

August 1987

# *The* **HUMBERETTE**



By Appointment to  
The Royal Family

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

Affiliated with the  
Association of Motoring Clubs



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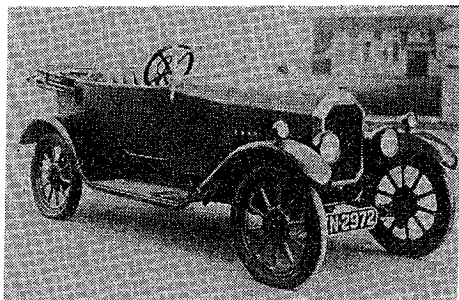
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Monday to Friday: 8.30 a.m. to 5.30 p.m.      Saturday: 8.30 a.m. to 12.00 noon

AUGUST 23RD.

SMORGASBORD LUNCHEON AT TALHOF RESRAURANT, EAST WARBURTON.  
MEET AT EASTLAND SHOPPING CENTRE CAR PARK (MELWAY 49 H8),  
AT 10.30AM. \$16.00 ADULTS; CHILDREN (UNDER 10) \$8.00.

\*\* WE WILL TRAVEL IN CONVOY WITH THE CHEVROLET CLUB AND  
ARRIVE AT THE RESTAURANT IN HERBERT ST. EAST WARBURTON  
AT APPROX. 12.15PM.

AUGUST 24TH.

A.O.M.C. DELEGATES MEETING. PROGRESS HALL, TRUCANINNI RD.  
CARNEGIE. 8.00PM.

AUGUST 28TH.

GENERAL MEETING. DEEPPENE HALL. 8.00PM.  
SPEAKER FROM 3M ON AUTOMOTIVE PAINTS AND LACQUER FINISHES.

SEPTEMBER 13TH.

MONTHLY CLUB RUN TO FAIRY PARK, ANAKIE.  
MEET IN McDONALD'S CAR PARK, CORNER OF GEELONG AND  
SOMMERVILLE ROADS WEST FOOTSCRAY. MELWAY MAP 41 G7.  
10.00AM. BYO LUNCH, ELECTRIC BBQ'S, KIOSK AND PICNIC  
FACILITIES AVAILABLE. ADMISSION \$4.00 ADULTS, CHILDREN  
HALF PRICE. CONCESSION IF MORE THAN 20 ADULTS.  
SEE NEXT PAGE FOR DETAILS AND MAP.

SEPTEMBER 27TH.

\*\* SUNDAY AFTERNOON MEETING. DEEPPENE HALL. 2.00PM.  
BYO LUNCH FOR A SOCIAL GATHERING BEFOREHAND.

OCTOBER 10TH.

STANDARD/VANGUARD CLUB INVITATION GALA BALL. ELTHAM  
NORTH COMMUNITY CENTRE. 7.30PM. CHICKEN AND CHAMPAGNE  
SUPPER. ADULTS \$18.00. CHILDREN (U.15) \$9.00.  
LET SOCIAL SECRETARY KNOW IF YOU ARE INTERESTED IN  
ARRANGING A HUMBER CLUB TABLE AT THIS EVENT.

OCTOBER 17TH - 18TH.

"ALL MAKES" SWAP MEET .WHOLESALE FRUIT AND VEG. MARKET,  
FOOTSCRAY. RUN BY CHEVROLET CLUB.

OCTOBER 23RD.

GENERAL MEETING. DEEPPENE HALL. 8.00PM.

NOVEMBER 8TH.

ANNUAL CONCOURS D'ELEGANCE AND PRIDE OF OWNERSHIP DISPLAY  
DEEPPENE PARK. 11.00AM.

NOVEMBER 14TH - 15TH.

BENDIGO SWAP MEET. AGRICULTURAL SHOWGROUNDS, BENDIGO.  
SEE NOTE THIS MAGAZINE RE. SOUVENIR SWAP GUIDE.

NOVEMBER 27TH.

GENERAL MEETING. DEEPPENE HALL. 8.00PM.

DECEMBER 11TH - 13TH.

MELBOURNE CLASSIC CAR SHOW. EXHIBITION BUILDINGS.

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FORWARD PLANNING:

JANUARY 1ST &amp; 5TH 1988.

"TALL SHIPS" BI-CENTENNIAL CAR DISPLAY.

JANUARY 24TH.

COMBINED MOTORCADE TO WERRIBEE PARK.

JANUARY 26TH.

AUSTRALIA DAY DISPLAY IN ALEXANDRA GARDENS, CITY.

FEBRUARY 14TH.

ST VALENTINE'S DAY "PICNIC AT HANGING ROCK".

EASTER 1988.

\*\* NATIONAL BI-CENTENNIAL HUMBER RALLY AT SWAN HILL.

FRIDAY 1ST APRIL - MONDAY 4TH APRIL.

GET YOUR APPLICATION IN QUICKLY. FORMS, AND FURTHER  
INFORMATION AVAILABLE FROM RALLY SECRETARY, 23 HIGH STREET,  
WATSONIA. 3087.

# FAIRY-PARIS



Admission Daily Between:  
10.00 a.m. and 4.30 p.m. Winter Time  
10.00 a.m. and 5.00 p.m. Summer Time.  
Kiosk open Weekends & Public Holidays.  
Park & Kiosk closed Christmas Day.



**SWAN HILL  
EASTER 1988**

*Australia's Bicentennial Year*

First class motel accommodation is available at Campbell Motor Inn (FlagInn) at \$51 - \$55 Dble P/N. A 3 or 4 night stay can be booked. Standard 2 star motel accommodation with pool, BBQ and extensive lawns is available at \$37 Dble P/N for a MINIMUM 4 NIGHT BOOKING. This is at Highway 16 Motel. If there are 30 or more participants this motel also offers a Package Deal of \$44 Dble P/N for bed and a substantial 3-course breakfast. Children are half price. Caravan Park On-site vans have a 7 - 10 day minimum booking and work out more expensive for the Easter Weekend than the motel accommodation.



# Bendigo Swap Souvenir Guide

Mailed copies of this SOUVENIR GUIDE are posted one week before the SWAP MEET. Applications close on September 23rd. A cheque for \$3.50 (includes postage), payable to "Swap Souvenir Guide" should be sent to: SWAP SOUVENIR GUIDE, C/O TONY SPURLING, R.S.D. LOCKWOOD. 3551.

# THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

## COMMITTEE 1987-88

|                      |                        |          |
|----------------------|------------------------|----------|
| PRESIDENT            | Bob Kennedy            | 789 5119 |
| VICE PRESIDENT       | Vic Wilson             | 478 9352 |
| SECRETARY            | Arnold Goldman         | 795 4521 |
| TREASURER            | Brian Parkinson        |          |
| EDITOR               | Barry Bosnich          | 460 4505 |
| EVENTS DIRECTOR      | Margaret Willimott     | 435 6354 |
| MEMBERSHIP REGISTRAR | Marie Grande           | 277 6937 |
| LIBRARIAN            | Keith Willimott        | 435 6354 |
| REGALIA              | Geoff Webb             | 233 6592 |
| TECHNICAL ADVISORS:  |                        |          |
| Vogues               | D. Dunlop              | 439 7059 |
| Series V,VA S/Snipes | A. Goldman             |          |
| Hawks                | K. Willimott           |          |
| Mk Cars              | B. Kennedy & L. Hughes | 877 3028 |
| General Information  | B. Kennedy             |          |
| Auto Electrical      | M. Fitchett            | 336 7915 |



Stephen Laurie's Series V.A. S/Snipe.

