

April 1987

The **HUMBERETTE**



By Appointment to
The Royal Family

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

Affiliated with the
Association of Motoring Clubs



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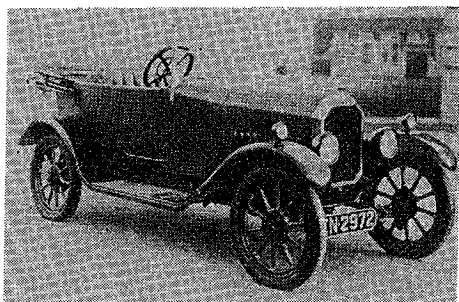
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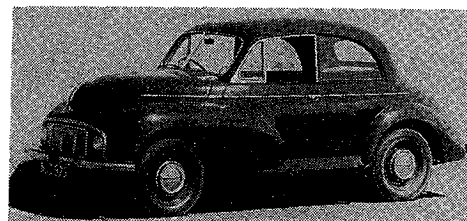
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- APRIL 24TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
FOLLOWED BY DEMONSTRATION FROM ARNOLD GOLDMAN ON THE EFFECT
OF VIBRATION ON ROAD VEHICLES. (Our previously announced
Rootes speaker is unavailable on this night.)
- MAY 3RD. COMBINED OUTING WITH STANDARD/VANGUARD CLUB.
SUNDAY BRUNCH AT DENNY'S, ALBERT PARK; THEN VISITING MARITIME
NAVAL MUSEUM, WILLIAMSTOWN (MELWAY MAP 56 E9)(ARRIVING APPROX.
1.15PM), AND RAILWAY MUSEUM, NEWPORT (MELWAY MAP 55K7).
MEET AT 10.00AM IN THE CAR PARK OFF BEATRICE ST, NEAR PUBLIC
GOLF COURSE ENTRANCE (MELWAY MAP 2L A10).
ENTRANCE FEE TO NAVAL MUSEUM \$2.00 Adult, \$1.00 Child.
" " " " RAILWAY MUSEUM \$1.50 : 70c
MAIN BREAKFAST COURSE APPROX. \$6.00.
- MAY 17TH. COMBINED ROOTES CLUBS "G-T" DAY AND MOTORKHANA.
(FOR INFORMATION AND MAP SEE REVERSE OF THIS SHEET).
- MAY 24TH.(SUNDAY) GENERAL MEETING AND FAMILY "AT HOME" SOCIAL AFTERNOON.
DEEPDENE HALL. B.Y.O. FAMILY LUNCH, FOLLOWED BY GENERAL MEETING
AT 2.00PM. CHOCOLATE ORDERS AVAILABLE THIS DAY.
- MAY 29TH-30TH. VINTAGE DRIVER'S CLUB "SPECTACULAR" AND SWAP MEET AT THE
MELBOURNE SHOW GROUNDS, FRIDAY 29TH. 5.00PM - 10.00PM.
SATURDAY 30TH. 8.00AM - 6.00PM.
- JUNE 6TH-8TH. QUEEN'S BIRTHDAY WEEKEND TOUR TO MOE. BOOKINGS STILL AVAILABLE
FOR THIS WEEKEND. CONTACT EVENTS DIRECTOR ON 435 6354.
- JUNE 20TH. NATIONAL BI-CENTENARY CONCOURS D'ELEGANCE TOUR AND DINNER.
MELBOURNE. SEE LAST MONTH'S HUMBERETTE FOR DETAILS.
- JUNE 26TH. GENERAL MEETING, DEEPDENE HALL. 8.00PM.
(SPEAKER FROM SHELL OIL CO. ON MODERN OILS AND FUELS).
- JULY 24TH. GENERAL MEETING, DEEPDENE HALL. 8.00PM.

THE HUMBER CAR CLUB OF VICTORIA, INC. MEETS ON THE FOURTH FRIDAY OF EACH MONTH (EXCEPT
DECEMBER OR UNLESS OTHERWISE SPECIFIED), IN THE DEEPDENE PARK HALL, WHITEHORSE ROAD,
DEEPDENE, AT 8.00PM. MELWAY MAP REFERENCE NO.46 A7/8.

OPINIONS EXPRESSED IN THIS MAGAZINE ARE NOT NECESSARILY THOSE OF THE EDITOR OR
COMMITTEE OF THE HUMBER CAR CLUB OF VIC, INC.

THE HUMBER CAR CLUB OF VICTORIA INC. IS A CLUB LICENCED BY THE ROAD TRAFFIC AUTHORITY
TO CONDUCT "RED PLATE" EVENTS FOR ALL CLASSES OF MOTOR VEHICLES.

*** CLUB REGALIA FOR SALE ***

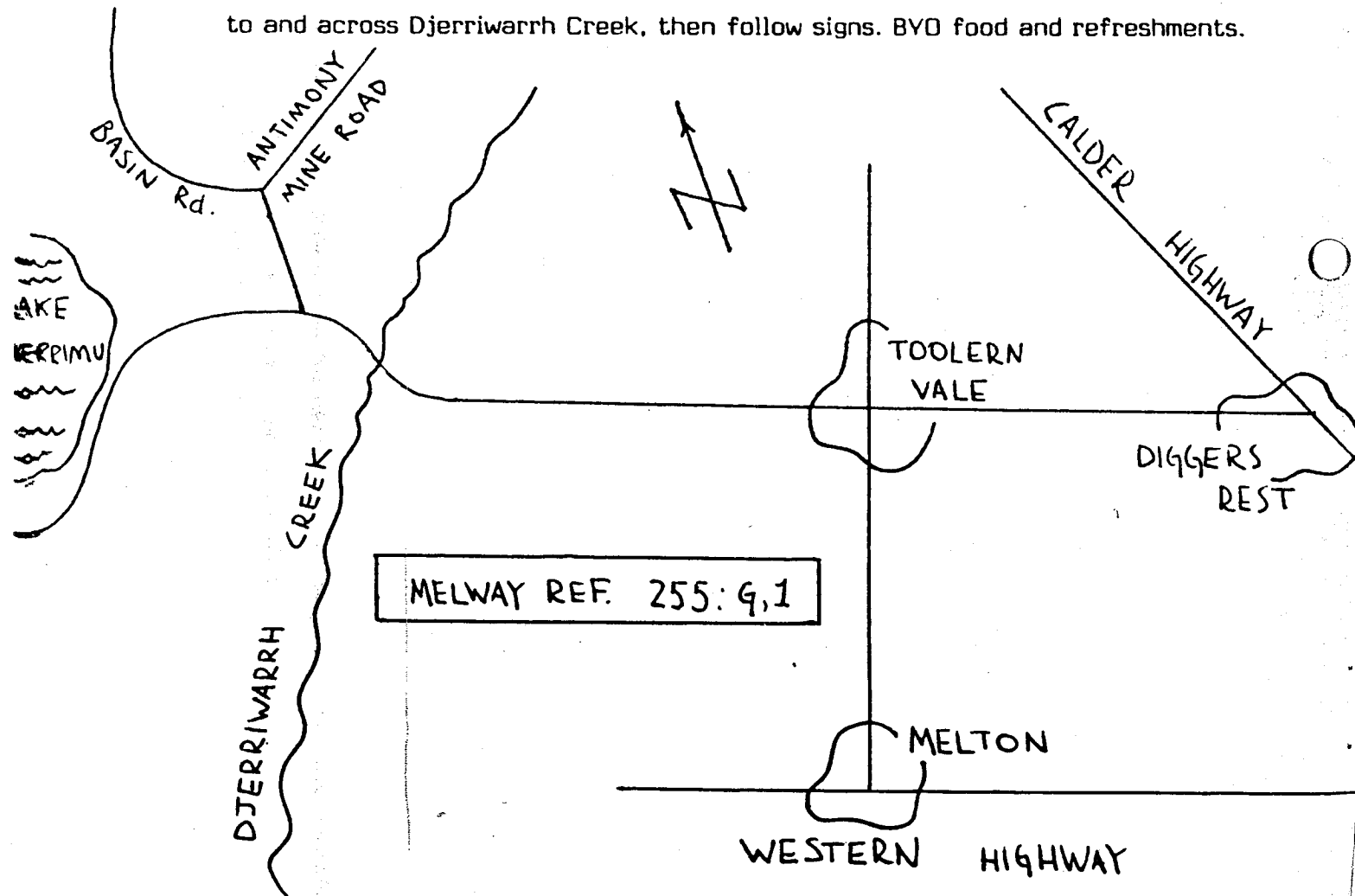
CLOTH JACKET PATCHES WITH CLUB LOGO:	\$2.00EACH.	POSTAGE 50 CENTS.
BRONZED 10TH ANNIVERSARY GRILLE BADGES:	\$9.00 EA.	POSTAGE \$1.00.
METAL LAPEL BADGES:	\$3.00 EA.	" " 50 CENTS.
VINYL WINDOW STICKERS WITH CLUB LOGO:	\$1.00 EA.	" " Send SSAE for return.
WHITE S/S T-SHIRTS WITH CLUB LOGO: (Sizes 12 - 20)	\$7.00 EA.	" " \$1.50.
WIND CHEATERS (BLUE OR GREY) (Broken sizes)	\$15.00 EA.	" " \$2.50.

