

April 1989

The **HUMBERETTE**



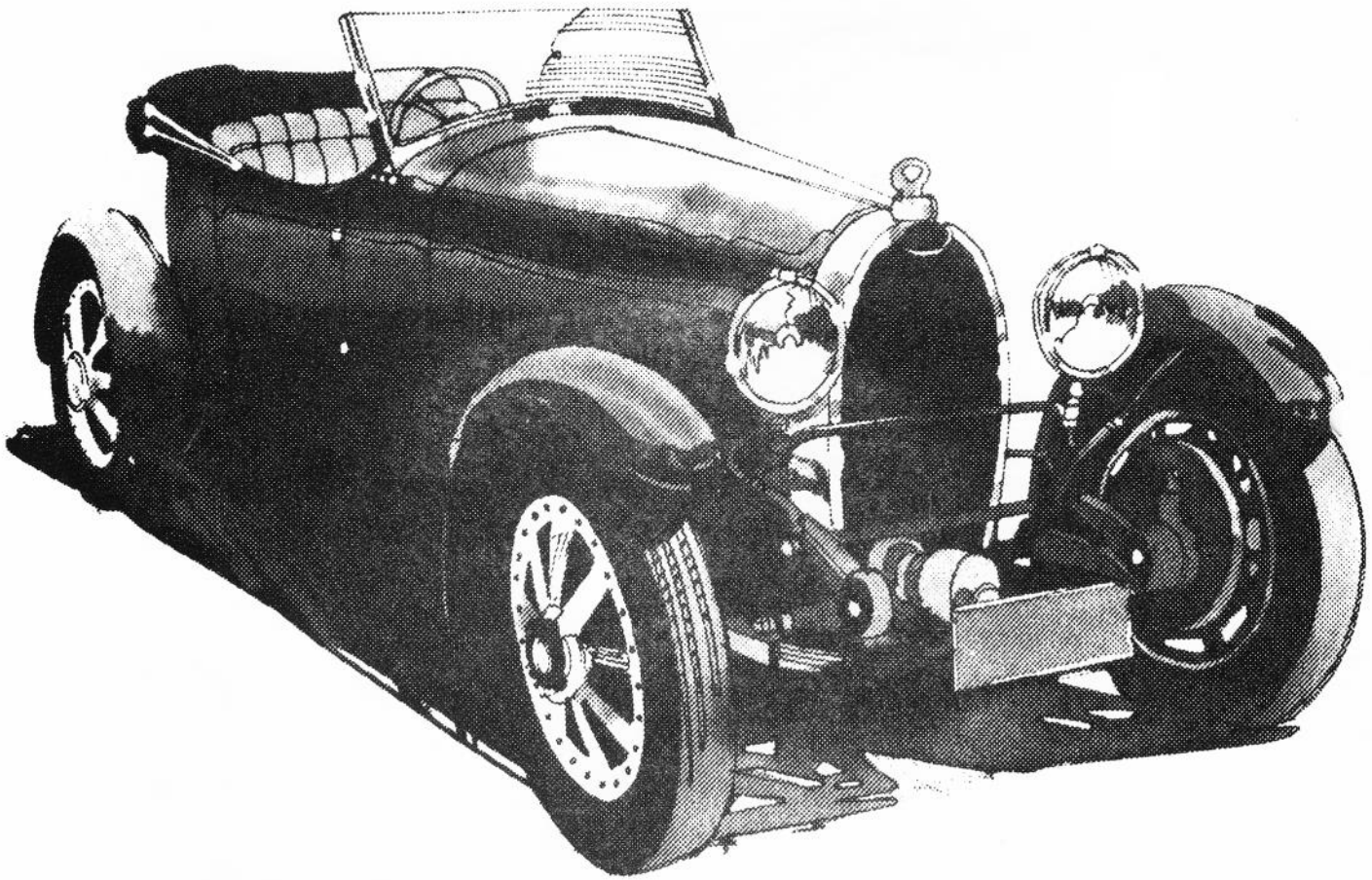
By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



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APRIL 28TH.	GENERAL MEETING. DEEPPENE HALL, 8.00PM. SPEAKER ON TRIMMING OF VINYL OR LEATHER PANELS.
MAY 7TH.	MONTHLY CLUB RUN TO SCHRAMM'S COTTAGE AND WESTERFOLDS PARK. MEET AT SCHRAMM'S COTTAGE, RIESCHIECKS RESERVE, VICTORIA ST. DONCASTER (MELWAY 33J10) AT 11.00AM. LUNCH AT WESTERFOLDS PARK PICNIC AREA (MELWAY 33 E3).
MAY 22ND.	A.O.M.C. DELEGATES MEETING. CARNEGIE PROGRESS HALL, TRUGANINNI ROAD. 8.00PM.
MAY 28TH. (SUNDAY)	GENERAL MEETING AND FAMILY DAY AT DEEPPENE HALL.
JUNE 3-4TH	V.D.C. SWAPMEET. AGRICULTURAL SHOWGROUNDS. ASCOT VALE.
JUNE 10TH - 12TH.	QUEEN'S BIRTHDAY WEEKEND TRIP. ? HAMILTON RALLY. ACCOMMODATION, ITINERARY ETC. IN MAY NEWSLETTER. IF INTERESTED IN ATTENDING PLEASE RING MARGARET ON 435 6354.
JUNE 3RD.	DARWIN ADVENTURE RALLY DEPARTS FROM PORT AUGUSTA.
JUNE 23RD.	GENERAL MEETING. DEEPPENE HALL. 8.00PM.
JULY 16TH.	AMVC. ALL BRITISH AUTO-JUMBLE AT CHIRNSIDE PARK.
JULY 23RD.	MONTHLY CLUB RUN. TO BE NOTIFIED.
JULY 28TH.	GENERAL MEETING. DEEPPENE HALL. 8.00PM.
JULY 29TH.	INTER CLUB DINNER DANCE AT ELTHAM NORTH HALL. RUN BY STANDARD/VANGUARD CLUB.
AUGUST 13TH.	LUNCHEON RUN TO WESTERNPORT PUB, HASTINGS.
AUGUST 20TH.	CHACA SWAP MEET AT CHIRNSIDE PARK SHOPPING CENTRE.
AUGUST 25TH.	GENERAL MEETING. DEEPPENE HALL, 8.00PM.
SEPTEMBER 24TH (SUNDAY)	GENERAL MEETING AND FAMILY DAY AT DEEPPENE HALL.
OCTOBER 27TH.	GENERAL MEETING. DEEPPENE PARK. 8.00PM.
NOVEMBER 5TH.	ANNUAL CONCOURS D'ELEGANCE. DEEPPENE PARK OVAL.
NOVEMBER 18TH - 19TH.	BENDIGO SWAP MEET. AGRICULTURAL SHOW GROUNDS, BENDIGO.
NOVEMBER 24TH.	FINAL GENERAL MEETING FOR YEAR.
DECEMBER 10TH.	CHRISTMAS DINNER AT ST. ANDREWS HOTEL. 12.30PM.

COMBINED HUMBER CLUBS OF AUSTRALIA - NATIONAL RALLY 1989.

LOCATION: COWRA, NEW SOUTH WALES.

WHEN: EASTER 1989, APRIL 13TH - 16TH.

ACCOMMODATION: VARIOUS; MOTEL, HOTEL, CABIN, ON-SITE VANS ETC.

PLEASE ADVISE REQUIREMENTS AS SOON AS POSSIBLE. FIRM BOOKINGS
AND DEPOSITS REQUIRED BY DECEMBER.

The Humber Car Club of Victoria meets on the 4th Friday of the month in the
Deeppene Park Hall, Whitehorse Road, Deeppene (Melway 46 A/7), at 8.00PM.
New members and visitors welcome.

Statement of Receipts and Payments for Period Ending 31st January 1989

<u>RECEIPTS</u>		<u>PAYMENTS</u>	
Opening Balance - Advantage Saver Acc.	1702.59	Postage	604.02
- Cheque Account	88.04	Printing	2066.77
Subscriptions - In Advance	95.00	Stationery	384.69
- Current	3070.63	Regalia	980.79
Joining Fee - Current	160.00	National Rally	6660.16
- In Advance	20.00	BBQ Dinner	513.50
Special Efforts	338.10	Insurance	338.39
Suppers	58.40	Annual Returns	23.00
Trading Table	82.76	A.O.M.C. Subscription	40.00
Advertising	225.00	Donation Swan Hill Heartbeat	20.00
Regalia	911.00	Sugar Bowls	6.80
National Rally Deposits	4317.00	Humbrette Registration	40.00
National Rally Badges	640.00	National Rally photographs	19.58
BBQ Dinner	466.50	Advance - B.Bosnich	100.00
Postage Regalia	16.00	Special Effort Books	5.60
Hamper	163.05	Christmas Lunch	22.28
Donations	80.00	Concourse Notice	14.60
Adina Printing	17.20	Concourse Trophies	119.68
Trophy	35.00	Concourse ground rental	45.00
Investment Interest	557.83	Christmas Hall rental	17.50
Bank Interest	167.28	"Jenny" - N.S.W.	100.00
		Bank Charges	27.10
		F.I.D. & F.D.T.	23.33
		Excess Receipts over Payments	1038.59
	<u>13211.38</u>		<u>13211.38</u>

