

April 1990

The **HUMBERETTE**



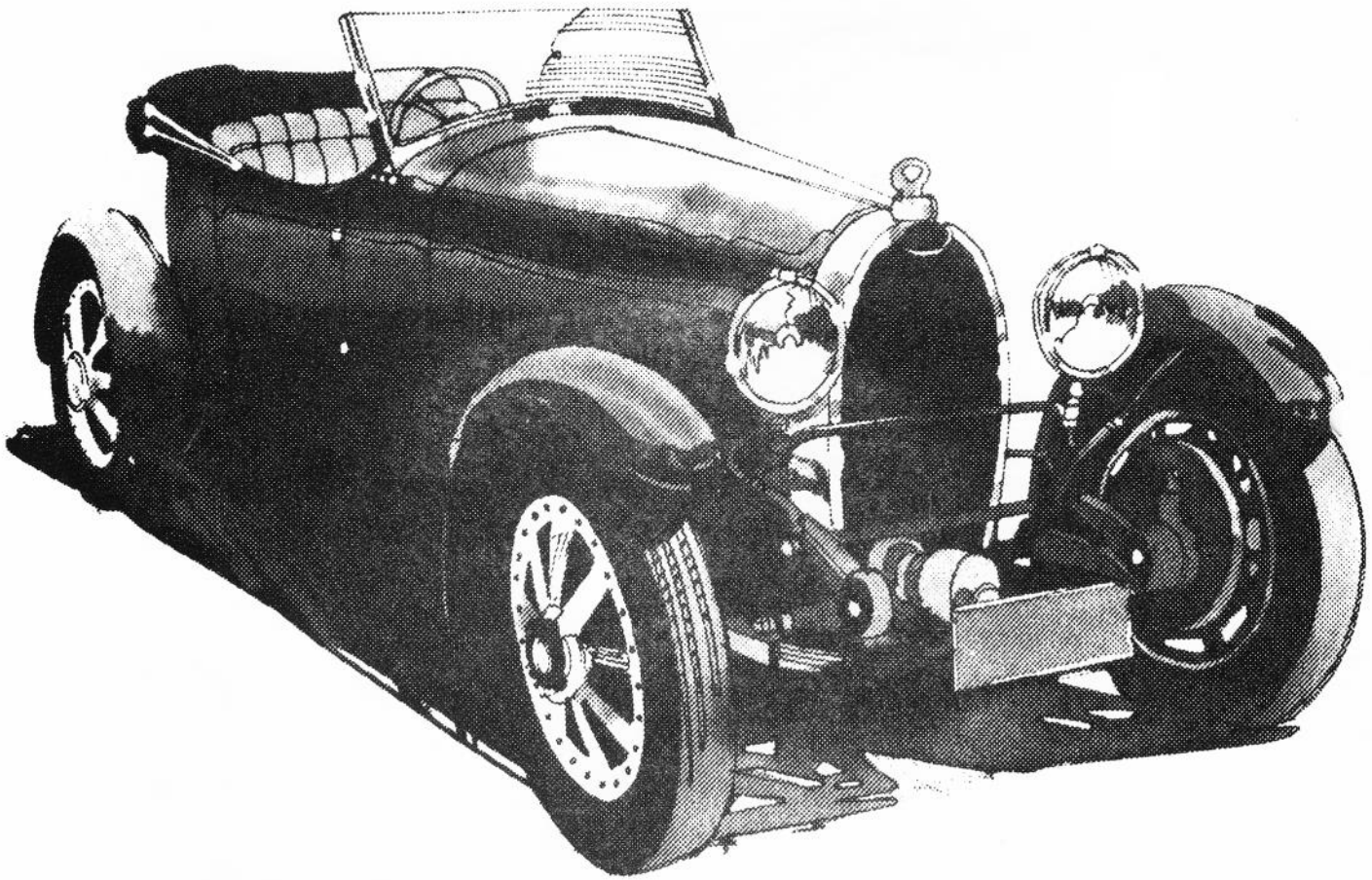
By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



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APRIL 27TH.	GENERAL MEETING. DEEPPENE PARK HALL. 8.00PM.
MAY 11TH. (FRIDAY)	FORMAL PRESIDENT'S DINNER. CLANCY'S LICENSED RESTAURANT, MT. WAVERLEY. BOOKINGS AND DEPOSIT TO GEOFF WEBB BY APRIL 12TH. SEE INFORMATION BELOW.
MAY 27TH. (SUNDAY)	GENERAL MEETING / FAMILY DAY. DEEPPENE PARK HALL. BYO BBQ LUNCH 12 MIDDAY. MEETING COMMENCES 2.00PM.
* * JUNE 3 RD	CLUB DAY-RUN TO CHURCHILL ISLAND. DETAILS TO BE NOTIFIED.
MAY 28TH.	A.O.M.C. DELEGATE'S MEETING. CARNEGIE PROGRESS HALL, TRUGANINI ROAD, CARNEGIE. 8.00PM SHARP.
JUNE 1ST - 2ND.	VDC SWAP MEET SPECTACULAR. ROYAL MELBOURNE SHOW GROUNDS, EPSOM RD, ASCOT VALE. SITE BOOKINGS, ENQUIRIES ETC. PHONE VDC (03) 439 9052. SITES \$25 ; ADMISSION \$3.
JUNE 22ND.	GENERAL MEETING, DEEPPENE PARK HALL. 8.00PM. SPEAKER TO BE ARRANGED.
JULY 27TH.	GENERAL MEETING, DEEPPENE PARK HALL. 8.00PM.
AUGUST 26TH. (SUN.)	GENERAL MEETING / FAMILY DAY. DEEPPENE PARK HALL. BYO PICNIC OR BBQ LUNCH. 12 MIDDAY.
AUGUST 27TH. (MON.)	A.O.M.C. DELEGATE'S MEETING. PROGRESS HALL, CARNEGIE. 8.00PM SHARP.
AUGUST	COMBINED CLUBS RUN TO WESTERNPORT PUB, HASTINGS.
SEPTEMBER 28TH.	GENERAL MEETING, DEEPPENE PARK HALL. 8.00PM.
OCTOBER 26TH.	GENERAL MEETING. DEEPPENE PARK HALL. 8.00PM.
NOVEMBER 11TH.	ANNUAL CONCOURS D'ELEGANCE, PRIDE OF OWNERSHIP AND DISPLAY DAY. DEEPPENE PARK OVAL.
NOVEMBER 17TH - 18TH.	BENDIGO SWAP MEET, PRINCE OF WALES SHOWGROUNDS, HOLMES RD. CLUB HAS INFORMATION STAND IN THE CLUB CORNER AREA, CONFERENCE HALL.
NOVEMBER 23RD.	FINAL GENERAL MEETING FOR YEAR AND CHRISTMAS CELEBRATION. DEEPPENE PARK HALL. 8.00PM.
NOVEMBER 26TH.	A.O.M.C. DELEGATE'S MEETING. CARNEGIE PROGRESS HALL. 8PM.

**NEXT OUTING**

**** **PRESIDENT'S DINNER.** ****

WHEN: FRIDAY MAY 11TH. 8.00PM.
WHERE: CLANCY'S LICENSED RESTAURANT (BRUCE COUNTRY MOTOR INN),
 445 BLACKBURN ROAD, MT. WAVERLEY.
DETAILS: 3-COURSE MEAL (A LA CARTE), APPROX. \$35 EACH PLUS DRINKS.
DEPOSIT: (by Apr.30th) \$10 PER PERSON. FORWARD BOOKING & DEPOSIT CHEQUE TO:
 GEOFF WEBB, 983 HIGH ST. ROAD, GLEN WAVERLEY. 3150.
 (Cheques payable to HCCV Inc. please.)

LANHAMS MOTOR GARAGE

AUTHORISED DEALER



CHRYSLER
AUSTRALIA LTD.

5 PINE AVENUE, LEETON, N.S.W., 2705
N.R.M.A. DISTRICT DEPOT



23rd February, 1990

Dear Club Members,

. For some years now we have been supplying various car clubs with parts to suit their particular vehicles and needs.

The Chrysler Car Club members in NSW have received their share of Chrysler parts (they had a rally here some years ago). But the Victorian members have not received the message that we have parts for Chrysler, Dodge, Desoto, Plymouth, Simca also BMC. parts at "yesteryears prices".

Lanham's Motor Garage Pty Ltd. (A family concern) has been in operation since 1937. During that time to 1973, we operated the dual Franchises of BMC and Chrysler and subsequently accumulated a lot of parts for those vehicles. From 1973 we have held the Franchise of Ford, plus Nissan since 1987.

