

February 1990

# *The* **HUMBERETTE**



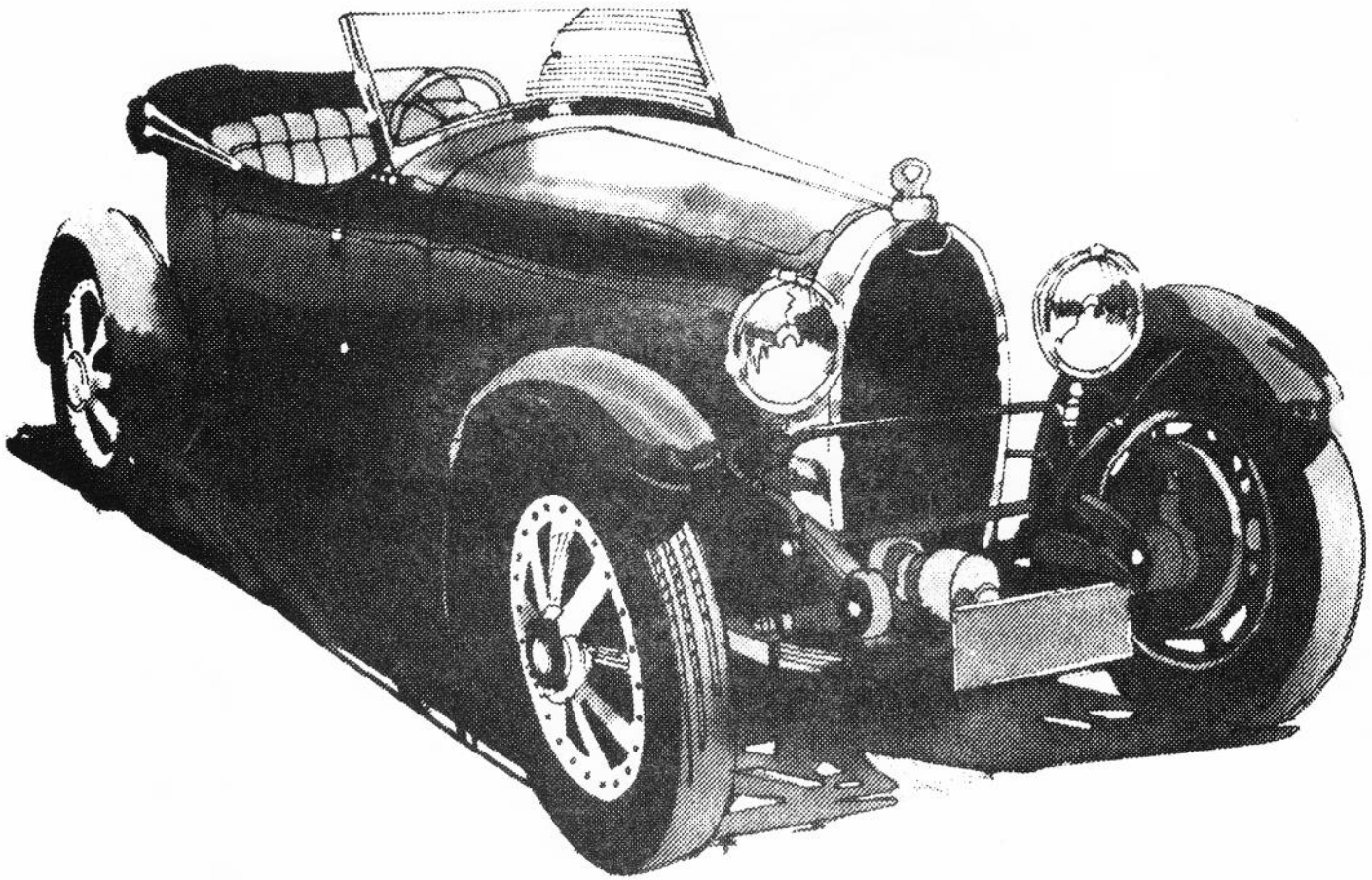
By Appointment to  
The Royal Family

Official Newsletter of the  
Humber Car Club of  
Victoria Inc.

Affiliated with the  
Association of Motoring Clubs



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FEBRUARY 25TH.

FAMILY DAY AND ANNUAL GENERAL MEETING. DEEPDENE HALL  
12.0 MIDDAY FOR PICNIC LUNCH. MEETING COMMENCES  
2.00PM.

FEBRUARY 26TH. (MON.)

A.O.M.C. DELEGATES MEETING. CARNEGIE PROGRESS HALL,  
TRUGANINI ROAD, CARNEGIE. 8.00PM SHARP.

MARCH 2ND-4TH..

GRAND SOUTHERN SUPER SWAP MEET, BALLARAT AERODROME.

MARCH 4TH.

BRITISH MOTORING SHOW. FLEMINGTON RACECOURSE CAR  
PARK. (MELWAY 28 F12) - ENTER FROM EPSOM ROAD.  
CLUB HAS DISPLAY AREA. 10.30AM - 3.30PM. ENTRY  
PER DISPLAY VEHICLE \$2.00 (INCLUDES OCCUPANTS).

\*\*\* MARCH 18TH.\*\*\*

ANNUAL ROOTES "G-T" DAY. BUNDOORA PARK, BUNDOORA.  
ORGANIZED BY HUMBER CLUB. RESTORED CARS MAGAZINE  
IS INTERESTED IN DOING AN ARTICLE ON THIS EVENT.

MARCH 23RD.

GENERAL MEETING. DEEPDENE HALL. 8.00PM. SPEAKER  
INVITED.

EASTER 1990.

(APRIL 13TH - 16TH)

COMBINED HUMBER CAR CLUBS OF AUSTRALIA 7TH NATIONAL  
RALLY, COWRA, NSW. MOTEL ACCOMMODATION BOOKINGS  
SHOULD BE FINALIZED BY FEB.1ST. ACCOMMODATION  
DEPOSIT \$50.00. RALLY REGISTRATION FEE \$15.00.

APRIL 27TH.

GENERAL MEETING. DEEPDENE HALL. 8.00PM.

MAY...

MONTHLY OUTING (GIPPSLAND AREA) T.B.A.

MAY 25TH.

GENERAL MEETING. DEEPDENE HALL. 8.00PM.

JUNE 1ST - 2ND.

VDC SWAP MEET SPECTACULAR. MELBOURNE SHOW GROUND.

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\*\* WEEKEND RALLIES. \*\*

CASTERTON RALLY. LABOUR WEEKEND MARCH 10, 11, 12th.

TRARALGON ROTARY CLUB RALLY. APRIL 1st.

entry form in December magazine. Details (051) 745 361.

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**NOTICE OF ANNUAL GENERAL MEETING OF THE HUMBER CAR CLUB OF VIC. INCORPORATED.**

The annual general meeting of this club will be held on Sunday,  
at the Deepdene Park Hall, Whitehorse Rd. Deepdene, immediately following the  
monthly general meeting which commences at 2.00 PM.

The business of the Annual General Meeting will be as follows:

1. To confirm the minutes of the Annual General Meeting held on 2 February, 1989.
2. To receive from the Committee reports upon the transactions of the Club during the last financial year.
3. To elect Officers of the Club and the Ordinary Members of the Committee.
4. To receive and consider the statement prepared by the Treasurer in accordance with the requirements of The Associations Incorporation Act, 1981.
5. To accept annual fees & membership subscriptions for the year 1990.

# — ROOTES DAY 1991. —

\*\*\* HUMBER HILLMAN SINGER SUNBEAM \*\*\*

\*\*\*\*\*

SUNDAY, MARCH \_\_\_\_\_

WHERE? ..... BUNDOORA PARK, PLENTY ROAD, BUNDOORA.

MELWAY MAP 19 F/4

RESERVED PICNIC AREA NO. 7. 11.0 AM.

BBQ'S

MUSEUM & HORSE GRAVES

CHILDREN'S PLAYGROUND

AMENITIES BLOCKS

SCENIC DRIVE ETC.

WHAT'S ON? .....

DISPLAY

GAMES

COMPETITIONS

MOST POPULAR CAR TROPHIES IN EACH GROUP.

BYO FOOD AND DRINK.

## American Motoring Show

**Sunday  
25th February  
1990**

**Flemington Racecourse**

## British & European Motoring Show

**Sunday  
4th March  
1990**

**Flemington Racecourse**

For details regarding  
badges & sites  
or  
general enquiries

phone  
(03) 808 4117  
or write to  
8 Farleigh Avenue  
Burwood 3125



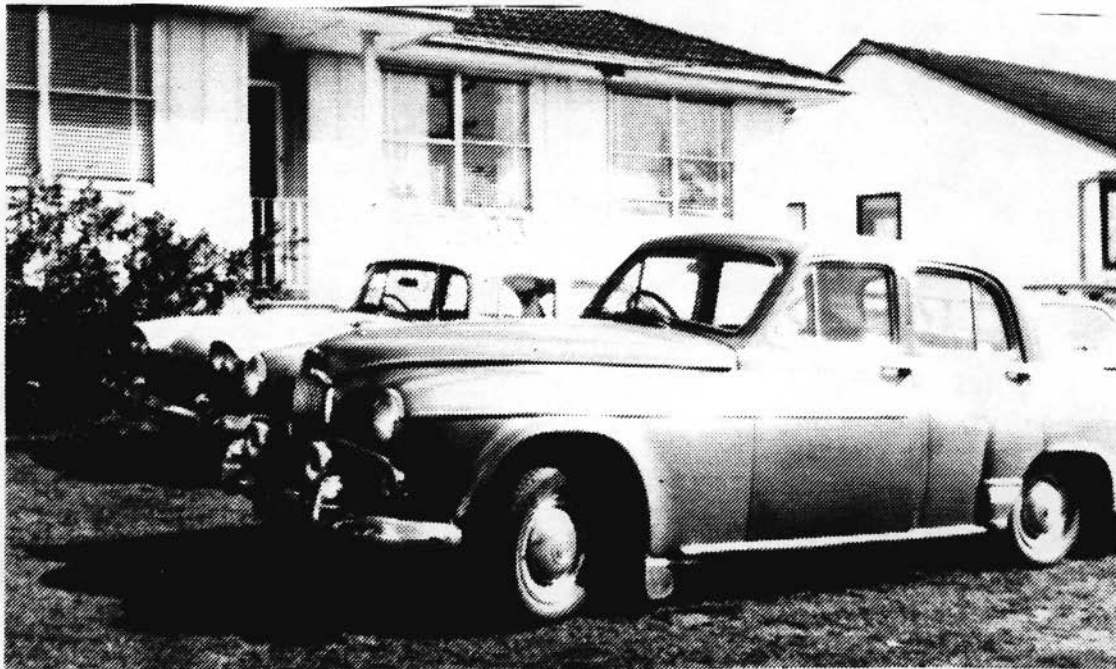


# THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

## COMMITTEE 1989-90

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



HUMBERS AT McALPINE'S (MOE)

## **SPECIAL NOTICE**

### **CLEARANCE SALE OF HUMBER PARTS**

Extensive range of items too numerous to list.  
Re Estate of the late Harold Underwood HCCV.