Statement of Income and Expenditure for Period Ending 31st January 1989

<u>NATIONAL RALLY</u>		<u>EXPENDITURE</u>	
<u>INCOME</u>			
National Rally Deposits	5157.00	National Rally Accommodation	3612.00
National Rally Car Badges	640.00	National Rally Murray Downs Dinner	1160.00
National Rally Fund	534.57	National Rally Kennilworth Mtoel	650.00
Excess Expenditure over Income	348.17	National Rally Badges	65.00
		National Rally Swan Hill Tech. School	50.00
		National Rally Ribbons & Patches	250.00
		National Rally Car Badges	768.00
		National Rally Suppers	17.81
		National Rally Postages	5.15
		National Rally Photographs	19.58
		National Rally Trophies	82.20
	<u>6679.74</u>		<u>6679.74</u>

<u>GENERAL ACCOUNT</u>		<u>EXPENDITURE</u>	
Regalia Opening Stock	987.30	Loss on National Rally	348.17
Plus Purchases	980.79	Postage	604.02
	1968.09	Printing covers	454.00
Less Sales	(927.00)	less Advertising	(225.00)
	1041.09	Printing Humbrette	1612.77
Less Closing Stock	(1551.10)	Membership Cards	250.00
Subscriptions	3330.63	Less Refund	(17.20)
Joining Fees	195.00	Stationery	134.69
Special Efforts	338.10	BBQ Dinner	513.50
Less Books	(5.60)	Less Receipts	(466.50)
Suppers	58.40	Insurance	338.39
Less Sugar Bowls	(6.80)	Annual Returns	23.00
Trading Table	82.76	A.O.M.C. Subscription	40.00
Christmas Hamper	163.05	Donation Swan Hill Heartbeat	20.00
Donations	80.00	Humbrette Registration	20.00
Investment Interest	557.83	Christmas Lunch	22.28
Bank Interest	167.28	Concourse Notice	14.60
		Concourse Trophies	119.68
		Less Trophy	(35.00)
		Concourse ground rental	45.00
		Christmas Hall rental	17.50
		"Jenny" - N.S.W.	100.00
		Bank Charges	27.10
		F.I.D. & F.D.T.	23.33
		Excess Income over Expenditure	1466.33
	<u>5470.66</u>		<u>5470.33</u>

STATEMENT OF AFFAIRS AS AT 31st January 1989

<u>ASSETS</u>		<u>LIABILITIES</u>	
Regalia Stock on Hand at Cost	1551.10	Subscriptions in Advance	95.00
Club Reference Library	727.00	Joining Fees in Advance	20.00
Sundry small Assets	40.00	Membership funds 1/2/88	7025.36
Bank Account	1038.59	Surplus	1466.33
Investments	5000.00		
Advances	250.00		
	<u>8606.69</u>		<u>8606.69</u>

President.....

Treasurer.....

Auditor.....

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1989-90

PRESIDENT	Geoff Webb	233 6592
VICE PRESIDENT	Margaret Willimott	435 6354
SECRETARY	Arnold Goldman	(059) 75 6807
TREASURER	Brian Parkinson	
EDITOR	Barry Bosnich	(057) 83 1899
EVENTS DIRECTOR		
LIBRARIAN	Dave Denner	874 7016
REGALIA	Barrie Trubie	890 2984
TECHNICAL ADVISORS:		
Vogues:	D. Dunlop	439 7059
Series V,VA S/Snipes:	A. Goldman	(059) 75 6807
Hawks:	K. Willimott	435 6354
Mk Cars:	B. Kennedy	789 5119
General Information:	B. Kennedy	789 5119
Auto Electrical:	M. Fitchett	366 8987



TOM McALPINE AND "HENRIETTA"



STEVE IRELAND WITH HIS MK IV S/SNIPE

PRESIDENT'S REPORT

Firstly, it was good to receive a phone call from John Berry from Canberra with a couple of suggestions to assist the club. The more input the committee receives, the better the end result for the club.

Having just returned from the Zephyr - Zodiac meeting (attended by Frank Stockwin, Ian Foreman and wife, Joe Adlam, Kevin Meggie and Ron & Eleanor Forth), I continue to be amazed at the size of the restored cars 'market'. In the past four months and additional to the Zephyr - Zodiac day I have attended exhibitions at Burwood for Street Cars, the Chirnside Park Swap Meet, the Werribee Park Australia Day Rally, the Hanging Rock Picnic Day and the Daimler Concourse. There are of course a lot of rallies such as the Classic Easter Car Show that I did not see, and most are generally advertised in Saturday's Age. In addition to all of these shows there is a multitude of good quality car magazines specifically created for the car enthusiast. Numerous speciality restoring car businesses have sprung up on what must be one of the fastest growing business sectors in the economy.

Our Humbers when shown will always create interest and the marque is obviously one to which many people relate. However, our market values are well below comparable and even inferior marques. The question is why? I can see a couple of reasons. Firstly, it would appear that the growth area of special interest cars is the "muscle" American cars where it appears that not as much attention is paid to originality. I begin to understand this because of the changes necessary to convert to right hand drive, and the desire to fit a big V8 covered in chrome and braiding purely to obtain maximum horsepower and visual effect. The hours and costs that must go into these machines must be staggering. The second growth area seems to be older Australian cars, particularly Holdens and Falcons. I think this is natural, as the saying goes you restore the cars that you grew up with and this certainly appears to be the case.

Therefore our Humbers do not fit either category. We are left with the true enthusiast who appreciates a quality engineering, classy vehicle, who restores or runs his vehicle without a great deal of consideration for the capital value of the car. This is not necessarily a bad thing. However, the major problem as I see it is the need to better promote our marque, to demonstrate that our cars were very fast, reliable and classy means of transport. We all need to attend and show our cars, advertise our club and encourage new members to contemplate the acquisition and restoration of a Humber. As a club we have a lot to offer prospective members.

I would appreciate your thoughts on the future of Humbers, what about the next issue of the Humberette?

Geoff Webb

MINUTES OF GENERAL MEETING

HELD ON Friday 31st March 1989 AT DEEPDENE HALL at 8:00pm.

PRESENT: Approximately 30 members as per attendance book. Geoff Webb welcomed members and visitors. Present as visitors were Bert Groothuis and Mr. Howie, and D.Good and K.Lynch from the Vauxhall Car Club.

APOLOGIES were received from Dave Denner.

MINUTES of the previous meeting as printed in the March 'Humberette' were accepted as a true record on the motion of Bob Kennedy, seconded by Vic Wilson.

CORRESPONDENCE:

IN: Application forms from Barry Homewood and John Perry. Requests for information about Humber vehicles from John Perry, Dave Martin and James Kent. Request for Club Plate authorisations from James Kent and Jim Menzies. Rotary Club of Traralgon informing of Roland Hill Memorial Rally. Pickles with details of car auction in Sydney.

Exchange Magazines: Viking Torque, Humber - Hillman club of New Zealand, Chevrolet Car Club, Humber Car Club of Australia (NSW), Humber Car Club of South Australia, Sunbeam & Talbot Owners Club.

BUSINESS ARISING: Arnold Goldman stated that the RTA will soon be requiring all Club Plate applicants to supply a RWC or club inspection certificate.

TREASURER'S REPORT: Not available due to lack of preparation time.

Geoff Webb stated that the audited annual statement had been forwarded to Dept. of Corporate Affairs.

EDITOR'S REPORT: Barry Bosnich reported that 174 magazines had been sent out to members. Request for more articles for magazine, especially on members experiences.

EVENTS DIRECTOR'S REPORT: Presented by Margaret Willimott.

Details were provided of the next few items on the club calendar.
Request for at least 12 vehicles for the national rally at Cowra NSW in 1990.
Report on Classic Car Show. Four cars plus an engine on display.
Request for outing ideas for September and October.

TECHNICAL OFFICER'S REPORT: Bob Kennedy reported three vehicles with tight wheel nuts. Wheel nuts should only be tightened to 60ft-lbs maximum. (Don't ask what that is in Newton-metres)

Keith Willimot talked of a workshop in Heidelberg that will cut retaining ring slots in standard bearings for around \$10 while you wait

Barry Bosnich asked about firms offering to machine discs on site. Was informed that quality can be just as good as in workshop as long as operator knows what he is doing.

Mike Fitchett said that members going on Darwin trip should take a fire extinguisher. This probably holds good for all members at any time.

Keith Willimot warned of batteries that fail catastrophically when the internal connections between plates corrode away leaving the battery open circuit. An on load voltage drop test could pick this up.

AOMC REPORT: No reports.

CARS FOR SALE & WANTED Mention was made of several cars and parts available in various places. Most of these will be in next Humberette.

Bob Kennedy wants a set of wheels for a Mk III Pullman.

GENERAL BUSINESS:

Calendars were discussed, and a cost of \$10 per copy for at least 200 was suggested as realistic, but as there was little support from the members present there will be no further action on this. However, the cost of producing Christmas cards with a Humber on the front will be explored.

Jack Waring said he is still looking for a manufacturer of badges.

Mike Fitchett stated that a credit card is very useful when fitting new door rubbers. The credit card is not much good afterwards.