**HUMBER**  
NATIONAL  
RALLY



SWAN HILL  
EASTER 1988  
Australia's Bicentennial Year

WILL YOU BE THERE?

**HUMBER**  
NATIONAL  
RALLY



SWAN HILL  
EASTER 1988  
Australia's Bicentennial Year

## MINUTES OF GENERAL MEETING HELD ON FRIDAY 24th July 1987 AT DEEPDENE HALL

The meeting was opened at 8:00 pm by the President, Bob Kennedy, who welcomed 30 members, plus our guest speaker Ray Ken-Alan, and Derek Payne from the Rover Car Club who dropped in to leave details of a car for sale.

**GUEST SPEAKER.** Because our speaker had to leave early, he was invited to address the meeting prior to the formal business. Brian Parkinson introduced Ray Ken-Alan from the Shell Petroleum Company who talked to us about lubrication. The talk was very informative and indicated that we had before us a person who knew his subject extremely well. His talk was illustrated with slides shown on a projector kindly supplied by Margaret Willimott. (There is no charge, Margaret, for the slight adjustment made to permit all the slide to be shown.) The questions from the members were answered to everyone's satisfaction, and we were informed that for all standard Humber engines we need go no better than Shell Super SF, or the equivalent in other brands. The use of Shell XMO or Castrol GTX would not harm the Humber, only your wallet. Some interesting figures were given relating the duty required in a modern engine to that in an engine designed in the 1950 era.

A well deserved round of applause was forthcoming at the end of the presentation.

**APOLOGIES** were received from Nancy Kennedy, Rob Smith, Roy Pepperell, Peter Tapp, Barbara and David Dunlop, Harold Underwood, and Leo Mull.

**MINUTES** of the previous meeting as printed in the July 'Humberette' were accepted as a true record on the motion of Vic Wilson, seconded by Marie Grande. There was no business arising from the minutes.

### CORRESPONDENCE:

**IN:** Standard Vanguard Club inviting us to attend their ball. (see club calendar), Australia Post with new postal rates, P.J. Clark from Tasmania asking to remain a member of the club and asking for cost for current year., Mary Burfoot with cheque for chocolates sold and apology for last months meeting, Lainey Ward with cheque for chocolates, Doug Riches with application for membership and copy of the original invoice for his 1961 Snipe. (£2030 on the road in those days), Humber Car Club Aust. about rubber mouldings made especially for the club., Corrosion Technology Aust. with information on Corrotech RCP mentioned in last newsletter., Trish Lockheed asking for information on club., Kevin Wilby of Geelong with offer of car for sale., Australia Post registering the club newsletter as a publication., A.O.M.C. asking for information to support Red Plate scheme., Peter Koop of Barmera S.A. offering services in Humber Aid.

**Exchange Magazines:** Austin Motor Vehicle Club (Vic), Rover Car Club of Aust., Humber Car Club of South Aust., Austin A40 Car Club of Aust., Wolseley Car Club., Chevrolet Car Club., Humber Car Club of Qld., Humber and Hillman Car Club of New Zealand.

**OUT:** No outgoing correspondence since last meeting.

Correspondence accepted on the motion of Geoff Webb seconded by Jack Waring.

### TREASURER'S REPORT:

Brian Parkinson presented the statement of the accounts for 24th July 1987.

|                                      |           |
|--------------------------------------|-----------|
| Balance at 26th June                 | \$3691.75 |
| Receipts                             | \$3794.68 |
| Expenditure                          | \$1638.63 |
| Accounts for payment                 | \$119.83  |
| Current balance (after a/c payments) | \$5727.97 |

The major item is a receipt of \$3120 which is the redemption of the term deposit account. A large proportion of the \$5727.97 balance will be re-invested in short term bank deposit accounts.

Report accepted on the motion of Margaret Willimott seconded by Rob Dunlop.

**BUSINESS ARISING.** None

### EDITOR'S REPORT: Presented by B. Bosnich

150 magazines sent out this month. Photos are still required of members' cars for use in the magazine. Any articles would be gratefully received.



**EVENTS DIRECTOR'S REPORT:** Presented by Margaret Willimott.

The next outing is to the Talhof Restaurant as detailed in the last newsletter. Details of tonight's raffle were given. The chocolate sales have gone well, and when all money is returned there will be a nett profit, after cost of prizes, of approx. \$500. The National Rally next Easter is causing some concern. There is a distinct lack of enthusiasm at present. Indications are urgently required of the numbers intent on attending. Details were provided of various types of accommodation in Swan Hill at Easter.

**TECHNICAL OFFICER'S REPORT:** Rob Dunlop offered some advice on adjusting tappet clearances. He warned of the slight concave that sometimes appears after wear. The feeler gauge bridges across this concave and gives you a larger clearance than that measured. The remedy is to carefully file away the high spots and ensure that there is no concave on the end of the rocker arm in contact with the valve stem. Arnold Goldman offered a hearing of a noisy water pump on his Ser V Snipe.

**AOMC:** No report this month.

**LIBRARIAN:** Keith Willimott reported that he had received a large complete workshop manual covering the whole range of Hawks, Snipes, Pullmans, etc. This was acquired through Jack Waring, and he will be writing a letter of thanks. The library lacks a workshop manual for the Mk IV Snipe. Bob Kennedy offered to provide one.

**GENERAL BUSINESS:**

No general business. The meeting was closed at 10:15 and members adjourned for supper.

Arnold Goldman  
Hon. Secretary

\*\*\*\*\*

**PRESIDENT'S REPORT** (Kennedy's Klangers)

First off, my pen was not returned but I can live in hope. Secondly, I bought the sun visor that was offered a couple of meetings ago and I intend to fit it to the Imperial when it comes onto the road (one day).

I hope everyone is keeping an eye on the Club Calendar, the run up to Warburton is on again with the Chevrolet Club. This is always a good run that is well attended. A day to sit down with friends and chat in excellent surrounds. The trip is also a good chance to blow the cobwebs out of the exhaust, I for one am looking forward to the run.

By the time you receive this newsletter, the C.H.A.C.A. Swap Meet will be over. For the members who attended I hope you found some treasures there. I had a couple of sites trying to sell off some of the gear I keep collecting and at this stage, the mountain of the year seems to be getting smaller, maybe I'm fooling myself.

The 1988 Easter National Rally is slowly coming into shape under Margaret Willimott's guidance. Margaret and Keith have both put a lot of effort into the rally so now we need an effort or two from Club members, by letting Margaret know as soon as possible if you are attending the rally. If you leave your decision too long, you may miss out so it would be appreciated if you could let us know either way.

Over the last month the Kennedy's have entered two MK IV S/Snipes to the fleet. One is black with red interior and the other is deep green with green interior. My son Peter has claimed the black car; already a complete steam clean has been carried out on the mechanics of the car so now it can be checked over. Motorwise, it runs very well being rebuilt not all that many miles away.

The filter I fitted to my Series II S/Snipe is working well. I noticed the coolant is now very clear. At this stage I'll leave it alone but I'll inspect it in about six weeks time to see how much rubbish it has collected.

Well I'll close for now as I have to go up to Sydney for a few days and if I don't go and pack I may have to walk, so cheers until I see you at Talhof Restaurant at the next meeting.

Bob Kennedy.

\*\*\*\*\*

## SECRETARY'S SECTION

Hello again. First I shall add to the information that was published in the last newsletter about the claimed wonder primer, Corrotech RCP. The price is \$30 per 1-litre can or \$16 for a 250ml can, and is only obtainable at present from Corrosion Technology Australia at P.O.Box 421, Blackburn VIC, 3130 or tel. Tony Bryan on 03 665 7344. I also hear from a colleague that this product is at present undergoing tests at a Commonwealth Paint Testing Laboratory, and samples are in the exposure testing rig out at Point Wilson.

