

August 1990

The **HUMBERETTE**



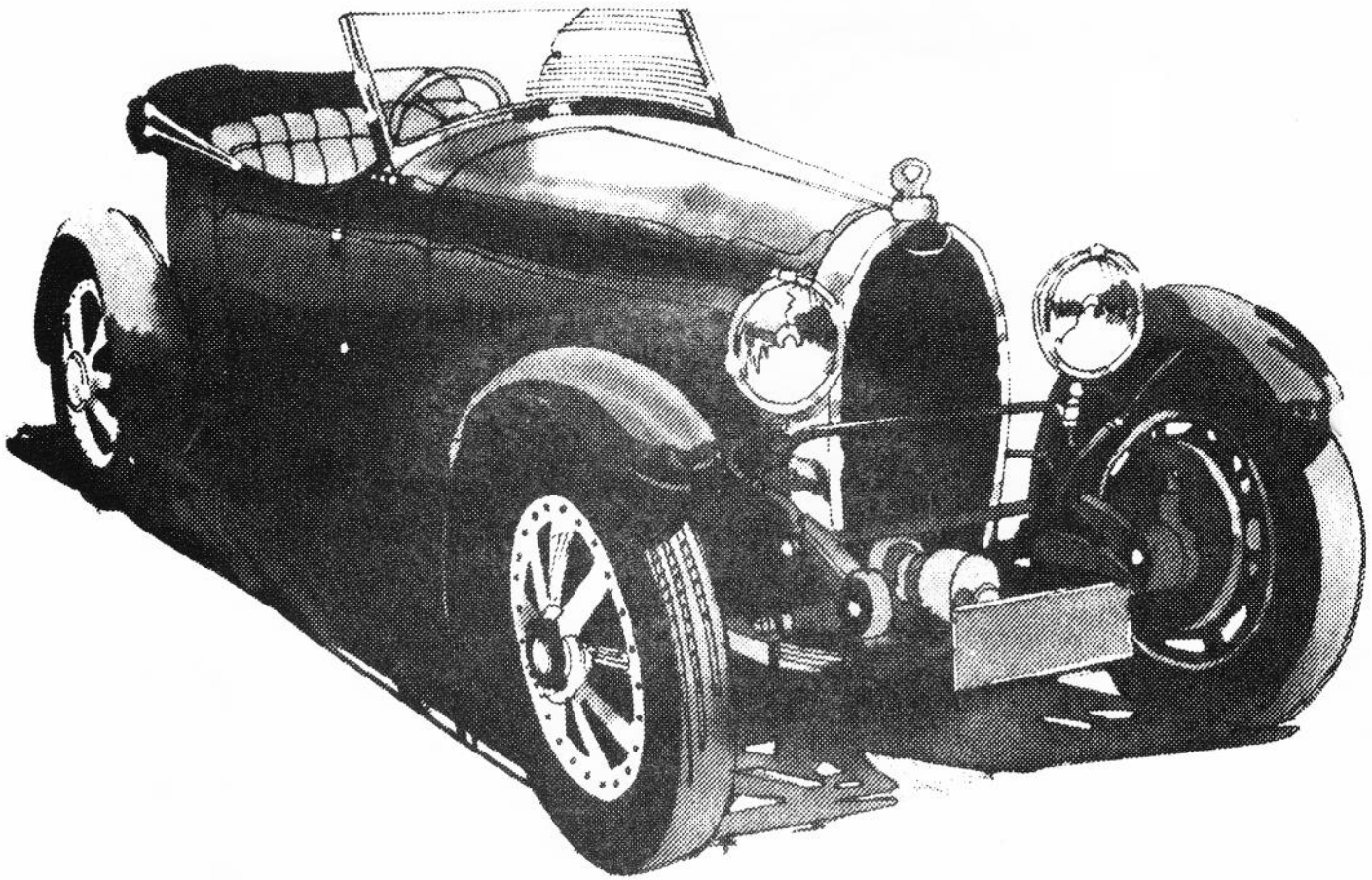
By Appointment to
The Royal Family

Official Newsletter of the
Humber Car Club of
Victoria Inc.

Affiliated with the
Association of Motoring Clubs



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- AUGUST 26TH *** (SUNDAY) GENERAL MEETING / FAMILY DAY. DEEPDENE PARK HALL. BYO PICNIC OR BBQ LUNCH - ELECTRIC BBQ'S IN PARK (20c coins). TEA AND COFFEE SUPPLIED. 12 MIDDAY FOR INFORMAL LUNCH ; MEETING COMMENCES 2.00PM. TECHNICAL DISCUSSION AND PROBLEM SOLVING SESSION.
- AUGUST 27TH. (MONDAY) A.O.M.C. DELEGATE'S MEETING, PROGRESS ASSN. HALL, TRUGANINI ROAD, CARNEGIE. 8.00PM SHARP.
- SEPTEMBER 16TH. COMBINED CLUBS RUN TO WESTERNPORT PUB, HASTINGS. (SEE BELOW)
- SEPTEMBER 28TH GENERAL MEETING. DEEPDENE PARK HALL. 8.00PM.
SPEAKER FROM SHANNON'S CLASSIC CAR INSURANCE.
- *** OCTOBER *** *** 15TH BIRTHDAY OF HCCV. ***
- OCTOBER ... PRESIDENT'S MYSTERY RUN!
- OCTOBER 26TH. GENERAL MEETING. DEEPDENE PARK HALL. 8.00PM.
SPEAKER FROM LOCTITE. (Arranged by Mike Dupla).
- NOVEMBER 11TH. ANNUAL CONCOURS D'ELEGANCE, PRIDE OF OWNERSHIP AND DISPLAY DAY.
** NOTE CHANGE OF VENUE FOR THIS EVENT. **
TO BE HELD AT BALWYN PARK (REAR OVAL AND SCOUT HALL), WHITEHORSE ROAD, BALWYN. (MELWAY MAP 46 D8). 11.00AM.
SPIT ROAST LUNCHEON CATERED BY "TOMMY'S TATERS". -
BOOKINGS REQUIRED - SEE NEXT MONTH'S NEWSLETTER.
- NOVEMBER 17TH - 18TH. BENDIGO SWAP MEET, PRINCE OF WALES SHOWGROUNDS, HOLMES ROAD, BENDIGO.
CLUB HAS MEETING AREA AND INFORMATION STAND AT "CLUB CORNER", CONFERENCE HALL.
- NOVEMBER 23RD. FINAL GENERAL MEETING FOR YEAR. DEEPDENE PARK HALL, 8.00PM.
- NOVEMBER 26TH. (MONDAY) A.O.M.C. DELEGATE'S MEETING, FOLLOWED BY ANNUAL MEETING OF THE ASSOCIATION. CARNEGIE PROGRESS HALL. 8.00PM.
- DECEMBER 9TH. CHRISTMAS BREAKUP LUNCHEON AND PRESENTATION OF AWARDS ETC.
EDWARDES LAKE BISTRO, EDWARDES STREET, RESERVOIR.
12.0 MIDDAY. APPROX. \$14 PER HEAD, PLUS DRINKS.

NEXT OUTING ***

- WHAT: SMORGASBORD LUNCHEON AT WESTERNPORT HOTEL, CR. HIGH & SALMON STREETS, HASTINGS. MELWAY MAP 154 J 11.
- COST: \$20 PER HEAD. BOOKING AND \$10 DEPOSIT REQUIRED 1 WEEK BEFOREHAND.
- MEET: PRINCE MARK HOTEL/MOTEL, SERVICE ROAD ALONGSIDE PRINCES HIGHWAY, DANDENONG. (NEAR SERVICE STATION). MELWAY MAP 90 J 11.
- TIME: 11.15AM FOR AN 11.30AM SHARP DEPARTURE. SUNDAY SEPTEMBER 16TH.

REGALIA FOR SALE.

- | | | |
|-----------------------|---|-------------|
| WINDCHEATERS: | (New stock) - NAVY WITH BLUE HUMBER MOTIF - | \$20.00 ea. |
| | Sizes 18 - 24. Please note price rise. | |
| METAL GRILLE BADGES: | ENAMEL WITH CLUB LOGO - | \$20.00 ea. |
| LAPEL BADGES: | SMALL ENAMEL WITH CLUB LOGO - | \$3.50 ea. |
| JACKET PATCHES : | CLOTH WITH CLUB LOGO - | \$2.00 ea. |
| WINDSCREEN STICKERS : | VINYL WITH PEEL-OFF BACKING - | \$1.00 ea. |
| CAPS : | BLACK; SEW-ON BADGE SUPPLIED - | \$6.00 ea. |

ALSO VARIED ASSORTMENT OF OLD STOCK - WINDCHEATERS, SCARVES, T-SHIRTS ETC.