Meeting closed at 9:15pm for supper.

PUZZLE TIME

At the time of preparing for the April Humberette the results of last months puzzles have not been received. So, until someone tells me to stop, I shall set you some more. The first correct entry drawn out at the May meeting will win a \$10 book voucher from Mr. Suddaby's Bookshop, Mornington.

Puzzle 1. A sensitive lady, not wishing to give her age directly said " My age three years hence multiplied by three, less three times my age three years ago, will give you my present age." How old is she?

Puzzle 2. Fill in the missing digits in the following multiplication. The missing digits are represented by *

```
  *1*
  *2*
  *3*
  *2*
+ *2*5
-----
1*8*30
```

A. Goldman

RTA CLUB PLATE APPLICATION FORMS

Secretary now has a supply of these. To avoid delays, contact A. Goldman with details of vehicle and the form can then be sent to you with necessary authorization.

To the H.C.C.V.

Dear Members,

I have been a member of the Humber Car Club for a period of about six to seven months and I have already felt the need to put pen to paper, which for me is a rarity in itself.

You see all my relations live either interstate or on the border of Victoria and I hardly ever write to them. I just hope that this well presented newsletter popular, as it is, doesn't find itself in their stamping grounds. I'll get right to the point concerning the Humber Motor Car. We have in our driveway a 1955 S/S MK.IV and the latest a 1967 V.A. The MK IV was acquired two years ago in Maryborough and the '67 Series V five months ago in Frankston, quite convenient as we reside in Langwarrin.

Why Humbers? Well I think I fell on the answer about twelve months ago. My father was a Rootes agent for quite a few years and there were always S/S, Vogues, Sceptres and Hawks in our driveway - not really taking that much interest being only 17-18 years old at the time, my preference was more for Fords. I'm sorry, I said I'd keep this short. When I married, I discovered my father in-law collected and restored vintage cars and was President of the Wangaratta Veteran and Vintage Car Club.

It has taken a few years but my love for older cars turned towards Humbers, their soft lines inviting interiors and overall good looks really made me a convert. No wonder we have so many members, I must say you all have good taste.

The reason I'm writing this and I'm sorry if I have gone on, is because at Christmas time we decided to drive up and visit my mother in Ballina. The car we used was to be a 1981 Toyota Corona Station Wagon but six weeks prior we traded it in on a much more modern car, a 1967 S/Snipe.

The distance travelled 3,750 kilometres.

Kilometres travelled per tank full 525.

Lubricants used 1/2 a glass of water.

Time spent driving, 8 out of 12 days on the road.

Only added advantage was that Mr. Des Judd looked over the entire car, made what he thought were necessary repairs. Most days we spent 10-12 hours on the road, with two babies.

The cars name is Guy, so my 3 year old daughter informs me. Although my father has since gone I'm sure he looks down on our driveway and smiles.

Thank you so very much for taking the time to read our letter. If you would like to publish our letter please do so as I would feel very honoured.

Yours sincerely,

Steve Ireland & Family.

KENNEDY'S KLANGERS

Here I am again! I just won't lay down will I? The motor show is over for another year but before we put it to the back of our minds, let us say thank you to the club organisers.

A lot of effort went into the preparing and the daily running of the shown. Margaret Willimott seemed to be everywhere before, during and after the shown and I personally take my hat off to Margaret and Keith for the work they put it.

My own ideas of the show was that the show was timed wrong. I feel if it was later in the year e.g. August, September or October it may have been better attended. Also, it was too close to the other motor show and over the Easter Holidays as a lot of people get away from the city - but as I said these are only my opinions.

Next is wheel studs. We still find after the many times it has been mentioned by Des Judd and myself at meetings plus in the newsletters, people still overtighten them. You only need 55 pounds pressure to keep them on. If you overtighten the nuts it can pull the studs out of their mounts, crack the nuts and strip the threads. These are the mishaps you can cause so put the six foot pipe away because you don't need it at all. This advice goes for all vehicles and not just Humbers. If you're working on heavy trucks, forget what I have just said.

Well enough from me except that the DARWIN TRIP is just around the corner so a wee bit more preparing has yet to be carried out.

Bob Kennedy



SECRETARY'S SECTION

January 1989

At the last general meeting there was a plea for more personal experiences from members concerning their cars. So send them in in any form. We do not expect members to be technical writers, so just write it down the way you would tell it to your fellow car owners, and if necessary it can be edited to suit a wider audience.

My Series V Snipe, my only form of transport other than a bicycle, has not been getting the attention it requires in recent months. There have been a number of indications that I ought to do something. The consumption of oil is high, and I suspect that it is due to poor valve seals and guides. The starting when hot is not very good, whereas it starts from cold easily. This, and a red stain around the rear carburettor indicates a flooding float chamber. The spark plugs and high petrol consumption all add to the indications that something should be done. Like a lot of people, I put it off as long as possible, mainly because I do not have a convenient garage to work in. Last week I could not start the car, even with the handle. The battery would not turn the engine over, and there was no-one around to get a jump start from, so it was a call to the RACV to get me going and confirm that the battery had died. A new battery from the local dealer cost \$97.

While investigating the poor starting I had attempted to look at the spark plugs only to find that some of them were too tight for my standard length spanner. I do not remember who was the last to change the plugs, me or a service station. Anyway, a couple of recent misfirings going up Olivers Hill in Frankston, and a complete failure on a wet night in pouring rain along the Nepean Highway between Frankston and Mt. Eliza made me decide that the plugs needed changing, and the carburettors given some attention. The job started out on Saturday morning as a simple plug change using a roof bar as a long lever over my socket wrench. Plug number four sheared off leaving part of the metal threaded portion firmly fixed in the cylinder head. Even if I had a suitable Easi-out with a long handle I felt that it would probably be too tight to remove, especially as it had been tight enough to shear a plug. So, what started as a simple job became a head change. Fortunately I keep a spare gasket set, and also had a spare cylinder head in the shed with all valves and springs fitted and properly seated. I had been intent on doing this some time ago because I could not remember replacing the valve seals last time the head came off. By five o'clock we had changed the head, and had the car running again. I had to make do without a torque-wrench to tighten up the head bolts. I usually borrow one from work when I plan such a job. However, I think I had all the bolts evenly tight with something pretty close the correct loading. The main thing is getting them even, and if I put all my weight on the end of a twelve inch lever I should get 180 foot-pounds. As it is never possible to achieve full body weight in such positions under the bonnet of the car, a full strength pull is probably around a third of body weight. Anyway, that's what they got and only time will tell. The suspect carburettor had the float level so badly adjusted that it hardly cut off the fuel at all before the float hit the top of the carburettor body. All it needs now are a few adjustments to the timing and carburettor settings to get the correct idling speed and acceleration characteristics. This will probably get done after I have closed the shop today. With the number of people around in Mornington today I could park the car at the shop front and do it now if it wasn't for the inevitable dirty fingers that are not really compatible with a bookshop.

I am informed by a member that Pat Daly, one of our longtime members, has now had her 1963 Hawk for 26 years since new, and has just recently turned the milometer over the 100,000 mile mark. While it is not uncommon for Humbers in the club to pass the 100,000 mile mark, there are probably not many members who can honestly say that they have driven the car for all of them. Well done. I believe that the Hawk has not given any troubles in its 26 years which is testimony to what you get with the proper care and attention.

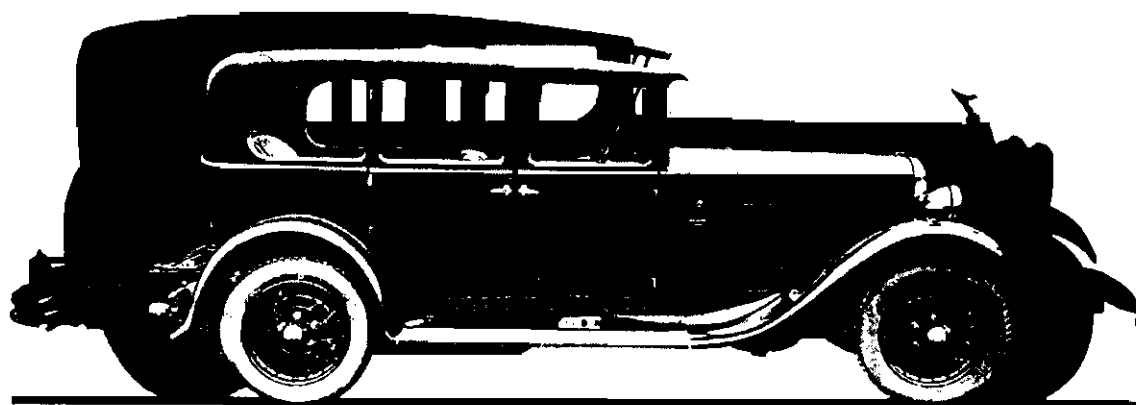
Best of luck, more next month.

Arnold Goldman, Secretary

WANTED

Old clocks, gramophones, old furniture, antiques and nostalgia, deceased estates, licenced second hand dealer. Don't forget if you want to buy at the same price as the dealers, come down to TYABB town at 1 Peacock Lane, Melway Reference 148 C-10 or ring Nancy or Bob Kennedy on (03) 789 5119.