At the last meeting I offered a hearing of the noisy water pump on my Ser V Snipe. Since then I have replaced it with a reconditioned pump. It may be of interest to hear of the steps taken to achieve this changeover. First I would suggest that you obtain a reconditioned pump before starting to remove the one on your car, unless you are prepared for some downtime whilst you overcome the minor problems of removing and refitting the new bearing and seal to the old pump. The bearing with shaft and seal are available from Hillman Spares and cost me \$39. To remove the old bearing and seal, which may have been there for the past 20 years, I needed to use a hydraulic press. It may be possible with a large vice and much penetrating oil. The installation of the new ones is easier, requiring only a large vice and suitable spacers. The manual provides detailed procedures. Now I had the new pump, the changeover began. Disconnect the radiator hoses, heater hose, and bypass hose. In twisting the bottom radiator hose to break the seal with the radiator, the soldered joint gave way slightly and was seen to leak. Fortunately I saw it at this stage instead of when I was ready to start up again. This has happened to me on a previous occasion, so I was on the lookout for it. Remove the radiator for repair. This at least makes the task of pump removal easier. So now the pump is off, and the joint surfaces are cleaned, and you can refit the reconditioned unit. Repair the radiator using a blow-torch. A soldering iron is not much use with all that metal to heat up. The most important thing to take care of in resoldering a joint, is cleanliness. After one unsuccessful attempt, I found that it is better to remove the bottom pipe completely and clean all surfaces before re-tinning and joining again. Use resin-cored solder for the tinning stage, but use stick solder to make a strong joint. It has been my experience that using too much resin cored solder makes the metal run through the joint and you end up filling the bottom of the radiator with solder. All is now back to normal and the quiet pump allows me to hear the noisy tappet again.

Now on to another topic, where there is plenty of scope for trauma, BRAKES. I have recently replaced the brake pads on the front brakes. This should be a 30 minute job at the most. However, the car I now have has only been mine for the past three years, and the previous owner had not put it to much use for about ten years. What this means is that the pistons in the brake cylinders have not had to be moved back for the past 13 years, and the simple instruction, in the manual, to push back the pistons, was impossible to achieve without first removing the whole caliper. On a more often used car this is not likely to occur, and I never had trouble with my Ser VA Snipe on which I changed the brake pads at least 3 times. I can see that a G-clamp type of tool with a slender arm may have been able to press back the pistons, but unfortunately, such special tools are not always readily available, and for some reason, I never get round to making one for the next time. I intend overhauling my spare set of sized calipers once I have made up a device to accomplish the simple instruction of 'remove the piston'.

The list of current financial members is close to completion by Marie Grande, and you should soon be receiving your copy. Updates will be printed in the newsletters as new members join us, and old ones renew their subscriptions.

Enough for now, goodbye until next month,

Arnold Goldman

\*\*\*\*\*

Sorry Vic Wilson, you'll have to eat "humber-le" pie this month as we feature the many talents of your wife Gladys. Glad, who hails from the N.S.W. town of "T-umber-Rumber" where her father who had been a "l-umber-jack", started up a firm bottling pickled onions and "cuc-umbers". It was here that Glad wrote the fairytale of "T-humber-lina" plus that old country song "Ta-humber-ling Ta-humber-le ~~le~~". Glad designed costumes worn by the childrens T.V. favourite "Humber-phry" B. Bear" but she is famous **WEEOS** Australia wide as the lady who showed Mr. Hoadley how to make Violet "Cr-humber-le" bars.

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## SOCIAL NEWS

Greetings all! After a refreshing break experiencing the warmth and hospitality of sunny Queensland, we're now adjusted once more to Melbourne's "southern clime". We were exceptionally pleased with the performance of the MK I Sceptre, covering the 2,610 miles (I'm too old to think in km's and this is the figure that the odometer records anyway) without any mechanical problems. Our fuel consumption averaged 29 m.p.g. - quite a reasonable result from the 1600cc 4 cylinder engine. The overdrive on these models is a distinct asset on long runs and helps keep fuel consumption to a minimum.

While in Queensland we were able to make contact with the H.C.C.Q. and spent a very pleasant Sunday as the guests of Laurie and Jean Bennett, together with about a dozen members of the Queensland Club. This sort of "Humber Hospitality" is the type of thing that makes Club membership a rich and rewarding experience. I always look forward to National Rallies to renew precious contact with Humber friends from other states.

One word of warning to anyone travelling the Newell Highway (or indeed any other busy narrow road which carries a high concentration of heavily laden road transport), the aluminium sun visor on the Sceptre suffered extensive damage when literally ripped from its bolted mounting by the down draught created by these fast moving massive machines. I wonder about the safety of some lightly constructed modern vehicles when being bombarded every two or three minutes by these mighty powerful forces.

If you plan to attend the Swan Hill Bi-Centennial Rally next Easter, please make sure you read the Rally Update in this Humberette. There are several alternatives regarding booked accommodation and we will be contacting you again very soon for a definite commitment in this area. Our aim is to have at least fifty Humbers for the Saturday morning motorcade through Swan Hill - will you be there?

May I draw your attention to the information regarding the Bendigo Swap Meet Souvenir Guide. Although these are available on the day of the Swap, pre-ordering (closes 23rd September) allows you an opportunity to study stall layout, goods available etc, before the day of the Swap Meeting. In previous years the colourful, informative and well produced Souvenir Guides have often sold out by lunch time.

You should receive your magazine a little early this month, this is to remind you of the Talhof Smorgasbord Lunch in conjunction with the Chevrolet Club on Sunday 23rd August. We meet for this outing at 10:30am in the Eastland Shopping Centre car park.

**Our August Club Meeting is on Friday August 28th.** If you are at this meeting, you may like to examine the newest addition to our Club Library. This very large workshop manual covers all Mark Hawks, Snipes and Pullman models. It is available for borrowing on the usual monthly loan conditions.

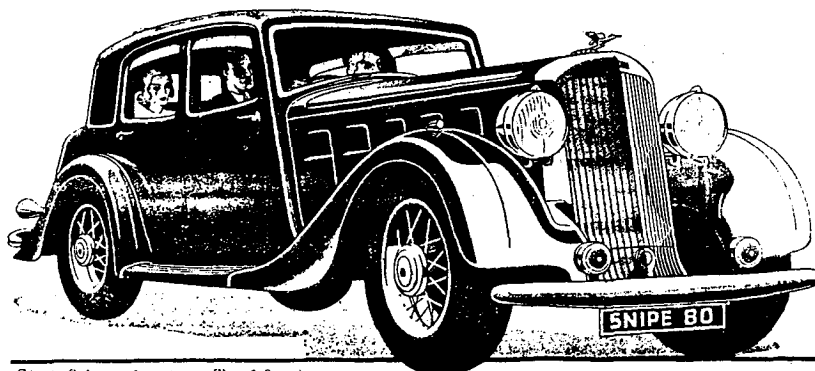
Good news for those who have shivered their way through numerous Winter meetings at Deepdene Hall. The Hall Committee, in conjunction with Camberwell City Council, plan extensive renovations to the building including an upgrade of the heating system, replacement of kitchen flooring and refitting of kitchen cupboards, benches etc.