FOR ORDERS CONTACT REGALIA OFFICER, VIC. WILSON. PF: (03) 478 9352.

*** NEWS AND SOCIAL NOTES FOR AUGUST. ***

Hello everyone!

Our Sunday FAMILY MEETING this month (Sun. 26th) should be an ideal way to farewell winter's blues and welcome the blossoms of spring.

The BYC social lunch beforehand provides the opportunity to meet up with members old and new and to discuss Humbers to your heart's content - maybe locate a needed part, get some mechanical advice or just enthuse over the robustness of these great old classics!

Drainage works at Deepdene oval may present some parking difficulties on this day but hopefully we will still have driveway access. However, please approach the driveway with caution. The alternative parking will be in side streets or along Whitehorse Road.

Fourteen cars including 9 assorted Humbers, a Hillman and a sporty Sunbeam Alpine attended the recent outing to Gellibrand Hill Reserve. Good company and some great cars more than compensated for the rather inclement weather which was variously described as bracing, exhilarating or just damn cold depending on your rapport with the elements!!

Sorry about the lack of Devonshire Tea, folks! We could have done with a warm-up, fill-up by a cosy open fire after our hike to Woodlands Homestead. Oh well!, like the Humbers we're made of hardy stuff!!

It was nice to see Garry and Dianne Davies with baby son, Ben, down for this outing from hometown, Ballarat. We were also joined by new member Rod Brown in his impressive black MK. 111 Super Snipe. Of interest also and like a shining beacon was Hans Paas' Snipe sporting its newly acquired Tropic Red overcoat! - a dream come true, Hans!

Thanks to Mike Dupla who provided the field notes for this outing. I think everyone enjoyed the day.

Whilst shopping in Greensborough recently I was stunned by a dazzling yellow series snipe which crossed my path at the traffic lights. It certainly appeared to be a well cared for vehicle but not one I have noticed previously around this district. The registration no. I think was DL 0056 on Green/white plates - does anyone recognize it?

Car Rallies and Birthday celebrations seem to be the current flavour this month. Members who attended this year will be pleased to hear that the CASTERTON MOTOR ENTHUSIASTS RALLY is on again during Labour Weekend 1991, and for those in the Wangaratta district, the WANGARATTA SPRING RALLY is being held during the weekend of SEPT. 21st-23rd 1990. This is also the local car club's 21st birthday.

Important birthdays also are celebrated by three of the Australian Humber Clubs this year. We wish the HUMBER CAR CLUB OF QUEENSLAND all the best for their 10th birthday on Sept. 12th whilst our own HCCV shares with the HUMBER CLUB IN NSW a 15th birthday during 1990. Our celebration is actually in October - watch for further news of this next month! Birthday greetings also to HCCV member Nat Hanlon - you're in good company as you celebrate your 81st birthday, Nat!

Those of you who attended the July meeting will remember the interesting talk on natural gas powered vehicles by visiting HCCQ secretary, Laurie Bennett. Laurie was actually in Victoria to take delivery of 2 natural gas powered experimental buses for the Brisbane MET. We have since heard from Laurie that the return trip, with buses, was successfully accomplished taking 6 days and a route that led them on a zig-zag path from one natural gas filling centre to another. The Brisbane MET seem to be pioneers in a number of innovative public transport methods.

Finally may I draw to your attention the BOOKING FORMS in this Humberette for both the WESTERNPORT PUB SMORGASBORD, our next outing on SEPT. 16th, and the CONCOURS SPIT ROAST LUNCHEON in November. Pre-booking is required for both of these events and the Westernport Pub has asked for a deposit of \$10 per person this year. Cost of the Sunday Smorgasbord has increased to \$20 but it is still one of the best and most popular spots around Melbourne for this type of meal offering a wide assortment of well presented and prepared foods. This is an opportunity to dine leisurely amid pleasant seaside surroundings.

Hope to see you there,

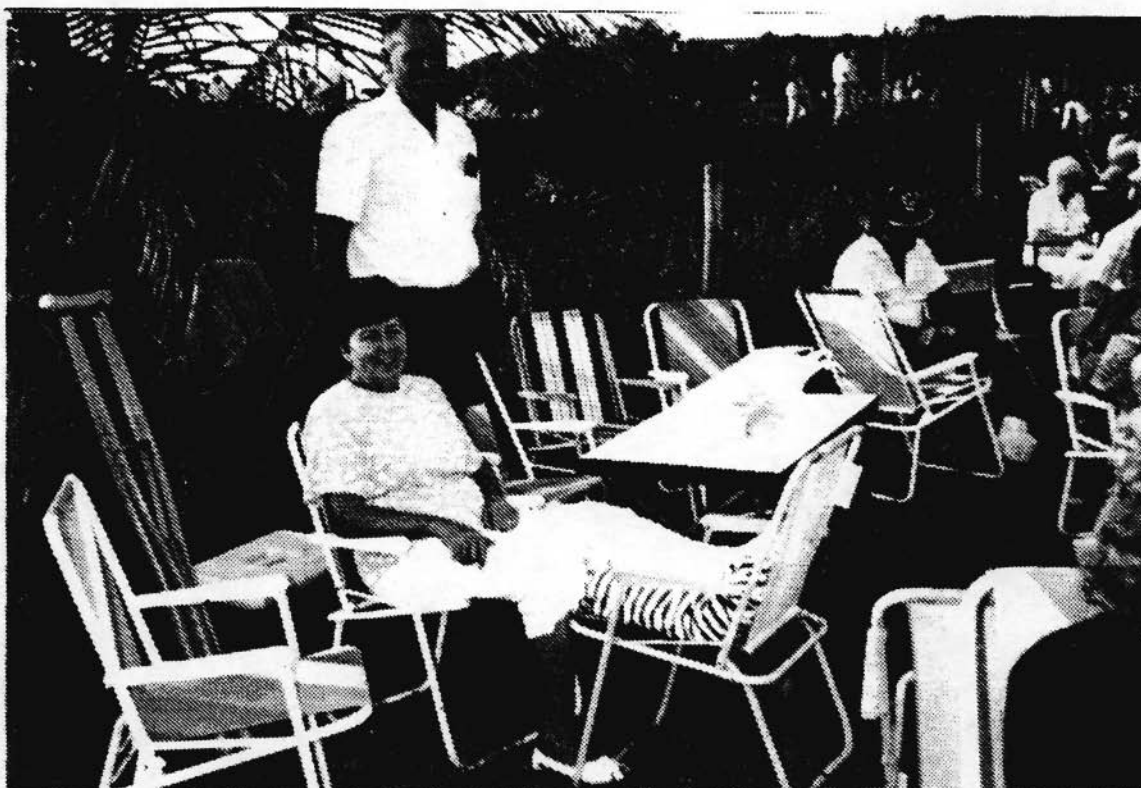
Margaret.

THE HUMBER CAR CLUB OF VICTORIA INC.

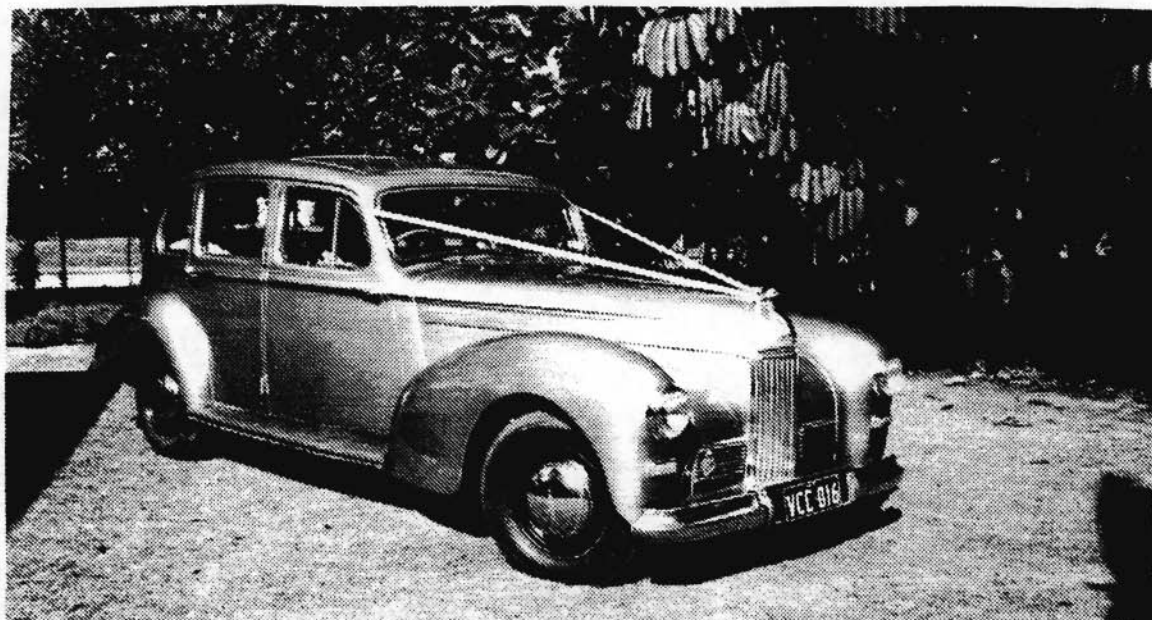
CLUB ADDRESS — 23 HIGH STREET, WATSONIA. 3087

COMMITTEE 1990-91

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VICE PRESIDENT	:	Margaret Willimott	435 6354
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TREASURER	:	Brian Parkinson	
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- Series V, VA S/Snipes	:	A. Goldman	(059) 75 6807
- Hawks	:	K. Willimott	435 6354
- Mk Cars	:	B. Kennedy	789 5119
- General Information	:	B. Kennedy	789 5119
- Auto Electrical	:	M. Fitchett	366 8987



YOU CAN REALLY GET "PLASTERED" IN DARWIN SAYS MARGARET & JIM YATES
WHO HAVE THEIR MK II HUMBER DRESSED UP IN WEDDING GEAR.