**126 BEACH RD, FRANKSTON**  
**SATURDAY, MARCH 10, 8 AM START**

*All inquiries to Des Judd 789 6952*

Last months report was in many ways an annual summary, looking back at the last year. This was deliberate as I wanted in the last report, look to the future for our club.

As we enter the nineties our cars and our membership are ageing. The number of daily use cars is continuing to decline and our membership will struggle to increase in members.

It is important that every effort must be made to increase our membership and to continue to promote our vehicles. The most important aspect as with any organization, is of course "people". We must aim to attract younger members and involve them in the running and decision making of the club. I am not suggesting a committee of youngies - we desperately need a balanced and experienced executive to guide the club for the next decade. I personally would also like to see a progression to President, (i.e. the Vice President would assume the role of President after a twelve month type apprenticeship). I think that this helps expose the future President to make him or her aware of the role the incumbent would play in the coming twelve months. This Chair of succession also in my mind creates a more stable committee and involves more membership participation.

The 1990 committee will see several changes as several 1989 members have already indicated their desire to retire. Please consider it if you are willing to stand for the committee this coming year. Every year we are faced with annual elections and I often wonder that often some members may be prepared to accept nomination for the committee and yet are simply not nominated because no one knows. Please, if you are prepared to stand please speak to someone. If perhaps you are not prepared to stand for the committee, we desperately need help in other aspects of running the club, and it certainly is easier and better for the organization if we can allocate specific tasks to specific members.

I believe that we have a club to be extremely proud of - but a club that needs your involvement. Thanks once again to the committee for its work during 1989 and the honour of representing you as President.

Geoff Webb

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MINUTES OF GENERAL MEETING

HELD FRIDAY 26TH JANUARY, 1990

AT DEEPDENE HALL AT 8:10PM

**Present:** 35 members as per attendance book.

**Apologies:** Were received from Kevin Megee, Lloyd Hughes, Jill Webb, Sylvia Pieterston, Graeme & Razmi Finn, Leoni Trubie.

**Minutes:** Of the previous meeting as printed in the January Humberette were accepted by Bob Kennedy, seconded by Ray Webster.

**Visitors:** The club welcomed Ian Wild's father Bill.

**Correspondence - IN:** Catalogue from Sotherly's \* A.O.M.C. Newsletter \* Invitation to the European Motoring Show \* Invitation to the Grand Opening of the World Congress Centre which included a request for some club cars to be put on display (with the likelihood of a fee payable to the owners of cars displayed!).

**Business Arising:** A motion was put forward by Bill Holmes regarding the fees paid for club cars at the World Congress Centre display to be donated to club funds. There was some discussion on the subject, however as little is known at present about the organizing of insurance technicalities etc. The motion was not seconded until more is known.

**Editor's Report:** Barry Bosnich reported that 200 magazines had been sent out. He also emphasized the need for more photos of members and cars to go into the magazine.

Treasurer's Report: The report was tabled by Brian Parkinson.

Balance at 26th January 1990 - \$1612.39  
Accounts for payment - 677.30

Events Director's Report: Margaret Willimott thanked Frank Stockwin on behalf of the club for his photos of the Concourse. The CHACA Swap Meet this year is being held at the Footscray Fruit & Vegetable Market all day on February 18th, entrance is \$2.00. An invitation was issued for as many humbers as possible to be displayed at the Australia Day Fair at Edithvale. A suggestion was made for all members attending the Picnic at Hanging Rock to meet and travel in convoy to the site in order to ensure the club's being able to park together instead of being scattered around like the previous year.

Librarian's Report: Nil.

A.O.M.C. Report: Report next magazine.

Ball Committee: No report, however we did get a fan in the kitchen - a letter of thanks will be issued on behalf of the club.

Technical Officers: Nil.

Cars Wanted & For Sale: See this issue.

General Business: Barry Bosnich queried the advertisement for the Casterton Rally \* Margaret Willimott boldly displayed Razmi Finn's article on Humber restoration in a "Singles Magazine"!! and reported that the Humber club is organizing the Rootes G.T. Day this year at Bundoora Park on 18th March.

Bob Kennedy thanked Jack Waring for his find of "The Humber Story" book and said there are only a few issues left available at the wholesale price. Vic Wilson suggested the club should buy an issue - all in attendance seemed to agree.

Geoff Webb requested that anybody keen to be on this year's committee shouldn't be backward in offering their services, as we all know the election is coming shortly.

Jack Waring mentioned a possible short run to the "Gum Nuts". Mention was made of the ABC show "The Way We Were" in which a number of Humbers were seen.

Meeting closed at approximately 9:15pm for supper.

Barrie Trubie  
Acting Secretary

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#### RECENT EVENTS

##### AUSTRALIA DAY FAIR - EDITHVALE

Thank you to the nine members who displayed their Humbers along with four Singer SM's. Trophy for the best presented car went to a Singer SM with Barrie Trubie's Series V S/S second.

Vic Wilson Series IV sported a very handsome badge car portraying the various shows, displays and events in which it had participated.

The club was presented with a commemorative plaque to hang on our meeting room wall. Those in attendance were:-

- Keving Magee (Series V S/S) - Vic Wilson (Series IV S/S) - Barrie Trubie & Family (Series V S/S) - Mike Fitchett & Christine (Series IV S/S) - Ian Wild & Family (Series IV S/S) - Jason Miller (Vogue Sports) - Ron Forth & Family (MK VI Hawk) - Keith & Margaret Willimott (MK I Sceptre) - Frank McGuire (MK IV S/S).

### PICNIC AT HANGING ROCK

Despite the weather, the 1000 cars on display last year would have least been equalled. We had the pleasure of meeting new member Bruce Anderson with his family and also country members from Bendigo, Castlemaine and Carngham. Those present were:-

- Geoff Webb & Family (Series II S/S Estate) - Pam Batten - Vic Wilson (Series IV S/S) - Joe Aldam (MK IV S/S) - Ken Rowlinson & Family (Series II S/S) - Ron Forth & Family ("Honorary Humber") - Ian McDonald & Allison ("Honorary Humber") - Mike, Christine & Tracey Fitchett (Series IV S/S) - Wilson & Barbara Beinton (MK II S/S) - Mal Darbyshire & Family ("Honorary Humber") - Graeme Finn & Family (Series IV S/S) - Hans Paas & Family (Series I Hawk) - Jason Miller (Vogue Sports) - Bruce Anderson & Family (Series IV S/S) - Keith, Margaret & Ken Willmott (Series II Hawk Estate).

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### KENNEDY'S KLANGERS

Kennedy's Klangers - or should I say "Bob's Bangers" (thank you Allison). This is just a few lines on the Darwin trip that we had last year. What I want to write about is not the trip gone but of maybe another trip. The reason I have raised this is because of all the people asking when will another trip will be arranged. Well, at this stage there isn't another one officially planned but if enough interest is shown, maybe it could be looked at.

It has been suggested that a trip to Western Australia or a run around Tasmania might be considered. This will depend on the number of members interested in participating as well as other club members interstate. If we get enough feedback then perhaps it could be looked into - but only if YOU THE MEMBERS show genuine interest.

A trip away can only be run in between the national rallies so if it is to be, the run would take place around mid 1991, so if members can give me some idea reasonably quickly, the sooner something can be done.

Well enough of that for now, we are still receiving phone calls from people wanting to join the club plus vehicles for sale. This just goes to show the club number in both the white and yellow pages is certainly getting results.

Now something different, if you have nothing to do on the weekend, take a Sunday drive to Tyabb down on the Mornington Peninsula and call into 1 Peacocks Lane (Melway 148 G10) and have a talk to Nancy. You'll be surprised to find about 15,000 sqft of antiques and nostalgia there; something for everyone. This is an antique warehouse open to everyone and the lowest prices you'll find anywhere. The dealers from all over are there to buy so why not you.

The building is an old coal store built many, many years ago. It faces the Tyabb Railway Station. This year two more chambers are to be opened so as I said before, come on down! After the visit you can have a drive around the Peninsula, there's heaps to see and do. Don't be shy, come and renew memories if nothing else!

Something different now, the other day I took a set of leaf spring off an older car to have them checked over and three leaves replaced. The attitude from the owner of the business was to behold, he could not give a hoot, was rude and insulting and told a pack of lies. Four days later my springs were still laying where I'd placed them - nothing done at all. The moral of this story is DO NOT take your suspension problems to PENINSULA SPRING WORKS at SEAFORD. I took my springs over to BETTA TRUCK & CAR SPRING WORKS, 19B WAYNE COURT, DANDENONG, PH: 791 3357 and ask for LES. I found them very helpful. The springs were ready when they told me they would be and the price was better than the other spring works. Since then I have spoken to a few people who have used the DANDENONG people and all are very happy and satisfied with the service provided.

Well enough from me at this stage, see you at the next meeting where everyone will be fighting to get onto the committee - bye until then.

Bob Kennedy.

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FOR SALE

1963 Vogue, white, red interior, manual, 51,000 miles, reg Jan '90, fair condition \$500 o.n.o.  
Contact: Ms. McLaughlin, Ph: 580 1952. (RK)

Series I S/Snipe, 12 months reg, fair condition, auto, ex tyres, \$1000 o.n.o.  
Contact: Mary Serra, Ph: 647 2184 (BUS), 370 6420 (A/H). (RK)

1964 Series 4 or 5 S/Snipe, green, good condition, no reg, \$1000 o.n.o.  
Contact: Lee Burgess, Ph: (059) 96 1833 (Car at Devon Meadows). (RK)

1965-'68 Hillman Gazelle, black, no reg, good condition, ext interior, \$150 o.n.o.  
Contact: Anne Abraham, Healesville, (059) 62 2882. (RK)

1950-'51 MK 2 S/Snipe, black, water damaged inside, some rust, complete car, one owner, suite restoration or parts, \$350 o.n.o., (car at Richmond).  
Contact: Mr. A. Pearce, Ph: 428 4030 (A/H). (RK)

1960 Series II S/Snipe, green & white, brown interior, six months reg, reco auto, plus spare auto, carbys', head, \$2000 neg.  
Contact: J. Streader, Altona, Ph: 398 4045.

