

January 1988



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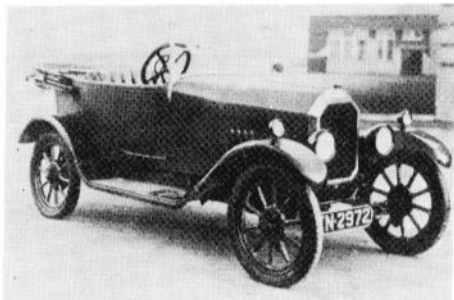
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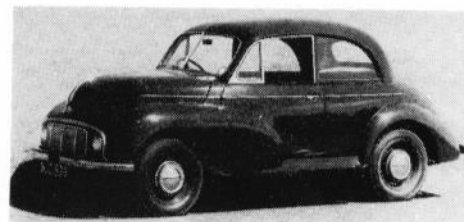
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Monday to Friday: 8.30 a.m. to 5.30 p.m. Saturday: 8.30 a.m. to 12.00 noon

CALENDAR

- JANUARY 22ND. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- JANUARY 24TH. AUSTRALIA DAY PARADE AND MOTORCADE TO WERRIBEE PARK.
(PARADE ENTRANTS PLEASE FOLLOW INSTRUCTIONS AS PER
INFORMATION SHEET FROM F.V.V.&C.CC.)
- ALL OTHERS WISHING TO ATTEND THIS DAY WILL MEET AT
THE McDONALD'S CAR PARK, CR. GEELONG AND SOMERVILLE
ROADS, WEST FOOTSCRAY. MELWAY MAP 47 G.7.
MEETING TIME 10.30AM. BYO PICNIC LUNCH.
THERE IS AN ENTRY FEE TO THE WERRIBEE PARK GROUNDS.
- FEBRUARY 14TH. "PICNIC AT HANGING ROCK".
MEET AT THE KEILOR MUNICIPAL OFFICES, MACEDON ST.
(CALDER H'WAY), KEILOR AT 9.30AM FOR A 9.45AM
DEPARTURE. MELWAY REFERENCE MAP 14.H5.
BYO PICNIC LUNCH. ENTRY FEE TO HANGING ROCK RESERVE
\$3.00.
- FEBRUARY 20TH.(SAT.) AUSTIN MOTOR VEHICLE CLUB BUSH DANCE. CHEONG PARK HALL
CROYDON SOUTH. (MELWAY MAP 50.F.7) ADULTS \$12.00,
U16 \$8.00. 7.30PM. THE BRUMBIES BUSH BAND. BYO DRINKS
SUPPER PROVIDED. FOR TICKETS RING SOCIAL SEC. OR
CONTACT HANS PEDERSEN AMVC. (&"% @'%ph. 723 4838.
HCCV WILL BE ENTERTAINING A QUEENSLAND CLUB VISITOR AT
THIS EVENT.
- FEBRUARY 21ST. CHACA SWAP MEET. CHIRNSIDE PARK SHOPPING CENTRE,
LILYDALE. MELWAY MAP 37.G4. ADMISSION \$1.00.
JOIN US FOR A MYSTERY PICNIC AFTERWARDS STARTING FROM
OUTSIDE THE MAIN GATE AT 12.30PM. BYO LUNCH.
- FEBRUARY 26TH . GENERAL MEETING. DEEPDENE HALL. 8.00PM FOLLOWED BY
THE ANNUAL GENERAL MEETING AND ELECTION OF OFFICE BEARERS.
- FEBRUARY 28TH. AMERICAN MOTORING SHOW. FLEMINGTON RACECOURSE CAR PARK.
- MARCH 6TH. BRITISH AND EUROPEAN MOTORING SHOWS. FLEMINGTON RACE
COURSE CAR PARK. 11.00AM. BYO PICNIC LUNCH OR
REFRESHMENTS AVAILABLE. DISPLAY CARS \$2.00 ENTRY PER
CAR, SPECTATORS \$2.00 ADULTS, \$5.00 FAMILY.
- MARCH 19TH-20TH. CHEVROLET CAR CLUB SWAP MEET. FOOTSCRAY FRUIT AND VE
VEGIE MARKET. 1.00PM SAT. ; 9.00AM SUNDAY. ADM. \$2.
- MARCH 25TH. GENERAL MEETING. DEEPDENE HALL. 8.00PM.
- MARCH 27TH. DAIMLER LANCHESTER CONCOURS. HAILEYBURY COLLEGE.
- EASTER 1988. BICENTENNIAL NATIONAL HUMBER RALLY SWAN HILL.

THE HUMBER CAR CLUB OF VICTORIA, INC. MEETS ON THE FOURTH FRIDAY OF THE MONTH IN THE
DEEPDENE PARK HALL, WHITEHORSE ROAD, DEEPDENE, AT 8.00PM. MELWAY REFERENCE 46 A7.
OCCASIONAL SUNDAY AFTERNOON ALTERNATIVE MEETINGS ARE HELD, THE DATES OF WHICH ARE
NOTIFIED IN THE HUMBERETTE WELL IN ADVANCE. VISITORS ARE WELCOMED AT ALL FUNCTIONS.