Regalia available at Club Meetings or from Regalia Officer (phone 233 6592).

AUTOKANA
and
ROOTES GROUP GT

This event is being organized by the Singer Owners Club for Sunbeam Talbot, Hillman, Humber and Rootes Group car clubs on the 17th of May. It is to be held at Arthur Butt's property, Basin Rd, Coimadai. Meet at Old Melbourne Motor Inn at 09:30am and procede to Calder raceway to regroup at 10:30am. Continue via Calder Hi-way to Diggers Rest. Left turn to Toolern Vale, continue to and across Djerriwarrh Creek, then follow signs. BYO food and refreshments.

ARTHUR
BUTT



THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1987-88

PRESIDENT	Bob Kennedy	789 5119
VICE PRESIDENT	Vic Wilson	478 9352
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Hawks	K. Willimott	
Mk Cars	B. Kennedy & L. Hughes	877 3028
General Information	B. Kennedy	
Auto Electrical	M. Fitchett	336 7915



12.3.87.
21 Nicholls Avenue,
Shepparton 3630

Dear Members, I am pleased to introduce my 1950 MK II Super Snipe to Club members and wish to thank those members who have shown an interest in its restoration over the past four years. I originally bought the car in Bendigo where it had stayed parked under a gum tree for some seven years. Amazingly it roared to life again after only some minor tinkering. Since then the project has cost me around \$5000 but has been well worth the effort in terms of family enjoyment and personal satisfaction.

Robert Cane.

TECHNICAL ADVICE: Dashboards re-manufactured, Ph: 598 1406 - 598 8365, Cnr. Small Street & 54 Beach Road, Hampton, Open 8:00am-5:00pm.

**MINUTES OF GENERAL MEETING
HELD ON FRIDAY 27th MARCH 1987 AT DEEPDENE HALL**

The meeting was opened at 8:15 pm by the President, Bob Kennedy, who welcomed 26 members plus a visitor, Wilson Bunton from Castlemaine, who became a member by the end of the evening. Wilson owns a Ser. VA Snipe and a 1935 Snipe?

APOLOGIES were received from the Dunlop family, Joseph Serve, Frank Stockman, and Ralph Chalmers.

MINUTES of the previous meeting as printed in the March 'Humberette' were accepted as a true record on the motion of J.Waring, seconded by P.Davenport.
There was no business arising from the minutes.

CORRESPONDENCE:

IN: R.Boan re renewal and request for information on wheel bearing service.

J.Pritchard re renewal and a request to purchase a 1930's Humber.

R.Disher re offer for sale of a Ser.V Snipe.

B.Speight re offer for sale of a 1926 Tourer for \$8000.

J.Menzies re renewal, photo for club album, question regarding gearbox, and request for spares for Mk VI Hawk.

N.Hughes re request for membership forms.

N.Quin, Photographers, re offer of sale of video of 1985 and 1986 Classic Car Show for \$45.

Classic Car Show re our entries for the 1987 Car Show.

D.Mackay re offer for sale of a Mk VI Hawk for \$2450.

R.Tobin (USA) re membership, he owns a Ser. V Imperial.

R.Wellman re resignation from club.

P.Gordon re renewal and request for information on dashboard manufacture.

R.Sharp re request for membership form.

R.Silcock re participation in Humber-Aid scheme.

G.Tennant re participation in Humber-Aid scheme.

P.L.Pickles re auction on March 26th in Sydney.

EXCHANGE MAGAZINES: Daimler Lanchester, Chevrolet CCV, Sunbeam & Talbot, HCCQ, HCCA.

OUT: J.Leggoe re membership application, M.Heazlewood re magazine costs, N.Hughes re membership application, S.Pleming re welcome to HCCV, G.Foote re welcome to HCCV, I.Foreman re welcome to HCCV, R.Hambly re welcome to HCCV, B.Contoyannis re welcome to HCCV, G.Hardy re welcome to HCCV.

TREASURER'S REPORT:

Brian Parkinson presented the statement of the trading account for 27th March 1987.

Receipts since 1st Feb.	\$ 999.32
Expenditure	\$1178.09
Current balance	\$ 965.57

At the request of M.Willimott details of expenditure were read out. This included \$574 for printing which includes a large number of magazine covers.

Report accepted on the motion of M.Fitchett seconded by J.Darbyshire.

EDITOR'S REPORT: Presented by B.Bosnich

182 magazines sent out this month. A large collection of old car magazines from the 1950-1960 period has been obtained by D.Barker so we should see some new material on models from that period.

EVENTS DIRECTOR'S REPORT: Presented by M.Willimott

Details of the next outing on 12th April were provided as were details of the 3rd May outing and the 17th May combined Rootes Group outing. Details are provided elsewhere in the magazine. B.Kennedy reported on the Koo Wee Rup Potato Festival outing and further details are provided in his report in the magazine. 6 cars were entered in the parade.

TECHNICAL OFFICER'S REPORT: Presented by B.Kennedy.

Attendance at the Daimler club concours showed up some lack of under-the-bonnet attention among the Daimler fraternity. Many beautifully polished vehicles were presented for judgement.

AOMC: No Report

CARS FOR SALE & WANTED:

Details of incoming letters to be passed to B.Bosnich for next magazine.
J.Waring offered a Ser.V Snipe 'free to a good home' or for parts.
B.Boan requires red arm-rest for Ser.V Snipe.
L.Hughes requires arm-rest for Sceptre.
B.Kennedy has parts for most models.
B.Bosnich offered a 'free' Mk.VI Hawk to be removed immediately. This was taken up by L.Hughes.
P.Davenport has Ser.II & III Vogue engine parts 'free'.

GENERAL BUSINESS:

N.Watts spoke of the moves afoot by Camberwell City Council regarding insurance of Hall. We shall await information following next week's meeting of Hall Management Committee.

J.Waring raised matter of carpets from K-Mart. These have not been available for two years. A supplier has been found at a price of \$90 for set to suit Series Snipes, and presumably Hawks. Individual front carpets are \$15 each. The material is not the original cord. L.Hughes offered some red cord carpet and was taken up by one or two members. He may have some left.

The meeting closed at 9:05 pm following which Margaret Willimott showed a video of the Mk IV Snipe journey from London to Capetown, and a technical film on use of ceramics in engines. This was followed by supper.

Arnold Goldman
Hon.Secretary

SECRETARY'S SECTION

It is interesting to see the increase in club membership, and to note that we now have members in Qld., NSW, S.A., USA and England. It was pleasing to see a visitor from Castlemaine, at our last meeting, who had come to see if there was anyone he could discuss his 1935 Humber with. Obviously he was sufficiently impressed with Lloyd Hughes that he became a new member before he left. This is what a club should be, and possibly explains why we get enquiries for membership from far and wide. There must be a limit to the number of members when all the Humbers in the country are in the hands of club members. I think we still have a long way to go.

It would be of interest, I'm sure, to know how many of each model Humber were imported to Australia. I recall reading, somewhere, about the numbers of Series Snipes manufactured, and it was only around 2000 each year, worldwide. If any member has information on this subject please write an article for the magazine, or send me the information and I shall put it in my page.

The short piece of advice I gave on one cause of rust in the Series Snipes was of use to one member that I am aware of. I am sure that many of us have useful tips and hints, that are not included in Workshop Manuals, and which could be of use to others. Please send them in to me and they can form a new section in the magazine.