1962 H/Vogue, auto, running, reg Dec '89, best offer.  
Contact: C. Lee, Frankston, Ph: (03) 789 7921, (059) 79 3344 (BUS).

1967 S/Snipe, one owner, 130,000 miles, full history known, all service books and coupons, white with red interior, exceptional condition. Also 1954 S/Snipe, full details.  
Contact: J. White, 7 Kinloch Avenue, Mont Albert.

H/Vogue Series II, manual, unreg, spare motor plus lots of other spares, \$1000.  
Contact: (054) 43 8279.

1962 S/Snipe, (2 of), one good condition, r.w.c., reg 12 months, spare car, motor running plus spares, \$2500.  
Contact: W. McCarthy, Colac, Ph: (052) 33 8378.

Series V/VA, bonnet, boot lid, 1 L/H and R/H front doors, no rust, \$20 each or \$50 lot.  
Contact: F. Pieterston, Ph: 781 5169.

WANTED

MK II S/Snipe, r/h front door handle, boot catch.  
Contact: G. Hall, R.M.B. 6408, Hawkins Road, Seaspray.

Spare Mascot 1954 S/Snipe.  
Contact: J. White, 7 Kinloch Avenue, Mont Albert.

Series VA S/Snipe, front bumper bar with starting handle hole plug insert, in good order or good for re-chroming.  
Contact: Jim Kent, 59 Shiels Terrace, Casterton, Ph: (055) 81 1414.

Old clocks going or not, old furniture, wireless, gramophones, house lots considered.  
Contact: Bob & Nancy Kennedy (Licenced Dealer), Ph: 789 5119.

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SOCIAL NEWS, VIEWS & EVENTS

Happy Humbering everyone! I hope your wheels are in fine trim for the motoring events coming up next month.

The **SUNDAY FAMILY DAY** on **FEBRUARY 25TH** is being combined this year with our Annual Meeting and a "get-to-know-your-fellow-Humbarers-afternoon" for new and old members alike. If you have a name tag please wear it otherwise we will provide you with a sticker for that purpose. It would be appreciated if everyone would remember to sign the Attendance Book on this day and of course, on all other meeting days too!.

The Annual Meeting means that your Membership comes up for renewal again - unless you paid in the latter half of last year and your subscription carries over to 1990. A check of your Membership Card should tell you that information but, if in doubt please ask. You have NINETY DAYS in which to pay your sub, but a prompt renewal will not only earn you the gratitude of the committee but will assist in early compilation of the 1990 Membership Listing. A Membership Renewal Form is enclosed with this Humberette.

To maintain an accurate Club Listing of vehicles it is essential that the Renewal Form be fully completed. It is particularly important that we know any changes to the Club Permit (red plate?) scheme. Thank you in anticipation!

Now, I am going to ask once again for your support. In the U.K. there exists a motoring organization known as A.R.C.C. (Association of Rootes Car Clubs). Each year this Association runs a well publicized and highly successful Display Day incorporating individual Rootes car owners and all Rootes derived car clubs.

Six years ago the Sunbeam/Talbot Club in Victoria introduced a similar type event - The Rootes "G.T." Day - hosted in turn by the various participating clubs. This year it's our turn! 1990 also marks a quarter century since the last fully Rootes produced Super Snipes rolled off the assembly line, before Chrysler started its take-over of the company. It seems, therefore, fitting that this Rootes "G.T." Day should also be The Day of the Humpers.

But to make it successful we need YOUR HUMBER - AND LOTS OF THEM! - plus participants, organizers, onlookers, publicity, people, etc, etc.

WHEN? SUNDAY 18TH MARCH AT 11:00AM

WHERE? BUNDOORA PARK, PLENTY ROAD, BUNDOORA  
(Reserved Picnic Area No. 7)

All details are on the Calendar Page

Will you come?

Will you bring your Humber?

Will you help arrange games, etc?

Vt / briefly, the other coming event of note are British Motoring Show on March 4th. Details of which appear on the Club Calendar, and the Easter National Rally at Cowra. There are still some places available for the Rally but you will need to get in quickly. Rally entrants should shortly receive individual Rally progress account from the N.S.W. National Rally organizing committees.

Finally, may I thank you for your support, friendship and co-operation during the past year. Operating without an elected Social Secretary/Events Director has meant that my position as Vice President became somewhat expanded over the ensuing months. However I have enjoyed the year and look forward to there being a full compliment of committee members during 1990.

## LITTLE RED ROADSTER

Margaret

▼ Ian Debenham greeted the arrival of his new baby with mixed feelings. She was pretty, but weighed in at just over 304 kilograms and measured three metres long and 1.2 metres high, so he wasn't looking forward to taking her out. It wasn't the first time Debenham, curator of transport at Sydney's Powerhouse museum, had encountered a baby Goggomobil — an Australian/German car which first beetled around the country in the late '50s. "In 1968, a friend used to give me a lift to work in one," said Debenham, who has just taken delivery of a 1958 Goggomobil Dart for eventual display at the museum. "It was so small we'd pull up next to trucks and we would be at eyeball height with the centre of

their huge wheel hubs. I'd just swallow hard and pray they wouldn't change lanes. In the end, a Holden station wagon reversed over the front of the car." Goggomobils were among a rash of washing-machine-sized cars for which traffic cones represented a navigational hazard on a par with the Arc de Triomphe. Developed for thrift-minded commuters, they cost 699 pounds in 1960 (\$9,750 at today's prices) and the 392cc engine belted out a knuckle-whitening 90 km/h. The mechanical parts were from Bavaria, but the fibreglass body was from Sydney auto dealer Bill Buckle. Around 500 Darts were sold, of which about 50 remain. Buckle did not keep one, and will be off to see the museum Dart.



Ian Debenham  
and his baby, a  
Goggomobil Dart.

"A VERY SATISFIED CUSTOMER!"

This letter from Jim Kent in Casterton is the result of answering an advertisement in the "For Sales" section of the January Humberette.

On midday, January 24th, included in our mail was the January Humberette which I look forward to reading each month. A couple of rapid scans then I settle down and read it cover to cover - most interesting, most enjoyable!

Now, up here in Casterton there lives an Insurance Broker by the name of Doug Coulter who worked as a mechanic and a bus driver in Ballarat before moving to Casterton 25 years ago and becoming G.M.H. Salesman for Coxon's Garage before commencing his own insurance business.

Always a keen motorist, motor-bike rider etc. he had an ongoing interest in veteran, vintage and classic cars and after we had established a car club here in Casterton, told me he would join when he had a suitable car, such as a Jaguar, Riley, Humber, or similar vehicle. He was very taken with Grant Murray's Series V when it was in town recently and expressed a wish to own one similar.

Now, here, to me, occurs an amazing chain of events, all triggered off by one line in the January Humberette. The first article in the "For Sales" column was a Series VA with phone no., contact etc. After dinner I called into Doug's office to see if he may be interested in this car. As he was out on business his wife, Betty, also a keen classic car enthusiast photo copied the appropriate page and also Kevin Megee's car photo. Doug rang me later that night to say that he had contacted Jean Black, the car's owner, who lives in Essendon and had made an appointment to inspect the car at 10.00AM on Thursday. He wanted me to come down with him and, if he bought the car, to drive it home for him. We departed Casterton at 5.30 AM on Thursday in Doug's new Nissan Patrol, found our way to Essendon and knocked on Jean Black's door at 2 mins. to 10.

Jean took us to the double garage and raised the doors.

Now I have never seen a more glorious sight; we were looking at absolutely the best kept Humber I have ever seen. Doug, Jean and I took it for a run and the purchase was made, no bartering, no hassles!

Jean said her solicitor advised selling it and she made contact with some lady in the Humber Club who suggested the price and arranged placing the advertisement. I suspect it was Margaret Willimott, if it was you Margaret a million thanks from both Doug. and myself.

Now, some history of this beautiful car. Jean Black is the only child of the late Mr. and Mrs Black of Galah, near Ouyen. They bought the car in Mildura when living there and later shifted to Essendon bringing the car with them. Insurance, registration, meticulous maintenance and care continued. After the deaths of her parents, Jean had no further use for the car having her own small Mazda. 99,000 miles are recorded on the speedo, the engine bay and interior of passenger compartment, boot etc. are in as new if not better than new condition - an absolute credit to its previous owners.

After a check of the various levels etc, we headed from Essendon to Casterton, leaving behind a very tearful Miss Black, although she was pleased that it was going back to the country. We filled the fuel tank at Taylor's Lakes and headed for home. The performance of this car amazed me. I have been the owner of some very nice cars in my time such as Straight 8 Pierce Arrow, Customline Fords both side and O.H.V., 8-cylinder Buicks, F.I. Mercades, Cressida Regal Valiants, Chrysler Royals etc. and I can assure you if Doug. had shown any hesitation in purchasing I would have bought this car.

A constant speed of 100 - 120 K.P.H. was effortless even when we were nearing home and in undulating country. 8 miles out from Casterton is the "Muntham Hill", an ascent which makes "Pretty Sally" look like a mound! I registered 70 MPH at the base of this hill and levelled off at the top still doing 70 MPH

An interesting comparison will occur at our Labour Day Rally which Kevin Megee has entered with his Series V Super Snipe. Congratulations from me to Kevin for winning the Club's Concours D' Elegance Award for 1989.

Now, what has me still puzzled is how we were only the second enquiry for this vehicle and we are situated 220 miles from Melbourne! Maybe a stroke of luck? Anyhow the Humber is now domiciled here at Casterton and if you forward me an application for Club Membership I may persuade Doug. and Betty to join the Humber Club of Vic.

James P. Kent.



UK

CONTRIBUTED BY STEVE ILIC

## Lorry, 8 cwt, 4×2, FFW, Humber

Just before the outbreak of war in 1939 the British army was in the process of intensive mechanization, and several classes of load capacity had been defined for 'B' vehicles. The second class was the 8-cwt truck which fulfilled such roles as the GS (General Service) and FFW (Fitted For Wireless). Such 8-cwt trucks with both 4×2 and 4×4 wheel arrangements were produced in considerable numbers from a period just before the war, but were eventually phased out of production in order to rationalize output and reduce the number of types in service. The 5-cwt and 15-cwt classes could carry out any duties that had been allocated to the 8-cwt class. These vehicles were manufactured by Ford, Morris and Humber. Similar in appearance, these vehicles had detachable well-type bodies with seating for three men (two facing offside and one nearside) and canvas tilts, though the wireless version had seating for two men only. Folding legs were fitted which enabled the body to be placed on the ground for use as a mobile command centre or wireless station. The Humber 8-cwt Lorry early production vehicles employed the chassis of the original 1939 Humber Snipe saloon with louvres in the bonnet sides. The Lorry, 8-cwt, 4×4, FFW incorporated the No. 11 wireless set, a map table and other fittings necessary for command operations. The wireless batteries could be recharged from a generator driven off the main engine. The GS model had the same body but lacked the radio equipment.