Finally, another small item of "Humber Hospitality". We have been happy to welcome Bob Stirling and his MK I Sceptre to our home on several occasions over the past seven weeks. During that time Bob has been undergoing a rather gruelling promotions course at Watsonia Army Barracks. Congratulations on your successful promotion to Sergeant Bob, and we hope H.C.C.V. will see you at some more meetings in the future.

Meanwhile I'll look forward to seeing you all at Talhof on August 23rd and the next meeting on the 28th.

Margaret.

\*\*\*\*\*



*Sports Saloon . £550 (1935 Tax £18.0.0)*

#### FOR SALES

Vogue, Series II, imported as a Singer from England, regularly serviced and in reasonably good condition, requires flasher stalk, heater fan and has a cooling system leak. Included are Singer maintenance manual and handbook.

Contact: Dereck Payne, Sassafras, Ph: 755 1029 for further details.

Vogue, Series III, complete but needs some assembly, manual gearbox, some rust on one panel, engine recently overhauled at cost of \$400, selling for \$200.

Contact: Murray Roberts, Ringwood, Ph: 870 8512.

Hawk, 1955/56 MK VI in original and complete condition, unused for the past fifteen years and is claimed to be suitable for restoration. Will be sold for low price to get rid of, otherwise it may be dismantled for parts and sent to the tip.

Contact: Kevin Wilby, Geelong West, Ph: (052) 78 1941.

Series II Vogue, auto, 30,000mls, perfect condition all round.

Contact: Mrs. Snibson, Ph: (052) 21 3292, Geelong.

Large quantity of new and used parts for Hillman Minx 64-66, Gazelle 66 and Humber Vogue 64-66 plus various badges and emblems.

Also w/manuals and autobooks for Vogue 1,2,3, Minx 1,2,3, Sceptre, Singer.

Contact: Paul Lucas, 10 Jeanette Court, Mulgrave, Ph: 795 7777 A/H. List available from editor on 460 4505 or at next meeting.

Series V S/Snipe, reg and running, storm grey, grey vinyl roof, mechanically good, body needs work, \$800 o.n.o.

Contact: M. Scott, Ph: 859 2048. (R.K.)

#### SWAP

I have a clock for a positive earth car. This clock is original equipment from a Series V Snipe and has been serviced by an approved auto-electrician. I would like to swap for a similar clock to suit a negative earth car such as a Series VA Snipe.

Contact: Arnold Goldman, Ph: 795 4521.

#### WANTED

Cancelling stalk for the turning indicator on a Series V Snipe.

Contact: Peter Sheldon, Hawthorn, Ph: (03) 818 5829.

Series VA Snipe in madison grey or black.

Contact: Max Heazlewood, Tasmania, Ph: (004) 31 2894.

Series V Snipe in good condition, preferably restored, willing to pay around \$3000 for suitable model.

Contact: Trish Lochhead, Brighton, Ph: 592 1314.

Name of reliable servicer of power steering systems in the Melbourne area.

Contact: Arnold Goldman, Ph: (03) 795 4521.

An original (or facsimile) of a w/shop manual for a MK IV S/Snipe, front grille ass. for 1947 MK 1 S/Snipe, rear pass. grab handles, ignition lighting switch in good condition, die cast 1/43 or similar models of Humber cars namely Dinkey, Micro etc.

Contact: Ph: (004) 31 2894.

Carburettor for Series 11 Vogue. Contact: G. Webb, Ph: 233 6592.

Parts for 48 Humber Hawk, dashboard instruments and 2/16" wheels.

Contact: R. Shoobert, "Kerribee", Merah Nth, N.S.W., Ph: (067) 95 5158.

#### GIVE AWAY

Tiltadoor garage door, 7'6" x 7'0".

Contact: Norm Watt, Ph: 277 7857.

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## A NEW HUMBER LIGHT CAR.

*Introduction for 1926 of a 9-20 h.p. Three-door, Four-seater. Few Alterations in the 12-25 h.p. and 15-40 h.p. Models.*

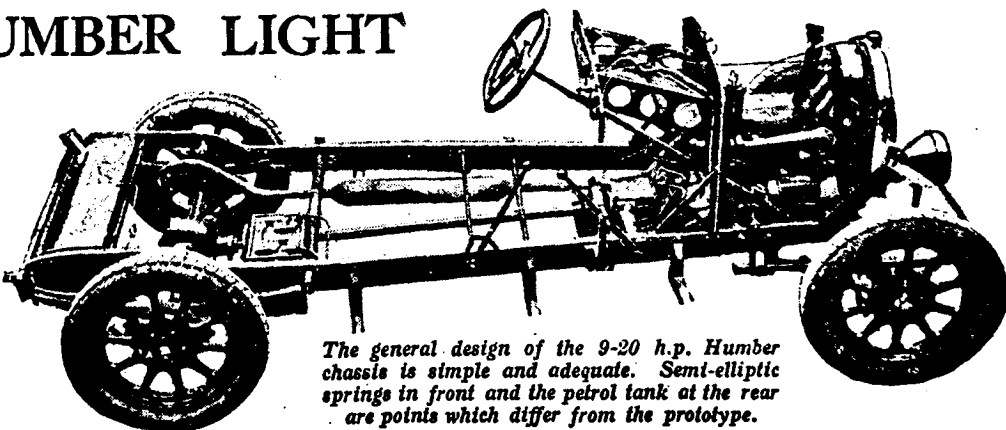
**H**ANKERING to possess what is one of the most refined and best finished of all the small cars—the 8 h.p. Humber—possible owners have in the past, perhaps, been deterred by the limitations of capacity of the original body. It is, therefore, particularly interesting to record that the Humber Company are superseding the 8 h.p. type by a new 9-20 h.p. four-cylinder car, having a full four-seater body with three doors.

### Chassis Details.

Based very largely upon the original power unit, the new car has a four-cylinder, water-cooled engine of  $58 \times 100$  mm. bore and stroke (1,056 c.c.), with the inlet valves overhead and the exhausts at the side. The system of employing a Lucas single unit, combining starting motor and charging dynamo, is retained. The engine is a detachable unit with a cone clutch and a three-speed gear box, having a right-hand change, and with gear ratios of 16.6, 9.5, and 4.9 to 1.

Ignition is by an accessible cross-shaft-driven magneto, and fuel from a 7-gallon tank carried across the rear of the frame is fed to the Cox Atmos carburetter through an Autovac, cooling being by thermo-syphon; a fan can be added if desired.

At the rear of the gear box is a contracting band transmission brake operated by pedal, the drum being of larger diameter than before and the pedal leverage varied to make application more easy. The drive to the semi-floating spiral bevel-driven rear axle is by open propeller-shaft with a fabric joint at each end. Contracting band brakes are placed on the wheel drums. Longer



*The general design of the 9-20 h.p. Humber chassis is simple and adequate. Semi-elliptic springs in front and the petrol tank at the rear are points which differ from the prototype.*

half-elliptic springs, assisted by Hartford shock-absorbers, are used at the rear, and the new frame terminates in front in dumb irons for half-elliptic springs. Attached to the right-hand side of the frame is a stout bracket to carry the spare wheel.

The Enots Autoram grease gun system of lubrication is used throughout the chassis, and the equipment includes not only an electric horn, but a dashboard clock. The wheelbase of the new car is 8ft. 6in. and the track 4ft. 0 $\frac{3}{4}$ in., whilst the tyres are  $27 \times 4.4$ in. Dunlop reinforced balloons.

Normal in design, the four-seater body is of characteristic Humber appearance and excellent finish; it has a sloping windscreen, and is provided with celluloid side panel all-weather equipment. The price of the new car is not yet definitely fixed, but it will not be unduly high.