"THE AUTOCAR" ROAD TESTS—(continued).



16-50 h.p. SIX-CYLINDER HUMBER SALOON

A Refined Family Car at a Moderate Cost.

The illustration above indicates the size of the 16-50 h.p. Humber saloon compared with a 40-50 h.p. Rolls-Royce.

CONSIDERING its moderate price, in relationship to the thoroughness of the workmanship, and the undoubted refinement of its road performances, the 16-50 h.p. Humber is a car of some character.

Its engine is smooth running and responsive, and the top-gear ratio is well suited to its capacity, so that the top-gear range is genuinely wide, from 5 m.p.h. or so up to an honest mile-a-minute maximum. Other than the tremor that seems to occur in most sixes during acceleration from about 18 to 22 m.p.h., vibration is not evident. It is possible to start the car on top gear from rest, and get away with smoothness, for there is no noticeable transmission chatter and the single dry-plate clutch takes up its drive with pleasant evenness.

The carburetter is a pump-type, and is used in conjunction with a water-jacketed inlet manifold, the flow of the water being controlled by a thermostat in the header pipe to the radiator. When the engine is cold the adjustable thermostat short-circuits the water from the cylinder jackets and passes it through the manifold jacket. With the air strangler pulled out, starting from cold is easy. The starter button is neatly concealed in the centre of the steering wheel. When depressed the button sounds the horn; when pulled up it operates the starting motor. Incidentally, the Humber engine has side exhaust and overhead inlet valves.

One of the special features of the car is the four-speed gear box, which is in unit with the engine, and has an arrangement of helical toothed gears which gives a "silent third" or "alternative top." It is an excellent gear box, with a nice light right-hand change, easy to handle, particularly from that gives a "silent third." Third is quiet and gives an easy acceleration, combined with a capacity to "hang on" when climbing hills of the 1 in 7 variety. As regards hill-climbing a grade of 1 in 6½ was

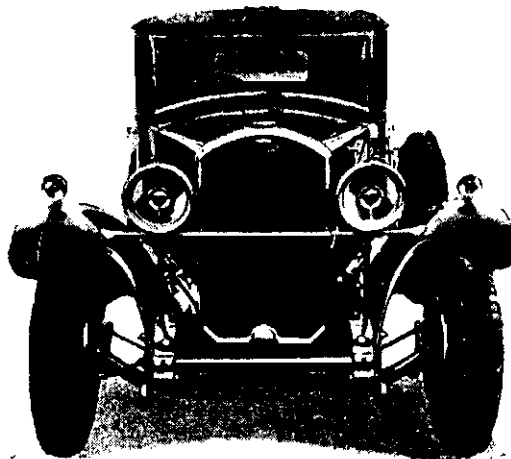
crested at 16 m.p.h. on third gear, and a slope of 1 in 10, when approached on top gear at 55 m.p.h., was crested on top at 36 m.p.h. Second and first gears are not so quiet as third, but are not over-noisy.

From the point of view of comfort, the spring suspension of the car is very good, particularly with a full load. The springs are supple, and with a light load the double-acting shock absorbers need to be fairly tight to avoid bouncing. The road-holding is firm enough for all ordinary touring, and the car feels safe.

The steering includes a Marles gear. In most respects it provides eminently good control, for it is light to handle, easy for parking purposes, free from road shock, and exhibits no tendency towards vices such as wheel wobble. But although there is a definite caster angle in the steering swivels, the "feel" of the steering lacks somewhat in directional sensitiveness.

Bendix duo-servo two-shoe brakes are employed in the four wheel set, and the hand lever, almost horizontal on the right side of the driving seat, applies the rear brakes only through a separate linkage. The four wheel set is more powerful than sweet, and the driver needs to be delicate with his foot action in emergency stops. It is understood that later models have been modified to secure an improvement in this respect.

The controls of the car generally are well arranged, and work lightly and cleanly. The grouping in the centre of the steering wheel of ignition and throttle levers, horn button, starter switch, and electric control of the dipping reflectors of the head lamps is excellent, and adds materially to the comfort of driving. Also the instruments are grouped very neatly in the fascia board, and are illuminated from behind. All this work is very well done, even the control for the rear blind is "fumble-proof" and the release is instantaneous.



"THE AUTOCAR" ROAD TESTS—(continued).

By reason of its neatness and good taste the body-work is particularly attractive. The four-door saloon has five, the front seats are separate and adjustable, there is a disappearing arm in the centre of the rear seat, as well as flexible arm rests at the side. All windows can be opened, and the rear window is very large for comfortable viewing. Head room, leg room, and elbow room are sufficient, and the whole is smart and dignified.

The interior furnishings include commendably large pockets in the backs of the front seats, ashtrays which are so neatly incorporated in the moulding at the foot of the rear seat, lights that they are almost invisible, and door-handles in the centre of the doors.

Ventilation in the body is excellent; after carrying out a maximum speed test with all the windows closed there was but the smallest trace of fumes, and in ordinary driving none. The front floor boards do not become overheated, for the exhaust manifold is

well arranged to prevent this possibility, and the pedals fit snugly in their slots so that there is not too much draught on the driver's legs. As another safeguard in this respect there is a leather cover around the base of the change-speed lever.

There are some interesting mechanical points; for example, the fuel feed is maintained by a mechanical pump, and the oil filter is carried high, and can be cleaned without losing oil. Such tools as might be needed on the road—jack, starting handle, wheel brace, and so forth—are mounted on the scuttle under the bonnet. Chassis lubrication is simplified by the use of Silentbloc shackle bushes.

The door locks work lightly, and need no excessive slamming.

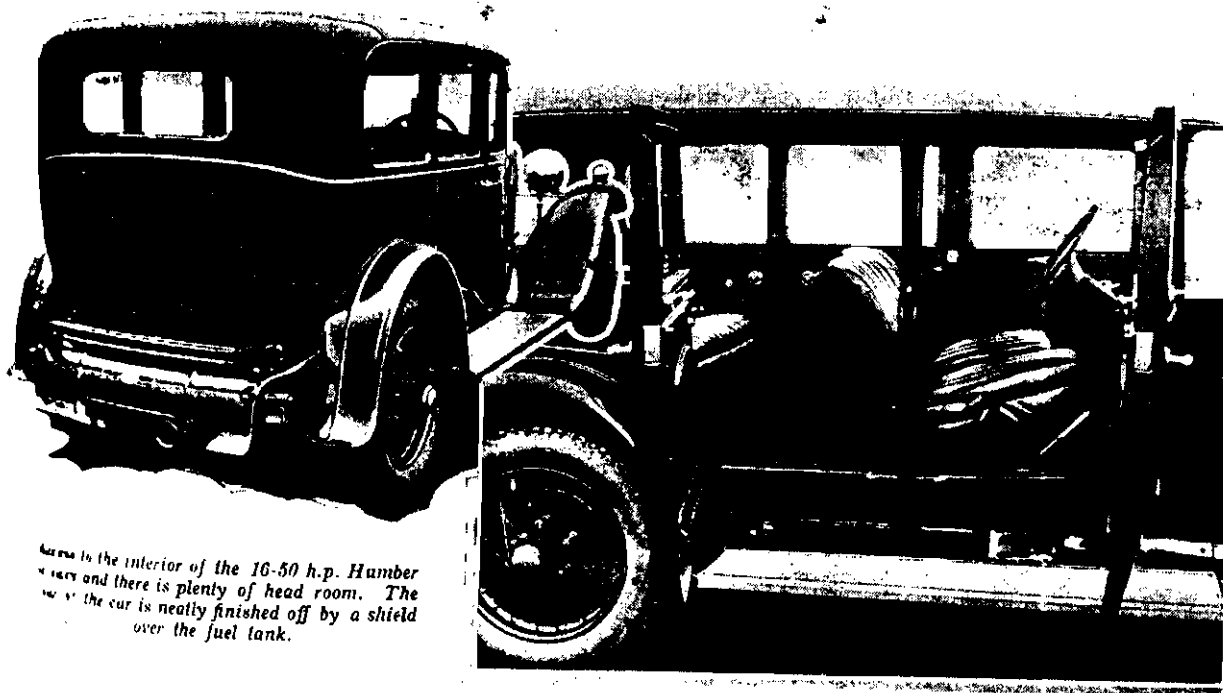
Altogether, the 16-50 h.p. Humber is a well-found, well-designed, pleasant-running and generally attractive car that anyone can drive and be at ease. It is capable of making good average speeds without effort.

16-50 h.p. SIX-CYLINDER HUMBER SALOON.

DATA FOR THE DRIVER.

15.72 h.p., six cylinders, 65 x 106 mm. (2,110 c.c.).
 Tax, £16.
 Wheelbase 10ft., track 4ft. 8in.
 Overall length 14ft. 2in., width 5ft. 8in., height 5ft. 10½in.
 Tyres: 29 x 5.5in. on detachable wire wheels.
 Engine—rear axle gear ratios. Acceleration from steady 10 to 30 m.p.h. Timed speed over ¼ mile.
 20.95 — — —
 14.0 — — —
 8.31 9½ sec. —
 5.66 16½ sec. 60.81 m.p.h.

