK Car Transmission Lock (C.T.L.) locks gear shift for efficient protection against car theft.
- Highly resistant to all known methods of unauthorised opening.
- Designed to blend with the interior decor of the car.

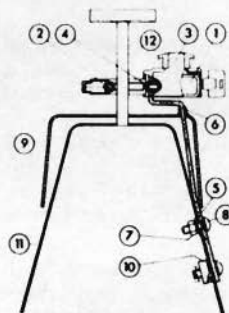


- MUL-T-LOCK C.T.L. is opened with a special key and the shackle pops out for easy removal.
- The shackle is then conveniently held in place by the decorative shackle holder on top of the lock.



- Remove shackle from decorative holder then slide shackle easily into the lock without using key.
- This ease of operation is essential to ensure your car is secure at all times.

**YOUR CAR IS NOW
SECURE!**



- | | |
|------------------------------|------------------------------------|
| 1. Padlock | 8. Carriage Bolt |
| 2. Shackle | 9. Existing Console |
| 3. Decorative Shackle Holder | 10. Tamper Proof Nuts (Shear Head) |
| 4. Bolts | 11. Metal Floor Panel |
| 5. Stand | 12. Gear Lever |
| 6. Decorative Seal | |
| 7. Nut | |

THESE ARE SOME OF THE ADVANTAGES OF MUL-T-LOCK:

1. Automatic locking — most important. Shackle locks into place with one easy action.
2. Self contained. Shackle is held in position on lock.
3. No inconvenience trying to lock awkward bars and ratchet devices. These can be a hazard to yourself while fitting.
4. Always in position and ready to use. Convenient location.
5. Securely bolted to car body work.
6. Pick as well as drill resistant.
7. Keys can be keyed alike and master keyed with other MUL-T-LOCK products and doors.

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THERE'S a new smell in Formula 1. It's a pungent, eye-watering, chest-tightening scent that costs \$100 a litre.

The bad smell in Formula 1 is fuel. The giant oil companies are throwing millions of dollars into researching and developing designer-label fuels that meet the 102 octane limit imposed on Formula 1 — yet deliver

a whole lot more bang for the buck.

At \$100 per litre and around 1,200 litres per car per Grand Prix weekend, these new "cool" fuels are costing teams an extra \$3-\$4 million a season.

And like steroids, nobody wants to be the first to give up their unfair advantage.

New Benetton team owner, Tom Walkinshaw, calls the stuff "jungle juice" and describes its financial impact on Formula 1 as "sheer lunacy".

Dick Scammell, a director of Cosworth engineering, which supplies powerplants to many F1 teams, says the stuff is worth up to 10 per cent more horsepower.

"In terms of normal Formula 1 mechanical development, that represents a year and a bit's worth of improvement," he says. "It's a lot of horsepower, too much to be ignored."

And that's Formula One's problem. When Elf developed its special brew — which melts ordinary fuel

\$100 a litre 'loony juice' fuels GP furore

lines and chews through concrete — it boosted the Williams team to victory.

Shell followed, its alliance with McLaren reversing Ayrton Senna's run of outs.

Now all the top teams have been forced to play in order to stay competitive.

Tom Walkinshaw wants the stuff banned:

"It's a total dead end," he says.

"In relation to the environment, to lean burn engines for the road, there's nothing to be gained from this research. Quite the opposite in fact."

Walkinshaw wants a single-source "control" fuel introduced into Formula 1 as soon as possible.

"Costs are escalating to such a degree that only a few teams will remain strong while the rest of the grid is in jeopardy. Not just in jeopardy of being competitive, but in jeopardy of being there in the first place."

Walkinshaw, Cosworth's Scammell and former three-times world champion Jackie Stewart all agree that within a season, the unfair advantage of high density fuels will be negated.

"We'll all be back to square one when everybody has the stuff," says Walkinshaw.

"We'll all get there, some quicker than others, and when we do, all we'll have succeeded in doing is spending an extra \$3 to \$4 million each."

Says Scammell:

"When everybody arrives at that catch-up stage it amounts to nothing more than a huge financial burden on racing."

New Cars From Europe:

HUMBER

HUMBER HAWK

Rootes group will shortly begin assembly in Australia of an improved version of the Humber Hawk, with an overhead valve engine and detail refinements.

Laycock de Normanville overdrive can be fitted as an optional extra.

