

THE HUMBERETTE

July 1980

OFFICIAL NEWSLETTER OF THE



*Ser. VA Snipe JUL-601
Outright winner HCCV Concours 1979
Owner: Reg. Hattersley.*

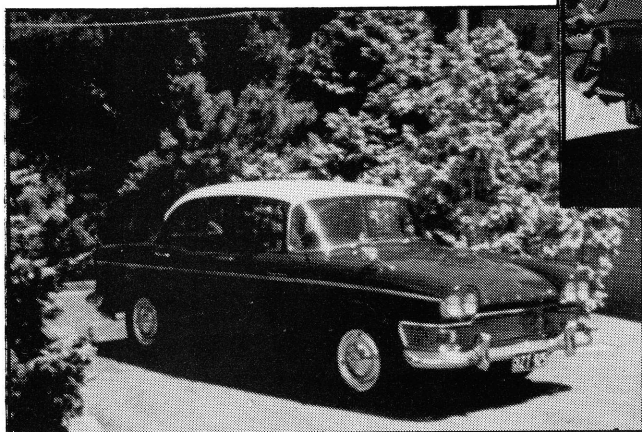


*Ser. 111 Snipe IYX-250
Most desirable car HCCV Concours 1979
Owner: Ralf Chalmers.*

*MKIV Snipe GNH-895
Winner Mark Section HCCV Concours 1979
Owner: Lloyd Hughes.*



*Ser. IV Snipe HZT-925
Owner: Nancy Butt.*



HUMBER CAR CLUB OF VICTORIA

COMMITTEE 1980

PRESIDENT:	REG HATTERSLEY	877 1981
VICE-PRESIDENT:	RALF CHALMERS	857 7640
SECRETARY:	DES JUDD	783 9743
TREASURER:	IAN FOREMAN	528 1578
EDITOR:	LLOYD HUGHES	877 3208
SOCIAL SECRETARY:	MARION HATTERSLEY	877 1981
TECHNICAL OFFICER:	BOB KENNEDY	789 5119

Humber Car Club Calendar 1980

Social Functions: To include Humber Car Club of Victoria Concours (November), Annual Presentation Dinner (November), M.G. Concours (December), President's Run, etc. Full details in your monthly Humberette.

General Meetings

The Humber Car Club of Victoria meets on the fourth Friday of the Month (unless indicated otherwise) at the "Theatrette", Camberwell Civic Centre, Inglesby Road, Camberwell. Please note: meeting commences at 8.00 p.m. sharp.

Dates of Forti:coming General Meetings in 1980

Friday, March 28	Friday, September 26
Friday, April 25	Friday, October 24
Friday, May 23	Friday, November 28 (Annual Presentation Dinner)
Friday, June 27	No December meeting
Friday, July 25	Friday, January 23 (1981)
Friday, August 22	

All correspondence to: ixSecretary,
Humber Car Club of Victoria
P.O. Box 35,
Frankston 3199

All Membership Subscriptions to: Treasurer,
Humber Car Club of Victoria
Ian Foreman,
33 Horne Street,
Elsternwick 3185

All Newsletter Entries to: Lloyd Hughes,
16 Main Street,
Blackburn 3130

HUMBER CAR CLUB OF VICTORIA

NEWSLETTER - JULY 1980

PRESIDENTS REPORT

Despite the weather and the power strike, we had a reasonable attendance at our June meeting. It was disappointing that some of our regulars could not attend, because of the above reasons, as Larry Lee from Lucas, proved to be a very interesting speaker. However, Larry indicated that he would be prepared to speak to us again on the ignition system of our cars, so that is something to look forward to.

At this meeting we were happy to welcome new members Damian Sampson, who drives a Series 4, and Greg. Gillard, who drives a Series 2 - company for Ian Foreman's S2.

More good news was to hear that Joan Holmes, and Wilma Meggs, are both on the mend after their trips to hospital, and we hope they continue to improve.

My thanks to Norm Watt for sending us more interesting technical data on Commers for our library, and to Stan Spackman, for sending along a very interesting article on the Rootes family, which we will publish in our newsletter.

As many members are unable to get to our general meetings, because of too long a distance to travel, or having to work on a Friday night, we have decided to introduce a "Letters to the Editor" section in our newsletter. At most meetings, members have a technical question or two or a mechanical problem of some sort they would like answered, and these questions, and answers, are of interest to all of us. If we can have these questions asked, and answered, through our newsletter, all members will benefit, not only those able to attend meetings. If you have a suggestion, or a question, of any sort concerning our club, write in. This way we will all know what is going on, and the number of letters we receive will tell us what you think of this idea.