MINUTES OF GENERAL MEETING

HELD 27TH JULY, 1990

Meeting commenced at 8:12pm.

Attendance: 29 members as per book.

Apologies: B. Parkinson, M. Roberts, Nat & Delsi Hanlon, P. Stockwin, P. Davenport, R. Webster, Bill & Joan Holmes.

Welcome New Members: Laurie Bennett (QLD H.C.C. Secretary) and also Dennis Yates (HCCV).

Treasurer's Report: Nil.

Correspondence: Chevrolet Car Club of Vic, "The Flying A", Daimler Lanchester Club of Vic, Austin A40 Newsflash, Wolseley "Borner" Club, Sunbeam & Talbot Owners Club, Veteran/Vintage & Classic Vehicle Club of Wangaratta (Rally Entrance Forms), Rootes Car Club, R. Boan (Sorrento), Roads Corporation and Southerbys Australia.

Events Director's Report: Margaret reported that Gellibrand Park outing was quite successful with fourteen (14) cars attending in all. Reminder - Casterton Rally next March, 1991.

Librarian's Report: Correction on donated manual as 1970-1976 Humber Sceptre Manual.

Editor's Report: 190 newsletters distributed this month.

Hall Committee Report: Nil.

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

Technical Officer's Report: Gasket Shrinkage: Put into hot water to bring back to size. Keep drain hose clear in petrol pipe in Humber Vogue and check that fuel cap is sealing properly. (Reported by R. Dunlop)

Discussion on Series Humber crash pads and door cappings to be made up. Referred price for crash pads approximately \$160 per unit. (Reported by Laurie Bennett)

General Business: Discussion on Humber Car Club of Australia being re-named to prevent confusion. Problems associated with changing the name were discussed re HCCA Constitution.

A report will eventually be sent to HCCA Committee. Laurie Bennett gave us a talk on gas power as an alternative to present fuels. Laurie spoke on trials and experiments being conducted at present on buses. This in turn related to natural gas application in cars. All in all it was very interesting - thanks Laurie.

Meeting closed at 9.45pm.

Supper was served with scones, jam and cream. Devonshire tea and Humber are both typically English!

THE "AUTOCAR" WRITER

The late William Boddy once said, "The Hillman Minx is as British as roast beef and as immortal as the Gibraltar Apes".

He may as well have been referring to Humber!

Happy Humbering,

Ian Foreman.

MOTURING

GEOFF EASDOWN

Interstate laws were allowing unscrupulous car traders to evade Victoria's tough consumer legislation.

Investigators from the Department of Consumer Affairs have revealed how cars and trucks are being shipped into the state stamped with a new identity.

Their odometers were being wound back and, emerging with their paperwork were new and completely different engine numbers, the investigators said.

They told how many of these suspect vehicles were of indeterminate heritage, arriving in Victoria without their former registration plates after being sold as government surplus at interstate auctions.

The story the investigators tell is that in many cases these vehicles have been treated harshly, dunked in swollen rivers, used to launch boats into the sea and, in so many cases, bought cheaply at auction because of the lives they had lived.

"Once here the yards that deal in them touch up the rust spots, fix the dents and detail them ready for sale," a senior Consumer Affairs inspector said.

"The problem we have is a jurisdictional one," he added. "We can't prove where, when or in what state those who tamper with the odometer have committed the offence."

"So often these vehicles have passed through several hands before they arrive here." The investigators tell that in bringing a prosecution they must prove in whose custody the vehicle was held at the time the offences occurred.

Winding back an odometer is punishable with fines ranging from \$10,000 against an individual and up to \$50,000 against a company under Victorian law.

As the legislation exists now the onus is on the Consumer Affairs investigator to prove that the yard, where the car or truck is displayed for sale, was knowingly involved in winding the "clock" back to a count that seems attractive to a buyer.

"But proving beyond doubt that the offence was committed in this state and by the people you are accusing makes our job that much more difficult," one investigator said.

"Who's to tell whether the act has been committed at the point of sale interstate, enroute to Victoria, or while the vehicle is still on the back of the truck and waiting to be unloaded."

The problem facing the Victorian Government's team of investigators checking the yards is that their numbers are few to check all 3000 licensed

traders operating in the state. For the less scrupulous, the risks can mean facing that hefty fine, the cancellation of their licence and being expelled from the trade, but for the few who do take the chance of being caught, the end profits can be enormous.

An odometer whizzed back from 180,000 kms to under 100,000 kms can add up to \$5000 to the resale value of a car, according to recognised dealer price guides.

For instance, one of the recognised guides long regarded as one of the bibles of the car trade, lists the price difference between the retail cost of a good low mileage 1988 VL Commodore and the wholesale cost of another that has travelled more than 80,000 kms.

Wholesale that Berlina series sedan can be bought for \$13,150. Torted up with a new, low mileage identity it can be put on the sales lot for \$17,450.

Two methods can be used to wind back the odometer:

A crude way involving the removing of the speedo glass and forcing the numbered tumblers through their ratchets to give a new reading.

According to the investigators the first method is easily detected, because once done the numbers no longer align.

The second method is done by an "expert tradesman" and the investigators told how they suspected a father and son team were operating an illicit free-lance enterprise around some of the car yards in Melbourne.

Another racket they know occurs is where new car dealerships disconnect odometers in making new model dealer-swap transfers.

It too is an illegal practice, and what happens is that dealer wanting a particular car not available from the manufacturer might find one able to be obtained from another outlet elsewhere.

In one instance uncovered, a Toyota Corona had travelled from Port Melbourne to Northern Victoria, back to Melbourne, and was heading to Gippsland when it was stopped by police over a traffic matter.

The total distance recorded on the dial was just 40 km, the investigators revealed.

These are just some of the rorts the investigators told of uncovering in their efforts to

clean up the less savoury elements of the car trade.

THE HERALD FRIDAY

AUGUST 10, 1990

Lights-on legislation switches riders off

Compulsory lights-on legislation for motorcycles is shaping up as a major issue for motorcycle groups in coming months.

Federal and State government departments and instrumentalities are pushing for legislation to be introduced that will require all motorcycles to have their headlights on all the time, for what is presumably safety reasons.

But as experienced and concerned motorcycle riders will know, the issue is not that clear cut.

To begin with, there is the problem of accident liability which, under the proposed legislation, would place a motorcyclist at a serious disadvantage in compensation and liability cases.

Consider the following scenario: a motorcyclist is involved in a collision with a car, the rider is injured, the bike is extensively damaged. Police arrive and interview the driver and passenger of the car who say they did not see the rider because his headlight was not on (even if it was). This is impossible to check because the light is now broken.

The rider has no witness and in any case has been taken to hospital before police can interview him.

A report is made saying the car driver did not see the motorcyclist

because his headlight was not on — a statement corroborated by a (hardly impartial) witness from inside the car.

The motorcyclist, charged with riding without an illuminated headlight, receives no compensation, hefty hospital bills, a bill for damage to the car and has to live with an injury for a certain amount of time. He may also receive a fine.

This is hypothetical but similar things have happened and, even though lights-on legislation was not in force, courts have found in favour of the driver on the strength of the rider allegedly not taking adequate measures to be seen.

Then there is conspicuity, probably the essential issue here as legislators attempt to shift the onus for being seen on to motorcyclists, the majority of whom are already keenly aware of their vulnerability.

For example, with the sun behind a motorcycle, another road user will more easily pick out a black silhouette than one with a shining headlight that merges into the glare.

Conspicuity is a grey area (no pun) and needs careful consideration by people who know, people who ride motorcycles.