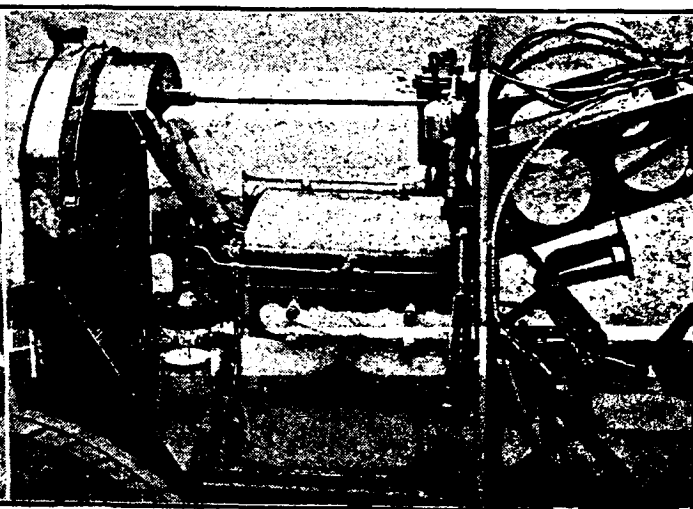
### Larger Models Little Altered.

In a later issue we propose to deal more fully with the coachwork of this car and also with the general programme that the Humber Company are adopting for 1926. In the meantime, it may be said that practically no alteration has been made in the 12-15 h.p. chassis, save that the cone clutch has been increased in diameter and width, whilst the touring body will have four doors, and front wheel brakes are obtainable at £25 extra.

Four doors are also fitted to the saloons for this chassis and the 15-40 h.p. model, in which the only alteration is the fitting of four wheel brakes as standard.



*The right side of the 9-20 h.p. Humber engine, showing the position of the magneto, the dynamo, the carburetter and the Autovac feed.*



*Seen from the left side the Humber engine is particularly clean, it is mounted in unit with a cone clutch and three-speed gear box, having right hand-change.*

## GENERATOR TO ALTERNATOR CONVERSION

This procedure was actually carried out on an Alpine, but would be similar in concept to that of any car with a generator/regulator set-up.

After driving around with a generator that was making strange noises and that was perhaps not performing as well as it should be, and a regulator that was sticking causing intermittent charging, it was decided to replace both the generator and regulator with an internally regulated alternator. This has distinct advantages over the older type set up. The alternator first of all produces electricity in a more efficient manner than that of the generator, secondly the fact that the alternator is internally regulated means that the need for a regulator consisting of mechanical relays (current and voltage) is avoided as the solid-state internals provide the AC rectification necessary for a constant output of 38 Amp at 14 Volt. The end result is that the wiring is simpler and that the car will now charge under virtually all circumstances, including at idle with lights on high beam, the heater fan operating, the wipers on and your foot on the brake.

Now the first thing to be done was to obtain a mounting bracket that suited not only the new Lucas alternator but the old holes in the block. Whilst one could alter the old bracket a little you can't exactly go drilling new holes indiscriminately in your block. Thus it was decided to try and find an appropriately shaped bracket. This was obtained from Hillman Spares Norm being a great help, and was believed to be off a Holden red motor.



old bracket



new bracket

After mounting the alternator it was then necessary to remove the regulator and tidy up the wiring. The regulator has five terminals labeled 'E', 'D', 'F', 'A' and 'A1'. Taking each one of these in turn it is easy to see the manner in which they must be connected to support our new alternator.

'E' - is the earth for the regulator, thus it can be discarded.

'D' - connection to the ignition warning light, this is wired directly to the warning light terminal on the alternator, the small terminal.

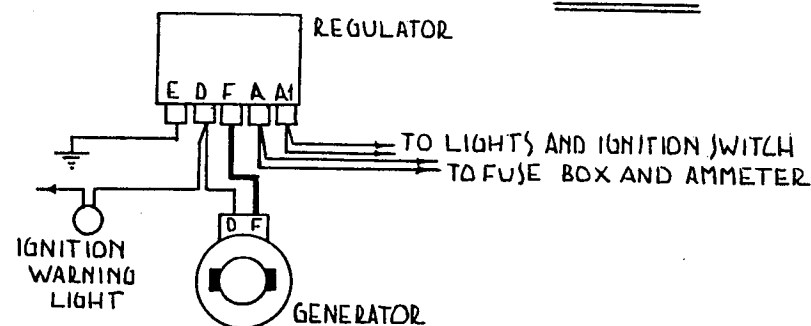
'F' - field connection from the generator, ie: unregulated voltage, this will be regulated voltage from the alternator.

'A' - output from regulator, to battery via Ammeter and solenoid.

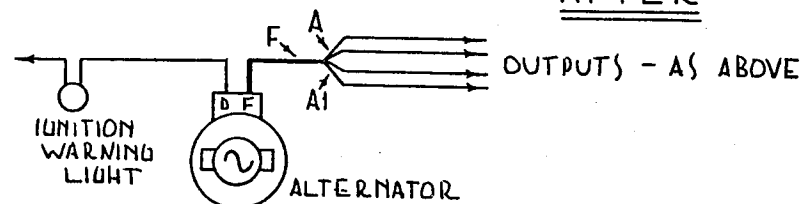
'A1' - same potential as 'A', but technically a battery feed to the light switch and ignition & starter switch.

So where as previously we had voltage/current going into our regulator un-regulated on terminal 'F' and coming out regulated on terminals 'A' and 'A1', we now have no need to regulate the voltage/current (as this is done internally in the alternator) so we just connect the wire off 'F' (old input) to the wires off 'A' & 'A1' (old output).

BEFORE



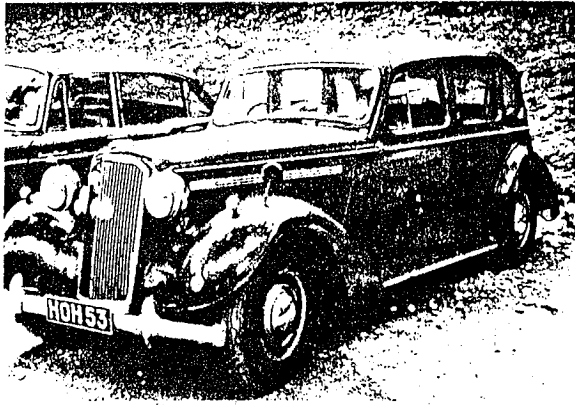
AFTER



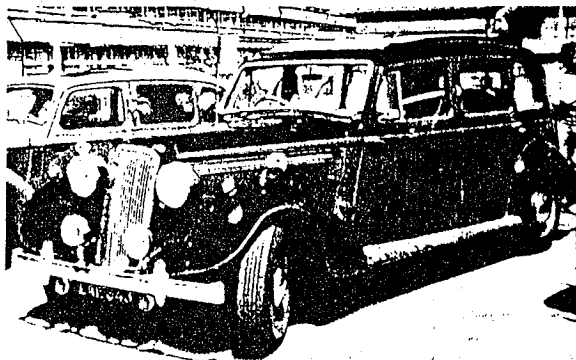
It is possible to obtain an alternator without internal rectification/regulation but this needs its own regulator, just like the old generator, thus eliminating only half the problem. As it is, the cost of a reconditioned generator and a new regulator is about the same as our alternator conversion, so it is well worth the effort involved. And my dash lights are now positively brighter than ever. Ian Smith