The engine, developed from the Sunbeam Talbot, is a four-cylinder unit of 2,267 c.c. giving 70 b.h.p. — 20 per cent. more than the side-valve engine.

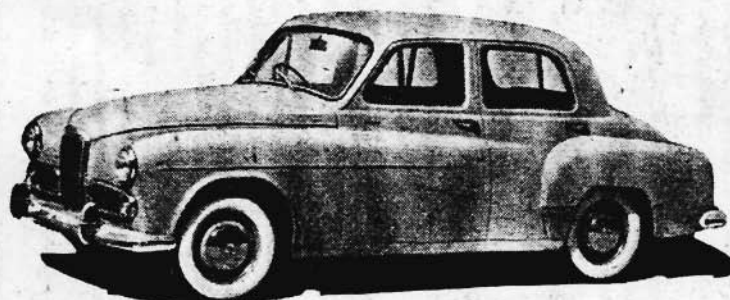
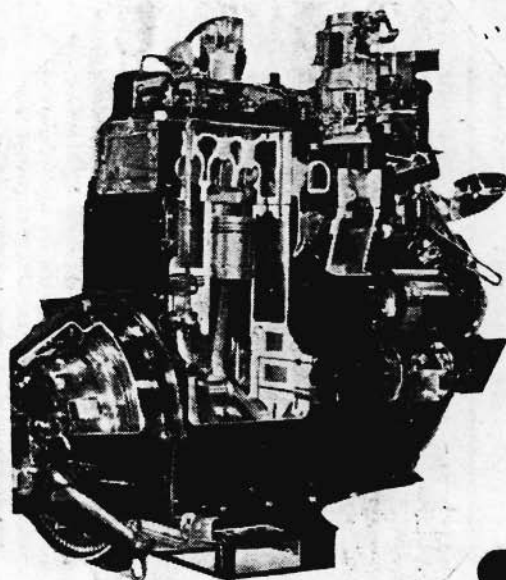
Maximum speed is raised to over 80 m.p.h., or about 84 m.p.h. if overdrive is used.

Larger brakes are used, with wider drums and 40 per cent. increase in friction lining area.

Rear wings have been redesigned to incorporate a new grouping of tail lamp, red reflector, flashing indicator, and the lens for an optional reversing lamp.

The seat springs now have a Dunlopillo foam rubber overlay.

Overall gear ratios are 4.55, 6.79, 11.26 and 14.52 to 1, but an axle ratio of 4.22 to 1 can be supplied as an alternative. Overdrive, which is supplied only on cars with the 4.55 to 1 axle ratio, gives a ratio of 3.54 to 1 in top gear only. It is brought into action by an electric switch operated by a small lever under the steering wheel.



WHEELS

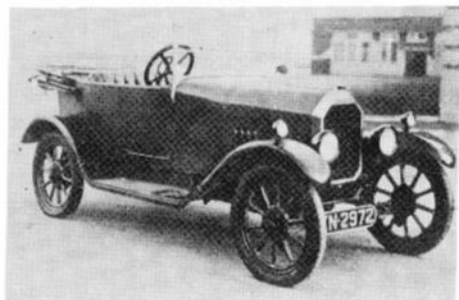
August 1954



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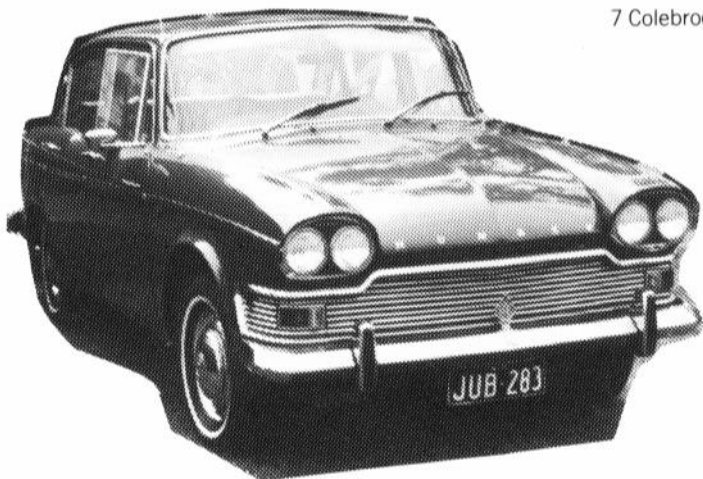
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