As we have large stocks of Chrysler parts it is difficult to itemise each part to model. Most of your members would have parts books for their particular vehicle/s and would be able to supply the part numbers of the parts they require. Please do not ask "what have you got to suit my Chrysler (including Simca, Hillman and Humber) or BMC vehicle"?

As the writer is past retirement age, goodness knows what will happen to the parts when I pull "The Pin," as I have been with Lanham's since 1946, the newer staff members are not familiar with BMC or Chrysler part numbers or stock. We also have Lucas parts that are suitable for BMC and other English vehicles.

We trust your members. We will send the parts with an invoice which will include the rail freight or postal charges, for the member owner to send cheque etc. by return, we haven't been caught yet by club members.

Looking forward to the enquiry of your members with interest.

Yours sincerely
LANHAMS MOTOR GARAGE PTY LTD


PER GORDON THOMSON
(YOUR CONTACT)

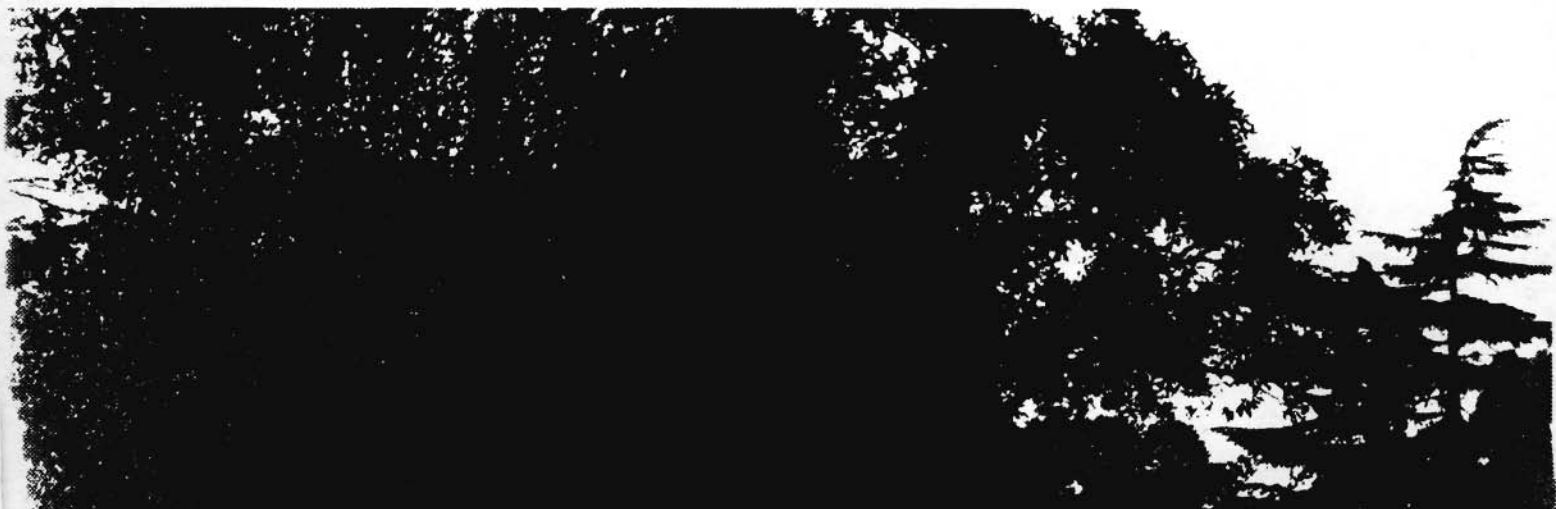
** SUBSCRIPTIONS NOW DUE **

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA. 3087

COMMITTEE 1990-91

PRESIDENT	:	Geoff Webb	233 6592
VICE PRESIDENT	:	Margaret Willimott	435 6354
SECRETARY	:	Ian Foreman	
TREASURER	:	Brian Parkinson	
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REGALIA	:	Vic Wilson	478 9352
TECHNICAL ADVISORS	:		
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Mk Cars	:	B. Kennedy	789 5119
General Information	:	B. Kennedy	789 5119
Auto Electrical	:	M. Fitchett	366 8987



At the last General Meeting an interesting issue was raised by Andrew Gower of V.G.L. Insurance Brokers. He raised the proposed changes to legislation relating to under 25 year old drivers being prevented from driving modified, V8 engined or turbo assisted cars. Having sons vitally interested in these categories, we made some enquiries from the Roads Corporation. After many transferred calls we were still unable to verify the extent of the proposed legislation and when it is likely to apply.

The legislation makes sense on a logical basis, particularly as it brings into line similar legislation where young motorbike riders are prohibited from riding bikes with engine capacities in excess of 250cc while inexperienced. However, one of the major consequences that my son overlooked is if this legislation occurs is the likely dramatic fall in re-sale value of any modified vehicle. What would occur is that the only buyers of modified or V8 engined cars must be over 25 years, who by then may have families or mortgages to consider. I would also anticipate that the sale of motor accessories from "speed" shops would also significantly decline.

The motor car insurance issue is a major social problem for the young driver and for the community in general, but it was pleasing to hear that it is possible for cover to be arranged. It was also pleasing to hear that it is now possible for under 25 year olds to drive and insure old cars.

Thanks to Margaret & Keith Willimott for the efforts in running the Rootes Group Day. I always enjoy this day and it is good to see our car "cousins" and their respective owners. I was particularly pleased with the Humbers presented, at their standard of presentation and the members present.

I would like to wish all participants for the National Rally good luck, a safe trip and I hope Victoria retains the title for the best Humber in Australia.

Geoff Webb

FOR SALES & WANTED

Series V S/S, complete, dented roof, drive away. Series 4 S/S wiper linkage and wheels missing. Contact: G. Davies, Ph: (053) 33 2407 or Leanne (053) 33 5319, Ballarat.

Humber S/S Station Wagon 1964, one owner since 1967, full history and photo available to interested buyers, three-speed manual with electric overdrive, 167,000 miles, motor runs well, never had rings, good tyres, ceramic green in colour, bucket front seats, N.S.W. reg to August '90 - \$4,500.

Contact: G. Handasyde, Ph: (050) 24 8732, Trentham Cliffs.

One P.B.R. p/steering unit complete, suite Series Humber - \$150.00. Also, two good radial tyres - \$160 pair. Contact: D. Hagg, Ph: 580 2531, Mordiallic.

Hillman Hunter 1971, manual, blue duco, excellent condition inside and out - \$3,500 neg.

Contact: K. Evans, Ph: 859 3084 (A/H)

Mk 4 S/S, green reg Jan '91, r.w.c., good condition, radio, driving lights, tow-bar, badge bar, original tools and manual, numerous spares - \$4,000 or swap for good Humber Sceptre.

Contact: Jon White, Ph: 890 3961, Mont Albert.

1964 S/S, 90,000 miles from new, perfect upholstery, runs like a clock, small rust in front r.h.s. Contact: L. Mathieson, Newbridge, Ph: 38 7293

WANTED:

Front outer guards, main body shell, four doors, suite Mk 2 Snipe.

Contact: K. Guzelain, Ph: (052) 76 1206, Geelong.

Set of wheel spats, suite Mk 2 Snipe.

Contact: L. Hamilton, Ph: 870 6672.

MINUTES OF GENERAL MEETING

HELD 23RD MARCH, 1990

Meeting commenced at 8:14pm with 31 members present as per attendance book.

Apologies: Ray Webster, Pam Batten, Dave Denner, Bob Kennedy, Andrew Scott.

Treasurer's Report: Nil.

Business Arising: Nil.

Correspondence: Exchange Magazines: Austin A40, Daimler Lanchester, Rover, HCC of W.A., Shannons Car Auctions, World Congress Centre.

Editor's Report: 210 Club Newsletters circulated.

Events Director's Report: Margaret Willimott reported:- Rootes Group Car day 30 people attended, very enjoyable day. Winners - 2 x Hillmans, Marg & Keith's Humber Sceptre received Most Popular Car and Fred Pieterston's Series 5 Super Snipe won Best Presented. Marg also reported on A.M.O.C. Meeting - All British Car Auto Jumble - none this year through lack of venue. H.C.C.V. were presented with plaque from Edithvale show organisers with gratitude for their participation on the day.

Librarian's Report: Nil.

A.M.O.C. Report: Nil.

Technical Officer's Report: Nil.

For Sales & Wanted: * Series 1 S/Snipe, ex H. Underwood, very good car - \$1,100 - Contact: Des Judd. * Humber spares at Melton (Hawk), generator, starter motor and radiator core - Contact: K. Willimott. * Wanted: Series Super Snipe W/Manual

General Business: Barry Bosnich mentioned the company (Automotive Surplus) and that stocks and prices were very good, well worth trying. President Geoff Webb mentioned that goods are needed for the trading table.