## HUMBER (GB)

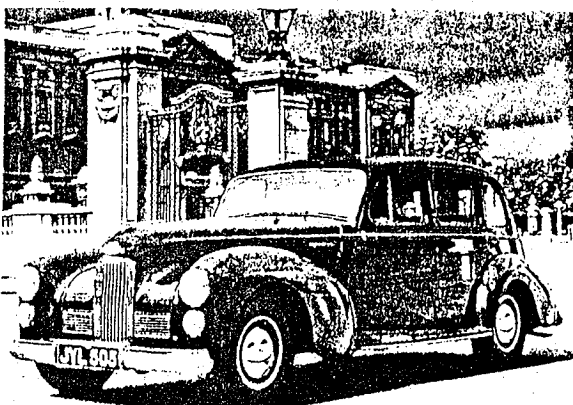
Another of the Rootes stable, Humber was always at the upper end of the market. Like many Midlands car firms, Thomas Humber's concern made bicycles, until 1898 when an experimental venture appeared, followed by a line of forecars. Up to 1908, there were two factories, one in Beeston, Notts, the other in Coventry. In 1930 Rootes took over. The classic Humber, the Super Snipe, came in the late 1940s, and typified a range of luxurious saloons which were used as official cars at the top end and as superior bank managers' carriages at the bottom. By 1964 the firm had been taken over by Chrysler – indeed, from 1968 on the only Humber produced was an up-market version of the Hillman Hunter, a far cry from the glory days of official limousines. Following the Chrysler sell-out to Peugeot-Talbot the name has gone the way of so many famed British marques – into the bin.



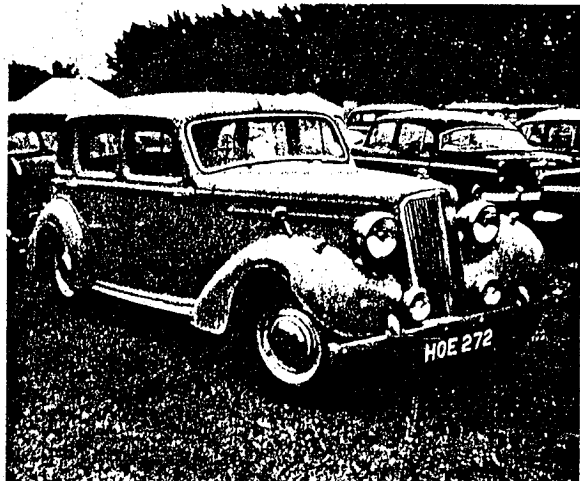
▶ **SNIPESUPER SNIPES I.** 1945-48 (prod: n/a). Saloon, F/R, 2731cc/4086cc (S6 SV). Six-cylinder Hawks with cruciform-braced frames and disc, not steel-spoke wheels. Snipes use leftover 1936-7 18hp units, and not the 20.9hp type fitted just before the War. Better go for the 100hp Super, which'll accelerate away from a standstill to 80-plus in top.



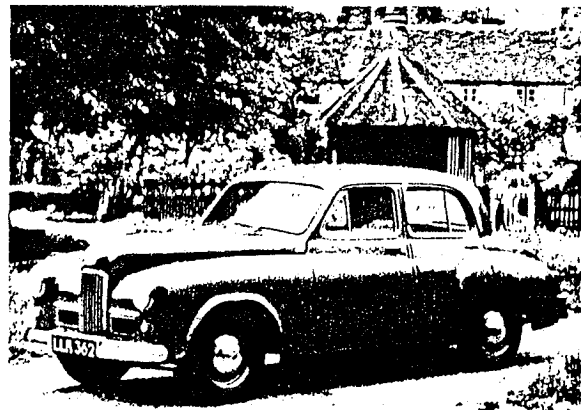
▶ **HAWK III** 1949-50 (prod: n/a). Saloon, F/R, 1944cc (S1 SV). Americanised styling, with four-light bodywork, curved screen, and atrocious arcuate instrumentation, though leather and sliding roofs are still with us. Coil ifs a marked improvement, but the dreadful four-on-the-column has come to stay, and retention of the 1.9-litre flathead engine guarantees nil performance.



◀ **HAWK I/II.** 1945-47/1947-48 (prod: n/a). Saloon, F/R, 1944cc (S4 SV). Take one pre-War Hillman 14, give it hydraulic brakes and de-luxe trimmings, and re-badge it. Dreary 'twin-trim' cloth upholstery, but it's got a sliding roof and looks like a real car. Performance very agricultural: 65mph will be hard work. Avoid Mk II which has column shift, though no other changes.

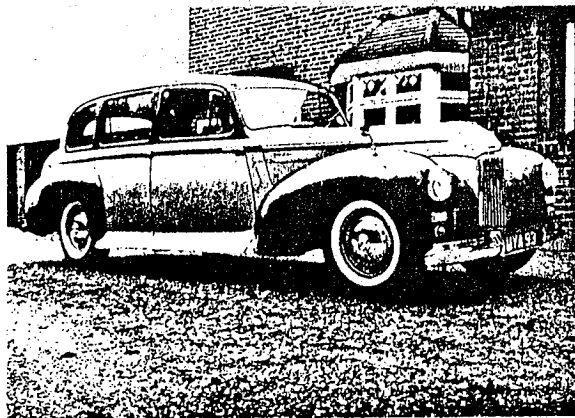


◀ **PULLMAN I.** 1945-48 (prod: n/a). Limousine, Sedan de Ville, F/R, 4086cc (S6 SV). Civilian version of wartime staff car, with the familiar transverse-leaf ifs and hydraulic brakes. Thrupp and Mahery's razor edge styling attractive, and unlike later Pullmans it's less than 17ft long. 12-14mpg a deterrent. H.J. Mulliner did the rare sedanca with full-flow wings and electric division.



## HUMBER

**SUPER SNIPES II/III.** 1949-50/1951-52 (prod: n/a). Saloon, touring limousine, drophead coupé. F/R, 4086cc (S6 SV). Not such a radical update as the Hawk's though headlamps are in the wings, there's a big rear window, and four-on-the-tree, of course. Transverse front suspension is retained. Tough and reliable, but thirsty. Dropheads (1949-50 only) by Tickford and coverable. Touring limousine from '51:

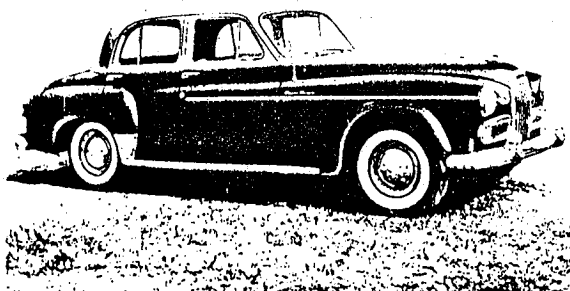


PULLMAN/IMPERIAL II/III. 1948-53/1950-53 (prod: n/a). Limousine, 7-seater saloon. F/R, 4086cc (S6 SV). 17ft 6in long, and updating as per Super Snipe II, with a two-piece propshaft necessitated by the extra wheelbase. Definitely for vintage-minded morticians. Imperials (from 1950) have no division. Mk III (1951) comes with an all-synchromesh gearbox.