### Specification

Lorry, 8 cwt, 4×2, FFW, Humber

Dimensions: length 4.44 m (14 ft 7 in);

*The early production version of the Humber 8-cwt lorry was based on the chassis of the pre-war Humber Snipe saloon, and could be identified by the louvres in the bonnet sides. Later these were omitted, as shown here.*

width 1.96 m (6 ft 5 in); height 1.89 m (6 ft 2.5 in); wheelbase 2.84 m (9 ft 4 in)

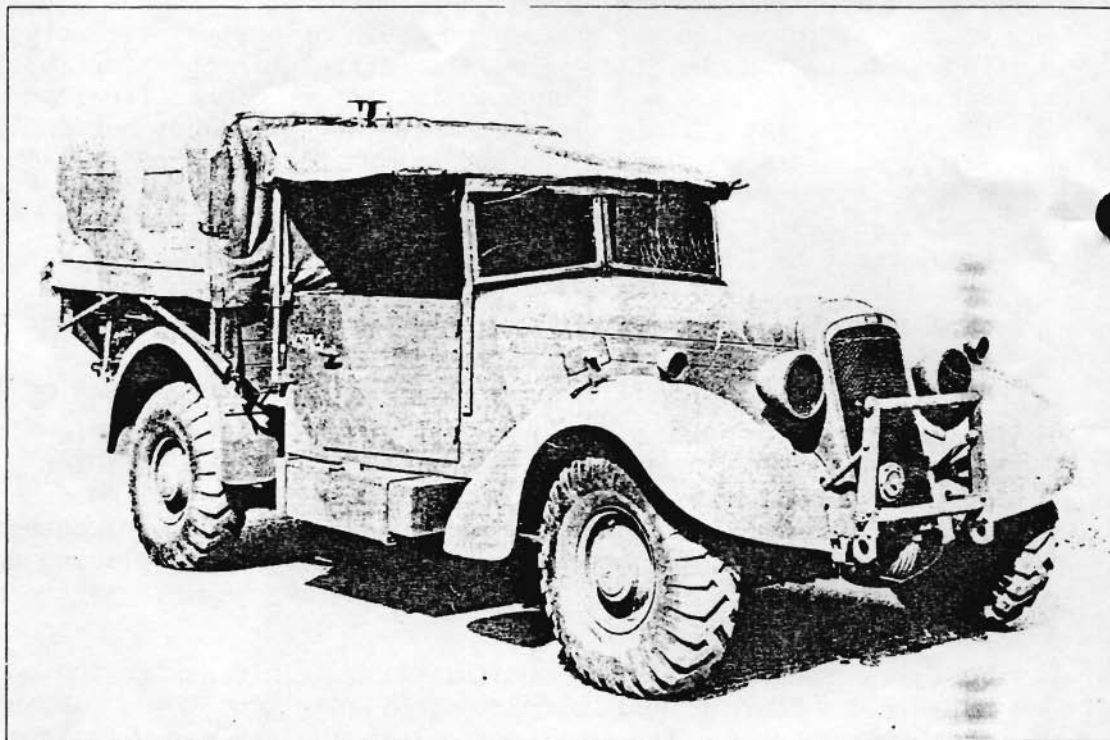
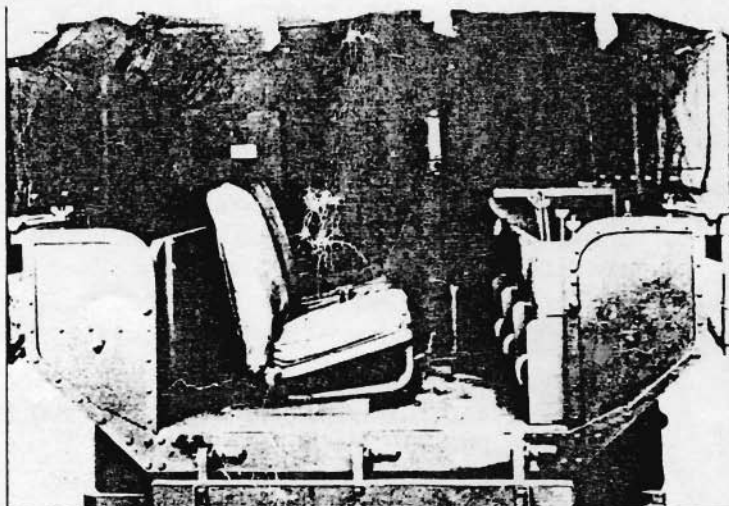
Weight: net 1769 kg (3,900 lb)

Powerplant: one Humber 6-cylinder petrol engine developing 85 bhp (63.4 kW)

Transmission: four forward and one reverse gears

Tyres: 9.00×13

*Right: The Humber FFW (Fitted for Wireless) was an 8-cwt 4×2 truck with seating for two wireless operators in the body. The body was detachable for use on the ground as a wireless station or as a command centre.*



UK

## Car, Heavy Utility, 4×4 (FWD), Humber

Together with the Ford 4×2 Heavy Utility, the Humber Heavy Utility Car was the basic staff and command car of the British army during World War II at all levels of command. Nicknamed the Humber 'Box', this was the only British-built four-wheel drive utility car, and production began during May 1941, continuing for the duration of the war. Employed on a very wide scale, this staff car remained in service until the late 1950s. The cab and body were integral and of all-steel construction, and later models were fitted with a sliding roof. The body was a six-seater with four individual seats and at the rear, two tip-up occasional seats which could be folded down to leave the body clear for stowage. There was a folding map table behind the front seats. There were two hinged doors on each side with a full-width double door arrangement at the rear. The front mudguards, radiator grill and bonnet were identical to those of the Humber 8-cwt 4×4 chassis. In the Western Desert this vehicle was sometimes modified by replacement of the roof by a canvas folding tilt. Some vehicles, especially those used by high-ranking officers, were also fitted with a sliding roof.

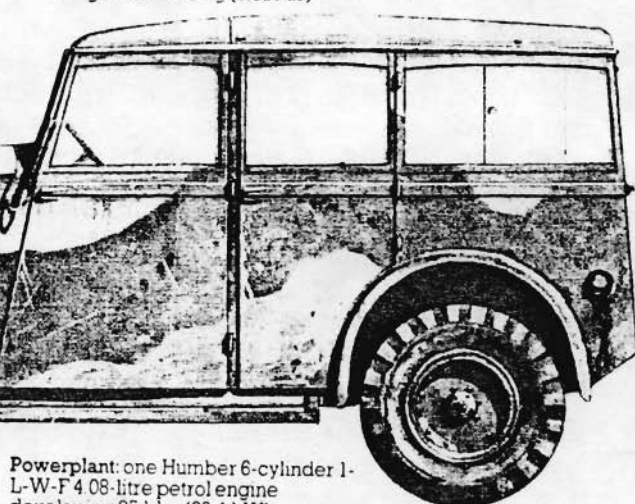
*A four-wheel-drive estate car, the Humber Heavy Utility was the basic staff and command car in British service, and remained so for some years after 1945. It was the only British vehicle of its type.*

### Specification

Car, Heavy Utility, 4×4 (FWD), Humber

Dimensions: length 4.29 m (14 ft 1 in); width 1.88 m (6 ft 2 in); height 1.96 m (6 ft 5 in); wheelbase 2.84 m (9 ft 3.75 in)

Weight: net 2413 kg (5,320 lb)



Powerplant: one Humber 6-cylinder 1-L-W-F 4.08-litre petrol engine developing 85 bhp (63.4 kW)

Transmission: four forward and one reverse gear with auxiliary two-speed

Tyres: 9.25×16



# ENVIRONMENT

**Y**OU may have a squeaky-clean, catalytically converted car running proudly on lead-free petrol. But crawl uphill behind a giant lorry and you will still be engulfed in black smoke.

There are some 120 million diesel-powered trucks and buses fuming around the world, plus an awful lot of taxis, tractors, boats and trains, as well as other diesel machinery such as electrical generators and bulldozers.

The bad news is that although cleaner diesel engines are on the way — indeed, they may be cleaner than the cleanest petrol-driven cars — it could be decades before all the old smelly ones expire.

The good news is that even old diesel engines might be converted to run on a relatively cleaner cocktail of 10 per cent diesel and 90 per cent natural gas.

The difference between a diesel engine and a petrol engine is simple. Diesels rely on heat generated by compressing air in their cylinders in order to ignite fuel. A petrol engine uses a spark plug.

Rudolph Diesel, a German engineer, patented his engine in 1892. His first

idea was to fuel it with powdered coal, a waste product from mines. A brilliant idea, but his first engine blew up so he switched instead to the form of heavy liquid petroleum that now bears his name.

Diesel engines need to work at greater pressures than petrol engines otherwise the air in the cylinder will not become hot enough to ignite the fuel when it mixes. This means that diesel engines have to be more robust, which makes them heavier and more expensive.

But they are also more efficient: the fuel is more tightly compressed in the cylinders; when it explodes it does so more thoroughly. Diesel is also a cheaper fuel than petrol because it does not need to be so pure, and is thus less expensive to refine.

Taxi drivers, bus companies, road hauliers and others find diesel engines irresistibly reliable. With regular maintenance, they can go on and on.

Diesel fuel has its environmental ad-

*The day of reckoning for exhaust-belching trucks may soon be at hand but, as this report from The Economist shows, it could be surprisingly painless*

**6** Natural gas is one of the cleanest fuels . . . emissions of carbon dioxide are 25 per cent below diesel **9**

vantages. It does not have additives, and emissions of carbon monoxide and hydrocarbons are low. The small diesel engines in cars also emit lower levels of nitrogen oxides (NOX), the most troublesome of the gases that cause acid rain.

But — and this is a big but — because of all the big diesel engines in trucks and buses, about half the NOX emissions from vehicles are reckoned to come from diesel engines.

And diesel engines tend to billow smoke because the engine emits small sooty particles of incompletely burnt fuel. Most of the smoke from vehicles in urban areas comes from diesel engines.