Turning circle: 36ft.
 Tank capacity 12 gallons, fuel consumption 17-19 m.p.g.
 12-volt two-rate charging set cuts in at 12 m.p.h., 12 amps. at 30 m.p.h.
 Weight: 30 cwt.
 Price, with coachbuilt saloon body, £465.



View in the interior of the 16-50 h.p. Humber saloon and there is plenty of head room. The rear of the car is neatly finished off by a shield over the fuel tank.

Tracking down problems in cable-driven speedometers

There are four types of failures which might occur. But, fortunately, access to the speedometer on almost all cars is good, making it easy to do accurate diagnosis. Here are some of the procedures to follow.

Speedometer is the common term used to describe the one instrument you'll find on every car. In actuality, though, it's a combination of two indicators—one showing road speed (the speedometer) and the other (the odometer), gear-driven off the first, indicating elapsed distance.

In the typical design (Fig. 1), a cable driven by the transmission or a road wheel goes through a flexible housing to the dashboard, where it

enters a tube attached to a permanent magnet in the speedometer. The cable is spun by a transmission gear or the wheel. This spins the magnet, which produces magnetic force against a spring-loaded drum.

The magnetic force causes the drum, which has the speedometer needle attached, to turn against the force of the spring. The faster the cable spins, the greater is the magnetic force and the more the needle deflects. The result is a higher reading on the speedometer.

A gear on the end of the magnet turns another gear to operate the set of numbered wheels that make up the odometer.

Although we will be seeing more electronic speedometer-odometer systems in the future, to date they are a tiny part of the total. Problems you must solve today are primarily in cable-driven systems.

There are four that may occur: failure of the speedometer to work at all, failure to indicate correct speed, needle flutters up and down, and speedometer noise. On almost all cars, access to the speedometer itself is good, making it easy to do accurate diagnosis.

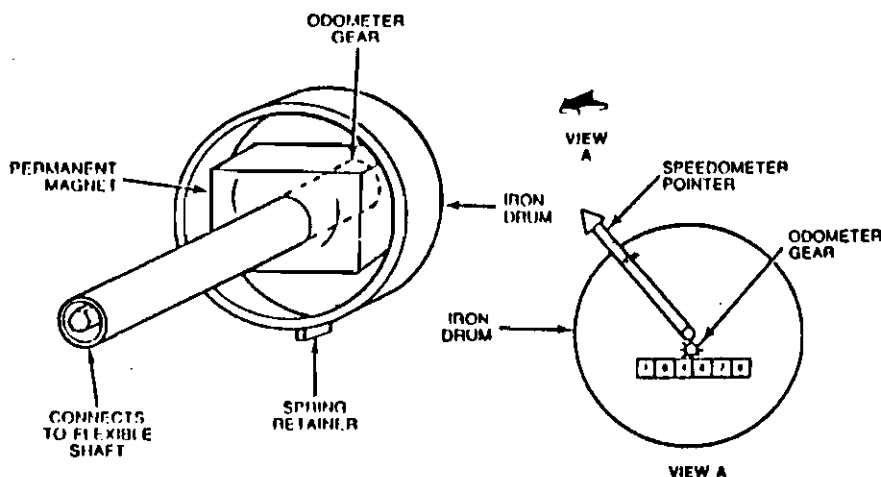


FIGURE 1. A conventional speedometer uses a cable to drive a magnet inside an iron drum to which the indicator needle is attached. As magnet speed increases, it causes the drum to deflect more, causing the needle to read higher.



FIGURE 2. To check the speedometer and cables, disconnect it from the transmission as shown and drive the cable with a drill which is set in reverse.

Speedometer noise

All speedometers produce some noise, because transmissions (particularly transaxles) produce gear whine, buzz and click. The noise travels along the cable into the speedometer, which acts as a loudspeaker. A cable lubricated with wheel bearing grease not only will turn smoothly, but dampen out some of the noise. Note: when lubricating a cable, a moderate, even coat is all that's needed. Stop the application at least three to six inches (about 0.1 to 0.2 meter) short of the speedometer end, so grease is not spun into the speedometer head where it could affect gauge operation.

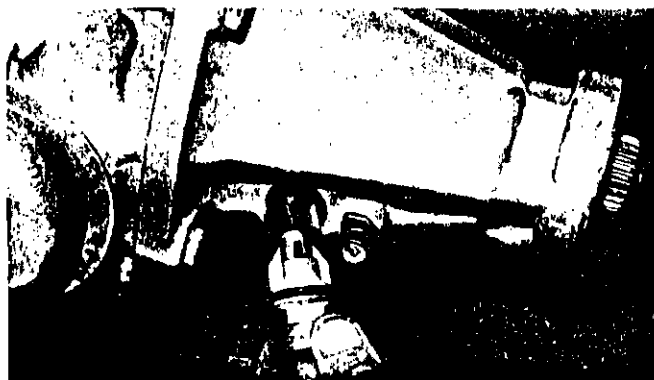
Most abnormal speedometer noise is caused by the cable, and the simplest way to isolate it from the speed-

ometer head is to disconnect the cable and test-drive the car. If the noise goes away, which is unlikely, the head is the problem. If it doesn't, reconnect the cable at the head, disconnect it from the transmission end and drive it from that end with a drill set for reverse (Fig. 2).

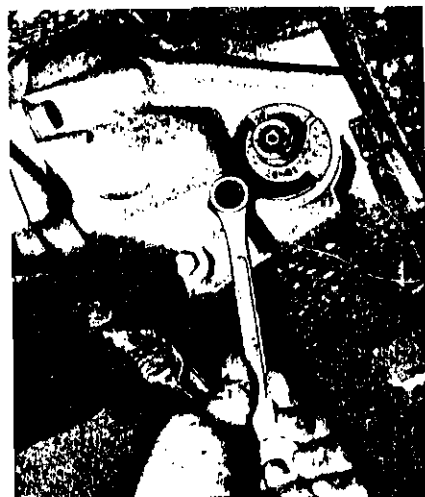
If the noise goes away, it's in the transmission gears, possibly the speedometer drive gear which can be replaced (Figs. 3, 4), although the cost will induce most drivers to tolerate it. You can reduce gear noise somewhat by wrapping the under-dash-board section with rubber vacuum hose. To do that, make a lengthwise spiral cut in the hose and work it over the cable housing.

If the noise remains when the cable is driven from the transmission end, it's probably in the cable.

Disconnect the cable at the speed-



FIGURES 3,4. To replace a defective speedometer drive gear, remove the retainer as shown above. Then pull out the drive gear as shown at left and install a new one. Defective drive gears will have become misshapen.



ometer and make a careful inspection of the tip (Fig. 5). If it is bent or stuck in too far, a new cable should be installed.

Also note if the cable projects out too far (more than $\frac{1}{4}$ -inch or 6 mm) which would cause it to flex and rub against the inside of the cable housing. Also note if the housing ferrule at either end is loose, another cause of noise.

Finally, remove the cable, hold it at both ends and rotate it with your fingers (Fig. 6). If the cable "whips," it is defective.

Important note when checking speedometer cables: On cars with cruise control, there are two cables, both of which connect to the cruise control transducer. Noise could be in either cable, or in the transducer, so make checks with the drill separately on each cable.

Needle flutters

This common problem generally is caused by a cable that is whipping, too short, or kinked (Fig. 7). To check for a kink, disconnect the cable at the speedometer end and slowly pull it out. If it hangs up, the housing is kinked (inspect it from one end to the

other), but if the cable is good, re-shaping and repositioning the housing may be all that's necessary. Or, you may see a kink in the removed cable. If you do, replace it.

Some speedometer cables are recessed slightly into the end of the housing. However, if the tip is more than $\frac{21}{64}$ -inch to $\frac{23}{64}$ -inch (about 8 mm), that's excessive and the cable may not properly be fitted into the back of the speedometer.

Speedometer inaccurate

A speedometer can become inaccurate as the needle-and-drum spring loses tension. That causes the speedometer to read high. If it reads low, however, the usual reason is a loose cable tip. The tip may only be slightly loose, so you may have to use some force on it to find the problem.

If a speedometer is inaccurate after transmission service, however, it is possible that a replacement transmission was installed with the wrong drive gear. If the problem occurs after rear axle service on a rear-drive car, a different ratio rear axle may have been installed.

If the problem is a sticky needle, the cause may be a needle softened by

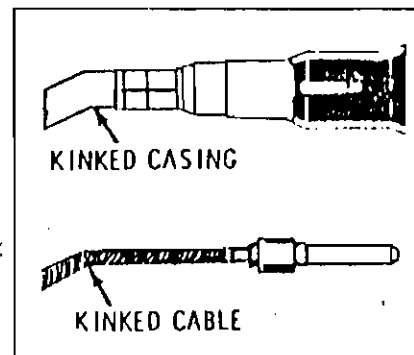


FIGURE 7. A kink in a cable housing (labeled casing in illustration) may be corrected by reshaping. A kinked cable, however, should be replaced.

sunlight and bent against the dial. Cutting off the sticking tip often fixes the problem.

Speedometer doesn't work

When the speedometer doesn't work, the usual reason is a snapped cable, or one that is short and slipped completely out of the speedometer or transmission end.