□ PETER BARNWELL



Introduction of the Olympic tubeless tyre prompted this "horror" test in Albert Park, Melbourne, in 1955. The Hillman Snipe was taken at speed over a ramp, over a bed of nails

and screws, over a railway sleeper, over another bed of nails and a second sleeper. The tubeless tyre lost no air even after this violent treatment—only part of a series of severe tests to prove its efficiency.

FOR SALES

1963 S/Snipe, manual/overdrive, excellent throughout, reg. Trailer load of good usable parts, \$4,000.

1963 Vogue, manual, very good all round, very low mileage, reg, r.w.c., original plates, \$4,000.

Also two (2) Aust bodied prefects, Ute/Sedan, good restorer's, Ute under cover for years, mountain spares, will not separate, \$2,700.

Contact: Phil Newell, Woodend, Ph: (054) 27 1856.

1956 Mk 6 Hawk, black, red interior, r.w.c., reg Feb 91, new gearbox, clutch, brake linings, diff and front end - plus spare car, \$4,000 o.n.o.

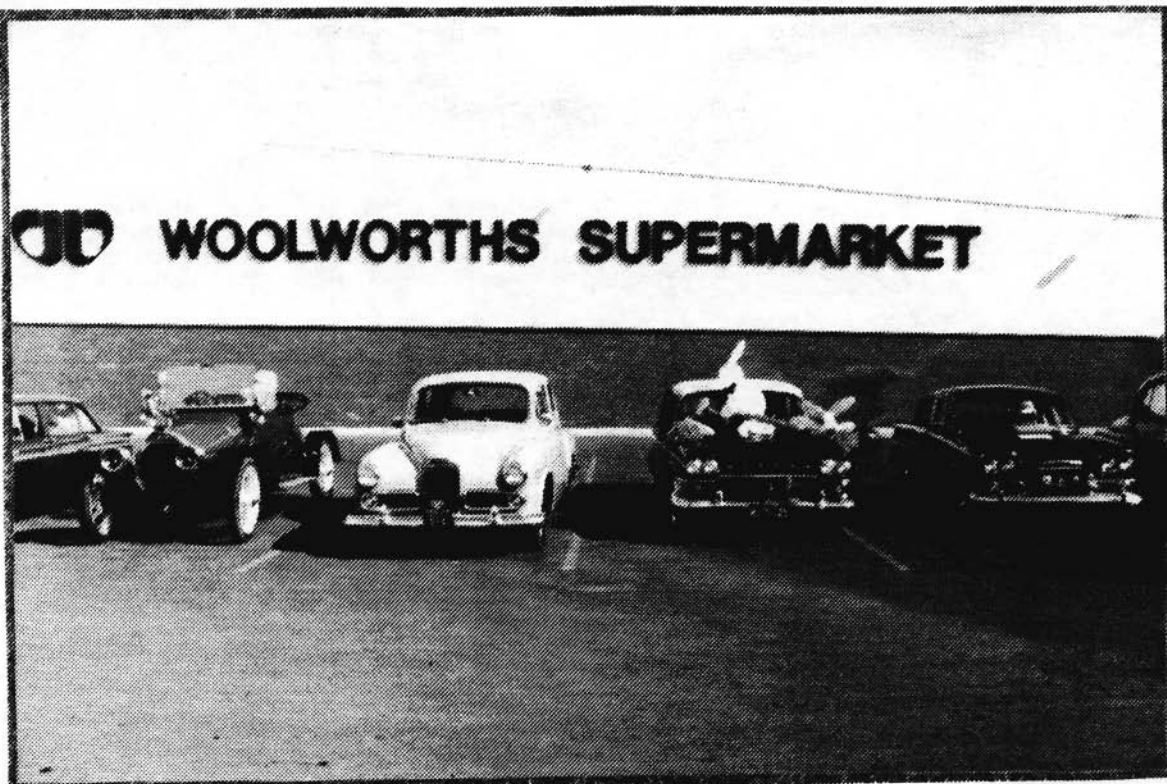
Contact: D. Riley, St.Kilda, Ph: 534 6929.

Included with this issue is a supplement that Rob Dunlop has obtained for the club with details of Rootes Group paint mixing charts that have now been deleted by major paint suppliers.



BELT UP

EASTER BONNET PARADE AT COWRA



PRICE GUIDE

Early Bicycles

CONTRIBUTED
BY
FRED PIETERSON



◀ THE 1893 RALEIGH FEATURES AN UNUSUAL REAR WHEEL WITH EIGHT TANGENT SPOKES ADDED TO A FULL SET OF DIRECT SPOKES. IT HAS A PLUNGER BRAKE.

PRICE GUIDE 6



▲ THE 1887 HUMBER HAS SPRUNG FORKS TO LESSEN VIBRATION AND, LIKE OTHER EARLY SAFETIES, HAS NO BRACING SEAT TUBE BETWEEN THE SADDLE AND THE PEDALS.

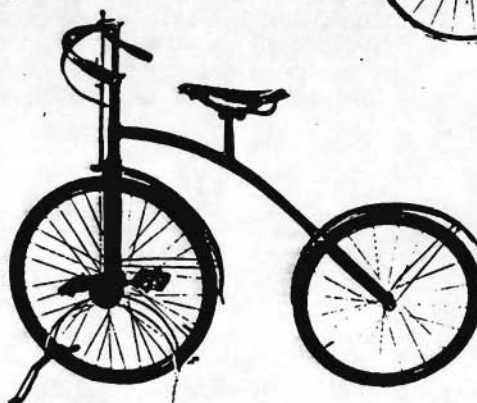
PRICE GUIDE 7

▶ ANOTHER SOLUTION TO THE PROBLEM OF SCALING DOWN THE ORDINARY WAS TO PROVIDE A SMALLER FRONT WHEEL WITH AN EPICYCLIC GEAR. THIS VERSION WAS PRODUCED BY THE BOOTHROYD COMPANY.

PRICE GUIDE 7

▼ THE RUDGE WHITWORTH COMPANY ENJOYED THE PATRONAGE OF ROYALTY AND OF SOME OF THE TOP RACERS IN THE EARLY 20TH CENTURY. THIS IS THEIR STANDARD MODEL FROM 1910.

PRICE GUIDE 6



▶ DURSLEY-PEDERSEN MACHINES WERE MADE TO ORDER. THIS LADY'S MODEL OF 1907 HAS A SILK HAMMOCK SADDLE, 2-SPEED GEAR AND A TWIN-TUBED TRIANGULATED FRAME.

PRICE GUIDE 6



Early safety bicycles shook the bones almost as much as had velocipedes. Some of this discomfort was allayed by sprung saddles, but there was nothing to prevent the continuous jarring of the arms and shoulders from the handlebars.

Some models of the early 1880s included various mechanical contrivances to deal with this problem, including ingenious fully-sprung frames, but it was not completely solved until Dunlop's invention of the pneumatic tyre, first used in 1889 and universal on bicycles by 1895.

Crossbars were omitted from the frames of some of the first safeties to make drop-frame models, the first bicycles ever made with women in mind.

In England, custom and codes of dress as much as danger and physical incapacity prevented women from riding, and when they began to do so in the 1890s some took to wearing knickerbockers and bloomers, scandalizing many of the older generation but helping to liberate women from the worst excesses of Victorian corsetry.



PUZZLER

"WHAT AM I?" ASKS FRED. ANSWER OVERLEAF

Down Under Humber

"A true deluxe model among smaller saloons; lively performance and quiet smooth engine." This is how a tester from *The Autocar* magazine, dated June 9, 1933, described the newly released Humber Twelve, which boasted an all-new 4-cylinder, 1.7-litre side-valve engine. After years of producing only

six-cylinder vehicles, Humber had, in the words of *The Autocar*, "Returned to a four-cylinder to very good purpose indeed."

Production of the Humber Twelve ran from 1933 to 1937, and totalled just over 2000 vehicles. But, of these, only about 700 were 1933 models and today there are only three known examples of the saloon left in the world: two in Australia and one in England.

In 1933, only a four-door saloon was available, but by late 1934, the appear-

ance of the saloon had changed considerably and body variations such as the Tourer Sports and Vogue models were introduced. The late 1933 saloon is generally accepted as representing the most 'classic' example of all the Humber Twelves models, and it is believed that the two 1933 models in Australia are the only surviving Twelves in that country.