Next social outing will be a Theatre Night on August 8th, much warmer than being out-doors in this weather.

Looking forward to seeing you at the Theatre on the 8th August, and at Camberwell on the 25th to hear what guest speaker Graeme Knight of G.L. Knight & Associates, has to say on our car insurance.

REG HATTERSLEY.

MINUTES OF GENERAL MEETING JUNE 27th 1980

President opened Meeting at 8.20 p.m. before 26 members including 5 Committee Members.

1. President welcomed Members and Guests including Damien Sampson and Greg Gillard and Larry Lee from Lucas Industries.

2. Apologies:

Herb Perkins, Harold Underwood, Nancy Butt, Ian Foreman, Les Lindorff, Beryl Ahern, Lloyd Hughes.

3. Minutes of Last Meeting: Passed, Syd Humphreys, Ralf Chalmers.

4. Correspondence:

In: C. J. Harris re. Hawk for Sale
Mrs. H. Careis re. Hawk for Sale
Lloyd Hughes, in England
Rob Whittle A.C.T. re. availability
of Power Steering Units
S.A. Humber Club, re: venue for Easter 1982.

Mrs. Etheridge re. Hawk for Sale
Doug Lawrence re. Membership
Frank McGuire, Hawk for Sale
Roy Meggs, re. identification of
Parts

Out: D. Lawrence re. Membership
S.A. re. quantity of windscreen
rubber required
Wilma Meggs - Get Well
Rob Whittle ACT. No PSU's available

S.A. re. Venue Easter 1980
Humber Club in Sydney re windscreen
rubber.
Roy Meggs - Parts identification

Inward: Wilma Meggs. Thank you to H.C.C.V.
Stan Spackman with History of William Rootes -

Taken as received
Rob Kennedy Keith Willmont

5. Treasurer's Report: Nil

6. Social Sec's Report: Marion gave brief resume of last outing to Talmoffs, July outing to Newport Train Museum. Meeting at 11.30 Yarraville Gardens. August outing possibly a picture night. Marion also reminded Members of Chaucer's and that Deposits may be paid now or the sum paid monthly.

7. Editors Report: Nil.

8. Technical Report: Bob announced that power steering repair kits available from P.B.R. Bob also had some sales pamphlets and handbook for library. A Series IV is also being dismantled for parts.

9. Reg. Hattersley expressed pleasure that talmoff outing was very successful. Reg also read extracts from Wolseley car Club Newsletter re. Emerald Lake Outing with H.C.C.V.

10. Reg. opened the Meeting for discussion and then introduced Larry Lee of Lucas Industries.

EDITORS NOTES

Well folks, though I enjoyed my overseas trip I must say I'm glad to be back in good old Aussie land! It's also gratifying to know that one lives in that part of the world which seems to have the greatest number of Humbers on earth.

Yes, it seems to me after spending three weeks in Britain and seeing only two Humbers, three weeks on the Continent and seeing one plus numerous trips I have made to other Australian states which have a paucity of Humbers that Victoria is the last surviving place where Humbers abound.

Another thing that we should be thankful for is that motoring is still comparatively cheap in Australia despite the recent dramatic rises in fuel prices. In England we hired a car - a four cylinder Cortina Wagon - and it cost us \$536 for just 16 days for the hiring fee alone! And this was from one of the cheaper places on the outskirts of London. The big city companies were nearly half as dear again! To this must be added fuel costs at anything up to \$2.90 per gallon. Fortunately there were four of us sharing the costs, so on a per-head basis it wasn't quite so bad. We also managed to shop around a bit for petrol and rarely had to pay more than 135 pence or \$2.70 a gallon.

The poms must certainly have a lower standard of living than us as most commodities are a little dearer than here while wages are considerably lower. On average I'd say their wages are about 75% of ours and the costs are about 110% of ours.

The only advantage the English motorist would have over us is a much wider choice of models. British Leyland market a lot of cars we never see here and there is also a wider range of Continental & Japanese models available. For example they have Triumph 2000 Estate Cars, Mini Minor utilities, (which I think could be a very good seller here), a choice of four-cylinder motors in the Cortinas (1.3 litre, 1.6 litre and 2.0 litre) plus many variations of Datsuns, such as 100A, 140Y etc, also Lancia Betas with 1400, 1600, 1800 and 2000cc motors.