The President's Dinner will be at Clancy's Restaurant, May 11th.

MEETING CLOSED AT 9:10PM

* * * * *

President handed the time over to Mr. Andy Gowen from V.G.L. Insurance Company. Andy spoke on insurance matters relating to classic cars, motorcycles, etc. Andy mentioned full comprehensive coverage, even in the case of a full write off.

He then opened the meeting to questions from members. Treasurer mentioned club renewal policy as stands at present. Andy gave a competitive quote on the policy, in reference to a higher insurance ceiling level. The presentation was very informative.

Geoff Webb presented Andy with a bottle of Rootes, S.I. Riesling in gratitude for Andy's time.

We then had supper.....Wack-oh!!

Ian Foreman.

Humber greetings, everyone! By the time you get this the National Rally will be over and we will be either enjoying tropical sunshine on Queensland's South Coast or paddling the Sceptre through the Pacific Ocean should we encounter a cyclone beating down in our direction.

There will be ten or maybe eleven cars travelling from Victoria to Cowra for the Rally and you will no doubt hear a full report of proceedings at the next meeting.

Last weekend was full of surprises, not the least of them being the "party of the decade" to celebrate our club photographer Frank Stockwin's 80th birthday - congratulations Frank - you only look half your age!

Congratulations are also in order for Bill & Joan Holmes who recently celebrated their 40th wedding anniversary (Joan still comes before the cars - ah, least that's what Bill says!!).

Is there anyone who would care to put pen to paper in response to several queries from Robert Boan? Robert is particularly interested to hear about LP gas conversion for Humbers, and also the wood grain trim on dashboard etc. These requests would interest many members so how about it restorers and modifiers, any articles forthcoming for the Humberette?

The next two social outings should cater for diverse tastes. The President Dinner at Clancy's Restaurant, Mount Waverley is set for May 11th. Bookings are still available if you contact Geoff pronto! (Ph: 233 6592 and cost is approximately \$35.00 per head).

June 3rd sees us off to explore the natural beauty of Churchill Island, just across the San Remo Bridge. This outing is being arranged by Ian Wild who is familiar with the area and it should be an excellent day. Mark it in your diary now! Fuel details next magazine.

Restored Cars magazine No. 83 has just arrived - no details on Rootes Day but there is a magnificent photo of James Kent's 1933 Humber Hearse in appropriate setting. Look for it in the Reader's Cars Sections.

It's now only two days until we leave for Cowra. Car preparation and packing has reached the frantic stage and still there's more to do. I'll leave you with this Easter puzzle:- Why does the name PEUGEOT appear as sponsor on T-shirts of the Coventry England soccer team? The answer to this bit of Rootes history in next month's issue.

Until then, "Happy Humbling",

Margaret.

CASTERTON RALLY 1990

On the long weekend (10th-12th March) we attended the Casterton Motor Enthusiasts Club Inc. As this was the first rally for the club, I must congratulate them on such an excellent weekend. Everything was organised to the last detail. Of the 63 cars present there were five Humbers; Kevin McGee (Geelong), Joan & Bill Holmes (Indented Head), Jean & Jim Kent (Casterton), Bob Bruce (Cranbourne), and a new member from Casterton, Doug Coulter.

The prizes were awarded to Vintage (one owner) Plymouth Tower 1929; Vintage Car (sedan) Chrysler 70 1929; Classic Car was a Buick 860 1936; Post War Classic, Buick Road Master 1958; Commercial Dodge Bread Van 1919; Motorcycle B.S.A. 1955; Most Desirable, M.G.; Rally Director's Choice, Triumph 198; President's Choice, Marmon 7B 1929 model. (This was also my choice). I'm sure everyone involved had a very hard job picking all the winners. Although our Humbers never took off any prizes, I can assure you we had a good weekend. Our 1938 Series, just out of drydock after four years, performed magnificently. Although we were unable to keep up to Kevin Series 5.

Continued success to Casterton, as they wish to make this an annual event. I'm sure anyone wishing to go in March 1991 will have a very good time. The tucker put on by the ladies from the club was just too much, I'm still trying to lose those extra kilograms I gained.

Joan & Bill Holmes

ROOTES G-T DAY

Rootes history and liability was seen in action on Sunday March 18th at Bundoora Park when around thirty vehicles braved the strong winds to celebrate the 7th Annual Rootes G-T Day. Humbers, Hillmans, Sunbeams and a lone Singer joined forces with several Chryslers to represent the history of the Rootes Group of companies.

Earliest cars on display were Lloyd Hughes' Hillman of the 1930's era and the 1938 Humber Snipe belonging to Bill Homes - a competitor in the recent Casterton labour Weekend Rally.

An afternoon program of driving skills tested the accuracy (and patience!) of both drivers and passengers. Some members had other skills at accurate measurement tested also - thanks Ian, Karl and Keith!

Hillmans proved the most manoeuvrable (or maybe it was their drivers) by taking out the winning places in both the reversing event (won by Jan Burnett) and the forward driving activity (won by Rex Mitchell). Maybe the Hillmans Coventry Spies just have a natural affinity for "witches hats"!

Humbers in attendance were: **Series Super Snipes:** Fred Pietersen, Graeme Finn, Barrie Trubie, Vic Wilson (junior and senior), Ian Wild, Mike Fitchett and Bob Bruce. **Mark Super Snipes:** Jon White, Barry Bosnich. **Series Estates:** Geoff Webb (Snipe), Keith Willimott (Hawk). **Vogue Sports:** Jason Miller. **Mk I Sceptre:** David Dunlop, Margaret Willimott. **Pre-war Snipe:** Bill Holmes (1938).

Honorary Humbers: Frank Stockwin and Jim Yates. A special welcome to new member David Warburton - David is an ex-Rootes mechanic who was indulging his love of those British masterpieces.

Prize Winners: Best Hillman - Colin Gunn - Hillman Super Minx Series II
Best Sunbeam - Bob Stewart - Talbot 80
Best Singer - Trevor Leech - Singer Vogue
Best Humber - Fred Pietersen - Series V Super Snipe
Popular Choice - Keith & Margaret Willimott - Mk I Sceptre

Thank you to all who helped on the day and to Barry Bosnich who donated the gate prize.

Hosts of the 1991 Rootes G-T will be the Singer Owner's Club.



PICNIC AT THE PARK!

POLICE HUMBERS

Humbers were used as an interim test car between the Ford Fairlane and the Studebaker (which were subsequently used extensively as wireless patrol cars). The Humbers were used in 1961 to 1962 and there were two in use. One was the Chief Commissioner's which was powder blue and one as illustrated. The car was stock standard mechanically and a driver of the day said that they were 'beautiful'. Automatic gearboxes were fitted.

Jon White.



Tracing fuel-line faults

Symptom

Engine coughs and splutters, petering out regularly

Possible causes

No petrol in tank
Partial vacuum in tank
Fuel contaminated
Fuel pipe blocked
Fuel pump faulty
Carburettor blocked

Remedies

Fill up tank
Remove filler cap, check breather
Drain and clean whole fuel line
Clear or replace pipe
Service or replace pump
Clean carburettor

An engine that coughs and splutters, peters out regularly and lacks power probably has a fault in its fuel line.

Beginning at the filler cap, the fuel line includes the fuel tank, pump, carburettor and lengths of connecting pipe, with the possible addition of a line filter.

When dealing with a suspected fuel line fault it is best to work methodically through the system from tank to carburettor. This means that you reach first the faults that are commoner and simpler to rectify.

At all stages of work on the fuel line, remember that petrol is flammable, and keep lighted cigarettes or naked flames well away. If petrol is spilt on hands or clothing these should be washed because, even if they appear to have dried, the danger may still be present.

Fuel tank checks

The first check—so obvious that it is often overlooked—is to see that there is fuel in the tank.

The next is to see that it can get out again.

As fuel is used up the space left has to be filled. If it were not, a vacuum would begin to form in the tank and eventually the fuel pump would be unable to suck fuel out. In an extreme case, the end result could be the collapse of a fuel pipe, or even the tank.

In older cars this problem is overcome by the fitting of a breather to the tank—usually a filler cap which does not make an air-tight seal. The most common type of filler cap is the push-on-and twist variety, which has a valve which allows air to be drawn into the tank. If your car has a cap of this type, check it for blockages and clean out any dirt by blowing through the valve and swilling it in petrol.