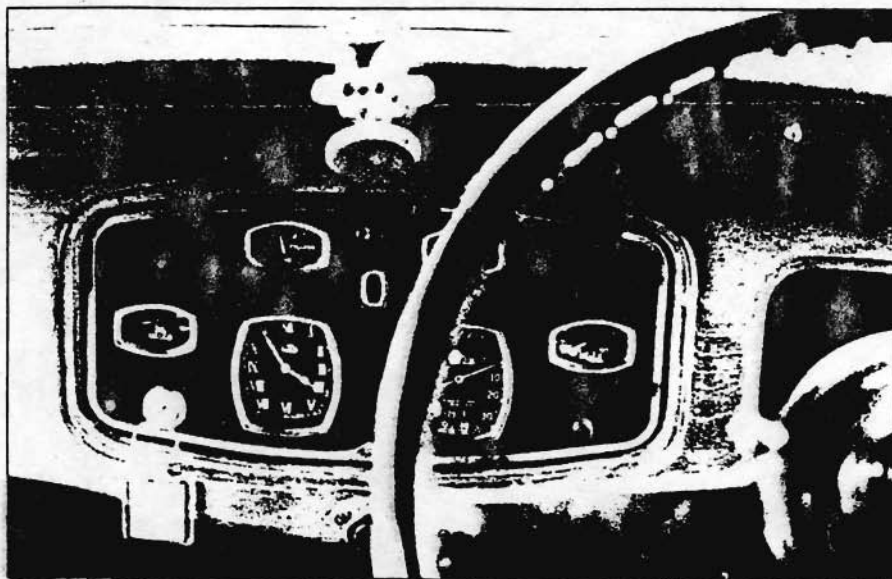
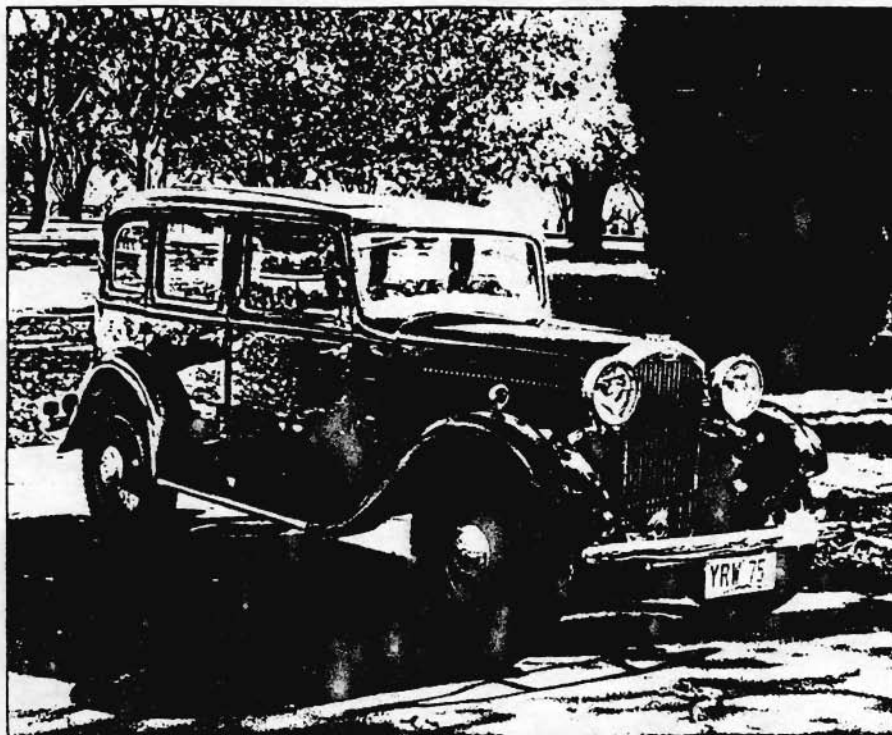
The new flathead engine, with downdraught carb, and mechanical fuel pump developed 44 bhp, but 'taxable' horsepower was rated at a much lower 12; hence the designation Humber Twelve.

The vehicle was produced as a deluxe, medium-sized car, weighing in at one imperial ton, and featuring leather upholstery, a four-speed gearbox, Bendix brakes, woodgrained dash and window trims and comprehensive instrumentation; including an ammeter, petrol, and temperature gauge. There was also a mechanical clock, and speedometer with trip meter. All the instruments, except the ammeter and petrol gauge were made by British Jaeger, while the headlights are Lucas items. The 12-volt ignition system consists of two six-volt batteries in series, mounted conveniently under the front bench seat.

The handbrake is mounted, in the modern manner, at floor level in the centre of the front seat and operates mechanically on all four wheels and can be substituted for the foot brake if necessary. The Bendix mechanical brakes are of the self-acting servo type, where the braking force on the leading shoe in each brake drum is utilized to assist the operation of the second shoe, thereby increasing the overall braking efficiency.

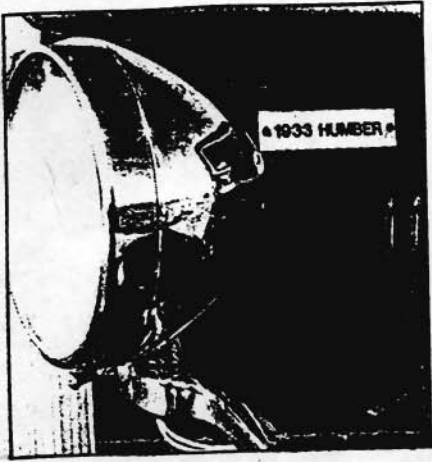
The 1933 model pictured here was originally used by the mayor of Launceston, a Mr. Hollingsworth, who had the Humber imported by the Tasmanian distributors, D.L. Hollis Motors, of York Street, Launceston. The car was manufactured at Coventry in England, but the body was built by an Australian coachbuilding firm by the name of Ruskin. The front bumper bar and associated 'spring' bracket were also supplied by a local engineering firm.

There were three other Tasmanian owners, after Mr. Hollingsworth, and the fourth kept the car housed in a garage located in a northern suburb of Hobart for over 16 years. The registration lapsed in 1972 and around the same time the engine was re-conditioned. The seats and door trims are still lined with the original 1933 leather and the original colours of British Racing Green with black mudguards have also been retained



This seeming chocolate mould is no such thing. It is in fact a 1920s light bulb holder, made of brass and padded on the inside to hold its precious cargo without risk of damage. It held spare

bulbs for the front, side and back lights of an early motor car and as such it would have travelled extensively inside the boot of a car, jostled about along with other emergency items.



and 'touched-up' where necessary. With the exception of certain mechanical repairs and the 5.50x18 tyres, the vehicle could be classified as 'original' right down to the wind-up clock.

On the road the Humber is quite agile, for its age, with the long-stroke engine providing sufficient torque to allow the vehicle to ascend most hills in top gear and according to *The Autocar* road test of 1933; "The Humber can maintain a speed in excess of 65 mph with no fuss whatsoever."

The petrol tank's capacity is 10 gallons and around Canberra the car returns approximately 25 mpg, which is a good compromise between performance and economy. The forced air circulation system works extremely well, with normal running temperature around 70 degrees F and even on a hot day the gauge will never rise above 80. When starting the engine from cold, the oil pressure is always 60 psi and drops back to around 45 once the engine has warmed up, even when idling.

When I purchased the vehicle early in 1988 it arrived, via a road transporter, without a windscreen wiper or hubcaps, dull chrome work, worn front wheel bearings and brakes that locked up when applied.

All the chrome items were sent for re-chroming and a considerable amount of time was spent on mechanical repairs including an overhaul of the AC fuel pump, the water pump and the carburettor. To complete the project, the brake drums were machined and the wheel bearings in the front axle were replaced.