MELBOURNE'S BIGGEST 1 DAY UNDER-COVER

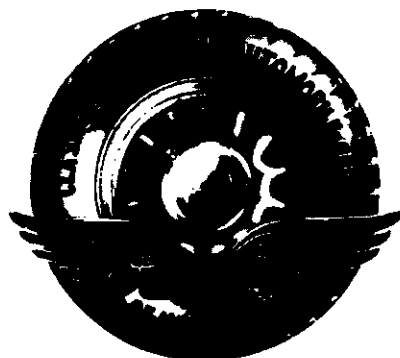
SWAP MEET

SUNDAY, 21st FEBRUARY, 1988

ALL TYPES OF VEHICLES
VETERAN TO MODERN & MOTORCYCLES

**CLASSIC & HISTORIC AUTOMOBILE
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Sellers \$5.00



Buyers \$1.00

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Maroondah Highway, Lilydale
Melway Ref: Map 37, G.4

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250 selling sites — all under cover
Plenty of parking space

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ALL SITES MUST BE BOOKED AND PRE-PAID

SELLERS GATES OPENED — 8 a.m. BUYERS — 9 a.m.

2 SELLERS ENTRANCE GATES AVAILABLE

Sellers please note: Entrance gate height 8ft Max.

Bookings & Information

TOM LAMBERT Ph. 580 2004
29 McKay St., Mordialloc, 3195

OR

DON MAIN Ph. 736 3324
16 Park Rd., Montrose, 3765

THE

**Daimler
Lanchester** CLUB OF VICTORIA

The Secretary
Humber Car Club of Victoria
23 High Street,
WATSONIA, 3087.

The Daimler & Lanchester Club of Victoria Concours
D'Elegance will be held on Sunday 27th March at
Haileybury College, South Road, Brighton, Melways
Map 76, H4.

We cordially invite the members of the Humber Club to
attend and enter their cars in the "non Daimler most
popular car section" The entry fee of \$2.00 per car
includes afternoon tea and a trophy will be presented
to the winning car.

Regards,

Joy Carroll,
Secretary.

HUMBER
NATIONAL
RALLY



SWAN HILL
EASTER 1988
Australia's Bicentennial Year

HUMBER
NATIONAL
RALLY



SWAN HILL
EASTER 1988
Australia's Bicentennial Year

SECRETARY'S SECTION

January 1988

Happy New Year to all our readers, and welcome to the following new members:-
Sheryl & Chyne Johnstone, 9 Ruth Street, Sunshine. Ser.V Snipe, Ser.III Snipe
Geoff & Helen McQuillan, Broken Hill. Ser. IV Snipe.
Dave & Carolyn Martin, Melton South. Mark I Hawk.
Greg & Helen Ralph, White Hills. 14/40 Roadster.
Daryl & Jacqueline Hagg, Mordialloc. Ser VA Snipe.

A supplementary list of members who have joined since the full list was prepared, should be enclosed with this issue of Humberette.

Last November I was fortunate to be in Adelaide at the same time that the South Australian Humber Club was having a Sunday afternoon meeting with a pleasant social activity to follow. The temperature was in the mid to high 30's but a good turn out was achieved. There is plenty of interest in S.A. about the proposed Darwin trip. I had to inform them that we are putting all our efforts into the Swan Hill rally, and would not really be considering the Darwin trip any further until after Easter. A matter which seems to concern some of our neighbouring club members is the use by the New South Wales club of the name Australia in their club title. They say that this leads to confusion when people come to join a car club, and wonder if it really is a nationwide club. I do not see how they could be forced to change their name especially as they were the first Humber club in Australia, but it would be nice if they did. This expression of annoyance at the attempt originally by the NSW club to form a national club runs contrary to the stated desire of having a national magazine. This aside, the Adelaide based Humber owners are a friendly crowd, and looking around the room at their meeting, one gained the feeling that they are a younger club than ours in many respects.

An interesting problem came to my notice recently through one of our members. He had phoned me asking for advice on anything that could cause his Series IV Snipe idle roughly. After I had suggested looking for sideplay in the distributor shaft, too-rich a mixture caused by float level maladjustment, incorrect points setting, all of which he had considered, I had to call a halt and say that I could do no more over-the-phone diagnostics. It appears that the car ran well once it was up to speed. Amazing really, when it turned out that the engine was running on a mixture of diesel and petrol. Perhaps we may get a report on the performance of this dual-fuel Humber, Trevor.

I noted at the recent Concours day that a number of Humbers have been blessed with air-conditioners, often fitted as an extra by the owner. Often this has involved relocating the battery in the boot. Now there is nothing wrong with this if one realises that the cable to the starter motor is now 3 metres long instead of the original 1 metre at most. The starter motor can draw up to 200 amps of current which at 12 volts requires that the overall circuit resistance is not more than 0.06 ohms, which is not very much. This is why a slightly loose connection can cause starting problems. So you can see that if the cable is increased threefold, then it should certainly not be reduced in diameter for economy. Far better would be to increase the diameter by about a half to retain the same cross-sectional area, and thus the same resistance. (The actual increase in diameter should be by a factor of 1.732 for an increase in length of 3 times.)

The lack of consideration of Ohms law in automobile electrical work can lead to all manner of dim lights and overheated wiring.

Arnold Goldman, Secretary

MINUTES OF GENERAL MEETING HELD ON FRIDAY 27th NOVEMBER 1987 AT DEEPDENE HALL

PRESENT: Approximately 20 members as per attendance book.