The muck can be fought with high-pressure fuel-injection systems and better cylinder design. Engine-makers have also tried out particle traps that work like filters in the exhaust pipe. The snag is that they need to be cleaned by burning off the particles. One idea is to use two traps and switch between them, so one trap filters while the other burns. Despite years of research, the traps are still unreliable.

Further improvements in catalytic converters may help. The big problem is that the sulphur in diesel fuel poisons conventional catalysts.

America's Navistar uses a catalytic converter in a "smokeless diesel" which, it says, will meet the toughest

pollution standards of the mid-1990s. Its success will depend on a wider distribution of low-sulphur diesel fuel, which is so far available only in eco-mad southern California.

Lorry makers are also looking into novel fuels such as methanol. Futuristic engines, like ceramic gas turbines and adiabatic diesel engines, are being developed. An adiabatic engine would use more of the heat generated in a combustion chamber for power, and would not need a cooling system. Both types of engine would need to be built from new-fangled ceramics in order to withstand higher temperatures. Unfortunately, ceramic engines that are not too brittle still seem a long way off.

While the development of new engines continues, it makes sense to try to clean up existing diesel engines that have useful lives ahead of them. Many petrol engines can readily be converted to run on alternative, cleaner fuels — such as alcohol, liquefied petroleum gas (propane) or compressed natural gas. But a diesel engine has no spark plug with which to ignite trendy fuels.

Still, it is possible to use two fuels — natural gas as the main one, ignited by a small flow of diesel.

A Canadian company reckons it has developed a dual-fuel system that can be used to convert diesels to run on about 10 per cent diesel fuel and 90 per cent natural gas for between \$3000 and \$7000.

One of the big advantages of this system is that a driver can switch to running wholly on diesel whenever the natural gas tank is empty. This gets around the problem of drivers fighting shy of a new fuel for fear that they will be marooned somewhere where it is unavailable.

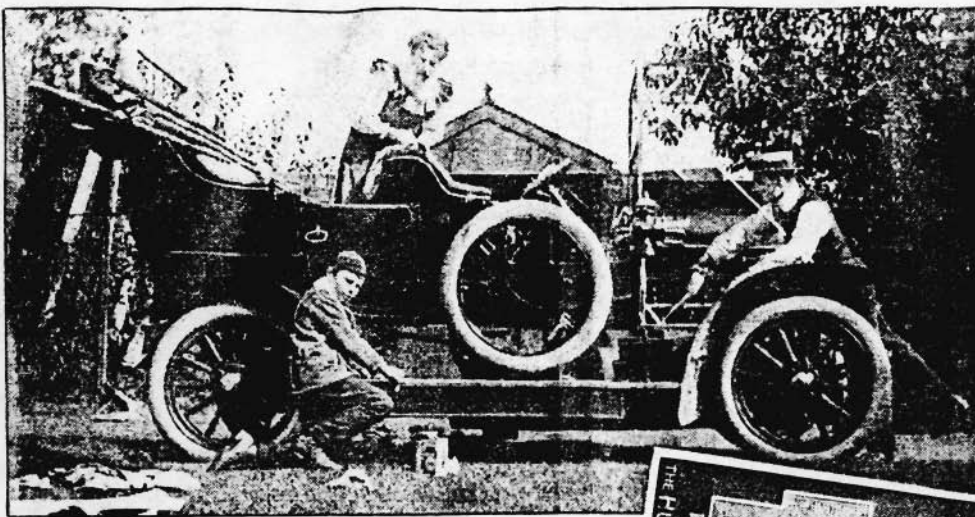
Natural gas is one of the cleanest of fuels. The emissions of carbon dioxide from a natural-gas exhaust are at least 25 per cent lower than diesel. There is also a lot more natural gas around than we at first thought. In the past decade, known world-wide reserves have soared by more than 50 per cent — enough to last 60 years at present rates of usage.



## Vroom!

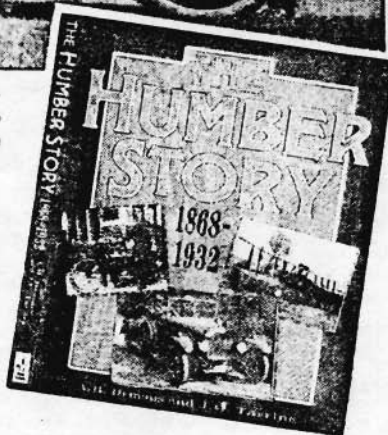
Dennis Amodeo has too much of a good thing. The Long Island carpenter won 36 Corvettes in a contest — one from each model year — but his glee soon turned glum when upkeep estimates exceeded \$100,000. So the Honda owner plans to sell his million-dollar fleet, including the '53 Blue Flame Vette. He'll use some of the money to buy next year's model. "I hear they are really beautiful," he whispers.





● A 1907 15hp Humber receives a little loving care from the family. Note the characteristic Humber oil can being put to proper use. One of over 130 period photographs from The Humber Story by A. B. Demas and J. C. Tarring.

# Profile of Humber



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WHEN Thomas Humber set up in business as a cycle maker in Nottingham in 1868, he could not have envisaged that products in his name would be manufactured for more than a century and still be sought after, appreciated and used in the 1980s.

An exceptionally skilled and talented blacksmith, Thomas Humber quickly established a worldwide reputation for quality and by the time of his death in 1910 the firm had moved its production centre to a new purpose-built factory in the Stoke area of Coventry and branched out into manufacturing motor cycles, motor cars and even aeroplanes.

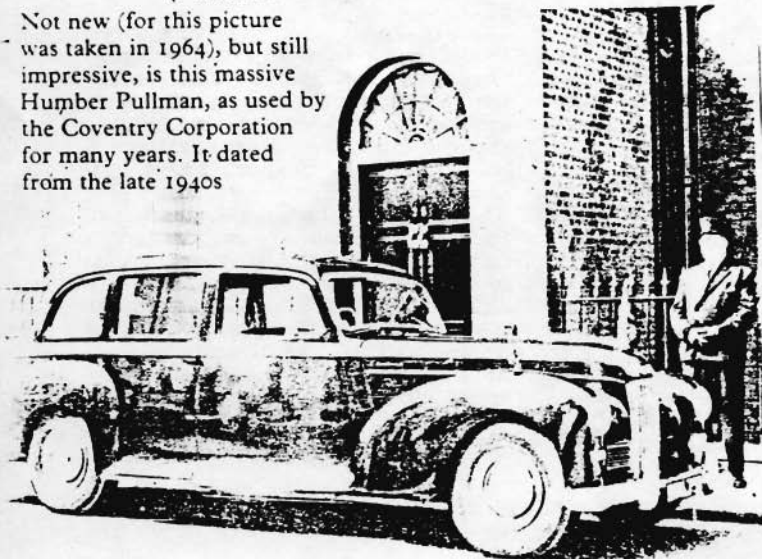
This huge expansion had not been achieved without some difficulties and near disasters.

Serious factory fires more than once bedevilled the company and some unfortunate mismanagement cost the firm dear at the close of the nineteenth century.

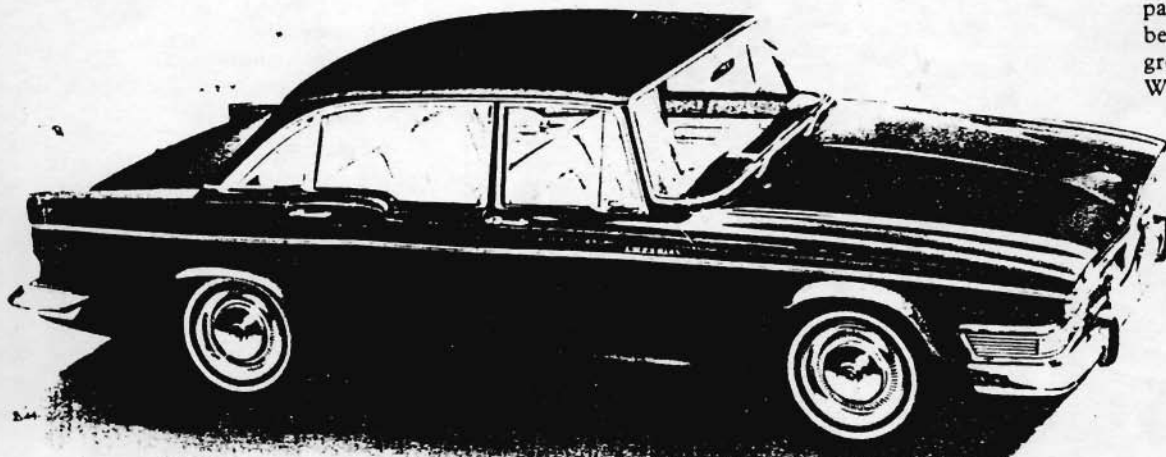
Yet, quality was never allowed to suffer and the company was pulled through by the sheer resourcefulness and adaptability of its work

force until Rootes Limited assumed control of the firm in 1932 and Humber became the prestige marque of the new Hillman-Humber combine.

Not new (for this picture was taken in 1964), but still impressive, is this massive Humber Pullman, as used by the Coventry Corporation for many years. It dated from the late 1940s



A showroom display at Devonshire House, with the patrician Humber Imperial behind a portrait of Britain's greatest political leader, Sir Winston Churchill



An artist's rendering of the Humber Imperial, complete with restyled roof and windows, the last derivative of a car announced in 1959

## New trailer laws

On July 1, 1988, a new Australian Design rule (ADR) No. 44 came into force. This new ADR contains requirements for testing the material strength of vehicle towbars, trailer drawbars and towing couplings as well as requirements for trailer brakes.

ADR No. 44 was not strictly enforced by the Roads Corporation until July 1, 1989, to give the trailer manufacturing industry time to comply.

These requirements apply to new trailers built privately as well as those built commercially. Towbars, trailer drawbars, and towing couplings must now be able to withstand a variety of loads without suffering any damage that is likely to affect the safe towing of the trailer.

### GROSS TRAILER MASS

The term "gross trailer mass" appears throughout the following text and means the unladen mass of the trailer together with the maximum load the trailer is designed to carry on its axle. The term has been shortened to GTM for convenience.

### VEHICLE TOWBARS

A towbar fitted to a vehicle must have a minimum towing capacity of 1.5 times the vehicle's maximum towing capacity. A towbar must be attached to a substantial part of the structure of the vehicle, and must also have provisions for attaching safety chains which are not on a removable part of the towbar. All towbars must be marked with the manufacturer's name or trademark, the vehicles for which the towbar is suited, and the maximum towing capacity in kilograms.