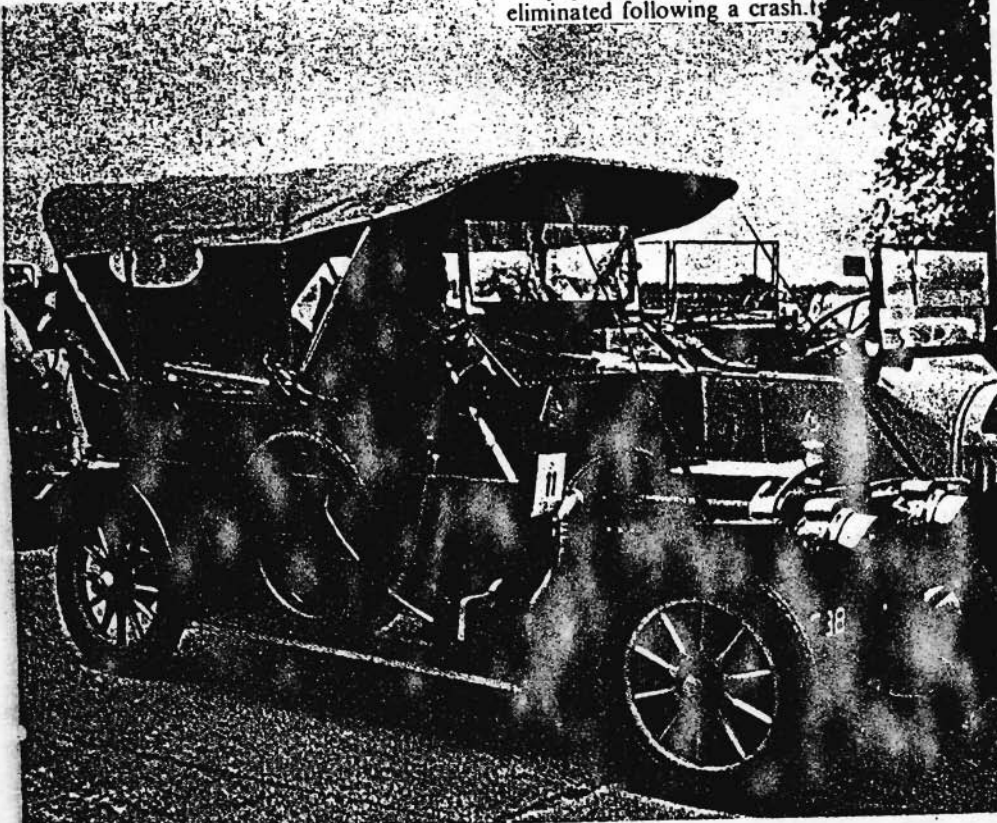
Finally, as a 'bicentennial project' I had the car fully registered and it now carries a pair of A.C.T. bicentennial number plates, which depict the flag pole of the new parliament house here in Canberra.

- John Berry
Canberra, Australia

CONTRIBUTED BY STEVEN ILIC (YINNAR)

HILLMAN/England 1907-1976

William Hillman, a cycle manufacturer of 10 years' standing, commissioned Louis Coatalen to design his first car for the 1907 Tourist Trophy. The 24 hp four-cylinder model was eliminated following a crash.



1908 25hp Hillman-Coatalen Roi-des-Belges



The 1920 Speed Model Hillman 10hp

Coatalen left work wonders at Sunbeam, and Hillman set down to producing modest and unspectacular models: these included a 9-7-litre six-cylinder

car and a 6-4-litre four, though at the extreme a 9 hp 1357cc car was more successful, spanning the war years and finally being discontinued in 1925, by which time it had grown to 1.5 litres. A 14 hp model came out in 1926, and years later the company was taken over by Rootes brothers: a 2-6-litre straight-eight was an uncharacteristic offering for the marque. A landmark for Hillman came in 1932 with the appearance of the 1185cc Minx, while the sporting market was not neglected with the Aero Minx. There were some six-cylinder models, but by 1939 production was rationalized and only the four-cylinder Minx and Imp models were offered. The Minx soldiered on after the war and for 1949 received full-bodywork and the following year a 1.2-litre engine. Overhead valves came late to the Minx, 1955 seeing their adoption with a 1390cc engine. The faithful Minx remained in production until 1970, by which time it was powered by a 1.6-litre engine. The company's entry into the small car market came with the Imp of 1963, which had a rear-mounted 875cc all-aluminium overhead camshaft engine and all-independent suspension, though it never achieved the hoped-for sales. The American Chrysler Corporation had obtained a majority interest in Rootes in 1966, one outcome of this take-over was the launch of the Avenger of 1970. It was no surprise when the Hillman name ceased to appear in 1976, replaced by the Chrysler trade mark. In 1978 Chrysler's British operations were acquired by the French Peugeot-Citroën group as part of their take-over of Chrysler-Europe.



1955 1390cc Hillman Minx

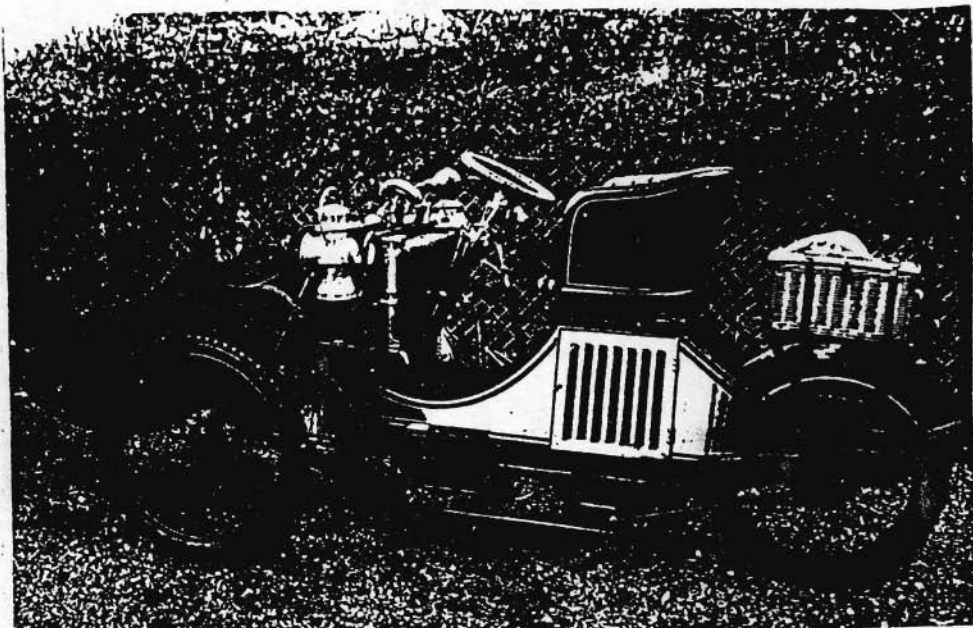
CONTINUED OVERLEAF

HUMBER/England 1898-1976

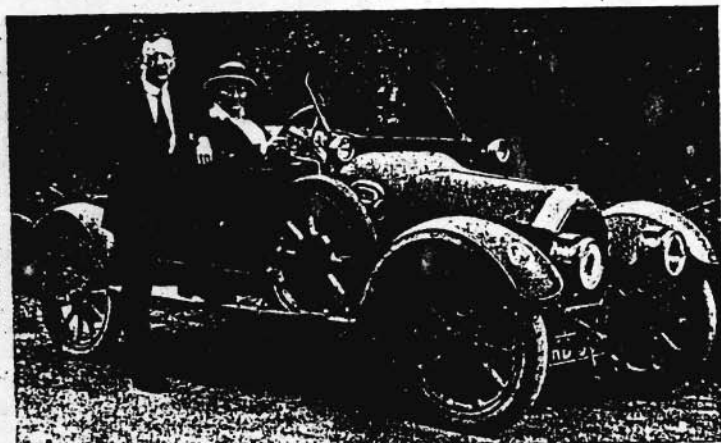
Thomas Humber's bicycle business was established in Coventry in 1868. It was therefore no surprise that the company's first vehicles to be powered by an internal-combustion engine were tricycles and quadricycles. These led to the Humberette of 1903, with a tubular frame and a single-cylinder 5 hp engine. By 1905 the range of Humbers included two- and four-cylinder cars ranging from the 5 hp to a 10/12 hp four. A three-cylinder 9 hp put in a brief appearance in 1903-04. But from 1905 the