Probably the most desirable car I saw on the whole trip was a two-door, five speed Maserati sports saloon by Citroen. It looked fast & elegant and was superbly finished.

Another British car which I think could enjoy a share of the market if it was marketed here is the Austin Allegro which is about the size of a Ford Escort and is marketed as both a 2-door 4 seater sedan and a 3 door wagon. Popular also is the Vauxhall equivalent of our Holden Commodore. The Falcon equivalent in England is the Ford Grenada.

Where British transport really leave the f* dead is in their trains. These are clean, quiet and super fast - yes, their Inter City 125 trains travel at a cool 125 mph!

I would recommend that if VicRail want to improve their services and their image they should send some of their directors or a special mission to England and take a leaf out of the book of British Rail.

Happy Humbering,

LLOYD HUGHES

CLUB LIBRARY LIST BOOKS & MANUALS

Owners Hand Books

S/Snipe MK IV
Hawk 1948
Vogue Ser III
Hawk Mk IV

Manhour Schedules

S/Snipe Mk II & III
S/Snipe Mk IV
Hawk MK Models

Workshop Manuals

S/Snipe, Pullman, Imperial Mk II & III
S/Snipe, Imperial Ser. I-V
Hawk, Mk III - VI
Hawk, Mk III - V
Borg Warner DG Auto Trans
Borg Warner 35 Auto Trans
Hillman Minx
Hillman Minx Mk I
Vogue Sers. I - III

Spare Parts Manuals

S/Snipe Mk I (1946)
S/Snipe Mk II & III
S/Snipe Mk IV
S/Snipe Sers. I
S/Snipe Sers. II - V
Vogue Mk I - III
Hillman Minx Ser. IIIB (1960)
Humber 1 Ton 4 Wheel Drive
S/Snipe Supplement List Ser. IV
S/Snipe Supplement List Ser. II & III
Hawk Mk III - V
Hawk Mk III - VI
Hawk Ser. I
Hawk Ser. I - III

Manuals Not Complete

Minx Ser. I - V
Husky Ser. I - III
Commer Ser. I - III

Salesman's Books

S/Snipe Mk IVA
Hillman Imp.

Suppliers Parts Books

Coss Gaskets 1953
Lucas Electrics (Bootes) 1962
P.B.R. Brake Parts Catalogue
Churchill Special Tools Bulletin 1963
Rootes Special Tools 1957
Borg & Beck Clutch Parts 1954
Ritch Data List on Tension 1960

As you can see we have quite a lot of "holes to fill" so please dig into your attics and garages and see if you can help complete the club library. Any handouts, printouts in fact any literary info. at all on Rootes products would be appreciated.

If any member wants to borrow the books from the library they are most welcome, but please remember there is a time limit.

BOB KENNEDY

SOCIAL NOTES

Our June outing to Talhoff Restaurant at Warburton proved to be a very successful day, both from the point of view of the cold weather and being indoors in the warm enjoying all the delicious food.

Those attending the luncheon were:- Herb & Connie Perkins, Tom, Lynn, Margery, Thomas McAlpine & Friend Marilyn. Des, Denise, Tracey, Tania Judd. Reg, Marion Hattersley. Elna, Fred & Chris Page. Bill & Joan Holmes. Sid & Gwen Humphries, Nancy Butt & Beryl Ahern. Chris & Janet Webb & Family and Parents. Harold & Adelaide Underwood. Peter & Vera Davenport, and Bob Bruce.

Hoping to see you all on 13th July on our visit to the Railway's Museum at Newport.

As the weather during the winter months is not conducive to outdoor gatherings, we thought something indoors would be more pleasant, and suggest a theatre/supper night for our August Social event. The tentative date set aside for this is Friday, 8th August.

Unfortunately, as I am still awaiting the brochure from Hoyts, I am not able to give you any information regarding the film in time for this Newsletter. However, I will have all details and the tickets to sell at the next General Meeting on Friday 25th July. For those unable to attend the meeting would you kindly contact me on 877 1981 if you are interested to come. Do hope to see you all and please bring your friends along too. The price for Theatre and Supper is \$5.55 a head.

So pleased Joan Holmes and Wilma Meggs are getting on well after their stay in hospital.