## TRAILER DRAWBARS

Trailer drawbars must be constructed in such a way that the drawbar will be able to withstand loads, measured at the towing coupling, of 0.5 times the GTM in a vertical and sideways direction, and 1.5 times the GTM in a forward and rearward direction. The drawbar must also have safety chains which comply with Australian Standard 1972-1976 "Safety Chains for Trailers and Caravans".

Safety chains may be attached by welding, provided the weld extends around 50 per cent of the circumference of the link allowing free movement of the adjoining link. However, they must not be attached to the towing coupling or ball.

### TOWING COUPLING AND TOWING BALL

The towing coupling must allow sufficient angular movement between the trailer and the towing vehicle. The coupling must also incorporate a device to prevent the coupling accidentally becoming disconnected from the towing ball. The coupling must be able to withstand a load of three times the GTM for which the coupling is designed in a forward and rearward direction. As well as a load of 1.3 times the GTM in a vertical direction, and a load equal to the GTM in a sideways direction.

The minimum size of the towing ball for trailers having a gross mass up to 2270 kg is 50 mm nominal diameter.

### TRAILER BRAKES

All trailers with a GTM exceeding 750 kg must be fitted with brakes on all wheels. If the gross mass exceeds 2000 kg, over-ride brakes are not acceptable. The driver must be able to operate the trailer brakes independently of the towing vehicle brakes, from the normal driving position.

## TRAILER PLATE

All trailers must have a plate attached in an external position containing information including:

1. The manufacturer's name and address.
2. The manufacturing date.
3. The gross trailer mass in kilograms.
4. Tyre and rim data (eg, rim size, tyre size, load rating and recommended tyre pressures).

A trailer must also have its own identifying serial number prominently displayed.

### REGISTRATION PROCEDURE

We understand that Vic Roads registration offices are not in a position to test a trailer to establish whether or not the

trailer meets the new requirements. What is likely to happen, however, is that a trailer will be refused registration if the registering officer considers that the trailer presented for registration does not comply with the new requirements. The onus will then be on the person applying for the registration to satisfy the registering authority that the trailer complies with the appropriate design and construction requirements.

### ADDITIONAL INFORMATION

Vic Roads have published a Vehicle Standards Information Circular, No. 9, Registration Requirements for Trailers Manufactured after June 1988. These circulars contain information about all the requirements for registration in addition to those referred to in this article. These circulars are available at all registration offices on request.

## How Do You Double the Value Of a Trabant? Fill 'Er Up!

*East Germans may have driven the car to freedom, but jokes about the "little stinker" sputter along*

**S**mall, snub-nosed, slow, and the product of Stalinist central planning, the Trabant is the ugly duckling of East Germany's roadways. The ubiquitous "Trabi" has not had its flaky Duraplast body redesigned since 1964. Its motorcycle-size two-stroke engine coughs out more pollution than almost any other auto. Often the motor's two cylinders start up one at a time until they sputter in unison in a puff of blue smoke, sounding uncannily like an ancient sewing machine.

"Almost every day we get letters of complaint," says Bonn Environment Minister Klaus Töpfer. "The Trabant is a nuisance."

In border towns residents complain of Trabi traffic jams every weekend as East Germans drive in for shopping. A study by Berlin's Technical University has shown

that Trabants spew roughly nine times the amount of hydrocarbons and five times as much carbon monoxide as most other cars in Western Europe. Though some West Germans refer to the Trabi's distinctive mix of gas and oil smoke as "the smell of freedom," others are more direct. They call the Trabi the "little stinker."

Trabant jokes are now a national pastime in the Federal Republic, just as they have been in East Germany for decades. Some are flattering. "Why did Erich Honecker refuse to drive a Trabant? Because the brakes kept pulling to the West." But others simply pick on the helpless little car's shortcomings. "Why is the Trabant the world's quietest car to drive? Because your knees cover your ears."

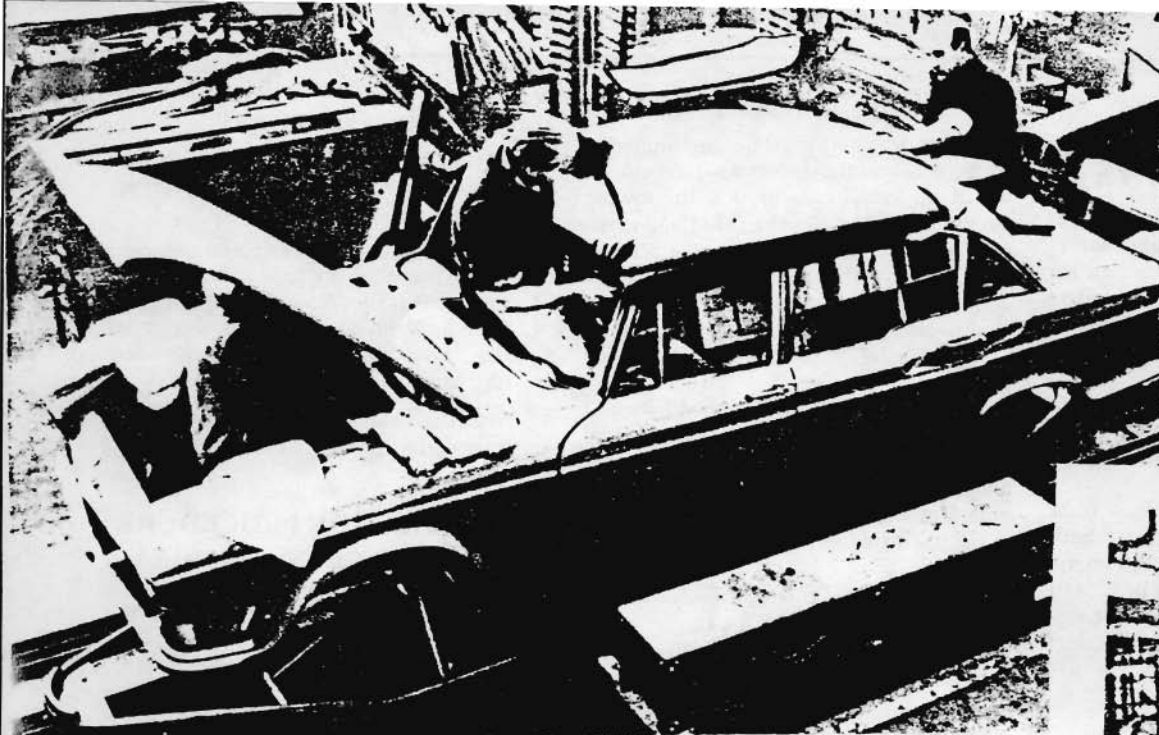
### PUTT-PUTT-PUTT...

Sure, a Trabi (26 h.p.) does not have the strength of a Porsche (250 h.p.). But all things considered, the plucky little car compares favorably with, say, a lawn tractor. The stats:

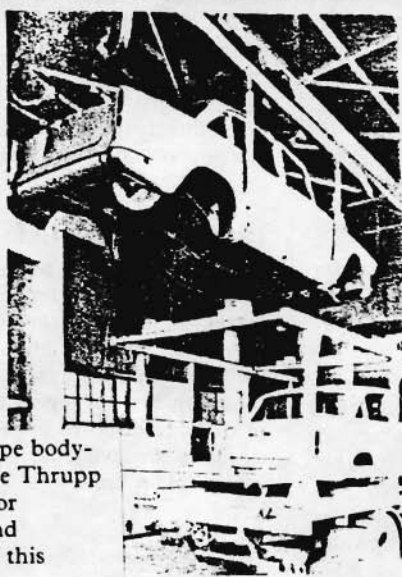
	Lawn tractor	Trabant
		
Horsepower	20	26
Passenger capacity	Driver only	Four (but sighted at border crossings with seven)
Availability	Immediate	15 years
Attachments	Snow thrower	Map of West Germany
Biggest drawback	No trunk for groceries	No groceries to put in trunk
Special feature	Side bucket for grass clippings	Rear-window defroster (to keep hands warm when pushing it)

TIME Chart by Cynthia Davis





No machine could tackle this job—the hand-crafting of a vinyl roof covering to a big Humber bodyshell



Humber Super Snipe bodyshells arriving at the Thrupp & Maberly works for painting, glazing and trimming, at which this works excelled



No question of moving production lines for the carefully-assembled big Humbers of the 1960s



Production of Humber Imperial body chassis units, in painted and trimmed condition, at the Thrupp & Maberly factory in 1965

## Stubborn nuts and bolts don't have to halt progress on your classic-car restoration, says seasoned campaigner Kim Henson

One of the problems of owning and running a classic car is that the fasteners which hold it together inevitably become increasingly reluctant to separate. The degree of difficulty which can be expected is (usually) directly proportional to the length of time since the offending fastener was last disturbed, and whether or not an anti-seize compound was used during assembly — in most cases, it wasn't. To make matters worse, Murphy's Law dictates that the nuts, bolts and screws which are the most prone to seizure are those in the most inaccessible places.

All is not doom and gloom, though, for it is a fact that if two (or more) components were joined by man, it is certain that, one way or another, they can be separated again.

So, where do you start? If you are working on a car with which you are unfamiliar, or which you know has not been dismantled for many years, it is always a good idea to begin by studying the workshop manual, if one is

available. This should give you a good idea of how the assemblies you will be working on are held together and, in the text or by way of illustrations, may give an idea of the type of fastener used, and how many are involved. This may sound elementary, but it is often far easier to look at, say, a photograph of a clean assembly in a manual to establish such facts, than to ascertain the same information from rusty components on the vehicle.

### CORRECT TOOLS

Armed with the relevant information, you can tackle the dismantling operations with the correct tools — and a knowledge of how the components are held together.

Not that this approach will solve all your problems — I often become very annoyed with workshop manuals which advise procedures such as 'Remove the four bolts and withdraw the assembly from the vehicle...' when, in practice, removal of the four bolts

may well take all day! To be fair, the manuals were written with newish vehicles in mind, and were not intended as restoration guides.

If, in any case, you have no workshop manual for your car, it is a good plan to study the vehicle itself in detail before you start work. Clean up the areas surrounding the components you intend to remove, particularly in the vicinity of the fasteners securing them. A blunt screwdriver is useful for shifting heavy deposits of mud and grease, while a wire-brush will finish the job — but always wear goggles during this operation.