To isolate the problem, try operating the speedometer with a drill at the transmission end. If it works, the drive gear in the transmission is faulty. If it doesn't work, disconnect the cable at the speedometer and have someone watch it while you operate the drill. It doesn't spin? Either the cable is broken or, on cruise control, there's defective transducer.

The cable spins? The speedometer itself apparently is bad. Remove it and drive the speedometer directly with a drill and some square-end part—a spare cable tip, a tap, etc.—that fits into both the drill and back of the speedometer. If the speedometer fails to work with the drill (set in reverse), replace it.

Because most speedometer problems are traced to the cable and housing, universal replacement parts are readily available. A universal inner cable must be trimmed to fit, and a tip hammered on. When performing this job, measure the cable carefully before you cut it and attach the tip. ■

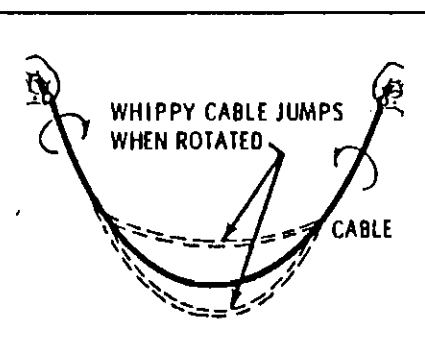
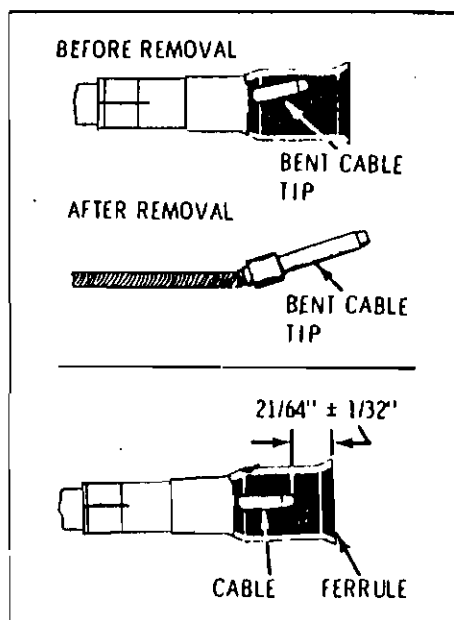


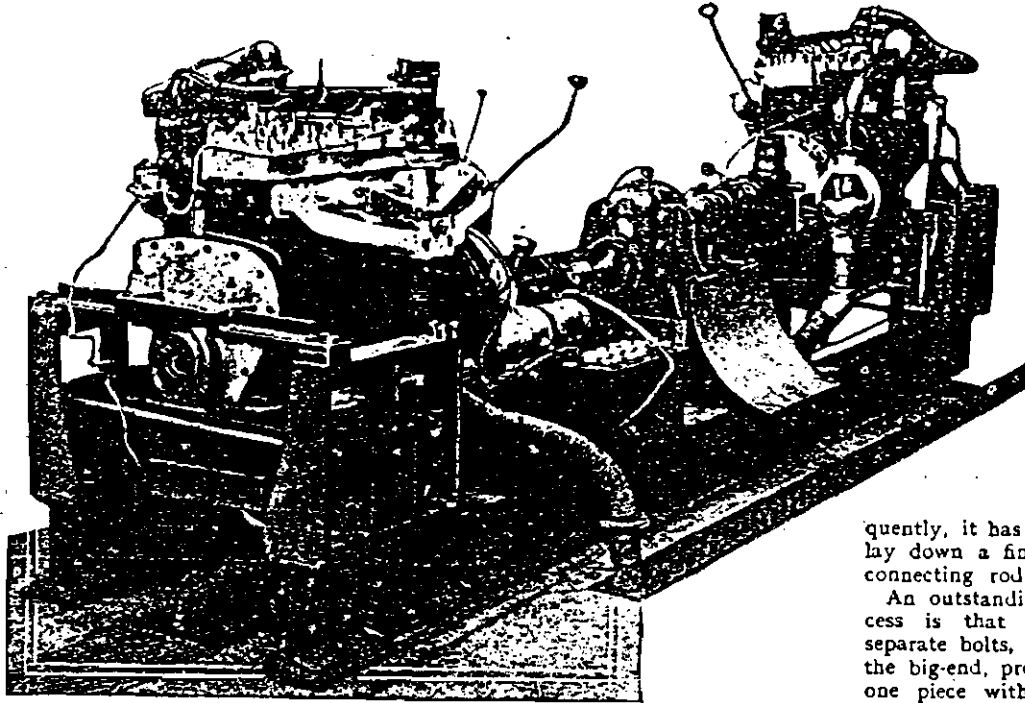
FIGURE 5 (left). Two common problems with speedometer cable tips are shown. On top is a bent tip, on bottom is one that is recessed too much. Either can cause a needle to flutter.

FIGURE 6 (above). Hold a cable at both ends and turn it with your fingers. If it whips rather than turns smoothly, it is defective.

June 30, 1936.

Building Endurance into Engines

Advanced Methods Employed in Engine Production in the Humber Factory



Two Humber Snipe engines on the test bed. One, running under its own power, is used to motor the other for running-in purposes prior to power trials.

FOUR types of six-cylinder engine are produced in the combined Humber and Hillman factories in Coventry. The individual characteristics of each power unit have been carefully retained, but by co-ordinating production methods and design it has been found possible to utilize the same machine tool equipment practically throughout.

The primary advantage of this economic use of factory resources is that it enables exceptional durability to be secured in these engines. The life of a power unit is largely dependent upon extreme accuracy in manufacture, and this in turn can only be secured by spending large sums of money upon machine tool equipment. Each machine does just one job, but does it superlatively well.

Cylinder blocks, for example, are so designed that although the bores differ in size, the distances by which they are separated are uniform throughout the range of engines. Consequently, powerful machines can be employed in which cutters carried by six rotating spindles pass through all the bores simultaneously.

Six-spindle machines are used for the first and second boring processes, after which the cylinders are reamed in a similar manner. Each block passes on to a three-spindle machine in which keen cutters, composed of a hard tungsten-carbide alloy, are passed slowly through the cylinders so as to "shave" the metal under such a light pressure that all risks of distortion are obviated. In this way the bores are brought to within a few ten-thousandths of an inch of the final dimension required,

and subsequently they are honed to size—an operation which leaves a mirror finish.

By standardizing crankshaft dimensions, it has been found possible to employ methods of production which are so extremely accurate that the hand fitting of bearings is entirely eliminated. Thus the main bearing housings in the top half of the crankcase (reinforced by ribs formed in the casting) are bored by cutters, again of tungsten-carbide alloy, which are mounted on a heavy spindle. The size is controlled within limits of two ten-thousandths of an inch. The housings are then fitted with steel-backed lead bronze bearings, of the type described recently in *The Motor*, into which a crankshaft fresh from the production machines can be assembled to turn freely from the outset.

Intricate Processes

The cylinder block passes through many other processes before these bearings are fitted, too intricate to describe here. They include the accurate machining of the valve seatings and guides, the milling of faces against which manifolds are bolted, and the drilling and tapping of the many screwed holes required for the studs. Exhaust valve seatings, incidentally, consist of separate rings of chilled cast-iron with a high resistance to burning or pitting. These are pressed into recesses machined in the block.

Minor modifications in design have permitted the same stroke to be used throughout this range of engines, and this in turn has enabled connecting rods to be semi-standardized. Conse-

quently, it has been found possible to lay down a fine specialized plant for connecting rod manufacture.

An outstanding novelty of the process is that instead of employing separate bolts, to secure the halves of the big-end, projections are formed in one piece with the rod when it is forged; these pass through holes in the bearing cap. This method adds to the strength of the component and saves weight.

External surfaces of the rod and cap are shaped by the latest broaching processes, after which the projections on the rod are machined and screwed. Each rod is then fitted with its cap, and the white metal lining is run into the big-end.

Following this the caps are taken off in order that each rod may be drilled axially to leave a passage for the oil to pass from the big-end to the small-end. The caps are then replaced, the big-end is rough bored, the small-end bush is fitted, and finally both small-end and big-end are bored simultaneously to the correct size.

Similar care is taken over the pistons which are of the Invar strut type, and consequently can be fitted with fine clearances. Externally they are finished by diamond turning which results in a beautiful and accurate wearing surface.

After seeing these and many other processes in the machine shops, we noted the facility with which these engines can be assembled, and also saw them running on the test bench. They are driven in tandem for several hours before being tested under power.

The chassis in which these engines are finally installed are the Humber Eighteen, Humber Snipe, Humber Pullman, Hillman Sixteen, Hillman Hawk and Hillman "80." Individual differences in design between the Humber and Hillman models include, amongst others, the use of high-compression cylinder heads (of aluminium alloy), ribbed aluminium sumps, etc., in the Humber range.

THE KING IN FRANCE.

H.M. King Edward **VIII** arriving for the unveiling of the memorial to Canadian soldiers who were killed in the Great War, on Vimy Ridge, France. The two great pillars of the memorial can be seen in the background. His Majesty used his Humber car for this occasion.

1936.