Just to help things along, the following are offered as simple inexpensive ways to reduce some of the bumps and rattles that seem to creep into cars over 20 years old. The "shock-absorbers" on your car do not have an infinite life, and may well have been replaced on a number of occasions since the car was new. Sometimes, the rattles in the suspension are diagnosed as "shockers need replacing", and true enough, this often fixes the problem. However, the problem is often only in the rubber mounts at each end of the shock-absorber. These have a tendency to wear before the whole unit needs replacing, and replacement of just the rubber mounts will often fix the rattle. Sometimes it is possible to fix the problem by compressing the rubber mounting bushes to take up the slack. This can be done by using a large flat washer with a centre hole larger than the shock-absorber stem. This may sound obvious, but the standard washers supplied with the shock-absorbers only fit over the threaded portion of the stem. This is to prevent overcompressing the rubber. This temporary fix is relatively easy for the top mount, but the lower mount may not respond to anything less than replacement of the rubbers.

Whilst you are under there looking at the shock-absorbers, have a look at the rubber bushes on the anti-roll bars. These are at the front and rear on Series V and VA Snipes, and only at the front on the Series I to IV Snipes. The Series VA has a thicker diameter front bar than the earlier models, so if you are replacing a broken one, try and get a Series VA part from the wrecker. With these bushings the hole becomes enlarged, allowing the torsion bar to thump at each road bump. The bush should be replaced, or if not readily available, renovated by reducing the hole.

This is done by first removing the rubber bush from the car; an easy operation as it is split for this purpose. Then cut away part of the bush to allow it to close around the bar leaving a slight gap at the joint. This has now made the outer diameter of the bush slightly smaller than a new one, so the space between it and the metal brackets needs to be filled by use of a strip of rubber. Insertion rubber is the correct description, and many of the old hardware stores sell it. A piece cut off old rubber boots will do until you can buy new bushes.

Well, that should keep you out of mischief for a weekend, and hopefully reduce the rattles and restore some of the quality quietness that we read about in the old advertisements for the Humber Super Snipe.

Arnold Goldman

PRESIDENT'S REPORT (Kennedy's Klangers)

Another month rolls past and already the fourth month of the year is just about gone. Before you know it, Xmas will be with us again; doesn't time fly?

Last month we had the "Koo-wee-rup Potato Festival". This was attended by several members and their families and certainly a fun day was had by all. One of the instructions issued by the Club organizers gave me a laugh. It stated: "It would be appreciated if water pistols were not fired at spectators, procession judges or commentators", kill joys aren't they?

The other day I received a phone call from Katherine in N.T., the new owner of the 1926 Roadster I sold, rang to tell me how happy he is with the car and also to see if he could buy my MK IV Super Snipe off me. I had to tell him that it had gone. Whilst in conversation with him, I was told that other people up there are looking for good Mark Models to buy. If many more Humbers go to live in N.T., we may have to start another state Club. What do you say to that Jim Yates?

Jim lives in Darwin and has been a member for many years. We were talking on the phone the other week and Jim wants to know when some Victorian members are going to drive up now the road is sealed all the way. We might have to do a short run up there in the near future just to say hello. If not, Jim might send a snapping croc down to stir us all up.

Well I'll close down now because I'm sure I've raved on long enough, so till we meet next, cheers!

Bob Kennedy.

FOR SALES

MK 2 S/Snipe, ground up restoration, 3/4 finished, only needs upholstery re-fitted to complete, work done too numerous to list, over \$3000 spent, Price: \$2250.

Contact: Dennis Storr, Ph: 735 1803, Lilydale.

MK 6 H/Hawk, good order, no reg, maroon & white, best offer.

Contact: A. Beardsmore, 2 Lynd Court, Dandenong Sth, Ph: 793 3452.

Series Humber spares, engines, trans, diffs, front ends, suspensions, panels, interior fittings etc.

Contact: Ph: (B/H) 783 1164 (A/H) 789 6952.

2 H/Hawks, 1 MK 6, 1 Series 1 or 2, Price: \$50.

Contact: Ross, Ph: 758 0826.

WANTED: Rear arm rest (red) suit Series 5/5A S/Snipe.

Contact: R. Boan, 3333 Nepean Highway, Sorrento, 3943.

EXCHANGE: A Humber catalogue, Imperial and Snipe, 29cm x 42cm, 12 pages, Ref: 5186/EX/RHD 2/116/10. I require a Humber Snipe catalogue Ref: 3003/64/EX or 264/66/166H. These are early 60's models.

Contact: Trevor Marshall, Merton, Yelarbon, Queensland, 4398.

SOCIAL SCENE

Hello and welcome to the busy month of May. On Sunday May 3rd we will "breakfast with the birds" at Denny's Family Restaurant in Albert Park. As well as the flock of Snipes and Hawks, there will be present a contingent of cars from the Standard/Vanguard Club to help grace the car park at Denny's.

After filling up on the ample breakfast menu, we plan to drive in convoy from Albert Park via the Westgate Bridge, to the Naval Museum at Williamstown where we will inspect HMAS Castlemaine. From here it's a brief trip to the Railway Museum in Champion Road where such steaming beauties from bygone days are on display together with a host of railway memorabilia. Here also, you will learn that "H.H. 220" does not only refer to the Willimott's Humber Hawk! Depending on how ravenous you are at breakfast, the full day should cost you no more than about \$10-\$12 per person.

Sunday 17th May is the annual "get-together" of all the "Rootes" Car Clubs. This year it is being organized by the Singer Club and takes the form of a "Motorkhana" at a venue out of Melton. Maybe the stability of Humber will outshine the speediness of Sunbeam or Singer on this day. Come along and lend your support to your Club's team. Full details are on the Calendar Page.

So far, response to the Queen's Birthday Tour of Moe (June 6-8th) has been rather disappointing. This is an opportunity to tour Moe and its surrounds including the S.E.C. Works under the guidance of our expert local member, Tom McAlpine. Accommodation is available for one or two nights at the Newborough Motel, \$39.00 per night double. Please let me know if you are interested in booking accommodation or would like to attend for one day only. Sunday will be the major tour day while we plan a Club Dinner for participants on the Saturday night.

Like all big events, the National Rally at Swan Hill requires a heavy commitment both in manpower and finance. So that we don't need to draw too heavily on Club funds, I am asking for your assistance in a Chocolate Drive during May and June. We have 40 boxes (30 bars per box) of World's Finest Chocolate Bars and a limited number of Scorched Almonds to sell. If they are all sold, there will be a profit of approximately \$500.00 which should cover all major Rally expenses and spread the cost over as wide a field as possible. If each family could sell one box to friends, neighbours, workmates etc we should have no trouble in reaching our \$500.00 goal. Your help in this venture would be greatly appreciated. An order and information form is included in the Humberette.

Two brief items before I finish. Due to a regrettable lapse of memory on my part, our New Members List last month omitted the name of Graham Handy's wife Dianne. My apologies Dianne, especially as you were the one to first appreciate the joys and benefits of motoring with Humber!

Finally, just in case you are having difficulty in fitting yourself into either of Arnold's distinct groups of Humber owners (see March Newsletter), please remember that the "Social Scene" provides a setting for the merger of all these interests and allows us to enjoy our cars together.

Don't forget the Chocolates; they will be available at the Rootes G.T. Day at various designated pick-up points and at the May meeting. See you there!

Margaret.

NATIONAL RALLY REPORT

Planning is well in hand for the Bi-Centennial Humber Rally next Easter. It is necessary for you to get your Rally Registration Form returned as quickly as possible so that we have a fair indication of numbers attending each event and/or requiring accommodation. At this stage you are being asked to register an interest only. Later in the year you will be sent a Confirmation Booking Form when you will be expected to make a firm commitment with payment of deposit for catered functions and accommodation (if required).

Registration forms received so far indicate that a variety of models will be presented for display at the Swan Hill Technical School Oval, following the Street Parade on Saturday morning. The venue is right on the highway and in a busy part of town so should draw many onlookers. So far one vehicle from the pre W.W. II era has registered and we would like to see more of the early model Humbers participating.

Extra copies of the Registration Form and further information is available from the Rally Secretary at the Club address. More Rally news next month.