APOLOGIES were received from Nancy Kennedy, Barbara & David Dunlop, Gordon Price, Frank Stockwin, Ray Webster, Trevor York, Max Schei, Ian Foreman, Joan Holmes, Harold & Adelaide Underwood.

MINUTES of the previous meeting as printed in the November/December 'Humberette' were accepted as a true record on the motion of Vic Wilson seconded by Peter Davenport. There was no business arising from the minutes.

continued...

CORRESPONDENCE:

IN:From K.W.Loone of Grovedale asking about joining the club, Classic Car Show with details of show, Joseph & Maria Spencer with best wishes to club members and raffle tickets for Christmas, G.R.E.Insurance with policy for Public Liability, Kooweerup Potato Festival inviting our attendance in 1988, application forms from David Martin, Greg Ralph, Geof McQuillan, and Daryl Hagg, details of his Mark II Hawk from David Martin.

Exchange Magazines: Austin Motor Vehicle Club(Vic), Rover Car Club of Aust., Austin A40 Car Club of Aust., Chevrolet Car Club., Humber Car Club of Tasmania, Humber Car Club of Australia, Daimler-Lanchester Club of Victoria, Sunbeam & Talbot Owners Club.

OUT:Welcome package to Sheryl Johnstone, application packages to Ita Collard, Peter Blick, Ken Govett, Daryl Hagg, Stewart Hibbert.

Correspondence accepted on the motion of Vic Wilson, seconded by Geoff Webb.

BUSINESS ARISING: None.

TREASURER'S REPORT:

Brian Parkinson presented the statement of the accounts for 27th November 1987.

Balance at 23rd October(fixed deposits)	\$5000.00
Balance at 23rd October(current account)	\$ 833.03
Receipts	\$ 573.75
Expenditure	\$ 475.99
Accounts for payment	\$ 563.87
Current balance (after a/c payments)	\$ 466.92

Report accepted on the motion of Pam Batten seconded by Vic Wilson.

BUSINESS ARISING. None

EDITOR'S REPORT: Presented by B.Bosnich

165 magazines printed this month. Deadline for next issue is Jan 11th.

EVENTS DIRECTOR'S REPORT: Presented by Margaret Willimott.

Details given of Sunday end-of-year meeting.

Forms for entry to Australia Day parade were made available.

TECHNICAL OFFICER'S REPORT: No reports.

AOMC:Rob Dunlop reported several items of interest which are to be submitted to editor for publication elsewhere in this magazine.

LIBRARIAN: Keith Willimott spoke of the range of books in the library which are available to members. Possibly print list in January Humberette.

CARS FOR SALE & WANTED:

Several were mentioned and will be listed elsewhere in magazine.

GENERAL BUSINESS:

It was reported that the Association Incorporation Act has been amended to allow Public Officers to retain office after age 72. Our Public Officer is Margaret Willimott, who can now stop worrying about being pensioned off.

Anti-litter act prevents placing advertisements under windscreen wipers. This includes club introduction notices.

Bob Kennedy made presentation to Concours judges.

Roy Pepprell spoke of the lack of entrants and encouraged more members to enter next year.

Margaret Willimott made presentation for club service to Bill & Joan Holmes who attended every meeting throughout the year although living at Geelong. Not only this, they have been very active at every meeting.

Discussion of service for DG automatics followed with three servicers being recommended. These are L.Bartlett, 35 Milne Avenue, Seaford, tel.786 7289

Lou Motors, Keyes & Elmer Roads, Moorabin, tel.553 1299

Fluidrive, 1607 Dandenong Road, Oakleigh, tel.568 0321

Meeting closed at 9:10 pm for supper and social discussions.

Arnold Goldman
Hon.Secretary

THE HUMBER CAR CLUB OF VICTORIA INC.

CLUB ADDRESS — 23 HIGH STREET, WATSONIA, 3087

COMMITTEE 1987-88

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



Deepdene 1987



Some of the people and cars who along with all visiting clubs and vehicles help to make the day so enjoyable. "Thanks for your support".



PRESIDENT'S REPORT (Kennedy's Klangers)

Season greetings to everyone and I hope the xmas and new year break was not too much for you. About the time you are reading this report, the Kennedy's will hopefully be moving into our new dwelling. That should keep us busy for a fair while.

This month yours truly has been busy. First off down to Korumburra on the 10/1/88 for a swap meeting and then on the 17/1/88 to Tyabb Airstrip for a vintage plane flying and display. Next up on the 24/1/88 is the Australia Day Parade and then the General Meeting on the 24/1/88 where I hope to see everyone bright and rearing to go throughout 1988.

1988 as you know is a busy year for the Club and as you know the Easter Rally is not all that far away. I hope everyone has put their name down for it.

Well I've run out of time so I'll close down now and leave you in peace. All the best until I see you at the next gathering.

Bob Kennedy

NOTICE OF ANNUAL GENERAL MEETING

OF THE HUMBER CAR CLUB OF VICTORIA INC

The Annual General Meeting of this Club will be held on Friday, 26th February, 1988 at the Deepdene Park Hall, Whitehorse Road, Deepdene immediately following the monthly general meeting which commences at 8:00pm.