Many new cars have sealed tanks, which offer a greater deal of safety if the car is involved in an accident and eliminate petrol fume emission. Some sealed systems

have plastic tubes parallel to the filler pipe to the tank. The tubes are filled with air, and as fuel is used they compensate by collapsing progressively.

But if the tank is overfilled, the plastic tubes too can become filled with petrol. In this case the vehicle will travel for only a few kilometres before it stops. If you suspect that an over-filled tank is the cause of the problem, remove the filler cap and run the car for a couple of miles, with the filler pipe plugged with a rag, until enough petrol is used to clear the tubes. As soon as this has been done the rag should be removed and the filler cap replaced.

Fuel contamination

If somehow the fuel has been contaminated—for example, water added to the petrol—the whole system will have to be dismantled and flushed through with fresh fuel.

If you suspect contamination, the easiest place to check is at the carburettor. Remove the top of the float chamber

Dip a rag in the fuel and withdraw it. Because the petrol and water should remain separate, you will be able to tell whether both are present by looking and sniffing or by setting fire to the rag—one bit will burn, one won't.

Cleaning a contaminated tank usually means wasting a gallon or two of petrol. First remove the drain plug or pipe at the base of the tank. This will clear all the fuel (and contaminant) except the small amount below drain-plug level. To get rid of this, you will need to keep replacing the plug, pouring in a quantity of petrol, and removing the plug again until what emerges is reasonably clean.

Blocked fuel pipe

Fuel pumps are either mechanically or electrically operated. Mechanical pumps are the most common and are the easier to service. Electric pumps, however, seldom go wrong except in dusty conditions.

Mechanical pumps are always located on the engine block and thus are quite easy to find. Electric pumps are more elusive. Usually they are located near, or even recessed into, the fuel tank. If one cannot be found and its location is not given in the owner's handbook, trace a fuel line either forward from the tank or back from the carburettor until you find it. The pump will probably be black, and cylindrical in shape.

Once the pump has been found, check the inlet pipe for blockages or leaks.

If a pipe is blocked it will have to be removed from both the fuel tank and the pump. This is best done after the tank has been drained, as in most cases the tank outlet is difficult to plug quickly once the pipe has been removed. On cars with reserve tanks, if the tap is left on main supply, fuel need be drained only until the reserve is reached.

A blocked pipe can often be cleared with a blast of air from a foot pump or bicycle pump.

A leaking pipe will let the pump suck air rather than fuel, resulting in airlocks passing along the system. So check for holes in the pipes or loose unions.

If this fails to find the blockage, the pump itself should be examined.

CONTRIBUTED BY ARNOLD GOLDMAN

Fuel vaporization

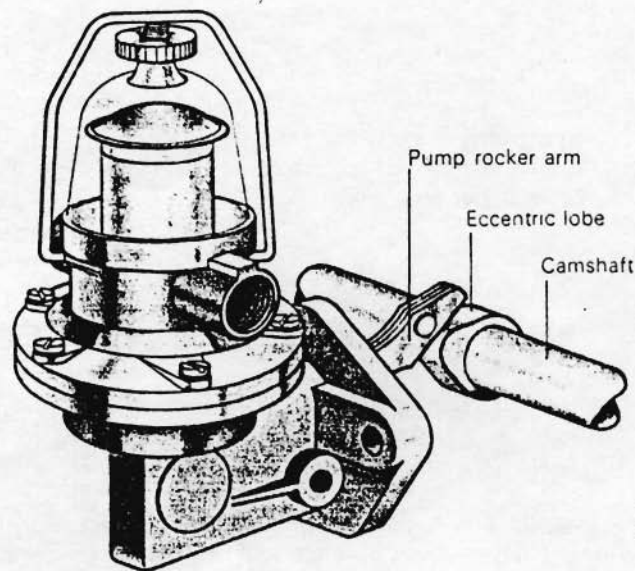
Another possible cause of air locks is fuel vaporization in the line. This is caused by high engine temperatures or driving at altitude, and most often by a combination of both.

Apart from allowing a hot engine to cool, not much can be done about this fault. It is seldom associated with electric fuel pumps, as they are usually located near the fuel tank and pressurize the whole line.

Mechanical pumps

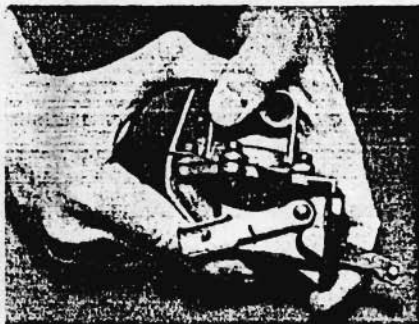
Mechanical pumps can fail in several ways. They can become loose on the engine block, they can become blocked with sediment, or the diaphragm assembly can wear out.

Mechanical pumps are operated by an egg-shaped lobe on the engine camshaft (fig. 5). As the lobe rotates,

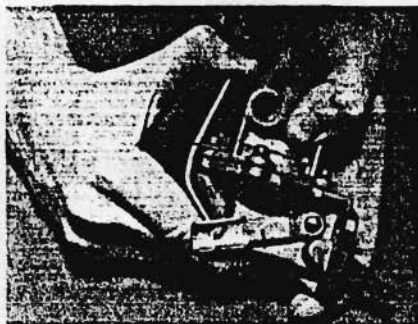


Bernard Fallon

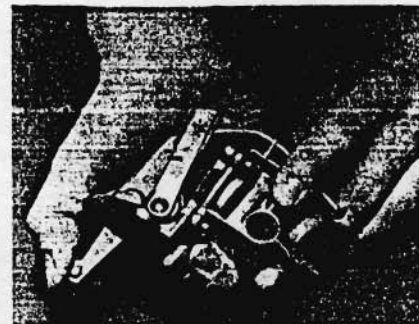
5 The pump rocker arm engages on an egg-shaped lobe on the camshaft and must be correctly located on reassembly



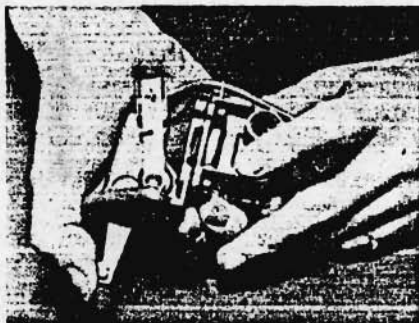
6 This AC mechanical pump has a hand priming lever. If you operate it with the inlet closed off you should feel suction



7 Operate the lever again, but this time close off the outlet. If the pump is working, you should feel pressure



8 If you have a pump which does not have a hand priming lever, to operate the pump you will have to move the rocker arm



9 The arm may be hard to move, so if you do not feel suction or pressure, it may be that you are not moving it far enough



10 A faulty pump can be dismantled by undoing the retaining screws which secure the two halves of the pump together



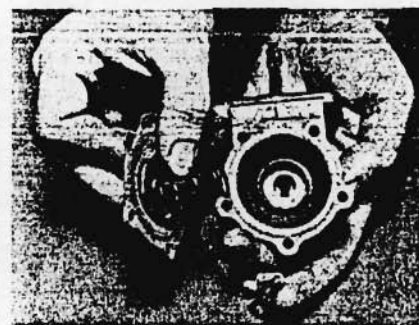
11 With the screws removed, the top part of the pump can be removed. This reveals the diaphragm seated in the lower half



12 To remove the diaphragm in order to examine it, grasp it by its centre, press it down and twist it 90°



13 Remove the diaphragm and spring. Check them for wear, especially the diaphragm, which often splits or perishes



14 On reassembly, be sure to locate the flat end of the diaphragm assembly in the slot in the lower part of the pump

George Wright

it raises or lowers a rocker arm on the pump which causes a diaphragm to suck in or push out fuel.

If the pump has become loose it will be removed a little from its drive. This will tend to shorten the pump arm stroke and consequently reduce the pressure exerted by the pump. Such looseness can often be spotted by a tell-tale oil leak under the joint.

Retightening the pump with a replacement gasket between it and the engine will usually remedy the fault.

A blocked pump is also reasonably easy to clear. Blockages tend to arise because no petrol is ever perfectly sediment-free, and often more dirt enters the fuel system than the filters can cope with.

Cleaning the pump filter should be done as a matter of routine (see page 7).

While cleaning the filter, have a good look at the gasket between the filter bowl and the pump body. If this is faulty, air will be able to enter the pump and give rise to airlocks in the system, so it should be replaced.

The pump's operation should also be checked. This can be done with the pump on the engine if there is a hand-priming lever (fig. 6) on the pump. If there is no lever, the pump will have to be removed and the rocker arm (fig. 8) used.