Once you can properly see the relevant components, tackle each fastener in turn, wire-brushing any exposed threads to rid them of dirt and rust, then treat them to a soaking in penetrating oil. This is available in aerosol-spray form for reaching into awkward corners. It is worth applying the oil several hours before you start work and, if possible, to allow it to soak in overnight. The penetrant will then have a chance to work on rust

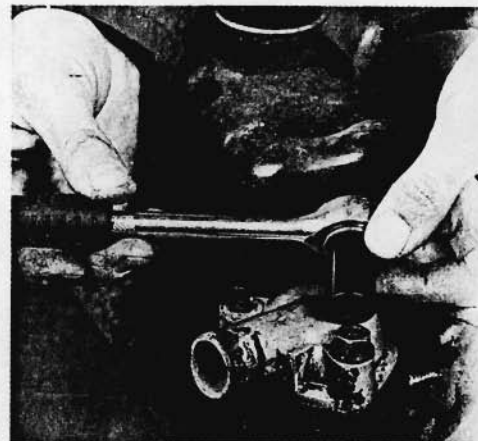


Before attempting to separate a nut and bolt mounted in an exposed area, such as a wheelarch, it is worth vigorously brushing the threads of the bolt, using a good-quality wire-brush. This will remove stubborn deposits of mud, rust and grit, which may otherwise impede the progress of the nut along its path to freedom!

On all nuts and bolts which have remained undisturbed for a long time — perhaps, like these, for 34 years or so — soak the threads with penetrating oil. Allow the oil to soak along the threads, then apply more. For maximum effect, leave the oil to work for an hour or so, or preferably overnight, before attempting to shift the nut. This is especially important if, even before you start, you suspect that the nut will be tight. If working on a restoration project, it is worth soaking any nuts and bolts like this, the day before you start work. It takes a little forethought to remember to do this, but you will find that the ease with which you'll shift nuts and bolts makes it well worthwhile.



On nuts which are well and truly rusted on, such as those in the line of fire of spray from the road wheels, it is often beneficial to apply heat before attempting to remove them. A gas torch or a blowlamp can be applied, or a low flame from oxy-acetylene equipment. Depending on which side of the panel you can reach, either run the heat in circles, around the nut, to expand it and release its grip on the bolt, or heat the bolt head. The heat passes along the bolt and encourages rust to relinquish its grip. If you do use heat to break the grip of rusted or just plain stubborn fastenings, do be careful where you apply it. Cables and petrol lines turn up in the most unexpected places.



It is essential always to use only tight-fitting spanners, and this is especially important when the affected fasteners are likely to be rusted in place. Use hexagonal sockets in preference to bi-hex types, and ring spanners instead of the open-ended variety. Special ring spanners are available which grip the flats of 'rounded' nuts.

lodged between the threads.

If you expect the components to be *really* tight, there is another useful tip. Simply soak a rag in a mixture of engine oil and paraffin (approximately 50:50), and tie it around/across the seized fasteners. Leave the rag in place for a day or two, during which time the paraffin/oil mix will have worked its way into the joints and will help to separate the parts. I have used this method successfully time after time — it works very well on reluctant kingpin/cotter pin/fulcrum pin installations.

Whether you are dealing with a nut and bolt/stud or a screw, always make sure that the nut and the head of the bolt or screw are entirely clean, before applying the spanners/screwdriver. This is very important, for the smallest lump of dirt or rust can push even the correct implement off the fastener — if this is tight anyway, the next problem will be rounded corners on nuts and bolts, or damaged screw slots. At this stage, apply further release oil — this will ease the threads as the

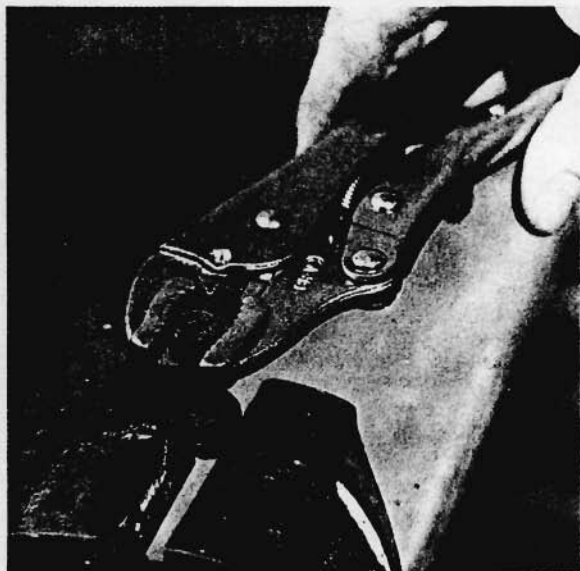
**'An impact screwdriver is a very valuable tool for dealing with screws that have rusted in place. Kits are available with a variety of interchangeable bits'**

nut/bolt/screw is finally released.

When you are trying to separate seized fasteners, it is vital that the correct good-quality spanners are used. The main point — of course — is that the spanners or screwdrivers should be of the correct size for the fastener. Never use open-ended spanners on tight nuts and bolts — always use a ring spanner or a socket. If, for example, threads protrude some distance through a nut, make sure that the socket you are using is deep enough to cover the threads and is still a snug fit on the nut.

It is also worth buying a set of hexagonal sockets — as opposed to the normal bi-hex variety — since they grip far better when the going gets tough. The few pounds that a small set costs will be repaid in terms of hours saved in struggling. It is also possible to buy special ring spanners which grip the flats of nuts and bolt heads, rather than their corners. This, of course, is a great help if the corners have been damaged by earlier

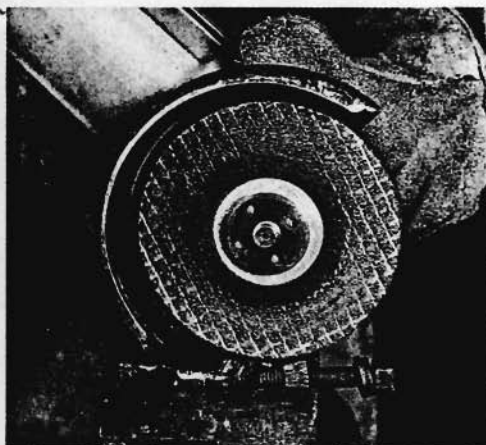




If even use of the correct spanner fails to shift a particular nut, it is always worth trying a self-grip wrench. Tighten the tool around the nut as hard as you dare, watching your fingers as the handles snap shut. If the grips slip, try turning them through 90 degrees, to gain purchase on the nut at a different point. This method is very useful for dealing with corroded nuts, and for gripping the round heads of captive chrome bumper bolts, the shanks of which have become rounded and hence escape from their captivity! This doesn't always work, but if you do have to grind the bolt heads off, be very careful not to damage the surface of the bumper itself.



An alternative method of dealing with recalcitrant nuts is literally to split them across one of their flats, using a high-pressure nut-splitter. This is simply slipped over the top of the offending nut, the threaded section is tightened home, and the sharpened end of the splitter separates the nut, albeit destroying it in the process.



If you possess an angle grinder, it can be used in conjunction with a slim cutting disc, to cut through one of the nut flats. In order to be able to do this, access to the nut must be good, of course. Safety gloves and goggles should always be worn during any cutting or grinding operations like this. Great care is necessary.



A less drastic and rather more accurate alternative method is to drill a series of small holes across a flat of the offending nut, and then to drive a sharp chisel of the appropriate size into the holes. The weakened metal between the holes should give way, allowing the nut to be released very easily. If the bolt is to be used again, great care should be taken when drilling and chiselling the nut, or the threads will be irrevocably damaged. This method can be used to deal with a variety of stubborn nuts, and is nearly always successful. It does mean, though, that you will need unrestricted access to the nut. If it is awkwardly positioned a nut-splitter might be the best bet.

attempts at removal — and may be the only way you'll ever undo them.

It is sometimes helpful to apply heat to a reluctant fastener. It is important to apply the heat very carefully to avoid damage to surrounding components (or those mounted immediately behind the area of operations), but the method can work wonders. It is particularly effective at breaking the grip of rust, for example, to aid the removal of bolt-on wings, where the bolts may well have been undisturbed for decades. A small blow-lamp or gas torch will do the job, or an oxy-acetylene welding set can be used, provided the flame is kept at a modest temperature (NOT at welding heat!).

If the head of a nut, bolt or screw is so severely damaged or corroded that normal spanners cannot get a grip, it is worth trying a self-grip wrench of the appropriate size. This will work well if the wrench is tightened as hard as possible onto the offending fastener.

It is sometimes unavoidable that nuts have

to be destroyed in order that they may be released. Once you have reached this stage, the method you use to get rid of the nut will depend on your tools and facilities and, to a greater extent, on how much access you have in the vicinity of the offending nut.

## SERIES OF HOLES

Nut-splitters are useful devices, which physically crack the nut away from its bolt/stud by driving a wedge into one of the flats. A similar effect can be achieved by drilling a series of holes (1/8 inch or less in diameter) across one of the flats of the nut, then driving a chisel squarely into the flat, along the line of the holes. For any such operations, it is vital to use only a chisel which is very sharp, and of the appropriate size for the job. It is also essential to wear protective goggles and, preferably, gloves as well, since particles of the nut may fly all over the place. A decent hammer — also of an appropriate size for the

job in hand — should be used; it is particularly important that the head is secure, and that it strikes the chisel squarely.

Another means of removing a nut by its destruction is to use an angle grinder. Again the nut can be split across one of its flats, where access is unimpeded. This, or grinding off the head of a bolt, should really be regarded only as a method of last resort, for it is often difficult to avoid damaging adjacent components. Safety goggles and gloves are a MUST when carrying out such operations.

It is sometimes necessary to remove a complete stud, normally because of a stripped thread, or because it has broken or become bent. If there is a sufficient length of undamaged thread remaining, the thread can sometimes be removed by locking two nuts together on the stud, and then by winding the stud out, using a spanner on the lower nut. If this is not possible, a self-grip wrench may work or, preferably, apply a stud-extractor tool, which grips the stud



### Ford TT Van (Osram)

Y21 Scale 1:41. NEW MODEL

This Ford "TT" Van succeeded the first Model "T". Designed with increased wheelbase and chassis length and an up-rated suspension system providing a greater load capacity, it continued in production for eight years until the Model "A" Van was introduced. \$12.95

### Renault, Type AG

(Suchard Chocolate)

Y25 Scale 1:38. RECOLOUR

These vehicles were very reliable and long wearing and were produced with a variety of bodies, including the famous "Taxi de la merne". This van is fitted with a 2 cylinder 1,204cc engine, giving a top speed of 40km/h (25mph). \$12.95

### 1948 Commer 8 cwt Van

(Sharp's Toffee)

DY08 Scale 1:43. NEW MODEL

The Rootes Motor Company produced such famous marques as Humber, Hillman and Sunbeam. The Commer 8cwt van, also made by Rootes, was developed using the same mechanical units as the Hillman Minx.