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

1. To confirm the minutes of the Annual General Meeting held on 27th February, 1987.
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 set the annual fees and membership subscriptions for the year 1988/9.

SWAN HILL NATIONAL RALLY REPORT

The Bicentennial Rally is now fast approaching and this will be almost the last report before the exciting event. Most accommodation deposits have now been received and the bookings made. However, if you still have to finalise this important matter, your attention to it would be greatly appreciated.

Rally souvenirs will be available at Swan Hill and there should be sufficient to meet the request of non-rally participants as well. We are currently looking into the provision of a souvenir windscreen sticker for the Rally.

Support from interstate clubs has been somewhat down on the previous two rallies. No doubt distance and current economic conditions account for some of this but the increased Victorian contingent counteract some of those missing from further north in N.S.W. and Queensland. It will be pleasing though to have Lawrie & Jean Bennett from Queensland and Max Heazlewood from Tasmania representing their respective states.

While browsing through old Rally literature recently, one item caught my eye; Dubbo 1984, John Oxley Motel \$37.00 Dble/Night - Swan Hill 1988, Highway 16 Motel \$37.00 Dble/Night. Strangely no increase but a different story with caravan park vans; \$14.00 P/N compared to the current \$30.00 with a seven day minimum instead of four.

Ah well! I guess some things have to change. We'll see you at Swan Hill Easter 1988.

SOCIAL NEWS

Hello everyone! Welcome to 1988 - our Swan Hill Bicentennial Rally year.

The next meeting on January 22nd sets us off to a few busy Summer months full of information and fun events. For the socially motivated and for those who enjoy the added pleasure of interclub events, there is the "Picnic At Hanging Rock" on Sunday, February 14th. This day is meant purely to relax and to enjoy the scenery plus company. The Macedon and District Motor Club, organisers of the outing, are hoping it will become an annual event. "Highly recommended!"

The following Saturday, February 20th, the Willimotts are playing host to Queensland Club Secretary Lawrie Bennett and his wife Jean. We have booked a table at the A.M.V.C. Bush Dance that night and invite the other Victorian members to join us. Please let me know IMMEDIATELY if you can come - all details are on the calendar page.

Of course the No. 1 topic of conversation at all social gatherings is usually cars, engines and clubs. But if your leanings are towards a slightly more technical inclination then you may like to consider the Australia Day Celebration Run to Werribee Park on Sunday, 24th January and the British Motoring Show on Sunday, March 6 at Flemington Race Course Car Park. Both of these days provide ample opportunity to delve into the engines of a wide range of vehicles. The A.O.M.C. would be grateful of any assistance with marshalling, manning entrance etc on the B.M.S. day. Please see Club Representative Rob Dunlop at the next meeting if you can help.

Other forthcoming events of interest which you should check out on the Club Calendar page are the C.H.A.C.A. Swap Meet on February 21st, the Korumburra Potato Festival where Humbers are invited to parade and the Daimler Lanchester Club Concours at Haileybury College where we have been invited to participate in the non-Daimler popular car section.

Our Club was twelve years old last October; one of the many Clubs that developed at a time when owners of largely discontinued makes realised the necessity of banding together for mutual support in keeping their vehicles operational.

Like most of these Clubs it has grown, developed and expanded over the years. The simple, uncomplicated nature of the early Club has been forced by society and community changes to develop a sophisticated and highly organised structure. Few Clubs nowadays would be foolhardy enough to operate without the security and backing of incorporation, insurance, "red plate" licence, affiliation with various motoring bodies and the like. It is inevitable that development brings with it added control and responsibility. Regrets, as well as rejoicings, abound!

I feel that it is important to preserve the basis of those early years; the comradeship, willingness to help, uncluttered operation and the pleasure derived from a simple club outing. The challenge, it seems, is how best to integrate the worthwhile characteristics of the '70's with the pressures and high demands of the '80's and fast forthcoming '90's. To succeed we need to strike the right balance between friendship, personal support and progress and to ensure that all the articles of our Club Constitution carry equal weight in their implementation.

Well after that "soap boxing" I had better climb down and offer my congratulations to all those involved with the 1987 Break-up Presentation Day. Our thanks go to Jill & Geoff Webb for their effort in obtaining the venue which proved to be both convenient and comfortable. Thanks also to the providers of the many "goodies" which were very ably distributed by a well known red coated gentleman who always seems to appear around the Christmas tree! Elsewhere in the Humberette is an account of the presentations made on the day.

It is five years now since I first took over the responsibilities of Club Social Organiser and I have enjoyed every minute of it. Diminished attendances at functions over the past twelve months however have led me to reflect on the thought that maybe it is time for a change. New blood means new and varied ideas coupled with a change in social format; all of which I think would be beneficial to the Club at this stage. Maybe a small, independent social committee could be set up to oversee the running of Club events. This way there would not be a heavy mantle on any one member and the combined effort would permit a thorough attention to detailed planning.

I am looking forward to the opportunity to further my particular interest in liaison with members from both our own and other Clubs.

Meanwhile, I'll look forward to seeing you at the next meeting on January 22nd.

AOMC REPORT

A Club Delegates meeting and the Annual General Meeting of the Association of Motoring Clubs were held on 23rd November 1987.