THE MICHAEL SEDGWICK MEMORIAL TRUST

REGISTERED CHARITY No 290841

Honorary Secretary:

G. B. Heath

Spring Cottage, 20 High Street

Millford-on-Sea, Lymington

Hampshire SO4 0QD

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Post Vintage Humber Car Club

Des Judd,
Humber Car Club of
Victoria & Tasmania,
17 Taverner Square,
Frankston,
VICTORIA 3199,
AUSTRALIA

Stephen Lewis,
Club Historian,
12 Crosslea,
Bishopsford Road,
Morden,
Surrey SM4 6BE
ENGLAND

Mr Stephen Lewis,
Club Historian - Post Vintage Humber Car Club,
12, Crosslea,
Bishopsford Road,
Morden,
Surrey SM4 6BE

24th November, 1986.

14th March 1987

'THE HISTORY OF HUMBER'

Dear Mr Lewis,

Thank you for your letter of 18th November, which I find most interesting.

You will probably be surprised to learn that a history of the Humber Company is high on our list of priorities. An embryo book on the early history is partly researched, and we are hoping to persuade the author to complete the manuscript in the not too distant future. An Australian Humber club has been in contact with us, and they are also interested in asking an experienced motoring historian to write the history. We are endeavouring to channel this author towards the post 1932 era, but it may be Rootes rather than pure Humber. As you will appreciate these things take a long time to produce, the Trust is fully committed for 1987, but we certainly hope these will be our next projects after the HRG book, already available, and an Elva story which is currently being written for publication in twelve months time.

As a matter of interest I am particularly keen to see something on Humber, as my past is closely connected with the marque. My grandfather, George Heath, was a director of Rootes - he sold Humbers in Birmingham, and my father was production director at Stoke and Ryton just before and after the war. I knew many of the personalities, and remember Sam Wright, the TT works driver, well.

I do not think we can expedite the situation much at present. I know the Trustees are in sympathy with the cause. Peter Hull, the Chairman of our Editorial Committee, is extremely keen on the idea.

Yours sincerely,

Brian Heath.

Dear Des,

I thought your letter and various correspondence with the Michael Sedgwick Trust here in England to be most interesting.

I can assure you that we have not been sitting on our backsides doing nothing and that in fact I wrote to the trust some time after you and received the reply enclosed. All the indications are that they are genuinely interested in getting a book together on our marque. At present, we are assisting a photo-journalist Nicky Wright in arranging some of our members Humbers to photograph for use in a Swedish motoring book which has a history of Humber in it. This will cover the period from the 30's to the 70's. Although to be published in Sweden only, the club hopes to obtain a copy. Nicky has written and photographed mainly American car history but is now particularly interested in Humber and is keen to see a book written as he can see the wealth of information that the club has and its contacts throughout the world! The high quality photos he has taken and his contacts within the motoring journalists field can only help our cause.

Apart from this, last year I supplied seven photographs to publishers of the book 'A to Z Of Cars 1945 - 1970'. This book was based on Michael Sedgwick's articles in 'Classic & Sports car' magazine and carries four pages of photos and descriptions on Humber from the post war years to the Sceptre. This book is certainly a good 'reference' work and is edited by Mark Gillies, published by Temple Press and has ISBN 0 600 333914.

As I am now Historian, I have written small articles for the classic car press which has resulted in Practical Classics having a write up on Mk4 Super Snipe pick up trucks in Saudi Arabia and Classic Cars in the form of a letter concerning two ex-Rootes test drivers who worked on Humbers that we located recently. I feel that in this way we are getting the name of Humber and its products more widely known so that soon someone is going to say, 'why isn't there a book on Humbers?'.

I hope this gives you a good idea of what is going on here in Britain and would hope to update you in due course concerning progress.

Yours sincerely,

Stephen Lewis
Stephen Lewis, Club Historian for PVHCC

THE 15.9 h.p. HUMBER ON THE ROAD

**A Car of Refinement for the
Owner Driver. Light Steering
and Controls a Feature.**

TO renew acquaintanceship with any car is usually an experience of delight. Particularly is this the case if one cherishes happy recollections of a type which has been improved from time to time in the interim. Thus it was that we took over a 1924 model 15.9 h.p. Humber from the works at Coventry with a feeling of more than ordinary satisfaction, since it is three years since we owned a vehicle of this type. At that time the Humber had side-by-side valves; to-day the engine has been greatly improved in its power output by various modifications, the most notable of which is the re-arrangement of the valves, the inlets now being placed in the detachable head and operated by the single enclosed camshaft through tappet rods.

There is no question as to the increased speed, both in hill-climbing and on the level, with the new engine; its "revving" powers have jumped considerably, and its responsiveness to the accelerator pedal is immediate and most pronounced. But, of course, the Humber makes no special appeal to its users on the score of extreme speed; rather is it a car of excellent all-round performance, as refined in its behaviour as any connoisseur could expect, and decidedly above the ordinary run of vehicles, no matter on what score it be judged.

Take steering, for instance: there are few lighter specimens on the road to-day; the gear change also

admits of no criticism, if one overlooks the rather distant position for the reverse, while the hand brake is perfectly delightful to the touch, and applies the shoes in a most gradual, smooth, yet effective manner. So far as dry roads are concerned, there would be less call for

front wheel brakes if all cars had rear brakes as efficiently designed to the veriest detail as is the case on the Humber.

Smoothness of running is the outstanding characteristic of the latest model, the valve gear is almost inaudible, the exhaust note is silenced to a remarkable degree, the transmission might not exist, and so one glides along in comfort and silence, swooping over hills in a manner which does the heart good. We have previously praised Humber coachwork, and really the workmanship and material again call for appreciative comment, for, after all, among a host of cars available for selection to-day it is such points as

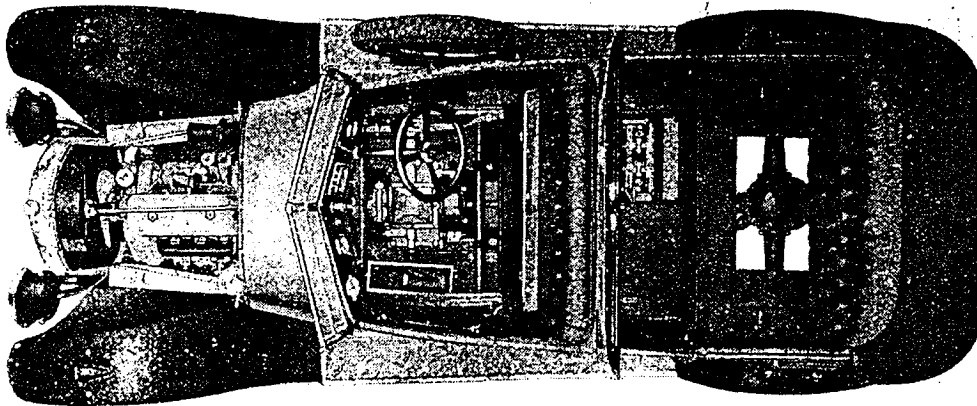
these that distinguish the wheat from the chaff.

With long semi-elliptic springs and Hartford shock absorbers at the rear, smoother travel could hardly be desired. A small criticism we would offer is concerning the position of the V-shaped windscreen, which is set rather too far away from the front passengers, in our judgment, and is apt to induce a draught in the back of the neck. For the same reason one needs to stretch far forward to operate the windscreen wiper.

Of comfort there is an abundance on the newest Humber. The rear passengers are well catered for by an Auster rear screen, luxurious upholstery and an adjustable footrest. In the front compartment, below the range of instruments on the facia board there are drawers handily arranged

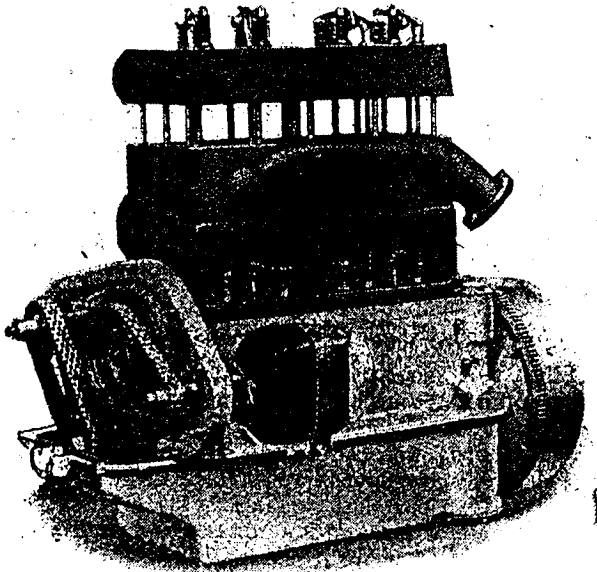
DATA FOR THE DRIVER.