To remove the pump disconnect and plug the fuel pipes and remove the retaining bolts. Retain any packing washers between the pump and the cylinder block as these affect the pressure output. The gasket between the pump and engine should also be replaced on reassembly.

Whether the pump is on or off the engine, the procedure for checking it is the same. First place a wetted finger over the inlet so that it is completely blocked off. Next, operate the pump by either moving the priming lever upward or the rocker arm inward. A suction force should be felt on the finger. Repeat the operation, but this time close off the outlet. This time pressure should be felt.

If very weak suction or pressure is felt, or none at all, the pump is faulty. If the cause is a blockage, clear it by blowing air through the inlet. If retesting shows that this cure has worked, carefully replace the pump on the engine by the method given below.

Overhauling a mechanical pump

Before proceeding with a pump overhaul it is worth checking with a dealer to find out exactly what replacement parts can be bought for your particular pump. For while kits are available for many types of pump, some cannot be repaired and so must be discarded.

If it is possible to overhaul your pump, first remove it from the engine. Next, undo the screws holding the two body parts together. Carefully lift off the top part. Delicate use of a thin knife may be necessary to prise the two apart. The diaphragm assembly will now be exposed.

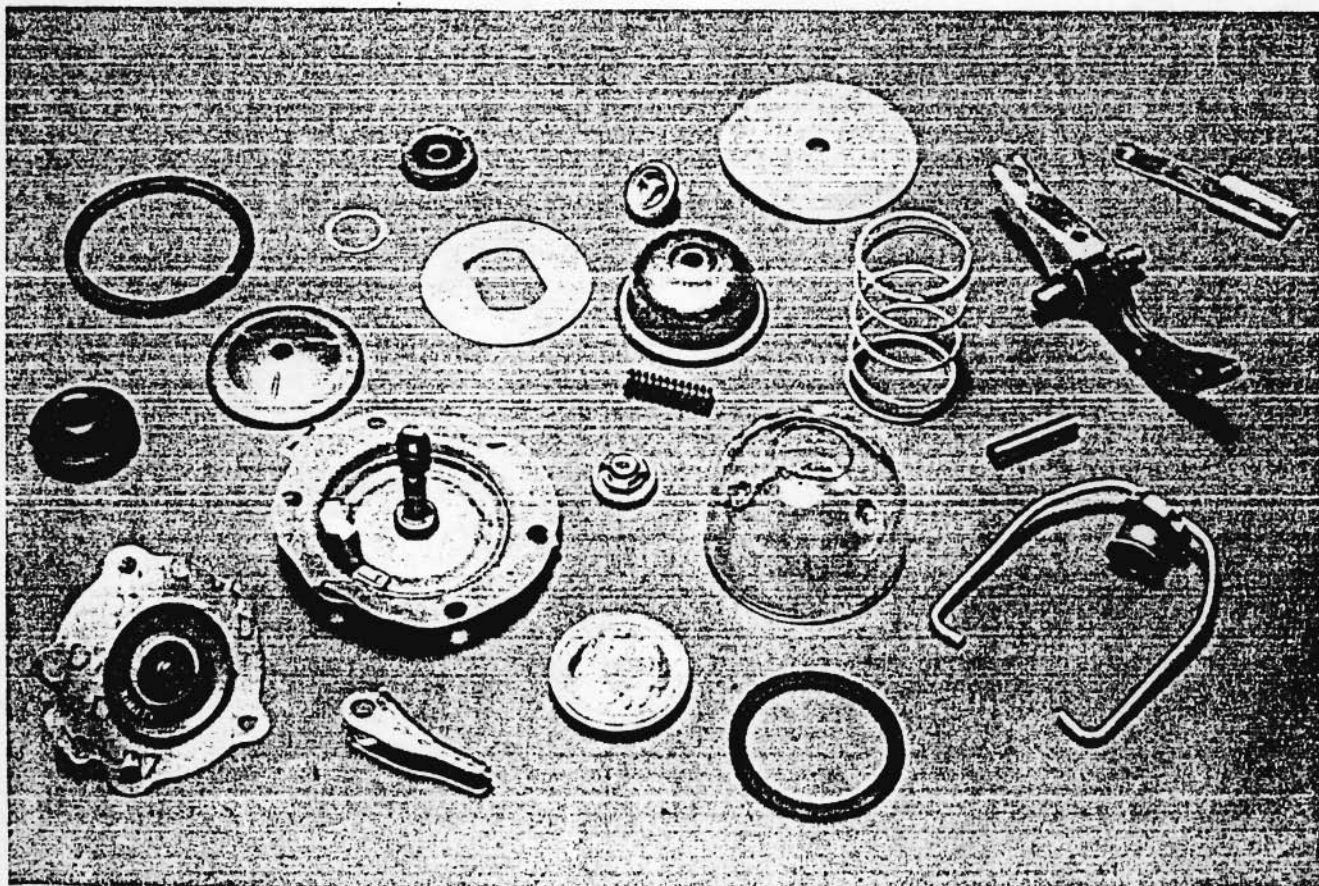
To remove the diaphragm, turn it by its metal centre a quarter turn and it will lift clear. Examine all the parts now visible. If any of them, such as the diaphragm or its spring, appear worn or damaged they should be replaced.

Before fitting, a new diaphragm should be soaked in fuel for about 15 minutes.

When reassembling the pump, the diaphragm spring should be put back into the bottom part of the pump assembly with its larger diameter, if any, uppermost. Rest the diaphragm on the spring with the flattened end of the pull-rod in line with the slot in the connecting link (fig. 14). Move the rocker arm so that the link moves to the top of its travel and then push down the centre of the diaphragm until it enters the link slot. Give it a quarter turn to lock it. Move the rocker arm until the diaphragm is level with the pump body and then replace the top part of the pump. Finally, push the rocker arm inwards to its full extent, and tighten the screws holding the two parts together.

Once the pump has been reassembled, replace it on the engine. Take great care that the cam eccentric engages the pump rocker arm—that is the flat surface of the arm must rest against the cam (fig. 5). Incorrect replacement could lead to the breakage of the pump arm—and possibly cause serious engine damage.

4 For repairable pumps, a wide variety of parts are available



ASSOCIATION OF MOTORING CLUBS.

(Report on Delegate's meeting)

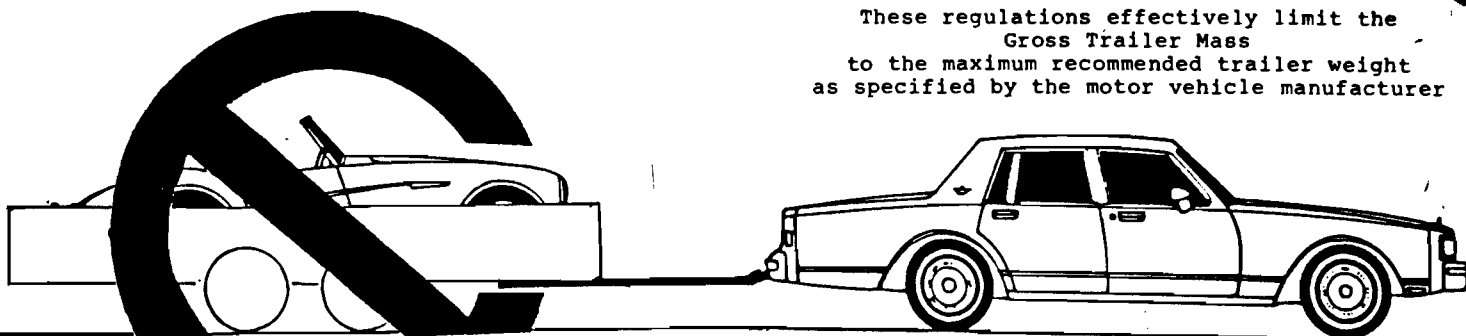
Numerous items were discussed during a lengthy meeting on February 26th. A brief summary of important points follows.