Members are asked to help publicise the British, European and American Motor Shows as these are AOMC's main source of revenue which is then used to support people like us. Dates are: American Motor Show, Sunday 28th February and British and European Motoring Shows Sunday 6th March. All shows are in the Members Car Park at Flemington Racecourse and are interesting friendly days. Commemorative Badges may be prebooked or bought at the show.

The Bicentennial Tall Ships Car Show has been cancelled. The organisers say this was due to lack of support but don't say who from and do not refer to the fact that the venue was to be the ex B.P. land at Port Melbourne that is subject to the clean up orders.

New regulations under the Road Safety Act are likely to be proclaimed in late January. The present draft includes some interesting changes. Blue labels for disposing of unroadworthy vehicles will not be continued. To sell a car without a R.W.C. the owner will have to hand the plates in. The new owner will be still able to drive the car home, to a repairer, to a R.W.C. tester and to the R.T.A. without plates provided it is still registered. It will not be possible to renew the registration of a car in this situation so all this will have to happen before the registration expires.

Red Plates will be known as Club Plates to avoid confusion with emergency service vehicles including police. Car club membership will be mandatory for these plates. The present draft of the regulations requires the form to be completed including a certification by a club officer and the payment of a fee. There does not seem to be any requirement to obtain a R.W.C. or to present the car to the R.T.A. for inspection. It is hoped that the transport accident charges for these cars will be reduced too. The 2/7 scheme for club plates will not be implemented. Note: stamp duty is not payable for cars put on club plates.

Our club now has an incomplete issue of the motoring clubs directory. With later issues of sheets for inserting this will be updated and hopefully be completed although continuing changes make this difficult.

A.O.M.C. Office Bearers 1988.

President:	Graham Keys	Wolsley C.C.
Vice President:	Marcus White	Buick C.C.
Secretary:	Heather Greaves	Citroen C.C.
Treasurer:	Arthur Greaves	Citroen C.C.
Publicity Officer:	No Appointment	
Editor	Graham Bradshaw	Triumph C.C.

The undersigned volunteered to be a member of the AOMC committee.

Rob. Dunlop

CONGRATULATIONS

To H.C.C.V. member John Pritchard on his December marriage to Barbara Herold at Hailebury College. I believe the bridal party looked resplendent in a certain 1935 Humber Sports Saloon owned by fellow member Norm Watt. How about a photo John or Norm?

Dear Editor,

Here sit I, in a garage at Mambray Creek, S.A. waiting for the bus home to Melbourne and feeling very embarrassed. So often in this magazine I have read of the heroic exploits of Humbers and their intrepid owners. Like the Sceptre that commutes to Queensland every week or the Hawk that made it to Darwin on one litre of petrol, or the Super Snipe that flew to the moon. I alas, have a sadder tale to tell.

Whilst touring S.A. in my Vogue proudly showing the country to my Belgian friend, a corrosion hole opened in the thermostat housing and the water disappeared. The first we knew of it was a rattle from the motor and by then it was far too late. We had a completely destroyed motor. I managed to sell the car to a local pig farmer for \$25 and now we're catching the bus home.

Sorry about this one folks. Thank you to the members who helped me prepare the car for the trip. We did get 1000 miles of interesting touring before it wiped out.

I'd be interested in any comments from the experts. Is it possible to rely on old engines for long journeys at all? I did take precautions such as replacing the welsh plugs but it looks like a classic case of fix one part and the next weakest link in the chain will break.

John Calder

H.C.C.V. ANNUAL PRESENTATION DAY

29TH NOVEMBER, 1987.

CONCOURS AWARDS:

The following awards were received by members.

Vintage Class:	Lloyd Hughes	:	126 Tourer,
Mark Class:	Barry Bosnich	:	MK IV S/Snipe
Series Class:	Nancy Butt	:	Series IV S/Snipe
Vogue Class:	No Award	:	
Outright Winner:	Nancy Butt	:	Series IV S/Snipe
Master Class:	Keith Willimott	:	MK I Sceptre
Pride of Ownership:	Geoff Webb	:	Series VA S/Snipe
Popular Choice:	Norm Watt	:	1935 Snipe '80 Sports Saloon

Club Service Awards:	Peter Davenport	:	Literary Services
	Pam Batten	:	General Support
	Bill Holmes	:	General Support
	Joan Holmes	:	General Support
	Mike Fitchett	:	Technical Services (to be presented)

Special Awards:	Trevor York	:	Fund Raising
	Frank Stockwin	:	General Support

Results of raffle drawn on 29/11/87.

1st - Vintage Wine - Harold Underwood, Frankston.
2nd - Xmas Hamper - Vic Wilson, Reservoir.
3rd - Decorated Cake - Stan Paley, Geelong.

Thank you to all who supported the raffle.

FOR SALE

H/Hawks, Series models.

Contact: R. Smith, 2 Lambert Street, Tongala, Ph: (058) 58 2963.

Series IV S/Snipe, good condition all round, \$3,000 neg.

Contact: Vic Wilson, Ph: (03) 478 9352.

Series 4 S/Snipe, two tone grey, red interior, reg 6 months, manual with overdrive floor change, wide wheels, four wheel discs, motor rebuilt 30,000 miles ago, rwc supplied, ex car goes well, \$4,000.
Contact: Jack, P.O. Box 1014, City Road, South Melbourne, 3205, Ph: 589 0134 A/H

1965 S/Snipe, needs some work "Gudgeon Pins", good tyres and trans, diff noisy, power steering.
Reg. Nov '88. \$400.
Contact: After 4th Feb. G.Broodstock 569 6229.