15.9 h.p., four cylinders, 80 : 140 mm. (2,815 c.c.). Tax £16. Overhead inlet valves. Magneto ignition. Weight of complete car, less passengers, 1 ton 7 cwt. 2 qr. Weight per c.c., 1.09 lb. Gear ratios, 4.33, 6.73, 9.4, 15.8. Spiral bevel final drive. Semi-elliptic springs. Detachable steel wheels with 820 x 120 mm. tyres. Wheelbase, 10 ft. 3½ in. Track, 4 ft. 9 in. Fuel consumption, 20 m.p.g. Tank capacity, 12½ gal. Price, £695.



The 15.9 h.p. Humber from an unusual angle. The floor boards have been removed to show the separate gear box, the position of the batteries and the differential.

to accommodate small spares, or tobacco, maps and gloves. The tool kit is formed in the single door of the front compartment, where, without disturbing the passengers, the different tools may be obtained—that is, on the owner-driver's car, for the makers were evidently



The 15.9 h.p. Humber engine, partly dismantled to show the chain distribution gear; the detachable head is partly raised complete with inlet valves. The exhaust valve cover plate has been removed.

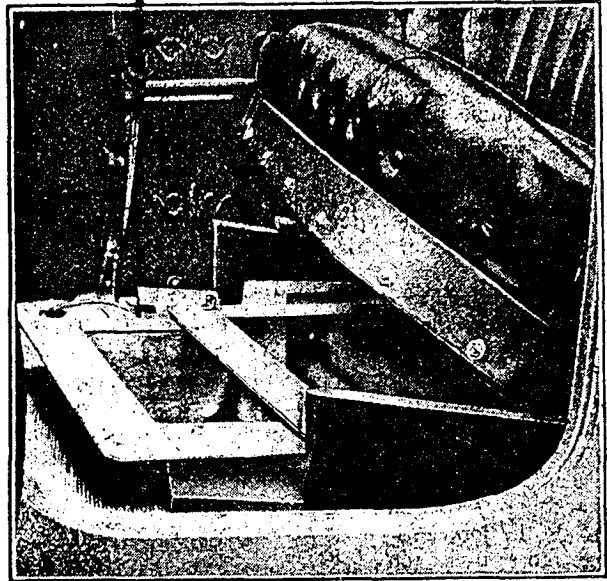
so confident of the reliability of the vehicle lent to us for a week's test that the holster was quite empty! Certainly, the jack and wheel brace were installed in their customary position under the bonnet, but were not required.

Engines refined in performance are invariably economical in oil consumption; we inspected the dipper rod on two occasions while the car was in our possession, and could detect no decline in the level. This was not so surprising, perhaps, when one examined the extraordinarily clean state of the engine—not a speck of waste oil exuded from any joint.

Used day in and day out for ordinary business jaunts, the Humber is a consistent performer; it starts up easily

on the Cox-Atmos carburetter after closing the air supply from the driver's seat, and, once warmed up, is responsive and lively, but one should not suddenly depress the accelerator pedal, as a partial flat spot is indicated. Gradually opening up the throttle produces a steady but definite pick-up from a willing engine, whilst the engine will tick over so slowly when desired that the explosions may almost be counted. As to hill-climbing, the Humber can be relied upon in any district, for the lowest of the four ratios may be regarded as an emergency gear, in our experience. Certainly we had no occasion to requisition it in about 400 miles of give-and-take roads, on and off the beaten track.

As a whole, the 1924 model 15.9 h.p. Humber betrays the hand of experience; its design exhibits no special



The side curtains of the Humber are neatly stored under the driver's seat, where they are safe from injury.

departures from standard practice, but the execution of accepted principles on high-class cars has been so uncommonly well performed that one immediately feels "at home" on such a car and develops unconsciously a feeling of contentment and repose.

BRITISH OVERSEAS AUTOMOBILE TRADE.

Signs of Revival in Ceylon. Interesting Views of an English Commercial Representative.

THAT there are signs of a revival in the prospects of doing business in motor cars with the British overseas Dominions is evident from more than one source. India has recently been under a cloud in this respect, and Ceylon has shared in the depression, but from the observations of Mr. H. P. Henry, representing the Armstrong Siddeley Co., who is on a world tour of investigation, the cloud appears now to be lifting. In an interview reported in *The Times of Ceylon*, Mr. Henry, who is a man of wide experience and well qualified to judge of these matters, says:—

Whilst the cost of the British-made car might be slightly more than that of a foreign product, it was an undoubted fact that, in the long run, it was a better investment. During its life the cost of repairs and upkeep was certainly much less, and when the time came for it to be disposed of there was always a good market for it, which, it was well known, was not the case with the American car.

It is not fully realised by the motoring public what an advance has taken place in British car design. The car of modern British design is most economical as regards petrol consumption and general maintenance, in addition to being splendidly efficient. As the result of aircraft engine experience, British manufacturers obtained much greater knowledge of the use of steels, with the result that parts have been lightened without loss of strength, resulting in a reduction of fuel consumption and wear on tyres. The development made on these lines has been enormous during the last few years in British car manufacture, though this has not been sufficiently realised in the colonies because of the comparatively few really good English cars that have been exported.

Questioned in regard to the supply of spares, Mr. Henry said:—

It must be borne in mind that cars of British manufacture do not "eat up" spare parts to anything like the same extent as some others. I am pleased to state, however, that British manufacturers are now, in all their agency arrangements, stipulating and insisting upon the agent stocking all the parts that are likely to be required.

The Rootes Group have launched the new Sceptre in the guise of a compactly built de luxe, medium class vehicle with a 1.7 litre engine. It replaces the previous Sceptre in a number of body-work details.

The character of this vehicle is a happy combination of the luxurious touring car with the high performance of a more sporting vehicle. The advertisements state that the Sceptre is the most luxurious and best equipped of its class and this is confirmed by the fact that a number of fittings have been incorporated which are normally not found in vehicles of this particular price range.

This four door saloon impresses by its elegance, usefulness and sporting appearance of the dash-board; the separate front seats are well-shaped, the backrests are adjustable down to a horizontal position and, together with the 7 cm adjustment of the telescopic steering column this means that an individually correct seating position may be achieved. There is considerable leg and head room in front and although the roof line descends at the rear, there is still enough head room at the back. The rear passengers are assured of comfort because of the positioning of the back seats within the wheel base and the wheel boxes do not protrude into the interior. A good impression is made by the high quality, typically English equipment, and those who like sporting motoring will be further impressed by the multiplicity of instruments. The speedometer and rev counter are directly in the driver's line of vision and there is a central console containing control knobs, the clock, an ammeter, oil pressure gauge, temperature and fuel gauge. The round, easily read instruments are exemplary with their white figures on a black background. There is a wide and capacious glove locker on the fascia, and this is free from reflection. Equipment is comprehensive with a two speed screen wiper, washer and a very efficient heating system with fan booster, also a headlamp flasher. Thus the driver with high standards will find everything he expects. The fully synchronised, exact, but a little notchy gear change is operated by a short central gear-lever and there is a Laycock-de Normanville overdrive which is operated by a stalk on the steering column. It works on third and fourth gear, thus the Sceptre has virtually a six speed gear box, which not only enables the car to be driven economically, but because of the powerful and well tried four cylinder engine, provides above average performance.

At the wheel, one is inclined to have the feeling that one is driving a sportscar rather than a luxuriously appointed touring vehicle; the comfortable seating and good visibility plus the fact that the extremities of the car are always visible and the good positioning of all the controls bring about the urge to drive in a sporting fashion. The engine purrs happily up to high r.p.m. and noise is never tiresome. The five bearing four cylinder engine reacts quickly to various throttle positions and is so

elastic that in town traffic the car accelerates effortlessly from 1000 r.p.m. Along undulating country roads, one uses third gear and third plus overdrive constantly, which means 72 m/h in third, or 90 m/h with overdrive at 5500 r.p.m. The extensive rev range up to 6000 r.p.m. can be used quite effectively and even at high revs, there is no apparent difficulty with the valve train. Unfortunately, our test car had only covered 1242 m and therefore it is difficult to make a fair judgement or an exact measurement of power output at the top end of the speed range. Excellent acceleration figures show quite well that the lively temperament of this vehicle is mirrored in the power: weight ratio of 12 kg/h.p. On the other hand, we only achieved a top speed of 90 m/h at 4300 r.p.m., and therefore remained well below the indicated figure of 5500 r.p.m. This was not only due to the car not being fully run in, but also because the ignition was not at its best setting. Calculations would appear to show that a maximum speed of 93.2-99.4 m/h is possible.