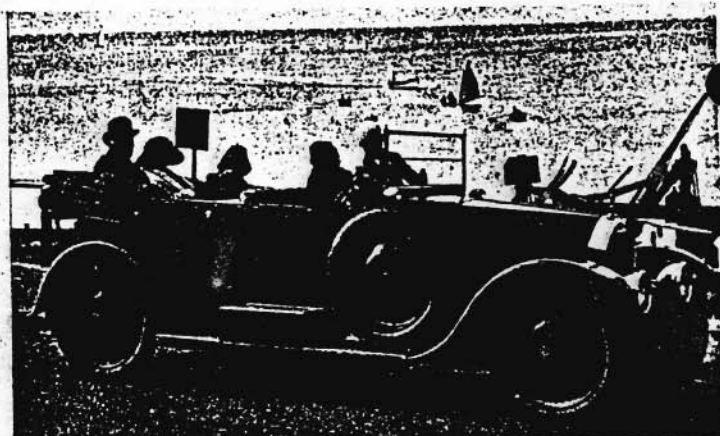
1913 8hp vee-twin Humberette cyclecar



1904 Humber 5hp Olympia Tricar



A 1915 11hp Humber two-seater

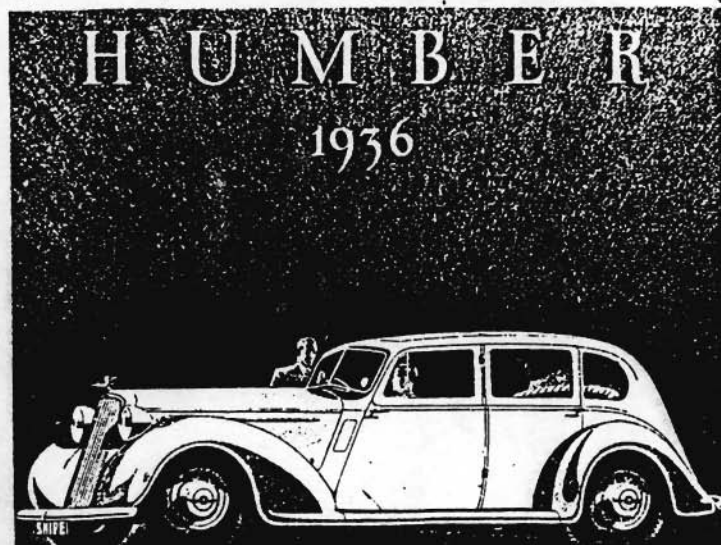


c1921 15.9hp Humber Tourer

two-cylinder cars were dropped, the range consisting of 10/12 and 16/20 models, with a 15 hp appearing in 1907. It was back to twins in 1908, and 1913 saw the Humberette name revived for an air-cooled vee-twin 8 hp (later examples were water-cooled). Mention should be made of the team of cars F. T. Burgess designed for the 1914 Tourist Trophy race. These used four-cylinder 3.3-litre twin overhead camshaft engines, but suffered teething troubles in the race and failed to show their mettle. The post-war years saw the company establish a reputation for themselves by producing solid, well-mannered cars. Side-valve engines were favoured up until 1922, but after this date overhead inlet/side exhaust engines appeared, the 8/18 of 1923 being a typical

example. Other excellent fours, a 9/20 and 14/40 hp, consolidated the company's position by 1927, that year also seeing the appearance of a fashionable six: the 20/55 hp model. However, 1930 saw the take-over of the company by the Rootes brothers and the appearance of two more sixes, the 2.1-litre 16/50 and 3.5-litre Snipe. The final departure of the overhead inlet/side exhaust engine came in 1932, Humber settling down to their traditional role of providing cars for the upper middle classes. The following year came the 1.7-litre four-cylinder 12 hp, though by the end of the decade the company was only producing six-cylinder models, the 4.1-litre Super Snipe and its variants being made during the Second World War. After the war, production of

these side-valve sixes continued, the Snipe and 4.1-litre Pullman range being augmented by a 2-litre four-cylinder engine of Hillman origins in the Hawk. Overhead valves did not appear on the Super Snipe and Pullman until the 1953 season, while the Hawk did not acquire them for another year; 1959 saw the re-emergence of the Super Snipe (it having been dropped for a short time) with 2.7-litre engine, though this was later upped to 3 litres. The ailing Rootes Group was taken over by the Chrysler Corporation in 1964, the Sceptre of that year being a more luxurious version of the Hillman Minx, this having a four-cylinder engine of 1.7-litre capacity. This was the only upholder of the Humber name, the re-styled Sceptre being phased out in 1976.



1936 Humber Snipe



1953 six-cylinder Humber Super Snipe

PREPARING RUSTED BODY SECTIONS

Those readers adept at welding broad flat expanses of sheet metal, and coping with the inevitable distortion, need read no further. Those, like myself, who have great difficulty, may be interested in the following method of panel repair. I have used this method to repair rusted doors but I dare say it could be adapted to other body sections.

Scribe a line across the door outer skin, a little above the rusty section. Cut along this line by what ever method you fancy. I generally use a cut off wheel in an angle grinder. Drill out any spot welds, then turn back the folded edges and remove the rusty section. This will expose the door frame which can be repaired by welding as the finish is not as critical.

Make up a new section to replace the rusted one. This replacement piece can be cut from an old bonnet or scrap door. If the door to be repaired has a "sweep" to it, beat a "sweep" into the replacement piece by laying it across the jaws of a vice opened to four or five inches. Gently beat the replacement piece, moving it across the jaws and beating simultaneously.

Now take a piece of 1" x 1/8" mild steel strip. This will make the backing strip that will span the junction of the door skin and replacement section. Beat a similar "sweep" into this piece of strip and bend a leg at each end. This leg attaches to the door frame as per diagram.

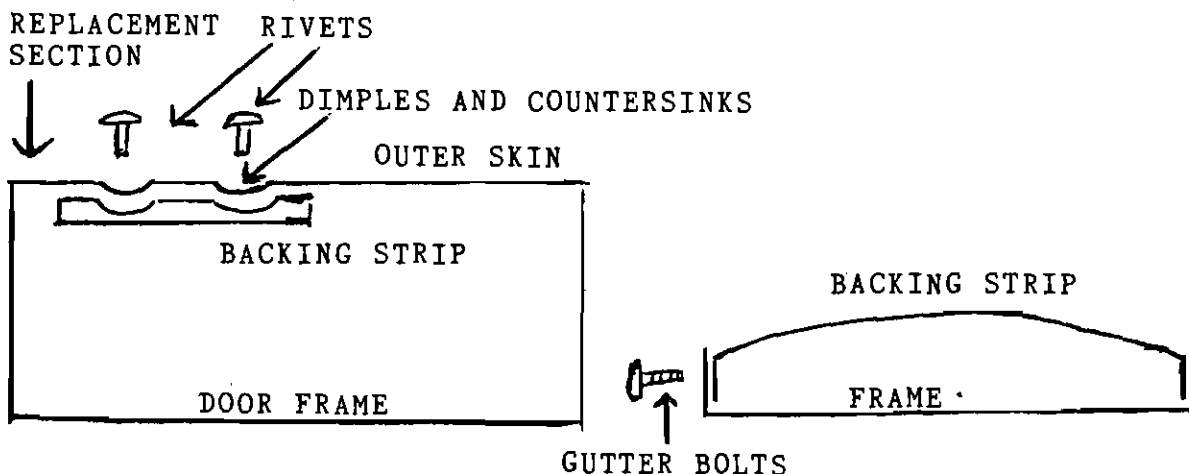
Now put aside the strip for a moment and scribe a line across the door skin 1/4" above the cut-off point and 1/4" below the edge of the replacement section. Mark the scribe lines at one inch increments, the marks on the replacement section being midway between the marks on the door skin. In other words, staggered marks.

Now form a shallow "dimple" at each mark. The dimple is to accommodate the head of a 1/8" pop rivet. In forming these dimples, I generally use a pipe flaring tool filled with the dies used to form double flares on 3/16" pipe. A similar tool can be made from a "G" clamp having the swivelling foot removed, and a 5/16" nut welded to the anvil.

Now clamp the backing strip to the door frame and clamp the replacement section in place, and drill through the dimples and backing strip. Now remove the backing strip and counter sink the holes using a 9/32" drill sharpened to a shallow angle. These countersinks accommodate the "dimples".

Finally, attach the backing strip to the door frame using whatever method you fancy; 3/16" gutter bolts make a good job. Clamp the replacement section in position and pop rivet the door skin and new section to the backing strip.

All that now remains to be done is to fold over the edges of the new piece and skim the join with body filler.



Phil Newell (Woodend)

* * * * *

Calling all cars!

Solution last Puzzler page.

The 43 different types of cars listed can all be found in the puzzle. Names may go in any direction, up, down, backwards or diagonally but always in a straight line. Run a line through each name as you find it and cross it off the list. There will be 19 letters left over spelling out the name of one of the first songs to mention a car.



I I T A R E S A M A Z D A X E
I H N U M A D A L N D R O C C A
Y S D R N S L I A M O A E O
H I O U E M B R T G M B L
A Y M H B G B D P E A T R R A
T A U A E U R U L R N R U Y C I
C P R N S Y S S A O A T R I O D
H U D O D T T M D H E L E L N
A L D C C A B R I O L E T E F O
R S S L R I S M M C O A A Y M
D A R A M A S B I M N A S S I N
T R I F F E A T O Y O T L F
O F O R D D E A C I T R O E N
P E H C S R O P B M W A I H G

Accord
Astra
Audi
Bentley
BMW
Cabriolet
Camira
Camry
Celica

Citroen
Commodore
Cressida
Daimler
Exa
Falcon
Fairmont
Ferrari
Fiat
Ford
Ghia
Hardtop
Hatch
Holden
Honda
Hyundai
Lada
Legend
Maserati
Mazda
Mitsubishi
Mondial
Nimbus
Nissan
Porsche
Pulsar
Saab
Samara
Subaru
Supra
Tarago
Telstar
Toyota
Turbo

The private motor car became an increasingly common sight during the Edwardian era, and as this early advertisement for Humber cars illustrates, the idealized pleasure drive took place on open country roads. However, an idyllic ride could often turn into a hair-raising trek through mud, dust or ice, depending on the weather. And if the car got stuck or broke down altogether, motorists could be in for a long wait.