WANTED

Series IV or V S/Snipe.
Contact: Mrs. Anne Spudvilas, 2 Lonsdale Street, South Geelong, 3220.

Humber S/Snipe, good order.
Contact: C. Champion, Ph: 690 3007.

Humber Vogue in good condition, prefer manual and Vogue Sports.
Contact: Penny Le Petit, Ph: 489 0651.

Humber Sedan 1930-1934, 12 HP 16/40 etc, in going order.
Contact: J. Berry, P.O. Box 2349, Canberra, 2604, Ph: (062) 31 8357.

GREETINGS!

(Via telephone from Exeter, New Hampshire, U.S.A.)

A Happy New Year and every success in 1988 to H.C.C.V. from Richard & Ellen Toboin, New Hampshire, U.S.A.

When my telephone rang about 10:30am on New Years Eve I was both surprised and delighted to hear a voice at the other end say, "Hi there! This is Richard and Ellen Tobin in Exeter ringing to wish you all a Happy New Year."

Unlike us here in Victoria at present, the Tobins were freezing in extremely low Winter temperatures - hope things have warmed up a bit for you now!

News from Richard is that he has been overcome by the "Humber Bug" and has now acquired a 1962 Super Snipe to keep his Imperial company. "Fourteen years in a field and it still started readily" - says something for the mechanics of Humbers!

Margaret

A Humber 4x4 Heavy Utility.



NOISY VALVE GEAR?

Many of us have heard a Rootes alloy head engine suffering from valve gear rattle to such a degree as it sounds as though its going to fall apart. After adjusting the valve clearances we find that only a marginal difference has been made or the rattle is just as bad a month later. Alternatively you have probably heard a cast iron head motor in any series Rootes vehicle including Super Snipe, with 1 or 2 persistently noisy tappets which are not improved by normal adjustment. The following article is a report on a series of procedures which I have been using to cure the problem of noisy valve gear which is not sufficiently improved by normal adjustment and applies to all series and mark pushrod engines.

The first stage is to remove the rocker shaft assemblies and examine the rockers for wear. The most common wear area is on the face of the rockers where they bear on the top of the valve stem. Most engines are likely to have some wear here. This wear is not critical but makes it impossible to set the valve clearances accurately. A feeler gauge will normally bridge across this worn area and hence leaves the gap too great. If you try and just put the tip of the feeler gauge on top of the valve and into the depression then you risk setting the clearances too small and burning out valves. The best solution is to carefully hone the surface of the rockers back to their original profile with a medium to fine silicone carbide oil stone as used for sharpening carpenters chisels. This may seem slow but it is the best way to return the rockers to their original profile removing as little material as possible. Also the better the surface you achieve, the less wear that will occur later. If you try using power operated grinders etc. you won't get as good surface finish, you tend to lose the original profile and remove far more material than is necessary taking with it any surface treatment the rockers may have had. So using the oil stone carefully hone all of the rockers till only a very small shiny patch from the valve stem remains on the surface of each valve.

The rockers should then be carefully cleaned to remove all traces of abrasive grit which would cause the valves and rockers to wear very rapidly.

In order to prevent rockers and pushrods wearing and thus the valve clearances not retaining their adjustment they must be receiving sufficient oil. On the 4 cylinder engines, 1725 cc and under the oil is fed to the rocker shafts via a tee piece which tends to leak a great deal at the joins. Therefore not as much oil is being received where it is required. This can be rectified by packing the joins with oil resistant o-rings or teflon tape, being careful not to obstruct the flow.

After refitting the rocker assemblies you need to check that all moving parts are receiving enough lubrication. This is best done by starting the engine and running it without the rocker cover fitted. Yes a little oil does get sprayed around but not a great deal and it can be cleaned off later. If any parts are not receiving enough lubrication as judged relative to the others then the oil ways need to be cleared. This is best done with the rocker shafts removed from the engine and compressed air, or a foot pump fitted with a length of pvc tubing used to blow out the oil ways.

For most models (except Mk 4 Super Snipe) the valve clearances should be adjusted hot. For vehicles fitted with alloy head engines the workshop manuals state that they should be adjusted when "very hot". To achieve this the radiator cap is removed and a thermometer is inserted as this appears to give the most reliable reading of the water temperature. Make sure the radiator has sufficient coolant. The engine is then started and allowed to run at idle until it has reached its normal operating temperature. Once this has been achieved, the engine is stopped and a sheet of news paper is folded and inserted such that it covers the entire front of the radiator and thus significantly reduces cooling. The engine is then restarted and allowed to reach a temperature of 200 F or 90 C. This way the engine is indeed very hot and allowing it to reach normal operating temperature before the news paper is inserted allows the heat to diffuse more evenly. Once the engine is up to temperature it is switched off and the valve gear adjusted in the normal way. Once the engine has stopped the coolant temperature will rise and may boil slightly then fall again. It is possible to adjust all of the valves before the temperature falls below 200 F, if you lay out all of the tools before hand and draw up a table showing the order the valves open and which valve to adjust. This is much faster than trying to work it out as you adjust the valves and means that all valves can be adjusted within 2 turns of the engine. You may wish to rewarm up the engine and check all of the clearances.