1. ALL BRITISH AUTO-JUMBLE. Next one to be mid-1991. Probably combined with British Motoring Show as a yearly event.
2. AUSTRALIA DAY PARADE. Will continue but with a different venue next year.
3. 28 DAY PERMITS. Available from RTA at a cost of \$52.00 to an unregistered vehicle in safe condition mainly for the purpose of repair, maintenance and road testing of the vehicle prior to applying for a RWC.
4. SALE OF VEHICLE WITH CONTRACT PLATES (ie. any non-standard registration plates issued within the last 1½-2 years). These plates remain the property of the crown and cannot be sold with the vehicle under normal circumstances - the status of any suspect or unusual plates should be checked with the RTA before a sale/purchase is effected.
It is now possible to apply for re-issue of handed-in b/w and green "personalized" plates.
5. REGISTRATION PLATES IN STORAGE WITH RTA. This section of the RTA currently undergoing a re-organization. Renewal notices for stored plates may not be issued; owner is responsible for payment of \$20 fee when due and should make sure that their plates are listed on the RTA computer.
6. REHABILITATION OF MOTOR ACCIDENT VICTIMS. Clubs could assist by occasionally inviting a handicapped victim to a Club activity. Conveyance to and from the event would be necessary. AOMC has details.
7. CARS USED FOR FILMING. Special insurance conditions apply. Club Permit vehicles may not be driven to the film set. Once on set the vehicle becomes a "prop" and is therefore legal. You are advised to get written confirmation that the film company provides insurance for the vehicle.
8. THE AUSTRALIAN CAR SERIALS NUMBER BOOK. Contains chassis/engine serial numbers of many cars assembled or manufactured in Australia. (I found many Hillman nos. but not one Humber listed!) Book costs \$10 and details are available through the Vauxhall Owners Club.

Next Delegate's meeting is May 28th in the Progress Assn. Hall, Trucannini Road, Carnegie.

Keith & Margaret Willimott.
(Delegates)

These regulations effectively limit the
Gross Trailer Mass
to the maximum recommended trailer weight
as specified by the motor vehicle manufacturer



Mass Limit on Vehicle

711. The mass limit of a vehicle is the lesser of—

- (a) 38 tonnes; and
- (b) any mass limit prescribed in respect of the vehicle in accordance with Regulation 713; and
- (c) the sum of the mass limits on the axles or axle groups of the vehicle as calculated in accordance with Regulation 706, 707, 708, 709 or 710, as the case may be; and
- (d) any gross mass limit specified in respect of the vehicle by its manufacturer; and
- (e) in the case of a trailer (other than a semi-trailer) being towed by a motor vehicle with a mass limit as calculated in accordance with this Regulation exceeding 4.5 tonnes—the mass of the towing vehicle.

Mass Limit of Motor Vehicle and Trailer Combination

712. The mass limit of a motor vehicle and trailer combination is the least of—

- (a) 38 tonnes; and
- (b) any mass limit prescribed in respect of the motor vehicle and trailer combination in accordance with Regulation 713; and
- (c) the sum of the mass limit of the motor vehicle and the mass limit of the trailer as calculated in accordance with Regulation 711; and
- (d) any mass limit specified in respect of a vehicle in a motor vehicle and trailer combination in respect of such a combination by the manufacturer of the vehicle; and
- (e) the sum of the mass limit of the motor vehicle, as calculated in accordance with Regulation 711, and any mass limit prescribed by the manufacturer of the motor vehicle in respect of any trailer that may be towed by the motor vehicle.



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INVESTMENT POTENTIAL!

This Arnotts Model T Van, released in 1982 for just \$8.75, was produced in limited numbers for Australian collectors. It has since achieved world-wide fame and now changes hands for around \$400.00.

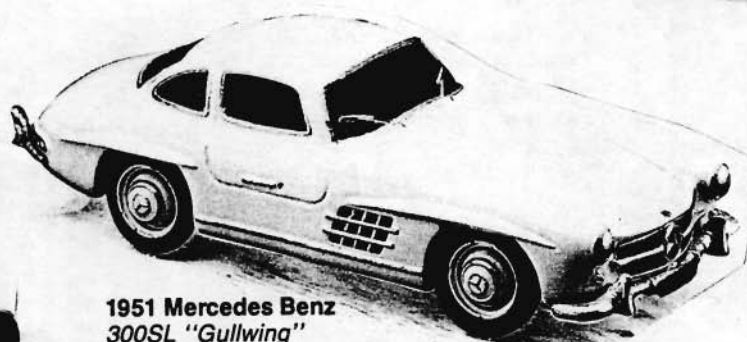
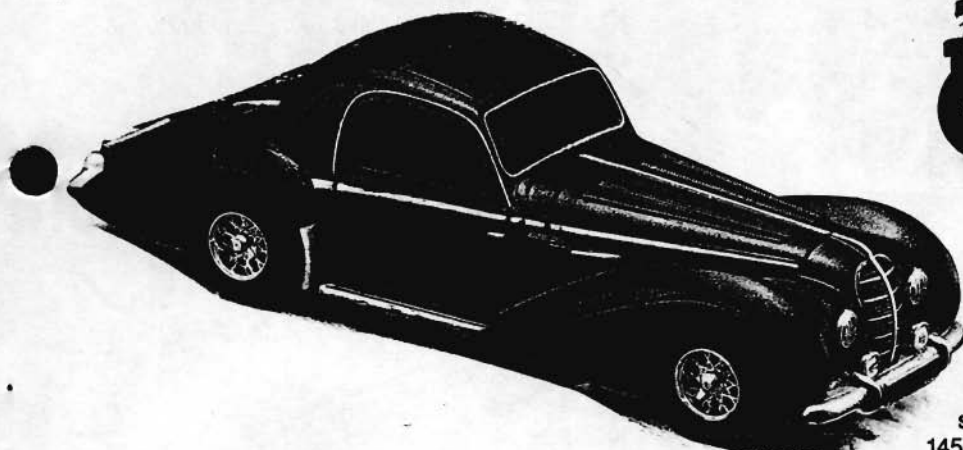


Delahaye

DY14 Scale 1:43.

NEW MODEL

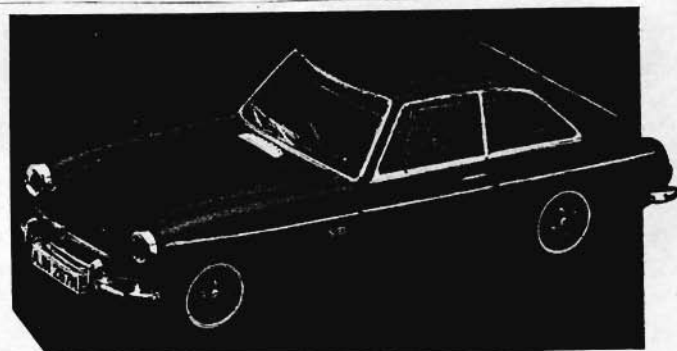
Delahaye is one of the great classic French marques known for their distinctive body shapes. This beautiful Delahaye 145 with a long wheel-base of 3.21m, was capable of cruising at 175 kph, ably powered by a V12 4,990cc engine developing 175 bhp at 4,500 rpm. The elegant, streamlined bodywork was designed by Henri Chapron. **\$16.95**



1951 Mercedes Benz 300SL "Gullwing"

DY12 Scale 1:43. NEW MODEL

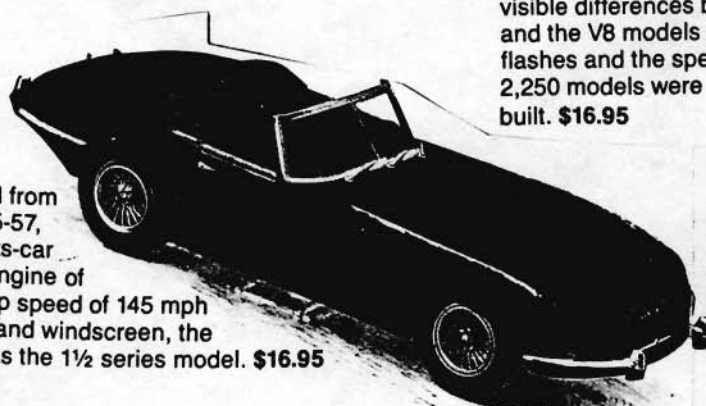
With its unique roof hinged doors, the "Gullwing" Mercedes was hailed as a truly great and revolutionary designed car, the Sport Leicht (SL) boasted a strong multi-tubular chassis and an aerodynamic body shell which enabled the 3 litre, straight 6 engine, developing 240 bhp, to cruise at 225 kph, with a maximum of 260 kph. This is a true German classic from the great marque of Mercedes Benz. **\$16.95**



1965 MGB V8/GT

DY19 Scale 1:43. RE-VAMP

Introduced to meet demands for a more powerful and faster MGB, the V8 version was a truly satisfying car, fulfilling its promise. The 3.5 litre engine gave 137 bhp and increased the top speed to 202 kph. The visible differences between the 4 cylinder and the V8 models are the radiators, the V8 flashes and the special wheel hubs. Only 2,250 models were built. **\$16.95**



1968 Jaguar, E Type

DY18 Scale 1:43. RE-VAMP Developed from the Le Mans winning "D" type of 1955-57, the Series One, "E" type Jaguar sports-car was introduced in 1961. A 6 cylinder engine of 4,235 cc develops 265 bhp giving a top speed of 145 mph (232 kph). With its revised headlights and windscreen, the 1968 car is referred to by enthusiasts as the 1½ series model. **\$16.95**