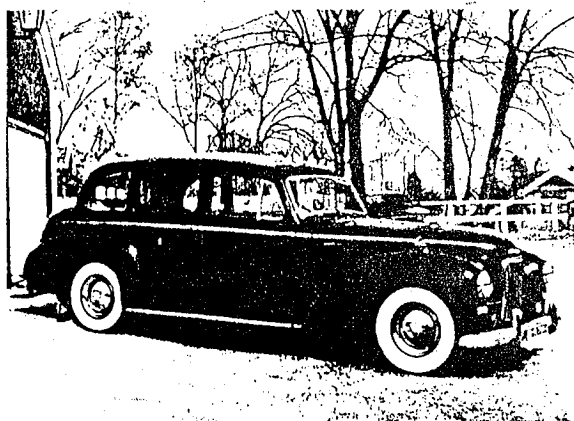
HAWK IV/V. 1951-52/1953-55 (prod: all types: 8866). Saloon, touring limousine. F/R, 2267cc (S4 SV). 1949 Hawk with bigger sv engine and higher-g geared steering. No other changes on Mk IV, but 70mph now possible if laborious. Reasonably rustproof, but later ohv cars preferable. Touring limousines only on Mk V, which has minor front end styling changes.



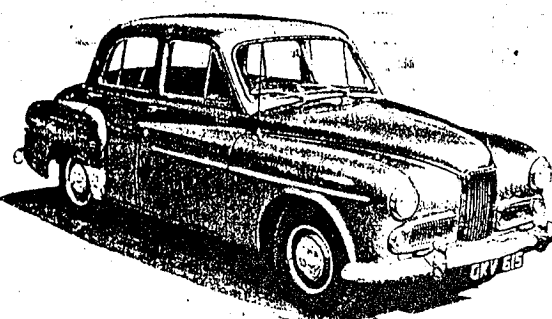
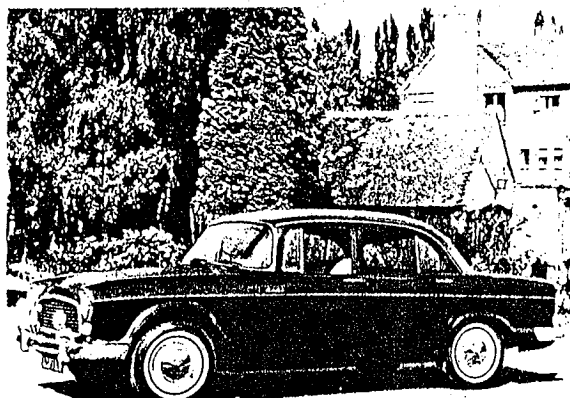
SUPER SNIPE IV. 1953-56 (prod: 5286). Saloon, touring limousine. F/R, 4138cc (S6 OHV). First Humber with all its valves upstairs, courtesy the Commer truck range: seven main bearings and 113-116bhp, or 95-100mph. All-synchromesh box, wood facias from April '54, overdrive available from '55, and automatics optional for 1956. Heavy on the hands and don't expect better than 14/15mpg.



PULLMAN/IMPERIAL IV. 1953-54 (prod: n/a). Limousine, 7-seater saloon. F/R, 4138cc (S6 OHV). Last of the Pullmans with the 116bhp Blue Riband engine and all-synchromesh box. Limousines now available with power-operated divisions. Very rare indeed, but a very big car and no fun whatever to drive. Only Imperials ever seen in any shade other than black.



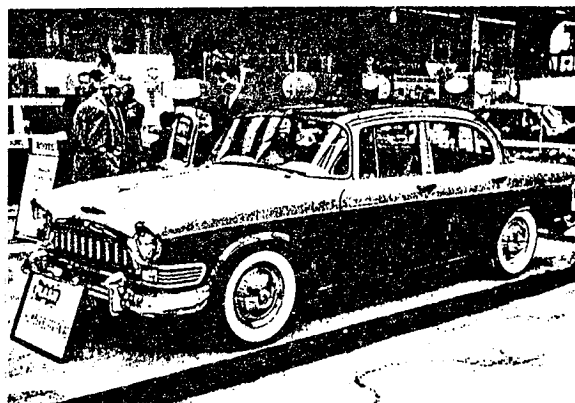
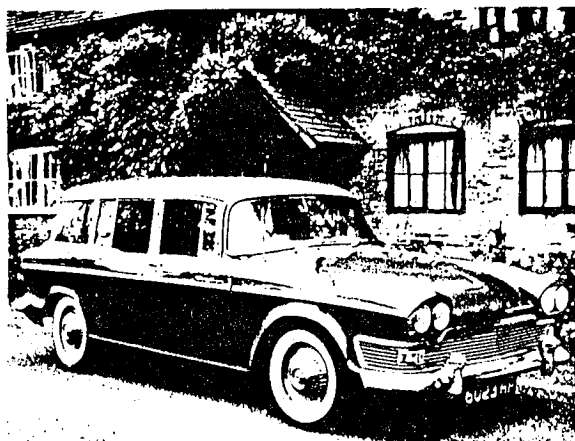
HAWK VI. 1954-57 (prod: n/a). Saloon, touring limousine, estate car. F/R, 2267cc (S4 OHV). A Mk V with 70bhp ohv engine (detuned Sunbeam 90), bigger brakes, and extended rear wing line: estate cars from late '55. Still pretty stodgy (0-50mph takes 15.3secs), but they've still got separate chassis frames and last well. Overdrive, but not as yet automatic option.



HAWK I/II/III. 1957-64 (prod: n/a). Saloon, touring limousine, estate car. F/R, 2267cc (S4 OHV). Unitary construction models with four-on-the-column, American styling, recirculating ball steering, and 110ins wheelbase. Looks like a luxury US compact. Automatic now on the options list. Mk II (1961) with servo front disc brakes. Mk III (mid '62) with minor styling changes and a dual-overdrive option.

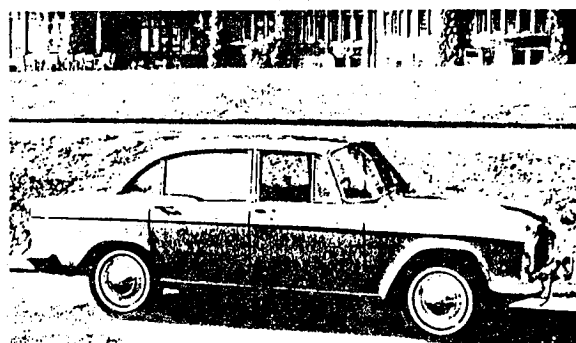


**SUPER SNIPE I.** 1959 (prod: n/a). Saloon, touring limousine, estate car. F/R, 2655cc (S6 OHV). Luxury version of the unitary Hawk with 'square' six-cylinder engine, hydrovac brakes and three-speed 'box. Usual overdrive and automatic options, but this one is a little gutless, so the later 3-litre editions are to be preferred.



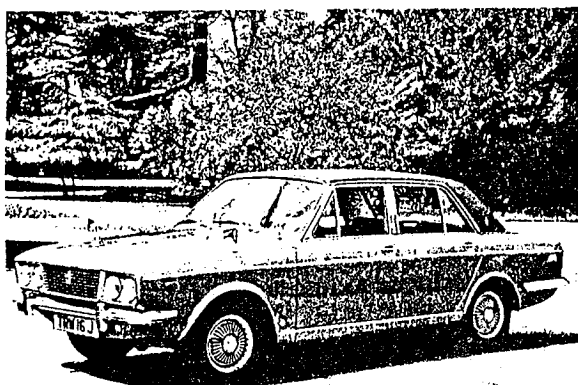
◀ **SUPER SNIPE II/III/IV.** 1960-64 (prod: n/a). Saloon, touring limousine, estate car. F/R, 2965cc (S6 OHV). All the wood and leather you can ask for within, plus a quiet 95-100mph, but this one pitches madly, and handling is generally a weak point. All have servo front disc brakes, but Britain's first (?) quad headlights came on Series III (1961), and Series IV (1963) has a bit more power.