The result of all this should be a quieter engine.

Don't forget to clean up the spilt oil.

David Dunlop.

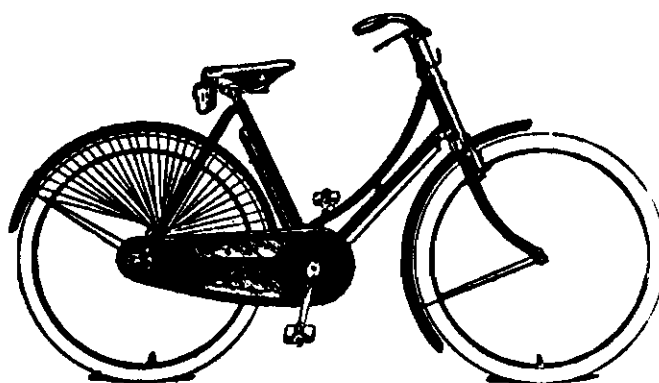
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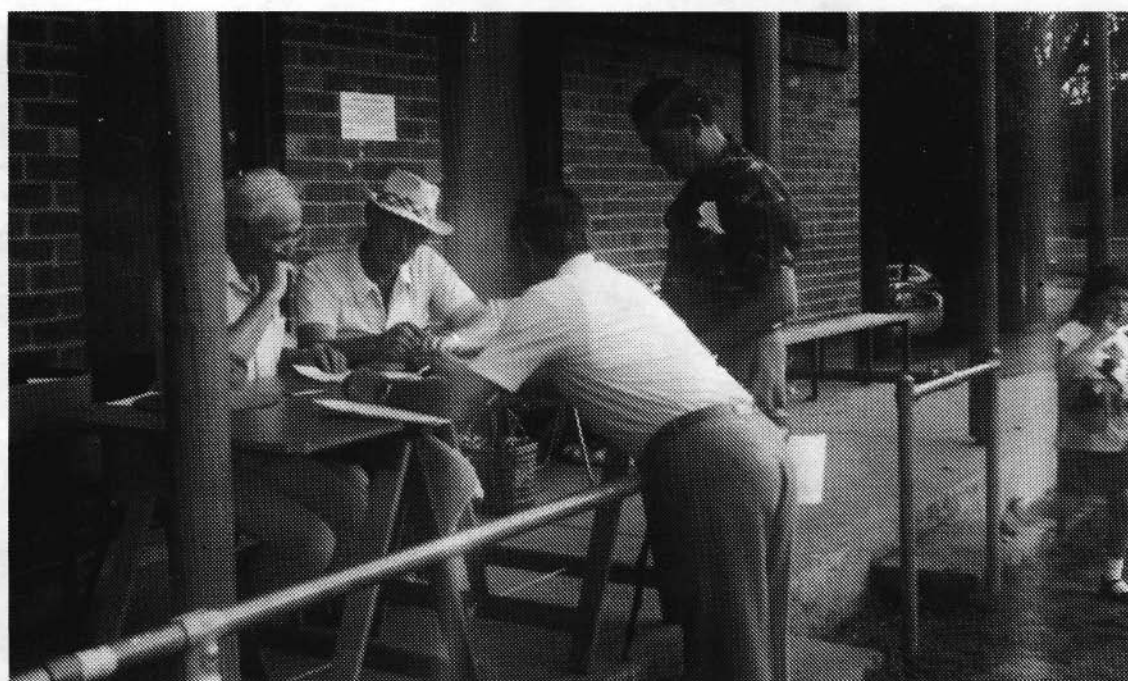
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Concours 1987 photos taken by Pam Batten - "well done".



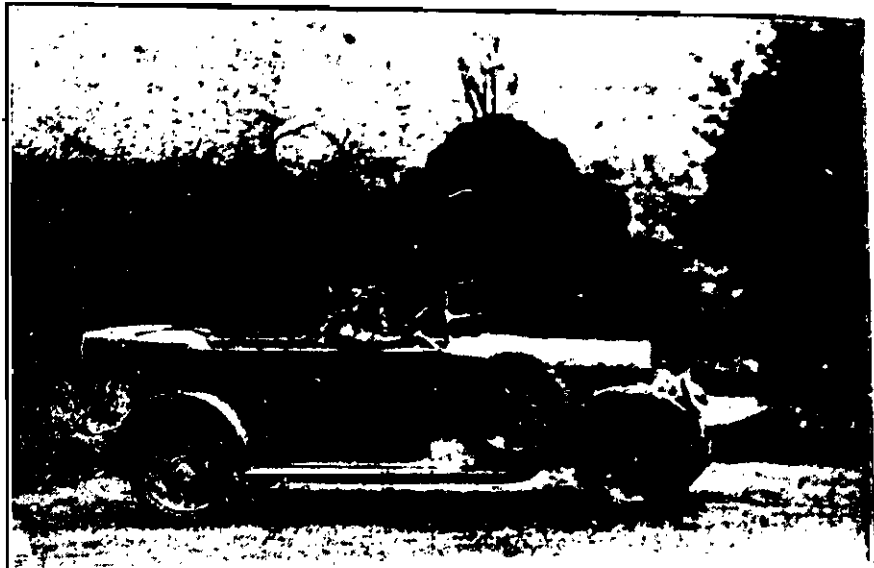
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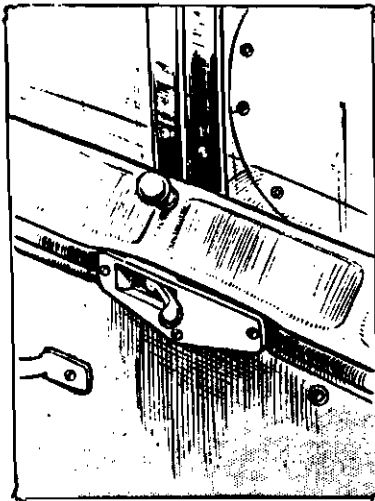
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Suspension, semi-elliptic springs.
Tyres, 820×120 mm. or 31×5-25in. on detachable steel wheels.
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Wheelbase, 10ft. 6in. Track, 4ft. 9in.
Fuel consumption, 20-22 m.p.g. Tank capacity, 14 gallons.
Price, five-seater, £645.