Fourth with overdrive is geared so high that there is little power reserve—therefore a long run-in is likely to be needed to exceed 87 m/h. Road holding, particularly on winding roads is surprisingly good for a car with a conventional rear axle layout plus independent front suspension. Steering is precise with sufficient road feel, and does not operate too lightly. This means that the car is always under control in extreme conditions.

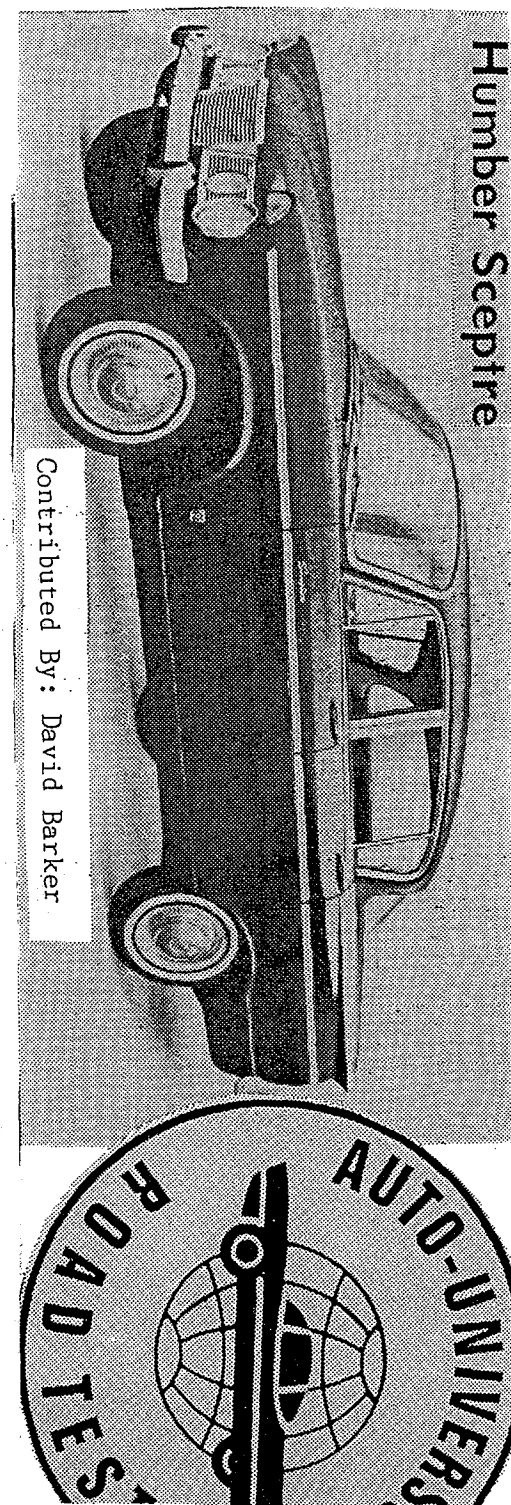
The tendency is towards understeer, thus the car is suitable for sporting driving. Suspension is slightly soft but well balanced and uneven road surfaces are well damped out. High speed comfort on poor roads is remarkably good. The car follows its chosen path well even at high speeds and slight steering correction only is necessary should the rear become a touch skittish. There are front discs and drum brakes at the rear, which are finely balanced and work very well. The car has a four headlamp system, which means very good lighting on high beam; the system is so arranged that the dipped beam units remain in the dipped position when main beam is selected. This provides a beam of light which was particularly wide and long.

We liked: The luxurious fittings inside, the comfort, and the well balanced road holding, and good acceleration.

We liked less: The power shortage at the top end of the rev range and the impractical grab handle for the front passengers.

Specifications: Power Output 91 b.h.p. at 5500 r.p.m.; Power to Weight 12 kg/h.p.; Acceleration 0-31 m/h = 5 sec., 0-50 m/h = 8.9 sec., 0-62 m/h = 14 sec., 0-74.5 m/h = 22.3 sec., 0-87 m/h = 35.6 sec.; Maximum speed 93.2-96.3 m/h (Works indication); Fuel consumption 29.6-36.6 mpg. Imp./US.

Contributed By: David Barker



what to look for when buying a USED CAR

Contributed By: David Barker

Continued

HUMBER



Model: Mark VI.
Body Styles: Saloon and Estate Car.
4 doors, 5 seats.
Overall Dimensions: L. 15' 1", W. 6' 2".
Engine Spec.: 2,267 c.c., 4-cyl., o.h.v.
Gearbox: Synchromesh, 4 speeds, column lever.
Average Fuel Cons.: 24 m.p.g.



Model: Mk. II.
Body Styles: Saloon and Limousine.
Dimensions: Saloon, L. 15' 1", W. 6' 2".
Engine Spec.: 2,267 c.c., 4-cyl., o.h.v.
Gearbox: Synchromesh, 4 speeds, column lever.
Average Fuel Cons.: 24 m.p.g.

This model superseded the Mk. VI in 1957 and is current today in Mk. II form, basically similar. The mechanical components were inherited from the Mk. VI and VIA models and the same remarks apply. This Series I Hawk has very roomy, comfortable and stylish bodywork.



Model: Super Snipe Series IV.
Body Styles: Saloon and Limousine, 4 doors, 6 or 8 seats.
Dimensions: Saloon, L. 16' 5", W. 6' 11". Limousine, L. 17' 8", W. 6' 23".
Engine Spec.: 4,138 c.c., 6-cyl., o.h.v.
Gears: Synchro., 4 speed, column lever.
Average Fuel Cons.: 18 m.p.g.

The first 100 m.p.h. Humber (or very nearly) introduced in 1958 and still current in Series II form, with bodywork similar in style and size to Series I Hawk. The engine was a new design and has proved a success, and the gearbox has synchromesh on all forward speeds. No one particular weakness exists, but in the event of trouble repairs tend to be expensive.



Model: Series II.
Body Styles: Saloon and Limousine.
Dimensions: Saloon, L. 16' 5", W. 6' 11". Limousine, L. 17' 8", W. 6' 23".
Engine Spec.: 4,138 c.c., 6-cyl., o.h.v.
Gears: Synchro., 4 speed, column lever.
Average Fuel Cons.: 18 m.p.g.

PRACTICAL
MOTORIST

DATA SHEETS

Essential details
of popular
pre-war cars

No. 6

1937 HUMBER SNIPE

ENGINE.—Six-cylinder; bore, 75 mm.; stroke, 120 mm.; capacity, 3,180.9 c.c.; R.A.C. rating, 20.9 h.p.; compression ratio, 6.4 to 1; capacity of petrol tank, 13 gallons; fuel feed from A.C. mechanical fuel pump; coil ignition system; 78 b.h.p. at 3,300 r.p.m.

Capacity of engine, 16 pints. Water capacity, 224 pints. Tappet clearance: Inlet, .006 in.; exhaust, .010 in. Sparking plugs, 14 mm. Sparking plug gap, .032 in. Firing order: 1, 5, 3, 6, 2, 4.

GEARBOX.—Synchromesh on top and third, all silent. Ratios: Top, 4.3 to 1; third, 6.3 to 1; second, 10.62 to 1; bottom, 15.9 to 1; reverse, 15.9 to 1. Capacity of gearbox, 4 pints.

TRANSMISSION.—Dry-plate clutch, cable operated. Adjustment by spherical nut on the front end of the operating cable. Correct adjustment when clearance of 3/32 in. to 1/4 in. obtained at point where clutch pedal butts against adjusting screw fitted on the small bracket welded on the chassis frame.

TYRES.—6.00 x 16in. Pressures, 28 lb. for front and 30 lb. for rear.

ELECTRICAL EQUIPMENT.—12-volt, 63 amp. battery. Equipment includes Lucas ventilated generator incorporating compensated voltage control, lamps, starter, horn, trafficators, windscreen wiper, fuses, etc.

Three fuses are provided, their positions being as follows:

Auxiliary fuses (25 amps.) on the control

box. Cigar lighter (35 amps.) in a separate fuse box on the nearside of the control box.

The headlamp dipping fuse (6 amps.) is fitted in the nearside headlamp.