This vehicle featured hydraulic brakes and efficient engines.

\$16.95



### 1912

#### Ford Tanker, Model "T" (Shell)

Y03 Scale 1:35. RE-COLOUR

Based on the undying and sturdy Model "T" Chassis, this small capacity tanker was used throughout the 1920's and 1930's.

This model features the livery of

"Shell Motor Spirit". \$12.95

### 1950 Ford 10 cwt Van (Heinz)

DY04 Scale 1:43. NEW MODEL

This semi forward control van first appeared in 1938, and used the 1,172cc engine and other mechanical units from the 10 hp car. By placing the driving controls beside the engine, it gave this van a load length of 2,032 mm on a vehicle with a 2,286 mm wheelbase. This vehicle was used extensively and was very popular,

appearing in many emergency and civilian versions until its production stopped in 1957. \$12.95



Matchbox Collectibles Pty Ltd  
Unit 1/27 Prime Drive Seven Hills NSW 2147  
Telephone (02) 624 8288  
Fax (02) 624 1971

## The fascination of Matchbox and Dinky

**S**INCE their launch only three months or less ago, a number of models are already 'SOLD OUT' which simply reinforces the popularity of this wonderful hobby. Our end of year catalogue offers the final proof of what a desirable, and potentially profitable, hobby collecting MATCHBOX 'Models of Yesteryear' and replicas from 'The DINKY Collection' really is.

This fascination can be summarized by the word 'nostalgia', a feeling which conjures up fond memories of the past, a sentimental longing. Such as the wonderful vehicles that made motoring history!

Matchbox and Dinky models evoke especially strong nostalgic feelings because of the attention to detail that goes into the manufacture of every release. The design, an authentic reproduction and the colours a perfect match. When you look at a Dinky 1966 E Type Jaguar, for example, it's easy to imagine one flashing past, its distinctive British Racing Green as outstanding as the aggressive, lines of the catch-me-if-you-can sloping bonnet.

A check with any of the Authorised Matchbox Collectible Centres throughout Australia, who trade in second-hand models, will reveal how prices of scarcer models increases. An AMCC can supply reliable valuations of your collection for insurance and other purposes.

The interest in MATCHBOX 'Models of Yesteryear' and replicas from 'The DINKY Collection' world-wide is so strong there is even a Matchbox International Collectors Association (MICA). This group produces newsletters which talk about new releases, how to spot variations within model runs, and a classified section which is an international trading post.

**A** Helpful Hint: If you are buying a MATCHBOX 'Model of Yesteryear' or scale replica from 'The DINKY Collection' for the first time and intend to hold your purchase as a possible investment, don't forget that the carton is nearly as valuable as the model. Top prices are paid on resale for the total package... the model in its original carton.

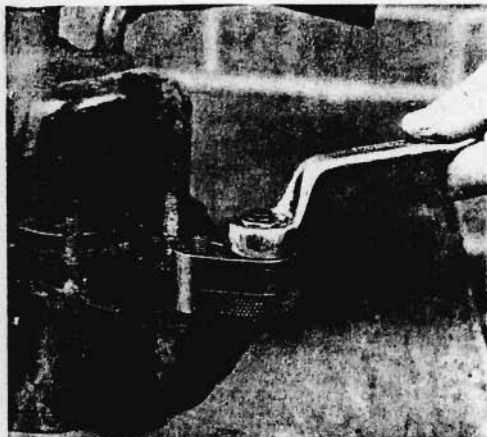
### 1949 Land Rover, Series 1

DY09 Scale 1:43. NEW MODEL

Light 4 wheel-drive vehicles were used very effectively during WWII. The British Rover Company developed similar vehicles for farming and in the colonies, where roads were poor. The "Land Rover" was introduced in 1948. This robustly-built vehicle had a 4 cylinder, 1,595cc engine with a 4 speed gearbox plus 2 ratio transfer box to the axles providing the vehicle with 4 wheel-drive.

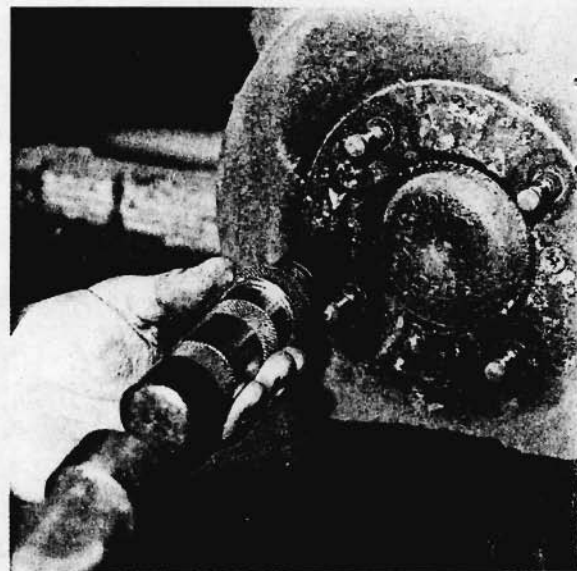
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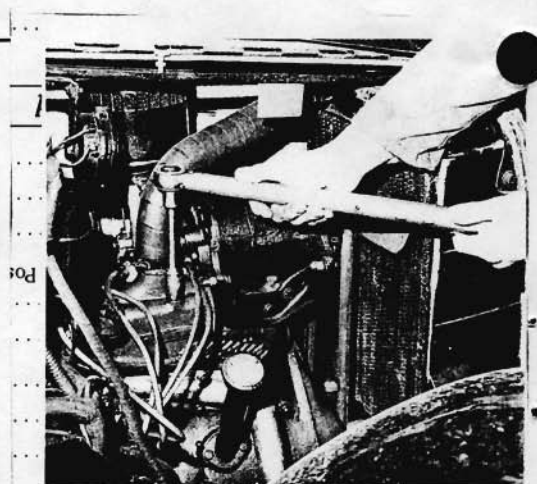


Studs often suffer from corrosion, or their threads may be found to have stripped, on removal of the nut. Studs can sometimes be removed by locking two nuts together on a good section of thread. However, if this proves to be impossible, invest in a good-quality purpose-made stud extractor, like this one by Britool.

An impact screwdriver is an invaluable aid to the removal of rusted screws or with a socket attachment, stubborn nuts. Such screwdrivers are available with a variety of bits, to suit all the screws found on older cars. They are particularly effective on screws which may not have moved for years — those securing brake drums, for example. They can usually get a grip, even if the head of the screw has been damaged by earlier attempts at its removal. For maximum effect, hold the driver firmly, and hit it solidly and squarely. An impact driver can also be used to tighten screws which must be secured very firmly in place — screws retaining door hinges, for example.



Having spent some time dismantling seized nuts and bolts, it makes sense to avoid the need for such struggling in the future. By using grease, or better still an anti-seize compound such as Comma's Copper Ease, on the threads prior to reassembly, future dismantling — even years hence — will be easy. Copper-based anti-seize compounds are effective for high-temperature applications, such as on exhaust manifold studs, and are also suitable for lubricating slow-moving mechanisms, such as exposed brake pivots and slides. Alternatively, try a regular coating of Waxoyl on the underside of the car from a high-pressure paraffin gun.



Many problems experienced when dismantling mechanical assemblies on vehicles can be avoided by not over-tightening nuts. The use of a torque wrench is invaluable on cylinder head nuts/bolts, but torque settings are also almost always specified for brake, steering and suspension components. Check the car's manual.

tighter as pressure is applied to the tool. If a stud, bolt or screw has broken flush with the surrounding metalwork, the remaining portion of the fastener should be carefully drilled, centrally, and a screw extractor of the appropriate size screwed into the metal. Screw extractors are rotated anti-clockwise, the turning effect first winding them into the broken fastener, and then unscrewing the fastener from the affected component. Great care is needed to keep the drill and the screw extractor central, and in line with the fastener, or the screw extractor itself may break off, causing further problems!

An impact screwdriver is a very valuable tool for dealing with screws that have rusted in place. Kits are available with a variety of interchangeable bits to suit a wide range of screw-head types and sizes, and cost as little as £5 or so. The tool works by being struck by a hammer, while being held onto the screw to be removed. By a combination of shock and a twisting action, the screw should be re-

leased. Although primarily intended for use in conjunction with a hammer, an impact driver can also be turned by hand, and affords far greater leverage than is available with most ordinary screwdrivers.

## TERRIFIC LEVERAGE

It is also possible to buy T-handled screwdrivers which impart terrific leverage, and which are available in various sizes — these, though, are strictly for hand operation, and should never be hit with a hammer.

Having once separated components which have become seized together, it makes sense, where possible, to avoid recurrence of the problem. The use of stainless-steel or zinc-coated fasteners will help, of course, as will the protection of threads by the application of an anti-seize compound. Normal multi-purpose lithium-based grease is effective, but for longer-lasting anti-seize properties a copper-based grease such as Com-

ma's Copper Ease, is invaluable. It is heat-resisting, and therefore ideal for use on exhaust fittings, manifolds and so on. It is also useful for lubricating slow-moving components such as handbrake mechanisms.

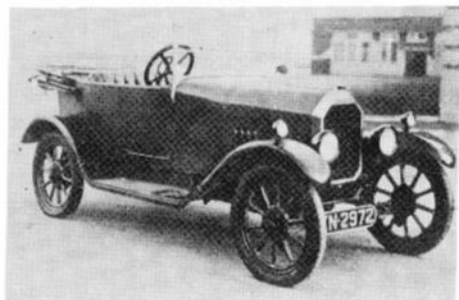
It is always wise to use a torque wrench whenever possible when assembling components on a vehicle. The relevant workshop manual often contains a list of the more important recommended torque settings, which should always be followed. This will ensure that threads and components are not damaged by over-tightening — this is, of course, especially important when dealing with aluminium parts.

Finally, regular maintenance goes a long way to preventing problems of seized fasteners. If any exposed threads appear to be collecting dirt and rust, they should be cleaned and greased, to keep the elements at bay. That way, when the time comes to move them again, they will shift easily, as suggested in that workshop manual. **RCC**



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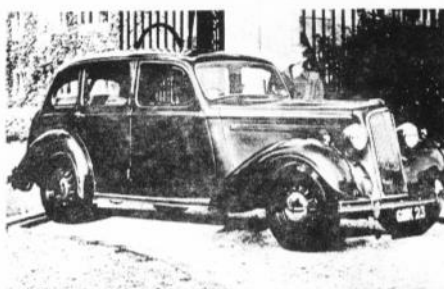
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