The latest 15-40 h.p. Humber at the top of Warrington Hill.

FURTHER improvements have been made to the 15-40 h.p. Humber car, additional to those incorporated in the 1926 model shown at Olympia. Outwardly they are not noticeable, but we have found from actual road trial that they mark a considerable progress towards further refinement. Always particularly sweet running, the power unit has been rendered remarkably smooth by a simple method of mounting the engine in the frame in a flexible manner so that vibration is absorbed before it reaches the rest of the chassis.

The actual detail work of this mounting is quite simple, the engine is attached to a sub-frame at four points, where originally it was bolted down. In the new arrangement the two points at the front float on spring dashpots around bolts which pass through the bearer ends and the sub-frame. At the back the brackets rest



The catch locking the side screens: on the driver's side is a cranked lever with a rubber roller bearing on the screen frame when pushed over.

on semi-circular steel blocks, and are held down to their work by spring-loaded bolts.

The engine is thus registered in the fore-and-aft sense by the back bearers, but is to a certain extent free to swing at this point, whilst the front mountings act as damping springs. As a result the car is singularly free from engine vibration of any kind, from the five or six miles an hour at which it will run on top gear up to a maximum of something over 60 m.p.h.

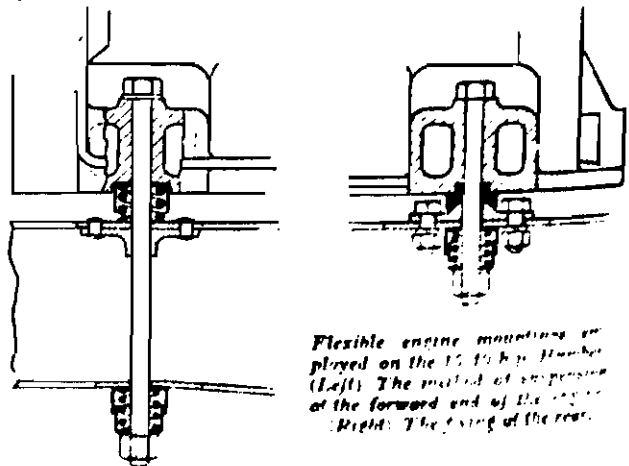
Greater comfort in the springing suspension has been the next aim. To obtain this the rear semi-elliptic springs have been underslung, and Hartford shock-absorbers are

now fitted to both front and rear axles. So well has the proportioning of the new springs been carried out, that the car is superlatively comfortable and holds the road excellently.

Another alteration concerns the steering, the ratio of which has been increased from 10 to 1 to 12.5 to 1. This has resulted in the steering gear being considerably lighter to handle. Other points which may be mentioned are that the wheelbase has been increased from 10ft. 3in. to 10ft. 6in., and that a fourth door on the right-hand side for the use of the driver has been added.

One of the features of this car is a special kind of all-weather equipment, the panels of which can be raised or folded instantaneously, since they are carried inside the doors or body sides and swing upwards into position.

In the course of a test of the car on the road we obtained the following data: Acceleration from 10 to 30 m.p.h. on top gear on a level road takes 16 seconds, on third gear 10½ seconds, and on second gear 10 seconds. Hills of the 1 in 6 order we found could be climbed easily on second gear with three people up at from 15 to 20 m.p.h. Hills of the 1 in 12 order can easily be surmounted at a good speed on top gear. The petrol consumption is approximately 20 to 22 m.p.g. From a speed of 40 m.p.h. on a level road the car can be pulled up to a dead stop by the four wheel brakes in 110ft.



Flexible engine mounting employed on the 15-40 h.p. Humber (Left) The method of suspension at the forward end of the car (Right) The fixing of the rear.

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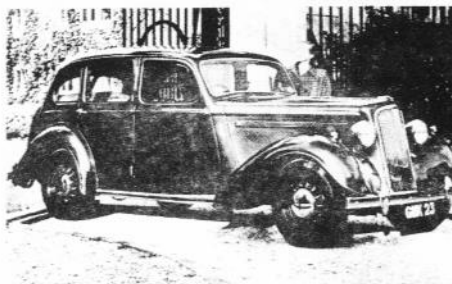
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