1936. HUMBER



1935 HUMBER Snipe "80," four-door Sports Saloon. Finished in lawn throughout. Extras include wheel discs and spare wheel covers. Chauffeur £375 maintained and factory serviced ..

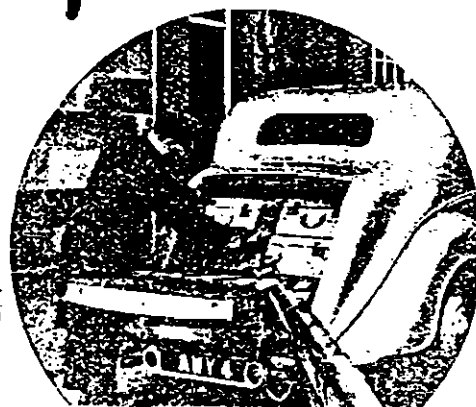
DIX GARAGES LTD.
NEWCASTLE-ON-TYNE Phone: 25511

1936



(3) Col. Reginald Rippon's Humber Pullman, with Rippon coachwork, which gained the Premier Award for 4-door closed cars irrespective of price, in addition to winning Class 7C.

April 7, 1936.



COMPILED BY JOHN BERRY.



July 14, 1936. THE KING'S NEW CAR

His Majesty the King has recently taken delivery of a new Humber Pullman limousine for his personal and official use. The car, seen below in front of Buckingham Palace, is an entirely standard model finished in black cellulose relieved with a fine red line.

Humber Fire. No customers' cars were damaged by the fire which occurred recently at the service stores of the Humber-Hillman works at Coventry and it has not interfered with the work. **JAN. 1936**

1st. at the Torquay Rally



"THE SKETCH"
R.A.C. Coachwork
Competition Cup.

1st Prize Class 7c for Coachwork and Premier Award for R.A.C. Coachwork Competition.

This Rippon-bodied Humber Pullman received the premier award for four-door closed cars. There could be no more convincing substantiation of our claims that Rippon Coachwork leads the way in modern bodywork design, combining good taste with sensible originality.

RIPPON BROS LIMITED

HUDDERSFIELD Telephone: Huddersfield 1516 (4 lines)
Branches: Leeds and Bradford.

"The Motor" Rationalized Road Tests

HUMBER PULLMAN LIMOUSINE

Two views which show to advantage the pleasing lines of the car.



An Exceedingly Comfortable Car with a Refined but Brisk Road Performance

seat passengers. The new suspension can therefore be considered an all-round success.

Apart from the suspension, the Humber designers have clearly made great efforts to provide comfortable travel, and the interior of the car is well furnished with deeply sprung seats and squabs. The accommodation at the rear is equipped with a device for altering the length of the cushion and the angle of the squab, adjustment being effected instantaneously by turning a handle located on the near side of the seat. A point worth noting is that the rear track of 5 ft. allows the bodywork to be exceptionally wide, in addition to enhancing stability.

Increase in Engine Power

As was announced when the new car was described just before the Motor Show last year, the engine has been redesigned, and although the power has been increased considerably over the 1935 edition, there has been no loss of flexibility or quietness. The new six-cylinder unit develops 100 b.h.p. A special feature of design is that the water-jacket is now extended to embrace the full length of the cylinder bores, thereby giving better heat dissipation, which, in turn, tends to reduce the oil temperature by an appreciable amount. This matter of cooling is still further improved by a ribbed sump and an aluminium alloy cylinder head.

n11

It will be recalled that all 1936 Humber models have a form of independent front-wheel suspension known as "Evenkeel." Each front wheel is carried by radius arms pivoted to a box-girder-sectioned chassis frame, a single-leaf spring being set transversely across the frame with the extremities mounted on the wheel pivots. Hydraulic shock absorbers, also set transversely, damp any lively movements. Conventional semi-elliptic springs are employed at the back, and the rating of these is designed to avoid any tendency for reciprocal action occurring.

As our first journey in the Pullman limousine was confined to the busy streets of Coventry, speeds were naturally low, and so marked were the soft-

ness and shock-free riding comfort afforded at about 30 m.p.h. that we thought the car might have spongy characteristics when travelling fast over a rough road surface. Our fears on this score were quite unfounded, for the car is always manageable at high speeds (indeed, the degree of controllability is exceptional) and even if one indulges in really harsh cornering, the tendency to roll is very slight.

On a main-road run the car will negotiate easy types of bend without any reduction in the cruising speed and with a noticeable freedom from yawing or pitching. On a rough surface the car moves gently up and down without any of the harsh vertical movements which are so disturbing to rear-

HUMBER PULLMAN LIMOUSINE

Contd.

With a rear-axle ratio of 4.3 to 1, top-gear acceleration is very good, likewise the capacity for climbing hills, and it is no exaggeration to say that the Pullman may be considered as a top-gear performer on all main-road runs. On the other hand, the instant easy changing characteristics of the de Normanville gearbox (with which the particular car tested was equipped) are an attractive feature, and as a speed of 55 m.p.h. can be reached on the third gear of 3.3 to 1, the negotiation of long hills is hardly tedious.

Hill-climbing Performance

The capacity for acceleration is naturally commensurate with the hill-climbing performance. With the direct drive engaged, the car will surge forward to 30 m.p.h. from a speed of 10 m.p.h. in approximately 9 secs. and to 50 m.p.h. in but 20 secs., also from 10 m.p.h., there being neither noise nor vibration from the engine or the transmission.

It is difficult to assess an ideal cruising speed in a car such as this Humber Pullman model, because the car rides equally well between 30 m.p.h. and 70 m.p.h. One can cruise all day long at around 60 m.p.h., at which figure the engine runs smoothly on about half-throttle. At full throttle the mean speed of two runs in opposite directions was timed at a little more than 75 m.p.h., at which speed the amount of noise from beneath the bonnet was inconsiderable; indeed, the roar caused by the rush of wind past the wind-screen and body sides seemed always to be greater than that caused by the engine or transmission. At the other end of the scale we found it possible to trickle along in crowded thoroughfares on top gear at from 5 m.p.h. to 10 m.p.h. without feeling that the engine was likely to stall at any moment. As the unit will pick up its load smoothly and easily upon violently depressing the accelerator, it is clear that the carburation and mixture distribution is adequate for all conditions of running.

TABULATED DATA

CHASSIS DETAILS

Engine: Six cylinders; side valves; 85 mm. by 120 mm. (4,086 c.c.); automatically advanced coil ignition; Stromberg downdraught carburetter; 26.88 h.p., tax, £20 5s. per annum.

Gearbox: Four speeds. Ratios, 4.3, 6.3, 9.38 and 15.05 to 1.

PERFORMANCE

Speeds on Gears: Top, 75.5 m.p.h.; third, 55 m.p.h.; second, 37 m.p.h. Minimum speed on top gear, 5 m.p.h.

Acceleration: From standstill through the gears to 50 m.p.h., 17 secs., to 60 m.p.h., 24 secs. Standing $\frac{1}{4}$ mile, 23 $\frac{1}{2}$ secs. (average speed, 38.5 m.p.h.).

Tapley Performance Figures: Maximum pull in lb. per ton on gradient: top, 230 lb.; third, 330 lb.; second, 500 lb. Corresponding gradients climbable at a steady speed are, 1 in 9 $\frac{1}{2}$, 1 in 6 $\frac{1}{2}$ and 1 in 4 $\frac{1}{2}$ respectively.

Petrol Consumption: 14.8 m.p.g.

Braking Efficiencies: Measured by Tapley meter, using the pedal only: 96 per cent. from 20 m.p.h.; 86 per cent. from 40 m.p.h. Corresponding stopping distances are 14 ft. and 62 ft. respectively.

DIMENSIONS, ETC.

Leading Measurements: Wheelbase, 11 ft. 0 $\frac{1}{2}$ ins.; track (front), 4 ft. 10 $\frac{1}{2}$ ins., (rear) 5 ft. 0 $\frac{1}{2}$ ins.; overall length, 16 ft. 8 ins.; width, 6 ft. 1 in.; height, 5 ft. 9 ins.; ground clearance, 8 ins.

Wheels and Tyres: Wire wheels. Dunlop 7.50-in. by 16-in. tyres.

Turning Circles: Left, 45 ft. diameter; right, 45 ft. diameter.

Weight: As tested with two up, 45 cwt.; unladen, 42 cwt.

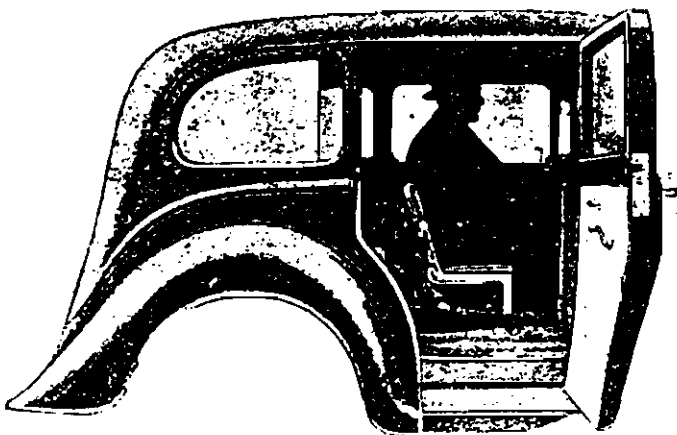
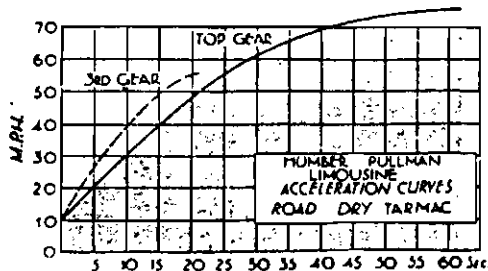
Price: £735, plus £30 for de Normanville gearbox.