MARION

FOR SALE

1956 Mk VI Hawk - Running

C. J. Harris - 15 Delmont Avenue, Altona, phone: 398 1468

1962 Hawk - All original and Running - Best Offer

Mr. Cardis - phone 480 1255 ext. 242

1961 - Hawk Auto. Reg. to Oct. - Good Order - \$200

Mrs. Etheridge, phone 570 1536

WANTED - Power Steering Unit for Series Car

D. Judd, phone 783 9743

More a reminder than a hint and applicable not just to Humber but any car you happen to be tinkering with. We often consider self protection by wearing protective clothing and footwear but not the removal of rings or watches. One of our members received severe burns to his finger when a spanner shorted out across a solenoid switch and almost welded itself to our member's wedding ring which is something that can't be removed quickly. Fortunately he's on the mend and a little cross with himself because he should have known better. This incident reminded me of accidents I happened to be witness to during my years in the Trade. Quite a few years ago a young mechanic was tightening up a starter motor which had come loose on a Kenworth Prime mover. Laying on his back, reaching up and across the solenoid, his watch band shorted the terminals. The starter engaged, the engine (diesel) started, the truck in gear moved immediately and ran over the hapless mechanic's legs. Miraculously, no bones were broken but he was laid up for some time nursing very black and blue legs.

Batteries can also be a trap for the unwary. How often have you laid spanners on top of your battery while working on your car? I think we're all guilty of that at some time. One chap I was working with was fitting batteries to an International Prime Mover when he discovered that he had the wrong size spanner for tightening the terminals. He laid the spanner he had in his hand down on the batteries (there were 4 in all) to pick up the right sized spanner when one of the batteries exploded showering him and everything else in acid. A bucket of water over him and a rush trip to the Medical Centre and he was back at work the next day with a much healthier respect for batteries. Safety glasses protected his eyes. I often wear them when working under the car, especially when replacing exhaust components.

Another chap I heard about at the Eildon Weir had his boat's battery on charge. He leaned over it (with a cigarette in his mouth) to see how it was coming along. He wasn't at work the next day, he wasn't even home that night. In fact the hospital couldn't do much with him so he wasn't there either!

SECRETARY'S NOTES

After I had sent a cheque for \$50 to Parks Hydraulic Services for one of their Floor Jacks my wife told me she had seen them in Myer's (Frankston) for \$49.95 so I went down to have a look at them in Myers and "Big W" also at \$49.95. But these jacks the stores are selling have only a 10" lift as against the Parks 15" lift. A week or so ago it arrived and what a handy little gismo it's been already. I can certainly recommend them to you.

Recently I spied a MK IV Super Snipe in Vermont painted in black with white sidewall tyres looking as though it had just been restored. Does anyone know of this car? Cold weather is certainly on us again and as you old veterans know, some new members may not. To make your start easier in the mornings pull the choke on full each night after you have finished with the car for the day and see if that makes much difference. I think it will.

Good to see so many at the last meeting despite the weather. Perhaps Larry Lee's lecture on alternators became a little heavy for some but hopefully in August we can see if we can lure him back to speak on simpler things such as starting and ignition systems which are a bit easier to follow. Nevertheless we thank Larry for coming along and providing such an informative talk.

AN INEXPENSIVE TOUR

Being a "Snipe" fan I thought an account of our recent tour will be of interest to members, who, like ourselves had never visited border towns.

Recently my caravan had to be taken to the police station for checking and re-registration. This involved my wife and I in a two hour exercise with two winches and numerous chocks to put the 'van on the road ready to couple to the Snipe. As two hours would also be needed to haul it back into its caravan port my wife suggested we go for a short trip to compensate.

Our lawn bowls had finished some weeks ago and was sadly missed by us both so it was natural that we chose Corowa as the first place. We drove up the Hume Highway to Wangaratta then turned off on a country road called Three Chains Road with its absolutely straight as far as Wahgunya just short of Corowa. Crossing the Murray River there is a caravan park adjacent to 5 bowling greens and this attracted us until we inspected it and the toilets. Then we decided to go on to Corowa caravan park on Deneliquin Road where we found it ideal, clean and managed. My wife was driving and wanted to see how well she could reverse the van to the site. Despite two huge gum trees in front of the site she put it on the spot first go!

Having set ourselves up and had lunch we decided to go to look at the bowling green. When we got there we were invited to "roll up" and we had a pleasing 1½ hours practice. No questions asked or even a request for green fees. We went into the club house and quickly realised why - ROWS OF POKER MACHINES!! Anyway we played in a competition over the weekend and had more practice in the following week. We were also invited to their Bowls Trophy Presentation night which was excellent with dinner accompanied with the local wines in any given quantity. Such a good break from the garden in Balwyn.