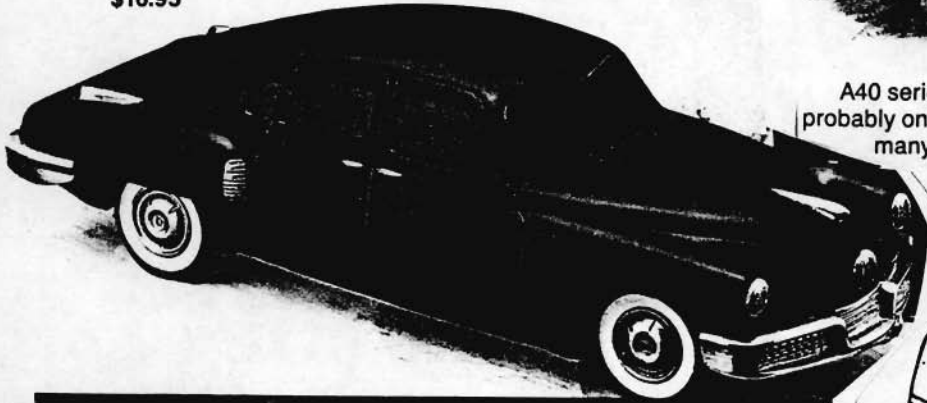
1948 Tucker Torpedo

DY11 Scale 1:43. NEW MODEL

Brain-child of brilliant craftsman, Preston Tucker whose vision produced a car with technology so advanced as to be regarded as mandatory today. Severe competition and legislation made it difficult to mass produce this exciting car, and only 50 cars were ever produced.

Powered by a watercooled version of a helicopter engine giving 166 bhp, the distinctively-designed, aerodynamic car could run at 190 kph at an economical 7 km/litre.

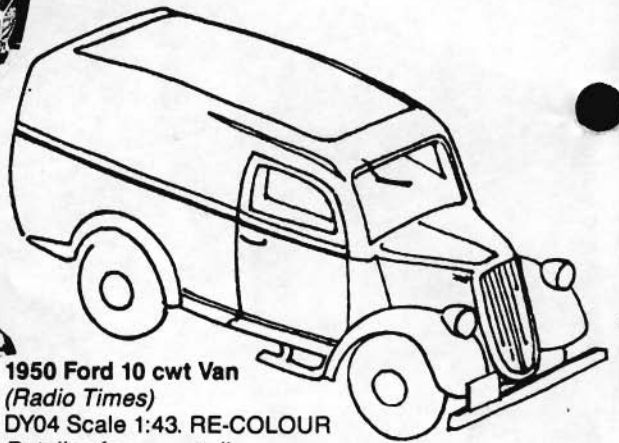
\$16.95



Austin A40 Van

DY15 Scale 1:43. NEW MODEL

The 42bhp, four cylinder 1,200cc engined, A40 series cars and vans made by Austin of England were probably one of its most popular ranges and were exported to many countries of the British Commonwealth. The van, based on the distinctive bulbous bodied A40 car chassis, provided an impressive cargo capacity of 3.29 cubic metres. **\$16.95**



1950 Ford 10 cwt Van

(Radio Times)

DY04 Scale 1:43. RE-COLOUR

Details of corporate livery unavailable at time of going to press. First made 1938, it used the 1,172cc engine and other mechanical units from the 10 hp car, **\$16.95**.



1939 Triumph Dolomite DYS17 Scale 1:43. NEW MODEL

SPECIAL LIMITED EDITION. A model of the Dolomite was planned in 1939 for the original "Dinky Toys" series 38 and the drawings further amended in 1946 (linking the periods of Models of Yesteryear and The Dinky Collection) but, until now, no model was ever produced.

This 6 cylinder, 2 litre car, was first introduced in 1938. The engine developed 75 bhp at 4,500 rpm giving the car a maximum speed of just over 128 km/h. **\$t.b.a.**

1967 Ford Mustang

DY16 Scale 1:43. NEW MODEL

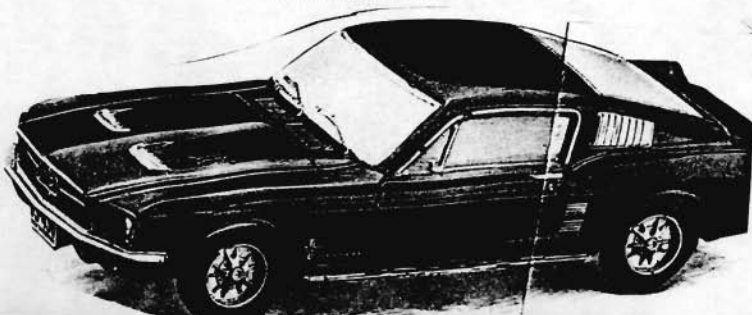
Ford first introduced its American "Muscle" car, the Mustang in 1964 and each year brought out a new version. In 1967 the Fastback received a new roof line, giving a much sleeker look compared with the previous 2+2 models. To keep ahead of its rivals, Ford fitted a more powerful 6.4 litre V8 engine developing 320 bhp, capable of accelerating 0-60 kph in 7.5 seconds and reach a maximum of 200 kph. **\$16.95**



1955 Bentley Continental

DY13 Scale 1:43. NEW MODEL

The "Continental", considered to be one of the most beautiful cars of its time, is based on the 'R' type chassis (introduced in 1951) and its stunning aerodynamic Mullner-designed body produced a superb 192 kph touring car. The 6 cylinder, 4,560cc engine drove through a 4 speed gearbox. Costing £7,000, only 208 Bentley Continentals were built between 1952-55. **\$16.95**



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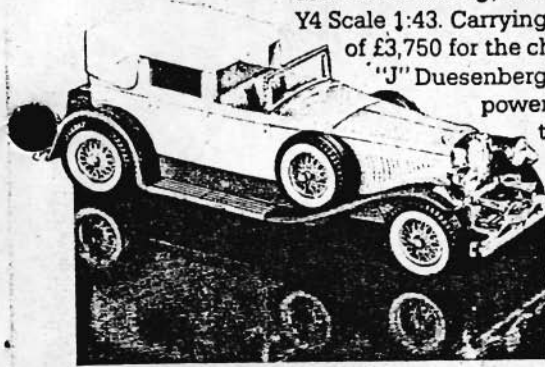
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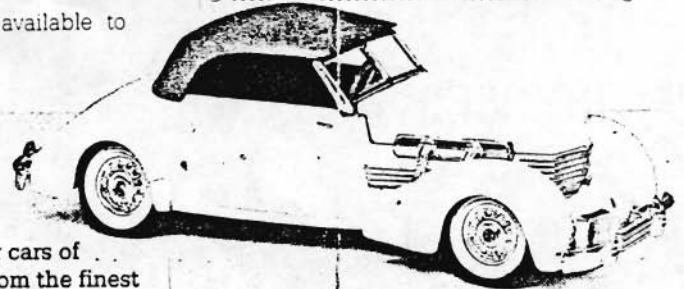
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1930 Duesenberg, Model J
Y4 Scale 1:43. Carrying a price tag of £3,750 for the chassis alone, the Model "J" Duesenberg was one of the most



powerful and expensive motor cars of the 1930s; constructed from the finest materials available at the time.

The Duesenberg was regarded by many as the ultimate status symbol.
\$17.95

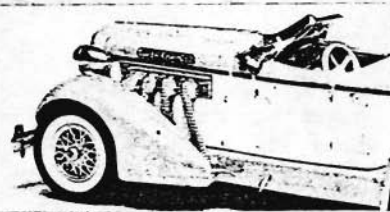


1937 Cord 812
Y18 Scale 1:35
The \$3,600, 812 model Cord had

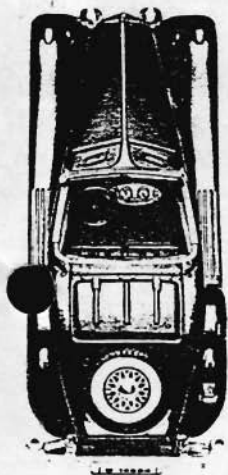
retractable headlights,

front wheel drive and with centrifugally supercharged engine reached 110 mph (0-60mph in 13.5 seconds). Fewer than 2,300 Cords were ever sold in the company's two years of existence.