**HAWK IV.** 1965-67 (prod: n/a). Saloon, Touring limousine, estate car. F/R, 2267cc (S4 OHV). Last of the family, with six-light, more angular styling, deeper 'screen, rear anti-rollbar, and synchromesh on bottom, though the depressing column shift is retained and most people will prefer automatic. Arguably the best looking Hawk.



◀ **SUPER SNIPE V/IMPERIAL.** 1965-67 (prod: 4055). Saloon, touring limousine, estate car. F/R, 2965cc (S6 OHV). Styling as for Hawk IV, plus chromium plated window surrounds, and a black leatherette roof covering on the prestige Imperials, which can have four-speed all synchro 'boxes but are almost invariably automatic. They also have Selectaride dampers at the back, but there's no estate car in the line. Power steering standard on all cars.

**SCEPTRE I/II.** 1963-65/1966-67 (prod: n/a). Saloon. F/R, 1592cc/1725cc (S4 OHV). Curious and not unattractive cross between a Super Minx and a Rapier with the former's 4-door bodyshell and the latter's grille. Quad headlights, dual overdrive, and servo front disc brakes standard: twin carburettors only on some very early Series Is. Automatic option only on the big-engined Series II.



◀ **SCEPTRE.** 1968-76 (prod: n/a). Saloon. F/R, 1725cc (S4 OHV). The ultimate in badge engineering, or merely a jazzed-up Hillman Hunter with twin carburettors, quad headlights, twin reversing lamps, and four-speed all synchro 'box with dual overdrive. Maybe some scarcity value, but dubious. No estate cars before late '70s.

Contributed by Geoff Webb

## 1725 INTO 1600

Since the exterior appearance of a 1725 cc Hillman Hunter engine block is similar to a 1600 cc Humber Vogue engine and having heard that such swaps are possible I decided to do so to an automatic Vogue that's engine was worn out and thereby gain the benefit of the superior performance of the larger engine.

Some of the changes necessary are apparent from an inspection of the two engines. These changes are swapping the water pump, thermostat housing, engine front plate and engine mountings.

Not so obvious is the need to change the crankshaft pulley since these are of different lengths. This necessitates changing the timing cover too so that the timing marks will still line up correctly. From this comes the need to change the crankshaft oil thrower as well so that it and the timing cover will work together.

With the change of the engine front plate and engine mounts it is then necessary to move the generator from the Hunter position to the 1600 cc engine position. The mounting holes are already drilled and tapped so this is a straight forward operation.

The 1600 cc cylinder drain block tap will not fit on the 1725 cc engine as there is a plug of larger diameter in the hole. A suitable adapter can be used or you can go without the tap and leave the plug in the hole.

The oil pump needs to be checked that the face for the inlet gauze is parallel to the lower sump face of the block. Refit the 1725 cc engine sump as the hole spacing is different on the 1600 cc engine.

Use the 1600 cc sump to bell housing stay rods as these are the only ones that will fit the bell housing. However it is necessary to re-drill one hole in one of these so they will fit the sump.

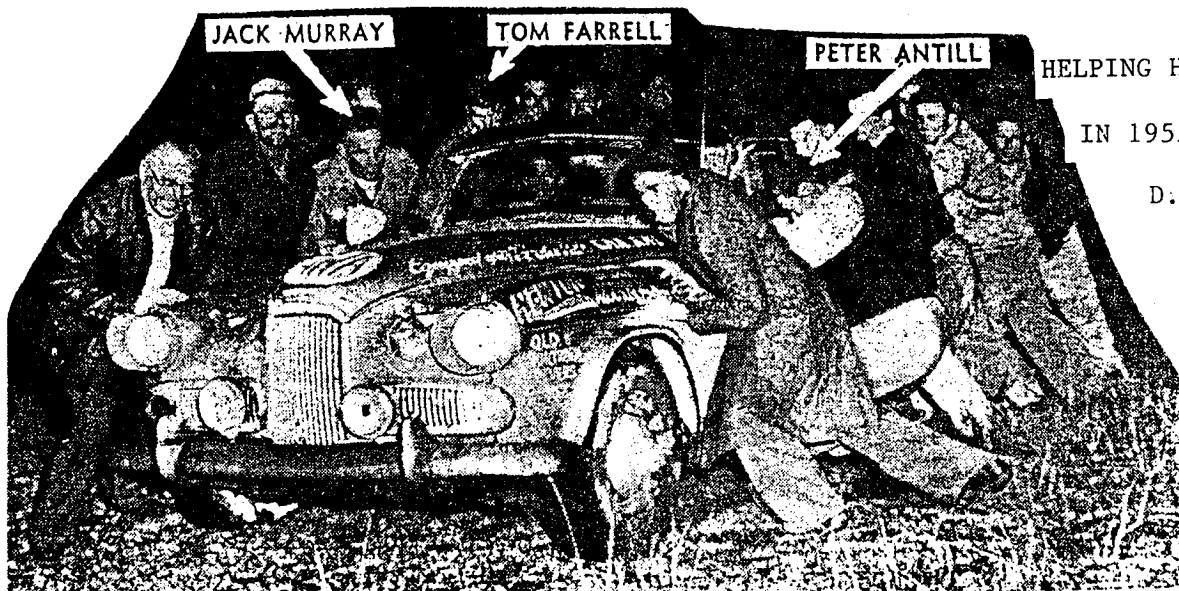
Be aware that the Hunter clutches and gearboxes have finer splines than earlier Rootes models so don't forget to change the clutch plate on a manual.

A few final tips. Be sure to check the spigot bearing in the crankshaft is of the right manual/auto type. It may be worth changing it anyhow.

Welch (core) plugs in the water jacket of the block are well worth changing when an engine is accessible. In particular the ones on the back of the head and block especially the one inside the bell housing should be replaced while the engine is out of the car. Don't forget to use brass plugs lightly coated around the circumference with a sealant such as silicone rubber.

And the result of all this? It was well worth while!

Rob. Dunlop

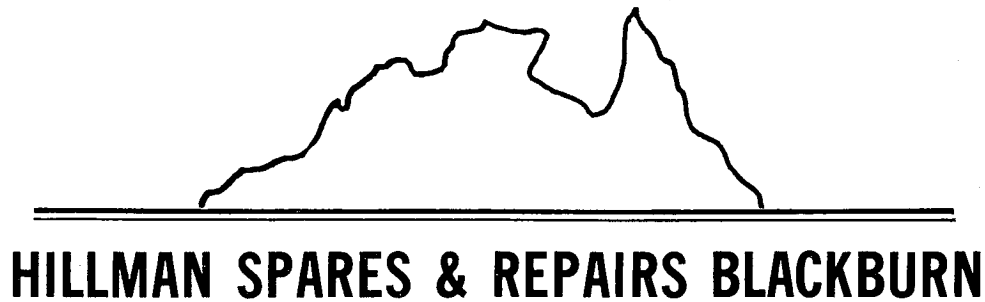


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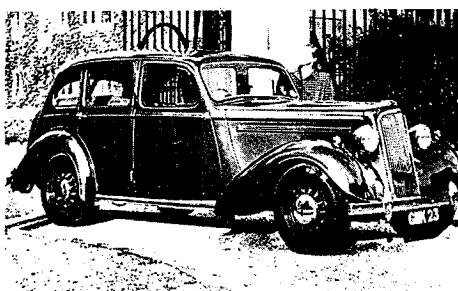
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