We went to the Corowa Golf Club for lunch and there is a superb view of 5 fairways from where we had a bite to eat so we were able to see pupils and masters at the ancient game. Row upon row of poker machines too.

One day we took a run round a few of the wineries and on another day visited some others on the way to Rutherglen, which seems a sleepy but prosperous town. We bought quite a few samples at the wineries after selecting by taste the ones we most enjoyed. At once we became involved with the manager - Campbells - on the merits of the p-bells, Camerons and Culloden Moor etc. Probably our most pleasant visit and such excellent wines!

The caravan park has on-site vans as well as single, twin bedded and double bedded for the young as well as double roomed units suitable for two couples travelling together - quite an impressive setup. Also being on the Murray there were the inevitable hopeful fishermen, though I saw one chap catch two fair sized redfin in about 10 minutes.

Having completed Corowa and surrounds we thought of returning to Melbourne via Beechworth as we had heard so much of the classified National Trust Buildings. So we hooked on and travelled by way of Rutherglen, Mt. Ophir, Chiltern and Reid's Creek to Beechworth. It was a dense foggy day when we left and the fog became thicker as we approached a Pilot Range where we had to keep our speed down because it was a strange road. Surprisingly we climbed the mountain without difficulty in intermediate at about 20 mph. to about 1800 feet and came into brilliant sunshine for ¼ hr then fog again. We managed to see the historic town sights but the run to Yackandandah was fog all the way. It was a cold 3 degrees and we had a radiator in the van day and night. Not much fun there because of the weather but the trout did not seem to mind being caught so we went to the Trout Farm and bought a 14oz fish for \$2.50

AN INEXPENSIVE TOUR - Continued

And so to home with a two hour job to put the caravan away. We accomplished the trip without trouble except the car clock stopped and when greasing the van at home I found that the rear spring shackle on one side had shorn. This most probably happened on the terrible roads around Proserpine and Airlie Beach but had gone unnoticed till now. Also the week following our return No. 6 battery cell "went Dead" and only a replacement by a battery transplant for \$96 fixed it.

For those interested, technical detail is:

HUMBER SUPER SNIPE SERIES III. When purchased in early 1961 the cylinder head was removed by L. Oxenford and ported and polished as well as being surface ground to raise the Compression Ratio to 7.1 to 1.

SPARK PLUGS: LUCAS AL72W with 0.028 gap

PETROL: CALTEX SUPER

ENGINE OIL: VALVOLINE 15W-40 S.A.E. with 1/3rd REDEX ADDITIVE

B.M.E.P.: 135lbs per sq. inch at 1800 rpm

TORQUE: 161.8 lb.ft. at 1800rpm (approx. 34mph)

TORQUE: 135 lb. ft. per ton

CARBURETTOR FILTER: UNI poly-urethane

CARBURETTOR MAIN JET: 170

TYRE PRESSURES: 28 lbs. per sq. in. all round

WEIGHT OF CAR: w/- 2 people, air conditioning, power steering and hand/foot brake caravan control = 3950 lbs approx.

WEIGHT OF CARAVAN AS TOWED: 29 cwt.

AVERAGE SPEEDS: wife driving - 45mph (not including stops)
self driving - 39mph " " "

AVERAGE FUEL CONSUMPTION: with caravan in tow - 20.94 mpg
w/ & w/out van for 583 miles - 19.36 mpg.

Details of van may be of interest. Our caravan is 14'6" with a registered weight of 21½cwt. It runs on 3 wheels as it has a high speed road wheel (castor) in front which makes the overall length 19'. The third wheel, like an aircraft nosewheel, takes the weight off the rear axle and bearings of the car and has the effect of "putting the car up 1 gear" for a given grade and distance. Our car actually tows the caravan instead of half carrying it as most do. The steering is unaffected with the van in tow. The 12" dia. by 2" wide brakes are operated from the foot pedal through a PBR type 2381 vacuum control. Following traffic can be watched in the inside car rear mirror which reflects right through the van front and rear windows.

I judge that the good mpg is due to the rolling weight, which once moving, requires only a minimum of throttle to maintain speed in the type of country we traversed. Incidentally, on a trip to North Q'land with a weighbridge weight of 4½ tons car and van we got 19mpg.

The Series III is THE car!