CARBURETTOR.—Stromberg type, D.B.V. Adjustments should be made at engine's normal working temperature (75 deg. C.). The idling air screw, which gives a richer mixture when turned clockwise, and vice versa, should be adjusted until engine runs evenly. If engine continues to run too fast, adjust throttle stop screw anti-clockwise to slow down, and vice versa.

BRAKES.—Bendix-Cowdrey, fully compensated, duo-servo. Adjustment is made by an adjuster connected to the free ends of the two shoes, which consists of a central nut with right- and left-hand threads. Rotation of the nut causes the ends of the shoes to be expanded or contracted, according to direction of rotation.

The centre of the nut is integral with a gear which meshes with a crown wheel, the square shank of which projects through the backing plate in an accessible external position. The crown wheels are fitted with an automatic ball ratchet device which serves the double purpose of retaining the adjustment where set and giving an audible indication of the amount of adjustment effected. In the ordinary course of adjustment it is found to be unnecessary to jack up the car, satisfactory results being obtained by turning the adjuster in a clock-

wise direction until the shoes are felt to be making contact with the drums and then turning in an anti-clockwise direction approximately one half-turn (four clicks on the ratchet).

STEERING.—Worm and nut.

REGULAR ATTENTION.—Every 200 miles: Check oil level in engine. Check water level in radiator.

Every 500 miles: Turn water pump greaser one turn. Check tyre pressures.

Every 1,000 miles: Oil steering track rod joints. Oil swivel-pin bushes. Lubricate door locks, hinges, striking plates and dove-tails. Check acid level of battery.

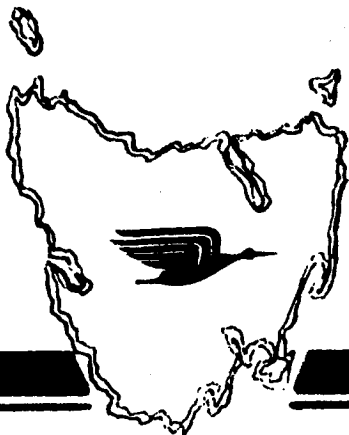
Every 2,000 miles: Drain, flush and refill sump with fresh oil. Check oil level in gearbox, rear axle and steering box. Oil front spring eye-bolts. Oil front suspension, grease splined portion of propeller shaft. Clean sparking plugs and check gaps. Clean and check distributor points. Oil distributor cam bearing. Oil automatic timing control. Clean petrol pump sludge chamber. Check clutch operating arm adjustment.

Every 6,000 miles: Drain engine sump, remove, clean, refit and refill with fresh oil. Drain gearbox and rear axle, flush and refill with fresh oil. Grease brake cables, road springs. Clean generator brush gear and commutator. Check carburettor; drain pipe. Check grease in hubs. Check shock absorber oil level. Grease clutch operating cable.



1953 HUMBER HAWK (MARK V)
 16.27 h.p., 4 cyls., side valves; 81 mm. bore x 110 mm. stroke; 2267 cu. cm. Gears, 4. Brakes, Lockheed hydraulic. Springing, independent coil front, semi-elliptic rear. Tyres, 6.40 x 15. Tankage, 10 gals. Consumption, 24 m.p.g. Battery, 12 volt. Garaging, 15ft. 1 1/2 in. long, 6ft. 0 in. wide, 5ft. 5 in. high. Original price, £1,028. Present price, £255.

Fitted with the sturdy 24-litre Humber s.v. engine, the Mark V-version of the popular Hawk has a much nippier performance than its somewhat sedate lines might suggest; liked by car hirers as six can be seated and economical. Lowered bonnet line, wrap round bumpers and stone guards distinguish the '53 models.



THE HUMBER CAR CLUB OF TASMANIA

CLUB ADDRESS: 2/205 CHURCHILL AVENUE, SANDY BAY 7005 (002)253837

THE COMMITTEE 1987-88

<u>PRESIDENT:</u>	Max Heazlewood	(004) 312894
<u>SEC./TREASURER:</u>	Nina Densley	(002) 253837
<u>REGISTRAR:</u>	Barry Revell	(004) 244205
<u>NORTHERN SECRETARY:</u>	Marie Viney	(003) 936246
<u>SOUTHERN SECRETARY:</u>	Terry Styles	(002) 613417
<u>EDITORS:</u>	Max & Pam Heazlewood	(004) 312894

ATTENTION!! ATTENTION!!

JUST A FRIENDLY REMINDER TO ALL MEMBERS THAT YOUR CLUB SUBSCRIPTIONS FOR THE COMING CLUB YEAR ARE NOW DUE. PLEASE MAKE BARRY AND NINA'S JOB SIMPLER BY PAYING UP PROMPTLY AS OUR FINANCIAL WELLBEING DEPENDS ON YOU. MAKE CHEQUES PAYABLE TO THE HUMBER CAR CLUB OF TASMANIA AND POST THEM TO BARRY REVELL THE CLUB REGISTRAR AT 148 PARKER ST. DEVONPORT.

QUARTERLY CLUB MEETING:

DATE:- 26-4-87 (SUNDAY)

TIME:- 11:AM

PLACE:- ROSS FOOTBALL GROUND (AT THE CLUBROOMS)

B.Y.O. FOOD AND DRINK, HOTEL NEAR, KITCHEN FACILITIES AT THE CLUBROOMS.

AGENDA:

1. TO DISCUSS CLUB INCORPORATION.
2. IMPLEMENTATION OF THE CLUB CONSTITUTION.
3. FINALISING DESIGNS FOR CLUB LOGO.
4. DECISION TO BE MADE ABOUT CLUB MAGAZINE.
5. OTHER GENERAL TOPICS.

CORRESPONDANCE:- OUT: Brian Churchill re. membership; Brian Izzard membership; Andrew Worsilewski membership; arnold Goldman Sec. H.C.C.V. Pirahna Ignition Vic.

IN: Nill.....!!!

FROM THE PRESIDENT:

I would like to remind everyone who has not payed there Club dues to do so at the earliest opportunity please as it will aid Club administration as well as refill our depleting coffers. I hope you all realise that this will be the last magazine that you shall receive unless your account is settled by the end of the month and you shall cease to be a member of this Club if not payed by the 30th June. I hate to sound so official but you must realise we cannot function as a Club without your cooperation.

PEARNS STEAM DAY AT WESTBURY:

Allow me to thank those members who took the time and energy to attend this very successfull day.

The lead up to this outing was as usual very hectic. The previous Sunday saw me busily attending to the service work on Club member Loise Gibsons Sceptre and this would continue for the next three days, a full listing of the work performed on Loise' car follows this report. Previous to this I paid a visit to Barry Revell at Devonport to check on the progress of his Series IV S/Snipe engine rebuild.

While there I took the oportunity to adjust the bands on his transmission. Some photos were taken and we will have these in a later article. The Friday prior to Pearn's saw me hard at it fitting five seat belts to Loise' Sceptre, which took me from 9:AM to 7:PM to complete due to a few problems encountered when fitting inertia reel belts. Meanwhile "Sam" our MKI Snipe sat in the garage waiting to be polished and serviced. By 12:30 AM Sunday I thought everything was ready for an 8:AM start on the 140Kms to Westbury. All started well, we were away on time which was unusual for a start, the car was cruising nicely when I asked my wife Pam, "is that rain on tthe screen?", "no I don't think so, wait a minute what's that trickling along the top of the bonnet", "oh no the radiator is leaking!!". Keeping a close eye on the temp. gauge we made it to Ulverstone where cooling system was checked, What a bloody mess!! I had previously added a cooling system cleaner which would be flushed out after the trip, it had sprayed out of the over flow pipe all over the engine bay!! My lovely clean engine filthy. As some of you will now, it is the devils own to remove this from paintwork and ancillaries. We decided to press on as we were running behind schedule, but inevetably the temp. gauge once again began to rise, something was seriously wrong and we limped into a little sevice station just before Elizabeth Town. I did'nt even have to turn the engine off, it did so of it's own accord, boy!, that's hot!!

While we were waiting for things to cool down a bit who should be flying by at a rate of knots but Club members Mick Menzani and Eddie Storace, we were waving frantically but they were completley oblivious to our plight, Barry Revell had earlier been only 100yds in front of us but we were unable to raise his attention either. The day was not wasted though because Eddie had returned and picked us up so we could at least enjoy the day which turned out to be marvolous. The weather was perfect and everbody had a good time. We raised quite a lot of public interest as it has been some time since so many Humbers had been seen in one place.