Oldsmobile. Count the cubes:
Calling all cars! In my merry

USED CAR GUARANTEES

To further provide protection for buyers of used cars, laws have been introduced which -

- the dealer must correct any mechanical defect occurring during the first 3,000 km. or 2 months from delivery date, whichever first occurs (where the price is between \$3,000 and \$6,000)
- the dealer must correct any mechanical defect occurring during the first 5,000 km. or 2 months from delivery date, whichever first occurs (where the price is between \$6,000 or more)
- the dealer may use second hand parts if they are serviceable
- the dealer is required to pay towing costs to take the car to the place where repairs will be carried out, if the car is not driveable due to a warranty defect

Note that the statutory guarantee does NOT apply to -

- a car purchased privately
- a car purchased from a dealer for \$3,000 or less

- defects in lights, body hardware, rear window demisters which are not standard fittings, radios, tape decks, batteries, car telephone aerials, tyres and defects listed on the "Statement of Defects" given by the dealer at the time of purchase.

ROAD LAW CHANGES

Drink Drivers and Speeding Drivers Beware!

Infringement notices will be issued where a driver's blood alcohol exceeds .2%, and where a driver exceeds the prescribed speed limit by 30 k.p.h. or more. These notices will operate as a conviction 28 days after service, unless the driver objects, in which case the matter will be referred for a court hearing. For drink driving, the licence will be cancelled; for excessive speed, it will be suspended.

Severe "On-the-Spot" fines apply to drivers exceeding the speed limit by up to 30 k.p.h. The penalties have been widely advertised on television and in the newspapers.

Demerit points will be allocated to an offending driver, whose licence will be suspended for 3 months, when 12 points have accumulated. The driver may extend the demerit period for a further 12 months, but if 1 or more demerit points are received within that time, then the licence will be suspended for 6 months.

Newer cars help you breathe easier

BY BLANCHE CLARK

After unbleached toilet paper and solar panels, the next step for the environmentally conscious is a new car. Here's your chance to be one up on the greenies in their 1970's wagon.

If your car is new, then you have an environmentally sound vehicle.

Of course, it would be better if you didn't turn the engine on, but at least a new car won't muck around with the environment like an older car.

In the last 10 years, emission control requirements in Australia have seen the introduction of lead-free fuel, an exhaust catalyst to purify the harmful greenhouse gases and cleaner combustion with fuel injection instead of carburettors.

According to a BMW spokesman, the amount of nitrous oxide and hydrogen carbon released into the air from new cars is miniscule.

He said all new cars produced little pollution. "In 1986, emission control requirements forced standards to a higher level," he said.

"The introduction of lead-free fuel and exhaust catalysts to convert the gases into neutral substances have made cars environmentally friendly.

"The irony is the pollution won't go away while we still have the old cars on the road.

"Unfortunately, in our depressed economy, people can't afford new cars and the average age of cars in Australia is much higher than Europe and North America.

"The real way to improve the environment is to encourage the sale of new cars."

The awakening of green thoughts in the minds of ordinary men has now inspired car manufacturers to find cleaner fuels by the next century.

BMW IS searching for fuels which won't harm the environment and, already in Germany, they have prototypes run on liquid hydrogen.

The cars have the advantage of being able to run on conventional fuel also.

As yet, none of these cars has reached Australian shores.

"It will take a lot of money to set this type of system up in this country," the spokesman said.

"The fuel has to be stored and transported at minus 253 degrees Celsius."

BMW is also investigating the use of electric and solar-powered cars.

A spokesman for Mazda, Mr Michael Quist, said new cars in Australia were now as clean as anywhere in the world.

"Our standards now meet Californian standards, which have always been considered the toughest," he said.

"Combustion is cleaner because fuel injection operated by an on-board computer is more reliable than a carburettor.

"Carburettors tend to vary in their performance and dirty burning can result from the incomplete combustion."

A slower rush to become a convert

BY BLANCHE CLARK

There was a mad rush in the late 1970s to have cars converted to LPG.

The international petrol crisis which caused a leap in prices was the main reason for the sudden demand.

Today, there is still a steady interest as a cheap alternative to petrol.

According to Mr Michael Case in the RACV's chief engineer's department, LPG costs less than petrol and the savings quickly cancel the cost of conversion.

And that's basically the only reason to convert to LPG.

However, if you drive fewer than 15,000 km a year, it would probably take too long to recover your cost.

LPG conversion costs between \$1500 and \$1800, depending on what type of car you have and what type of unit you install.

LPG is considerably cheaper than petrol, but the car gets fewer kilometres per litre than petrol. In comparison, Super petrol costs about 60 cents a litre and LPG 25 cents a litre.

No new LPG cars are sold, but many people choose to convert later.

The only disadvantage with LPG is it is not available at every petrol station and it can take some planning to know where to get it.

Mr Doug Munro, of the Environmental Protection Authority's motor vehicle branch, said testing indicated LPG and petrol produced about the same pollution.

LPG gives off nitrogen oxides, hydrocarbons and carbon monoxide, just the same as petrol.

But don't despair, if you can't improve things on an environmental front, you can at least contribute to correcting our trade deficit — LPG does not have to be imported.

Buying tyres . . . then tread carefully

The varied conditions of Australian roads means there is room for little compromise when car manufacturers choose the tyre make for new cars.

According to a spokesman for Bridgestone Tyres, exhaustive tests are carried out by tyre manufacturers to ensure standard tyres placed on new cars meet the stringent requirements of the car maker.

The tests include ride comfort, handling, braking in wet and dry grip and noise reduction.

Due to car-maker requirements the performance of tyres on new cars is generally good.

Prestige cars and even models above the base range will have a higher grade of tyre because of the differing demands placed on the car, manufacturer requirements and the easing of price constraints.

A Dunlop Tyre spokesman said standard tyres on new cars would need to be replaced only for a higher performance tyre if the car was driven extensively in unusual conditions such as on wet or rough roads or long mileage.

Some driving weaknesses can also be compensated with a specific tyre.

But, be wary, because a tyre which will give you a higher level of performance under specific conditions is likely to wear quicker than a standard tyre.

The smart used-car buyer will always check the tread wear indicator on each tyre.

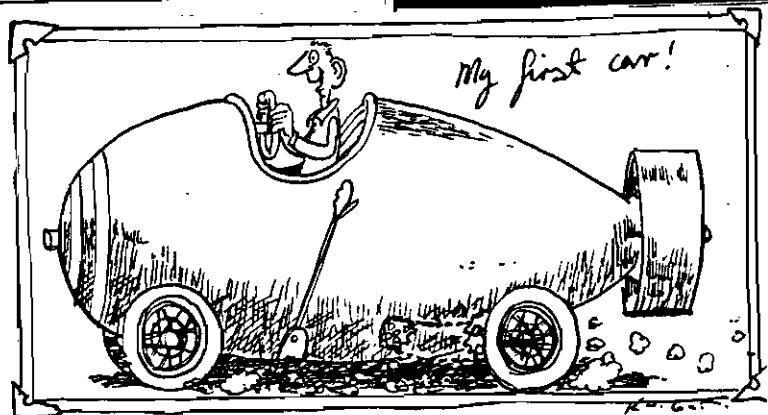
If it is flush with the tread area the tyre is unroadworthy and will need replacing.

Also look for the placard inside the car which will list the correct size of tyres that should be fitted to the car, check they are the tyres on the car and all tyres are the same size and type.

Side wall damage and splits also are common in used cars indicating a tendency by the previous owner to park too close to the curb.

Also check for uneven wear — a sign of bad wheel alignment.

The Dunlop spokesman said that when replacing tyres on a used car it was often false economy to go for a cheap tyre unless you were doing a low, slow mileage.



WOMEN AT THE WHEEL



"DON'T PANIC, CYNTHIA, IT'S GRAVY!"



"IT'S THE FIRST TIME WE'VE USED THE SUN-SHINE ROOF"



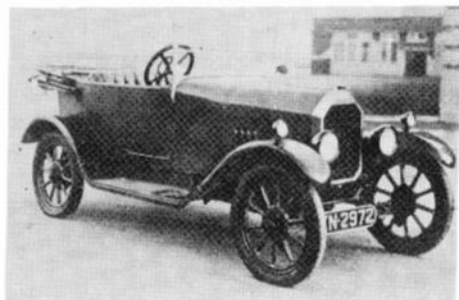
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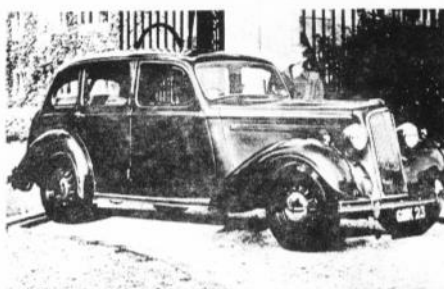
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