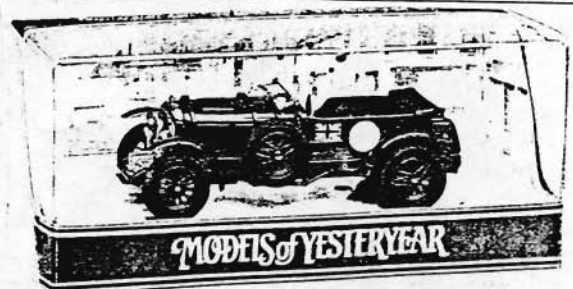
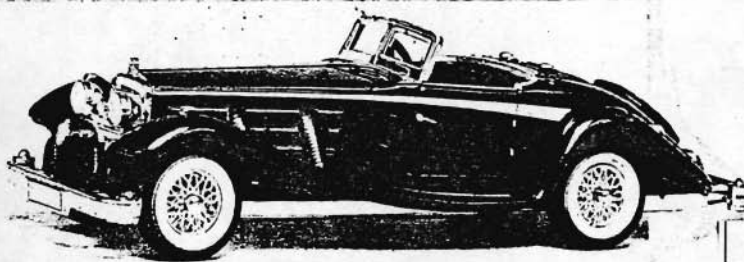
One of the most remarkable and technically advanced cars of the 1930s. **\$17.95**



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1937 Mercedes Benz 540K
Y20 Scale 1:45 This sleek and racy sports car had an 8 cylinder engine of 5.4 litres and developed 180 bhp when the supercharger was engaged, giving a speed in excess of 160 km/h.
The '37 Benz was the first car with all-independent suspension. **\$17.95**



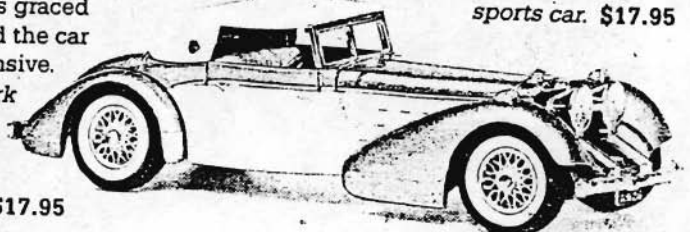
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A MATCHBOX 'Model of Yesteryear' makes the perfect gift, no matter which way you look at it. Give one to a friend, relative, Dad, Grandad, or a child, and you have given one of the world's favourite collectibles. Perhaps you could start somebody's Collection and add to it as the years go by!

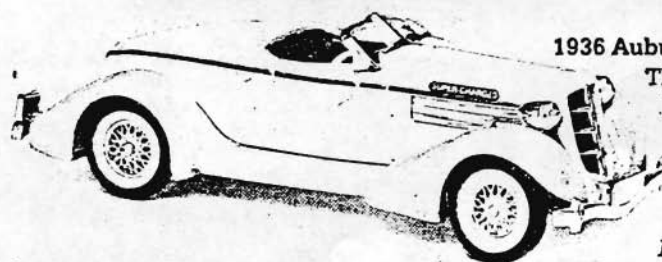
1937 Hispano Suiza Y17 Scale 1:48
The 120 bhp 6 cylinder 5 litre engine of the French-built Type K.6 gave a top speed of over 90 mph. The radiator cap was graced by a silver plated flying stork and the car was fast, luxurious and expensive.

Designed by Swiss, Mark Birkigt, engineered by La Fabrica de Automoviles la Hispano-Suiza, Barcelona and made by the Ballot Company in Boulogne, France. **\$17.95**

1930 Bentley 4.5L Supercharged
Y2 Scale 1:40. In 1929, despite W.O. Bentley's disapproval, Tim Birkin, Bentley Motors chief engineer built four supercharged 4.5 litre Bentleys. Birkin entered the supercharged car in the 1930 Le Mans where he set a lap record of 6 mins 48 secs at 144.3 km/h on the 16.33 km circuit. *The 4.5 litre Bentley has become the epitome of the English sports car.* **\$17.95**



US WORLD SERIES 1990



1936 Auburn Speedster Y19 Scale 1:42

The Auburn 851 supercharged speedster was designed by the famous Gordon Buehrig. Each car was fully tested and guaranteed to exceed 160 km/h powered by a Lycoming 4.7 litre, V8, supercharged aircraft engine.

In 1938, Ab Jenkins drove an Auburn at an average of 103 mph for 27 hours. \$17.95

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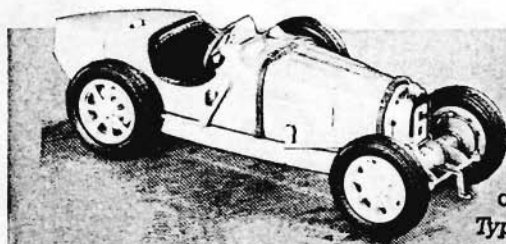
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1937 Bugatti T35 Y11

Nearly 400 Type 35 cars were built with various engine capacities, and in their era they won more races than any other car—over 1,000 races in 1926 and 1927 alone.

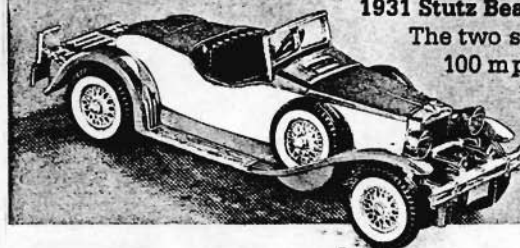
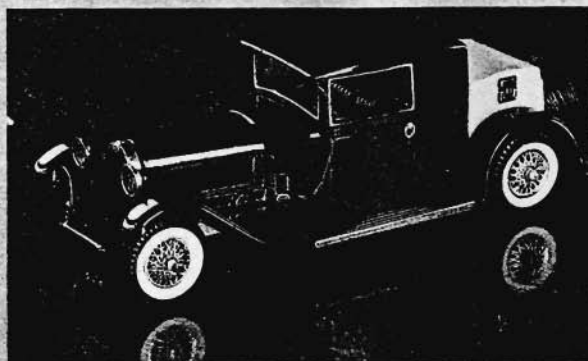
Type 35 is often referred to as The Classic Grand Prix racing car. \$17.95

1927 Bugatti T44

Y24 Scale 1:38

Designed by Ettore Bugatti, Italian engineer, the T44 had a 3 litre straight 8 cylinder engine and the refinement and performance typical of the Bugatti marque. This model is a three-seater "Fiacre" with its characteristic horseshoe-shaped radiator.

Like all Bugattis, the T44 was hand-built to individual requirements. \$17.95



1931 Stutz Bearcat Y14 Scale 1:44

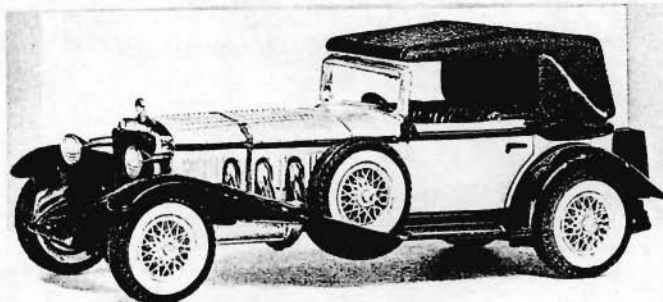
The two seater 155 h.p. Bearcat had a factory guarantee of 100 mph. The engine reached its ultimate in design in 1931 with the introduction of the double overhead camshaft with four valves per cylinder. The Bearcat was considered a "must" by all young university freshmen in the America of the 1930s. \$17.95

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- Identification
- New model releases



1928 Mercedes Benz SS Y16 Scale 1:45

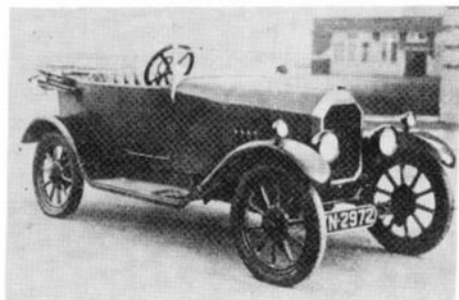
With a powerful supercharged seven litre engine, a 4 speed gear box and twin carburetors this coupe version was capable of 100 mph.

The Mercedes SS models of the late twenties were some of the most exciting cars of their period. \$17.95

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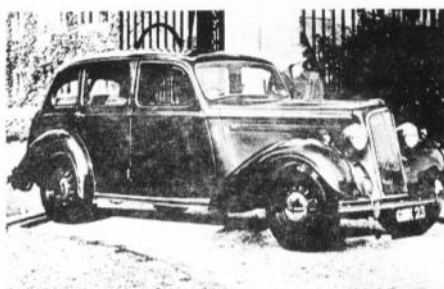
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