We had a chance to renew acquaintances with former members Chris Easton and Des king who both took some application forms and expressed a desire to rejoin the Club.

Their was the usual good turnout of Vintage and Classic cars as well as a bigger than ever contingent of vintage tractors. It never ceases to amaze me as to where they keep digging them up (literally in some cases). A great selection of bikes and stationary engines and the big drawcard, the steam traction engines themselves, these I some times think truly are alive and for first time visitors, truly awe-inspiring. One of the days highlights was the tug-o-war between one of these monsters and a hoard of visiting children, this was great fun.

My heartfelt thanks to Eddie and the gang for getting us out of a sticky situation, thanks fellas.

Max Heazlewood.



THE HUMBER CAR CLUB OF TASMANIA

6 WOODWARD AVE., HILLCREST, BURNIE, TAS. 7320 (004) 312894

REPAIRS, REPLACEMENTS AND ADJUSTMENTS TO 1963 HUMBER SCEPTRE FOR LOUISE GIBSON.

ITEM	QNTY.	PRICE
<u>THE ENGINE:</u>		
* Flush cooling system and refill and add system cleaner.	1 Bottle	\$4.10
* Reflush cooling system, refill and add rust inhibitor.	1 Bottle	\$4.10
* replace thermostat with new one supplied.		
* Replace radiator cap with one of correct pressure.	1 Cap	\$4.75
* Fit new Temp. sender terminal.		
* Check all rubber hoses, shorten inlet manifold heating hose (running too close to fan blades		
* fit hose clips to top rad. hose.		
* Remove warp in face of thermostat housing cover.		
* Remove tappet cover and clean away sludge caused by water in oil.		
* Clean rocker gear of sludge, adjust tappet clearances (incorrectly set, too tight, not allowing valves to close properly and causing compression leakage, hence lack of power.		
* Loosen cylinder head bolts and retorque to the correct settings, (bolts too loose, allowing coolant to seep into oil, very important on an alloy head.		
* Retorque manifold bolts (loose), tighten carburettor mounting bolts, check water pump mounting bolts.		
* Clean and check distributor, lubricate dist. cam and mechanical advance retard mechanism (seized up)		
* Clean, check and replace carbon brush in dist. cap.		
* Take out spark plug leads, clean (covered in oil) and test for resistance levels, No.2 lead found to be defective and replaced.		
* Purchase of new leads to be fitted at a later date.	5 leads	\$12.50
* New set of points " " " "	1 Set	\$3.75
* New condensor " " " "	1 Of	\$2.43
* Replace spark plugs with Champion N7Y (my own plugs) other plugs of three incorrect grade.		
* Will purchase new plugs of correct grade (N5Y) to be fitted later.		
* Check and readjust ignition timing (way out).		
* Regap points gap, check and reset dwell angle, clean and polish dist. rotor arm on side of tyre, this adds carbon to face of rotor arm and aids in conductivity.		
* Clean, lube with petroleum jelly and refit cables to starter solenoid.		
* Clean and fit new screw terminals to headlight earth leads, improving light output noticeably.		
* Clean and test all lighting bulbs, replace one rear brake-tail bulb.	1 Bulb	\$1.20
* Top up battery cells (very dry) and recharge, clean terminals, lube with pet. jelly and fit proper battery clamp.		
* Check and tighten leads to starter motor		
* Tighten crankcase to fuel pump nuts, clean out filter and bowl, tighten		
	Carried	\$32.83

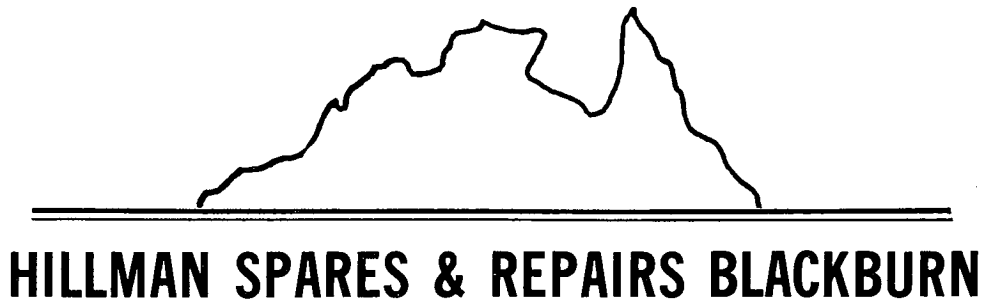
SERVICING 1963 MKI HUMBER SCEPTRE. AS FITTED WITH STAGE II
ROOTES PERFORMANCE PACKAGE FROM SUNBEAM RAPIER.

fuel pump diaphragm screws (leaking), test fuel pump pressure, found to be correct.

- * Fit new fuel filter, test pipe joints for tightness.
- * Synchronise twin carburettors with vacuum balancer, reset idling speed and reset mixture screws. Check float bowl levels (rear too high causing minor flooding at idle, this condition is a major cause of heavy fuel consumption).
- * Clean out filter housings and fit new hose clips.
- * Fit new air filters (originals unavailable, fit RYCO A109 and pack out with foam strip).
- * Readjust choke linkages and reset fast idle.
- * Degrease entire engine bay and engine block.
- * Road test vehicle to check all systems and performance levels. A remarkable increase in mid range power was noted and car accelerated much cleaner from low revs, taking into account the Stage II Rootes camshaft fitted to this particular car.
- * Rear of car jacked up and hand brake linkage cleaned and oiled, rear drums removed, shoes cleaned with water damped rag (I don't wish to contract Asbestosis), adjusters freed and lubricated, drums replaced and brakes readjusted. Axle breather holes at rear of brake backing plates cleaned out, diff oil checked and "U.J's" checked. spare wheel carrier raising and lowering mechanism cleaned and lubed. Rear right tyre removed and replaced with spare (to be replaced with new tyre.
- * Front jacked up to check condition of front disc pads (these have around 6,000 Kms left), wheel bearings checked, front bottom ball joints greased, rubber bush mountings checked, shock absorbers checked for leaks, O.K., brake hoses O.K., ball joints and tie rods O.K. (left track rod outer ball joint to be replaced), front cross member mountings in good condition.
- * Car given a thorough washing with car shampoo and dried off with chamois, will need to be cut and polished on top section before too long.
- * Extra spare parts have been purchased to be installed at next service interval.
- * Drain oil and refill crankcase sump with four litres of Mobil Super Drop.
- * Add Redex brand oil-additive to sump (first class product)
- * Gearbox oil level checked, will need to be changed next service.
- * Overdrive solenoid switch terminals cleaned and operation of unit checked O.K.
- * Fuel tank filler housing drain hole found to be restricted,blown out with compressed air, check tightness of mounting screws.
- * Door locks and strikers lubed and adjusted, door hinges oiled, drain holes in bottom of doors cleaned outwith compressed air.
- * Labour charges for services rendered.
- * Car now deemed fit for service after being idle for eighteen months after a recent engine and gearbox rebuild.

QUNTY.	PRICE
Carried	\$32.83
2 Clips	\$3.40
2 Filters	\$4.00
1 Oil filter	\$9.00
1Tube diff additive	\$4.75
4 Litres	\$8.75
1 can.	\$6.75
	-\$35.00
	\$71.65
Carried	\$32.83
Total	\$104.48

HUMBER SPARES



ENGLISH SPARES GALORE

AUSTRALIA'S LARGEST RANGE HUMBER PARTS NEW • RECONDITIONED • SECONDHAND

While our first concern will always be Rootes Group Spares, we have now moved into stocking all model English Spare Parts.

Workshop equipped to recondition engines transmissions, most components stocked on a changeover basis.

We do buy Hillman Humber BMC cars for re-sale or restoration or (heaven forbid) even wrecking.

Contact FTG yard.

MAIL ORDERS

We recommend C.O.D. post for speedy delivery.

HILLMAN SPARES AND REPAIRS

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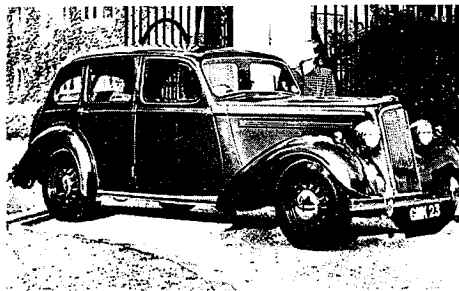
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