Mention must be made of the brakes, for they are not only powerful in action, but the pedal pressure required, even for an emergency pull-up, is extremely light, thanks to the incorporation of a servo-motor. The actual brake operation itself is of the Bendix type, a new type of drum now being employed. This is a one-piece unit of Milenite, which is a special chrome-iron alloy, the outstanding characteristic of

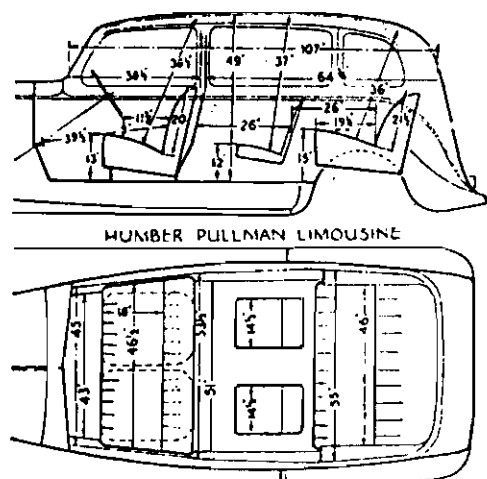
which is that distortion due to heat is avoided.

Although the steering is inclined to be a little on the hard side, especially at low speeds, the directness is a desirable attribute when driving long distances. Thanks to the "Evenkeel" suspension system and a tri-section track-rod enabling each of the front wheels to rise and fall independently without setting up any reaction in the steering, there is no wheel kick, vibration, or snatch on the worst type of road surface.

This Humber Pullman limousine is an automobile of which any owner might justifiably be proud. Fast, roomy, extremely comfortable, and silent, the car still further enhances the famous name it bears. Workmanship and finish are excellent throughout the chassis and the coachwork.



The rear compartment of the Pullman limousine showing the folding occasional seats.



HUMBER NEWS AND HAPPENINGS.

Greetings, everyone!

Welcome once again to the "Clayton's News"!

The last four weeks have seen our Club cars appearing at a number of widely dispersed venues and participating in all manner of different activities. Car (and Driver!) of the month must undoubtedly be Ron Forth who, with the Mark VI Hawk, not only managed to attend all the scheduled outings, but also celebrated his 50th birthday in his spare time. Congratulations, Ron, and Many Happy Returns from us all. By the way that's 50 years young of course!

We were again represented at the Classic Car Show in the Exhibition Buildings during Easter. The four vehicles on display this year were Vic Wilson's series IV Snipe, Barry's silver grey Mark IV Snipe, the Mark I Sceptre of Keith Willimott's and my own 1963 Vogue. Also featuring was the specially prepared Series Snipe engine belonging to Bob K. and a display board of Humber brochures and photographic material. Overall there were some magnificent cars on show, from the veterans to the futuristic. The "Classic" designation appeared to have been somewhat loosely interpreted which, although not satisfying the purists at least ensured a wide sampling of vehicles. Car of the Show was a grey Gull Wing Mercedes but some of the winners that caught my eye were the elegant, beautifully presented million dollar model Hispano Suiza; a massive white 1933 Sunbeam Sports model belonging to ex-racing driver Lou Molino and a black classical line Aston Martin of 1930's vintage which oozed luxury with its rich leather and woodgrain interior. However I think I'll remain faithful to my little white Vogue!

A small band of willing helpers managed to keep our Stand fully manned during the time of the Show, and then to execute a slick precision performance in smooth dismantling of the exhibits when it finished. Thankyou Bob, Barry, Vic, Keith, Andrew, Ron, Trevor, Frank, Steven Illic for brightening my day (I haven't forgotten the T-shirts!), and all visitors and helpers.

Unfortunately I missed the Family Rally Day at Elaine on April 9th but heard that a number of country members were there to meet up with the city contingent. The small township of Elaine was over-run by classic cars for the day and hopefully the organizers managed to raise a worthwhile sum towards the restoration of their local Mechanics Hall.

The Club Vehicle Register is rather under-represented in Hawk models so it was pleasing on a recent trip through Gippsland to catch up with two of these vehicles around Wonthaggi. Bob Chrystal, an historian of note around Jumbunna, features several early series and a mark Hawk in his "stable", whilst Lyndon Ware from Harmer's Haven introduced us to the two great restoration projects in his life - a series III Hawk which bears a CH- (No! not "completely hopeless" Lyndon!) number plate, and a charming old miner's cottage associated with his family's past history.

Briefly while on the topic of Club outings, the run for May is a local one to Schramm's Cottage in Doncaster. Details are fully documented on the Calendar page so there is no need for me to say any more here. Don't forget also that the MAY general meeting will be our Sunday FAMILY DAY so there is no meeting on the usual Friday of that month. This meeting will provide a good opportunity to try out the new refrigerator recently installed in the meeting hall.

Our QUEEN'S BIRTHDAY WEEKEND AWAY, which was to have headed towards Warrnambool, has suffered a change of direction. As there is a big Classic Cars Rally occurring at HAMILTON during this weekend and it's much the same distance from Melbourne, we have been offered the opportunity to participate. Chas. Speed, our Warrnambool Connection, assures us that Hamilton offers all the action and unrivalled country hospitality on this occasion. Thanks, Chas. further information will follow as soon as it is received.

From Roy Meggs comes news of a 1937 Humber Sedan for sale in the Echuca district. It is without motor and a gear box. The front suspension is not standard, however the panels are "real good" according to the vendor, Keith Raverty of Lemnos. He can be contacted on PH: (058) 299 481. The gentleman also has a number of other vehicles, or parts thereof, mainly from the 30's and 40's era. They include Plymouth, Nash, Dodge, Ford, Fiat and a 1920's Singer motor, diff, & wheels. Thanks for the information, Roy. I will hope to see you at the next meeting where there has been arranged an interesting demonstration on the retrimming of vinyl or leather panels.

Cheers until then, Margaret.

GOOD LUCK, "JENNY"!

"Jenny", the Mark 1VA Super Snipe entered by the H.C.C.A. in the Redex-Variety Clubs annual charity run is nearing the 'all ready' mark. The 'Bash' this year covers around 2000 miles of somewhat rugged ground as it makes it's way from the starting blocks at Bourke, N.S.W. to end on the west coast of Australia at Broome.

Last week 'Jenny' made her debut at a Motor Show in Parklea. She has been painted a safe and highly visible shade of canary yellow and bears on her flanks advertising for her varied sponsors. Main supporters include such well known firms as The Australian Gas Light Co., Veedol Oil, Trans World Airlines, Qantas as well as many local firms and individuals. Our own HCCV. has also made a donation towards 'Jenny's' progress. To date the HCCA has managed to raise the magnificent sum of \$16,000 for 'Jenny's' trip and charity commitments; a Grand Effort! The theme adopted for 'Jenny's' journey is to replicate the mid-1950's achievement of a Mark 1V Super Snipe which undertook an epic, record breaking run from London to Cape Town, South Africa. Let's hope Jenny achieves success with fewer trials than the drivers on that occasion encountered!

Club drivers who hope to steer 'Jenny' to victory when the trial starts in mid-May are Steve Dixon from Gosford, assisted by Robert Drummond, Terry Byrne and a supporter from the Blue Mountains area. Back-up is being supplied by NSW Club President Ronnie De Britt and husband, Keith. On her return from the trial, Jenny will be on display at the NSW /Qld Clubs Get-together at Nambucca Heads, NSW over the Queen's Birthday long weekend. Any Victorian Club members visiting the area at that time are cordially invited to participate in this event. Ring Margaret for details. We hope to entice 'Jenny' to Victoria at a later date.

Meanwhile, "GOOD LUCK, "JENNY".

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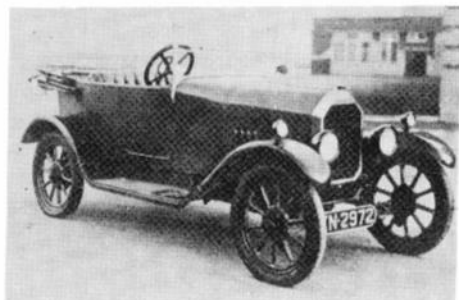
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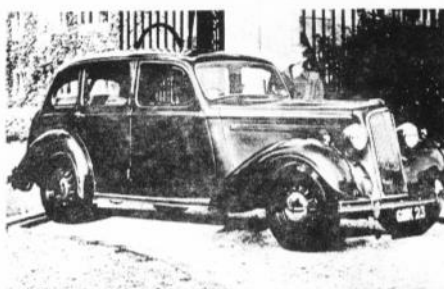
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